

## PROJECT NARRATIVE

### Basic Information

**Project Name:** Buc-ee's of Stafford

**Applications:<sup>1</sup>** CUP24155520 – Conditional Use Permit  
RC25156318 – Zoning Reclassification (Rezone from B-2 to B-1)

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

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

NSA East, LLC  
2407 Columbia Pike Ste 200  
Arlington, VA 22204  
703-920-2200

**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:** 29-60C (2.58 acres); 29-60D (12.95 acres); 29-60E (11.24 acres); 29-60F (8.89 acres); 29-60G (a 1.90-acre portion); 29-ROW\* (\*1.12 acres, to be vacated)

**Total Acreage:** +/- 38.68 acres

**Comprehensive Plan Designation:** Courthouse Targeted Development Area

**Current Zoning/Use:** B-2 / Vacant Land

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<sup>1</sup> This Project Narrative is for Applicant's concurrent request for the CUP and RC.

**Request:** Concurrent Request for Conditional Use Permit for High Intensity Commercial Retail, Vehicle Fuel Sales, Site Signage, and Rezoning to B-1 with Proffers to allow a Buc-ee’s Travel Center

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Applicant is seeking to construct a Buc-ee’s Travel Center (the “**Project**”) on Tax Map Parcel Numbers 29-60C, 29-60D, 29-60E, 29-60F, a portion of 29-60G, and 29-ROW\* (\*to be vacated), together consisting of approximately +/- 38.68 acres (the “**Project Site**”). The Project requires the following approvals from the Board of Supervisors of Stafford County:

**Conditional Use Permit**

Pursuant to the Stafford County Zoning Ordinance (“**SCZO**”), a conditional use permit (“**CUP**”) is required for the Project with respect to each of the following:

- (1) “high intensity commercial retail” (for the retail store component of the Project);
- (2) “vehicle fuel sales” (for the gas station part); and
- (3) Buc-ee’s signage (height exception/comprehensive site signage).

**Zoning Reclassification with Proffers**

The Project Site is currently zoned B-2 with proffers. Certain proffers are associated with a commercial development plan from 2003 and partially amended in 2015, known as Austin Ridge Commercial (O03-16/O098-56; O15-15); that approved development plan was not built. A portion of Parcel 29-60C, formerly Parcel 29-53B, also is subject to certain proffers associated with the Embrey Mill Town Center development (O20-33). Applicant is proposing a new development – the Project – on the Project Site. Applicant’s requested rezoning reclassification (“**RC**”) from B-2 to B-1 is with proffers for the proposed Project, which – if approved – will supersede existing proffers. The rezoning is being requested solely because the “high intensity commercial retail” use is not permitted in the B-2 district; however, it is permitted by CUP in the B-1 district. Applicant’s rezoning request is concurrent with its conditional use permit request, and therefore, if the conditional use permit is not issued for the Project, the property will remain B-2 Urban Commercial with the existing proffers.

## **Project Description**

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** (other than for deliveries). 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, and is open 24 hours a day, 7 days a week. Founded in 1982, Buc-ee's owns and operates 19 Travel Centers in Texas, 15 Travel Centers throughout Alabama, Georgia, Florida, South Carolina, Kentucky, Tennessee, Missouri and Colorado, and currently is constructing stores in Louisiana, Arizona, Ohio, Mississippi, and Virginia. The Rockingham County, Virginia Buc-ee's opened June 30, 2025.

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 between Sunflower Drive and Courthouse Road, there is a 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, 29-60G, is vacant land (part of the proposed Austin Ridge Commercial project), and separates the Project Site from the Austin Ridge residential area further to the north.

### *Abutting Properties:*

<b>Location</b>	<b>Zoning</b>	<b>Existing Use</b>	<b>Comprehensive Plan</b>
North	B-2	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 primarily on four parcels – 29-60C, 29-60D, 29-60E and 29-60F – with the 1.12-acre existing right of way adjacent to 29-60C (known as “29-ROW”) to be vacated, and a portion of 29-60G to be dedicated right of way which will be constructed as a new

public street to be known as Israel Rodriguez Drive, as shown on the GDP. The Project Site parcels derive from the subdivision of a “parent” parcel (formerly identified as Assessor’s Parcel 29-60), and are the subject of prior rezonings with proffers, identified by the County as ordinances O03-16/O98-56, O15-15 (Austin Ridge Commercial), and O20-33 (a small portion of Embrey Mill). The proffered rezonings for Austin Ridge Commercial would allow an intense commercial retail environment with multiple buildings, as well as vehicle fuel sales uses. Applicant’s proposed proffers for the Project would replace all existing proffers.

