



COMPREHENSIVE PLAN UPDATE

DUMFRIES, VIRGINIA

DESTINATION
DUMFRIES 2044
A Shared Community Vision

JUNE 2025

ACKNOWLEDGMENTS

TOWN COUNCIL



Derrick R. Wood,
Mayor



Monaé S. Nickerson,
Vice-Mayor



Russell A. Young



Shawn R. Peet



Selonia B. Miles



Caetrina A.
Peterson



Brian K. Fields

STAKEHOLDER GROUP INTERVIEW PARTICIPANTS

Abbigail Alm, Historic Dumfries
Patrick Thompson, Historic Dumfries
Eric Griffiths, Prince William County Heritage Resources
Rob Orrison, Prince William County Historic Preservation
Monte Evans, Dale City Lightning Track Club
John Blevins, Prince William County Parks and Recreation
Arik King, Future Kings
Judy Moore, Boys and Girls Club of Greater Washington
Jennifer Kitlas
Madelaine Ford, Audeo Partners
Robert Byrne, Community Housing Initiative
Andy Davenport, Community Housing Partners
Mark Huffman, Community Housing Partners
Vernon Galyen, Town of Dumfries Police Department
Joshua Lee, Prince William Area Agency on Aging
Nicholas Nanna, Dumfries Triangle Volunteer Fire Dept.
Craig Beavers, Prince William County Dept. of Fire and Rescue
Jarad Phelps, Prince William County Police Dept.
Paolo Belita, Prince William County Dept. of Transportation
Kevin Wyrauch, Prince William County Dept. of Transportation
Lawrence Marcus, Wallace Montgomery
Erik Spencer, Virginia Dept. of Transportation
Linnea Sherman, Northern VA Regional Commission
Joe Stainsby, OmniRide
Bob Schneider, OmniRide
David Hunn, VA Career Works Northern Region
Madelaine Ford, Audeo Partners
Ryan Jordan, Churchill Downs Incorporated
Bobbi Sample, Churchill Downs Incorporated
Mike Myers, Curtis Investments
Karen Obrien, Curtis Investments
Kimberley Ricci, Ricci Management Group
Stephen Ricci, Ricci Management Group
Richard Doucette, Virginia Dept. of Environmental Quality
Karen Weber, Virginia Dept. of Environmental Quality
Ashley Studholme, Prince William Conservation Alliance
Kip Mumaw, Ecosystem Services
Rebecca Johnson, Virginia Dept. of Environmental Quality
James Nichols, Town of Dumfries Public Works
Tyrone Brown, Former Town Council Member

STEERING COMMITTEE
(PLANNING COMMISSION)

Lawrence Nickerson, Chair
Kelvin Noye, Vice-Chair
Diana Knez
Philip Beisel
Robert Borka
Monique Wood
Wm. O’Kelly Russell

THE RESIDENTS AND
STAKEHOLDERS OF DUMFRIES

TOWN OF DUMFRIES STAFF
Tangela Innis, Town Manager
Reginald Tabor, Director, Dept. of Planning,
Community and Economic Development

TOWN OF DUMFRIES
STUDENT INTERNS

CONSULTANTS
RHI (Rhodeside Harwell)
RK&K
RKG Associates



ADOPTED JUNE 17, 2025



TABLE OF CONTENTS

1. INTRODUCTION	6
The Comprehensive Plan Process	8
What We Learned	10
How to Use the Plan	18
2. VISION & FRAMEWORK	20
3. CURRENT CONDITIONS, GOALS & POLICIES	32
Dumfries At a Glance	34
Land Use & Livability	40
Neighborhoods & Housing	66
Economic Growth	78
Transportation & Infrastructure	98
Natural Resources & The Environment	126
Parks & Recreation	140
Historic Resources, Arts & Culture	154
Community & Education Facilities	163
Public Health & Safety	172
4. IMPLEMENTATION	180
5. APPENDICES	[SEPARATE DOCUMENT]

LIST OF FIGURES

Figure VF-1: Framework Map	24
Figure D-1: Population Trends, Dumfries, VA	34
Figure D-2: Population Rave/Ethnicity Composition, Dumfries, VA	35
Figure D-3: Population Foreign-Born Country of Origin	35
Figure D-4: Education Attainment Level	37
Figure D-5: Household Income Percent Change	38
Figure D-6: Household Income Distribution	38
Figure LUL-1: Neighborhoods and Local Context	42
Figure LUL-2: Land Use Areas	43
Figure LUL-3: Existing Land Uses	44
Figure LUL-4: Floor Area Ratio of 1:1 Example	50
Figure LUL-5: Parks & Trails Map	53
Figure LUL-6: Future Land Use Map	54
Figure NH-1: Housing Unit in Structure, Dumfries, VA	69
Figure NH-2: Rental Housing Unit by Gross Rent Percent Change	70
Figure NH-3: Percent of Cost Burdened Household by Tenure	70
Figure NH-4: Residential Development Trends, Dumfries, VA	71
Figure NH-5: Residential Development by Year Built	72
Figure NH-6: Average Sale Price for Homes Sold 2019-2024, Dumfries, VA	72
Figure NH-7: Apartment Vacancy Rate 2012-2024	73
Figure ED-1: Dumfries Zip Code Area 22026	82
Figure ED-2: Top 10 Growth Industries 2013-2023 in Dumfries Zip Code Area	82
Figure ED-3: Top 10 Future Growth Industries in Dumfries Zip Code Area	83
Figure ED-4: Dumfries Labor Force Efficiency	83
Figure ED-5: Dumfreis Employment Efficiency	83
Figure ED-6: Dumfries Labor Market Size	84
Figure ED-7: Top Ten Places of Residence for People Employed in Dumfries	84
Figure ED-8: Top Ten Work Destinations for Labor Force Living in Dumfries	85
Figure ED-9: Net Commuters for Dumfries Zip Code Area 22026	85
Figure ED-10: Prince William County Inflow/Outflow Job Data by Industry	86
Figure ED-11: 2023-2033 Projected Annual Job Growth	88
Figure ED-12: Target Occupations Requiring Associate Degrees	88
Figure ED-13: Existing Retail Properties by Type	89
Figure ED-14: Existing Retail Properties by Building Class	90
Figure ED-15: Existing Retail Properties by Use Type	91
Figure ED-16: Pipeline Commercial Developments	92
Figure ED-17: Potential Redevelopment Areas	93
Figure TI-1: Existing Roadway Network	100
Figure TI-2: Primary Corridors Characteristics	102
Figure TI-3: Existing Trail Network	104
Figure TI-4: Transit Network	105
Figure TI-5: Active Transportation Network	106
Figure TI-6: VTrans High Priority Needs	107
Figure TI-7: Ongoing and Planned Projects	108
Figure TI-8: CDI Mixed-Use Development Impacted Intersections Analysis	110
Figure NRE-1: Erosion and Pollutant BANCS Analysis	128
Figure NRE-2: Resource Development and Management Areas	129
Figure NRE-3: Underground Storage Tanks	130
Figure NRE-4 Steep and Sensitive Slopes	131
Figure PR-1: Parks and Trails Map	150



INTRODUCTION

THE COMPREHENSIVE PLAN PROCESS

What is a Comprehensive Plan?

A comprehensive plan is an official statement of the Town’s vision for its future. As required by law, the Comprehensive Plan is general in nature, showing the Town’s long-range recommendations for the general development of the territory with due consideration or inclusion of the statutorily enumerated elements of §15.2-2223. The purpose of the Plan is:

- To improve the quality of the physical environment of the community in response to social, economic, and physical realities and forecasts;
- To provide for the well-being of the entire community;
- To act as a guide in the formation of additional plans;
- To promote community goals, objectives, and policies;
- To coordinate the political and technical aspects of community development in order to eliminate conflict or duplication of public and private projects;
- To insert long-range considerations of goals in decisions about short-range actions; and
- To enhance citizen participation in community development and provide citizens with a sense of security and civic pride.

To aid the Town in policy-making as it grows and changes over the next 20 years, the Dumfries Comprehensive Plan (the “Plan”) provides a coordinated framework based on a year-long community process. The Plan addresses growth, mobility, equity, and economic development. The Plan will help determine how Dumfries will function, look, and thrive in the future across a variety of issues related to:

- Land Use & Livability
- Neighborhoods & Housing
- Economic Growth
- Transportation & Infrastructure
- Natural Resources & The Environment
- Parks & Recreation
- Historic Resources, Arts & Culture
- Community & Education Facilities
- Public Health & Safety

The Plan is informed by the Town’s adopted Strategic Plan, and it informs the Town’s annual budget priorities and capital improvement program. The Plan is often required with State and Federal grant funding applications, and it provides the Town’s long-range vision, goals, and data to justify funding requests. The Plan includes an Implementation Plan that is used to develop work plans and assess development progress within the Town.

WHY UPDATE THE COMPREHENSIVE PLAN?

Dumfries is a growing town that is undergoing several major transportation, land use, economic development, and environmental changes. Updating the Plan allows the Town to prepare for and leverage these changes. Additionally, the Plan is required by state statute as a basis for zoning and includes goals and policies for future land use development and the development of transportation routes, places, land, structures and utilities. Virginia Code also requires the Plan to cover affordable housing and broadband infrastructure. A comprehensive plan is also required by a number of state and federal grant programs in which the Town takes part, such as Community Development Block Grants, Home Grants and other federal as well as state funding. Section 15.2-2230 of the Code of Virginia requires that the Plan be reviewed at least once every five years and, where appropriate, amended.

THE TOWN OF DUMFRIES

The Town of Dumfries is a small, incorporated municipality encompassing 1.54 square miles in the southeastern corner of Prince William County, about one mile west of the Potomac River, 35 miles south of Washington, D.C., and 20 miles north of the City of Fredericksburg. It is bordered to the west and northwest by Interstate 95, on the north and northeast by Route 234 and Dewey’s Run, and on the east and south by Quantico Creek and a small unnamed tributary. U.S. Route 1, a major north-south highway that runs parallel to I-95, bisects the Town.

While the town’s footprint remains small, it is undergoing some changes that will alter the fabric of the community, including a growing population, the addition of the Rose Gaming Resort and Park in the northeast, the Route 1 Widening Project through the center of town, the Town’s purchase of waterfront property along Quantico Creek, and a series of environmental assessments and remediation efforts in the Quantico Creek corridor.

To ensure that the Dumfries Comprehensive Plan accurately reflects the town’s issues, assets, values, and interests, a one-year community engagement process was implemented. The engagement process included:

1. The establishment of a Steering Committee, comprising members of the Dumfries Planning Commission, which met four times throughout the planning process (January 8, 2024; June 10, 2024; October 21, 2024; April 1, 2025). Members are listed on the acknowledgments page.

2. A series of Stakeholder Interviews comprising the following eight representative groups:

- Town Council members
- Economic Growth
- Transportation and Infrastructure
- Natural Resources and the Environment
- Public Safety and Community Services
- Housing and Community Development
- Arts, Culture, and Historic Resources
- Parks, Recreation, and Youth Development

3. Two Public Meetings

- April 20, 2024
- December 14, 2024

4. A series of Pop-Up Sessions at the Dumfries Farmers Market in April and May 2024

5. Two Online Community Surveys that corresponded with the two public meeting timeframes:

- April 20 - June 3, 2024
- December 14, 2024 - February 9, 2025

6. Periodic Town Council progress updates

7. Two Town Council Meetings and a Public Hearing

- April 1, 2025
- May 6, 2025
- June 17, 2025

DESTINATION DUMFRIES 2044 9

WHAT WE LEARNED

COMMUNITY ENGAGEMENT PROCESS TIMELINE

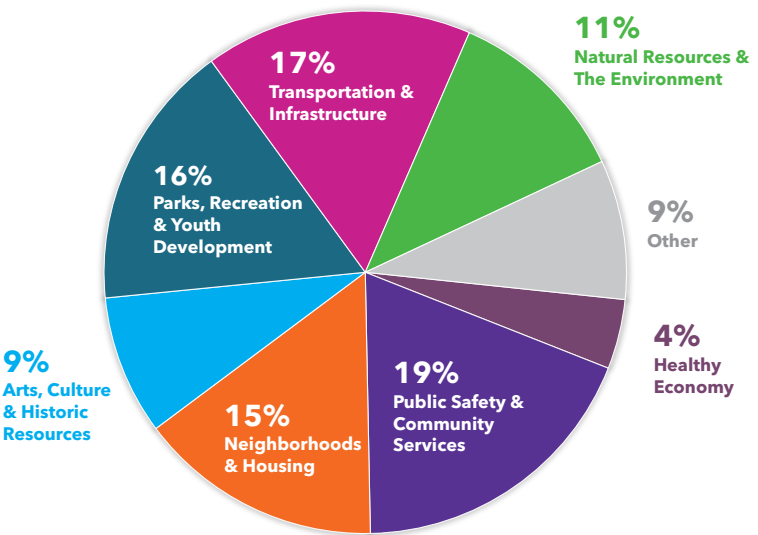
PHASE 1: PROJECT KICKOFF	
Meetings with Town Staff Steering Committee Meeting #1 and Town Council Update #1	OCT 2023
PHASE 2: DISCOVERY	
Stakeholder Interviews Review of Existing Conditions	JANUARY 2024 - JUNE 2024
PHASE 3: VISIONING	
Public Meeting #1 Farmers Market Pop Ups Online Community survey Steering Committee Meeting #2 and Town Council Update #2	MAY 2024 - JUNE 2024
PHASE 4: PLAN DEVELOPMENT	
Steering Committee Meeting #3 Public Meeting #2 Online Comment Form	JULY 2024 - MAR 2025
PHASE 5: ADOPTION	
Planning Commission and Town Council Presentation of Plan for Initial Review Town Council Adoption	APRIL 2025 - JUNE 2025

SUMMARY OF PHASE 1 ENGAGEMENT

The first phase of engagement collected input on the community’s vision for the future of the town. Dumfries community members could provide their feedback during the first phase of engagement in three different ways: using an online survey; using sticky notes, stickers, and pens on display boards at the in-person open house; and using a paper survey at a Farmers Market pop-up. Public comment could also be shared through the project email. Each of these methods asked the same set of questions to better understand Dumfries’ strengths and challenges, residents’ current perceptions, visions and goals, and priorities. Town staff and project consultants also spoke with participants at the in-person engagement opportunities, which provided an additional method of understanding community sentiment. Over 100 people participated. This section summarizes the public feedback received from the survey, open house, and pop-ups.

