

STAFFORD COUNTY PLANNING COMMISSION

October 29, 2025

The Special Meeting of the Stafford County Planning Commission of Wednesday, October 29, 2025, was called to order at 6:00 PM by Chairman Steven Apicella in the ABC Conference Room of the George L. Gordon, Jr. Government Center.

MEMBERS PRESENT: Steven Apicella, Willie Shelton Jr., Kristen Barnes, Carlos Bratton, Kelsey Caudill, Laura Sellers, Kecia Evans

MEMBERS ABSENT: None

STAFF PRESENT: Mike Zuraf, Lauren Lucian, Stacie Stinnette, Brian Geouge, Amy Taylor

DECLARATIONS OF DISQUALIFICATION:

Mr. Apicella: Thank you. Are there any declarations of disqualification? Yes.

Ms. Sellers: It's not a declaration of disqualification, but I should point out that when it comes to the public hearing, I do have potentially two roles to play — one here on the Planning Commission and then one with the Commonwealth Transportation Board. Previously, I've asked if it's a conflict and it's not because I don't benefit personally and financially, so, but I am pointing it out that I do potentially have two roles here.

AGENDA CHANGES: None

PUBLIC PRESENTATIONS

Mr. Apicella: So I'll now open the public presentation portion of today's meeting. The public may have up to three minutes to comment on any matter except the two public hearing items on today's agenda. So if you're here for Buc-ee's, this is not the time. You'll have a chance to provide your comments on that, on those items when they come up during their public hearing. This is not an interactive conversation. You have up to three minutes to speak. Before starting your comments, please state your name and address. The clock starts when the green light appears. Yellow means there's one minute left. Red means your time is up. Again, this is not for Buc-ee's, so if you want to talk on any other matter, this is the time to do it. Would anyone like to come forward?

Ms. Maxson: Kristen Maxson, 1816 Richmond Highway. Number three in the packet today, Potomac Church Tech Center Proffer Amendment, is deferred by applicant for a future date to be determined. Will the public have proper notice so Stafford staff can properly review? In the past, they haven't gotten much notice. October 28, 2025 agenda pulled as Economic Development Five-Year Strategic Plan yesterday was labeled "N/A" as number one item. With a stack of 38 land-use applications that we see today, Page 311 of 314, this is an overload for planning and zoning, Commissioners, and staff. Policies and items to explore to locate businesses is also labeled "N/A" in yesterday's briefing. Who is this plan serving? The hub? Will Stafford survive as a sub-hub or a community? One or the other. Briefing was very high level directing towards apparent hub needs and policies. See also on Page 311 of our packet today, Board referrals R25-233 (1) bullet states, "Modify plan and plat application to align with state

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codes amendments.” This is coming late since the state vetoed House Bill 1601 and the State Bill 1449 requiring developers of data centers to submit assessments for centers impact of environment and on the neighborhoods. The bill said localities must do it. Captured May 27, 2025 BOS work meeting agenda. So, number two established defining for a contractor’s equipment and storage yard. This is seen at the bottom of our agenda. Does this include Potomac Church commissioners June 11th, 2025 in finding a temporary location of a treatment plant maintenance facility and assist the County in identifying and securing a permanent location for a future MOU, Page 9C relocating the city Aquia wastewater treatment? In the past, contractors have used landowners driveways blocking access and parking their equipment. Perhaps this definition can deter using private land as blocking driveways or as blocking driveways is against the law and not a storage yard for these equipment that go across and trespass. So yesterday’s vote repeated twice with one resolution, two vote sessions — one with a resolution, and the other not.

Mr. Apicella: Thank you, Ms. Maxson. Anyone want to make any public presentations? Okay, seeing no one else, I’m going to close the public presentation portion of the meeting and move on to the first agenda items. Mr. Zuraf?

PUBLIC HEARINGS

1. RC25156318; Zoning Reclassification – Buc-ee’s of Stafford – A proposed zoning reclassification with proffers, from the B-2, Urban Commercial Zoning District to the B-1, Convenience Commercial Zoning District on Tax Map Parcel Nos. 29-60C, 29-60D, 29-60E, 29-60F, 29-60G (portion), and 29-ROW, consisting of approximately 38.68 acres (Property), to allow a travel center with vehicle fuel sales and high-intensity commercial retail. In general, the proposed proffers include, but are not limited to, provisions that would: make the reclassification contingent upon approval of the concurrent request for a conditional use permit; require the Property to be developed in general accordance with the generalized development plan (GDP); require signage be in general conformance with the site signage package; require architectural elements and design in conformance with illustrative building elevations; specify how access to the Property is provided; require specified transportation improvements; and address vacation or abandonment of right-of-way located at Tax Map Parcel No. 29-ROW. The Property is located on the northeast corner of the intersection of Courthouse Road and Austin Ridge Drive, within the Garrisonville Election District. **(Time Limit: February 6, 2026)**
2. CUP24155520; Conditional Use Permit – Buc-ee’s of Stafford - A request for a conditional use permit (CUP) to permit vehicle fuel sales, high-intensity commercial retail, and a comprehensive sign plan in the B-1, Convenience Commercial Zoning District on Tax Map Parcel Nos. 29-60C, 29-60D, 29-60E, 29-60F, 29-60G (portion), and 29-ROW (Property). The Property consists of approximately 38.68 acres and is located on the northeast corner of the intersection of Courthouse Road and Austin Ridge Drive, within the Garrisonville Election District. The Property is subject to a concurrent request for a zoning reclassification to the B-1, Convenience Commercial Zoning District. **(Time Limit: February 6, 2026)**

Mr. Zuraf: Good evening, Mr. Chairman, members of the Commission, Mike Zuraf, Director of Planning and Zoning. I would like to, in the matter of time, present for items one and two at once.

Mr. Apicella: Please do, thank you.

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Mr. Zura: All right, if I can have the computer, please? Thank you. So these two items are for a single project called Buc-ee's of Stafford. This includes a zoning reclassification and conditional use permit. These two requests include reclassification to rezone approximately 38 acres from the B2 urban commercial zoning district to the B1 convenience commercial zoning district. The second part is a conditional use permit to permit vehicle fuel sales, high-intensity commercial retail, and a comprehensive signage plan. This would basically be to allow for the development of a Buc-ee's Travel Center. Site is located within the Garrisonville Election District. The applicant is Buc-ee's, with Stan Beard as the primary contact for the applicant. So, looking at the location and zoning shown in red, the subject parcel is located along the northeast, on the northeast corner of the intersection of Courthouse Road and Austin Ridge Drive, consists of multiple parcels which also includes a portion of right-of-way that was the former alignment of Austin Ridge Drive. The current B2 zoning is shaded in dark pink. Surrounding zoning districts include other B2-zoned property to the north, south, and east. Planned Development 2 is located to the west and Planned Development 1 zoning is farther to the north. The B2 zoning is actually part of three different zoning actions going back from 2003, 2015, and 2020 that cover different portions of this site. And this includes three different sets of proffers which are development restrictions, additional development restrictions on the site. Approval of this rezoning would replace those three different sets of proffers with one single set of proffers that cover the project area. In 2017, a major site plan was approved on this property which included several commercial retail buildings, several restaurants, and a bank — totaling 87,500 square feet of commercial area. And nothing's happened with that project.

These are existing conditions as viewed from above. The site's currently undeveloped with that has a mix of trees and underbrush. The site was previously rough graded and includes several stormwater basins. The topography is gradual across the site and slopes downward from the west to east. There is a drainage channel with wetlands that bisect the site generally in the vicinity of Sunflower Drive. General surrounding uses include single-family residential uses and undeveloped area to the north, additional undeveloped planned commercial land to the east and south, and then you have the Embrey Mill commercial development directly to the west and then other existing and planned commercial and residential development to the west as part of Embrey Mill Phase 3A. Here's just another view of the site, a Google Street view, looking southeast along Austin Ridge Drive.

This is the general development plan submitted with the proposal. It shows the site layout for the proposed Travel Center. Just to make everybody clear, the orientation of this site is flipped 90 degrees, so north is on the lefthand side of the screen and Courthouse Road on the south side is on the right. This proposes one single-story store, approximately 74,000 square feet in size. That's located in the center of the site. Let's see if the panel works. One second, let's see if this — all right, so store is in this location. You also have 120 fuel pumps on the western side of the site, located under canopies that are in these two different locations. There are five access points proposed — one via a direct separated access ramp off of southbound Interstate 95 that is generally in this location that would be separate from the main line of Courthouse and Austin Ridge and provide access in this way into the site. There are two other direct access points off of Austin Ridge Drive across from Sunflower and then mid-block in this location and then two other access points off of proposed new public road in this location, and your access points are right in here.

There are 831 parking spaces proposed, located on the north and south sides of the store. This includes 12 dedicated larger bus RV spaces. They're on the north end of the site, in this area. For trails and

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sidewalks, through these improvements, the applicant would be reconstructing the existing shared-use trail along Courthouse Road in this location and then constructing a trail up to the site in this location. There's other sidewalks that would be constructed. A sidewalk would be constructed along Austin Ridge Drive and then other pedestrian access markings and sidewalks within the site. There are standard buffers and parking lot landscaping consistent with the County zoning ordinance. And the applicant also is proffering a 15-foot evergreen screening buffer on the north end of the site along the new road in this area, which would be two rows, a double row of evergreen trees.

There are several proposed proffers included with the zoning reclassification. This would require the property be developed in general accordance with the with the GDP, require signage consistent with the comprehensive signage plan, which I'll get into, require architectural design elements consistent with elevations that are included, require the double row of evergreen trees that I just mentioned, require access be provided as shown on the plan, but also subject to modifications that might be required by state and federal transportation authorities, and I'll get into that aspect as well. Also, require a final site plan approval be contingent on the project having these other federal and state transportation approvals. There's several other transportation improvements included — several improvements around the Austin Ridge Drive and Courthouse Road intersection, construct two new traffic signals along Austin Ridge Drive, a median separated, as mentioned, the southbound slip lane that provides direct access into the site, the new public road which would be called Israel Rodriguez Drive on the north side of the site, and then also the trail and sidewalk improvements that I went over, and then constructing other interchange improvements that might be required by the OSAR report. OSAR is Operational and Safety Analysis Report, and I'll get into that as well, and then requiring the vacation of that right-of-way strip in the project area.

So, getting into the staff analysis and consideration of the zoning change, the applicant is requesting the rezoning from B2 to B1, as the retail store component is considered basically a high-intensity commercial retail under our zoning ordinance due to the amount of traffic generated. That high-intensity commercial retail use is only permitted in the B1 zone with a condition use permit; it's actually not permitted within the B2 zone, so that's the main purpose of that request to change the zoning. Regarding noise, the use would generate similar noise as other similar commercial uses, and that's going to be mainly from vehicle traffic. The close to existing and planned residential uses are 420 feet to the north along Booth Court, and then 200 feet to the northwest where the Embrey Mill senior townhomes are proposed. Regarding lighting, site lighting would generally be similar to other commercial establishments and would be installed in compliance with the zoning ordinance. Fuel canopy lighting is brighter than regular parking lot lighting. With the larger than normal fuel canopies, the site may generate greater light impacts. An attempt to mitigate the impacts would be the proffered row, double row of evergreen trees along the north side, and also there is a recommended condition that would restrict the location of the fuel canopies to not be farther north than where they're already shown on the general development plan.

Now going over transportation, I have a few slides on this. First, reviewing the studies and other approvals that are needed. Buc-ee's is required to develop a traffic impact analysis to determine the impacts and improvements necessary for the proposed development. This involves meeting with VDOT and County staff prior to submitting the applications to identify the scope of the study. The traffic study has been prepared and has been through four revisions to this point. Note the latest revision was actually submitted last week and is still under review. Buc-ee's will be required to develop also a signal justification report to ensure that the signals that they propose to construct would be reasonable and

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actually appropriate in their location. And it is customary for this, that type of report to be completed after the project approval and closer to construction when construction's happening. Also with this project, the proposed modifications at Exit 140 at the 140 interchange require an operation and safety analysis report, which involves federal highways and VDOT. This is in the process of being developed, and per the proposed proffers, Buc-ee's will be required to provide mitigation for any measures that the OSAR identifies as Buc-ee's responsibility. And last point, a limited access control change will need to be approved by the Commonwealth Transportation Board and that goes through via a request made by the Board of Supervisors through, via resolution. That stretch of the stretch of Courthouse Road from the exit ramp to Austin Ridge Drive is considered limited access, meaning the site entrances to individual properties is not permitted. And so a break in the limitation requires special approval from the Commonwealth Transportation Board, so that that process is required as well.

Going over the traffic analysis in more detail and some of the background details, the traffic studied impacts on several surrounding signalized and unsignalized intersections along Courthouse Road and Austin Ridge Drive. They're studying, there were two evaluation scenarios: Scenario A studied the Buc-ee's proposed impacts on the network, the transportation network, without consideration of background traffic just for the purpose of isolating what their specific impacts are. And then the Scenario B considers all the background traffic generated by the planned development in the area. County and VDOT staff do recommend Scenario B as the appropriate option for analyzing mitigation needs. And the lower left, this identifies the estimated traffic generation. This was based on the six busiest Buc-ee's sites, and then there was an increase factor of approximately 30 percent built in for this for this location. Typically, when we deal with these traffic studies we utilize the what's known as the ITE or Institute of Traffic Engineers manual, which lists out common land uses and provides standard trip generations for those uses. But with this, this use is very unique and so you really can't, there's no similar use in that manual, so we have to go by looking at other similar projects that they've already built. And I'll also point out in comparison to the 20,940 trips that's anticipated for Buc-ee's, the by-right commercial development that I'd mentioned that was approved on the site, that would generate approximately 8,200 vehicle trips per day.

Mr. Apicella: Please go ahead, Ms. Sellers.

Ms. Sellers: So is this total trips per day? Is this including the 8,000 whatever?

Mr. Zuraf: No.

Ms. Sellers: Those were more, if I remember correctly, those are more internal to the County, and Buc-ee's is taking them off the highway. So, would there still be, would there be any combination of the two?

Mr. Zuraf: The 8,200 vehicle trips, that is specific to the uses as they're proposed and really and then also probably those were typical kind of retail uses and restaurants, and so strictly out of the ITE manual. They probably would pull in some vehicle trips off of the highway, but I'm just kind of going strictly off of what the manual would say for that use. The Buc-ee's trips all are based on other Buc-ee's stores which are all located along highways, the six that were used.

Ms. Sellers: Do we have any idea of how many vehicle trips are in that area today? The total trips along — right here, is this the 7,000? Traffic counts, here we go. So, 3,000 are there, looks like today.

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Mr. Zuraf: We have that in the staff reports. So today, Interstate 95 has 155,000 vehicle trips per day, Courthouse Road 18,000 vehicle trips per day, and then Austin Ridge Drive is 7,000 trips per day. So, the middle and right tables identify how traffic has grown in this location over the last few years and how much would be added with the Buc-ee's. The recent increase that you see, which is pretty large, can be attributed to the new commercial development that has happened within Embrey Mill and Burns Corner on the other side of Interstate 95, those commercial projects. And that growth is accounted for in the traffic study.

Ms. Evans: Jeremy, can I ask one question.

Mr. Apicella: Please go ahead.

Ms. Evans: When you're doing the highway study, are you doing it for northbound and southbound?

Mr. Zuraf: The traffic study looks at, we look at intersections that were all the way from Mine Road all the way over to Route 1, so that included the intersections, all the ramps, northbound and southbound.

Ms. Evans: Okay, thank you.

Mr. Apicella: Ms. Caudill?

Ms. Caudill: And these numbers were calculated after COVID, correct?

Mr. Zuraf: This, yeah, the study included vehicle counts from 2023, yes.

Ms. Caudill: Okay, so nothing past after post-COVID, because that was, we were still kind of in COVID in 2023.

Mr. Zuraf: That's when the numbers were taken.

Ms. Caudill: Okay, and then while I was looking at the Stafford traffic impact analysis, so the only locations for the trip generation were Florida and Texas that they used for the locations?

Mr. Zuraf: Yes.

Ms. Caudill: Nowhere else?

Mr. Zuraf: Right, those are the identified as the six maybe with the highest vehicle trips to be used as a comparison.

Ms. Caudill: We didn't utilize the ones that we currently have in like Harrisonburg, or —?

Mr. Zuraf: That just opened, so you'd actually not want to necessarily use that. You'd actually want to look at one that has been established.

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Ms. Caudill: Okay, thank you.

Ms. Evans: I just have one more question since you asked a question about COVID. I guess they didn't take in account that 2024, everyone would be going back to work due to Trump sending everyone back to work. I take that into account. They didn't take it into account.

Mr. Zuraf: That is, so the study does include a growth factor that is built in as you, because this — the study, the studies normally do include a growth factor, and then the OSAR report is, I believe, based on, and I have some other staff here who can help me out along the way. I believe that that OSAR study is based on 2025 vehicle counts.

Ms. Evans: All right, thank you.

Mr. Zuraf: So, looking at results from the study, first I'm going to point out the County's Comprehensive Plan Policy 7.7.7. It recommends development projects maintain a level of service C or better for impacted intersections and/or road segments. If achieving a level of service C is not practical, if the levels of services are already below C, improvements should be designed to not further degrade the level of service, and this would be tested by identifying level of delay at an intersection. So this slide does point out the intersections that are not in conformance, as a project would cause level of service impacts to degrade below C, or if they're already below C, would experience increased delay.

To explain this a little bit more on the lefthand side, and I'm not going to go through all of these, but just to kind of explain the first intersection on the left column — the Courthouse Road–Austin Ridge Drive intersection — on the weekend, it would be expected to anticipate in 2032 the intersection, the intersection without Buc-ee's would have a delay of 35.7 seconds, and with Buc-ee's, the delay would increase to 80 seconds, and that's a corresponding level of service reduction from D to E. And these are intersection averages. The traffic study looks at all the different movements through an intersection through left-turn and right-turn movements, assigns levels of service and delay factors for each, and then generates an average. So that means that some of the movements may be impacted more negatively, others may be less or may show improvement, but in the end, you get these averages. Staff is recommending additional mitigation measures be considered for intersections 4, 8, and 13 in this slide. As I mentioned, the latest version of the traffic study has just been submitted and needs to be reviewed by VDOT. Their last round of comments addresses many site details and recommends additional data and exhibits that might normally be received at the site plan stage, but they'd like to kind of see that now.

Regarding the OSAR report, as noted, that's still being developed. That report will identify transportation needs at Exit 140 through the year 2048 and develop and evaluate potential solutions to address the needs that would be caused by the Buc-ee's development. The report would also identify if any additional transportation mitigation would be needed that would not be due to Buc-ee's development. The proffers do require Buc-ee's to implement the results from the OSAR report that are attributed to them.

Mr. Apicella: Mike, when is that due?

Mr. Zuraf: That report?

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Mr. Apicella: Yes.

Mr. Zuraf: I understand that they're working to try to get that done by, at least in process, in early 2026. The applicant can kind of help with maybe.

Mr. Apicella: Looks like you've got somebody who can help.

Mr. Zuraf: Excellent.

Mr. Lehane: Matthew Lehane, Transportation Planning Manager. Just to add to that a little bit, they're currently working on the framework document, which is essentially the scope of work. Once that is complete, then they would start working on the actual report. From there, it'll probably take 8–12 months, maybe a little more, a little less, depending on what work is required.

Mr. Apicella: So maybe October of next year?

Mr. Lehane: If they were to start now, yes.

Mr. Apicella: Okay, got a couple more questions. I don't know if it's for Mike or for you, Mr. Lehane. Ms. Caudill?

Ms. Caudill: When is the expected revisions to come back? So the October 22nd revisions, when are they expected to come back from VDOT? What is kind of that timeframe?

Mr. Zuraf: So for the VDOT review, that, I believe, follow-up review is, I think it's 30 days, so yeah, later in November we should get comments back.

Mr. Apicella: Ms. Barnes?

Ms. Barnes: The OSAR report, now this is something that's kind of — I don't remember hearing about this in a lot, in several other applications. When we have a big project like this, the TIA is due before the project is approved. Why isn't the OSAR due before the project is approved? Is there, is that somehow a different standard? It seems to me that that might be something we'd like to know about before the project is approved for tonight?

Mr. Zuraf: Yeah, it's not a customary report and not necessarily — there's no specific policies that really require it like we do have for a traffic study. So it is kind of more at the discretion of the applicant. Yes, it would be great to have it earlier on, but this is where we are.

Mr. Apicella: Yeah, that might be a policy we want to reconsider going forward. Please go ahead.

Mr. Zuraf: Okay, so moving on with the comp plan, future land use map identifies a site as being within the courthouse targeted development area. The more detailed land use concept for the courthouse TDA designates this property for commercial and retail and office. This designation supports standalone commercial development, specifically retail and office uses, as identified by the name. Staff does find that the proposed use is generally consistent with the comprehensive plan land use recommendations, as

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well as recommendations for development within targeted development areas. Staff finds that the proposed B1 zoning district and vehicle fuel sales use and high-intensity commercial retail use is considered consistent with the comp plan within this area. It is consistent with other nearby highway oriented uses and in close proximity to the interstate; however, the scale of the use in relation to nearby residential uses and potential impacts to this transportation network should be taken into consideration. Also, Policy 2.1.3 of the comp plan lists a series of characteristics that development proposals should strive to incorporate. A few of the points related to this project are highlighted for the Commission's consideration, including maintaining quality of life, mitigation of degraded levels of service, and minimizing land use conflicts. So, these are proposed building designs which the applicant is proffering to follow. The neighborhood design standards element of the comp plan includes architectural guidelines. These elevations are providing many of the recommended design features. So moving over to the conditional use permit part of this request, a conditional use permit is considered for these uses as they may generate greater impacts on surrounding properties or roadways. The fuel sales and high-intensity commercial retail uses generate more traffic, and that's the reason why they require a conditional use permit. The traffic issues and light impact issues have already been addressed in the presentation. A comprehensive sign plan is a separate issue that I'll address in the next few slides.

Mr. Apicella: Please go ahead.

Ms. Sellers: Are these all separate conditional use permits or is it one package?

Mr. Zuraf: It's all together.

Ms. Sellers: Is there a way we can break them up?

Mr. Zuraf: I will look into that to see if that can be done through separate resolutions at all.

Ms. Sellers: Okay, thanks.

Mr. Zuraf: So the comprehensive sign plan was submitted with the conditional use permit application. It outlines in detail the proposed locations and dimensions of signage on the property, specifically freestanding signs, wall signs, and fuel canopy signs. This image just shows the location of these sign elements that are within this plan. The zoning ordinance permits a comprehensive sign plan to establish the sign details for a project. Some elements of the plan include signage that exceeds the standards in the zoning ordinance, which could be permitted through the approval of this conditional use permit. There are three wall signs proposed on the retail store, one on the south, one on the west, and one on the north besides the building. Each sign would be 285 square feet in area and would be similar to the freestanding sign with the business name and logo. Commercial signage standards permit individual wall signs up to 200 square feet each. The neighborhood development standards plan includes architectural design standards for signage.

Staff believes the wall signage is consistent with the NDS plan. The signage is at an appropriate scale relative to the overall size of the building facades. There is one 60-foot-tall freestanding monument sign proposed in the southeast corner of the site. It's adjacent to Interstate 95 near Courthouse Road. The ordinance limits business signs to 30 feet in height. The signage area is approximately 486 square feet consisting of the business name and logo, as you can see here. The NDS plan includes recommendations

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for monument signage which the plan conforms to that. Staff does suggest that guidelines for shopping center signs should be considered, and that states that shopping center signs should be sized for sufficient visibility and business identification without becoming a dominant part of the landscape or interfering with vehicular movement along adjacent streets. The overall size may create visual distraction along Courthouse Road and staff recommends some viewshed renderings be provided of the monument sign from surrounding vantage points to ensure the scale of the sign is appropriate.

So as part of the conditional use permit, staff is recommending several conditions: Require the property be developed in substantial conformance with the GDP; direct access to the property be in accordance with the GDP subject to approval by County state and federal agencies; permit no more than 120 gasoline fueling positions no farther north than positions shown, this would not be applicable to electric vehicle charging station spaces; the store would not exceed 75,000 square feet in size; require the buildings be constructed in conformance with the renderings provided; vehicle travel ways shall be kept clear for emergency vehicle access; signage shall be consistent with the provided sign plan, and signage shall be consistent with the ordinance standards, except for the freestanding monument sign be permitted up to 60 feet in height with a sign surface area up to 487 square feet, and then the one wall sign on each of the south, north, and west elevations permitted each up to 285 square feet in size, and then that signage maintain a consistent architectural aesthetic.

Overall, our final kind of staff findings, there are several positive aspects to the application: The proposed vehicle fuel sales and high-intensity commercial retail uses are consistent with the land use recommendations in the comp plan; the proposed use is consistent with the commercial development pattern in the surrounding area; the proposed architecture is consistent with the comp plan guidelines; the pedestrian improvements would help address needs identified in the comprehensive plan; proffers would ensure the development would be consistent with what's envisioned in the application; the proposed wall signs and canopy signs are consistent with the NDS plan; and evergreen screening would help to minimize impacts on adjacent properties.

With negatives, although there are several transportation improvements being offered to mitigate impacts, the traffic impact assessment identifies several impacts that are not mitigated in conformance with the County's comp plan transportation goals; the monument sign should be further evaluated to ensure the scale is appropriate; it's uncertain how the project would comply with the comp plan guideline encouraging development maintainer improved quality of life for residents and minimize land use conflicts; and there's uncertainty how light levels due to the overall intensity may impact surrounding existing and planned residential uses. For the recommendations really for both applications all of their positive aspects staff does recommend deferral of both applications to allow for additional time for the applicant to address the negative features, aspects that have been identified. Should the Commission recommend approval of the conditional use permit with the condition, staff does recommend that it be subject to approval of the concurrent zoning or classification. And that ends my presentation.