Portions of Parcel 29-60F and Parcel 29-60G are shown on the County’s GIS map as split-zoned between PD-1 and B-2, but these areas were subsequently rezoned from PD-1 to B-2 pursuant to O15-15. The County Planning office has confirmed that this area was rezoned to B-2, but the GIS map layers have not been updated. Similarly, Parcel 29-60C is shown in the County’s GIS as B-2, but the parcel detail refers to “PD.” The County Planning office has confirmed that Parcel 29-60C is zoned B-2, pursuant to O20-33, which rezoned the PD-2 portion of that parcel (formerly known as Parcel 29-53B) to B-2. The Project Site also is within the Conical Zone of the Airport Overlay District; however, the requirements do not result in any restrictions on the height of buildings or structures below the maximum height permitted in the underlying district.

### **Generalized Development Plan (GDP)**

Applicant has submitted a GDP illustrating the layout of the proposed Project. *See* BUC-EE’S OF STAFFORD–STAFFORD COUNTY, VIRGINIA–GENERAL DEVELOPMENT PLAN–PARCELS 29-60C, 29-60D, 29-60E, 29-60F & 29-60G (PORTION) & 29-ROW\*, dated March 12, 2025, last revised August 11, 2025, prepared by Kimley-Horn (the “**GDP**”). 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, 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.

### *Parking*

The Institute of Transportation Engineers (ITE) standard for parking is 8.11 spaces per 1,000 SF of customer service area for a convenience store 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 EV 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.

### **Comprehensive Plan**

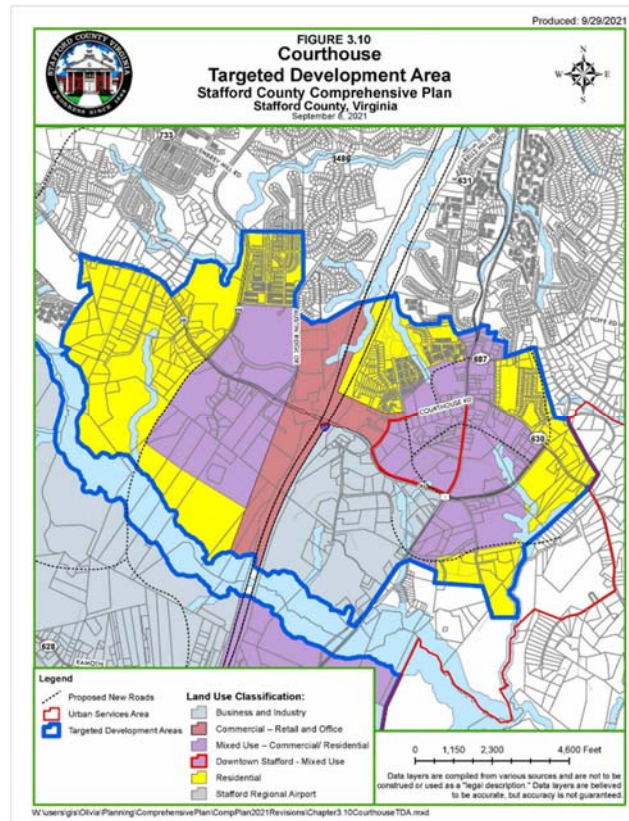
The County’s future land use map shows the Project Site is located in a Targeted Development Area, which is appropriate for the proposed use. The Comprehensive Plan provides, in part that

“[t]he County shall designate Targeted Development Areas (TDAs) in locations appropriate to accommodate higher density residential, and more intense commercial, mixed-use, or industrial development, in proximity to adequate transportation facilities, and within the current USA.”

“The purpose for this designation is to highlight the locations where a significant amount of new development and redevelopment (both commercial and residential) is recommended to occur. This is where much of the County’s infrastructure and other public facility planning should be focused.”

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 high intensity commercial square footage for this area has not been built, and therefore, the proposed Project helps to fulfill the goals of the TDA, bringing significant economic benefits to the County without overburdening resources. See Fiscal Impact Statement for additional details on the Project’s economic benefits.