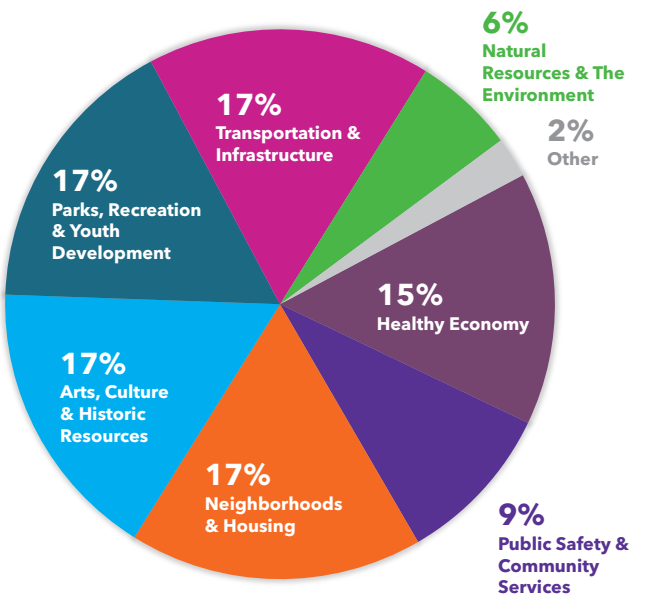
Question 1: What are the top two best things about Dumfries today?

Participants most value Dumfries’ safety, transportation network, quality parks and recreation options, and friendly and affordable neighborhoods.



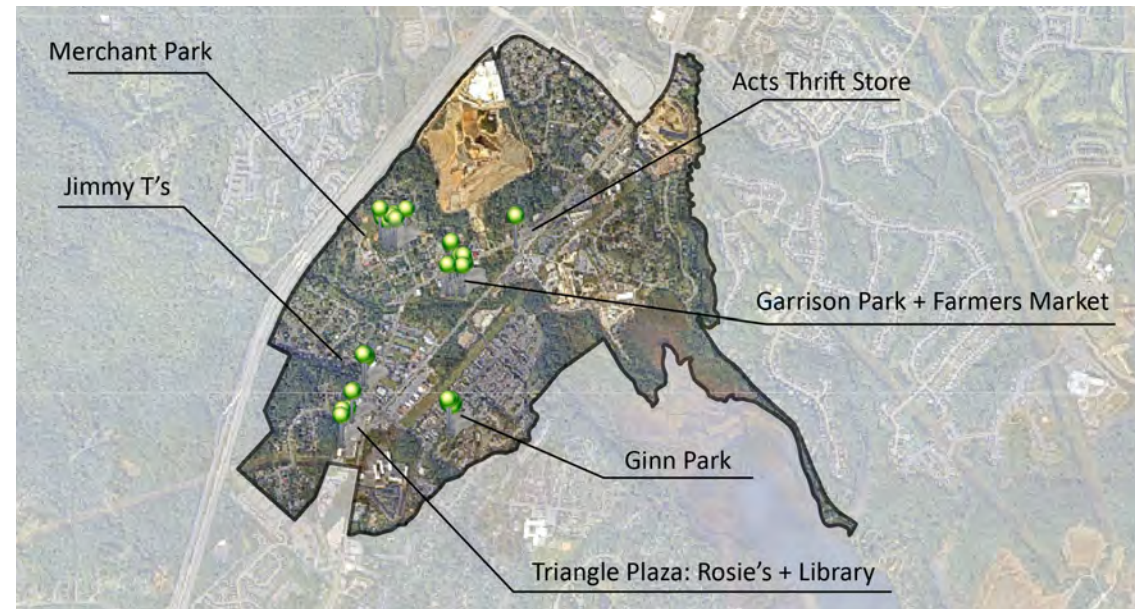
Question 2: What are the top two challenges that Dumfries needs to address in the next 20 years?

Some challenges that Dumfries will need to address in the coming years include three of the same categories that residents value most (transportation, parks and recreation, and neighborhoods), with the addition of improving historic resources, arts and culture opportunities as well as strengthening and diversifying the economy.



Question 3: When you aren't at home, work, or school, where do you like to spend your time in Dumfries?

Some participants noted that they generally do not spend time in Dumfries and instead marked several locations outside of town, specifically Brittany Park and Walmart north of town.

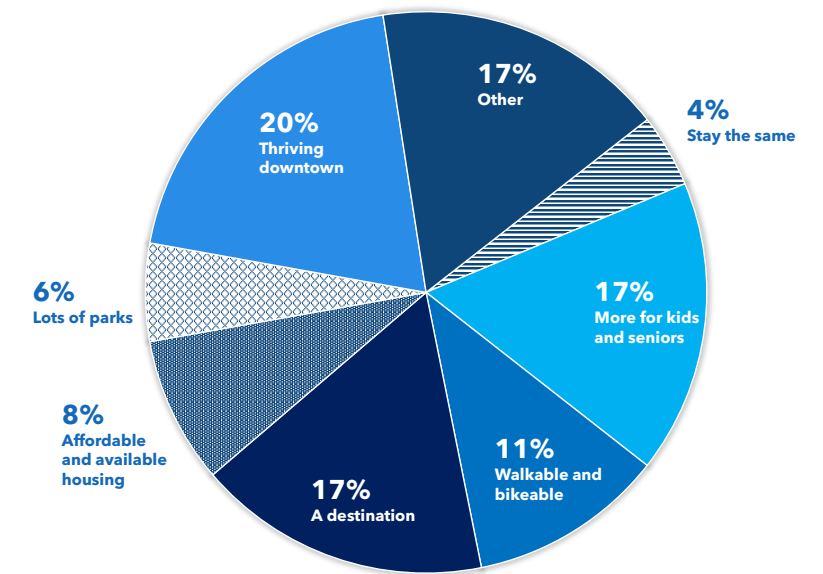


Question 4: What is one word that describes Dumfries today?



Question 5: In one sentence, describe what you hope Dumfries will be like in 2044.

Responses were sorted into the following eight themes with the majority of responses describing a thriving downtown while maintaining a small town feel, a child- and senior-friendly town, and Dumfries as a business and leisure destination for residents and visitors.



Question 6: Rank the five goals in Dumfries' Strategic Plan from 1-5 (1=least critical, 5=most critical).

Participants indicated that the goal of affordability and livability is the most important topic for the town to address.

Goals in Order of Participant Priorities:



Question 7: What else should we know as we plan Dumfries’ future?

Responses were sorted into the following six common themes:



- There should be more parks, pools, and recreation centers accessible to all ages.
- Economic development, especially centering BIPOC-owned businesses, should be prioritized.
- Keeping the community informed and engaged throughout planning processes is necessary and appreciated.
- Downtown Dumfries should lean into its historic character, prioritize the arts, and support small businesses to help them thrive.
- Housing should be affordable and available to all, including first-time homebuyers and seniors.
- Traffic problems and infrastructure concerns include the lack of a sidewalk on Possum Point Road and Route 1 congestion.

These are some other ideas we heard through conversations with participants at the open house and pop-ups:

- More parks, pools, attractions for kids and teens
- More affordable housing and paths to home ownership
- More sidewalks
- Cohesive branding and town gateways
- More local businesses
- Public art
- Emergency preparedness needed (community safe room for tornadoes, floodplain manager)
- Senior Center open every day
- Ease traffic through the town

SUMMARY OF PHASE 2 ENGAGEMENT

The second phase of engagement collected feedback on a draft “Vision and Framework” for the future of Dumfries, as well as draft goals and policies to shape the Comprehensive Plan Update’s final recommendations. Dumfries community members could provide their feedback three different ways: using an online comment form; using sticky notes, stickers, and pens on display boards at the in-person open house; and using sticky notes and stickers on display boards at Town Hall. Town staff and project consultants also spoke with participants at the in-person engagement opportunities, which provided an additional method of understanding community sentiment. Over 295 comments were collected. This document summarizes the public feedback received from the comment form, open house, and town hall. See the appendices for a full record of public comment.

LAND USE & LIVABILITY

Residents and stakeholders expressed a desire for Main Street to feature a mix of modern and historic designs with vibrant commercial spaces. Participants want to ensure that development balances economic growth with environmental preservation, and several comments strongly opposed building in the wooded areas near the Knolls of Dumfries, advocating instead for a woodland park. Other comments focused on better bike and pedestrian connections and infrastructure improvements to support future growth.

NEIGHBORHOODS & HOUSING

Comments emphasized the importance of preserving existing affordable housing while addressing the need for expanded parking options and better public facilities, such as recycling and composting centers. There were concerns about the impact of new developments, including noise from traffic and the potential for increased congestion, as well as the need for careful planning to protect residential areas from through-traffic.

ECONOMIC GROWTH

Feedback highlighted the potential for economic growth in Dumfries through cultural and commercial development, with a focus on creating an arts center and revitalizing Main Street to attract businesses, restaurants, and visitors. Strong support was expressed for the proposed Mixed-Use Hubs, as well as local business incentives, preserving community open space, sustainable development, improving walkability, and creating job opportunities to benefit a diverse range of residents.

TRANSPORTATION & INFRASTRUCTURE

Participants expressed the need for improved public transportation, including more frequent bus routes and expanded service. Stakeholders also emphasized the need for better pedestrian infrastructure, particularly safer connections along Batestown Road, and safer crossings on Route 1. Concern was expressed about the impact of development on noise and traffic congestion.

NATURAL RESOURCES & THE ENVIRONMENT

Residents and stakeholders emphasized the importance of preserving Dumfries’ natural resources and the environment, advocating against development that could harm local ecosystems. Many residents highlighted the need for additional green spaces, wildlife preservation, and expanding the local trail network to increase bike and pedestrian access to nearby natural resources like Prince William Forest Park.

PARKS & RECREATION

The community strongly supported expanding park spaces, improving recreation facilities, and maintaining safe public areas. Comments also pushed for preservation of existing natural areas, an expanded sidewalk and trail network that connects to regional trails, and programming for all age groups.

HISTORIC RESOURCES, ARTS & CULTURE

Feedback emphasized the importance of preserving and promoting Dumfries’ historic resources, such as the Slave Cemetery and the town’s historic courthouse, and advocated for partnerships with preservation organizations and the creation of interpretive trails. Residents called for more cultural spaces and arts programs, including venues for local artists and opportunities for community engagement to enrich the town’s cultural scene and attract tourists.



Public open house attendees discuss the draft Vision and Framework components.

COMMUNITY & EDUCATION FACILITIES

Residents highlighted the need for improved educational and community facilities in Dumfries, particularly emphasizing the importance of enhancing resources for schools like Dumfries Elementary. Suggestions included expanding arts education through the creation of a dedicated arts center and offering spaces for seniors, youth activities, and community events. Many expressed support for a senior center with accessible, multi-purpose rooms, wellness programs, and lifelong learning opportunities. Participants also showed interest in improving the town’s library and addressing the preservation and reuse of existing community center buildings.

PUBLIC HEALTH & SAFETY

Participants suggested strengthening public health through attracting medical facilities and clinics and maintaining public green spaces. Comments suggested enhanced community policing, more frequent police presence, and increased mental health resources. They also emphasized the need for better communication about safety-related information like emergency alerts.



Public open house attendees during the second phase of engagement.

HOW TO USE THE PLAN:
GOALS, POLICIES & ACTIONS

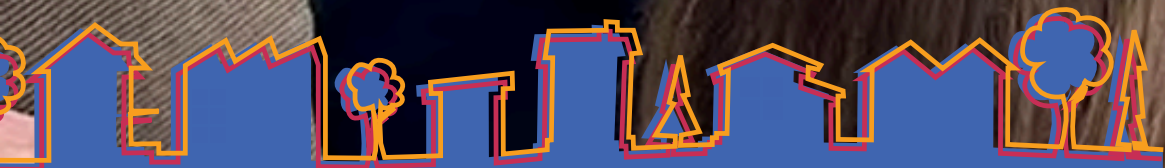
Plan recommendations are organized into nine elements (or sections). Vision statements (shown below) define the vision for each element of the plan and serve as a guiding framework for Plan recommendations.



Each plan element includes an overview of current conditions, key issues and opportunities,a general vision statement, followed by a range of goal statements and associated policies and actions to implement the vision and goals.

Natural Resources & The Environment		PLAN ELEMENT
NRE-1	NATURAL ENVIRONMENT - Maintain and enhance the natural features of the Town by protecting the environment from degradation and fostering public awareness of the environment and its natural beauty.	GOAL
NRE-1.1	Preserve and expand Dumfries’ network of open spaces, habitat areas, and the natural environment (e.g., trees and wetlands).	POLICY
NRE-1.1A	During the development review and approval processes, encourage the application of creative design principles that enhance and protect the town’s natural environment and open space by: <ul style="list-style-type: none">• providing more functional open space;• preserving sensitive natural areas;• maintaining maximum indigenous tree cover; and• minimizing impervious land cover for the desired and permitted land use.	ACTION
NRE-1.1B	Support conservation of appropriate land areas in a natural state through conservation easements, setback buffering,	

Page intentionally blank.



VISION & FRAMEWORK

DESTINATION DUMFRIES VISION AND FRAMEWORK

The Destination Dumfries Vision and Framework guided the formulation of the Comprehensive Plan and its nine elements. The three vision statements are informed by key themes identified during public and stakeholder engagement and assessment of existing conditions. The accompanying map and the Framework’s six components (mixed-use hubs; protected residential areas; residential infill areas; multimodal connections; blueways/greenways system; and natural resources) provide a conceptual approach for implementing the vision, including priority actions and land use focus areas. The Existing Conditions, Policies, and Actions chapter includes detailed strategies for implementing this vision and framework.



Mayor Wood discussing the Vision and Framework with open house attendees.

DESTINATION DUMFRIES 2044 VISION

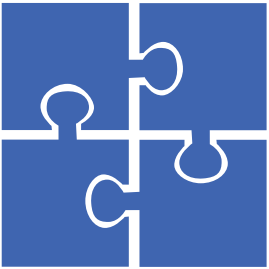


Dumfries is a destination, not just a place to pass through.

Establish Dumfries as a premier destination for **recreation, entertainment, shopping, and dining** as well as a preferred location for business and events.

Diversify the Town's tax base to fortify against changes in the economy.

Support local businesses and entrepreneurs, and the creation of new business and employment opportunities.

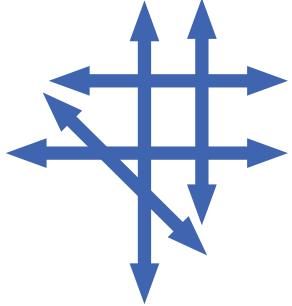


Dumfries is a complete community. Dumfries residents and visitors are able to live, work, play, and relax in Dumfries.

Strengthen existing range of housing options to keep housing affordable for all.

Invest in and promote the aspects of Dumfries that cater to **families and young professionals**, including bolstering employment opportunities, local dining and retail options, and public services.

Build on Dumfries' wealth of **environmental and recreational assets**, including the town's parks and adjacent assets like Prince William Forest Park and Quantico Creek.



Dumfries is accessible and connected via all modes of transportation.

Create a **resilient and connected "complete streets" roadway network** through incremental roadway extensions and multi-use paths to connect neighborhoods to existing and future destinations.

Prioritize pedestrian and bicycle facilities to **connect Dumfries' neighborhoods with local destinations** and outdoor recreation.

Increase east-west multimodal access, including pedestrian and bicycle connections.