Mr. Apicella: Thanks, Mr. Zuraf. Before we go with additional Commissioner questions, I've got an overarching comment or question. So we got — you got — VDOT's October 6 letter which is in our package. It has 28 pages with 86 comments. In my 14 years on this Commission, I've never seen so many comments from VDOT. It appears that as of three weeks ago, 30 comments — so about one-third of the total — have not yet been fully addressed, and those comments recommend that the applicant identify movement, approach, queuing and other important traffic issues and measures. So with so many

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transportation issues still not yet resolved, why is this application in front of the Commission at this time?

Mr. Zuraf: So, there is — the application has a series of studies and impact statements that are required to be provided to basically consider the application complete, and we work through with the applicant. They've provided all the minimum requirements that are every, all the minimum details that are provided with the application. We've worked through as much as we could addressing issues, but since all the minimum materials have been provided, that doesn't mean that they have to fully address every single comment that's provided to be able to move forward to a public hearing. So, the applicant does have the right to request that things move forward and to a public hearing.

Mr. Apicella: Okay thanks. So we'll go with more Commissioner questions. Ms. Sellers, would you like to start?

Ms. Sellers: No, I don't.

Okay. Other questions? Ms. Caudill? Ask any how you want. You and me both.

Ms. Caudill: And some of them might be for the developer, but the first question I have is if Buc-ee's does not proceed — say this is rezoned — what other B-1 uses could be built without additional hearings?

Mr. Zuraf: It might be very difficult because the way this is all structured, it's requiring all the improvements that really are tied to this project. And so I think it's likely that any other project that comes in would have to come in and go through the process over again and to modify those conditions.

Mr. Apicella: And the GDP is proffered, so they would have to provide a new GDP.

Mr. Zuraf: Yes.

Mr. Apicella: Okay. Let's give Ms. Caudill a chance to ask a few more.

Ms. Caudill: All right. My next question is, could you please explain how construction for the proposed Buc-ee's will be phased or managed to minimize disruption to nearby neighbors and schools? I know that there is Colonial Forge High School and Winding Creek Elementary, so has there been any talk about — and Anthony Burns. Thank you.

Mr. Apicella: Say that again, I didn't hear it.

Mr. Zuraf: So, I will defer that to the applicant to address how they plan to mitigate.

Mr. Apicella: One more.

Ms. Caudill: So at the beginning, you had said that RV space is on the north end, so my question is — could you please clarify whether RVs or campers will be permitted to remain on the site overnight like, say, Walmart allows?

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Mr. Zuraf: That would be, I guess, a decision for the specific business whether that's something that's allowed.

Ms. Caudill: Okay. So it's not like the 18-wheeler trucks where they're not allowed?

Mr. Zuraf: I know how Buc-ee's operates; 18-wheelers are not they don't have fuel for 18 wheeler trucks.

Ms. Caudill: So those parking spaces that you had said in the beginning are just for if they want to come in, and they are permitted to use that gas station or a retail store, commercial.

Mr. Zuraf: For RV and campers. I'll have the applicant address how they, I guess, manage trucks and how that is controlled.

Mr. Apicella: All right. Ms. Evans?

Ms. Evans: Yeah, just to piggyback — so basically you don't know if they're going to have diesel fuel there?

Mr. Zuraf: They're not going to.

Ms. Evans: Okay. All right, for the trucks. My question is, just if you can make sense of this.

Mr. Apicella: I'm going to ask folks to please quiet down.

Mr. Zuraf: The applicant did just whisper to me they are going to have diesel.

Mr. Evans: Oh, so they are going to have diesel fuel.

Mr. Zuraf: For vehicles. Passenger diesel.

Ms. Evans: Okay. Okay. Thank you. My next question is, if you can help me make sense of this. So we have a Wawa that's going to be right across the street, correct? And down the street, we have a Sheetz, right? So if we have another gas station, that's three gas stations within approximate proximity of each other. Was there any other place that the applicant looked to put this?

Mr. Apicella: Sorry, please do not yell out comments. And no clapping, because we need to have order, please.

Ms. Evans: Yeah, sorry, and I'm only asking because I need to make sense of this because it's not making sense to me.

Mr. Zuraf: That's also — I'll ask the applicant to address how they chose this site.

Ms. Evans: Okay. And then my next question, which will be my last question, if this was to get approved, how much water usage will be used?

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Mr. Zuraf: I will have to check on that as far as the amount.

Ms. Evans: Okay. Thanks.

Mr. Apicella: I'm going to piggyback off a question that Commissioner Evans asked. So, what's the size of the nearby Wawa and Sheetz gas station, and what number of pumps do they have?

Mr. Zuraf: So the Wawa is approximately — both the Wawa and Sheetz are 6,000 square feet in size. Wawa has 12 pumps, and the Sheetz has 14 pumps.

Mr. Apicella: All right. Thank you. Ms. Barnes?

Ms. Barnes: Okay. Here's my questions, in no particular sensible order, but I'll go for it anyway. There's some wetlands that run through the center of it, am I correct on that?

Mr. Zuraf: Yeah.

Ms. Barnes: Okay, is it an RPA or are they just considered — why isn't an RPA? Is it just a low point in the slope, or is it an actual stream?

Mr. Zuraf: Likely not, and that would fully get evaluated, and I'm assuming it probably has already been evaluated. There's probably not enough drainage area for it to be considered a perennial stream that would classify it as a resource protection area.

Ms. Barnes: Has it — you might not know this — has it always been there? Has it been a consistent? You guys have probably, I think, okay. You answered my questions. So, we don't have to worry about that hundred-foot buffer on each side of the RPA with that?

Mr. Zuraf: Not in that specific location.

Ms. Barnes: And if you do have wetlands and you pave over it, what happens to the wetlands?

Mr. Zuraf: Well then, so there are Corps of Engineers and there are certain standards that have to be followed, and there's limitations that the developer has to go through as to how much they can impact. There's a certain amount that they can impact, but they hopefully can, maybe they can explain how they've gone through that so far.

Ms. Barnes: Is that a DEQ thing?

Mr. Zuraf: Corps of Engineers.

Ms. Barnes: Okay. And I know that you answered some of these in my email, but I'm just going to ask them out loud anyway. The closest house at the end of Booth Court, how close is that house to the property line, the furthestmost property line of the Buc-ee's parcel?

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Mr. Zuraf: Okay. I'd measured from the — yeah, I believe it was from the right-of-way of the proposed road, so it might be a little bit farther, but it was from the house corner, 394 feet.

Ms. Barnes: And how far is that house from I-95?

Mr. Zuraf: 1,200 feet.

Ms. Barnes: Okay, so the Buc-ee's is going to be a heck of a lot closer than the freeway. Okay. The taxes that we're going to collect, I know that I noticed in one of the one of the attachments you had a list of the taxes — sales tax, gas tax, property tax, and real estate tax. What are the taxes that we collect on those, and do we have a total of that per year, and if so, what is the source of that data?

Mr. Zuraf: Let me find that.

Ms. Barnes: You don't have it memorized? Want me to ask another question, and somebody else can look that up?

Mr. Zuraf: I'm almost there.

Ms. Barnes: Okay.

Mr. Zuraf: So you're referring to the fiscal impact statement?

Ms. Barnes: Correct. I noticed it was maybe just a list, but I don't know where that came from, that fiscal impact came from, and who performs that fiscal impact?

Mr. Zuraf: This was provided by the applicant, so I have to defer to them.

Mr. Apicella: Can I just, just for a word off of that, unless I missed it, that was one page? I didn't see any analysis or backup?

Mr. Zuraf: There's nothing, nothing more included with that.

Mr. Apicella: All right, thanks.

Ms. Barnes: And what was, did we have a total of that per year? I don't know if they, I didn't notice it added up, or maybe we can add that up and I'll come back to that question.

Mr. Apicella: Ms. Caudill?

Ms. Caudill: And did staff verify that?

Mr. Apicella: No.

Ms. Caudill: No. Okay.

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Ms. Barnes: Okay, I have a couple more. Is that okay, Mr. Chairman?

Mr. Apicella: Yeah, please.

Ms. Barnes: So I'm going to go back in history a little bit here, for those of us who have lived here for a long time. In 2017, there was a traffic study done, done by an organization called INRIX, no idea what it is. That study found that between Woodbridge and Fredericksburg, that it was literally the number one traffic bottleneck in the country. Now, that was a while ago. We've had some road improvements. We've got the diverging diamond; I think we had the HOT lanes bypass. So, I'm quite sure that it's not quite as bad. I also did a little bit of a search and in 2021, which was obviously during COVID, northbound I-95 was the seventh worst in the nation between Route 17 and 610. Do we have anything more recent that discusses that particular aspect of living in Stafford, Virginia?

Mr. Zuraf: I'd have to, I'd have to check to see if there were any —

Ms. Barnes: I know you don't have right off the top of your head, but that is something that I'd be interested in knowing because, yay, we're number one and yay, we're number seven. I'd like to know what we are now because not in a million years would I have thought that we would put something as fabulous as Buc-ee's that draws so many people to it, the best place for that would be at a place where the number one and number seven choke point in the United States would go. So I think that it would be nice to or it would be good for us to have maybe a little bit more data on that. Were any of the TIAs developed — oh, and here's the other point I wanted to make, in one of those traffic studies in 2017, I think that study was in March and April, and as we all know, March and April ain't got nothing on June, July, and August. Were any of those TIAs done, the recent ones that we've had, done during those summer months with basically 95% at a standstill?

Ms. Zuraf: The traffic counts need to be done when schools in session, so that that takes out the summer months.

Ms. Barnes: Okay and I know that's not your rule but what, wow, okay. Is it, that's just a VDOT standard?

Mr. Zuraf: That's a standard.

Mr. Apicella: Ms. Sellers?

Ms. Sellers: The study from 2017 when I was on the Board and on FAMPO at the time, and I believe that study, which Stafford County paid for through FAMPO, was to justify or to try to get justification to the state to extend the HOT lanes and to do the Rappahannock River crossing north and south. And we were, we were being quite difficult with our delegation down in Richmond to tell them that our traffic was different than what the VDOT studies were looking at and were discussing exactly what you're saying, is that the times that they had said we're never going to compete with Arlington and Fairfax because ours is all the time. So that's what it is. INRIX is a data set...information is a data set that comes, that a lot of folks use. It's not always the best, and Mr. Lehane can give you more reasons why, but it does do well with the interstates so it is a viable source. And with the study going up to the north,

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VDOT is — not VDOT, the Secretary's office — is looking at putting together a new 95 transportation study. It hasn't been approved yet, but they are looking at that.

Mr. Apicella: Thank you, Ms. Sellers.

Ms. Caudill:

I had one more. As far as the lighting goes — and I'm just going to ask this, but I have a feeling this is going to go to the applicant — the lighting in comparison to say a Wawa, to the Sheetz, to the Publix, with a store as large as that, I'm going to just intuitively guess that there's going to be a heck of a lot more lighting than you would have in a Publix parking lot. Is that lighting like on the big poles like you have in the Publix parking lot? Are they underneath the canopies so that they are kind of shielded a little bit?

Mr. Zuraf: The lighting for fuel canopies, it's, it's, it would be the same intensity as a Wawa as far as the foot candles, but it's just more so it just covers a larger area, and the lighting does have to be set in internal in the underside of the of the canopies.

Ms. Caudill: Okay, so yeah, it is going to be a lot more because the Wawa has 12 pumps. And of course my last question is — and I think everybody's going to ask this — for the love of all that is holy, did they consider another parcel in Staffordtown by Centerport? Is there, are there any parcels down there that could possibly accommodate that? There's nothing down there. I mean it's still going to back up 95, but this is just a question maybe for the applicant as well, is that something we can talk somebody into?

Mr. Zuraf: I'll ask the applicant to address what other sites they may have considered.

Ms. Caudill: All right, thank you so much.

Mr. Apicella: Thank you, Ms. Barnes. Mr. Shelton?

Mr. Shelton: I have some questions that are primarily for the applicant, but I want to give you a heads-up on what I want to talk about. Since you're having, you're going to have 120 bays versus 16 at a normal service station, what is your installed fire protection systems under the canopy? Second aspect of that, are you providing AEDs through your complex since you're going to have as many as 20,000 vehicles per day and people have heart attacks? Third point is hazardous materials abatement. Are you planning on installing hazardous materials, filtering material? Do you have a kill point that shuts everything down? So those are questions primarily directed to you, but as a person from the fire protection world, those are some valid questions. My concern is conflagration. I've been involved in a number of different large flammable liquid fires; gasoline has a flash point of minus 40 degrees so the conflagration potential is very great with that. So if we start at pump 41, there's a great potential that it would consume both north and south from a conflagration standpoint. So when you're up, I'd like some response in those areas. Thank you.

Mr. Apicella: Okay, I've got some questions. Currently, most of the traffic entering and exiting I-95 Exit 140 is local traffic. Is that pretty much logical to assume?

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Mr. Zuraf: Really, I guess based on kind of development patterns, one could kind of ascertain that most of the existing traffic is local. However, we don't have the data maybe to fully quantify that answer.

Mr. Apicella: Okay, and the applicants project narrative indicates that 95% of Buc-ee's customers are interstate travelers. So if that percentage is accurate, that would equate to 20,000 of the 21,000 projected vehicles per day. So whatever the amount ultimately turns out to be, it's fair to say that the vast majority of traffic into and out of Buc-ee's will be I-95 non-local drivers.

Mr. Zuraf: What we've gotten from the TIA is about 20% of the trips would be local and 80% attributed to 95.

Mr. Apicella: Still, the vast majority of non-local traffic. Okay, so I see that there's a proposed direct access point into the parcel for I-95 southbound traffic. Did the applicant consider a direct access point to the site for I-95 northbound traffic?

Mr. Zuraf: I'd have to defer to the applicant on that one, on what consideration they had on that aspect.

Mr. Apicella: Okay, while there are several proposed ingress access points into the parcel, in looking at the GDP, it appears that most or all the traffic exiting the parcel will go back on to Austin Ridge Drive. So there's no direct egress from the site back on to I-95 north or southbound, right?

Mr. Zuraf: Correct.

Mr. Apicella: The diamond interchange at I-95 Exit 140, is that a typical configuration built in Virginia or elsewhere that drivers are used to?

Mr. Zuraf: Not typical. There are a few examples, but it is atypical.

Mr. Apicella: Do we have any accident statistics for diamond interchanges?

Mr. Zuraf: We do not. All right — saved.

Mr. Lehane: Yep, so I did look into that. Prior to the project, the three years before, Courthouse Road had about 33 accidents. Once the project was constructed, the last three years, we've had about 21 accidents at that interchange. So there has been a slight improvement in accidents and accident rates.

Mr. Apicella: Thank you. Do we know if — I don't know if you know this — hey Matt, sorry, so is there, do we have the stats to show whether accidents are more likely to occur during the day or at night?

Mr. Lehane: We can look into it.

Mr. Apicella: Okay, thanks. Well you might be able to answer this next question. So if the project's approved prior to the completion of the OSAR in October of 2026 and it recommends additional improvements are needed, who becomes responsible for the cost of those improvements?

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Mr. Lehane: So what you see in the proffers today is the minimum improvements that Buc-ee's will do. If the OSAR recommends additional improvements that are due to Buc-ee's traffic, Buc-ee's will be required to do those improvements. Any additional improvements that are recommended outside of those that mitigate Buc-ee's traffic will have to be discussed between the County and with VDOT.

Mr. Apicella: And the timing, when does that have to occur in terms of how they build out the parcel?

Mr. Lehane: So they cannot get site plan approval until the OSAR is complete, essentially until they get FHWA and VDOT approval.

Mr. Apicella: Okay, thanks. Mike, just a couple more questions. Has the applicant considered any alternatives or measures to reduce the intensity of the fuel canopy lights?

Mr. Zuraf: I'm not aware of any, and our ordinance does actually require a minimum, certain minimum level for the situation of fuel canopy.

Mr. Apicella: Minimum, but no maximum?

Mr. Zuraf: Well, overall there will be a maximum that has to be maintained at the property line. So there's still, there's going to be some sort of control eventually at the property line.

Mr. Apicella: So again, my concern is — and I think it's sort of intimated in the staff report — is the light pollution potentially from the canopies. Do we have a sense of what that might be and how far that light might travel to the nearby neighborhoods?

Mr. Zuraf: No.

Mr. Apicella: Are there any monument signs in the area that are 60 feet tall?

Mr. Zuraf: The one that I could think of is the Central Park sign along Route 3 in the city of Fredericksburg, Spotsylvania. That sign is 71 feet tall and 52 feet wide. So that one's taller.

Mr. Apicella: Right, but in the nearby vicinity there's nothing that big. And do we know if the proposed 60-foot sign can be seen by residential neighbors?

Mr. Zuraf: Not certain. That's why we requested —

Mr. Apicella: More time to take a look at it?

Mr. Zuraf: A kind of study there.

Mr. Apicella: And they haven't provided that yet?

Mr. Zuraf: No.

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Mr. Apicella: Okay. What is currently proffered on the subject parcels including intensity? You mentioned the number of vehicles per day, but in terms of intensity and usage, what's currently allowed by right?

Mr. Zuraf: So as mentioned, there were three different sets of proffers. The majority of the site is dictated by proffers that were approved in 2003. The proffers that apply to the commercial area are somewhat limited. It requires architecture to have coordinated themes. There's some outdated parking lot landscaping requirements that are more robust now. Outdated parking lot lighting requirements. There are no limitations to other us within the B2 zone. Yeah, and so that's the largest area. The proffers that were approved in 2015, that actually majority of those applied to the area north of this site, but a small portion of the area in and around the new road, that caught a portion that has more strict limitations. Several uses are limited because it did incorporate a lot of the development that might happen right in the area above Israel Rodriguez Drive. And those proffers would still apply today in that area. The only the small portion where the road is, those proffers would go away. And then the 2020 proffers, those were related to Embrey Mill when the road was realigned. And so that carried over some of the proffers that were within the Embrey Mill project but were modified because this is definitely a more standalone piece of development from the Embrey Mill Town Center. There were some use restrictions. Design was required to be consistent with the NDS plan. No direct access onto Courthouse Road. But then there was a requirement to contribute 15 cents per square foot for fire and rescue.

Mr. Apicella: And how did you get to the — I think you said about 8,200 vehicles per day — how did you arrive at that number?

Mr. Zuraf: So, we looked at the approved site plan that was from 2017 on the site and then estimated basically using the ITE manual for similar by-right uses.

Mr. Apicella: And did that — I'm sorry to jump in — did that site plan identify some specific uses?

Mr. Zuraf: There were retail uses, some drive-thru restaurants. And we looked at sit-down restaurants because the drive-thru uses now require a conditional use permit on that in that same area and included a bank.

Mr. Apicella: And so it sounds like a lot of those uses again would be mostly for locals?

Mr. Zuraf: Depending. If there might be some uses that, if it's any restaurants there definitely could be, could draw customers from 95.

Mr. Apicella: Okay. Other questions for staff? Ms. Caudill?

Ms. Caudill: All right, so I've got two questions I'll ask. Has the applicant been asked if they can commit to dimming canopy lights overnight from like 11 p.m. to 5 a.m., if this was approved?

Mr. Zuraf: We did not ask that.

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Ms. Caudill: Okay. All right. And then talking about proffers, will any of the proffered improvements — the first one that comes to mind is the sidewalk — become County maintained, or will maintenance remain with the applicant?

Mr. Zuraf: For the sidewalk along Austin Ridge Drive, that would become VDOT maintained because it would be within the public right-of-way.

Ms. Caudill: Okay, but they're building it.

Mr. Zuraf: The would construct it.

Ms. Caudill: Ultimately, VDOT would have to maintain it.

Mr. Zuraf: And they would take it over, yes. There's a trail connection up through the site, that would be their responsibility. From the shared-use trail on Courthouse, they show a trail connection up to the parking lot in the site. The portion on site, the applicant would be required to maintain that.

Ms. Caudill: Okay. And then my last question is — so, and I'm going to play devil's advocate here a little bit — can you please help me understand why this particular analysis for VDOT is being questioned? The reason I ask this is in prior applications, VDOT has not required improvements to roads lacking shoulders, even when those routes accommodate larger vehicles and trailers. In contrast, this site benefits from a major interchange providing direct access to and from I-95, clearly intended to support high traffic volumes. Why is this being treated differently?

Mr. Zuraf: Transportation guy?

Ms. Caudill: Thank you.

Mr. Lehane: So that is in part due to the traffic impact analysis. When you go over certain vehicles per day, you're required to do traffic impact analysis. So you see that with all applications that are over a thousand vehicles per day. So because of that, VDOT will complete a more detailed review and give us kind of their comments for consideration.

Ms. Caudill: Thank you.

Mr. Apicella: Ms. Barnes?

Ms. Barnes: Okay, back to the tax thing. I did find it and add it up. It looks like initial investment \$70,000 and then the rest all added up — personal property tax, meals tax, sales tax, and then fuel tax — comes to \$2.5 million. And that was provided by the applicant, correct? And we haven't, do we have a way of really...?

Mr. Zuraf: We can run it through the Commissioner of Revenue.

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Ms. Barnes: I would love to. I would love to see those numbers. As far as the fuel tax goes, and I'm sure I think you said this also, there's a lot of tax on fuel but we don't get much of it, do we? Do we know what the percentage is? And I'll just put that out there and Laura take it away.

Mr. Lehane: I believe off the top of my head, it's like 2% goes to what's called PRTC, Potomac Rapid Transportation Commission, and then a part of that goes to, or all of that goes to Stafford County for our uses. A good chunk of it right now goes to fund transit, so VRE, Fredericksburg Go for instance, Stafford Airport, but the rest of it goes to Stafford County, and that is for the past few decades what has made up our transportation fund and how we complete our transportation projects. So in 2024-2025, that was about 6.3 million dollars a year.

Ms. Barnes: So about two cents at every dollar.

Mr. Lehane: I can't do the math that quickly but something like that.

Ms. Barnes: Thank you.

Mr. Apicella: Ms. Sellers?

Ms. Sellers: Mr. Chair, I have a question. So this one's going to get to the law enforcement. With 20,000 vehicle trips a day, if we just have one person in those vehicles, that's going to be an increase potentially of 20,000. Do we have a County policy or does the sheriff have a policy of when you increase the number of law enforcement officers in the County? And I ask that because if this was a housing development with 20,000 units, we would see that phased over time, but this is going to be all at once. And so are we taking that into consideration and modeling when we can bring on those?

Mr. Zuraf: I'd have to reach out to the sheriff's office to see what policies they may have, how they might treat this.

Ms. Sellers: Okay, thanks.

Mr. Apicella: Matt, so kind of going back to the staff report and the VDOT response to the latest or the previous TIA — again not knowing what's changed because I think we got the last version a couple days ago — what would you say are the top three to five issues that you feel still need to be worked?

Mr. Lehane: Apologies as I go back through. So the main, really, concerns were the mitigation measures and how the applicant was mitigating some of the changes in delay per the Stafford County policy. The remainder of the VDOT comments were kind of some things that VDOT recommended that the applicant could do but was not required, and then there were other things that since then I think the applicant has addressed some of them, but we'll await kind of VDOT's review to see if the applicant has fully addressed them and that's kind of what's on the slide here is some of the additional comments. The GDP revisions, I know the roundabout stub has been shown on the GDP to be built to the property line, for instance.

Mr. Apicella: And at best, maybe sooner, we might get VDOT's comments closer to the end of November?

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Mr. Lehane: Yeah they generally have a 30-day timeline. I did speak to someone today and they are it is currently under review, so we'll get comments back within 30 days. But yes, it might be about 30 days.

Mr. Apicella: All right thank you. Additional questions for staff? Ms. Evans?

Ms. Evans: I do. I just have one question, Mike. What did you say was the height of the sign, signage? Like, what's our ordinance?

Mr. Zuraf: Max height for business signs is 30 feet.

Ms. Evans: And the applicant is asking for 60 feet?

Mr. Zuraf: 60.

Ms. Evans: And so — okay, just want to make sure.

Mr. Apicella: All right, last call for questions of staff. All right. Thank you, Mr. Zuraf. Would the applicant like to come forward?

Ms. Cohen: Good evening, Mr. Chairman and members of the Planning Commission. I'm Karen Cohen. I'm a land use partner at Gentry Locke attorneys, and we represent the applicant, Buc-ee's. Thanks to Mr. Zuraf for his very thorough presentation. I won't repeat that — and my part's pretty short because actually I'm glad we planned it this way because I jotted down all your great questions and glad to share with you that we have a team here from Kimley Horne Civil Engineers to address your questions about construction phasing. We have the environmental engineer to address your constructions of your questions about wetlands and Mr. Beard is here to address your questions about tax revenue and lighting and consideration of other parcels and all those things. So those are not part of my presentation so I'll be short, but we don't have it up yet.

Mr. Apicella: Computer, please?

Ms. Cohen: There it is. All right, so yeah. So that was really my first slide was to introduce you to the team and they will have others speak, and as I said, I'll be brief I'm not going to repeat the things that staff has already said to you. I did just want to kind of specifically address some of the legally binding commitments that we're proffering and I know Buc-ee's is excited to share some new ideas on the transportation. It is — and you asked a good question Mr. Chair about the timing of things — it is an iterative process, and Buc-ee's wants to continue to work with the County to keep making keep making it better try to get the transportation to be right. We know it's a paramount concern to you and to the citizens, and it is to Buc-ee's too.

So let me just reiterate one point that's in the staff report. Mr. Zuraf mentioned that this site today is permitted for intensive commercial development under the existing zoning with proffers — the 87,500 square feet permitted that Mr. Zuraf showed you. So, just from my perspective as a land-use attorney just talking to you about the appropriateness of the land use itself on this site, to have a family travel center adjacent to I-95 in an area that is planned for intensive commercial use, that is an appropriate land

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use. While the staff report, of course, says that additional mitigation is needed; it also correctly concludes that, “The proposed use is consistent with other similar uses nearby and appropriate given the proximity to Interstate 95.” And the comprehensive plan of the County supports this conclusion. So if you look at the map, here the star is the site where the Buc-ee’s would be, and you can see that pink area is the area that is planned for commercial development in the targeted development area in your comprehensive plan. And yes, it is surrounded by — you see the purple and yellow is mixed use, and yellow is residential — so yes, there’s residential development around this area, but as the staff report recognizes, this area, this spot is appropriate for this type of use so long as the conditions appropriately mitigate the impacts.