Fuel sales and a retail store are appropriate land uses that are clearly consistent with the Comprehensive Plan. While a Buc-ee’s Travel Center is a more intense use than the average gas station with a convenience store, it is important to note that the Buc-ee’s store, at 74,000 square feet, is not especially intense for this commercial area. For perspective on size, note that a typical Costco warehouse store is about 146,000 square feet; the largest is 235,000 square feet. Wegman’s average store layout is about 140,000 square feet; their “smaller format” stores are about 80,000 square feet. Thus, the Buc-ee’s store is smaller than a small, urban format Wegman’s. Buc-ee’s

traffic patterns differ from a local grocer, of course; however, that distinction *benefits* the local community because interstate travelers enter from the highway and exit to the highway, without significantly impacting local traffic. The Project is specifically engineered to function in this manner. To the extent there are impacts from vehicular traffic, those have been analyzed in the TIA and through further discussions with Staff and VDOT, and any such impacts are sufficiently mitigated by the proposed design and proffered transportation improvements.

### **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, as shown on the Buc-ee's of Stafford – Illustrative Building Elevations submitted herewith, including:

- 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
- Coordinated site signage

Applicant understands that the County will recommend a condition requiring the design to be in general conformance with the elevations provided, and accepts that condition. As shown on the submitted sign plans, the Buc-ee's monument sign is an appropriate height and scale relative to the development on this site, and it is appropriately located to ensure visibility and traffic safety. The sign base sits well within the site, appropriately placed within the inside curve of the off-ramp, approximately 300 feet from Courthouse Road. To aid in visualization of a Buc-ee's sign, the sign at the newly-opened Rockingham, Virginia store is shown in the image below, in relation to the store and the surrounds. That sign (a pole sign) is 100 feet high; here, the proposed sign is only 60 feet high.



Rockingham, VA

Because the pole style is prohibited by the County, the proposed monument sign for the Stafford location shows a masonry base to match the Project columns on site, providing for a unified and attractive design that is in harmony with all elements of the site.

## **Impact Statement**

### **Traffic/Transportation**

#### *Access*

Access to the proposed development will be provided along Austin Ridge Drive via one ingress driveway (right-in only), one full access driveway; creating the fourth leg at the intersection of Sunflower Drive, and one partial access driveway (right-in/right-out only), The project will also have access along Israel Rodriguez Drive, a proposed roadway intersecting Austin Ridge Drive at a signalized intersection north of Sunflower Drive. Access along Israel Rodriguez Drive will be provided via one partial access driveway (right-in/right-out only) and one full access driveway at a roundabout.

#### *Traffic Impacts & Mitigation*

As explained in the Traffic Impact Analysis (TIA) prepared by Kimley-Horn, dated August 2025 (Version 4), the TIA analyzes traffic in multiple scenarios. Due to the uncertainty of the scale of background development that is anticipated to occur within the study area, an isolated traffic operational analysis was conducted at the request of Stafford County. The purpose of the analysis is to isolate the traffic impacts of the proposed development by excluding the trips attributed to background developments. This analysis will serve as a baseline for evaluating the improvements needed to mitigate the traffic attributable to the proposed development. A supplemental analysis was prepared that included the background developments that are expected to occur within the study area to serve as a reference for Stafford County for future planning and funding purposes only. The analyses were conducted for Existing (2023), No-Build (2026 and 2032), and Build (2026 and 2032) conditions. For future conditions analyses, proffered improvements associated with the included background developments were assumed to be operational.

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

- Austin Ridge Drive and Courthouse Road
  - Construct an additional eastbound through/right lane within the immediate approach of the intersection that would provide approximately 320 feet of storage and 200 feet of taper.
  - Increase the southbound left-turn lane storage length to approximately 460 feet of storage and 200 feet of taper.

- Construct a new traffic signal at the intersection of Austin Ridge Drive and Sunflower Drive/Project Driveway 1.
- Construct a new traffic signal at the intersection of Austin Ridge Drive and Israel Rodriguez Drive (proposed).
- 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 that serves as a channelized free-flow right-turn at the intersection of Austin Ridge Drive and Courthouse Road and provides a dedicated ingress lane into the site.