Figure VF-1: Framework Map

Legend

Mixed Use Hubs

- Create and market five Hubs to boost economic growth and provide the town with additional employment, retail, recreation, and residential opportunities.
- Main Street Commons
 - Main Street Gateway
 - The Entertainment District
 - The Waterfront District
 - Route 234 Crossroads

Protected Residential Areas

- Protect and enhance the existing neighborhoods and housing options.

Residential Infill Areas

- Expand residential options to keep housing costs affordable and support economic growth.

Multimodal Connections

- Create a transportation network that supports all forms of transportation, reduces automobile dependency, and connects to the regional transit network.

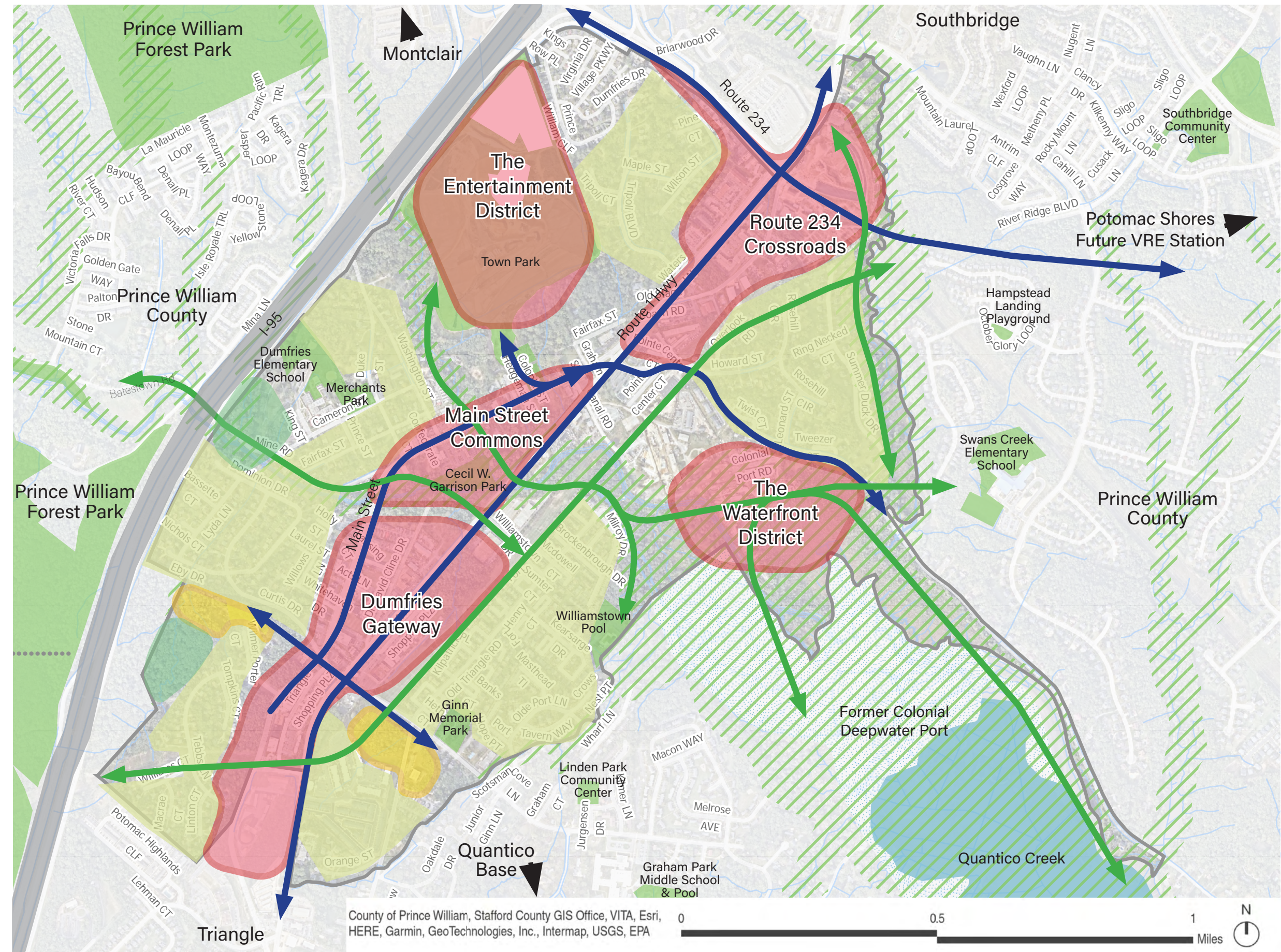
Blueways /Greenways System

- Increase connectivity and reduce automobile dependency for in-town travel and recreation.

Natural Resources

- Protect and enhance access to natural resource assets.

- Resource Protection Areas
- Parks and Open Space
- Marsh and Wetlands



DESTINATION DUMFRIES 2044 FRAMEWORK COMPONENTS

1. FIVE MIXED-USE HUBS: Create and market five Hubs to boost economic growth and provide the town with employment, retail, recreation, and residential opportunities.

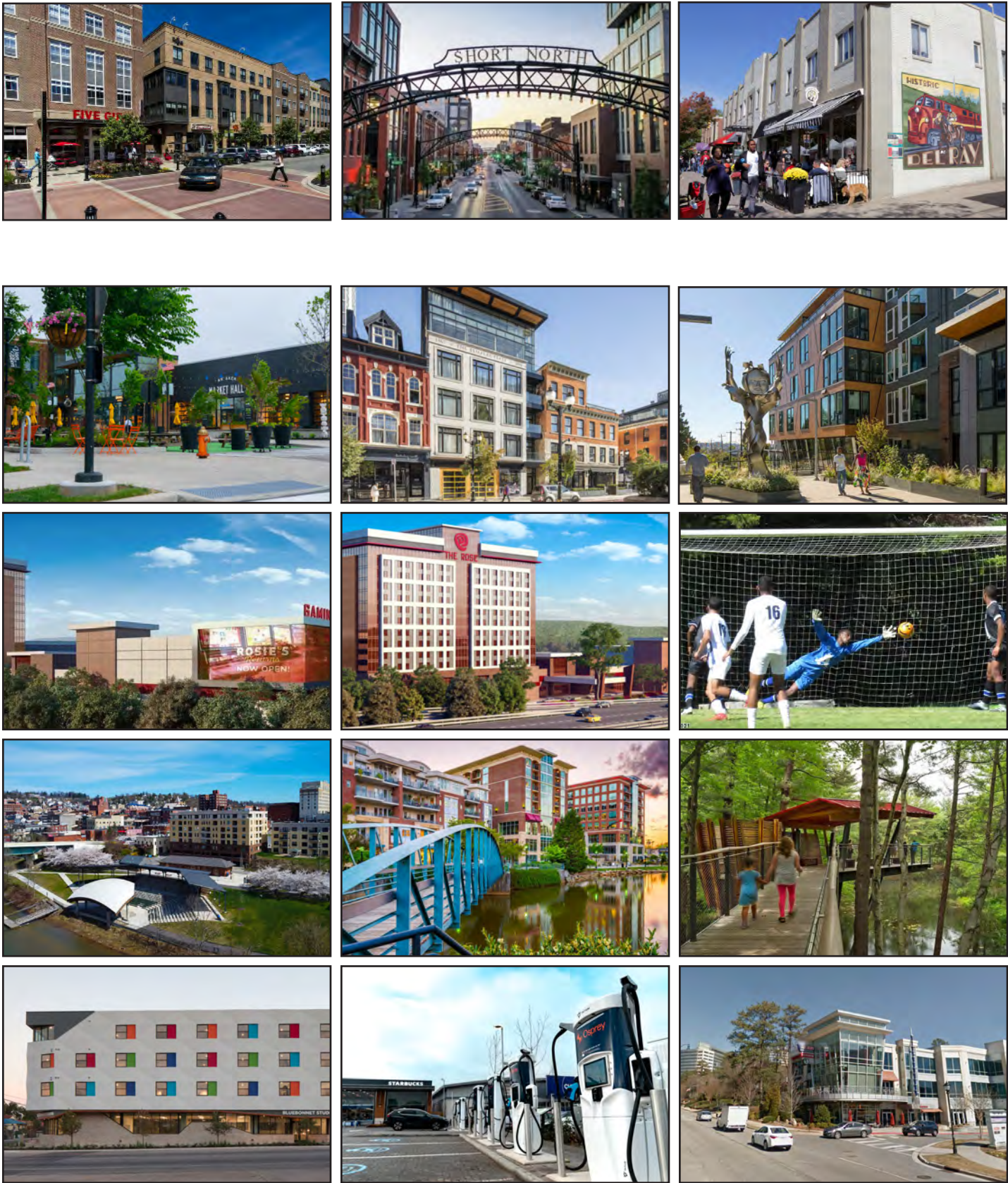
Main Street Commons - The Commons is a vibrant, mixed-use center designed to be a focal point for civic and cultural activities. It encompasses key community facilities, including Town Hall, Cecil W. Garrison Park, and the Jeff Simpson Community & Cultural Arts Center, which host meetings, festivals, and civic, educational, and employment events. The nearby Williams Ordinary Building expects to enhance its public facilities in the future, adding to Main Street's role as Dumfries' civic and cultural heart. The Main Street includes historic assets and is located within the town's Historic District. The streetscape prioritizes pedestrian and bicycle access with street furniture, outdoor dining, special paving, trees and plantings, and sidewalk-facing facades. On-street parking is also included to provide a buffer between traffic and the pedestrian zone. The plan aims to increase density with mixed-use development and some residential components to enhance housing options. The Commons' distinct identity is expressed through its public art, public realm improvements, architecture, and its streetscape.

The Dumfries Gateway - The Gateway welcomes people entering from the southern end of town. It involves the redevelopment of Dumfries Plaza and the Triangle Plaza to provide a mix of retail, commercial, employment, and housing opportunities for residents and visitors. This hub features a mix of retail, residential, and office uses to foster a live-work environment, and places that residents can walk to. The inclusion of additional grocery options would further meet residents' needs for fresh, local food. The Gateway creates synergy with The Commons, enhancing the overall vibrancy and connectivity of southern Dumfries and Main Street.

The Entertainment District - The Entertainment District harnesses the energy created by The Rose mixed-use development, which offers a range of attractions including dining options, a hotel, gaming facilities, and in the future an entertainment venue. Additionally, the Hub addresses the need for in-town sports and recreation facilities, incorporating an athletic field, dog park, playground for multiple abilities, and passive recreation into a large new park.

The Waterfront District - The Waterfront District complements the Entertainment District by offering Dumfries a nature-focused, mixed-use destination offering a range of attractions and recreational opportunities that maximize the Hub's location along Quantico Creek, centered around the town's historic former deepwater port. Pending the results of an environmental study of the area, this development could feature uses such as a boutique resort, café, boat rentals, amphitheater, water access, recreational options, and an extensive boardwalk and trail system.

Route 234 Crossroads - The Crossroads Hub builds on the existing auto-oriented uses to offer fast-casual dining, convenience stores, and both gasoline and electric auto fueling. Leveraging its connection to I-95 by Route 234, this would also be a prime location for light manufacturing and distribution, additional commercial and hospitality, and higher density multi-family residential uses.



DESTINATION DUMFRIES 2044 FRAMEWORK COMPONENTS



2. PROTECTED RESIDENTIAL AREAS: Protect and enhance the existing neighborhoods and housing options.

The plan aims to preserve Dumfries' established residential neighborhoods, housing affordability, and small-town feel as the town grows.



3. RESIDENTIAL INFILL AREAS: Expand residential options to keep housing costs affordable and support economic growth.

In addition to increasing residential options throughout Dumfries in mixed-use areas, an assessment of land uses and vacancies locates two prime areas for residential infill adjacent to existing residential neighborhoods in southern Dumfries. Additional higher density infill should be considered along the Route 1 and Main Street corridors.



4. MULTIMODAL CONNECTIONS: Create a transportation network that supports all forms of transportation, reduces automobile dependency, and connects to the regional transit network.

The roadway system would evolve into a connected street network over time, wherever topography and existing land uses allow, to enhance walkability and bikeability. Transportation improvements should prioritize east-west connections to reduce reliance on Route 1 and facilitate connectivity to the new Potomac Shores VRE station in Prince William County. To improve safety, walkability, and emergency response, all neighborhoods should feature multiple ingress and egress points, achieved through incremental roadway extensions and requirements for new developments. Special emphasis should be placed on creating people-centered streetscapes along Route 1 and Main Street, by incorporating amenities such as trees, benches, bike lanes, and bike parking.



BLUEWAYS/GREENWAYS SYSTEM: Increase connectivity and reduce automobile dependency for in-town travel and recreation.

The existing network of utility rights-of-way and waterways offer opportunities to establish natural trail corridors for pedestrian and bicycle travel, connecting parks, destinations, neighborhoods, and county facilities.

5. NATURAL RESOURCES: Protect and provide access to natural resource assets.

Establish and maintain natural resource areas, enhance the quality of the local environment, and respond favorably to natural occurrences and climate change. Focus areas are illustrated in the Framework Map as follows:

- Parks and Open Space
- Resource Protection Areas
- Marsh and Wetlands



PLAN ELEMENTS AND VISION STATEMENTS

Plan Update recommendations are organized into nine elements (or sections). Vision statements (shown below) define the vision for each element of the plan and serve as a guiding framework for Plan recommendations.

LAND USE & LIVABILITY

Dumfries will foster a harmonious and vibrant mix of land uses that balance the preservation of existing structures and neighborhoods with revitalized mixed-use activity hubs. Dumfries’ development patterns will support a range of transportation choices, provide expanded housing options, and foster a distinct sense of place.

NEIGHBORHOODS & HOUSING

Dumfries will preserve its existing neighborhoods while pursuing opportunities to expand the supply of safe, accessible, high-quality, and affordable housing options through infill development, renovation of existing housing, and the integration of new residential options as part of redevelopment opportunities.

ECONOMIC GROWTH

Dumfries will seek to retain and attract residents, visitors, and businesses by enhancing the image of the town as a desirable place to live and work, expanding employment and training offerings, and promoting development and redevelopment in mixed-use hubs.

TRANSPORTATION & INFRASTRUCTURE

The Town will promote and implement a multimodal transportation network that expands travel options via a range of transportation modes, connects neighborhoods and destinations, and prioritizes walking, bicycling, and public transportation. In addition, the Town will ensure the provision of sustainable waste management services, reliable telecommunications, and other critical infrastructure.

NATURAL RESOURCES & THE ENVIRONMENT

Dumfries will preserve and enhance its ecological features and natural assets, address the causes and impacts of climate change, and foster environmental awareness for a sustainable and resilient future.

PLAN ELEMENTS AND VISION STATEMENT

PARKS & RECREATION

The Town will build on recent investments in parks and recreational programming to provide a connected, accessible, and high-quality network of parks, trails, and recreational opportunities.

HISTORIC RESOURCES, ARTS & CULTURE

Dumfries will be a thriving arts and cultural center that celebrates its rich history and provides an engaging range of historical tourism, entertainment, and arts opportunities for residents and regional visitors.