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So in terms of what is permitted here, that 87,500 square feet, this is what’s permitted today under the existing zoning with proffers. And as you can see, it’s high-intensity commercial development with a

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variety of uses and users — and by the way, I mean that's unknown users, right? Some of these are you've got more than seven retail buildings; some are big-box retail; some are strip centers; you know, folks, one of the comments I heard at our community meeting was we don't want more fast food and vape shops — but you've got three fast food drive-thrus here, drive-thru bank, more than seven buildings 60 feet in height permitted, whereas the Buc-ee's is 31 feet less than that. So this is the contrast with Buc-ee's generalized development plan. You can see, you've got a single operator with Buc-ee's; you know who it is. It's a retail store with gas; their customers come from the interstate; they eat, they shop, they get gas, and they immediately return to the highway to continue their travels. So having a Buc-ee's here on this site is actually a substantial reduction in land development intensity. But of course, there's traffic volume, and that has to be properly designed for. And that's exactly what conditional zoning is for, right? When you have a situation just like this where the proposed land use is clearly appropriate — a travel center in a commercial district adjacent to I-95 — but there are impacts that require additional mitigation, and that mitigation is done through conditions or proffers.

So before I turn it over to Mr. Ratcliff, who is Buc-ee's director of engineering for the transportation proffers, I just want to touch on a few of the other proffers that were mentioned by Mr. Zuraf but where I think a visual will kind of help people get a better feel for what the proposed development is really going to be like. So these are the renderings you saw. These are proffered, binding commitments of the applicant. So this is what this is what's proffered to be here, this is what it will look like. This is on the sign; the applicant has proffered this sign design for Stafford. You may be familiar with other Buc-ee's — they have like a tall pole sign with the logo on the top — that's not what's going to be here. This is the monument sign — and well, here's where the pen might be helpful — but if you see the red circle on the map here, that's the location of the monument sign. So it's not like a shopping center or it's not a street sign on Austin Ridge or anything like that. It's over by the interstate and so it's very far from any residential development or that kind of thing, so that is this is the Buc-ee's interstate sign it's not going to be the tall pole sign that's 40 feet higher than that it's a monument sign adjacent to the interstate. And then here's a picture of the Buc-ee's that just opened in Rockingham, and so just to show you a picture instead of a rendering so you can really see what the materials look like and what the store looks like, and you can see that the fuel canopy columns match the masonry so there's a harmonious design to the whole place.

And one thing to note about the fuel area, this 120 fueling positions I think needs a little bit of clarification — it is not 120 bays, so the fueling positions it sounds like a big number; well, what it means is there's 60 dispensers of those in the picture, and then there's two per aisle — two per island — and you have people that use both sides, so that's how you get to 120 fueling positions. You might see it a little better here, so if you see the canopies, the shorter one right in front of the store, it's just 12 bays with the two ends; that gets you to 13. And then the other one, the longer one on the diagonal, that's like 16 bays with two ends; that gets you to 17. So if you add those together, it's 30. So it's just 30 bays, but you get 120 fueling positions out of that because two per island people on both sides — so it's not quite as big as it sounds. I mean, you can tell from looking at this rendering here that the scale — it's reasonably scaled for this site — and having a lot of fueling positions actually is a good thing because it helps to move the traffic flow through. We've probably all been to the gas station where we're waiting on an aisle and we wish people would move along so we could get in there ourselves. But this rendering I think also really illustrates some of the extraordinarily positive impacts of this proposal. As the staff report noted, the site design here exceeds the open-space requirement and the enhanced buffer along Israel Rodriguez Drive that's being proffered. I'll try the pen — did it work? No, but you — whoops, it really didn't work at all; it jumped ahead. Okay, we'll forget the pen. But along Israel Rodriguez Drive where the

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trees are; there's the required street tree buffer and an enhanced buffer with the two rows of evergreens, so that provides even more screening from the neighborhood to the north, which, by the way, the neighborhood to the north where the Booth Court townhomes are is separated by a whole 'nother parcel where additional commercial development is proposed, so there'll be other commercial buildings there. And so this degree of buffering —

Mr. Apicella: Ma'am, can you hold on for just one second. Ms. Barnes?

Ms. Barnes: I just have to clarify something. You said Booth Court, right?

Ms. Cohen: Yeah.

Ms. Barnes: Booth Court doesn't have townhomes. Does Booth Court have townhomes or homes?

Ms. Cohen: The single-family, Booth Court. Yeah, close — the ones on the north.

Ms. Barnes: I've several times throughout the application that it says, "The townhomes to the north on Booth Court." That's incorrect.

Ms. Cohen: They're single-family homes, yes.

Ms. Barnes: Just to clarify.

Ms. Cohen: Okay, thank you. So yeah, the homes though on Booth Court to the north are separated by another parcel that is not Buc-ee's that would have commercial development. But the point about this slide that I thought was good to show just for the visuals too, is you know you would never have this degree of buffering and open space and setbacks if it was — you just couldn't even achieve that if the site were developed for what it could be under the existing zoning, because it'd be jam-packed with all the drive-thrus and the retail and the fast food. So the hope there is that the visuals kind of illustrate that from a land-use perspective, it's really clear that a family travel center is an appropriate use for this interstate adjacent site, and it's less intense than what is already permitted there — a less intense development — but we do need to keep working to get the traffic mitigation right. We understand that.

And I just wanted to address one other thing that came up on the OSAR issue. I think Mr. Lehane clarified it a bit, but just to be absolutely clear, the OSAR is required by FHWA and VDOT because the project involves an interstate interchange, so it is something we have to do — but it's a separate process from the County process, separate from the TIA process. So we need the land-use approval, and then there's statutory timelines, as you know, that protect applicants — due process rights to have land-use cases heard in a timely manner. And unfortunately the OSARs really can take 12 or more months; that is possible. So that's just how that happens to work, but that's why we proffered that whatever the OSAR says is necessary to be constructed that is a result of Buc-ee's impacts. Buc-ee's has, again, it is a legally binding commitment that they will do those things. So to that end really of wanting to continue to work on these things with the County, understanding that there's more to talk about, we want to continue those discussions, talk about some of the ideas that came out of the community meeting. We got really good feedback from the citizens, and that has generated some ideas for transportation that Mr. Ratcliff's going to present to you.

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And so we concur with staff's recommendation that you defer making your recommendation to the Board at this time, and we're looking forward to getting the public's feedback tonight as well as your feedback, and then we hope that we can bring back a refined plan that's further reviewed by County staff, and we hope that by doing that, we'll be able to give you and the citizens the full confidence to support the project. I'll turn it over to Mr. Ratcliff.

Mr. Apicella: Before we turn it over, I've got a question; I think miss Barnes has a question. Can you go back to the monument sign slide?

Ms. Barnes: Right there.

Mr. Apicella: So I believe I heard Mr. Zuraf say that they asked for a visual impact analysis. Is that something you all are — and it has not yet been provided — is that something you are willing to do, with respect to the sign?

Ms. Cohen: I'll let the applicant — yes? Okay, yes.

Mr. Apicella: Ms. Barnes?

Ms. Barnes: Okay. You said that as it stands under the B2, which is the current zoning it is, it is 87,000 square feet of permitted businesses like banks — I don't remember what are the other things that you said.

Ms. Cohen: There are three fast foods on their approved GDP and approved site plan.

Ms. Barnes: But — and I'm going to push back on this a little bit — you're saying that Buc-ee's is actually going to be a little bit of a less intensive; however, you're being required to reclassify this to a B1, and I believe that the reason is because B1 is usually considered a more intense use than B2.

Ms. Cohen: No, it's the opposite. B1 is the less intense neighborhood district.

Mr. Zuraf: Mr. Chairman, if I could clarify. Yeah, it is an oddity in our zoning ordinance where B1 is less intense, but it happens to be the zoning district that has the high-intensity commercial retail use, and that use is not allowed in B2.

Ms. Barnes: So, with 87,000 square feet, you said banks, fast food, etc. etc. — I don't know that banks and fast food get 20,000 guests a day, so to me that's actually a little more intense simply because of the traffic. I understand that the B1 and the B2, but you don't — you don't have 20,000 people or 20,000 trips a day for a bank, right? I'm just going to push back on that a little bit.

Ms. Cohen: Agreed, yeah, the traffic volume intensity for the travel center use is definitely different than local traffic. I think those uses, though, would put a lot of pressure on the local traffic. But yeah, different from traffic, which is why, that was sort of the point of that, that it's a less intense from a land development perspective — you're doing less with one building, but you are right that there's traffic intensity, and that's what needs to be mitigated through the conditions.

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Mr. Barnes: And it's Virginia, so when you say traffic, we know traffic.

Ms. Cohen: I'm a native Northern Virginian, so —

Ms. Barnes: So, you know. Welcome to Stafford. I think Ms. Sellers brought this up about public safety. I go to Publix on a regular basis, and I've seen some very, very interesting activity in Publix, and so has my husband, who's a former retired federal agent. We see a lot of activity there. This is going to bring in a lot more people, and of course the Buc-ee's crowd is top notch, top-of-the-line crowd, I'm sure. I've been to one, I know that. However, if you have 20,000 people, 20,000 trips coming in, we're going to have a massive, sudden dump of people into a very small spot. Has the applicant considered possibly a proffer for public safety for that, or is that something that would be considered appropriate? I'm just putting that out there because roadside — even if it's a family roadside — gas stations, especially high-intensity, but like this, it's going to bring some challenges.

Ms. Cohen: Well, I'll let Mr. Beard address that because he's really familiar with it, being the head of all their stores. So yeah, I'll let him address that.

Mr. Apicella: Please go ahead, Ms. Sellers.

Ms. Sellers: Just before you leave, with the landscape and the architectural designs, I know it says that it's consistent with the zoning ordinance and the landscape and the manual, but Embrey Mill Austin Ridge have been here, and they do have design standards. And so it's not just evergreen trees; there are specific types of trees that they plant. And at least with the rezoning from the 2015 or the proffer amendment from 2015, we did require that they conform to the Embrey Mill Austin Ridge the way they look, not just the bare minimum. And so, and it's not just any evergreen; there are magnolia trees, and they are a little bit more specific of what that looks like. So I don't know if we could discuss that, but that's something that I'll be of interest to me because I do want it to all look the same. It needs it. It's a planned area, and it should all look the same.

Ms. Cohen: Well, thank you. I think our landscape team at Kimley Horn can look at what those standards are, and if we need to do a detail for a buffer that's different, we can certainly look at that.

Mr. Apicella: Other questions for this presenter? Ms. Evans?

Ms. Evans: This may be a crazy question, but do you have to do 120 pumps? Could it be less?

Ms. Cohen: I'll let the applicant address how they design their sites and why the number of pumps is what it is. But again, remember, it's not 120 bays. I mean, the shorter bay right there that you're looking at on the screen is, like I said, 12 isles, if you will. I mean, the Wawa near me has eight.

Ms. Evans: Right, so that's what I'm asking, could it be smaller?

Ms. Cohen: I'm just trying to give you a sense of the relative scale.

Mr. Apicella: When that presenter comes up, he can be specific — because it's not going to be picked up by the mic, so when he comes up, if he can address her comment directly.

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Ms. Cohen: Yes, yes.

Ms. Evans: Thank you.

Mr. Apicella: Anyone else? All right, thank you.

Ms. Cohen: All right, thank you. I'll turn it over to Mr. Ratcliff.

Mr. Ratcliff: Good evening, Commissioners. It's good to be with you all this evening. My name is Scott Ratcliff; I'm the director of engineering for Buc-ee's, and I'm honored to be able to be with you all this evening. Going to that first question that came up just a moment ago as it relates to the fueling positions and the number of bays. The reason why we have those number of bays is because at our facilities we don't have a normal turnover rate. Your average gas station, we sit there and you monitor it, you have an average turnover rate at a fueling position is about five to 10 minutes; ours is 30 to 45 minutes, and so you end up with people that are camped out there at the dispenser. We do everything we can to try to get people to move along, but that doesn't happen. So the additional fueling positions actually act as queuing or storage for those individuals that are inside the store doing some shopping instead of moving their car or fueling their car. And to kind of go to some other questions that came up as it relates, I think it was mentioned about the diesel fueling. Yes, we do have diesel and DEF fuels for four-wheeled vehicles, not for tractor-trailers. We have active staff in the parking lot that are actively, if anybody comes in that is in those larger vehicles, they are told to leave. And so we have it posted at our store locations that no 18-wheelers are permitted, and that is actively enforced within our parking lots. So tractor trailers are not encouraged to be there.

Ms. Evans: So you're saying tractor-trailers, but what about hot shots?

Mr. Ratcliff: Hot shots?

Ms. Evans: A hot shot is a vehicle — F-150 usually — but they transport as well. So, do you take that into account?

Mr. Ratcliff: We see some of those, but we see more RVs and more people pulling their boats than we do hot shot people.

Ms. Evans: Okay.

Mr. Ratcliff: Yeah, and that's why we have those larger parking stalls is for the RVs and the boats, and if you go there on a typical weekend, they'll all be full of RVs and stuff.

Ms. Evans: Okay, but hot shots are allowed there?

Mr. Ratcliff: Yeah, we don't discourage that.

Ms. Evans: Okay.

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Ms. Caudill: Glad you asked, talked about the RVs. So, I did ask earlier about RVs and campers, and I know that the 18-wheeler — I get that — but what about the RVs and campers staying in the parking lots?

Mr. Ratcliff: We do not permit overnight stays.

Ms. Caudill: Is there a timeframe that you do permit?

Mr. Ratcliff: I don't know the exact time period that our managers go out and walk and tag cars, but even our employees have special decals on their cars because they stay there longer than the — I think it's four hours they go and they walk the parking lot, and so if there's a vehicle that's been there more than four hours, they are towed. So, don't hold me to the four hours, but I'm thinking that's the rotation. And so we do not permit overnight stays.

Ms. Caudill: All right. So, I'm going to piggyback off that that a little bit. What about when it snows? You guys are open 24 hours, right? So, if you have big equipment coming in there to clear your parking lots, are you guys doing that yourself?

Mr. Ratcliff: Do it ourselves.

Ms. Caudill: Okay, thank you.

Mr. Ratcliff: Yes, to go to a comment I believe, Mr. Chairman, you had about the unresolved comments with regards to the TIA. Those are primarily related around the OSAR and will be addressed with the OSAR. So those unresolved comments are part of the ongoing process that we have, and that's where I would like to start this evening and talking about where we are with transportation. We started and did our transportation counts in September of 2023 as quickly as we could, closest to the summer months as we could get with school in session. That is where we did ours, and that was in September of 2023. We had our framework and methodology approved in October of 2023. That's the basic guidelines for how the TIA was going to be approved. The TIA was presented first round in February of 2024. We then started working with the Department of Transportation, both the County and the state, on the framework document for the OSAR because we knew we were going to propose improvements related to the interstate infrastructure. We then had a second submittal of the TIA in March 2025. In August, we did the zoning and CUP submittal. September, we had another revision to the OSAR framework documents, and as Matthew mentioned just a moment ago, we are currently working on that framework document with the feds. We had, as was mentioned several times already, in October 2022, we resubmitted for the third time the TIA.

So this is an ongoing process that we've been working with all the staff on in order to get these situations and systems resolved so their functions for everybody. We don't work if the system fails and so that is why, when we started this project early on in the process; two years ago now, we got started in this, because traffic is very important to us. If we have a system fail, then we have people that don't return. Our average customers come in once or twice a year is when we see them, and so if they have a bad experience, they're not going to stop the next time, and so we're constantly working to try to improve in transportation. That is why it's one of the top priorities as it relates to our organization and our preparation for a site as it relates to the traffic study. Just kind of some general information, the datum,

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the baseline, was taken in 2023; but for every year that has transpired at the guidance of the DOT and the County, we have provided a 2% increase to that — and that's compounded — so it's every year, we've had two, two plus two. And so now we've got an increased level of transportation that's coming in as it relates to the existing datum. We have done everything that's been asked of us. If we were asked to do something else, we would have done it, but we have utilized the processes and procedures that have been outlined by the state and the County in order to prepare this TIA, and that is the process in which we've used and run with to this point.

The no-build condition — this has kind of been a hot topic as it relates to discussions, as Mr. Zuraf brought it to your attention. We presented two different alternatives, and using the Alternative B, which assumes basically you've got this bucket of development that can take place, it's been approved for this particular area, some of it's built, some of it's not. The no-build situation considers all that development has been constructed with the exception of the Austin Ridge commercial development, so we basically created a donut in our transportation study as it relates to baseline datum. That baseline datum, if we include the Austin Ridge as is currently proffered, then the differences are less noticeable, especially when you apply the proposed improvements that we have for this particular site. So in so doing, applying those and then removing the Austin Ridge, we see that we have an equivalent or less than impact on the intersection as a whole. Now, as Mr. Zuraf mentioned, you may have movements that move up and down as it relates to the optimization of the models, but the actual intersections are functioning at or equal to if we consider the existing entitlements instead of making a donut out of that or no-build condition.

As it relates to the overall system, we've looked at several nodes as you can see here related to this proposed development. One of the things to consider in also evaluating this transportation information is that we took six stores — yes, from current operating stores, and not in Virginia because we just have our new one just opened — but we took the six “worst stores” as it relates to transportation and then added an additional 30% on top of that for exiting traffic. So it has an identified multiplier on top of what we know to be factual data. So you might say, “Scott, well, you've got gone and done all this specific looking, how can you say that you've got these red and orange areas when you're looking at the losses, which are the bad side on the transportation study?” Well, when you go and you look at the optimization of the models, you're trying to preserve and protect the mainline movements and the critical movements. For example, to the hospitals, at our open forum that we had the other day, there were some questions about the hospitals, and the models assume that they are going to have the smoothest route. So if you're trying to get to the hospital, the models have interpreted that information as being a critical path as one of the mainline and therefore controlling the signals, so you may have a secondary that has a lesser or more delay to it, but your mainline is operating equivalent to the no-build condition.

As it relates to the proposed improvements — you've probably seen this exhibit several times — this is currently what's proposed in the proffer. I don't really want to spend much time on this because, as was mentioned, we've been visiting with Matt and with Mr. Zuraf about this, and there's some additional improvements that we want to do. But basically, we're taking the traffic, they'll be coming off in the southbound direction and providing them with a free-flow condition to Austin Ridge, so whether you're going to Buc-ee's or you're going into the development in Austin Ridge, you're bypassing those signals. Related to the improvements on Austin Ridge, adding additional laneage and constructing and building proffers that have not been built by others, so with us coming to town and can performing these

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development practices, we're actually fulfilling obligations that others have not done for this particular area in this quadrant of development.

Mr. Apicella: Please go ahead, Ms. Sellers.

Ms. Sellers: Before you leave, I thought I saw a plan where it had the traffic coming in in the southeast area off the highway, not going up to the interchange at Austin Ridge.

Mr. Ratcliff: We've had — there's lots of things that we would like to have done. We've asked for direct routes to the ramps; we've asked for connections, direct connections to the ramps to prevent people from even getting on to Courthouse. But the feds have a thing about allowing private access to a private development. You have to go to a public street with your proposed improvements, and so we looked at a Courthouse break in access to allow them to not even go on to Austin Ridge, and that was discouraged. And so we've looked at those types of options and have been told by the state that we are not permitted to do those.

Ms. Sellers: Okay, we can talk offline.

Mr. Ratcliff: I'd be happy to. I'd love to have a break in access and get them out of the system as quick as possible. This past week, we had an opportunity to meet with the citizens of this area and heard several comments that we'd like to discuss in addition to some that we just received this week from Matt that we're still looking into. But looking at adding additional laneage to Austin Ridge, providing triple lefts, providing a through and a dedicated right to Courthouse from Austin Ridge, also restricting the right-turn movements out of our property onto Austin Ridge so that traffic is not only encouraged by our onsite signage but also by the intersections, and then also looking at installing an additional lane for the northbound exit ramp that would be able to provide additional queuing above and beyond what the models are currently calling for. We feel that these improvements are part of this process that we've been engaged with — going back and forth and looking at different aspects of the models, looking at different scenarios in order to improve the system as a whole and provide safe egress for our customers as well as for the general public. That's all I had for y'all; if y'all have any questions for me, I'd be happy to help out.

Mr. Apicella: Questions?

Ms. Evans: I did. I'm still wondering the question that I asked about we have a Wawa right across the street from you, and we have a Sheetz downstream. Why here? Is there any other place?

Mr. Ratcliff: Stan's going to talk to you about that. I'll let Stan talk to you about that. There's also lots of coffee shops and lots of fast foods and everything else.

Ms. Evans: And I'm still trying to make sense of that.

Mr. Ratcliff: Stan will talk a little bit more about that. We have looked at this section of interstate in great detail and we have — we can answer those questions.

Ms. Evans: Okay, thank you.

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Mr. Apicella: Ms. Sellers?

Ms. Sellers: If you go back to the traffic picture or the transportation picture that was just up there.

Mr. Ratcliff: The one in front of the site?

Ms. Sellers: Yes. Yes.

Mr. Ratcliff: That one.

Ms. Sellers: So, if you follow down Austin Ridge Road, and you get into the neighborhoods — and this open area is going to be a neighborhood as well, senior housing.

Mr. Ratcliff: Correct, across the street, yes.

Yes, the 55 and up. So a concern, and I've expressed this probably with the County, and I know I've expressed this with VDOT that I have a big concern with that traffic, not only going down Austin Ridge Road because it is a little — it's a windy, hilly country road that children walk across to get to the elementary school from one side of Austin Ridge to the other. And it's a blind — once you get over the hill where those children cross, it's a blind intersection because it's on a hill and you can't see it. So, I do have a concern further up Austin Ridge Road, but one that I've expressed to VDOT that concerns me greatly is this connection at Shields because it cuts through Embrey Mill and then it goes to Mine Road, and there's not a stoplight down at the intersection of Mine Road and Shields. And I know I've heard that it didn't warrant it, but I'm going to challenge that and tell you I have lived in this area since 2014; I am the third homeowner in Embrey Mill, number three, and I lived right there on Shields before any of it was open, and there is a — we do have accidents there, there are a lot of concerns there, and it hasn't warranted a VDOT stoplight yet, but I am concerned this is going to send that traffic there. They're going to take a left, which again is another blind interchange on Austin Ridge Road, but they're going to take that left onto Shields to go up Mine Road, and somebody's going to get hurt because children play there, there are houses along Shields, and the fields there on Mine Road. And I notice it's not in here and just questioning it and have a lot of concerns about Shields, and because of the number of children, and then again up where Anthony Burns is, but definitely Shields, and I hear, "No, it's not going to happen." I've lived there for 2014; it's going to happen, it does happen, it will happen, it will continue to happen just with 20,000 new people who don't know these kids, so I'm just putting that out there.

Mr. Ratcliff: Well, that's why we're proposing to limit the right, restricting the rights out of our facility.

Ms. Sellers: That doesn't work, people ignore it.

Mr. Ratcliff: Well, I don't know, I mean, stand out there with a ruler and slap them on the wrist. I don't know.

Ms. Sellers: Yeah, I hear that, but I do want to think about it and be rational here because again there's a lot of kids that go to the Rouse Center to play on those fields. The lights are on until 9, 10 o'clock at night. And the teenagers know it, they're out and it's great; I love seeing it. I love seeing the teenagers out there every day, and I love seeing them going over to Publix, and they will come to your

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establishment. My 13-year-old and his friends go up to this this stuff all the time, and so how do we make sure that these kids are not going to get hit by vehicles? Because either they're not from here and they're not used to the traffic and so they're frustrated and they're going to break the rules and they're going to end up on the street cutting through the neighborhood and they're going to hit a kid on a bike or a hoverboard or a scooter or walking because the kids don't pay attention. And if the kid's been hit, it's too late. So that's all I'm putting out there, and we do have kids get hit by cars at Embrey Mill at least once a year, so just put it out there again and I'll continue to bring it up because it's a problem.

Mr. Apicella: So you mentioned that you got some ideas from the recent town hall that you had, and that also that the OSAR is going to help mitigate some of the issues that have not yet been fully addressed. I'm going back to the staff report that says they recommend additional mitigation for intersections number 8, 13, and number 4. On one of those, it's a weekend peak going from 35.7 seconds to 80.0 seconds; it's a plus-44-second delay. That's the intersection of Austin Ridge Drive and Courthouse Road. Austin Ridge Drive and Courthouse Road, intersection number four: That's a plus-84-second increase westbound right. And then Courthouse Road eastbound and Courthouse Road westbound PM peak, plus 43 seconds. So, what beyond what you've mentioned, what else are you considering? What else can you do to mitigate those delays and improve the traffic flow?

Mr. Ratcliff: The image that I've got on my screen — it's not on your screen, but the working solution that we're currently working through makes it — it makes three dedicated left-turn lanes, improving that, and then also looking back at one. Again, what are we comparing? Are we comparing apples and oranges or apples and apples? The original assumptions were that the project site in which we were developing had no traffic on it in the no-build condition. But that's not what's proffered. What's proffered now, there is traffic. So we take and we put that traffic that's proffered there, along with all the other proffered traffic from around the area, and make it a true apples and apples comparison. Those delays are not as drastic as you're seeing them in the spreadsheet that you're looking at today.

Mr. Apicella: Other questions for the transportation expert? All right, thank you.

Mr. Ratcliff: I'm going to turn it over to Stan Beard. Thank you very much for your time.

