

STAFFORD COUNTY PLANNING COMMISSION

July 8, 2026

The meeting of the Stafford County Planning Commission of Wednesday, July 8, 2026, was called to order at 6:00 PM by Vice Chairman Kelsey Caudill in the Board of Supervisors Chambers of the George L. Gordon, Jr., Government Center.

MEMBERS PRESENT: Carlos Bratton, Kelsey Caudill, Neil Hamblin, Marcus Oats, Willie Shelton, Jr., Maureen Siegmund

MEMBERS ABSENT: Kristen Barnes

STAFF PRESENT: Mike Zuraf, Lauren Lucian, Brian Geouge, Crissy Kendall

CALL TO ORDER:

Ms. Caudill called the meeting to order at 6:00 PM.

INVOCATION:

Mr. Shelton led the invocation.

PLEDGE OF ALLEGIANCE:

Mr. Bratton led the Pledge of Allegiance.

ROLL CALL OF MEMBERS AND DETERMINATION OF QUORUM:

Mr. Bratton called the roll, with five members present, and determined there was a quorum. Ms. Siegmund arrived at 6:04 making six members present for the meeting.

PUBLIC PRESENTATIONS:

Ms. Caudill opened the public presentation portion of the meeting. There were no speakers. Mike Zuraf requested the Board recognize Brian Geouge for the staff presentation. He also requested items 1 and 2 be presented together.

PUBLIC HEARINGS

1. COM26157070; Comprehensive Plan Compliance Review – Stafford County Fire and Rescue Station #9 – A request to review compliance with the Comprehensive Plan, in accordance with Virginia Code Section 15.2-2232, for placement of a proposed public building or public structure, consisting of a new fire and rescue station on Tax Map Parcel No. 21-49V (Property). The Property consists of 4.83 acres, located on the south side of Washington Drive, approximately 1,300 feet east of the intersection with Richmond Highway, within the Aquia Election District.
2. RC26157071; Zoning Reclassification – Stafford County Fire and Rescue Station #9 – A prooposed zoning reclassification from the P-TND, Planned Traditional Neighborhood Development Zoning District to the B-2 Urban Commercial Zoning District on Tax Map Parcel No. 21-49V (Property), to allow for development of a public building or public structure, consisting of a new fire and rescue station. The Property consists of 4.83 acres, located on the

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south side of Washington Drive, approximately 1,300 feet east of the intersection with Richmond Highway, within the Aquia Election District.

Mr. Geouge presented Fire and Rescue Station No. 9. The request consisted of both a reclassification from the P-TND or Planned-Traditional Neighborhood Development District to the B-2, Urban Commercial Zoning District, and a Comprehensive Plan Compliance Review for a public facility, specifically a fire station. This was on Tax Map Parcel No. 21-49V, consisting of 4.58 acres in the Aquia Election District. The owner/applicant was the Board of Supervisors. Mike Overton with Capital Projects and Jeff Harvey with Legacy Engineering were present to help answer any questions. The site was located on the south side of Washington Drive, approximately 1,300 feet east of the intersection with Richmond Highway. The site was located within the Aquia Towne Center Plan Development, zoned P-TND. This property was rezoned from B-2 to P-TND in 2008. The most recent regulating plan that governed the development in the P-TND District envisioned a commercial shopping center totaling 277,000 square feet. Surrounding uses included the Aquia 15 Apartments to the southwest, commercial uses to the west, and the Aquia Harbour subdivision to the south and east. The current Fire Station No. 9 was located just east along Washington Drive, and vacant R-1 zoned land to the north. The site was generally cleared, except for a line of mature trees along Washington Drive. There were many impervious surfaces still on the property which included remnants of the old movie theater, shopping center, and associated parking. The site topography was generally level, and there were no known environmental features. The existing Fire Station No. 9 was located just east of the proposed facility. It was built in 1991. It was a two-bay facility. It was 4,300 square feet. It was originally designed to house ambulances, and it served initially as an all-volunteer station. In 2015, the property was conveyed from the Aquia Harbour Property Association to Stafford County. The station currently served volunteer and county fire and rescue personnel. The physical condition of the building and the high-density call volumes at the station required its replacement. The proposed facility consisted of a two-story, four bay station totaling 26,398 square feet. The facility would have direct access to Washington Drive via two full movement access points. Washington Drive was owned and maintained by the Aquia Harbour Property Owners Association. The plan included a total of 70 parking spaces. Circulation areas with increased curb radii were provided around the site to facilitate equipment movement throughout the site. The plan identified a 15-foot street buffer along Washington Drive and a 35-foot transitional buffer, both along the western and southern property lines which was consistent with county buffering requirements. There were existing water and sewer lines located on the site, and since this was a county project and the Board was the applicant, there were no proffers with this project. The Comp Plan designated this area Suburban future land use. It was within the Urban Services Area. Staff found that the proposed use was generally consistent with the Comp Plan land use recommendations and infill development policies. There were some specific recommendations on fire station facilities in the Comp Plan. The proposed station was consistent with these goals and policies. These were outlined in Chapter 5 as well as Appendix B of the Comp Plan. The current fire station was inadequate to serve the needs of the area and replacing it with a new facility would help meet sited objectives by optimizing operational effectiveness of fire and rescue services for this area and the county, maintaining community safety standards and improving response times. It was strategically located to meet level of service standards; it had easy access to major collector roads. It was within a mixed-use center and it was inside the Urban Services Area. It was a combined fire and rescue station as recommended in the Comp Plan. The Comp Plan recommended sites be 5 to 7 acres. This one was just under that at 4.83. The site was large enough for fire apparatus movement without disrupting traffic on Washington Drive. It was located far enough from existing residences to help reduce noise impact and designed to accommodate at least one fire engine and one ambulance. In summary, staff found the proposed facilities consistent with the