With the proposed off-site improvements and signal timing optimizations, the results of the isolated traffic operational analysis indicate that under all future build conditions, all unsignalized and signalized intersections are expected to operate with overall delays equivalent to LOS C or better, and all signalized approaches are projected to operate with delays equivalent to LOS C or better, with the exception of the intersections of US Route 1 with Hospital Center Boulevard and Courthouse Road, which were projected to operate with delays equivalent to LOS D under no-build conditions.

Due to proposed improvements impacting the adjacent interchange, it is expected that the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) will require an Operations and Safety Analysis Report (OSAR). The exact scope and limits of the OSAR will be determined through coordination with these agencies.

The proposed spacing between all driveways will comply with the guidelines outlined in the *VDOT Road Design Manual, Appendix F*. Therefore, no access management waivers with respect to driveway spacing are anticipated for the proposed development.

#### *Pedestrian & Bicycle Improvements*

As requested by Staff, Applicant also has proffered to construct an 8' wide sidewalk on Austin Ridge Drive, as shown on the GDP and labeled "8' WIDE SIDEWALK W/ 4' BUFFER STRIP." Additionally, Applicant has proffered to relocate the existing asphalt shared use path on Courthouse Road from the southbound I-95 off-ramp to Austin Ridge Drive, as shown on the GDP, and add a spur from said shared use path into the site to the area shown on the GDP labeled "BIKE PLAZA."

### **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.

### **Storm Drainage**

The proposed development will be required to meet current Stafford County and Virginia state stormwater requirements for water quantity discharge and water quality treatment. The proposed development will utilize Stormwater Management (SWM) facilities that will be designed and approved during the site plan development process.

### **Schools and Recreation**

The proposed development will not impact schools or recreational facilities.

### **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 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.

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 with 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.

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 associate 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.

### **Historic Sites**

There are no historical sites located on the Property. Therefore, the proposed development will have no impacts on historically significant sites.

### **Impact on Adjacent Property**

The Property is located near a major interstate (I-95) to the east, and vacant land to the north, east and west, with commercial development to the southwest. The proposed development will have minimal impact on the adjacent properties. The closest residences are the townhomes on Booth Court in the Austin Ridge subdivision to the north. The townhomes are separated from the Buc-ee's development by Parcel 29-60G, a 10-acre undeveloped parcel with an existing treed buffer adjacent to the townhomes. The lot line of the closest townhome is over 1,000' to any vertical development on the Buc-ee's site. The image below shows the existing treed buffer and the townhomes behind the trees.



Applicant is developing a small portion of Parcel 29-60G as a road, Israel Rodriguez Drive, which will provide access to Buc-ee's, and a dedicated right of way for a future connection to the

proposed Westgate development to the east, providing a transportation benefit to the County in terms of access and connectivity that is important for the development of this area. To enhance compatibility with neighboring areas, per Staff’s request, Applicant has proffered sidewalks along Austin Ridge Drive that are 8’ in width for consistency with the residential developments.

There is sufficient separation from area residential developments, and, it should be noted that this site was planned for high intensity commercial development deemed to be in harmony with the residential development. The approved development for this site is a multi-building, multi-use commercial area, including multiple drive-through restaurants, a drive-through bank, fuel pumps and convenience store, and retail buildings. As such, the proposed Buc-ee’s represents a significant *decrease* in land use intensity for this commercial site:

	Austin Ridge Commercial	Buc-ee’s Travel Center
Total Square Feet	87,457 SF	74,000 SF
Total Buildings	7 buildings	1 building/2 fuel canopies
Fast Food and/or Drive Thru	4	0
Maximum Building Height	60	39
Zoning	B2 Urban Commercial Fuel Sales Permitted by CUP	B1 Convenience Commercial Fuel Sales Permitted by CUP

When the traffic flow in and out is appropriately designed, a single-use site that provides fuel and a “pit stop” for the interstate traveler has relatively minimal impacts. The actual *land use impact* on a locality from Buc-ee’s traffic is *less* than from a multi-building commercial development like Austin Ridge Commercial, as 95% of Buc-ee’s customers are interstate travelers who will enter and exit at the designated access points. The Project’s transportation impacts have been carefully analyzed in the TIA and further improvements and refinements have been made in response to discussions with County Staff and VDOT, such that to the extent there are impacts, the proffered transportation improvements sufficiently mitigate them.