Mr. Beard: Good evening. I'm Stan Beard, director of real estate and development for Buc-ee's. Thanks for having us. We were here last week, and we had some good conversation with the neighborhood. I will — first of all, I would like to point out that it was a voluntary town hall meeting, because we do take seriously our impacts on those around us. And I do believe that our main function of getting traffic in and out of our stores is going to be the deciding factor as to how we can explain and we can prove through the TIAs, through the OSARs, through any VDOT FHWA review that they want to put us through, that we can mitigate the traffic that we bring to that project. So, as I was listening last week, I also want y'all to know that there are plenty of folks from the neighborhood who are happy to see us, are happy to see the possibility of us being there. And I do know that, and I empathize, and I have total respect for the fact that traffic is a personal issue. It is something that folks deal with on the daily, and I appreciate the fact that we have generated the kind of response that we have. What I told those folks last Monday, and I'm going to tell you and the same folks tonight, is that my job is to not talk you into the fact that your traffic is going to be okay or that we're a better use than 90,000 square feet of retail and fast food. If you came here unhappy, you're probably going to leave here unhappy. But what my job is to do is to use data and facts to make sure that I answer your questions so that whatever decision you

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make is an informed decision. A lot of talk around our projects is — and this is everywhere we go — is generally unfounded and false. It usually is false. And I'm here to answer your questions specifically, and I'm here to go through some of those things that y'all brought up in your questions previously. So, how does this work? Just hit — well, how do I get it up there?

Mr. Apicella: Computer, please?

Mr. Beard: Okay, so those are the good comments. There were some — in fact, about half of the comments in — and, by the way, to make a comment, you had to get out of your chair, you had to move somewhere else, you had to scan a QR code, and you had to respond to that QR code via the system. So you couldn't just yell from your chair; you couldn't just say whatever you wanted to say. These were folks who wanted to be heard in this fashion, and we respect that, and I appreciate that. Some of the things that were brought up in those comments are often the same questions that y'all are going to ask and that I'm going to answer. So, I'm not really sure — I think we will get into the weeds on the taxes a little later, but — so one of the things that we definitely bring to the town are jobs. This is my favorite part, right? No one wants — no one wants 200-plus jobs that pay a minimum, a minimum Buc-ee's wage of \$20 an hour. Two hundred plus jobs, those are full-time jobs with benefits: healthcare, 401k, three weeks paid time off. Plenty of our folks start as cashiers, and seven years later, they're a general manager of a store making \$200,000. They — 97% of those employees will come from within five or six miles of this store.

Mr. Apicella: So, I'm going to ask folks to be respectful or I'm going to have to call a recess. Please, go ahead.

Mr. Beard: So that is a fact: 95 to 97 percent of our employees across a 40-store database with tens of thousands of employees, 95 to 97 percent of our employees come from five to seven miles away. Fact. So we are bringing those jobs. Whether the neighborhood wants them — again not up to me, but we are bringing them, unwanted or not. Tax revenue, again, we bring it. We can significantly increase the sales tax revenue, the property tax revenue, the meals tax revenue. It is a great opportunity here. The FAMPO, and I can get into that in a minute, but to answer I think specifically a question about the FAMPO, what of the state fuel tax comes back to Stafford County in it. There she is, because I'm about to say something that she can call me out on, but I believe that what my figure shows, 8.7 cents of every gallon of gas sold at a Buc-ee's goes back to FAMPO. Thank you, but it is a number and it works out to about a million bucks a year.

Ms. Sellers: Yes, it depends, but it goes through PRTC; it goes through the PRTC, not through the FAMPO.

Mr. Beard: The sales tax, meals tax are considerable, and I will get to that. The specifics of what we believe those impacts will be. There was a lot of talk, and it was brought up here in the comments, that we always are asking for tax breaks, and we often do. Here, we are not — we are not asking for one penny in tax break, abatement, reduction; whatever you want to call it, we're not asking for it. And any of the improvements that we are discussing, whether they're public transportation improvements, whatever utility improvements we got to make, we are paying for it. So I just want to make it clear that we are not going to at some point ask for any incentives. And I would, after I tell you my version of the events with the numbers, I do hope that you — that you talk to your — y'all call it something.

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Mr. Apicella: Commissioner of Revenue. I do think it would help though to have a more robust financial impact statement; a one-page without any backup — helpful, but could be more helpful if you provided more details.

Mr. Beard: I understand that there are a couple reasons why we are somewhat close to the vest. One is we're owned by a private we're owned by two guys so we're not a public entity. So we, they are very uncomfortable sharing what they believe to be — you know, financial information that they would rather not share.

Mr. Apicella: Well, I'm just going to give an example. You just mentioned: eight-point-something cents per gallon that's not there that would be helpful if you provided that information. So when you have a number, how did you get to that number? Because I just see a number.

Mr. Beard: Right, I will get there. And I do believe that your Commissioner of Revenue is privy to some of that information. It's just that I don't know that if —

Mr. Apicella: Well, I will say this is a public process, and transparency is very helpful.

Mr. Beard: Absolutely, and this is a planning and zoning hearing for land use.

Mr. Apicella: Yeah, but this information still goes to the Board and still gets shared with the public, and I think everybody would like to know what are the numbers and how did you get to those numbers. I think that's a reasonable request.

Mr. Beard: And to the extent that our ownership is willing to share what they believe to be confidential numbers, we absolutely will. We do it every other location. By the way, this location is no different in terms of our process. We are following all of the rules; at no point are we asking to break a rule or to not do something that other developers aren't asked to do.

Mr. Apicella: Not suggesting that. Just more information is better.

Mr. Beard: Understood, understood. And so, again, I would say, well okay, what are Wawa's numbers? What are Publix's numbers? Do we know those?

Mr. Apicella: Go ahead, Ms. Caudill.

Ms. Caudill: So we get those numbers on all the 15,000 Starbucks restaurants around here. We see all of that.

Mr. Beard: Property tax?

Ms. Caudill: All of their numbers. Anytime we ask or if the Board asks.

Mr. Beard: But from a from a store in Stafford County —

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Mr. Apicella: What I can tell you is when people come in with a rezoning, we normally get a very robust financial impact statement — sometimes 50, 60 pages. One page, without any backup — I'm not talking about the format, and I don't want to have a debate here — but I'm just again going to say, for all concerned, it would be helpful to share more information than less information. And I'm just going to end it right there because I don't want to have to keep going back and forth.

Mr. Beard: Understood, understood. I appreciate that, and I'll get to a better answer later. So, we heard the positives; we definitely heard the negatives. And we've heard these questions come up last Monday, and they've come up from you guys tonight. And so these five issues were basically the carryover for the night. They carried the evening in terms of concerns, objections, problems with Buc-ee's. And so I'm going to go through, as best I can explain, how we get here. So, big question: why here, why not further south? So one of the — I'm going to show you with the next slide that we are, we have a pretty robust process for determining where we want to put a Buc-ee's. And we also do not have, as with many retailers like a Costco for instance, don't have a whole lot of choices. And so, when we look at a section of road, we look at the whole section. And what we found here — and I know that's it's a busy slide, but it's a busy answer — it was suggested that, well, why don't you just go down to Centerport? Why don't you just go down to Thornburg? Why don't you just go down to Kings Dominion? Why don't you just go somewhere else, right?

Mr. Apicella: Okay, again, I'm going to ask you to please be respectful to the presenter.

Mr. Beard: So what we determined is, like a lot of retailers who have looked at this interchange and have already been approved for uses in this interchange, Centerport doesn't work. There's no tracts available for sale; the one on the northwest corner where everybody wants us to go is a 50-acre conservation tract. It's also a very low-capacity interchange. Thornburg, again, no tracts available for sale. So a big part of what, where we look is where someone's going to sell us property. Again, no tracts available for sale; the one tract that is available to even look at does, does not fit our geometry, and it's a low-efficiency interchange. I'll get to that in a second. And then we get all the way down to Kings Dominion, where a whole lot of stuff already is, again, the tracts are not available, and the tracts that are there, if ever available, are too small, too narrow, too wet — you name it — and a pretty crazy interchange that we would really try to stay away from because it, that interchange doesn't work today.

So why did we pick Exit 140 in Stafford? You have an existing traffic volume on I-95 of 150,000 cars a day that is right next to an interchange that is the highest capacity interchange known to engineers at this point in time. You'd asked about if, if DDI interchanges were very popular in Virginia. Well, they're not that popular, they're not that common anywhere because it's really been only about the last 10 years where they've determined that this is the highest capacity, highest safety, best way to move the most cars with the least conflicts through an interchange. And that is a huge bonus for moving the 150,000 cars per day along the freeway. Those cars are the ones we — a Buc-ee's customer is not an additional car on I-95; it is a car on I-95 that is choosing to stop at Buc-ee's. And our point is that what we base our whole development system on is getting those folks off the freeway, into our store system, through our system. So that means a lot of parking places; that means a lot of fueling stations; that means a big expanse of area where a lot of folks are moving through. And I've got to say, of all the traffic people here, I couldn't get anybody to say it. We keep hearing about 20,000 cars a day. That is not true. It's 20,000 trips on the worst possible peak hour in the given year. That is 20,000 trips. A car equals two trips — one going in the site, one going out of the site.

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So all of our traffic numbers, the fact that we have been asked to add 30% to our known traffic impacts at our six largest, most high-volume stores that we know the traffic, we see the traffic, the traffic has been there for, in one case, a decade, in no cases less than 18 months. We know what the traffic counts are through our stores. And of course, VDOT, Stafford is different, add 30%. So what I will never get across, I don't think, is that we are proposing as a mitigation system to our traffic is going to work, or we wouldn't still be here. We are in the business of getting folks who want to come to our stores, we're in the business of giving them the best experience possible of getting in the store, shopping, out of the store, back onto the freeway. This is why we chose Exit 140. Buc-ee's doesn't have any other stores this close to neighborhoods. We heard that a lot Monday night. Again, that is not true. This is, here is the Stafford store. From the corner of Sunflower to the first home on Booth Court is 1,600 feet. Okay, this is one of those that you can verify. Go to Google Earth, put your dot on that corner. Okay, please, just to be —

Mr. Apicella: That's okay, we can get staff to validate.

Mr. Beard: Okay. So there is the situation here. Here's Roy City, Texas, on a freeway sharing a secondary with hundreds of homes and a high school. This is San Marcos, Texas, sharing an interchange in what amounts to their only entrance and exit into that big subdivision, 1,800 feet away. This is Denton, closest home 470 feet, jump over the fence. New Kent, Virginia, closest home 1,700 feet, shared interchange, shared secondary road. We are part of the 18 — we are putting in 17.5 million dollars into a project that is going to completely reconstruct that interchange to a DDI, because that is what we've been asked by New Kent County to do and VDOT to do in order to get a store there and to have no negative impacts on the traffic. This is St. Augustine, Florida: shared interchange, shared secondary. Port Charlotte, Florida: shared interchange, shared secondary. And then we just got this approved last week, and it was shared interchange, shared secondary in Oak Creek, Wisconsin. We have many locations that are at, near, very close by homes, urban development. Sure, a lot of, half of our stores are out in somewhat remote areas. They're not so remote that we can't find the hiring pool for 250 employees. So we are usually near, pretty near a pretty decent, sizable metropolitan area.

So I covered this a little bit. I'm going to, I'm going to kind of cover all these at once. Buc-ee's always asks for tax incentives. What are we getting here? Nothing. I heard a lot of understandable feedback on, from the neighborhood, about this CDA fee that they pay every year. And from what I was able to determine, they're paying for stuff that their developers should have done, and they're paying for stuff that may or may not have been proffered, or may or may not have been thought of. And so, what we're here to say is that just like we're not a truck stop, we are not a typical developer. We own and operate Buc-ee's Travel Centers, one of the most popular places to stop all over the country. The reason that we're the most popular place to stop is because we're really good at it. And the reason that we're really good at it and we have a history of being really good at it is that we work with the community, we do what we say we're going to do. I can give you just off the top of my head, I can give you a page-length list of county commissioners, city mayors, governors, local representatives — you name it — of stores where we have built and operated. And they will all tell you, to a person, that everything we say we're going to do, we do. That every number we give is always less than what we end up creating and doing. We don't — and this is, I'm going to — we prove what we bring. And I don't, and if I'm asked to bring up a 40-page financial pro forma of all the great things that we can do for Stafford County, I will do it. But when I say that your property taxes are going to be about \$550,000 a year, how I got there was I use a \$60 million valuation, and I use your .9632 property tax number, and it comes to, give or take,

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\$550,000. When I use tax numbers for meal tax, you get a nickel. I apologize, last week I was saying six cents; it's five cents, not six cents. Your sales tax, your general sales tax is a penny. The FAMPO dollar amount is based on 12 million gallons a year of fuel that would be sold in Stafford County, not in another county nearby. We sell more gas than that, but we don't count the cannibalized fuel that we may or may not sell. So I empathize with the CDA issue, and I empathize with the localness of the concern. We're in a neighborhood. We know that. And we want to be part of the neighborhood. And in all we can do is say what — we're going to provide you with the best information we have, and we're going to give you the numbers that we have that are up there. And I would hope that, like this becomes somewhat of record, and you can talk to your Commissioner of Revenue about the numbers, and I'm more than willing to talk to him about what information we can share. The Buc-ee's employment numbers — I was told when I said we had \$20 minimum, \$20-an-hour minimum jobs people told me we didn't. Well, we do. That's a sandwich board that's out in front of the Rockingham County store.

In terms of the issues that y'all brought up with lighting, the bypass, the wetlands, the buffers — you name it — and in the fire code stuff; so, our general response to that is whatever your rule is, whatever your ordinance says that everybody else has to do, we'll do. That's a bare minimum. Then, if we need to talk about what we need to do because we're better than the bare minimum, then we're all about it. And so that's where we get into the increased green space, the enhanced buffers. We will plant whatever tree you want us to plant, Commissioner. We will plant whatever number of trees you want us to plant. We will mitigate whatever wetlands impact we have. Part of our pretty site plan was that we actually have included a wetlands conservancy at our entrance to the store. Our wetlands impacts, based on what I'm hearing from my people over here, are not huge — they're not — we still have to do it, and we have to follow the rules of Stafford County, Commonwealth of Virginia, Army Corps of Engineers. We follow all those rules and do whatever they ask us to do.

So that, to the right of the store, that green space is actually — that's going to be low, like, underneath you, right? Yeah, it's going to be like an atrium type thing with wetlands, enhanced wetlands in it that you; I think you, at one point, you walk over it. Yeah. So all I can tell you is this is what we're showing we're going to build, and this is what we'll build — proffer, no proffer. I mean, proffer. We're talking about proffers. The unmet proffers that we're running into here are substantial. And so, part of our traffic mitigation is completing the improvements that were proffered by others. Austin Ridge commercial, the 87,000-whatever square foot of retail, however you want to categorize that, their proffer was a signal at Sunflower. Gateway, thank goodness we didn't have to include a whole lot of Gateway. Gateway is behind you there; that's been approved for half a million square feet of multi-use. Westgate, sorry. Embrey Mill phase three, the 55 plus homes also comes with, I believe, two million, maybe a million, I might be crazy, at least a million square feet of commercial property approved. So we are, what we're attempting to do is, we are taking all of that traffic that is assumed by all of those uses, built or not built, and we are putting them in our traffic study. We are adding 30% to our own numbers, and then we're providing the results for everyone to review and approve, and we're okay with that. We understand that. The 30%, not so much — but hey, Stafford's different, and I get that. Again, traffic, I'm not going to talk about it. I can talk until I'm blue in the face and tell you that we're not going to make traffic worse, we're not going to do this, we're not going to do that. If you're driving in that stuff every day, I got nothing to tell you. And, but what I will tell you is that we can fit, we can be a plus. We can be something that when we're built, when we're operating, we are a first-class addition to any community who gets us, and they'll all tell you that. Whether or not you want us here? Up to you. And I will answer questions.

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Ms. Apicella: All right. Questions for this gentleman? Ms. Caudill? Don't have anything. Okay. So, Mr. Shelton?

Mr. Shelton: You addressed a number of issues, but still I am concerned about the fire protection life-safety aspect. When we're looking at 120 pumps, we're looking at the potential for conflagration underneath your canopies. Are you installing fire protection under the canopies?

Mr. Beard: Is under-canopy fire protection required by the Stafford County ordinance?

Mr. Shelton: No.

Mr. Beard: Okay, so that's where we would start, is no. And we would say, as you know, the canopies are a pretty wide open space. We get the where suppression systems may or may not have actual viability. We can tell you that we have cutoffs — I mean, we have 50 different ways to cut off fuel at the blink of an eye. We can share information with other fire departments in other jurisdictions that will tell you the information you want to hear, and if you don't hear the information you want to hear and you come back here and say, "Stan, are you going to put in fire suppression under the canopies?"

Mr. Shelton: I will tell you one of your competitors has installed fire protection, which they added under their canopies to protect their interests. I think you alluded to the fact that you have a \$60 million facility; one fire could wipe your \$60 million facility out tee-totally.

Mr. Beard: Right.

Mr. Shelton: And you're insurance company, if you install fire protection, is going to give you a reduced rate.

Mr. Beard: Right. We are thoroughly informed.

Mr. Shelton: Just a suggestion.

Mr. Beard: Yes, thank you.

Mr. Shelton: Okay. Second area is your hazmat abatement.

Mr. Beard: We have — I am not the guy to talk to about hazmat abatement other than we have principles processes in place that are company-wide that are above and beyond whatever minimal requirements are. I don't know if [inaudible] can help, but I mean, we have a hazardous abatement protocol that we follow.

Mr. Shelton: So, expanding on that, UST's — underground storage tanks — are regulated by our Department of Environmental Quality in the Commonwealth. You're looking at 120 pumps, which may or may not require an oil-water separator. When you're dispensing out of 120 pumps, the potential for a spill is inevitable; it happens every day at a gas station. Every day. So either you have hazmat abatement facilities onsite as well as an oil-water separator, so I'll drop it at that and give you —

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Mr. Beard: If you look at — oh, computer please? I'll use this one. The dark areas are canopy areas. All of the groundwater collected within those two systems from drive isle to drive isle, drive isle to drive isle, are collected. In this case, it would be two different collections, but each of those collection points has an old water separator in it.

Mr. Shelton: Okay.

Mr. Beard: Then it's further separated at the point where it goes into the detention pond, and then the detention pond does its job and it leaves. So, we are triple covered on oil-water separation.

Mr. Shelton: Excellent. My last area that I'm going to ask you is that you've got 20,000 vehicles per day; you have a potential for someone coming in with a cardiac problem. Do you provide AEDs within your facility?

Mr. Beard: I have 10,000 cars per day.

Mr. Shelton: Okay, so we'll go back to the subdividing because one equals two trips.

Mr. Beard: Correct.

Mr. Shelton: Okay, still got —

Mr. Beard: We do. We have them at the pumps; we have them in the building. Whatever the standard is for the spacing of those units, we have those.

Mr. Shelton: Thank you.

Mr. Beard: Yes.

Mr. Apicella: Ms. Barnes?

Ms. Barnes: Okay, so I'm taking a look at Centerport Parkway and that area, and I think this is the biggest issue and the biggest chorus that we hear is why not put it at Centerport Parkway? And I think the reason why is because when people look at this map, it's green. There's a lot of green space in there. However, every single one of those large open areas that I'm looking at, I can — I know exactly what's going there. There's Cranes Corner, there's the data centers. The one large tract area that's on the board — directionally challenged here — on the west side of 95, immediately to the west; it's kind of in the middle of that Centerport Parkway, yeah, point up towards the top. I think that's the one that people are looking at, and you're saying that is, number one, not for sale.

Mr. Beard: The hard corner on the north, the northwest corner.

Ms. Barnes: The northwest, yeah.

Mr. Beard: Okay, that's a 50-acre conservation easement.

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Ms. Barnes: I had no idea we had a conservation easement down there. Okay, so I think it's I think it's important to point this out that that when we look at this and we see all this green — I mean, man, if I could do this over again, Chichester Park south of that on the east side of 95, that's going to be a big solar farm. That's a piece that people have said, "Hey, why not put it there?" It's a big solar farm just off of Route 1 to the west, no, to the east side of that, that's going to be that new Cranes Corner data center. So, like everybody else, when I first heard about Buc-ee's coming, I was thrilled. I absolutely was thrilled. But I thought you were going in at Centerport Parkway, and when I found out you were going in next to Austin Ridge, I thought, "Boy, that's going to be challenging". And I was at your meeting on Monday night, and you're still standing — bravo. That was a tough crowd.

Mr. Beard: That's a word for it.

Ms. Barnes: And so, my overriding comment here is that you've done an enormous amount of work in looking at Centerport Parkway to see if there's any place down there that you can that you can possibly squeeze that thing into.

Mr. Beard: We have been going through this process in Stafford County for two years. Every day, I ask our real estate guys: Please find me something better than Stafford.

Ms. Barnes: No, I wasn't saying Stafford.

Mr. Beard: Oh, whoa, whoa —not out of the County, right?

Ms. Barnes: We are County.

Mr. Beard: (2:30:22 - 2:30:41)

I know. But you don't want me down in Spotsylvania.

Ms. Barnes: I know. Well, that's just my opinion. I would love to see it stay in Stafford, but —

Mr. Beard: The point I was trying to make here, and I think I made it, is there's nothing down there. There's nothing there.

Ms. Barnes: Okay, thank you. That's point I'm making too.

Mr. Apicella: Thank you. So, I'm going to summarize what I think were the big issues in the staff report. I'm sure folks who are here might have additional or support some of the things I'm going to talk about. But the three big things, obviously, were transportation as it relates to Austin Ridge Drive and Courthouse Road and how and what you can do to mitigate those impacts for the 10,000 vehicles that aren't driving there today, but will be if and when there's a Buc-ee's. The second thing was the height of the monument sign, and hopefully you all will provide the visual analysis that staff have asked for to help us understand what impact that might have on neighbors. And the last thing was the fuel canopy lights. I'm still not quite sure what, if anything, you can do about that, but again, I'd be concerned at this point in time, not knowing enough about it, but just based on what staff have indicated, that there's a potential for — I'll call it light pollution, for lack of a better term, for people who are near there. I

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don't know that that's the case, but that's a concern, and what, if anything, you can do to lessen that impact. Yes?

Mr. Beard: So, again, my first question would be, what is your lighting?

Mr. Apicella: So you said, I'm going to start with the standard, and we will try to do better. So, I'm asking you to do better.

Mr. Beard: Correct, and I'm going to do better. But I want to make it real clear that I'm going to do better — and beyond what Wawa does, or beyond what Sheets does, or beyond what Publix does — because we're asked to, and because we want to be here, and we want to be your neighbor. We've run into this, usually in less dense areas, but we run into this. What we have done, what we do, is what we call our "low-impact lighting plan." The first thing we do is, we, and it's the biggest thing from a dark sky, and don't go dark sky on me, because there's no way there's any dark sky going on, but we try to use as much of the dark sky criteria as we can. The biggest criteria is the temperature of the light. Where a typical parking lot, Wawa for instance, I'll use them, a typical parking lot light is usually 5000 Kelvin degrees; the wavelength of that light creates the bounce, creates the, "Oh my God, that's a bright light." We drop the Kelvin temperature of all of our lights, under canopy, and in the parking lot, to 3000, which 3000 Kelvin is actually a dark sky compliant — what do you call it? Standard, yeah, standard. We'll drop the height of the poles. I think your poles are allowed to be maybe even as tall as 30 feet; our standard pole is 30 feet, we drop it to 20. The canopy lighting, a) we drop down to 3000 degrees, and we will be under the ordinance requirements for the canopy. A lit canopy, if we're going to talk to our safety guy, and a lit parking lot, if we're going to talk to our "Ooh, there's a lot of crime going on" people, those are very important parts of a successful Buc-ee's project. The reason we don't run into the problems with — not saying we don't have them — but the level of, of public issues with public bad guys is much less than a comparable retail use. We have cameras all over that place. We have how many? Over 200 cameras throughout the parking lot and in the store. We're well lit. We are constantly monitored by parking lot attendants who are cleaning all of our stuff. They're also making sure no bad guys or people are parked overnight. We specifically don't let tractor trailers into the property, and they know that. They quit a long time ago trying. We do everything we can to provide a safe family atmosphere. What else?

Mr. Apicella: Last call for questions of the applicant, all the folks who presented. Go ahead, Ms. Caudill.

Ms. Caudill: All right, so one question, since we're on the topic of lighting, would you consider dimming the canopy lights overnight from say 11 p.m. to 5 a.m., or since it's not...how do you feel about that? Don't say it's the standard.

Mr. Beard: That's something we could talk about.

Ms. Caudill: Okay, all right. And then my next question is, could you explain how the construction of the proposed Buc-ee's would be phased to manage disruption to nearby neighborhoods and schools?

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Mr. Beard: I mean, we're required to minimize our impact. We're going to follow the rules, whatever the rules those are, from VDOT, Stafford County.

Mr. Apicella: So one thing you could do, and staff could provide an example, is a construction mitigation plan. So I think Mike can probably help you out with that. I know we've required that for other kinds of developments. I think it might be helpful in this case, given the scale and scope of that project.

Mr. Beard: Not a problem.

Mr. Apicella: Is that something you can do, Mike?

Ms. Caudill: And then my last question is, you talked about the meeting on Monday, I'm assuming last Monday, is that the only meeting you had with the community?

Mr. Beard: Yes.

Ms. Caudill: Okay, thank you.

Mr. Apicella: Ms. Evans?

Ms. Evans: Just my question about the water. How much water will you guys be using?

Mr. Beard: 30,000 gallons a day.

Ms. Evans: Thank you.

Mr. Apicella: Anyone else? Ms. Sellers?

Ms. Sellers: How much trash is generated at a facility?

Mr. Beard: Surprisingly, not as much as you think. Off the tip of my tongue, I don't know, but I do have those numbers and I'll give them to you. A whole lot of our trash goes into the reuse/recycle bin. I'll send you to the right person for that.

Mr. Apicella: Okay, anybody else? All right, thank you, sir.

Mr. Beard: Thank you.

Mr. Apicella: I think what we're going to do is we're going to take, before we start with public comments, take a five-minute break.

[Recess: 8:38 p.m. – 8:43 p.m.]