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recommendations of the Suburban Residential land use. It was consistent with the B-2 Zoning District classification. It was consistent with many of the county site selection and design criteria, and it was designed to integrate harmoniously with surrounding land uses. One minor negative was it was just under five acres, whereas the Comp Plan recommended the 5 to 7. For the Comp Plan Compliance findings, they were identical except that the replacement was identified in the County CIP. Based on evaluation of the proposal against land development rules and regulations, staff recommended approval of both the reclassification pursuant to Ordinance O26-29 and the Comp Plan Compliance pursuant to Planning Commission Resolution PCR26-37.

Mr. Hamblin asked why there were four bays but only one engine and one ambulance. Ms. Siegmund asked why more land wasn't acquired when originally acquired by eminent domain. Both questions were deferred to Mr. Overton.

Mr. Hamblin asked about the border between the property and the rest of Aquia Towne Center. Mr. Geouge said it was a 35-foot transitional buffer. Mr. Hamblin also asked about the role of the Aquia Harbour POA over Washington Drive. Mr. Geouge reported that the POA was responsible for maintenance of that private road. Ms. Caudill asked if all necessary easements, access rights and maintenance agreements with the POA had been confirmed to ensure uninterrupted emergency services. The question was deferred to Mr. Overton. Ms. Caudill also asked about future expansion. Mr. Geouge felt there could be room for expansion depending on how it was expanded.

Mr. Overton, Capital Projects, addressed the questions. The number of bays was the minimum recommended and the new station would house more apparatus than one ambulance and one fire engine. The station was planned for growth as a 75-year station. The need to expand would not happen any time soon and it was more likely that a station would need to be added elsewhere in the county. He clarified that the building had five drive-through bays so they could enter or respond from the front or the rear of the station. The reason the parcel size was slightly less than the recommended amount was through the eminent domain process the County was not permitted as the acquiring authority to acquire for speculative use. They could only acquire the land area that could immediately justify the need for. Mr. Overton addressed Washington Street. There was a state requirement that allowed fire and rescue response over any roadway, private or public. The developer was working with the POA on acquiring an easement onto the street for the station because they would be going over the shoulder of the roadway. The current station was much more impactful to their gatehouse operations. The new station would decrease that burden and traffic jam potential. The latest discussion was over landscaping and confirmation that the county would be providing maintenance for the entrances that went over the shoulder area.

Mr. Shelton commended the County on the CIP with not only the Aquia Station but the Rock Hill Station 14. Ms. Siegmund asked if there would be signals added at the entrances. Mr. Overton said there was some discussion, but no one had said it was needed or not needed. The first step may be a "don't block the box" painting on the roadway. The developer was in support of the addition if that was something that the POA wanted to add.

Ms. Caudill asked if the current station would remain operational during construction. Mr. Overton stated the current station would remain operational through construction. Once new station 9 goes into operation the existing station through the original deed from 2015 would revert back to the POA.

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Ms. Sigmund made a motion to approve the Comprehensive Plan Compliance Review. Mr. Shelton seconded the motion, which passed unanimously, 6 to 0 (*Ms. Barnes absent*).

Ms. Sigmund made a motion to approve the rezoning. Mr. Shelton seconded the motion, which passed unanimously, 6 to 0 (*Ms. Barnes absent*).

3. Amendment to the Zoning Ordinance – Proposed Ordinance O26-26 would amend and reordain the Zoning Ordinance, Stafford County Code Sec. 28-25, "Definitions of specific terms," and Sec. 28-102, "Off-street parking," to modify the definition of and requirements relating to drive-through facilities.