COMMUNITY & EDUCATION FACILITIES

The Town will provide a comprehensive system of community and educational facilities that enhance residents’ quality of life and provide opportunities to learn, access social services, and connect with other Dumfries residents.

PUBLIC HEALTH & SAFETY

Dumfries will be a resilient and responsive community that prioritizes and supports the health and safety of its residents through community services and facilities.



**CURRENT CONDITIONS,
STRATEGIES & ACTIONS**

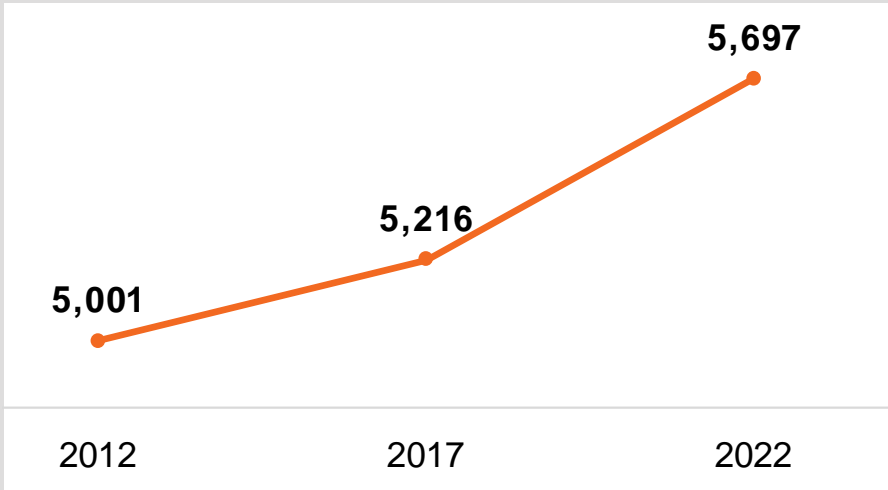
DUMFRIES AT A GLANCE

DEMOGRAPHIC TRENDS

Population Trends

Dumfries is a growing community. The Town population experienced a steady growth of 13.9% between 2012 and 2022, which was faster than the Commonwealth of Virginia (7.6%), but slower than Prince William County (19.1%). An annual population growth rate of 1% is generally considered steady growth, and Dumfries has performed above that rate over the past decade.

Figure D-1: Population Trends, Dumfries, VA (2012-2022) (Source: ACS 2012-2022)



Age Distribution

Since 2012, much of Dumfries’ population growth has been driven by young people under the age of 25 (+25.4%) and by seniors aged 65 and older (+135.5%).

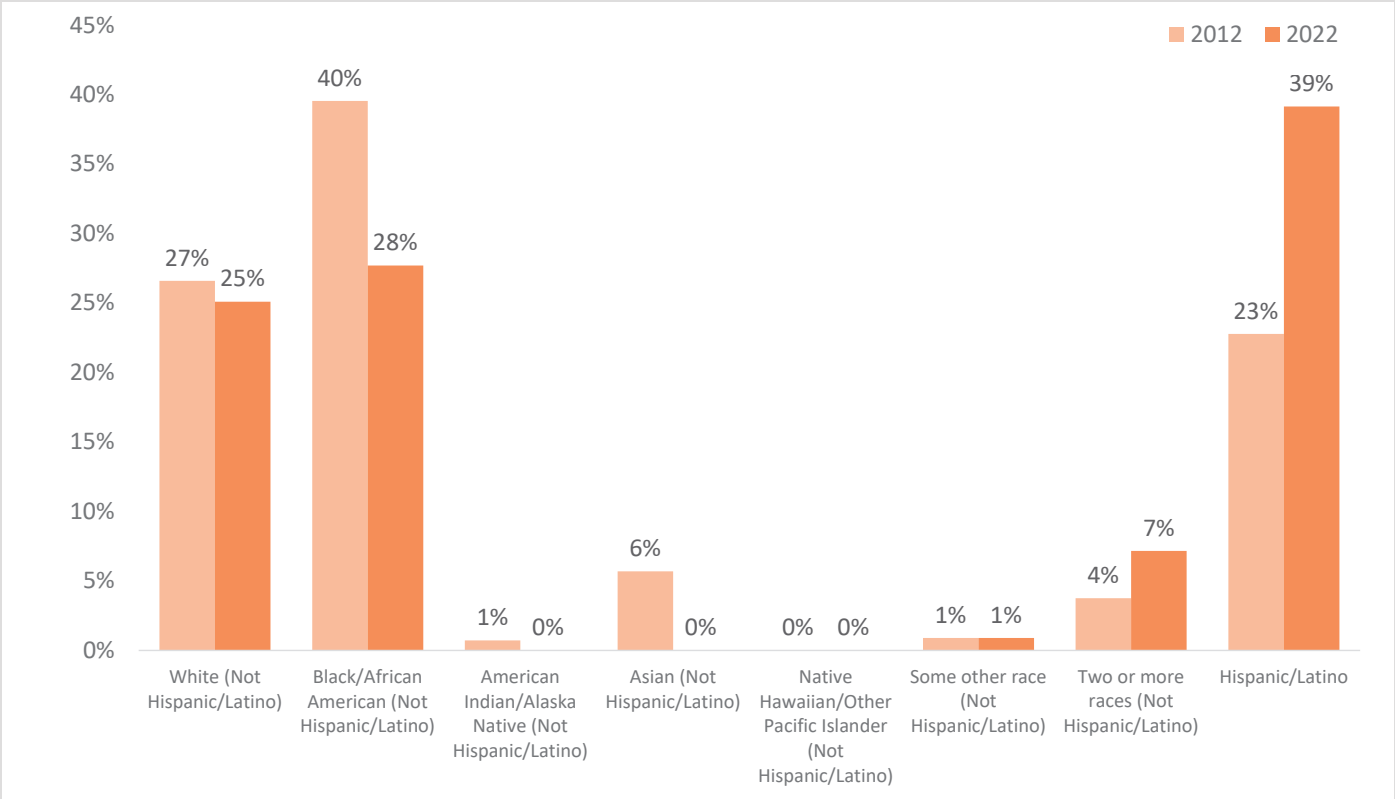
Despite Dumfries’ recent population gains, mid-cycle households (prime working-age adults and young families) have experienced population loss. Dumfries’ family-forming age group of people ages 25 to 44 has experienced minimal growth (0.4%), while its prime working-age group (25 to 54 years old) has declined since 2012 (-9.5%). These population trends run counter to those in both Prince William County and the Commonwealth of Virginia, indicating that the Town may lack a number of things that many households demand when they select their places of residence.



Race, Ethnicity, Nationality, and Language

The town’s population of people of color has experienced robust population gains over the past decade, led by the Hispanic/Latino population (+1,091 people) and people of two or more races (+530 people). While the Hispanic/Latino population growth rate (95.8% since 2012) has achieved the fastest population growth since 2012, the Black/African American population has declined.

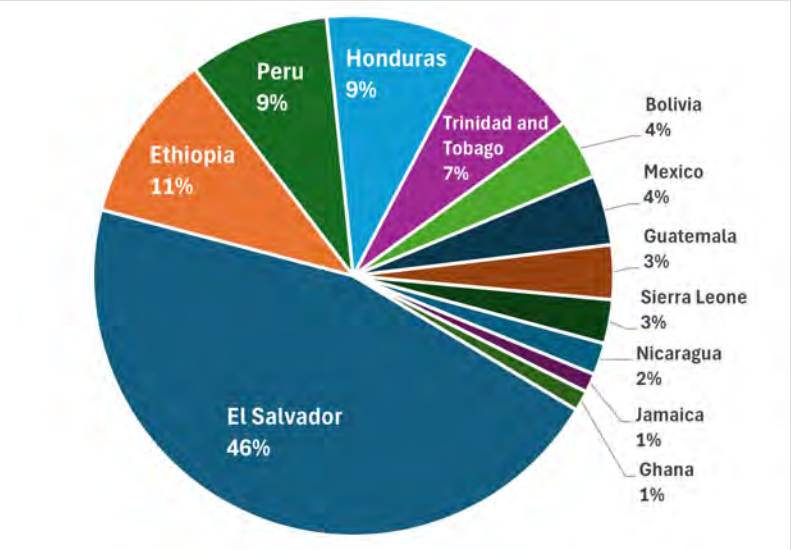
Figure D-2: Population Race/Ethnicity Composition, Dumfries, VA (2012-2022) (Source: ACS 2012-2022)



Nationality and Language

Regardless of citizenship status, twenty-four percent (24%) of the Dumfries population was not born in the U.S., 86% of whom are from Latin American countries and 14% are from African countries. The largest proportion of foreign-born population hails from El Salvador (46%). This nationality distribution is reflected in the 36% of residents who speak a language other than English at home. Eighty-nine percent (89%) of those who speak a language other than English at home speak Spanish.

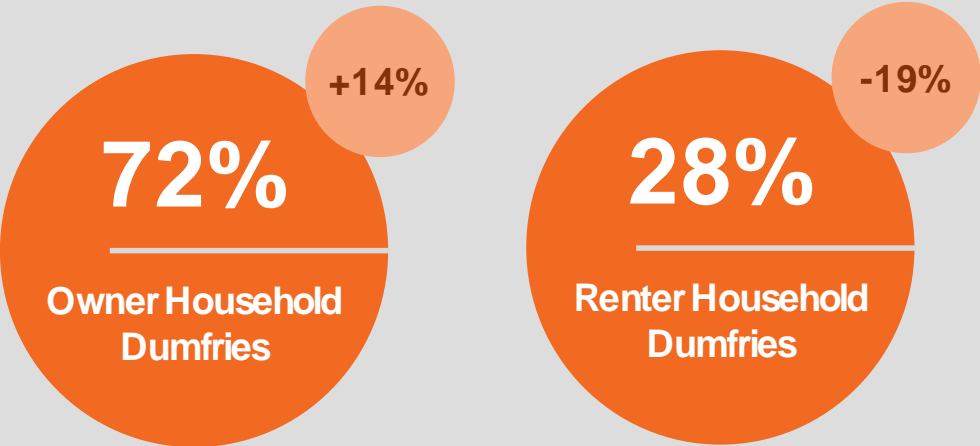
Figure D-3: Population Foreign-Born Country of Origin Composition, Dumfries, VA (Source: ACS 2022)



Household Tenure Trends

Household growth since 2012 has been driven by new owner-occupied households. Dumfries’ households grew slower (2.4%) than its population increase (13.9%), which is consistent with county trends. This suggests that the average household size is increasing.

Dumfries has proportionally more renter households (28.1%) than the county (25.9%). However, renter households have been decreasing (-107 households, or -18.6%) since 2012. The loss in local renter households runs counter to county and Virginia trends, most likely due to a lack of newer rental housing options and an increase in renters buying homes. Recent household growth has been driven by owner households (13.9%), which grew faster than in Virginia (7.9%) but slower than in Prince William County (19.9%). Increased homeownership is a goal that many communities share.

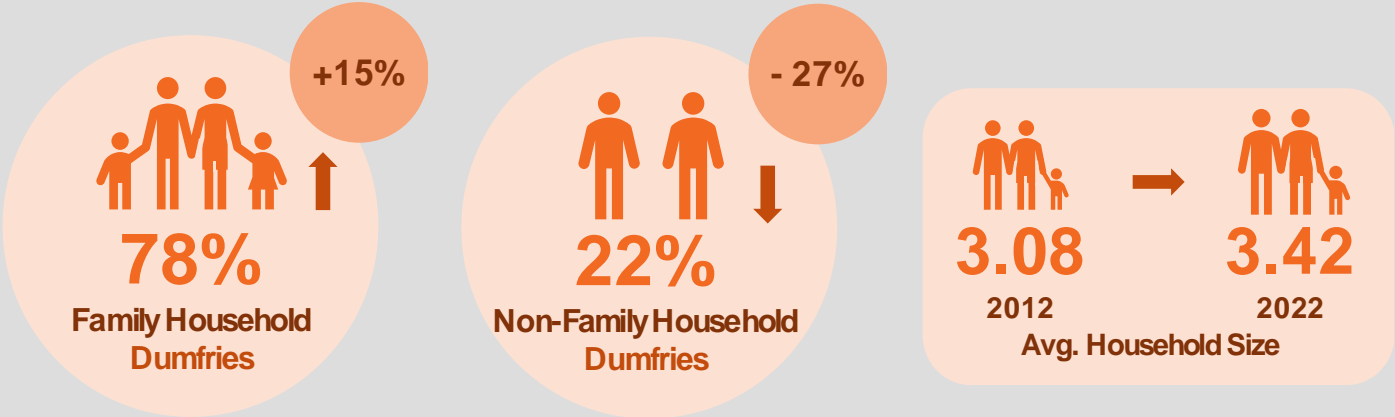


Dumfries Neighborhood (Source: RHI)

Household Type and Size

Local household growth has been driven by family households with children (+172, or 15.2%), especially single-parent family households, while non-family households without children decreased (-133, or -27.0%). This is contrary to the county and state trends, where non-family households have experienced faster growth since 2012. Dumfries had a higher share of family households (78.3%) than either the County (76.5%) or Virginia (65.3%) in 2022.

Both Dumfries’ owner (3.57) and renter household (3.03) sizes are larger than the County (3.22 for owner households and 2.86 for renter households) and Virginia (2.65 for owner households and 2.35 for renter households) in 2022, with growth driven by larger owner households with 4 persons or more (+356, or 153%). Correspondingly, the average household size in Dumfries rose from 3.08 in 2012 to 3.42 in 2022, growing by 11.0%, faster than in the County (1.6% from 3.08 to 3.13) during the same decade.

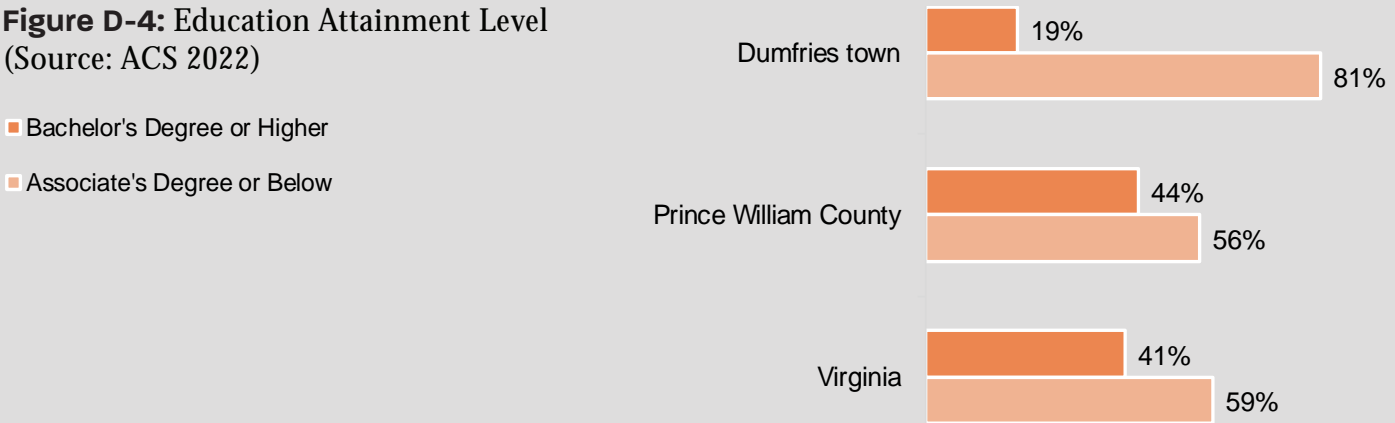


Education Attainment Level

Overall, Dumfries has lower educational attainment levels than Prince William County and Virginia, where growth is driven by people with bachelor’s degrees or higher. In 2022, 18.9% of Dumfries residents aged 25 or above held bachelor’s degrees or higher, which is a lower level of bachelor’s degree attainment than in the county and Virginia.