Mr. Apicella: Okay, I'll now open the public hearing on this item. You'll have an opportunity to provide your comments regarding Buc-ee's rezoning and CUP applications. This is not an interactive

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conversation. Before starting your comments, please state your name and address. The clock starts when the green light appears; yellow means there's one minute left; red means your time is up. Refer to the lights on the podium to monitor your time. When you speak, please remain courteous and respectful to all audience members. If not, I'll have to call for a recess until we can maintain order in the chambers. Address the entire Commission and not any one individual, the applicant, or fellow attendees. Please, no clapping or cheering. As a reminder, if you have a sign or wave your hands, it can only be up to the height of your head, as to not obstruct the view of other attendees. I will start with speaker cards and call up to 10 individuals at a time. If you hear your name, please line up at the podium. Once we're done with speaker cards, I'll invite others to come forward and speak. We'll take a 5 to 10 minute break every hour. I'm going to apologize in advance if I don't pronounce your name correctly, which I'm probably going to do several times.

So, we're going to go ahead and get started with first 10. Okay, when you hear your name, please line up at the podium. Doreen Almond, Sean Matthews, Raheem Moore, Jeff Eastland, Rochelle Stanley, Ignacio Esteban, Paul Parker, Kevin Naiman or Noman, Nancy Reeder, and Thomas Callahan. Please, go ahead.

Ms. Almond: Good evening, ladies and gentlemen. My name is Doreen Almond. I live at 956 Rams Church Road in Stafford County, but Fredericksburg. I've been a resident of Stafford for 21 years. I know it's not long, but it's long to me as a transplanted DOD employee. I come tonight to implore you to please approve the building. Economics. The numbers don't lie. The money that would bring to Stafford County could pay more for teachers, more for EMT, police, better roads, even maybe a tax cut for senior citizens and veterans that live in this County. It could fund a lot of good things. The traffic patterns that everybody's concerned about, I understand that. It would be the same one as Rockingham that I just went to last week. In and out in less than two minutes. Yes, people say Route 81 doesn't have as much traffic. I beg to differ; 95 and 81 has a lot of traffic at any one time. The proposed entrances, streamlined — straight in, straight out. So please, take this into consideration, the jobs for the County, the proposed income for the County, and the benefits for the County. Thank you for your time.

Mr. Matthews: Okay, Board members, good evening. My name is Sean Matthews and I live in Embrey Mill. It's 0.3 miles from where the proposed Buc-ee's site is. My five-and-a-half-year-old twins play in a park in our neighborhood a stone's throw away from this massive development. Closest home in Austin Bridge is only 200 feet to the property line. I'm just going to put the bottom line up front. I'm not a lawyer, so you all being the planning board, maybe you can look into this, but I would have you look at Virginia Administrative Code 24 VAC 30-155 60, which requires use of representative and current traffic conditions for evaluating land use impacts. Because the study, the traffic impact analysis, baseline data was collected during an unrepresentative post-COVID lull, its conclusions are materially flawed and cannot satisfy the statutory requirement for an accurate assessment, rendering the CUP legally deficient for approval. I would have you look at that. I'm going to continue on with what I want to say real quick. This stretch of I-95 is already one of the busiest corridors in the country. Yay us, we've surpassed Los Angeles in this area. That was just this year. So, something to be proud of here in Stafford, right? 30,000 new vehicle trips per day; they say 20,000 — I think that's a conservative estimate. Unfortunately, Mr. Beard has said that patrons would simply get off the highway, go in, get back on. He can't guarantee though there'll be no secondary impacts. He can't guarantee your cars won't pile up on Mine Road, can't guarantee they won't cut through Embrey Mill to escape gridlock, can't guarantee on July 4th or any other holiday traffic is going to be re-routed or those cars won't speed through our neighborhoods at

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40, 50, 60 miles per hour, putting my kids, our kids, in danger. Very few Buc-ee's are built to neighborhoods. I did research on this; there's three or four, I think, that he showed you that are residential. There's a reason for that — it's just not good. Yes, the land is zoned commercial, all right. He mentioned restaurants going there. That's the point. That's what we want. Restaurants for people that live in Stafford. You know, they said no cars would be added on I-95. That's factually incorrect. 10 to 30 percent make these trips to Buc-ee's solely for Buc-ee's. That's 10 to 30 percent more on the road. So, build things there that I can take my family to on a Friday night. Responsible growth serves the community. This plan does not. I'm running short on time, so I'm going to kind of wrap this up. My ask is simple. Based on what I've presented right now, what you've seen, one, I would prefer you kill the plan. I mean, I don't think it's good for us. Second, at the very least, defer it so that they can provide the proper TIA, because what they have is not correct. Lastly, I'm kind of embarrassed they came this unprepared. If I was briefing a general officer, I would have been thrown out right away. This smacks of arrogance, like this was a given. This is not a given. You can tell by the people here to fight for it. Thank you.

Good evening. My name is Raheem Moore. I live in Smokebush Drive in Embrey Mill, and I'm a proud Stafford County resident and Garrisonville District resident for the past four years. I am here speaking out against the approval of Buc-ee's Travel Center for conditional use permit and zoning reclassification. I have many concerns about the location of the proposed Buc-ee's that include congestion, proximity to residential areas, air pollution, and noise. I want to focus my main concern on the quality of life of Stafford County residents. For those who have never visited a Buc-ee's, this is not a normal travel center. This is not a Wawa or Sheetz; Buc-ee's is a tourist destination attributed to the Disney World of gas stations. Let me repeat that. Buc-ee's is a tourist destination. Families will plan trips just to visit a Buc-ee's location. Many of you watched the news coverage of the opening of Buc-ee's in Rockingham County. Customers lined up for hours and traffic backed up on I-81 all day. It looked like those early Black Friday deals that Target and Walmart used to do back in the day with customers cramming to get in. In the official Buc-ee's proposal for its location, the first estimate said they estimated 20,000 vehicles a day. The second estimate said they anticipate 25,000 vehicles a day. The current estimate does not have an estimate in there. The current proposal does not have an estimate in their official proposal. I believe that there's 25,000 that they currently have is a conservative estimate due to the fact that this will be the northernmost Buc-ee's on the East Coast. You're talking D.C., Baltimore, Philly, and New York. Buc-ee's travel centers are known for attracting large volumes of traffic, especially during peak travel times. Staff are already experiencing traffic challenges and we can see a significant increase in congestion on local roads and highways. This will lead to longer commutes for residents, increased pollution, and potential safety hazards. Another concern is a potential strain on emergency resources. Responding to incidents traversing Courthouse rural interchange, I have serious concerns that our police, fire, and EMTs will face increased traffic and congestion when traversing that interchange. In conclusion, I would ask this board to consider the concerns of Stafford County residents who work, live, and play in this County and what our quality of life will look like for a roadside tourist attraction that brings 750,000 vehicles a month to our County for cheap gas and beaver nuggets. Thank you.

Mr. Apicella: Thank you.

Mr. Eastland: Good evening. Jeff Eastland. I live at 157 Toluca Road in the great district of Rock Hill. I'm here tonight speaking not as a member of a group but as an individual. First of all, when a corporation does its own evaluations and studies, it's like the fox watching the hen house. A project like

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this does not enhance wetlands; it does not enhance green space; it does not enhance tree cover. 120 vented gas pumps. That's a lot of volatile and great organic compounds emitted, including benzene, a carcinogenic; toluene, a solvent associated with nervous disorders; ethyl benzene associated with respiratory illness; xylene; and other compounds that contribute to air pollution. And oh yeah, the fuel storage tanks leak because they always do eventually. 833 parking spots. These are the impervious surfaces I've talked to you about and written to you about. The runoff here consisting of spilled gas, leaking antifreeze, microplastics from tires, oil, cigarette butts, and whatever else that flushes into the watershed. And while there's not a creek adjacent to the site, there are wetlands and intermittent streams, which I call "wet weather creeks." Despite stormwater retention efforts, it does flush into the watershed and a hard rain pushes it toward the bay. 100 toilets flushing our potable water down the drain; now they say they pay for it, but it's our water. We live in a region here once known for its abundance of water. Now, because of development, climate change, drought, data centers, we're looking at a scarcity. And if we're not careful, we're going to be standing in some doo-doo that we're not going to be able to step out of. Car traffic — the studies are in dispute — you know, it's going to be a lot of cars. I know someone who went over to the Buc-ee's in Harrisonburg out of curiosity. Took her 35 minutes to get in, 68 minutes to get out. So I don't buy two minutes. I don't buy that their design decreases the traffic. I don't buy that. I would think you wouldn't either. Bottom line is more cars equals more accidents. Breakdowns, police, fire, rescue, tow trucks. Sounds like a blast. Can't wait to try to get home. Finally, studies clearly show that when a Buc-ee's goes in, adjacent small businesses go out. And I'm not a big fan of corporations pushing out small businesses. Now, do we need tax revenue? Do we need economic development and jobs? Of course we do. We will always need that. But for this location, this project, it seems to me if the trade-off is the issues that I've mentioned, the common sense answer should be no. And I thank all of you for your hard work that you do. Appreciate it.

Mr. Apicella: Thank you.

Mr. Esteban: Good evening. My name is Ignacio Esteban. I live in the Austin Ridge area about less than a mile from where this proposed location would be. I've been to a few of the board supervisory meetings. When I first saw this come out, I had been to Buc-ee's before in St. Augustine and Daytona. And I knew the traffic was horrific. I just don't think it's a good product. I'm going to go out there. I've been there. I think it's overpriced, overrated. And we can do a lot better than a Buc-ee's, which in Mr. Beard's own words, "caters to 95 motorists." No, no, no. We need to cater to the residents of this County who live here, who pay more in property taxes and real estate taxes that we're going to get from these guys. I don't think — like I said — we can do a lot better than that. Something that caters, a SportsPlex, anything else but a Buc-ee's. Anything but Buc-ee's is better. I think worse would be maybe a pawn shop or something. That's where the level a lot of people put into it. Like I said, they spend a lot of money in there. They get in there. They get out. It's just awful. And I have my, that's my own personal experience. My experience going there, we can do a lot better. Stafford County has a higher standard than Buc-ee's. Buc-ee's put it down here. We can do a lot better, make a lot of money here. Why does the hearing happen? I've heard that it was not prepared. We didn't have all the reports done. It seems like there was some political pressure. That's the rumor out there. Youngkin and the beaver himself, Aplin III, seems like he's contributed a lot to his campaign fund in the spirit of Virginia. Is that why we're here? Is there political pressure from the governor to go in there and say, you know what, let's get this done. We have one, maybe two. Let's get this third one here. Would the governor himself want this in his backyard, his 30 acres in Great Falls, or would the Beaver himself want it in Lake Jackson, Texas? No. But he wants to stuff this down our throat about a mile from our houses. We don't want this. We don't want this here. If you want to go somewhere else, please go to Maryland. Go

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anywhere else. But Stafford does not want you, or at least I don't want you. Many of us don't want you. I had a petition when I first started, and a ton of people from out there, change.org. I know you can probably defer it, but I refer everyone to check it out. It has over 2,300 signatures, tons of comments, not just from Garrisonville, but everyone who lives in this County, and is atrocious. They do not want the awful beaver in our County. They want the beaver to go home, go somewhere else, find a different location, and leave us be where we can find a business that caters to us, what we want, and not to the motorists of 95 because we don't want that here. Please find somewhere else to go. And like that, our motto is, "The buck stops here." No Buc-ee's in Stafford.

Mr. Apicella: Thank you.

Ms. Stanley: Good evening Planning Commission. My name is Rochelle Stanley. I live in Austin Ridge. I'm here to talk to you tonight and plead with you to please vote no on this. Please don't grant them the ability to build in our community. It's not because I'm against their business, but because I don't think their business is the right fit for our community. You're going to hear from our neighbors, other constituents, about their concerns of traffic, light, and pollution. I am personally concerned about all of that, and I'm also concerned about the misleading that they are currently doing. In May of this year, the North Carolina Environmental Justice Network and Seven Directions of Service published and released a report titled "Buc-ee's Burden, How Mega Gas Stations Hurt Community Health and Wealth." Their findings hit on several key points that we are very concerned about. Air quality concerns: The report highlights significant health risks due to elevated benzene levels. An 18-fold increase during refueling, which poses long-term cancer risk. These concentrations remain hazardous over 500 feet from the gas that is being fueled. This facility is designed with 120 gas pumps, which could lead to elevated levels, which is a concern which can lead to cancer. Given the site's proximity to residential areas, schools, parks, there is a concern that air pollution may adversely affect vulnerable populations, including children and the elderly. Water and soil pollution, potential leaks from underground fuel tanks could contaminate local waters, including the Potomac River watershed. The Chesapeake Bay impact: This site lies within the Chesapeake Bay Preservation Area, meaning all pollutants from this stormwater runoff, fuel spills, and daily underground gasoline fill-ups have the potential to migrate into tributaries that feed directly into the Bay. Traffic and safety issues: The proposed location near Exit 140 is expected to generate significant traffic. We deal with that every day. I can't tell you how many times on Austin Ridge Road, I am passed on that yellow median with people that don't live in this area because they want to get to 95 a lot faster. I have a teenager that is learning to drive and to put him in that kind of traffic, it would scare me as a mother. Environmental justice issues: The proposed site is situated near the Embrey Mills and Austin Ridge neighborhood, which are predominantly residential. Residents in these communities have expressed concern about this disappropriation.

Mr. Apicella: Ma'am, thank you.

Mr. Parker: Good evening, members of the Commission. This is my first experience with local governments, an interesting experience. Thank you for your time. Thank you for the jobs you're doing. I really appreciate it. I want to thank Mr. Zuraf's presentation earlier. Also, I apologize if I'm not pronouncing the name correctly. The questions you asked were great. They're the same questions I had. I especially liked your response to the question about why we're here, because quite frankly, I was shocked that we're still having a conversation about putting a store that brings 20,000 car trips into a neighborhood. I want to say that again, I cannot believe we're still having a conversation about 20,000

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car trips a day into a neighborhood. The other part that before tonight — and by the way, I don't have a problem with Buc-ee's. Buc-ee's is fine — but I would hope that if we're bringing businesses into our community, that they would be partners. And I have to also say, I don't know if it's the affect of the presentation, but the town hall meeting tonight, it doesn't feel much like a partnership. It feels, a lot of it feels like salesmanship, quite frankly. And I know we led with, "I'm not going to try to talk you into something." But then we followed it up with, "I'm going to try to talk you into something." So, I'm not against Buc-ee's more power to them, conduct business. I understand why they chose the location that they did. It's got the new cool traffic pattern that gets people off the highway. I have no doubt it gets people off the highway, but you're dumping people from the highway into a neighborhood. And I can't wrap my brain around that. And I certainly can't wrap my brain around it if there isn't a reasonable plan for getting them out of the neighborhood. Right now, it sounds like we've got an idea about how to get them in there; we're just not really sure about how we're going to get them out. So, I'm not in favor of it. I hope you guys consider that as you deliberate your decision. Good luck. I'm sure you're going to make a thoughtful decision, especially based on the questions you asked thus far. Thank you.

Mr. Apicella: Sir, before you go, your name and address?

Mr. Parker: Oh, I'm sorry. Paul Parker. I'm in Austin Ridge.

Mr. Apicella: Thank you.

Ms. Reeder: Nancy Reeder, Boulder Drive. It's wonderful to see you all again. And thank you very much. You know, I know how hard you've worked, and I just can't help but commend you for your level of understanding and your good questions. So, thank you very much. Great group. Happy to be a part of Stafford County. According to Buc-ee's own traffic estimates in their most recent conditional use permit, their CUP, this is what they said: "The proposed development will create approximately 25,194 vehicles per day, with a peak vehicle per hour of 1,448 vehicles." And then, parentheses, "34,752 in a 24-hour period," parentheses. That's their submission. The sheer volume of this traffic as well as the Buc-ee's facility will have a negative impact on the environment in Stafford County and especially nearby residents. Air quality is affected by the gasoline vapors released through the vent to the storage tank, the processor, and the nozzle-vehicle interface for vehicles and tankers filling underground storage tanks. Petroleum gasoline is made of a mixture of chemicals, a number of which are toxic to humans and animals. The most toxic are what they call BTEX, which is benzene; toluene — he said it much better, it's T-O-L-U-M-E-N-E; and ethyl benzidine and xylene — and are known to cause cancer and other serious health problems. Benzene is a known carcinogen. A 2018 peer-reviewed study found hazardous levels of benzene up to 524 feet away from an active gas pump. Air pollution also results from combustion engines driving, idling in traffic, and idling or moving slowly through the Buc-ee's parking lot. The soil and water would be impacted. In addition to the heavy water use, the proposed site has two intermittent streams with what we call "wet weather creek" that are part of the lower Aquia Creek watershed which feeds into the Potomac River. This is a part of the Chesapeake Bay watershed. Oil, gas, tire shreds, microplastics, and trash will accumulate on the impervious paved surface that is Buc-ee's footprint. Rainwater will wash this stew into the watershed. Probably the greatest risk gasoline stations pose to the water and soil is through underground storage tanks. A typical gas station has two or three massive ones; Buc-ee's could have 10 to 20 times more. These tanks are shockingly common; they leak. I have just nine seconds to say I regret that I won't be able to tell you about light and noise

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pollution, but if you've ever stayed in a hotel and get stuck with a bad place, you end up having that kind of experience, but that's 365 days a year. Thank you so much.

Mr. Apicella: Sir, before you start, I'm going to ask for the next 10 folks to line up: Gary Simpson, Martin Walker, Heidi Farley, Steve Andros, Christy Lindberg, Yolanda Ronsell, Paulette Tucker. I'm having a hard time reading this one. Almaz Dawson, Connie Smith, and Steven Oho. You can go ahead, sir.

Mr. Callahan: Thank you very much. Good evening. My name is Thomas Callahan. I'm a resident at 28 Joy Street off 610 in the Rock Hill District. I'd like to thank the planning commission for the opportunity to speak here this evening. I want to be frank. I ask you to not approve any permits related to this Buc-ee's. I was born and raised here. I went to school here, and we've seen a tremendous amount of growth in my lifetime of 30 years. Since 1995, 100,000 people have moved to this County. Growth can be a good thing. Today, we are one of the wealthiest counties in America by median household income. We have a low poverty rate, and we are in a very good position to not be in a position to need jobs. It's a need of a little bit more sales tax revenue. This Buc-ee's is not the type of growth we've seen with Quantico and the Nation's Capital being so close. I'd like to reiterate, we are not hurting for these types of jobs. The traffic that is to come is not going to be like the normal congestion we're accustomed to with commuting. We're going to deal with it seven days a week, all day long, and the numbers, some say 10, 20, 30. The point is, exponentially more vehicles will turn off 95, go into this area, and then they have to get back on. They'll have to go back onto the Courthouse Road. We are beating it, excuse me, we're beating a dead horse with the traffic. I'd like to focus on the dollars. If you add up all of our property taxes as County residents, if you add up our utilities, if you add up other local taxes, we contribute close to \$400 million to this County's budget for FY26. Buc-ee's has sung songs of tax revenue, and I've got to be real with you, I was expecting a little bit more from their expected tax revenue. \$10 million, \$20 million, \$2 million, I don't know if the people that pay \$400 should even warrant that with a response. Listen to us, we pay a tremendous amount to live here. It's a great privilege to live here, and no matter what proposed traffic mitigations they're going to do, we all know how it is here. When Colonial Forge gets out of school, people feel that on 95. When I left my home at about 5 p.m. today — I live right by North Stafford High School — it took me 27 minutes to get here, and that's six miles. And this interchange we've done, it does work well, but we know what congestion is like at 5 p.m., and we don't even know what's to come. No matter the estimates, no matter the proposed changes, these are massive tourist attractions. And it's a great business; I respect them. But it was said earlier today by one of our members of the Planning Commission, this is one of the busiest traffic corridors in America, depending on your metric. And there's no Buc-ee's in a location like it: not Sevierville, Tennessee; not Denton, Texas; Daytona; Florence, South Carolina. We are unique. We are unique with our traffic. We have two roads that go north and south here. So I'd like to close with y'all considering what we're having to say. They did not come very well prepared, and we cannot deal with this traffic any worse than it is. I thank you for your time. Have a good evening. Thank you.

Mr. Apicella: Thank you, sir.

Ms. Farley: Good evening. My name is Heidi Farley. I'm in the Hartwood District, and I also want to thank all of you. The Planning Commission is full of some amazing people, and you're very thoughtful and considerate of the citizens here in Stafford. As far as the Buc-ee's, I felt like I was in a buy-here-pay-here car lot being sold a used car. I didn't appreciate the tone, the assumptions that it's going to be

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wonderful for us. Buc-ee's is a tourist attraction; it does not belong in a neighborhood. I remember when Courthouse Road was a quiet little two-lane road, and all that was here was Exxon, the McDonald's, and some kind of gas station that served New York-style chicken, whatever that is. My concern with Stafford County is the rate of development; it's getting out of hand. Maybe we need to investigate where all of our tax dollars are going to, rather than keep on drawing in more revenue. You know, why is Buc-ee's going next to a neighborhood? We have Embrey Mill. We have small business people who are opening up businesses, small businesses in Embrey Mill. What is going to happen to those people who have put their heart and soul into their own business? Traffic coming off of 95 visits Embrey Mill Shopping Center, but they're not going to now because they're going to go to the tourist attraction. Hey, see the beaver. What about the traffic signals on 95 advising of traffic hazards? I know a lot of people coming through the highway, they see it, hit the brakes. What's going to happen when they see the Buc-ee's sign? They're going to hit the brakes. Well, guess what? You got people trying to get home doing 70 miles an hour. Bang, bang, bang. When I was an insurance appraiser, I hated the 95 sector, all the accidents. It only takes a couple people to hit the brakes and traffic is backed up five miles. What's that going to do with Buc-ee's? Traffic, people slowing down. Oh, look, are we going to go? Oh, let's stop. And then traffic just comes to a standstill. It doesn't take much. Then you have all the overflow onto Route 1. It's a madhouse. I can't even go to the dump during the summer because of all the traffic. So please consider us. Put something there that benefits Stafford County, not people coming off the highway. Thank you very much.

Mr. Apicella: Thank you, ma'am.

Mr. Andros: Good evening. My name is Steve Andros. I'm on 1 Boulder Drive here in Stafford. I want to say thank you for the opportunity. Thank you for your presentations. I missed out on the opportunity to speak or hear the lecture on Monday. So forgive me if I repeat myself. Trying not to repeat myself because I think you probably heard every comment that my neighbors have mentioned or want to say. So I'll just reflect here on some things that I found interesting or ironic. We talked about a fourth gas station. We didn't talk about the 7-Eleven that I suspect Mr. Beard had bought his Big Gulp from. But we now have three gas stations right here in this area. So I think the other piece, too, that maybe have some thought is comparing apples and apples, but we're not. We're talking the volume that Buc-ee's is going to be providing is significantly more challenging than the Wawa's. Sir, Mr. Shelton, you made a comment there. You're concerned about fire, and I would say that the concern I have is the volume. What is the impact in event of a catastrophic event where that goes up in flames? I think the volume is going to be significantly more than the Wawa's if it goes up in flames. I don't think those will happen, but those are the questions you need to ask. What's the worst case scenario? So I'll also, because you've heard everything else from all the neighbors, I'll give you some analogies here. We're talking 830-something parking spaces. So I got on my phone, Google app here, and looked. You know Walmart has 800 parking spots as well? That's Walmart, and they bring in 4.3 million dollars of tax revenue to Stafford County. I found that on Google as well. So Target, which I suspect also has a higher tax revenue, but it has 700 parking spaces. So we're talking about Buc-ee's and 836 parking spaces as compared to what? So I think the issue here is about that you all have to make is risk versus reward. I'm not, also like one of the other neighbors, I'm not against Buc-ee's. I just think it's on the wrong corner, right? If we're looking about impact revenue, we need to look at what the risk versus reward is to that. I think Mr. Zuraf — excuse me if I pronounce that right, okay — you talked about scale, and I think that is also what we need to address when you guys come to your decision and take a look at that. We're talking about 12,000 versus 40,000 gallons of fuel per gas station. We're talking about the turning radiuses of trucks, the traffic. I guess how I'll close too is just remember those three little crosses on Austin Ridge

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Drive that are still there from an accident that happened several years ago, all right? It's important that we recognize the safety hazards here. I'm sure Buc-ee's can have some engineers come up with some mitigation factors. We just need to make sure that they're doing that. Thank you for your time.

Mr. Apicella: Thank you, sir.

Ms. Lindberg: Good evening. My name is Christy Lindberg. I live in Austin Ridge. I'm sure I'm just going to be kind of repeating a lot of people before me, but I would like to raise my concerns about the proposed location for Buc-ee's as well. I'm not opposed to it being in Stafford County, but I am opposed to this particular location because of the proximity to residential areas and proposed use of the Austin Ridge Drive and Courthouse Road intersection. In addition to added light and noise pollution, I share other residents' traffic concerns, not added to 95, but added to our local roads and interchanges. My understanding is that there's no dedicated on- and off-ramp proposed, just a dedicated lane as part of the existing southbound off-ramp. Will this have a physical barrier for the entire length into Buc-ee's? Will drivers coming from the northbound off-ramp have to merge into this lane as well? Cars can already surprise you when they're stopped at the northbound off-ramp at the red light, hidden by the curve on the road, and we know it's there. I imagine that could become more accident-prone for passers-through without proper warning. And will the estimated thousands of cars a day only have Austin Ridge Drive to use to get back onto the interstate for both directions? It seems like that would make the Exit 140 on and off-ramps frustratingly busy for residents, who may instead turn to Exit 143, adding more traffic to 610 at peak times. Courthouse Road is also our direct path to the nearby hospital, so I have concerns about additional traffic interfering with access. Hearing that 2023 data was used for the traffic study also gives me pause. I don't believe that data is fully reflective of return-to-office traffic patterns. I'm not opposed to business development in general for this plot of land either, but I do think it would be more beneficial to have something for the residents to use on the regular. Overall, Buc-ee's is a direct benefit for the traveler passing through, not us. So please don't put it in a location that is at expense of the residents. I know it was stated that there's nowhere else to go, but if there's any way to find an alternate Stafford location, that would make the majority of people happy, I think. That way, residents can benefit from the additional jobs and revenue without adding a traffic snarl. And after listening to today's presentation, it seems like at the very least, progress should be delayed until more information is collected. Thank you.

Mr. Apicella: Thank you, ma'am.