Mr. Geouge presented a proposal to amend the Zoning Ordinance Sections 28-25 "Definitions" and 28-102 "Off Street Parking," to modify requirements relating to drive-through facilities. The amendment would allow certain uses without the need for a conditional use permit. Those would include businesses that were strictly pick-up only, without an on-site order point, where an order would have been placed and prepared in advance of arrival, as well as banks. The County currently required a CUP for all drive-through uses in all commercial and industrial zoning districts. This had applied to typical drive-through fast food restaurants but also things like pharmacies and banks. The Code stated that CUP uses were those that had some unique character or probable special impacts, such that their effect on the surrounding area could not be determined in advance of the use being proposed at a particular location. The basis of requiring a CUP for drive-throughs was a combination of high vehicle trip generation for many of the uses and vehicle stacking associated with drive-through lanes, which may impede traffic flow or impact abutting roadways if not properly configured on the site. Businesses that provided lanes strictly for pick-up of pre-placed orders typically experienced less of that stacking, reduced wait times, and better traffic flow compared to their counterparts that included on-site ordering. Due to differing impacts and intensities of different drive-through uses, the proposed amendment which would allow those pick-up-only businesses to proceed without a CUP. Staff also proposed to discontinue the CUP requirement for bank drive-throughs, which generate relatively low traffic compared to other drive-through uses such as restaurants. Staff noted that businesses were currently permitted to offer curbside pickup options without the need of any special approvals. The Zoning Ordinance currently included design standards for drive-through lanes, which would require a total stacking area of 150 feet from the pickup window to the start of the drive-through lane, including at least 75 feet from the pickup window to the order point, and 75 feet from the order point to the start of the drive-through. The proposed amendment would add a section specific to pick-up lane, and the intent of this was to keep some of those design standards but make it specific to pick-up lanes. Staff proposes to keep the stacking requirement, but it would be 75 feet total instead of 150 feet total, since there would be no order point involved. This would help ensure that the pick-up lane was properly configured and it was not blocking other access aisles. The amendments would also clarify that parking spaces used for curbside pick-up, electric vehicle charging, and similar uses could not count towards the minimum parking spaces required for the use. This was the current practice. The County does not allow conversion of minimum parking requirements to EV chargers, this just formalized it in the code. There was one application currently under review that would be impacted by this code amendment, Chipotle at Apple Grove off 610. A CUP for a drive-through facility had been submitted, and as proposed, the window at this restaurant was strictly for pickup of pre-placed orders, and there was no menu board or order point on the site. This particular Chipotle spurred this whole code amendment. The Board asked if this process could be simplified for businesses that used that kind of model. The referral resolution authorized the Planning Commission to make changes to the proposed ordinance as they deemed appropriate. Mr. Geouge suggested one change.

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In 28-25 Definitions, it stated “where the customer's order can only be placed electronically in advance.” Mr. Geouge suggested striking electronically and just state the order could only be placed in advance, so it would not be implied as like prohibiting phone orders. With that edit, staff recommended approval of Ordinance O26-26. The amendments would streamline the development process for certain uses and also reduce the impacts on staff time associated with processing CUP applications

Mr. Hamblin asked the thoughts behind not counting the charging stations in the parking calculations. Mr. Geouge said the parking requirement was intended for the actual store use. If conversion of those spaces was allowed, it would take away from the minimum required for the principal services.

Ms. Caudill asked how staff would determine whether a business truly qualified as pick-up. Mr. Geouge said they could verify if the business had an order point onsite. Ms. Caudill asked if this amendment could unintentionally allow uses that function like a restaurant drive-through while avoiding the CUP process. Mr. Geouge felt the definition was pretty explicit in saying this was only for situations where your order had been placed and prepared in advance. If they were taking orders through a pickup window, that would still count as onsite ordering. Ms. Caudill asked if Fire, Transportation, and EMS had reviewed and supported the stacking standards. Mr. Shelton responded that when a plan was submitted the fire protection engineer reviewed the plans.

Mr. Shelton made a motion to approve Ordinance O26-26 by eliminating the word electronically in the code section. Mr. Oats seconded the motion. The motion passed unanimously, 6 to 0 (*Ms. Barnes absent*).