Counter to the county and state, the number of Dumfries residents without high school diplomas has increased while the number of residents holding graduate or professional degrees has declined. Lower education attainment often correlates with lower household income levels.

Figure D-4: Education Attainment Level (Source: ACS 2022)

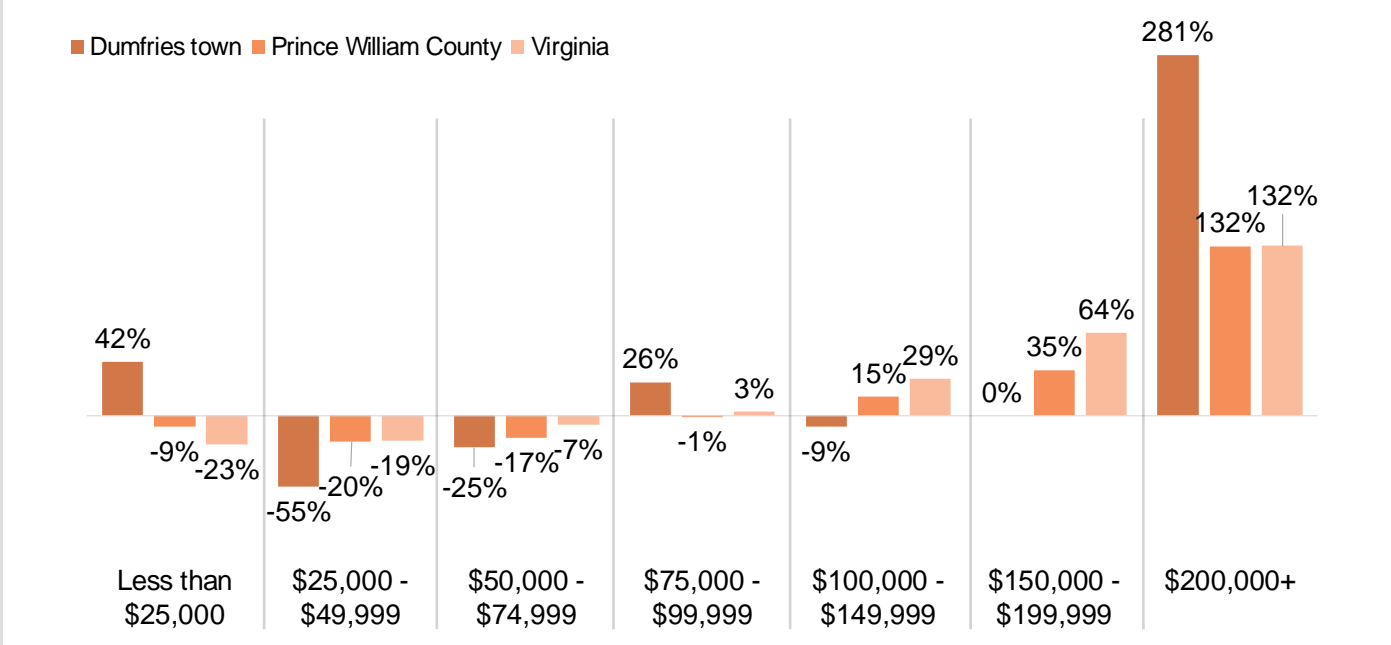


Household Income Trends

Dumfries’ median household income in 2022 (\$75,629) is lower than both the County (\$123,193) and Virginia (\$87,249), with slower growth between 2012 and 2022.

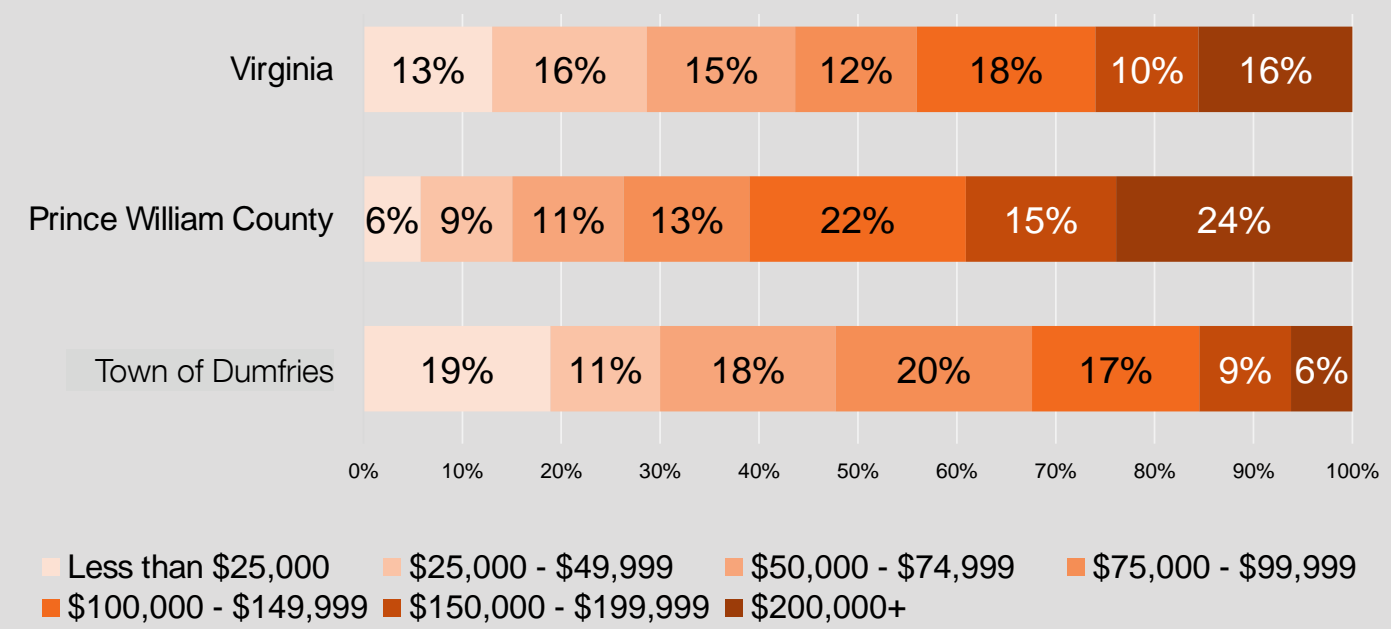
While the county and Virginia have both experienced growth in higher-income households at or above \$75,000 per year, Dumfries has seen an increase in both households earning less than \$25,000 and the highest-earning households earning \$200,000 or above. This trend is accentuating a widening income disparity among local households.

Figure D-5: Household Income Percent Change (Source: ACS 2012-2022)



Page intentionally blank.

Figure D-6: Household Income Distribution (Source: ACS 2022)





LAND USE & LIVABILITY

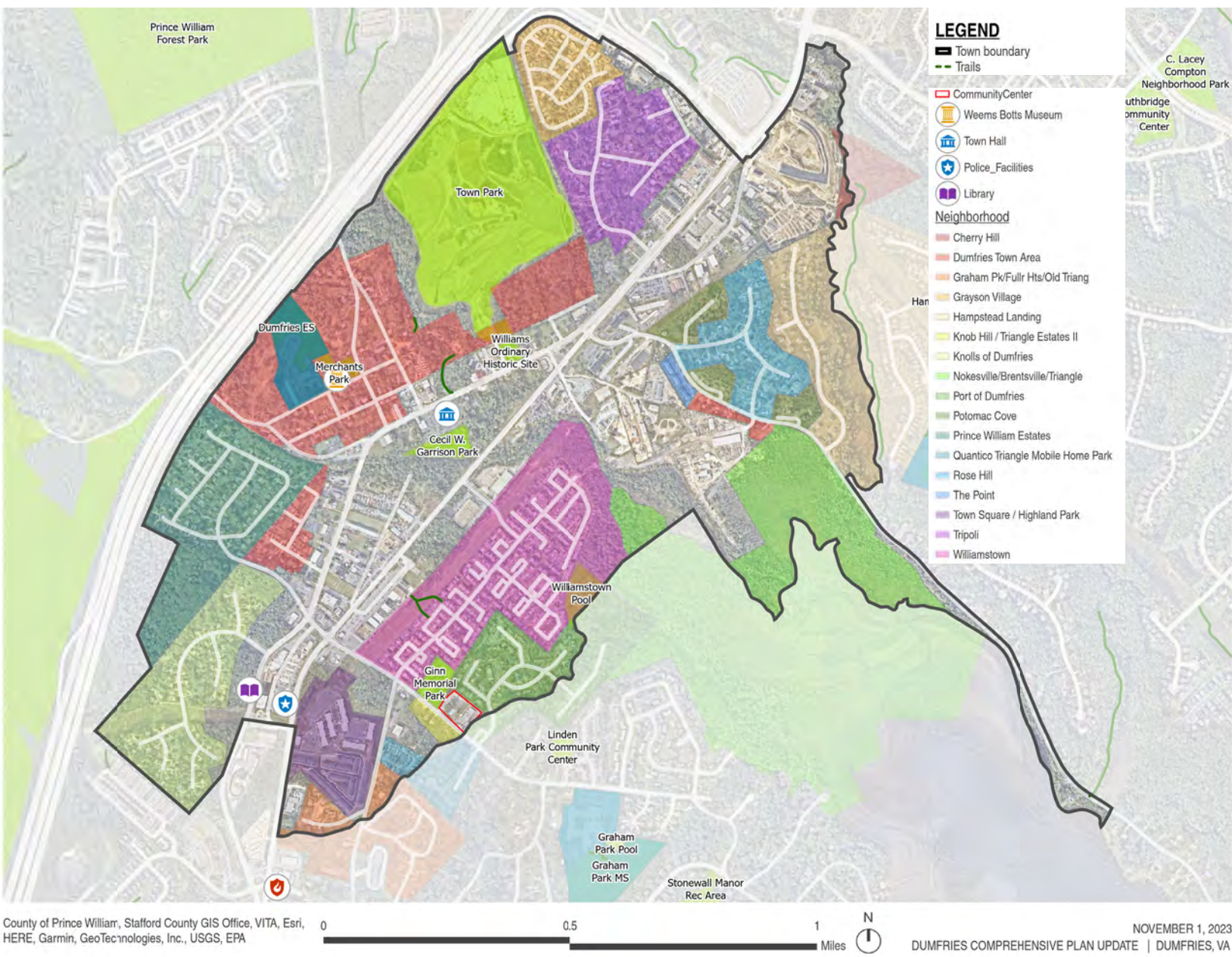
VISION

Dumfries will foster a harmonious and vibrant mix of land uses that balance the preservation of existing structures and neighborhoods with revitalized mixed-use activity hubs. Dumfries' development patterns will support a range of transportation choices, provide expanded housing options, and foster a distinct sense of place.

LAND USE & LIVABILITY

Dumfries has experienced significant changes since its early colonization, when agriculture and shipping industries formed its economic base. Today, Dumfries has evolved into a dynamic community comprising neighborhoods, retail and community service areas, open spaces, and natural areas. This plan element considers central land use issues such as redevelopment, preservation, environmental conservation, and connectivity to maximize Dumfries’ limited land area and to improve overall community livability.

Figure LUL-1: Neighborhoods and Local Context



Dumfries is characterized by a range of development patterns and land uses, both within the town and surrounding it. Existing land use classifications within the town are shown in Figure LUL-3 and a simplified table of land uses by percent of town area is shown in Figure LUL-2.

Figure LUL-2: Land Use Areas

Land Use	Percent of Total Dumfries Land
Commercial	19.0%
Industrial	4.6%
Institutional	1.9%
Open Space	25.9%
Recreational	6.2%
Residential	31.3%
Schools	1.1%
Federal (Military Installations)	0.4%
Utilities & Streets Rights-of-Way	9.7%

Surrounding Land Use Patterns

Both Prince William Forest Park and I-95, located on the western border of the town, serves as a development barrier between the town and developed areas of Prince William County. Strip commercial areas and residential subdivisions are located along Route 1 and extend north and south of the town. In addition, the Virginia Department of Transportation (VDOT) currently operates a roadway maintenance facility along Route 1 on Dumfries’ southern border and a park-and-ride lot on the northern border. Route 234 is a primary east-west connector linking the town with newer retail, office, and residential development east of I-95 in the county. Quantico Creek is a central natural resource corridor in Dumfries, extending west to east. Dominion Power operates a coal power generation facility along Quantico Creek and Possum Point Road. Former coal ash ponds adjacent to the facility are planned to be converted to public open space.