Ms. Dawson: Good evening. My name is Almaz Dawson. I live in Austin Ridge, Boulder Drive. I've been there for 25 years, raised four kids, and I am totally, totally against Buc-ee's. I was at the Colonial Forge High School last week and heard Mr. Beers rambling. Didn't make any sense to me, but again, I am against it. But my major concern is when you come out of Buc-ee's and to get north, you have to turn left and then left to get on the highway. But most people, I bet you 100 percent, that when they come out, they're going to turn right on Austin Ridge Drive, go all the way to Mine Road and try to get on 95th that way. That concerns me with all the high school kids that live in my neighborhood that drive coming in from Colonial Forge and the road being jammed up, number one. Number two is the magnitude of the store. It is a huge store. Why can't we get something for the people who live and pay tax in Stafford County? You guys have been talking about we need a movie theater. I still haven't seen it. Buc-ee's is not going to benefit the people who live here; it's going to benefit the people who come up the road to get gas and get brisket or whatever they're doing and get back on the road. So this is very

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frustrating for those of us who live here and pay tax and raised our kids and now retired government workers. We just want to enjoy our life and now we're going to find traffic going from my house to Publix. Will take me 20 minutes, 30 minutes when Buc-ee gets there. So and then they're going to expand Austin Ridge Road. Where are they expanding it? The sidewalk is going to be taken away? Is that what they're going to make a new lane? I'm still trying to figure that out. How they're going to expand Austin Ridge Road going north or south. There is already a dedicated lane turning left from Austin Ridge, turning right from Austin Ridge to Courthouse Road and then turning left to Courthouse Road and then getting on 95. But why are we touching Austin Ridge Road? Where are we expanding it to? So I'm pissed. That's all I have.

Mr. Apicella: Thank you, ma'am. Before we get started, I'm going to call the next 10: Cindy Simpson, Greg Goldstein, Maitreya Singleton, Felicia Garland-Jackson, Jess Macron-Zabecki, Ricky Castillo, Jennifer Stratton, Kevin Booker, Kristen Coia, and David Roquet. Please, go ahead.

Ms. Smith: Hi, good evening. My name is Connie Smith and I'm a resident of Embrey Mill in the Garrisonville District. I first want to start off and say thank you to all of you. I know it's been some really late evenings over the past couple of weeks. So thanks for hearing us out. I've also made a couple of notes ahead of what I was going to say tonight just to give some feedback on what I've heard and I've learned so far. First, what I heard is there's no area in adjacent areas. I do want to say you missed Exit 110 down at Lady Smith. Could I recommend that perhaps? We need a real TIA with current day traffic to include projects that have already been approved. In regard to the 18-wheelers that was commented about, they won't be going into Buc-ee's. They'll all be parking on Sunflower Drive, which is where they are today, right, and just footing it over to the Buc-ee's. So there is a lot of 18-wheeler traffic already parked there today. I know we put focus on where Austin Ridge is and I think it came in just shy, if I got the numbers correctly, of 400 feet, potentially. What we didn't put more emphasis on is the 55 and above community. That's going to be directly across the street, maybe within 200 feet. I think we heard where a data center sat last week. Are we now saying the Buc-ee's is going to be closer than we would even put a data center? The images that you provided of a couple of locations, the majority of those were over 400 feet. There were a couple that are existing today. However, a lot of others were 16 to 17 hundred feet away. So I just wanted to note that. Also, when we talk about that area was designed maybe for some restaurants and a bank and that sort of thing, Buc-ee's isn't a restaurant, right? You can't go in, get your brisket sandwich, and come sit at a table. Tables don't exist there. You're getting your sandwich and you're going to the car and you're opening it and you're eating it on the hood of your car. That's how it's being done. So even a smaller version of Buc-ee's I don't think would be advantageous to our area simply because you have the traffic still coming in and out. People aren't going to recognize coming up and down 95, "Oh that's a small Buc-ee's. We're not going to stop there. We only want to stop at the large ones." The traffic is going to be the same. Envisioning Buc-ee's at the corner of Austin Ridge and Courthouse is like going to Tyson's Corner Mall on Christmas Eve. That's the traffic that I vision every single day. For me living in Embrey Mill, today I come down Austin Ridge and I get on Courthouse, and that's how I go 95. So now if I take Mine Road, I'm backed up to all that traffic trying to get on 95. So those are just a few things from today, and I know my time is running out, but I just want to say again thank you. A lot of what else I had is comments that people have already made but can I encourage you to a One Loudon, a Mosaic District, Stonebridge, some of the other things, a Reston Town Center. That's what we need in that area, not a Buc-ee's. Thank you.

Mr. Apicella: Thank you, ma'am.

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Mr. Goldstein: Greg Goldstein, Fort DeWitt Road, Austin Ridge. Good evening Mr. Chairman, members of the Commission. I want to address the legal financial and community implications proposed zoning change from B2 urban commercial to B1 convenience commercial for the Buc-ee's project. This request is not legally defensible under the Virginia zoning law or Stafford County's own ordinance. The B1 district was established for small-scale neighborhood-serving businesses, not regional highway complex generating thousands of vehicle trips per day. Buc-ee's is a regional enterprise, and placing it in a neighborhood district would be a clear misuse of the zoning authority. Under Virginia Code 15.2-2288 and 15.2-2289, "Any zoning amendment must be consistent with a comprehensive plan and stated purpose of the district." Approving this request would be contradicting both, amounting to a use variance designed disguised as rezoning, which Virginia courts, including the Board of Supervisors v. Lettner 1980, have repeatedly ruled unlawful. The traffic noise and 24-hour activity associated with the Buc-ee's will overwhelm local infrastructure, reduce quality of life, and likely depress surrounding property values in neighborhoods like Embrey Mill and Austin Ridge. Those two communities alone already contribute more in annual property taxes than the facility ever will, that Buc-ee's will, if their values decline. The County loses more in revenue than it gains, effectively subsidizing a private company at taxpayer expense. More importantly, if the County approves this rezoning, despite its clear inconsistency with law and comprehensive plan, it will expose Stafford County to legal liability. Adjourning property owners or civic groups could rightfully challenge its legal spot zoning or as an ultra-virus action, forcing costly litigation that the taxpayers will ultimately have to fund. Respectfully, I urge the Commission to deny this B1 rezoning request in its entirety. Doing otherwise would undermine the County's legal integrity, fiscal precedence, and public trust. Thank you for your time in defending the rule of law in Stafford County.

Mr. Apicella: Thank you, sir.

Ms. Garland-Jackson: Hi there. I'm Felicia Garland-Jackson from Apricot Street in Embrey Mill. I know that it was dismissed a little bit that we do have the CDA that we pay — \$1,600 a year extra on top of property taxes, and it is applicable. Maybe not to Buc-ee's but to you all. I think it's important to keep in mind because we have taken that on and we do. When you think of what's going to happen to 140? Traffic studies, I get it, I get it. It's going to be unusable to locals. Unusable, that exit. So what are we going to do? When we're coming back from D.C., we're going to get off at 610, which is already a mess. Then we're going to make a left to get on Mine Road, and as we get further because part of the CDA was to connect Courthouse Road going Mine Road up to Garrison Road. So that's something that's paid for in the CDA, so it does matter to us. So I want you to keep that in mind because there was no study on the impact of what happens to 610. There was no study of what happens to Mine Road traffic, and an excellent point was Shields where people are cutting through to get away from traffic going right. You know if you've been to Buc-ee's, you've seen it. It is pandemonium. And this is not something that we can even — right now, it's so congested to even get over to the commuter lot where we go catch the OmniRide up to DC, where it takes approximately 12 to 13 minutes to get from where Publix is, light, light, light, across the interchange, light, turn left to get to the commuter lot. So I want you all to think really long and hard about what you're doing to the population here who are paying taxes, who deserve better, who keep the community solid. And we don't deserve to be sitting in more traffic with people coming in and out having to go a whole different path because you all want Buc-ee's to come or don't want Buc-ee's to come. I hope that you decide somewhere else is better and I personally don't care if it goes out of Stafford. I know everybody loves money, everybody loves money, but I don't really care if it's in Stafford. It could go to Spotsy, it could go to Ladysmith, it could keep on going south. I don't really care. So please keep in mind, represent your people who have brought you here to make good

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decisions on our behalf as we're taxpayers. So think about the CDA that everyone at Embrey Mill pays for 30 years that Stafford County agreed to with the developer. It's not our fault that it was a bad money decision, but we bought in to make this community and we value it. So please keep it in mind, think of the people that voted you in, and make good decisions. Thank you.

Mr. Apicella: Thank you, ma'am.

Ms. Marcon-Zabecki: Good evening everyone. My name is Jess Marcon-Zabecki. I live at 23 Boulder Drive in the Austin Ridge neighborhood. I missed my kids pumpkin carving tonight, and I should be working on their last-minute costumes before the trunk-or-treat. I have a student at Anthony Burns Elementary, and I've got a preschooler, but this is so important that I needed to be here for my family because one of the criteria that you all had was quality of life. And I'm telling you, if you bring Buc-ee's here it will negatively impact our quality of life in Stafford and especially in the neighborhoods of Embrey Mill and Austin Ridge. I want to talk, I was going to talk about traffic because I'm really concerned. Someone mentioned it on the board, on the Commission earlier, about the traffic going up Austin Ridge Drive as you pass the elementary school, but I want to talk about water. We heard that there's going to be a usage of water of 30,000 gallons a day. That's 11 million gallons of water a year, and if you look at our own Stafford County Department of Utilities water quality news website, it says and I quote, "We face many water-related issues including protection of our water resources, timely renewal and replacement of aging pipes, planning to meet current and future water needs, and upgrades to our treatment facilities to meet increasingly stringent water quality requirements." We have a problem. We can't fix it if we are more worried about bringing in Buc-ee's who cares about having the cleanest bathrooms in all the gas stations. I also want to highlight the public-health risk that bringing a mega gas station poses to Stafford County. We have concerns about the toxic chemicals that are going to be released into the air. If you look at the EPA.gov, the typical passenger vehicle emits 400 grams of carbon dioxide per mile. If we use the estimate of 25,000 passenger vehicles per day at the Buc-ee's Stafford location — and assuming a one-mile drive around the location, which I don't think is unreasonable — this could bring upwards of an additional 10 million grams of carbon dioxide into the air around Austin Ridge Drive. Studies have shown that the chemicals that are released are linked to asthma, to respiratory illness, and to cardiovascular disease. We have already lost our neighbors in the Austin Ridge neighborhood because they don't want to be here if a Buc-ee's is going to be here. We have concerns about the impacts to our home values. No one wants to live near a mega gas station. We have concerns about our impacts to water and our quality of life. I am not going to walk my child to school because everyone's cutting through Austin Ridge neighborhood to get around the 95 mess that's going to happen. So please don't make Stafford a pit stop. Don't be lured by a novelty gas station. And please listen to your residents who will be impacted by this decision. Vote no. Don't defer it. Don't kick the can down the road. Say no. Thank you.

Mr. Apicella: Thank you, ma'am.

Ms. Stratton: Hi, my name is Jennifer Stratton. I live at 4 Patriot Way which is also in Austin Ridge. I've been staring at the seal behind your head the progress since 1664, and I've been thinking about all the progress that Stafford has made and I feel like we've kindly finally gotten to a really good point. Like we got the diverging diamond that took care of the traffic coming to courthouse and everything. You guys fixed it so Mine Road became a nice like four lanes over by the Embrey Mill area and then you extended Austin Ridge Drive. You remember when that was cut and now you live there and now

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like traffic is flowing nicely and you guys have done a great job of getting those businesses in the Embrey Mill area. Nice restaurants. I think I've been to every single new business — well I know I have — in that new development. And we love capitalism. We love shopping, and we love spending our money, and we have no problem with Buc-ee's. And everyone, you guys have asked all the, you guys have been spot on in your questions tonight. You've asked all the right questions. The traffic thing isn't there. The location isn't right. This is an anomaly for their business plan. Yes, they built near some neighborhoods but not within a stone's throw like 800 houses and I don't even know how many are right there by Embrey Mill and with that 55 plus area coming in. Don't let's make — let's add another line underneath the "Progress since 1664," and let's say, "Smart progress since 2025." You guys are on the good path. We've seen the great development that Stafford has. Please don't take us back to bad traffic again. It's just not worth it. Thank you.

Mr. Apicella: Thank you, ma'am.

Mr. Booker: Good evening. Thank you for allowing me to speak. My name is Kevin Booker. I live at 17 Century Street. Booth Court is about 50 yards from my house, okay. So this new proposed Buc-ee's will impact me greatly. Now, one of the things that I did say at the meeting at Colonial Forge, if you put a pin in a map at my house, and you did a five-mile circumference around my house, there are 15 gas stations within that circumference. So why do we need another one? And to the admission of the developers, they did say that this is for the visitors, the traffic coming off of 95. Okay I'm going to just throw some fun facts at you. We are 28 miles from Washington DC. Washington DC. was the eighth most visited city in America last year. They had 27 million visitors. Only two million of those were from international locations. Now anybody that lives in this area knows that there's only really four ways to get to DC: 95 North, 95 South, 66, 495 Beltway. So a good majority of that traffic, anybody that knows this area, especially around a holiday, all you have to do is drive down the highway when it gets crowded and just look at the license plates. That tells you the story right there. So I understand why they want to put it there because they want a cut of that 25 million people that come to the Washington DC area every year. They're playing a little shell game though with the other locations. Those locations have nowhere near that amount of traffic. Nowhere near. And if we allow that Buc-ee's to be installed, close to my home, which I'm going to be really sad about, here's what I'm going to tell you. Here's the scenario. Everybody remembers the HOT lanes, right? When they were constructing the HOT lanes? And you remember when the HOT lanes ended right after you passed 610? Remember what a nightmare that was? That was a nightmare. I was scared to even get on 95 at certain times of the day. Well we got relief from that because they moved the HOT lanes further down into Fredericksburg. Now they're getting all that mess. Well if you put that Buc-ee's in, we're going to get that traffic back, and there's not going to be any relief. There's no roads that's going to be built to relieve that traffic coming off of 95. We're going to be stuck with it. Thank you.

Mr. Apicella: Thank you, sir.

Ms. Coia: Hello, my name is Kristen Coia. I live at 109 Freesia Lane in Embrey Mill. I don't think there's a single thing I can say to you all that you haven't already heard today or in previous meetings — whether my concerns are about the increase in traffic, the access to the hospital, and that's the route that we take out of Embrey Mill to get to the hospital, and also just the general safety in the neighborhood. So I'm just going to tell you a little bit about me. I'm a single mom to a five-year-old. I did — well, besides picking the wrong guy — I did all the right things. I invested, I saved my money, I worked hard,

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and I put 20 percent down on a beautiful single-family home in Embrey Mill. And when I walked into that home, I thought about the beautiful life that my five-year-old was going to have there: riding his bike to the Embrey Mill sports fields, playing on the playground. I walk him to his bus stop right at the corner of Shields and Alder, and I see all the kids there. They're playing tag. He is living his best five-year-old life. But now, after learning more about this development, I'm thinking about not all the fun he's going to have. I'm thinking about when he's 13 and he wants to go with his friends down a busy road and potentially get hit by a car. I'm thinking about there's already through-traffic on Alder to avoid the traffic and get to 95 faster. I'm thinking about the increase in that traffic and him playing tag with his friends on the bus stop. I think about the negative impacts this is going to have for his childhood and for my life and also the property value that I invested so much of my money in to give him a great life. And I know that the individuals over here to my right are saying they want to work with us, and they want to be part of the community. They don't want to be part of the community. They want their bonus. They want their bonus. I'm a member of the community. My neighbors are a member of the community. They are not. So please, I implore you, not only are there the environmental impacts, there's the safety impacts, the traffic impacts. Think about the lives that we envisioned here in Stafford County. We, the taxpayers, who worked hard to buy our homes. Think about the life we envision for our families and then think about whether or not the decisions you make are going to make those better. And that's all I've got. So thank you.

Mr. Apicella: Thank you, ma'am.

Ms. Simpson: Hello. My name is Cindy Simpson, and I live in Austin Ridge and have been here for 26 years in the County. I had this wonderful thing written up for you guys. I was going to read it and I was going to be so proud of it as I walked off. But everybody has covered a lot of these, but I do have a few questions or comments because I did attend the thing on Monday. And one of the first things that was said was there were going to be 10,000 vehicles. If you go back to the CUP, it clearly states a minimum of about 20,000 vehicles, and it could go up on a busy day to as many as almost 35. I believe that's already been written and put out here. I'm not sure why they're putting in one set of numbers and then saying another set of numbers, and I think that if this is going to go further, we certainly need to have that cleaned up. There's a big difference between 10,000 and almost 35,000. The second thing that hasn't really been addressed too much this is affecting a residential, a number of residential communities — over 3,000 homes and many more to be built. For those of us that already have our home here, we need to think about what property values are going to, what's going to happen to property values. They're going to drop. And when our property values drop, your taxes, your tax revenue drops. How are they going to be able to offset that difference? And as people leave, if they hear about all this, they're certainly not going to have other people coming in quickly. Stafford is a place to go right now, but if this type of an organization comes in — I hear that they're a very good organization — but if it comes in where it's coming in, you're going to have a hard time putting people back in those homes. It's going to change the whole community right there. There's another thing that was said about the 833 parking spaces, which seems like a lot, but they have a number of 1,400 cars per hour and they're going to be staying there 30 to 40 minutes. Where are all those extra cars going to go? Because that is not a turnover that's going to work. So that's something, that's just another food for thought. And the last thing I'd like to say is, somebody had mentioned it before, but there is an organization or several organizations that put out something called "Buc-ee's Burden" out of North Carolina. They were successful in stopping Buc-ee's from coming. It is a good read. It's very informative and will give you an idea of what we're up against. I think what the government needs to do here in Stafford is focus on the citizens, work on getting things here for us so that we don't have to leave the County to go other places and take our money where

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the taxes are then going to too. Let's try and make this an area where we can be proud of, where we can live, where we can stay. Thank you.

Mr. Apicella: Thank you, ma'am. Sir, before you get started, I'm going to ask for the next 10 to line up: Mark Stahl or Stara, Kristen Maxson, Jeff Taylor, Shamgar Connors, Elaine Callender, Louise Quintero, Sharon Seepie, Chris Morales, Karin Gonzalez, and I'm having a hard time reading this next name, maybe Diana Hunter, 545 Apricot Street. Please, sir.

Mr. Roquet: I didn't really come prepared, but I was at the meeting the other day and I was listening to a lot of the commentary and a lot of the thoughts about it. My name is David Roquet, by the way. I live on 178 Concord Road. I hear a lot about the traffic, and I've gone up and down the roads in 95 and around here, so I hear that a lot of it is translated in, "Boy, stay off the roads. We're stuck with these roads." And I look at it in that respect as it is an opportunity. People are going to stop somewhere. If Buc-ee's can, as they say, create a situation where people can get in and off the roads faster if they come here, I mean, they're going to buy gas somewhere. Might as well spend it here. That's the way I look at it. Tap it. Look at it as an opportunity. That's the way I look at it and we're not going to solve 95's problem until we get, like, flying cars or something like that, but that's the way I look at it now.

Mr. Apicella: Thank you, sir.

Mr. Taylor: Good evening. My name is Jeff Taylor. I live at Austin Ridge. So everybody's pretty much said more or less what I wanted to say. I do want to thank all of you for taking the time and putting the consideration into this and I want to thank all my neighbors for doing your due diligence and thinking about all the good topics to discuss, but I just wanted to put my voice out there as well. So I don't really want the Buc-ee's. I'm going to be directly impacted, so I'm a little biased. But I don't think it's good for the County. I will say, though, that we've kind of let ourselves into this problem as well. Our north-south traffic is horrible. We don't have any way to get around through the County, much less down across the river. We need to plan ahead when we have corporations that come in like this that are going to go ahead and create snarls. We already have to live with it on a daily basis, so why are we not planning for these things? We have such a hard time getting the bridge on Celebrate to go across into Fredericksburg. We don't have anything from Courthouse unless we go all the way down to Shelton Shop, and past that, we have to go all the way up to Bristol. So let's make some planning here to alleviate these problems, and then when we have this, we can go ahead and say, okay, what's the feasibility? In addition, we seem to be constrained by the state, the government, whatever, national government, to doing certain on-ramps and off-ramps. We need to look into fixing that for situations when we have a massive gas station coming through. We can't sit there and say, well, we can't do it because this isn't how it's done. We need to look at alternatives to fit these narratives. So, I suggest that we go ahead and look at those opportunities and say, hey, this doesn't fit the narrative that we're actually in. I don't want the Buc-ee's because I'm going to be directly impacted — only because we're not set up for success right now. If we can go ahead and find solutions, then maybe it's worthwhile to have them here. I'm not against Buc-ee's because they're trying to make money. Their general counsel said in the 2024 report they built in Daytona because there's heavy traffic. We have heavy traffic. They see the opportunity to bring these people in off the highway to make some money. That's what they're there for, but it's not good for us as a County, particularly the citizens that live along that area who are going to be negatively impacted. So, there's no upside for us that live in Austin Ridge and Embrey Mill. Zero. I would say even for Garrisonville because you're going to be directly impacted by people being pushed up the

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highway trying to get off. So, I just say please take any consideration for the other things that need to be addressed because of this action. Thank you for your time.

Mr. Apicella: Thank you, sir.

Mr. Shelton: Mr. Chairman?

Mr. Apicella: Mr. Shelton?

Mr. Shelton: Point of order. Our bylaws require that in order to extend beyond 10 p.m. we need to have a vote.

Mr. Apicella: Is there a motion to go beyond 10 o'clock?

Mr. Shelton: Motion to go beyond 10 o'clock.

Ms. Evans: Second.

Mr. Apicella: All in favor say aye?

Commission: Aye.

Mr. Apicella: Opposed? That motion carries. Thank you, Mr. Shelton. Thank you, Ms. Evans. Please go ahead.

Mr. Connors: Shamgar Connors, Hartwood. I was afraid you're going to cut me off after I went and got this costume just for the occasion. Full disclosure, I'm going to wing this because usually I write up something and it's really funny but this would be funny too. This is my mom's fault right there. Can you see her on the camera? She bought me this costume today. She drove from New York all the way down here to Buc-ee's 100 miles out of the way just to get this costume for me. Thanks, mom. And she didn't want me to tell any of you guys that she's my mom. She's here. So, anyway, back to the Buc-ee's thing. Look, this guy, he probably should just hire me. I'm the epic wingman that would probably help him out here. All he had to say over and over again was Buc-ee's nuggets, everyone. Think of the beaver. Don't you want beaver fever? Right? I mean, sure, I've never been to Buc-ee's but maybe someday I'd like to go. And so, and by the way, before everyone attacks me, because I know a lot of people don't want to hear, you all have valid concerns. I think the map thing, he should probably just, he said he'd pay for everything. Now, the one thing he did do right was he didn't, he didn't say, hey, he wants a tax break, lock all the data centers they want to like pay nothing. At least he's willing to pay everything. So, make him pay everything, make him do all the roads, make him do all the bathrooms, and then there you go, win-win for everyone because, I mean, Stafford needs the revenue because otherwise we keep raising taxes because, cause you know, Stafford's about to lose \$30 million in federal funding because the schools are allowing boys and girls bathrooms and furrries in the schools. Now, obviously, me dressing up today, I'm all about that furry lifestyle, okay? You know, I'm part of the furry anthropomorphic growling gamers against Trump group, which we identify as furrries and we love it that Stafford lets all the furrries go to the bathrooms in schools and they let boys in girls bathrooms, which actually was confirmed by Maureen this week online. She made an official post about it and says that

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boys can use the girls bathrooms. Before, remember, they said I was lying about all of it. Now they can go to the bathrooms and it's a good thing, everyone, so just deal with it. But, is, relating to Buc-ee's, is Buc-ee's going to allow their construction, and this is a real big concern for people that are furies like me and otherkin or bear otherkin or beaver otherkin like me, is are they going to have gender-neutral and species-neutral bathrooms at Buc-ee's? Because if they don't, we got to axe this, guys, because that's bigoted. We can't let them get away with it. Now, another concern was he said they're going to hire a lot of people, which is cool, but there was, now I know this isn't the Board of Supervisors, but there was a Board of Supervisors member that said you're not a Christian if you don't let all the legals come here and pay for them to live here and that you're not a Christian. Now, she said that out loud, so I'm just wondering, can we make sure that he hires all the legals? I mean, sure, someone will say they took our jobs, right, but we don't have to worry about that because we're not Christians if we don't let them do that, and that was what she officially said. I can give you guys the link. It's a couple months ago, but anyway, thank you, guys. We need the beaver fever here because someday I want to try beaver nuggets, okay? Thanks, everybody.

Mr. Apicella: Thank you.

Ms. Gonzalez: Good night. My name is Karin Gonzalez, and I'm at 12 Wheelwright Lane in Austin Ridge. A lot has been said. First of all, thank you so much for listening to us, to the community, and thank you so much to all the other neighbors that have expressed their concerns. I'm here to please request to say no to this project. And a lot has been said, I don't want to repeat too much, but there are three things. It's not only the traffic of this massive effort. It's the risk. It's the community that it's going to be exposed, the kids. We're not thinking about that. My second point is being very disappointed about the presentation from the persons trying to pursue this project by not presenting a full, complete assessment. Truly, yes, there's a revenue. Absolutely. We like business, but I don't see the risk about the water, the risk about the security of the kids. I don't see the risk about all the impact that is going to happen when they are here. They are only showing the beautiful part that we know, and it's misleading. I don't have anything against Buc-ee's, but I don't think that that's the right decision. This is not the right location for them. We can do better. Please think about the community. We are the ones who need to think about what comes there, not other folks. They were very clear to say that their objectives and their purpose is to serve the people that will enter from other sides, not us. If they really care about the community, they should have been every month talking to us about our concerns, not just doing a town hall last week. So I hope, please, to listen to us because this is serious. Once this big investment is there, it's there, and the impacts are going to be for all of us, mainly the ones around, but for all of us. Thank you.

Mr. Apicella: Thank you very much.