4. **DEFERRED BY APPLICANT - DATE TBD** – COM25156846; Amendment to the Stafford County Comprehensive Plan – Accokeek Center – A proposal to amend the “Stafford County, Virginia, Comprehensive Plan 2016-2036 2021 5-Year Update,” adopted on November 16, 2021, as last revised, regarding future land use designations that would support higher density commercial development on Tax Map Parcel Nos. 38-96, 38-74A, 38-45, 38-45H, 38-45I, 38-45L, 38-44A, and 38-73 (Property). The proposed amendment would modify Chapter 3.0, “The Land Use Plan,” to amend the map entitled Figure 3.13, “Central Stafford Targeted Development Area” by changing the future land use designation for the Property from Mixed Use – Commercial/Residential Agricultural/Rural to Business and Industry, within the Central Stafford Targeted Development Area. The Property consists of approximately 120.88 acres, located along the west side of Richmond Highway and approximately 2,500 feet north of the intersection with Eskimo Hill Road, within the Falmouth Election District.
5. **DEFERRED BY APPLICANT - DATE TBD** – RC24155981; Zoning Reclassification – Accokeek Center – A proposed zoning reclassification with proffers, from the A-1, Agricultural, A-2, Rural Residential, and B-3, Office Zoning Districts to the M-2, Heavy Industrial Zoning District on Tax Map Parcel Nos. 38-44A, 38-45, 38-45H, 38-45I, 38-45L, 38-73, 38-74A, and 38-96 (Property), consisting of approximately 120.88 acres, to allow for development of a data center campus. The Property was located along the west side of Richmond Highway and approximately 2,500 feet north of the intersection with Eskimo Hill Road, within the Falmouth Election District.
6. **DEFERRED BY APPLICANT - DATE TBD** – COM25156541; Comprehensive Plan Compliance Review – Accokeek Center – A request to review compliance with the

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Comprehensive Plan, in accordance with Virginia Code § 15.2-2232, for placement of a proposed public utility or public service corporation, specifically an electric substation, on Tax Map Parcel Nos. 38-44A, 38-45, 38-45H, 38-45I, 38-45L, 38-73, 38-74A, and 38-96 (Property), located along the west side of Richmond Highway and approximately 2,500 feet north of the intersection with Eskimo Hill Road, within the Falmouth Election District.

7. **DEFERRED BY APPLICANT - DATE TBD** – CUP25156540; Conditional Use Permit – Accokeek Center – A request for a conditional use permit (CUP) to allow a public utility, specifically an electrical substation, in the M-2, Heavy Industrial Zoning District on Tax Map Parcel Nos. Tax Map Parcel Nos. 38-44A, 38-45, 38-45H, 38-45I, 38-45L, 38-73, 38-74A, and 38-96 (Property). The Property consists of approximately 120.88 acres, located along the west side of Richmond Highway and approximately 2,500 feet north of the intersection with Eskimo Hill Road, within the Falmouth Election District.

UNFINISHED BUSINESS

NONE

NEW BUSINESS

NONE

PLANNING DIRECTOR'S REPORT

8. Project Pipeline Report (For Information Only)

Mr. Zuraf stated the next meeting was August 26. There were two potential cases scheduled for that meeting. He made the Commission aware that the BOS approved the Comprehensive Plan Amendment dealing with the high voltage transmissions and the Courthouse West Commercial Development signage plan. They deferred the Potomac Creek Campus Data Center project. They asked the applicant to provide a more thorough determination of the limitations of the cemetery on the site and a more thorough evaluation of the cultural resources on the property. Those reports would go to the Historic Commission and the Planning Commission.

COUNTY ATTORNEY'S REPORT

Ms. Lucian had no report.

COMMITTEE REPORTS

9. Comprehensive Plan 5-Year Update Subcommittee
Next Meetings:
Thursday, July 16, 2026 @ 5:30 PM, ABC Conference Room
Thursday, August 6, 2026 @ 5:30 PM, ABC Conference Room

CHAIRMAN'S REPORT

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Ms. Caudill hoped everyone had a nice 4th of July and would enjoy their break.

OTHER BUSINESS

10. New TRC Submissions

- 26157237 - 84 LUMBER STORAGE FACILITY
 - A major site plan for land development of a storage facility located south of Sanford Drive between Riverside Parkway and Simpson Road on TM 45-37H, zoned B-2, consisting of 3.83 acres, within the George Washington Election District.

APPROVAL OF MINUTES

11. April 22, 2026 Planning Commission Meeting Minutes_DRAFT

Mr. Shelton made a motion to approve the April 22, 2026 minutes; Ms. Siegmund seconded. The motion passed, 5 to 0 (*Mr. Hamblin abstained/Ms. Barnes absent*).

12. May 27, 2026 Planning Commission Meeting Minutes_DRAFT

Mr. Shelton made a motion to approve the May 27, 2026 minutes; Ms. Siegmund seconded. The motion passed, 5 to 0 (*Mr. Hamblin abstained/Ms. Barnes absent*).

ADJOURNMENT

At 6:40 PM, Vice Chairman Caudill adjourned the July 8, 2026, Stafford County Planning Commission meeting.