Land Use Patterns in Dumfries

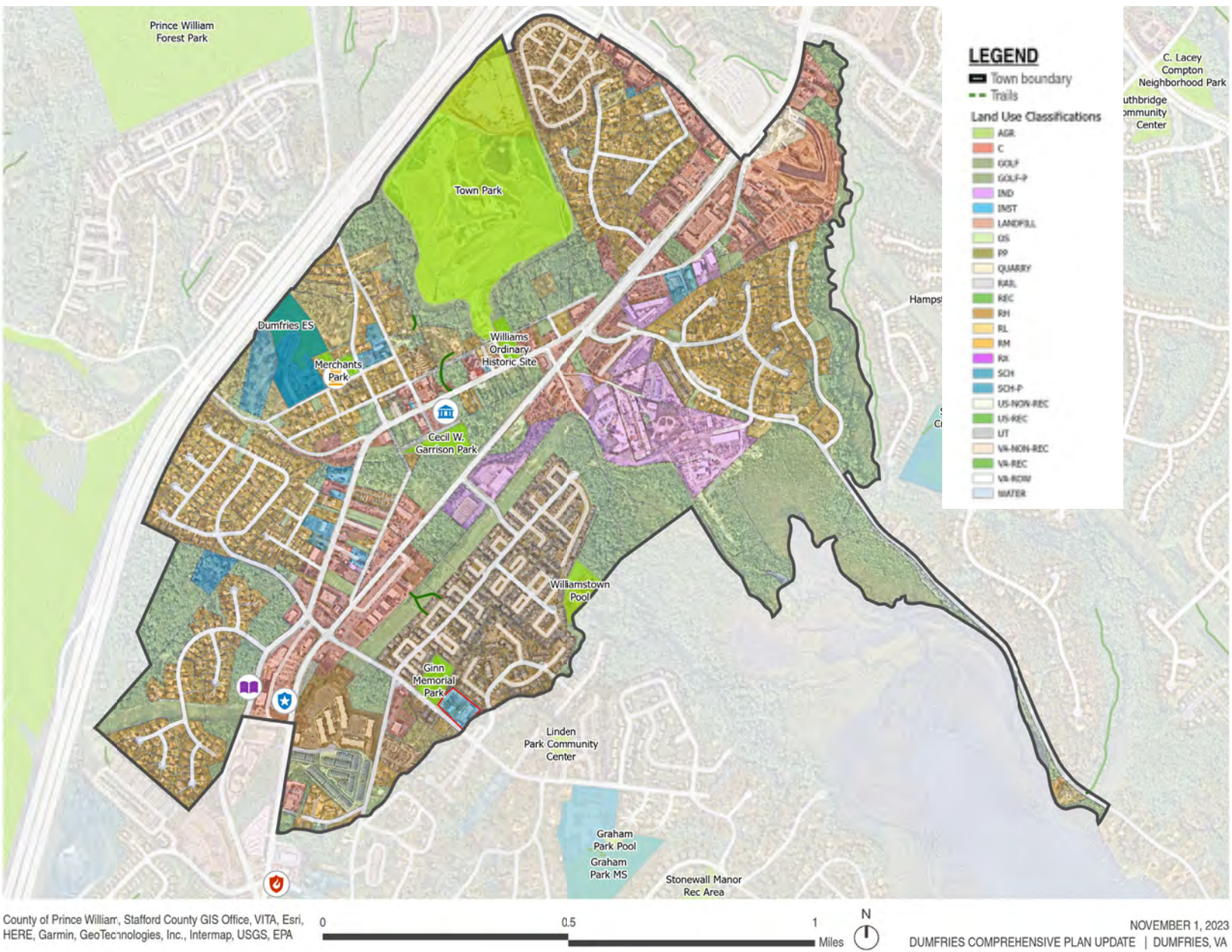
Main Street and Fraley Boulevard (Route 1)

Today, there are few remnants of Dumfries’ early harbor beginnings or the early settlement patterns. The Main Street area lies at the center of the community, and it features remnants of the town’s historic street grid and historic sites. Main Street serves as a central business district and includes a range of non-profit organizations, community-serving retail establishments, and municipal offices. Notably, there are several vacant sites located along Main Street that break the continuity of development. East of Main Street, aging commercial sites characterize Fraley Boulevard (Route 1) commercial development. Over the years, the Town has been unable to attract major anchor retailers to shopping centers along the corridor, including the Triangle Shopping Center and Dumfries Shopping Center.

Both Main Street and Fraley Boulevard lack cohesive streetscape and public realm features to unify development and facilitate pedestrian movements across the corridors. The Virginia Department of Transportation (VDOT)’s ongoing plans to reconfigure and widen Fraley Boulevard will increase pedestrian amenities along the corridor and enable Main Street to transition into a local street with calm traffic and generous pedestrian and bicycle features.

With redevelopment efforts now underway, Dumfries is positioned for change in both the near term and longer term. Currently under development, the Rose Gaming Resort development, adjacent to I-95, will include a mix of casino, restaurant, hotel, and entertainment uses and will be accompanied by development of a new park on the former landfill site. The site opened in 2024 and the town is pursuing the second phase of the development to include a conference / event center and expanded hotel. Other development projects in the pipeline include the future Harbor at Quantico Creek Independent Living and a third phase of the Townsquare development. Additionally, the town is working to acquire and remediate the 147-acre Campbell Salvage Yard, which is located near the former deep-water port on Quantico Creek.

Figure LUL-3: Existing Land Uses



Residential Areas

Beyond the Main Street core, approximately 40 percent of the incorporated land area is residential. While single-family residential development comprises the most significant percentage of overall residential land area, townhouse units comprise the largest number of housing units because of higher permitted densities. Only a small percentage of Dumfries' residential land area (<5%) comprises apartments and mobile home uses.

Existing residential neighborhoods are shown in Figure LUL-1. While most single-family residential uses are located within established subdivisions, numerous single-family residential uses exist in the historic sections of the Town, scattered along the Main Street. Townhouse development is predominantly located within the Williamstown, Port-O-Dumfries, and Townsquare developments, and the largest aggregation of mobile home housing is in the Grayson Mobile Home Park.

Industrial Areas

Existing industrial uses are limited to less than 3 percent of the Dumfries' land area. These industrial uses include a concrete mixing plant and several warehouse and storage facilities. Industrial development has been limited to two areas east of Route 1. One area is south of Possum Point Road and north of the Williamstown development in the lower Quantico Creek Watershed. The second is an industrially zoned area adjacent to the Town's northeast boundary just east of the Route 234 and Route 1 intersection. The early development of industrial uses in the town focused on heavy industrial and manufacturing uses in areas with buffers such as utility easements, floodplains, and streams (i.e., Quantico Creek and Dewey's Run).



A view of the capped landfill from the Dumfries Town Area neighborhood.

Utilities

Land used for utility purposes constitutes approximately 6 percent of the town’s land area. The Dominion Virginia Power transmission line and right-of-way bisects the town north and south, just east of Route 1, and it is the most prominent utility land use. In addition, the town or the Prince William County Service Authority owns several utility easements and facilities within Dumfries.

Historic Resources

To preserve Dumfries’ remaining heritage area, a Historic Overlay District was adopted, and the Architectural Review Board (ARB) was established. The Historic District Overlay encompasses the original 1761 expanded municipal boundaries, approximately 10 percent of current town area.

Resource Protection and Management Areas

The town’s varied natural resources are described in the “Natural Resources & the Environment” section of this document. Due to the importance of water resources such as Quantico Creek and Dewey’s Creek to the larger Chesapeake Bay watershed, the town is subject to additional requirements to protect such areas in order to prevent impacts to water quality in the Chesapeake Bay.

The Chesapeake Bay Environmental Protection Act established a program to protect sensitive environments that, when disturbed or developed incorrectly, lead to reductions in water quality in the Chesapeake Bay. The Act led to the mapping of preservation areas to protect against pollution and promote conservation measures. Nineteen percent (19%) of Dumfries consists of Resource Protection and Management Areas.



Tidal Flats of Quantico Creek southeast of Dumfries.

Resource Protection Areas (RPAs)

Resource Protection Areas are lands at or near the shoreline containing components which are especially sensitive because of (1) the intrinsic value of the ecological and biological processes they perform which benefit water quality, or (2) the potential for impacts to them that may cause significant degradation to the quality of State waters.

The RPAs defined include tidal wetlands, non-tidal wetlands connected by surface flow and contiguous to tidal wetlands or tributary streams, and tidal shores. This includes a 100-foot vegetated buffer area located adjacent to and landward of these components. In Dumfries, the RPA includes areas along Quantico Creek, including associated freshwater wetlands, and areas along the lower reaches of Dewey’s Creek and an unnamed tributary which forms the southern boundary of the Town.

Resource Management Areas (RMAs)

Resource Management Areas include land types that, if improperly developed, have the potential for causing significant water quality degradation or for diminishing the functional value of the RPA. Uses within the RMA are subject to compliance with other applicable local, state, and federal regulatory programs and the performance criteria included in the program regulations.

The RMA is comprised of concentrations of the following land categories: floodplains; highly erodible soils, including steep slopes greater than 25 percent; highly permeable soils; non-tidal wetlands not included in the RPA; or other sensitive lands necessary to protect the quality of state waters. Due to the concentrations of these features, the Town has opted to become a jurisdiction-wide RMA. To minimize water quality impacts from land use and development, Chesapeake Bay Preservation Areas have been delineated for Dumfries according to criteria established by the Chesapeake Bay Local Assistance Board.

The criteria also are intended to establish policies that local governments should use in granting, denying or modifying requests to rezone, subdivide, or to develop land in the Preservation Areas. Implementation of the criteria is to be achieved through use of performance standards, Best Management Practices (BMPs), and with various planning and zoning tools.

LAND USE & LIVABILITY
KEY ISSUES & OPPORTUNITIES

ISSUES

- Route 1 serves as a barrier between land uses on the east and west sides of town, and the Route 1 widening project will further constrain east-west connections across Route 1.
- There are limited retail and dining options located within town boundaries accessible to pedestrians and bicyclists.
- The town has a tight housing market, with a 4.2% vacancy rate.
- The share of income used to pay for housing has been increasing. In 2022, 59% of 2022 renter households used more than 30% of their income to pay for housing, a percentage that has been increasing since 2012.
- The cul-de-sac roadway pattern limits connectivity for all transportation modes between residential developments and other land uses.
- The Quantico Creek waterfront is an underutilized natural asset and currently lacks public access.

OPPORTUNITIES

- Leverage the Route 1 Widening to create pedestrian-oriented streetscape design along Main Street.
- Many existing commercial sites have redevelopment potential, particularly in the areas around and north of the Dumfries Plaza Shopping Center.
- Utilize the anticipated increase in town tax revenue and economic momentum from The Rose development to secure interest from the development sector in implementing other pockets of entertainment, retail, and recreation.
- Encourage additional infill residential development on parcels adjacent to existing residential neighborhoods, particularly in south Dumfries.
- Encourage redevelopment and new recreational opportunities along the Quantico Creek waterfront.
- Create a greenway network that connects land uses and adjacent County amenities for pedestrians and bicyclists, utilizing utility rights-of-way and Resource Protection Areas along creeks as potential connections.
- Modernize and expand existing recreational amenities in the town.
- Utilize topography to “hide” higher density development.
- Establish a Tourism Zone and plan to connect The Rose development with other potential tourism assets, such as the Quantico Creek waterfront.

LAND USE & LIVABILITY
FUTURE LAND USE

Land Use Designations

The town needs to accommodate a mix of uses not usually found in Euclidean Zoning. The following land use designations represent a hybrid between traditional and mixed-use zoning designations.

Residential Densities

Low Density Residential
Designates areas for single household residential development at a maximum density of 5.0 dwelling units per acre. This classification is mainly intended for detached single household dwellings but attached single household and accessory dwelling units are permitted.

Corresponding existing zoning districts include:
R-1: Residential, Limited District
Low density, suburban single family, residential uses with ancillary uses such as churches, public utilities and home occupations permitted. Minimum lot size is 15,000 square feet (sq. ft.) or a maximum density of 2.9 dwelling units (d.u.) per acre.
R-2: Residential, General District
Low density, suburban single family, residential uses with ancillary uses such as churches, public utilities and libraries permitted. Uses such as park and playgrounds, schools, philanthropic and two-family dwellings are permitted with a conditional use permit. Minimum lot size is 10,000 sq. ft. or a maximum density of 4.3 d.u. per acre.
Note: Current allowable lot size does not allow for the maximum density of 5.0 dwelling units per acre to be achieved.

Medium Density Residential
Designates areas of attached single household and multi-household developments. This designation allows for dwelling units ranging from 5.1-12 du/acre. Includes small lot or clustered single-household development, townhouses, or small multi-household such as duplexes, threeplexes, or fourplexes.

Corresponding Town zoning districts include:
R-3: Residential, Condominium District
Higher density residential uses permitting townhouse and patio type condominiums. Ancillary uses such as recreational facilities, public utilities and home occupations are also permitted. Maximum gross density is 8 d.u. per acre.

R-OMS: Residential, Off Main Street
This district was developed specifically for use in the existing residential area adjacent to the Main Street corridor (primarily along Fairfax Street and Cameron Street). The intent of this district is to enhance and preserve the existing residential fabric, while promoting the expansion of housing choice by allowing development of certain types of “missing middle” housing. The new buildings are regulated spatially so that their volume and siting will be similar to that of the existing single-family houses in the area. The

additional households that can be accommodated in the future in this area will help to support the financial viability of new retail, and food and beverage establishments on Main Street. This medium-density residential district should provide a suitable environment for families that desire quiet homesites without fear of encroachment of dissimilar uses.

Medium density residential uses permitting single family houses as well as duplexes, triplexes, fourplexes or courtyard cottage houses. Permitted ancillary uses include places of assembly, public utilities and libraries. Minimum lot area is 7,500 sq. ft. and the maximum density is 12 d.u. per acre.

WHAT IS MISSING MIDDLE HOUSING?

Missing middle housing is designed to satisfy the needs of middle-income households who are often priced out of the housing market. It is also often intermediate in size and scale between multifamily apartment buildings and single-family houses. In Dumfries, all allowable missing middle housing types are similar in scale to single-family homes; they just contain more, smaller dwelling units.

Non-Residential Densities

The Comprehensive Plan establishes floor area ratios (FARs) as the measure for nonresidential intensity in town. The floor area ratio is a computation determined by dividing the total gross building floor area (square feet) by the land area of the lot. In cases where a project site encompasses several buildings on several lots, the floor area ratio may be combined and averaged over the entire project site.

To calculate the maximum floor area ratio, the FAR is multiplied by the lot square footage. The total gross floor area (square feet) of all floors of the building shall not exceed this amount.

Floor Area Ratio (FAR) Calculation Example:

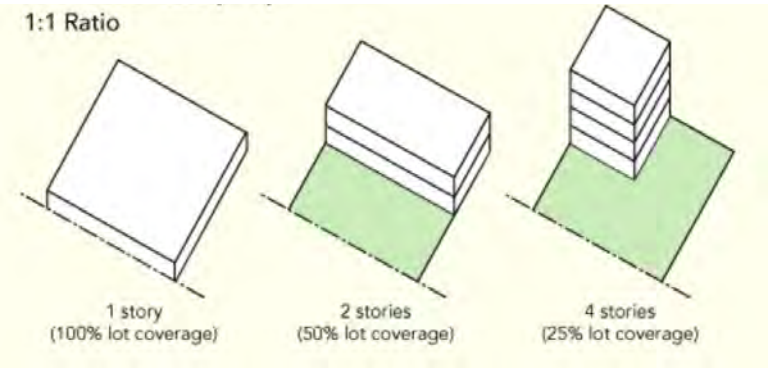
FAR = 0.50

Lot size: 20,000 square feet

0.50 x 20,000 = 10,000 maximum building size

Higher densities promote vibrancy and allow more people to access community amenities, employment centers, and services without relying on a personal automobile. A primary way to increase development densities is to increase the allowable FAR. The commercial and industrial FAR should be at least 1.0 and in office and mixed-use areas it should be at least 1.25.