Ms. Morales: Hi, can you hear me? My name is Kristen Morales. I live at 181 Verbena in Embrey Mill. It seems like a lot of people from Embrey Mill and also Austin Ridge have been here talking because, obviously, it's going to be in our backyards. I do want to thank you all for you really asked some really great questions that made me feel really good. I appreciate even Mr. Beard because I can't imagine having to sit here and hear a lot of the things that he's hearing all night, but I'm not going to talk about traffic. That was one of the main things, but I was the 37th person to sign up, so I think we pretty much got that covered. I will say that by the time you leave here tonight, if you hear the word traffic, your brain's probably going to explode, but those of us that live here, the fact that everything we do, it's such

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an impact, and that's why we have been talking so much about the traffic. I was trying to do more research on Buc-ee's because I haven't really been to one, and so I just pulled up different aerial photos and tried to get an apples to apples, and I really felt like I couldn't find anything, especially with it being in our backyards. So a lot of the pictures I found, this was, this is Sevierville, Tennessee, open 2023. I do not see residential around it. I'm sorry. Johnstown, Colorado, opened 2024, these are 74,000 foot square feet, so I was trying to look at the nothing around it. Lilling, Texas, which you expanded, I don't see residential in the backyards of these aerial photos. Rockingham, Virginia, I was trying to get something even closer. Same thing, I do not see residential 420 feet from the site, I'm sorry, and then 200 feet if they build more housing there. Some of the comments I read from the that area was that the parking was mayhem and chaotic with long waits to get out of the parking lot, that weekends are consistently cited as the busiest time with long waits for parking and egress. Brunswick, Georgia, another one of the large areas. I'm just, I was hard-pressed to find something that was that close to residential with the 74,000 square feet. You mentioned New Kent. Yes, it is going to be fairly close. I don't think that's a fair representation in the sense that you haven't even broke ground on that area. There's going to be 94 million dollars spent on infrastructure there and some of the things that are going to be built there are the Target distribution center, Auto Zone distributions that are warehouses and things like that. Some of the residential will be later, so they're going to know at that point when they buy a house that there's going to be a Buc-ee's there. So, thank you for your time. I'm sorry, I was trying to go fast. It was a lot of information. I appreciate your time as well. I just don't think this is the right spot for it. I'm sorry. Thank you.

Mr. Apicella: Thank you very much.

Ms. Callender: Elaine Callender. I'm from the Falmouth District, so I wouldn't be living right next door to this, but I do know a lot of people who live in the Austin Ridge area. I also periodically drive through that area going to visit friends, going to events, going to North Stafford. Unfortunately, Buc-ee's is not the destination that Stafford has been looking for, and I'm also wondering what happens when 95 shuts down, which it does periodically. I get it, some people have fond memories of visiting Buc-ee's out in Texas or other areas of the country. I've never been to one, but people who have tell me that traffic backs up onto interstates, causing safety concerns and long delays for travelers. How anyone can think Stafford County, which faces some of the worst interstate traffic in the United States, is an appropriate place is beyond me. County officials who support this project must be thinking of dollar signs or perhaps they're craving a barbecue sandwich. My answer to that is money isn't everything if it ruins the character of a community and makes traffic even worse. As for barbecue, we have a lot of excellent barbecue places, and we also have Walmarts and dollar stores where we can get cheap trinkets. I'm also wondering why the negatives on the summary list were so short. It's been mentioned about air quality. I've been wondering about fast-food wrappers blowing around in the wind, littering the landscape. I am impressed though with the reuse/recycle program. I'm also concerned that the 200 lower-wage jobs will, the folks, where are they going to live? We have no affordable housing. Twenty dollars an hour may be pretty good in Rockingham; It's not that great here. I also have concerns about health issues. With all these people coming in and out, are they bringing measles to our community? Thank you.

Mr. Apicella: Thank you very much. Ma'am, before we get started, I've got two more speaker cards, Marie Gozzi and Cherie Smith. I'd like to get a show of hands of people who haven't spoken that would like to, so please raise your hand. Okay, so we're going to have you speak and the next two speakers, and then we're going to take a five-minute break. Please go ahead.

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[Louise Quintero:] So I first wanted to say thank you so much for taking time away from your families to be here, super late to hear from your community. Obviously, our feedback is not always pleasant. As Buc-ee's would say, you may not be happy with what I have to say, and you may also leave here not happy. But here's the thing: This is our community, right? For a corporation who makes about \$50 to \$100 million a year just off of a single store, \$2.5 million is laughable. We also don't impose BPOL tax in Stafford, as many as you know, which would actually force them to pay more to our County. So if we don't have BPOL tax, what else are we asking of Buc-ee's to help pay for our infrastructure and the things that we actually need within Stafford County? I really can't take anybody seriously who doesn't know when Inauguration Day, which was one of the representatives at the Colonial Forge meeting, considering the fact that that was the back-to-work order day that was put into place, and to the traffic studies that were done in 2023, I think everybody needs to nix that. That was coming off of COVID. People were not back to work. Even if you did traffic studies today, they would not be accurate because everybody is furloughed. There's tens of thousands of federal and military workers that live in Stafford County. My husband is a retired Marine, lived here, teleworked during COVID, didn't go back until 2024 when they were slowly bringing military back into the community. So that's one thing that I would say that maybe just be crossed out completely and taken off the board. I will not take up extra time, I promise. I saw it didn't start. And then also with this, there's other neighborhoods where Buc-ee's are. They fail to disclose, were those neighborhoods there prior to? Were they built after the fact? How many were built after the fact? We need to know these things when you guys are making a sound decision, because for me, that lives in Embrey Mill, [inaudible] Embrey Mill, my kid is going to grow up, want to work at all these places like Publix, which is a great place to work. But no way in heck would I be having him cross Austin Ridge Road, even as it is right now. Mine Road has a completely blind crosswalk at Shields that doesn't have any sort of lighting at night anyways. And so to be sending kids across the road to the Rouse Center or whatever, I don't know, it might be worth looking at the volleyball courts in Richmond and how much revenue that brings to the surrounding businesses around the 40 plus courts that are inside one building. A sports complex would bring plenty of business to the local area. And just like somebody mentioned, we definitely go outside of Stafford to spend our money, which is unfortunate. So maybe bring some actual businesses into Stafford where we as locals want to spend our money. Thank you so much.

Mr. Apicella: Thank you, ma'am.

Ms. Gozzi: Okay. Thank you. I won't say good evening, I'll say good night. Thank you all very much for being here. My name is Marie Gozzi. I live at 246 Whitson's Run, not in Embrey Mill, not in Austin Ridge. But I live right up against southbound 95. And I know what it was like before the HOT was extended. And I know what it will be like if you put in a Buc-ee's. It's the wrong project for the wrong place. Just because you can do something doesn't mean you should. I agree that, yes, we need more jobs in Stafford. But you just take out your little calculator and you figure out \$20, \$25 an hour times 40 hours a week times 52 weeks and you come up with less than \$50,000. That might be good money in Arkansas or East Tennessee where you can rent something for \$500 or less and buy something for less than \$200. But that's basement rental money in your parents' house. So I would just say enough has been said about the roads, just look at the planning that you guys have all done for this area. It's not just Buc-ee's coming in there. It's more residential. It's more warehouses. It's more retail shopping centers. So my understanding is the Buc-ee people did their own traffic survey back in 23, 24, and they basically said 610, I-95 would be an abortion by 2030 with all the other developments coming in. So Buc-ee's is not the be-all and end-all, but you really have to stop and think. I agree with many people today who said, yes, maybe better use for that land. Let's have some restaurants with cloth tablecloths. And as

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mentioned, the movie theater. We remember the movie theater, you guys. So I won't take any more of your time. I think we have a better use for the land. I think we can get a better quality of jobs. And I appreciate the time and attention that you spend on all of these issues. Just don't sell Stafford cheap. Thank you very much.

Mr. Apicella: Thank you, ma'am.

Hello, my name is Cherie Smith, and I live within the 300 feet of proposed said Buc-ee's. We've been dealing with this for approximately since almost two years now, and it has been alarming that we have made it to this point that it's still on the docket. I just want to give some health concerns that me, within 300 feet, would have to deal with. Number one, there is a safety risk. I remember coming out my house. I leave out about 4 a.m. to go to work. I am one of those shut down, deferred, paid government worker. And I get out my house at 4 o'clock in the morning, and here comes behind my home, through the area where said Buc-ee's would like to be, a gentleman coming right behind my house. And as I'm coming out of my house, he's coming from behind my house. He didn't see me because I ducked behind the car. And I'm watching, going, who in the world will come through all of that, that green, and plus we have a creek back there, who in the world would do that? I'm scared. If he saw me, what could have potentially happened? Not realizing that he's actually trying to get away from the police, because by the time I got to Austin Ridge, two of them were waiting for him. So I say that because it is a direct security risk for someone who lives within 300 feet of such a large project. Number two, noise. Noise is a risk for me. It also indicates that 45 to 55 decibel can cause elevated blood pressure. It can cause heart rate and even strokes. It can disrupt the sleeping patterns, fatigue, cognitive performance, mood disruption, and weakness to immune system. It can also, for children, experience impact in learning and attention deficits. While traffic noise really cause direct hearing loss, it contributes to auditory stress and makes it harder to determine when and where a sound is coming from, because all you can hear are horns blowing, cars tooting, people screaming, children laughing, things going bump in the night while you're trying to sleep. So I ask this board to please vote on my behalf. I am directly impacted by this said property. I agree with my colleagues and all of my neighbors that this is not a good idea. Not for us, not for us who built here, not for us who came here. You guys took a promise that we were going to have livable, walkable safety space and this does not give us that. Thank you very much for your time.

Mr. Apicella: All right, thank you. All right, we're going to take a brief recess.

[Recess]

Mr. Apicella: Okay, we're going to restart the meeting. Again, for those folks who haven't spoken but want to, if you'd please line up at the podium. We're going to start with the first 10 who line up. Again, please state your name and address when you start to speak.

Mr. Stevens: Hello, I'm Brandon Stevens. I'm at 3 DeWitt Road, about three quarters of a mile away from the proposed site. So about a year ago, I went to a Buc-ee's and I left with a magnet that says, "I see beaver in your future." I thought that was cheeky. I didn't realize it was an omen. Here I am today. Listen, I'm going to try and cover points that haven't been covered up to this point. I've been jotting down notes, so please bear with me. First, to my knowledge, Stafford has somewhere around a billion-dollar budget. We're talking about two percent here. The impact that we're going to have for two percent, I don't see that cost-benefit analysis being in our favor as the residents here. We talk about the

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degradation of the community, people leaving. We're going to take more than that out if we do leave because of the degradation, we risk with Buc-ee's coming into this area. I don't think it's a good investment for this community, and what comes after we leave is potentially going to be far, far worse. Let's look at a slip lane. Let's look at any facsimile. Down in Fredericksburg, Glebe Road is a pretty close example as well. Sure, it is meant to defer traffic in one direction smoothly, but we know, especially in slip lanes with the median, people wait to the last minute. They will cut in. It causes more traffic. It causes fender-benders. It causes backups into 95. I sit in a backup on Glebe almost every day on my commute to work; I don't want it on my commute home. We talk about community forum reactions. If you look at any community forum, Facebook is the easiest one with any community. St. Augustine is a great example of this. You will see the complaints of the residents that live in that area and the impacts it has not just to the traffic but to their social lives and everything that goes on outside of their day-to-day commute. It's terrible. One thing that hasn't been covered much to my surprise is our EZ-Pass lanes. Those are charged based on the flow of traffic; if we increase the traffic, we're going to see a rise to prohibitive levels in our tolls, so not only is it going to take longer for me to get to the EZ-Pass lane, it is going to cost me more already at commuter times in the morning to get from my exit, Exit 140, six miles up to Quantico. It's an average of nine dollars; I don't want it to be 18 on the way out, and God knows what it's going to be on the way back. We talk about the jobs. Sure, they bring a lot of jobs. I implore you, look at Indeed, look at Glassdoor, look at the reviews of employees that have left this organization and see what they say about oppressive work hours, about the habits of the staff. That is not what we want or need in this community. I beg you, please look at that yourselves. One thing, constant influx of residents. This is going to be an evergreen location. They know it. We've talked about the visits to DC, both for business and for pleasure. Look at the military bases. We've got summer and winter rotation cycles. You're going to have a constant flow of new people coming in, and they're all going to want to see Buc-ee's, and that is in our neighborhood. It's more than anyone is projecting. It's not what we want. It's not what this community needs, so I'll leave it at that. Thank you for your time.

Mr. Apicella: Thank you, sir.

Ms. Welch: Hi, Judy Welch, Austin Ridge. I just scribbled some stuff down, so bear with me a little bit. I sent you all emails, lots of them, some of them with Google Maps of all the Buc-ee's that I could find, mostly the ones on the east side of the Mississippi. None of those had neighborhoods next to them. In the meeting, I went to the Colonial Forge meeting, and he said that we were most like Broyce, Texas, so I did some searching on that. I only did that one because that's the only one he said. He mentioned some more, so I have some more research to do. I looked up Broyce, and the map there shows the neighborhood there was built after the Buc-ee's, so they had a choice to buy into that. We don't, so consider that. Also, I did some searching. I sent you also the property taxes have declined over the last couple years for that neighbor next to Royce, so please take a look at that. Why is Embrey Mill paying for the water tower, and they're not contributing to it? Why didn't VDOT allow for their own entrance and exit? This project belongs between — sorry, I'm nervous — between north and southbound lanes of 95. It doesn't belong abutted to a neighborhood. People should get on, get off the highway, and right back on without bothering anybody else. I don't know why VDOT didn't allow their own exit. It doesn't make any sense to me. Who's going to pay for the road improvements in a couple years after the out-of-state drivers are on our local roads for all that time? Is it 20,000 cars, vehicles? Because I'm pretty sure that's what the initial CUP said, not 10,000 trips. Who thinks that one slip lane going southbound is enough for 20,000 trips or 20,000 cars? And if you look at the left-bound lanes, they said they're going to add another left at the turn signal to get back onto the highway when you leave. There's already

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three there, so they said they're going to add one. So does that make four? Because there's already three. They said they're going to add another one to make three. When you make the left to get out of Buc-ee's, you make that left, and then you can either go south or you can go north, right? Both of those are one lane, so they're going to add another one, or are we dealing with that one lane? Everybody's got a bottleneck in there. My kids play travel soccer, so we go to Long Park and Leesburg all the time. They have that diverging diamond, too. They don't have nearly the traffic that this will have with it. The diamond works fairly well, but again, they don't have the traffic. When the soccer games get out, it all backs up, and it takes forever to get through there. So please consider that. I looked at the one in Royce, like I said, and there's a semi-truck in there. There are semi-trucks parked on Sunflower at all times, at all times right now. So why are we allowing that now, and what's going to prevent that from going on in the future, and why isn't that going to get worse? Why aren't they providing any kind of crosswalks improvements, maybe something over the street or under the street?

Mr. Apicella: Ma'am, I'm sorry, time's up.

Ms. Verity-Gaucher: Hi, I'm Deborah Verity-Gaucher, 900 Walnut Drive. It's off of Leland Road in South Stafford. I'm here because I'm a senior citizen, and I willingly pay for schools and everything that is needed in the County, even though I'm on a fixed income. I didn't need to come here tonight, but I came here because of the people that live in this area. It doesn't take a brain surgeon to figure out that this amount of traffic is going to cause problems for everyone here. I can avoid this area, but the people that live here can't. I just heard property values could go down 30 to 50 percent if there's a Buc-ee's here, and my first introduction to Buc-ee's — and I hope you write this down, and I hope you look at it — it's called a YouTube. It's Yankee in the South, and it's called "Our Chaotic Visit to Sevierville Buc-ee's Fourth of July Weekend." This is just a couple of regular people. Maybe they're doing a YouTube, trying to make some money, and they're going to check out and see what Buc-ee's is all about. What happens is they're just sitting in this gigantic, long line of people trying to get to Buc-ee's, and you have a semi. You know how long it takes for a semi to stop? You never pull in front of a semi if you're driving on the road. I'm 70 years old. I have learned a few things. Trucks can't stop on a dime. You watch this YouTube, and you'll see what happens. These people were terrified that they were going to die that day because the truck couldn't stop. There was an accident. They managed to survive, but you know that one lane off of 95 is not going to be enough for the traffic, and it's going to back up onto 95, just like someone told me he saw happen down in Sevierville off of 40 at eight o'clock in the evening. He's going, "Why are all these, what's going on here? Why are all these cars backed up onto 40?" They were trying to get to the Buc-ee's in Sevierville. If that can happen in Sevierville, which I have been to, that is a small area. They're not even dealing with the traffic that is here. I want you to vote no tonight so that these people's anguish that they've been going through for two years can end. You don't need to kick this down the road. It can stop now. You've had your public hearing. You understand that most of the people here don't want this. That's all I have to say. Thank you.

Mr. Baber: Good evening, everyone. Just been making some notes here, and I'll speak a little bit about the notes I've made. My name is Brad Baber. I live in Suburban Estates — and of course people sitting back there saying, Suburban Estates? Where in the world is that at? That's in beautiful downtown Garrisonville. I moved there 48 years ago. There was no traffic lights on 610; there was really no traffic on 610. But tonight traffic seems to be one of the main things that people are talking about, not realizing that they're the cause of the traffic. I didn't have no traffic before Embrey Mill was built. I didn't have any traffic before Austin Ridge was built. Now I've got traffic, but you can still live through it. Like I

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said, I've been here 48 years. I haven't said it yet, but I guess you realize at this point I'm here in favor of Buc-ee's being built. The sooner the better. I can go get me some beaver nuggets and some all this other roast beef stuff they're talking about. It's supposed to be good. Anyway, I had no idea that so many people that lived in Stafford, like I said, I've been here 48 years, I'm happy to live here. I enjoy it. I enjoy it as much today as I did 48 years ago. Yes, there's traffic. Yes, there's some other stuff there, but I had no idea there were so many people that lived here that are unhappy. They want to blame traffic on Buc-ee's before Buc-ee's even sticks a shovel in the ground. They want to blame this on Buc-ee's. Buc-ee's hadn't done anything yet except propose building a store, but it sounds like a bunch of unhappy people who either paid too much for their house and was expecting to get more or maybe because they're paying extra money every year because they got took by the builder. I don't know. I don't have to deal with that up on 610. And yes, there's a lot of traffic on 610, but like I said, you live through it. I did stay so I can talk because I get up at four o'clock in the morning to go to work in Alexandria every day. Yes, and there's traffic going back and forth to Alexander every day, but you still live through it. Stafford County doesn't have a Disney World. We don't have a King's Dominion. We don't have a Busch Gardens. We don't have a Six Flags, but we have a Buc-ee's people that have come to Stafford to spend some money, help keep my taxes down. So here again, I'm interested. That may be our only thing to get people to come from hundreds of miles away. Some of the things that people have discussed, and I see my time is going to run short here anyway, but a lot of things that people have discussed tonight make sense to them, but they're not business minded. I owned a business in Stafford at one time and manage businesses, and I know there's a reason why Buc-ee's picked that location — because they're business minded, and obviously they have a pretty good business mind because I don't think I remember reading about any of the Buc-ee's going out of business since they've opened any, so they must have a pretty good idea about business. So I think anytime we can get someone in Stafford County that that is a good business, we should be interested in it. Thank you for your time and appreciate all you're doing for us.

Mr. Apicella: Thank you, sir.

Mr. Swartz: Chris Swartz, Vista Woods. They mentioned that it was about 10,000 vehicles a day on the low end, and I figured that's about four passengers per vehicle, all of whom are going to be holding it in until they get to the cleanest restrooms on the highway. All that stuff is going to end up in Austin Run, which I can currently smell from my brother's house in Aquia Harbor, so I can imagine it's going to get a lot worse. My other concern was the commissioner mentioned the amount of garbage they're going to generate. I don't know if they're going to haul this stuff back to Texas or is it going to end up in Eskimo Hill. And then, of course, the other thing this commissioner mentioned was the impact to our fire and rescue, our law enforcement, and also the hospital. How strong it suggests we reconsider this and put something in there like some of our kids can use, an Olympic training facility, a pumpkin patch, a cornfield, anything but a Buc-ee's. Thanks for coming out.

Ms. Peebles-Barrow: Thank you, sir. Connie Peebles-Barrow, Rock Hill District, and a frequent driver through that intersection. I am speaking tonight as an individual. The question I have is 12 million gallons of fuel per year with no fire station capacity within five minutes. I haven't heard anyone speak about that. From what I could understand so far as historically, we currently are waiting for Fire Station 15 to be built. It's supposed to be in the Embrey Mill-Austin Ridge neighborhood, and you're going to be placing 120 pump gas station in those communities, increasing the possibility of an extreme fire event. Also, you're right off of I-95. As I sent to the Planning Commission yesterday, in 2021, Matrix

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Consulting Group issued a final report to Stafford County that included its assessment of Fire and Rescue Department response capabilities. That is the 170-page report that was emailed. The consultants recommended that the County should add a new fire station in the area of Mine Road and Austin Ridge Drive and staff the station with an engine company and an ambulance medic unit. They provided a five-minute drive time for all stations graphic that showed a large gap of response capacity in the area where Buc-ee's is being proposed. Based on the County documents that I was able to find, Embrey Mill Fire Station 15 is currently in the design phase, and its completion date is several years out — from what I could understand so far as a reference indicated fiscal year 2028. I have not heard anything in any of the P&Z or the proposal by the developers applicants about how to deal with this lack of capacity in a major area that could deal with that volume of fuel. Of course, I had to ask Chat GPT what could possibly go wrong: “A high-volume fuel retailer near homes and an interstate without nearby fire protection presents serious risks to life, property, and the environment. Delays in response increase the chance that a minor incident escalates into a catastrophic event, underscoring the need for stronger safety and zoning requirements.” So, please deny this. It makes no sense. It is, right now you do not have the capacity if on the very day one — that's what you have to look at on day one — if this is opened, we do not have the capacity of Fire Station 15, and the Fire Station 15, I'm guessing as it was proposed, was never expected to handle an additional 120 pumps of fuel. Thank you. I appreciate your time.

Mr. Apicella: Thank you, ma'am.

Ms. Carter: Abby Carter, 489 Leeland Road, Falmouth District. I only have a couple of things to say tonight because I haven't had a lot of time to dedicate to finding out more about this proposal, but I did go through most of the VDOT and applicant back-and-forth across the last year, and it's very concerning to me that VDOT hasn't gotten all the answers they've expected, and that the applicant is a little bit wishy-washy on several things that VDOT asked for. I do think that traffic is of a great concern, not just for the people of Stafford County, but also the people who commute from further south, and like a friend of mine from King George said today when I told her where Buc-ee's was going and she commutes every day of the week, she said, “Oh my god, that's a stupid idea.” Not my words, her words. I think that it would be best for you all to, if you can't find the reasons to deny this application, to at least defer it until all the VDOT information is solidified. I think it's critical for us and for all the people who commute through the area, and that's all I have to say tonight. Thank you.

Mr. Apicella: Thank you, ma'am.

Mr. Denning: Good evening, everybody. First of all, thank you for being here. I really appreciate the community service that you give. I mean that sincerely. My name is Chris Denning. I live at 1 Brush Everard Court in Austin Ridge. I apologize for my appearance. I'm soaking wet and like you may not see it all, but I just got done coaching a baseball team — we won — over at Chichester Park or Chichester Field. Anyhow, I want you all to know I am, I was class of 1996 Stafford Senior High School. My dad was military, and we moved around a lot. To me, I got to go to high school here. We first moved here actually in 1988, but I got to go to high school here. I got to go to middle school here, and this is home. Everywhere I went in my own military career, I told everybody I'm from Stafford County. I was an Eagle Scout in Stafford County. I helped refinish the shelters that are at Pratt Park, and I have a Stafford County flag hanging proudly in my office. I love this place. I'm proud of it. Upon hearing the news of Buc-ee's, I have many friends in my neighborhood who have moved. I'm going to read a few of them: Blake Nielsen and his wife, Dan and Joanna Whitaker, Tylon Hatterley and his family of seven, David

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Edwards and his family of nine, Kelly Haycock and family of five, Stan and Carol Kekeloha. Many more have said that they will move, and I am myself prepping my house right now to move if this is approved. I am talking immediately. I'm not going to be caught in losing what I have invested for my family and for my children. A few other things I want to talk about. I do not want to be separated from emergency services that are on the east side of I-95. My observation on the impact of other businesses from Buc-ee's. I've been to a number of Buc-ee's in the west, and I have seen strip malls completely empty and then others with secondhand stores. I'm concerned about the RPA. I don't know what they have said about it, but I am concerned about that. I am concerned about the traffic being funneled into our neighborhoods. I'm concerned. I don't know that anybody else has mentioned it, but you all went ahead and approved a senior community right across the street. I believe the vote was six to one. I was told by a member of the Board of Supervisors that that was approved. Nobody's talking about that. Do we really want something like this to go across the street from a senior community? I think no. Also, Austin Ridge. My kids go to school, they have to cross that road. My kids go to the pool, they have to cross that road. They go to their friend's house, they have to walk along that road. I can't let that happen, so I will have to move, unfortunately, if they come into town. Now, there's a lot of other things I'd like to say, but one thing I just want to ask you. They have said at a town hall that they wouldn't give any tax breaks. Please hold them to that, that they wouldn't ask for any of those. And then also I want to point out tax revenues. If our home values go down and if businesses have unfair competition, those will also go down. Think about those tax revenues.

Mr. Apicella: Ma'am, unless you have a twin, you only get one bite of the apple. Okay, thank you.