Figure LUL-4: Floor Area Ratio of 1:1
Example. Source: Los Angeles Housing and Community Investment Department (2013)



Mixed Use

Mixed-Use areas are designed to create a 24-hour live/work environment designed to enhance the town's non-residential tax base and create a walkable environment. This designation typically weaves together a careful balance of land uses, jobs, housing options, restaurants and shopping within compact, higher-density development patterns. To be successful, mixed-use development must utilize both vertical (multiple floors) and horizontal (adjacent buildings) development. Mixed-use development incorporates interconnected street networks that support a range of transportation options, enables pedestrians and cyclists to access and navigate the area without a car, and allows visitors arriving by car to park once and walk between uses. Multiple mixed-use areas are depicted on the Future Land Use Map to indicate where the Town envisions land uses transitioning from a singular use – either commercial, office, industrial, or residential – to a healthy mixture of uses that would strengthen the local economy, expand housing options, and provide transportation choices. Multi-unit residential developments of up to 30 dwelling units per acre, including apartments, condominiums, and townhome complexes are included in the Mixed-Use designation. Limited industrial land uses are permitted with mixed-use areas where compatible and well-integrated with surrounding land uses. Corresponding zoning districts: R-4: Residential, Multi-Family District; FB/O-1: Flex Business/Office District; PMUD: Planned Mixed-Use District; PMSD: Planned Main Street Development.

Corresponding existing zoning districts include:

R-4: Residential, Multi-Family District

The R-4 zone permits high-density residential uses: apartments or condominiums. Ancillary uses such as recreational facilities and public utilities are permitted. Maximum gross density is 15 d.u. per acre.

Note: Current permissible maximum density of 15.0 dwelling units per acre is quite low and should be increased to 30.0 dwelling units per acre.

B/O-1: Flex Business/Office District

The FBO-1 district is intended to further the town's economic development and aesthetic goals by providing an alternative to the strip commercial development which has developed along the Route 1 corridor. The B-1 and B-2 zoning districts have fostered this form of commercial development contributing to the isolation of retail and service uses from residential and other business uses. Well-designed mixed-use development that integrates residential, employment, and commercial uses can serve as a catalyst to attract businesses to the town.

PMUD: Planned Mixed-Use Development

The PMUD district is designed to permit and encourage the establishment of communities of varied housing types in developments of two or more contiguous acres, incorporating appropriate public, community, and supportive commercial and employment services. This district is specifically intended to provide flexibility in development layout and the mix of uses, as opposed to the constraints of "Euclidean" zoning (where a jurisdiction is broken into zoning districts with defined uses), and the opportunity for the application of good planning principles. The district is intended to promote efficient use of land, allow a compatible mix of land uses on a single parcel or group of parcels, obtain design flexibility not otherwise possible, ensure efficient traffic circulation, the preservation of sensitive environmental and historic features where present, ensure compatibility of the development with surrounding properties, and the provision of public utilities and services necessary to the development as plans for such a district may be approved by the town council.

PMSD: Planned Main Street Development

Designed for use in the Main Street area (as set out in the Main Street SAP) with the intent to provide a vibrant urban environment that combines retail, entertainment, residential and civic functions. The intent is to create a sense of community character at the heart of the historic Town of Dumfries. This district encourages a mix of living and working areas, allowing some trips to be made internally (especially shopping or dining). The district is designed to accommodate multiple modes of transportation, including transit, walking, biking and private cars. Buildings are intended to be mid-rise (for details refer to the Zoning District). A range of uses to activate the ground floor is permitted. Multi-family residential and other uses are permitted on upper floors. Permitted ancillary uses include places of assembly, public utilities and libraries. The maximum FAR is 3.0. Development intensity is also regulated by building height.

Open Space

Designates areas precluded from development except for parks, plazas and open space. This classification also includes land reserved for open space uses, such as trails, parks, water bodies, and outdoor recreation space, as well as community facilities with indoor recreation facilities and/or other community spaces and facilities serving the public. This classification also includes areas with significant geological formations, sensitive ecological systems, and natural resources. If land is designated as Open Space and such land is located on all or part of a parcel that is being developed as part of a larger development, the location of the open space may be changed so long as the amount of open space designated is not reduced and no sensitive natural resources are present on the site.

Corresponding overlay districts:

FP-1: Floodplain District

The floodplain overlay district restricts uses and development in flood prone areas that are inundated by the 100 year floodplain as defined by the flood insurance study prepared by the Federal Emergency Management Agency (FEMA). This district is an overlay on underlying zoning districts and its provisions supplement underlying district requirements. The floodplain overlay district prohibits structures in the main floodway district and permits only passive uses. The overlay district differentiates the main floodway district from the flood-fringe and approximate floodplain areas and permits uses or activities permitted in the underlying zoning district in these areas provided that flood-proofing measures are taken.

BPA - OD: Chesapeake Bay Preservation Area

The CBPA overlay district establishes Resource Protection Areas (RPAs) and Resource Management Areas (RMAs). Only water dependent uses and redevelopment are allowed in the RPAs within established buffers around streams, wetlands and non-tidal wetlands that are Chesapeake Bay tributaries. The town's RMAs constitute all areas outside of the RPA. Development and redevelopment in the RMAs is regulated by performance standards designed to reduce erosion and land disturbing activity, reduce impervious surface area, reduce toxics and nutrient runoff, require incorporation of Best Management Practices (BMPs) in site development, and may require detailed site plan review and water quality studies for development.

Other notable zoning designations

H-1: Historic Overlay District

The historic overlay district was established to "protect against the deterioration or destruction of or encroachment upon such areas, structures and premises" which the Town has designated as having historic or architectural significance. Within the overlay distinct, any new construction, alterations, renovations or repairs to structures must be reviewed by the Architectural Review Board (ARB). The ARB reviews and advises the Town Council, Planning Commission and Zoning Director on the appropriateness of structural and use changes within the historic context of the district.

Trails & Open Space Map

The Parks and Trails Map consists of existing, planned, and recommended trails, open space, and parks. This map informs the Future Land Use Map. Please reference the Parks and Recreation section for full map.

Figure LUL-5: Parks and Trails Map

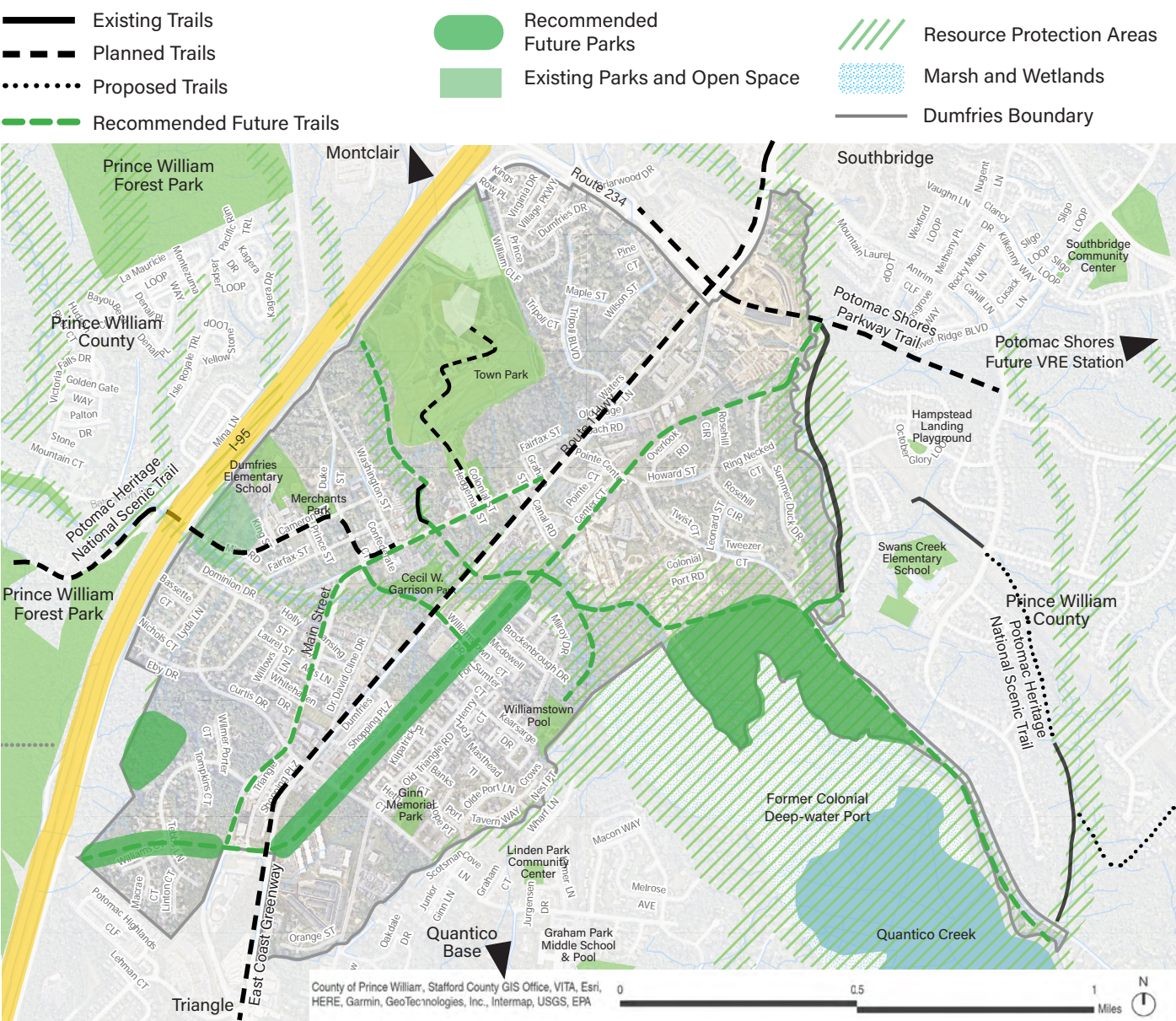
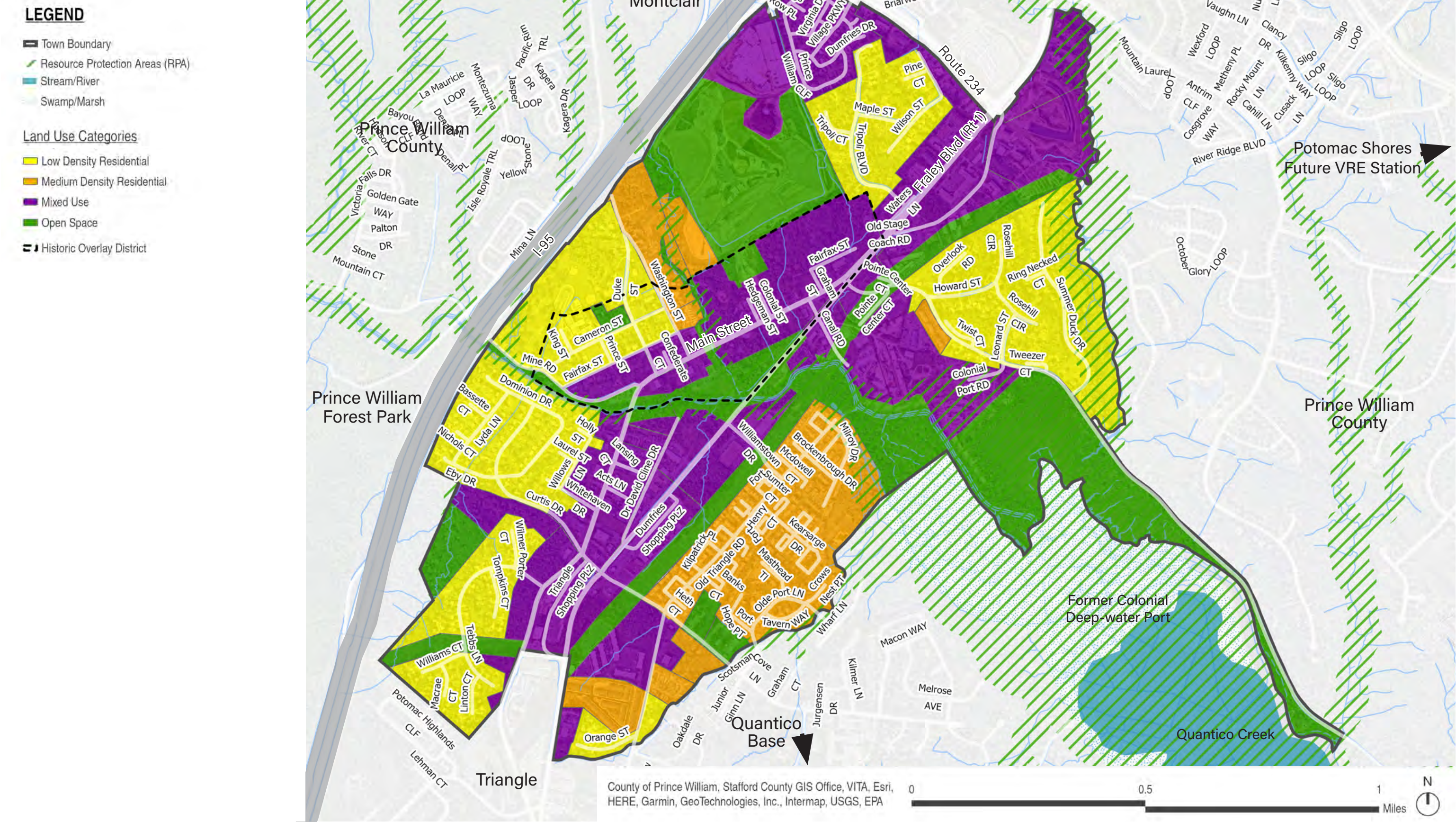


Figure LUL-6: Future Land Use Map





Quantico Creek and Resource Protection Area (RPA)

**LAND USE & LIVABILITY
GOALS, POLICIES, & ACTIONS**

- LUL-1 MIXED USE HUBS - Create and market five Mixed Use Hubs to boost economic growth and serve as community focal points with a mix of employment, retail, recreation, and residential uses.**
- LUL-1.1 Main Street Commons - Enhance northern Main Street to serve as a vibrant, mixed-use, and pedestrian-oriented corridor and a focal point for civic and cultural activities.**
- LUL-1.1A** Prepare a detailed Small Area Plan for the Main Street Commons Hub that reinforces the area as the town's civic and cultural heart, and includes enhanced pedestrian circulation to and within the Civic Campus/Town Hall Complex that includes Town Hall, the Police Department, Garrison Park and the Jeff Simpson Community Center.
- a. In the SAP, design the Main Street right-of-way in accordance with the existing guidelines for improving Main Street between Fraley Boulevard and Quantico Creek (northern side, passing by the Town offices).
- LUL-1.1B** Secure the transfer of ownership rights to the Main Street right-of-way from VDOT to the Town of Dumfries, once the improvements to Fraley Boulevard are complete.
- LUL-1.1C** Design and construct improvements to Cecil W. Garrison Park to establish the park as a focal point and community gathering space within the Main Street Commons Hub.
- LUL-1.1D** Coordinate with landowners and developers to guide the transformation of Main Street in accordance with the Town's vision for this corridor:
- a. Share the Main Street pattern book with landowners and developers.
- b. Provide pre-submission briefings on the intent, guidelines, and regulatory requirements for Main Street.
- c. Provide early constructive feedback to landowners and developers who submit applications for redevelopment projects along Main Street.
- LUL-1.1E** Amend the Town Code to encourage higher-density buildings fronting Fraley Boulevard and Main Street, transitioning to lower densities closer to, and complementing, adjacent residential neighborhoods.

LUL-1.1F Pursue resources to support the development of the Main Street including opportunities and designations through Main Street America and Virginia Main Street.)