Ms. Aboagye: Good evening. My name is Victoria Aboagye. I live at 8 Francis Court in Austin Ridge. First and foremost, I want to thank you for your exceptional work and dedication to our community. I think a lot of people don't realize how much it takes for what you do, and I appreciate it. I also appreciate what you've already done for this community by setting a higher standard for the data centers and taking a stand there. We need you to take another stand for our community, for our homes. Community is about neighborhoods. It's about friends and families that can gather together and have moments to meet at a restaurant or a cafe, to have memories together, not to be the location that 95 is looking for, to have a drive-through toilet that's the cleanest one on 95. I don't want Stafford to be known for that. I want Stafford to be where I live and breathe. My husband just retired from 30 years in the Coast Guard. We are excited about the fact that this is our forever home, but I have told him, and we too are preparing, that if this goes through, there's going to be a "For Sale" sign in front of my house because I can't lose the property value that we have spent all this time putting in. There are better options than Buc-ee's. There are better locations for them to not interfere with people that are looking to you and looking to the Board of Supervisors to do the right thing. We deserve a quality of life and this is not going to bring it to our homes. I appreciate all the questions and all the comments that you have made tonight because at least it tells me you care. You're doing your due diligence. We deserve better. We don't want to see our property values go down because if our property values go down, tax revenue goes down and it won't be compensated by them. Trust me, it's not a win-win. It's a lose-lose. You don't want to go this direction. Stafford deserves better. That's not my neighbor. My neighbors are here. They deserve better. I deserve better and I know we can do better. Thank you for your time.

Mr. Apicella: Thank you, ma'am.

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Ms. Schneider: Katie Schneider. I'm in George Washington. I'm here to support Buc-ee's. I completely understand why all these people are against it because I'm the biggest NIMBY you could ever meet. I would not want it in my backyard either. That is why I bought a property that's not around commercial property. It's like all residential around me. There's no big parts of land. And here's why I'm for it. It's commercial land, so you're like slightly rezoning it. It's not like you're going from A1 to B1. It's not like you're going from residential to B1. You're going from B2 to B1 is what they're asking for and the conditional use permit. And I also like the fact they're putting the Tesla superchargers in because why the heck didn't Wawa do that down by Centerpoint Parkway because that would have been very helpful. And people are saying they want destination stuff like a destination sports thing. Okay well they're bringing in a destination. People will come in which means it's money from outside our pockets although I will go there and buy fudge and cheap ice because I think you guys are missing the best thing which is their cheap ice. It's \$1.99 or \$1.89 versus the four or five bucks I have to pay at 7-Eleven. And the other question is, who has shown any interest in developing this site? I mean we hear like, "Oh, we want all this other stuff," but has anybody come in to say, "Hey, if they don't buy it, we'll buy it and we'll build this stuff you want." I haven't heard anybody talk about that. But overall, I think you should approve it — but not until after the traffic stuff and the lighting is mitigated. And I don't know if those VDOT sound walls could be put up if that would help for the people who live behind that. Thank you.

Mr. Apicella: Thank you.

Mr. Hundley: All right, good evening. Alex Hundley, Austin Ridge. I'm definitely not a public speaker and I know that me getting up just put three minutes put you three minutes further from getting home so I apologize for that but I'd be remiss if I didn't mention that there was a full house today. I don't come to Planning Commission meetings. I don't know if that's a regular occurrence. I'm going to venture to say it's not. The overflow room was full. They stopped letting people in the building. So as you guys were asking great questions people were up there cheering for you guys. As citizens stood up and started asking questions they clapped loud for their fellow citizens to come up here and speak up. So that is why I'm here now. So as mentioned before anything but Buc-ee's. I won't restate all the previous points but I prefer to raise my future family here. That's why I picked Stafford. Family-friendly commercial options for locals would be amazing. I avoid going to Fredericksburg for entertainment on the weekends because the traffic on I-95 is so unpredictable. I opt for Netflix at home instead. Please don't prevent me from venturing out of my neighborhood on the weekends with having a travel mega center parked right on the corner of my neighborhood. Restaurants with cloth tabletops as someone else had mentioned would be amazing. I don't want to give you guys any bad ideas but if I had to I'd settle for another vape shop car wash or storage unit. Thank you so much for the work that you guys do, and I ask that you do not entertain this proposal any further. Thank you.

Mr. Apicella: Thank you.

Mr. Hildreth: [Keith?] Hildreth, Hartwood. Thanks for all your fantastic questions tonight and for being so attentive. You're definitely the right people to be in these seats. From what I've the research I've done and what I've heard this is not the right location for a Buc-ee's. A few people touched on this but what really stood out to me when I listened tonight and I had to stand out in the cold outside because it was full in the overflow room but I stuck it out. I got to the overflow room. I watched it. Is that this is the closest Buc-ee's has ever been proposed to a home. I don't think that was really leaned on. Mike Zuraf told us would be 200 feet from the 55 plus community and 420 feet from Booth Court. When the

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representative for Buc-ee's spoke he said it would be 1600 feet to the nearest home and showed us a visual and I kept looking at the map thinking like he's measuring from the bottom part of the picture where the sign would be the Buc-ee's sign. So please go look at his image of 1600 feet because your County staff told you it's 200 feet to the 55 plus community and his slide and 420 feet to Booth Court. That is shocking and then the examples shown by the Buc-ee's representative were homes communities that were 420 feet away, 470 feet away, and then all the examples jumped to 1700 plus feet. It was then 1700 feet, 2200 feet, 2400 feet, 1700 feet, and 1800 feet. So this is the first time that Buc-ee's would ever be this close. It would be twice as close as it's ever been in the United States. I think that's a big, important point. Also, they showed us some misleading images that we couldn't put it elsewhere because they're only showing us right off the interstate but they have locations that are up to 1.4 miles away in Royce, Texas, 1.24 miles off the highway in Temple, Texas. We can look beyond just right at the interchanges we have and of course as we've talked about local traffic consequences this is one of the most congested corridors in the United States. We all know this. We're horrified to get on 95 at rush hour in the morning, in the evening, holidays, snow, traffic, accidents, if someone sneezes, it's awful, and we're harming the planned communities of Embrey Mills in Austin Ridge and we're going to have the frustrated throughput traffic trying to cut to Exit 143 to avoid the traffic at 140. So this is going to affect Exit 143 as well and if we back up the interstate we're right in the middle at Exit 140. So anyone trying to come south is going to hit the backed up traffic and anyone who lives south is going to hit it coming north. So this affects every single person in all of Stafford. There's a lot of safety risks for our kids. Every time I turn on the public's at the Rouse Center there are kids crossing the street both directions from the Rouse Center across to the Embrey Mill Town Center and from Embrey Mills up to the public's right there. There are kids that walk these streets, walk those communities. We've had kids hurt like the young 12-year-old who got hit on a scooter. So this is all to say I have a lot of concerns about this. I thank you for your questions and your due diligence. The traffic is extremely concerning and I am quite underwhelmed by the tax revenue. Thank you.

Mr. Apicella: Thank you, sir.

Mr. Randall: Bart Randall, Garrisonville District. Thanks for being here tonight and all the work that you're doing. We won't set the record, so maybe you'll get out of here before midnight. A couple of things. I made a post on Facebook about how my concerns are about the Buc-ee's and the location, but there are a couple of things that I want to talk about tonight. I do have an issue with the traffic study, 2023. We all know where we were in 2023. We all know where we are now in 2024 with the change and everybody back at work. So I do think that that's a significant part of the traffic impact study that was not taken into consideration and needs to be looked at again. Was the traffic impact study done on a weekend, or was it done I heard it's done on a Monday and a Thursday not on a weekend. The other thing that we have talked about we've heard a level of service for intersections. Mr. Zuraf mentioned that there was a delay at all of these different intersections. I wasn't very clear and I think it should be clear at the staff report what that means to the level of service. The comp plan talks to the level of service, not necessarily to delays, but we can I think impact what it means to be a level of service. What that, what we can hold our hand on as far as a level of services for those intersections rather than just the delay. Housing values — we talked about housing values going down. Do we have some data? We talk about close to residential. We've built close to residential. Is there any way we can go back to look at those residents and the housing prices before and after those locations. I do know that we are closer here than we have been in other locations. The big thing that I've seen as a disagreement, and we talked about this at when I made a comment on Monday, was there is a level of misunderstanding that's hard to fathom regarding cut-through traffic. We live here we understand the cut-through traffic that happens through

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Austin Ridge through Embrey Mill through pretty much every neighborhood when 95 gets backed up. They're convinced that there is no cut-through traffic that all that cut-through traffic is local traffic. I live off of Mine Road in Hampton Oaks and I tell you that it's not but that seems to be the disagreement that we have. Their concern is getting people in and out of their business and I think your concern should be should be having the concern of getting residents in and out of their neighborhoods. Right? And that's a huge difference in a philosophy on how we look at any kind of a huge impact with 20,000 trips in Garrisonville. We have to — and then as Mr. Zuraf mentioned at the beginning, does this impact, does this improve our quality of life? All right. It may be for the residents who are maybe for the tourists who are getting on and off, but does it do that for us? I would recommend until we get the proper traffic studies that we defer this. I recognize that we don't want to deny it until we have that. Thank you.

Mr. Apicella: All right, is there anyone else who hasn't spoken that would like to?

Ms. Johnston: Thank you so much for the opportunity to speak tonight. I can't speak for everybody that was here tonight but I can speak for myself and my unique perspective that I bring about Buc-ee's. I am a born and raised native Texan married to a born and raised native Texan with both of us very proud Aggie Texas A&M graduates just like Arch is and I have two current Aggies now. So I am very familiar with Buc-ee's and have been for the majority of my life and been to many stores in many states and I feel that what is being proposed here is grossly underestimating the amount of people that will come to this store. This would be the furthest north store that they have in the country. There's really nowhere else to go further north than here. They know that — and they want that. We can't even begin to comprehend. There's no new newness factor that wears off for this store. It is 24-7, 365 and I do not believe that it's the proper place for a store of this size or even this brand. Some of the things that were mentioned and one of the things that was mentioned about traffic deferment and how they were going to be our savior if you were there last Monday they were going to just save us here with all their improvements and one of those was right now when you come southbound on 95 we have two lights before we can make a right on Austin Ridge Road. Those don't bother me at all. We were told that the lane would allow continuous motion, but what they failed to say at that moment was that I would get two lights that don't currently exist on Austin Ridge Road once I make the right hand turn that I don't need if they're not there. I don't need a slip lane. I don't need a wider Austin Ridge Road. I don't need improvements to Mine Road. I don't need improvements to a divergent diamond if they aren't here. What you are currently zoned for, what is currently existing in infrastructure, can support what that property is currently zoned for and I've been told by my own representative that a lot of people think, oh nothing's ever going to want to come into that area. That's not the case at all as I understand it. That's not at all how it's been portrayed and I would encourage you to look at some of the towns that have been fighting. Bernie is one of those. My family lives 30 minutes from the Bernie store. Ten years residents have been fighting to keep that location out of there and they lost this week. They lost this week and they've made endless concessions to get themselves in there. This is just the beginning. Two years is a drop in the bucket to Buc-ee's. They are in this for the long haul to wear down the residents of this County and wear down its leadership. I implore you to stop this before it goes too far.

Mr. Apicella: Thank you, ma'am. I'm sorry, could you just state your name?

Ms. Johnston: Jennifer Johnston, Austin ridge.

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Mr. Apicella: All right, thank you. All right, last call for comments. All right. Seeing none, I'm going to close the public hearing. Would the applicant like to address the comments? And you don't have to, but what I would ask is — it is kind of late — I would just ask you to be judicious in how you respond to all the comments.

Mr. Beard: All of the comments deserve a well thought out response and so I would do ourselves and you guys and these folks a disservice by trying to respond to their issues tonight. So if you know if you don't mind we would I will say this one thing about the traffic. We've been working with Stafford County and VDOT for two years on this one TIA, and we will be working on the OSAR for another two years, who knows? But we are we are doing the studies that have been placed in front of us to do. We have done everything that we've been asked to do by the County, by VDOT. We continue to do that. We continue to have new meetings every month with new information and new requests and so I will beg to differ in in the fact that we are not prepared as far as TIA goes. We don't know where we are other than where we are, and we will do everything we can to provide every single answer that has been raised.

Mr. Apicella: Ms. Sellers?

Ms. Sellers: Do they have a date that they're supposed to bring their comments back?

Mr. Beard: Commissioner, with all due respect, you know how that works.

Ms. Caudill: Yeah, but we don't, so —

Mr. Beard: Okay, we have been for two years — and we've been working with the County, okay, and we have been told, "Oh, we'll get back to you this week, next week, week after." It's always something, and it's never on time. And we're part of the problem too, but this whole circle of review, respond, review, comment, respond, review, comment, over and over again. It's a slippery slope that we are having to go down because we believe that at the end of the day, the data and VDOT is going to say, "Hmm, this works."

Ms. Sellers: I just ask —

Mr. Beard: They have 30 days from — and over the last couple months, everyone's been very diligent about handling those time periods.

Ms. Sellers: Well, in VDOT's defense, the district, the residency — they work very hard, but they it's one office right in our residency that has to do one of the fastest growing areas in the entire country.

Mr. Beard: I understand.

Ms. Sellers: And so you know, I don't really like people to beat up on VDOT because they seem to be the easy target most of the time. But just keep that in mind that that they do have to do that, and same with the staff here. I mean the staff here, we've seen retirements we've seen some turnover several retirements, so it's just give them a break.

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Mr. Beard: To that point, that's why it's taken us so long to go through this process right.

Ms. Sellers: And so, Mr. Zuraf, when they get the comments back, how much time does the County need then to give us some information back. And I ask that because if we do defer this, then it gives us an idea of where we are in a time period to expect an actual report with comments that we can work with?

Mr. Zuraf: So when those comments come back from VDOT, at the same time our County transportation staff is reviewing the latest revisions as well. All those comments go directly to the applicant and then for the applicant then to respond.

Ms. Sellers: So are they concurrent processes or —?

Mr. Zuraf: Yes, we don't wait until VDOT provides comments then for us to review. We'll be reviewing the revisions at the same time as VDOT.

Ms. Sellers: So 30 days is kind of that time period?

Mr. Zuraf: That where we are now and how much we've gone through, I think that would be reasonable.

Mr. Apicella: But you're also going to need time to review VDOT's comments, and there could be additional time for back and forth to adjudicate those comments. So to say 30 days is — 30 days is optimal, right? In my opinion, 30 days would not necessarily get you to an answer. It's a target, but it requires some additional legwork to adjudicate those comments.

Mr. Zuraf: Yes, and also then it's also getting those comments to the applicant for them to respond.

Ms. Barnes: And we have until I'm looking at it February 2nd; February 6th has a six. That's our 100 day limit, is that what that is?

Mr. Zuraf: Yes.

Ms. Barnes: Okay, so it sounds to me like we've got some time here to really dive into this and get this right.

Mr. Zuraf: Yeah, I think you know it — Well, it's up to the Commission, of course, but you know there are several issues. So, there's December 10th is meeting, the one meeting in December, that could be scheduled and issues could be worked out even if things are not resolved. I would throw that as a suggestion.

Ms. Barnes: And then in January we have, our organizational meeting is probably the 14th. And then we also have a meeting on the 28th. So even after Christmas, we've got two meetings where we could schedule this and still be on time.

Ms. Caudill: And new Planning Commissioners.

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Mr. Apicella: Well, that is what it is, but yeah.

Mr. Zuraf: So yeah, bottom line, your options for deferral are December 10th, January 14th, or January 28th.

Mr. Apicella: Okay, any further questions for the applicant? Thank you, sir. All right, I'm going to bring this back to the Commission for further discussion and deliberation. Ms. Sellers, this is in your district. How would you like to proceed?

Ms. Sellers: So, the issue with the OSAR. Could you tell us — that's a different one that folks aren't familiar with — so, is that being done, the framework being negotiated with the County or with VDOT?

Mr. Zuraf: It's mainly with VDOT and federal highways.

Ms. Sellers: Okay, so that's not something that we can control or we have much input into as the County?

Mr. Zuraf: I think there's some ability — I'd have to talk to transportation to get more information on that, but I think we still can have some say and some make some suggestions.

Ms. Sellers: Okay. Well, Mr. Chairman, I'm going to make the motion to defer this to December 10th.

Ms. Evans: Second.

Ms. Barnes: Okay, can I make a friendly amendment, or I'll do a substitute? I'd really like to see this come back to us in January. I think that there's just way too much to do, and I also — and this is not the fault of, this is a schedule — that's the holiday season in December, and I can just hear it now, we've deferred this to the holiday season so that people can't come to the meeting etc., etc. We have plenty of time. If you're willing to accept it, I would a friendly amendment to January 14th.

Ms. Sellers: So, in my comments, I was going to say that between now and December 10th, my intention and folks who've been in the district who've been familiar with some of these projects, I would like to hold some public meetings where we get with the different neighborhoods — particularly those along Booth Court. The people along Booth Court deserve to have a constructive conversation; they are the most impacted. And so at least with December 10th, we could give an update as to where we are and then again host it with Booth Court and then bring in Embrey Mill, bring in Austin Ridge and who didn't really show up today is the Westgate neighborhood but they deserve to have a say too. And then, I mean there's like 3,600 homes along just right here in the vicinity. So that's my intention, is to just bring it back no sooner than the 10th but to provide folks an update on what's been discussed and if any changes have been discussed.

Mr. Apicella: I hear you. I think that could happen outside of this process. We've been here over five hours. My concern is that they're — you're talking about two weeks between the time potentially, optimally, that you get VDOT's comments and staff to review VDOT's comments and the applicant to review VDOT's comments. We're, in my opinion, there's a lot of work that has to be done between now and then. I think you're really driving to a target date that is suboptimal. I think two months would be more than enough time for the applicant to work out the issues and for there to be the back-and-forth

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necessary to try to adjudicate those comments. I think we're setting unreasonable expectations. There's been — this project's been in the queue for two years. So to try and resolve those issues in a month that are still outstanding, I just don't think we're going to get there. I think you could, I think you could resolve your, I think they should definitely have some community meetings and you should be involved in it, but I don't think we need another meeting between now and January just to give people an update. I think what we need to do is give everybody enough time to resolve these issues and to come back here in January and try to have a meaningful meeting at that point in time.

Ms. Sellers: So the intention would be to have it on December 10th and likely defer it again. That's to allow the rest of the community —

Mr. Apicella: Right, so we're going to have another 100 plus people who are still going to be upset because they still haven't gotten where they want to be in terms of those comments being adjudicated. So again, I think it leaves a false impression that by December 10th this thing is going to be resolved.

Ms. Sellers: No, I think the intention is for everybody to understand it's not going to be resolved by then, but that gives folks outside of those adjacent communities a platform to come and also discuss their concerns.

Mr. Apicella: But they can do that in January.

Ms. Sellers: They can, but by then it's — to me, it'll feel like an almost-finished product where if you come back in the —

Mr. Apicella: If it's not done in January, they still have another meeting where they can raise their issues. I just think we're forcing this to happen too fast, and there's no rush.

Ms. Barnes: How about if I do this? How about if I make a substitute motion to defer this until the — what did I say, it was January 14th?

Mr. Apicella: Yes.

Ms. Barnes: And then we can just choose. So, a substitute motion for January 14th to defer.

Mr. Shelton: I'll second that for discussion.

Ms. Caudill: We've already discussed it.

Mr. Apicella: Yeah, I don't think we needed to talk about why we needed to defer.

Ms. Barnes: And I don't know that I want to sit through two more of these. I mean, if you want to talk about stress on the community. I want to let staff and the community and you have meetings — as many as you need. Because I think that's a good idea to have those community meetings, get through the holidays, and start fresh January — hopefully with most of everything done, and if everything's not done, we've got another meeting right after that. And I will bet you that almost everything is going to be done by January, because that gives us enough time. To me, that just seems like a better option.

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Mr. Apicella: Any further comments? Mr. Shelton?

Mr. Shelton: No, sir. I want to thank the folks that came out again. We listen to what you say. We also want to thank the applicant for being here and discussing their point and taking our points under consideration. Thank you, both sides.

Mr. Apicella: Okay, I'm trying to remember.

Ms. Sellers: Well, Mr. Chairman, I just have a comment to that. And again, it's less for the Garrisonville District because we're going to meet, we're going to discuss it. But for those who live outside of the Garrisonville District you're not going to get a say until it's brought back to a public hearing and you get your three minutes. But the folks in the Garrisonville District will absolutely be heard because that's — I'm committing to it. Supervisor Yeung commits to it, and we're going to make sure it's done between now and December, that the folks that are impacted in our district will be heard. And those from outside the district can come, but you know, my priority is and will continue to be the folks in the Garrisonville District. So, I do think we should have two public hearings here or potentially, instead of a public hearing, do a work session to bring some updates. But it would give an opportunity to see where we are so that we're not just coming to public hearing, doing two hours of presentations and three hours of public comment and going home again.

Ms. Barnes: Is that a possibility to have a work session before we meet on January 14th, or are we past that point if we need to do that? I mean, because if we do it on January 14th and we feel like we need to do a little bit more in between.

Mr. Zurf: You could have a work session; you just wouldn't be able to make any decisions.

Ms. Barnes: [off mic]. Okay, and we can decide a little bit later...during that meeting in December, we still could have public comments. What time is it? 11:30. My mic is on. I'm sorry. So does that make sense? I mean, am I — if we find that we need to between now and January 14th, if we need to have a work session, we can do that, and then let also people know that at the December meeting we will have public comment. So, it's not like there's not going to be several more opportunities, I think, to comment.

Mr. Apicella: So, help me understand: What is the work session? What are we going to get out of the work session other than — we still might not have the completed —

Ms. Sellers: But there are other considerations that people brought. Trash. Fire and rescue, I'm very interested in Station 15.

Mr. Apicella: Why can't they bring that up in January? They can certainly bring it up — you can hold a community meeting and make it as wide as possible. So why, what would a work session get us that can't happen on the 14th of January?

Ms. Sellers: We could do a work session during the day like we did for data centers, or earlier in the day, and we could bring different groups. We could bring in our board to talk to us about the landfill. We can bring in fire and rescue to talk about Station 15. You can bring in these other things and have these conversations, and have a more constructive conversation than just coming up and speaking at each

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other. And so, I do like the work session December 10th, and then come back in January for a public hearing. It just gives people a platform.

Mr. Apicella: But they'll have a platform at the town hall, and anyone who wants to attend, and we could have more than three people who want to attend if we advertise. I just don't see the benefit of a work session in the absence of having all the traffic. To me, the biggest issue is traffic. There's certainly a lot of other issues, but those issues can come up at a town hall. To me, the sticky wicket, the long pole in the tent, is getting these traffic issues resolved. I still don't think they'll be resolved by the 10th of December, because I think that's just too soon. Anything that comes up at your town hall meetings can be brought up at the January 14th meeting, and if it's still not resolved, you can bring it up again at the —what is it, February 6th, right?

Ms. Barnes: Yeah, January 14th and January 20 —

Mr. Apicella: You couldn't do it, you'd have to do a month later, but that would give us enough time to have — to the Commission — enough time at January 14th, and then February 6th. Could you not have two meetings, or whatever that meeting is in February 11th? Well, you definitely have enough time then.

Mr. Shelton: Mr. Chairman, could we call for the question on the substitute motion?

Mr. Apicella: I'm trying to do the voting here, and I'm having a hard time.

Ms. Caudill: Ms. Caudill: I just want to take a moment to sincerely thank all the residents who have reached out, spoken tonight, and shared their feedback on this application. Your insight and concerns are not only heard, but they are valued and appreciated by me. I do try to respond to each and every email that I receive. So if you are emailing me and I have not responded, just put a V in the middle of the K and the C at the beginning, and I promise I'll get your email and email you back. All right, thank you.

Ms. Sellers: Well, I'm just trying to get the voting set up since it appears that we're going to push this till January. Again, we are going to host some public meetings. That is how I like to do things. I would have liked to do this on the front end so that we weren't here all night long. Those on Booth Court, you're absolutely going to be heard because you are the most impacted. And then the folks in Embrey Mill and Austin Ridge, and for the folks here, I live in Embrey Mill. I've lived in Embrey Mill since 2014. I lived in Hampton Oaks before that, right on North Hampton Boulevard. I understand cut through traffic. Before that, I lived in Spring Lake Farm, so my family's been here a little while. And just like Mr. Denning, I grew up military, and this is my home. I'm here because grandma and grandpa are here. That is why we have come here. That is why this is my forever place, because grandma's here and that's where the grandkids are. So I've never ever questioned that. And I will fight for Embrey Mill. I will fight for Austin Ridge, just like we've done school rezonings, just like we've done on so many things. We will put up a good fight, and we'll get together, and we'll make sure that our needs are heard and protected. And if this comes to fruition, we will be protected. So you have my commitment on that, not only as a planning commissioner, but then also as a CTB member. So, thank you.

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Mr. Apicella: There's a motion on the floor. We got to do them separately. There's a motion to defer the reclassification of Buc-ee's of Stafford until the January 14th meeting. Cast your vote. Okay, it looks like it's yes, 6-1.

Mr. Apicella: Okay, so we're going to do another motion then to defer the conditional use permit. We have to do them separately.

Ms. Barnes: You want to do that? Or I'll do it. Conditional use permit, CUP. I'll make a motion to defer that to the same day.

Ms. Caudill: Second.

Mr. Apicella: All right, cast your vote. All right, that motion carries 6-1.

Mr. Apicella: All right, thank you everybody for your participation. We really do appreciate it. All right, moving on to the next agenda item. Unfinished Business: none. New Business: none. Planning Director's Report?

UNFINISHED

NONE

NEW BUSINESS

NONE

PLANNING DIRECTOR'S REPORT

5. Project Pipeline Report (For Information Only)

Mr. Zuraf: Mr. Chairman, you have the project pipeline reports before you. There are items for your public hearing, items for your next meeting, and also we did include there is a referral from the Board. I will provide that to the Planning Commission at the next regular meeting. Details of that, it's regarding subdivision and zoning ordinance changes to follow state code, and that will be they it's basically being referred to the Commission to hold a public hearing.

Mr. Apicella:

COUNTY ATTORNEY'S REPORT

Mr. Apicella: County Attorney's Report?

Ms. Lucian: I have no report.

COMMITTEE REPORTS

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NONE

CHAIRMAN’S REPORT

NONE

OTHER BUSINESS

NONE

APPROVAL OF MINUTES

NONE

ADJOURNMENT

Mr. Apicella: With no further business for the Commission, we are hereby adjourned.

At 11:29 PM, Chairman Apicella adjourned the Stafford County Planning Commission meeting.