LUL-1.2 Waterfront District - Incentivize the restoration and redevelopment of Dumfries’ Quantico Creek waterfront as the centerpiece for a vibrant, high density mixed-use district that leverages the area’s natural resources and recreational opportunities and incorporates a range of eco-tourism, recreation, commercial, and educational uses.

- LUL-1.2A** Prepare a detailed Small Area Plan for the Waterfront District Hub that considers the results of the environmental assessment and feasibility study, capitalizes on the natural assets of the area, and includes recreational uses such as watercraft launches, trails, boardwalks, educational and interpretive signage, outdoor classrooms, eco-tourism, and commercial uses.
- a. When developing the SAP, evaluate the development potential for the Waterfront District Hub based on the findings of the EPA Brownfields Assessment.
 - b. Within the SAP, integrate pedestrian connectivity to and along the waterfront to encourage walking and recreational uses.
 - c. Within the SAP, encourage public transportation infrastructure in developments to reduce car trips.
 - d. Use the SAP to promote the development of a Planned Mixed-Use District to redevelop and revitalize the Waterfront District, and to foster a diversity of uses that weave together a variety of activities and land uses.
 - e. Encourage waterfront- and creek-oriented activities and access to maximize Quantico Creek’s potential as an eco-tourism destination and recreational asset.

LUL-1.2B Establish a Tourism Zone and Plan that includes the Quantico Creek Waterfront and the Rose development. The Zone designation would provide access to federal, state and local incentives and resources for tourism-related development.

LUL-1.2C Within the Town Code, update zoning designations and standards to permit the development of a mixed-use Waterfront District with higher density buildings.

LUL-1.2D Amend the Site Plan Checklist and related regulations to integrate parking as a part of the whole development plan and adjacent buildings, rather than individual parcels and buildings, so as to minimize conflict with water views and pedestrian connectivity. Create shared parking facilities to efficiently utilize parking and minimize the overall amount of parking.

LUL-1.2E Amend the Site Plan Checklist and related regulations to require streetscape and public space designs that lend the Waterfront District a distinct sense of place and continuity, emphasizing pedestrian accessibility, wide sidewalks, plazas, and public gathering places.

LUL-1.2F Pursue funding for remediation where necessary following the environmental assessments of the Quantico Creek waterfront property. Include an early assessment of any/all environmental assessments and approvals needed in order to develop the Waterfront District.

LUL-1.2G Pursue engagement with colleges and universities, including HBCUs for development, education, research, and planning opportunities, including but not limited to direct investment, start-up businesses, internships, and design studios.

LUL-1.3 Route 234 Crossroads - Encourage the development of a well-planned, mixed-use employment center with access to I-95, Route 234, and Route 1 (Fraley Boulevard) in which existing auto-oriented uses (fast-casual dining, convenience stores, fueling) are complemented by a mix of other uses, including light manufacturing and distribution, hospitality and higher-density multi-family residential uses.

LUL-1.3A Establish an integrated and coordinated boulevard streetscape at the crossroads of Route 234 and Route 1 to create an attractive, tree-lined pedestrian environment for residents, businesses and visitors.

LUL-1.3B Design a balanced and coordinated multimodal transportation system to support the mix of uses in the Route 234 Crossroads Hub, emphasizing both design of a convenient, safe and attractive pedestrian environment and efficient vehicular access to and from I-95 and Route 234.

LUL-1.3C Require high-quality architectural and urban design practices that foster a human-scaled environment with buildings that relate well to one another and to the street. .

LUL-1.3D Integrate multi-story buildings with frontage on sidewalks with attractive landscaping, furnishings, and designated parking lots located to the rear or sides of buildings.

LUL-1.3E Develop an Access Management Plan with consolidated curb cuts and well-defined pedestrian crossings at intersections.

- LUL-1.3F

Encourage higher-density buildings fronting Fraley Boulevard and transitioning to lower densities closer to, and complementing, adjacent residential neighborhoods.
- LUL-1.3G

Incorporate a parallel multi-purpose trail along the Dominion Power easement to access properties fronting Fraley Boulevard.
- LUL-1.3H

Pursue the addition of commercial electric auto-charging options in the Route 234 Crossroads Hub.
- LUL-1.3I

Develop specific requirements for site design, landscaping, architectural and bulk standards that facilitate aesthetic and environmental improvement of the town's industrial sector.
- LUL-1.4

Dumfries Gateway – Establish the Dumfries Gateway Hub as a mixed-use, retail and employment-focused area that enhances the overall vibrancy and connectivity of southern Dumfries.
- LUL-1.4A

Prepare and implement a detailed Small Area Plan for the Dumfries Gateway Hub.
- LUL-1.4B

Encourage the redevelopment of Dumfries Plaza and Triangle Shopping Plaza to provide a mix of retail, commercial, employment, and housing opportunities for residents and visitors. Explore public-private partnerships to help implement the redevelopment of Dumfries Plaza and Triangle Shopping Plaza.
- LUL-1.4C

In coordination with Prince William County and VDOT, pursue the acquisition of the existing VDOT facility at 18200 Main Street to create an attractive and welcoming gateway to the town while opening up opportunities for redevelopment and new street connections.
- LUL-1.4D

Encourage the mixed-use redevelopment of parcels west of Main Street to create a cohesive linkage between existing neighborhoods and future shopping center redevelopment.
- LUL-1.4E

Establish an integrated and coordinated streetscape that serves as a welcoming gateway to the town and creates an attractive pedestrian environment for residents, businesses and visitors.
- LUL-1.4F

Pursue the recruitment of high quality community-serving food stores to attract both the commuting public and Dumfries residents.

- LUL-1.4G

As development and redevelopment occurs, require consolidation of entrances and curb cuts along Route 1 and require interparcel access connections between properties.
- LUL-1.4H

Encourage higher-density buildings fronting Fraley Boulevard and Main Street, transitioning to lower densities closer to, and complementing, adjacent residential neighborhoods.
- LUL-1.4I

Pursue the recruitment of medical facilities and clinics to address healthcare needs.

LUL-1.5

The Entertainment District – Harness the energy created by The Rose mixed-use development to establish the northeast area of town as a hub for a range of recreation, dining, and entertainment options.

- LUL-1.5A

Continue to pursue implementation of the planned second phase of development in the Entertainment District to compliment The Rose development.
- LUL-1.5B

Ensure pedestrian and bicycle access to the mixed-use development and new park at the former Potomac Landfill for both employees and visitors.
- LUL-1.5C

Incorporate maintenance for the Rose Park complex into the Town budget ten years after the park fully opens in preparation for ownership transfer.

LUL-2

HOUSING OPTIONS - Preserve and expand the range of housing options in Dumfries and encourage a harmonious mix of residential uses for all socioeconomic levels.

- LUL-2.1

Protect and enhance existing residential neighborhoods and housing options.
- LUL-2.1A

Update zoning for residential neighborhoods to reflect the Future Land Use Map and associated land use classifications.

LUL-2.2 Expand residential options to keep housing costs affordable, support economic growth, and attract and retain residents of all ages and income levels.

- LUL-2.2A** Pursue compatible infill residential development projects in existing residential areas and in areas identified as “Residential Infill Areas” in the Plan Framework Map.
- LUL-2.2B** Update the Zoning Ordinance to be consistent with the Comprehensive Plan recommendations, including:
 - a. Lower the minimum lot size for R-1 and R-2 to 8,500 sf to allow for the maximum density of 5 du/acre to be achieved.
 - b. Raise the maximum allowable density in R-4 Residential Multi-Family District from 15 du/acre to 30 du/acre if this district will be applied in the future.
 - c. Replace “family” in “single family “ and “multi family” to “household” to reflect the reality, and be more inclusive, of a range of residents (e.g., unrelated roommates, extended families).
 - d. Implement the R-OMS (Residential Off Main Street) district recommended in the Planned Main Street District Pattern Book to regulate development of the residential neighborhood north of Main Street and to introduce new forms of housing as a complement to Main Street.

LUL-2.3 Within Mixed-Use Hubs, integrate a mix of residential options with retail and commercial uses to promote complete neighborhoods with walkable amenities and services.

- LUL-2.3A** Encourage mixed-use, higher- density residential uses to maximize the best and highest uses in areas prime for development and redevelopment, particularly in the Route 234 Crossroads and Dumfries Gateway Hubs to ensure the Town remains economically self-sufficient.
- LUL-2.3B** Encourage a diversity of housing types to promote a variety of forms and price points. Implement the R-OMS zoning district recommended in the Planned Main Street District Pattern Book to help fulfill this goal.
- LUL-2.3C** Encourage vertical mixed-use development, integrating ground-floor commercial uses and upper-floor residences for infill buildings within the Mixed Use Hubs.
- LUL-2.3D** Incorporate transportation infrastructure and facilities in developments to encourage transit use and other alternatives to personal automobile travel.

LUL-3 COMMERCIAL REDEVELOPMENT AND REVITALIZATION - Encourage the revitalization of existing commercial development that fosters economic development and a mix of compatible uses.

LUL-3.1 Encourage the redevelopment of existing strip commercial development, creating more compact development that promotes walkability and reflects high-quality design and aesthetics.

- LUL-3.1A** Strengthen the mixed-use zoning district to:
 - a. Emphasize pedestrian activity with recommended design guidelines;
 - b. Incorporate design and architectural controls that further the aesthetic goals of the district.

LUL-4 NEIGHBORING JURISDICTIONS - Maximize the positive impact of development and destinations outside the town’s boundaries on the town's economic growth and quality of life.

LUL-4.1 Monitor land development planned near the town to determine potential impacts.

- LUL-4.1A** Coordinate with Prince William County on planning and review of major projects near the town to mutually address potential impacts from development.
- LUL-4.1B** Engage with the Metropolitan Washington Council of Governments (MWCOC) Activity Center planning processes for the Triangle and Potomac Shores areas.
- LUL-4.1C** Engage with Prince William County as the County updates its zoning code.

LUL-5 URBAN DESIGN & PLACEMAKING - Encourage urban design that is cohesive in form and character, and consistent with—and complementary to—the Plan’s overall Vision and Framework.

LUL-5.1 Encourage development of human-scale buildings, structures and landscapes that complement the character and scale of their settings while giving the town a distinctive sense of identity.

- LUL-5.1A** Ensure that building design is consistent with the design principles articulated in the Comprehensive Plan.
- LUL-5.1B** Design parking lot location, configuration, access points, and screening to balance vehicular and pedestrian connectivity.
- LUL-5.1C** Design and screen parking lots and structures to mitigate visual intrusion or incompatibility with adjacent residential neighborhoods.
- LUL-5.1D** Explore the advantages of incorporating an alternate regulatory format such as a form-based code to guide future land use development and to create more options for developers.
- LUL-5.1E** Design Mixed-Use Hubs as active, walkable centers that are connected to their adjacent neighborhoods and other nearby destinations.
- LUL-5.1F** Align Small Area Plans for the Mixed-Use Hubs with smart growth priorities, such as those advanced by Smart Growth America (e.g., climate change and resilience; advancing racial equity; and creating healthy communities).

LUL-5.2 Enhance the overall appearance and vitality of Dumfries’ built environment through placemaking and community design strategies.

- LUL-5.2A** Develop a beautification plan for the Main Street corridor through collaborative input from the Town, residents, and businesses, emphasizing the town’s goals and historic character.
- LUL-5.2B** Identify potential beautification improvements that may be accomplished by the Town as part of its Capital Improvements Program (CIP).
- LUL-5.2C** Establish design guidelines for the town’s commercial zoning districts.
- LUL-5.2D** Adopt minimum landscaping and public facility requirements for each zoning district.
- LUL-5.2E** Develop detailed design and construction standards as part of a facilities standards manual.
- LUL-5.2F** Develop an overlay district along Route 1 and Route 234 with specific aesthetic and design standards for buildings and site development.

NEIGHBORHOODS & HOUSING

VISION

Dumfries will preserve its existing neighborhoods while pursuing opportunities to expand the supply of safe, accessible, high-quality, and affordable housing options through infill development, renovation of existing housing, and the integration of new residential options as part of redevelopment opportunities.



NEIGHBORHOODS & HOUSING

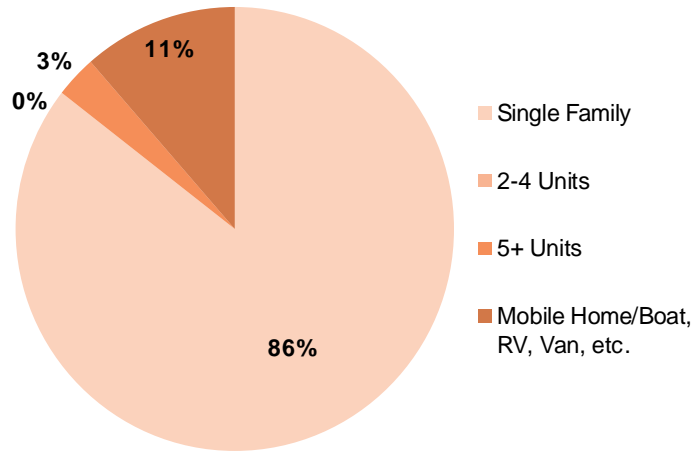
Dumfries has continued to grow its population since the early 2010s, but there appear to be demographic shifts occurring that could alter the community’s path over the next generation. The town is experiencing a decline in households headed by people in their prime working years (25 to 54 years old) and family-forming years (25 to 44 years old)—those who start new families and provide the workforce for local employers. This may indicate that these age groups are not finding what they need in Dumfries and are seeking it elsewhere in the region. Factors influencing decisions to relocate could include higher paying jobs, municipal services, primary school options for their children, childcare, and shopping choices. Understanding the many factors underlying these trends is important to creating a plan to address these issues.

Homeownership households are increasing, while renter households are declining. As a small town in a very competitive housing market, Dumfries has shown steady housing demand for ownership and rental housing. Despite low vacancy rates, Dumfries has experienced little new rental housing construction since 2000 and only recently experienced new apartment development. Townsquare at Dumfries, a 227-unit apartment complex at the southern end the town, was completed in 2021 and is the only apartment building delivered in Dumfries since 2000. Similar to Prince William County, homeownership housing growth is occurring, while the prices of these homes are increasing. Dumfries should consider diversifying its rental housing options, particularly due to the town’s central location between employment centers in Washington, DC, Northern Virginia, Fredericksburg, and Quantico Marine Base. The town may have opportunities to pursue urban redevelopment to create mixed-use developments with higher-density housing options along major corridors in the future.



Townsquare at Dumfries Apartment

Figure NH-1: Housing Unit in Structure, Dumfries, VA (2022) (Source: ACS 2022)



Year Built

Most of Dumfries housing units were built between 1970 and 1999 (80.2% of the owner housing units, 85.7% of the rental units). Based on U.S. Census data, there has been a lack of new housing units built since 2000, with roughly 57 new owner-occupied homes and no renter units built since 2000. It should be noted that the 2020 Census survey does not capture the 227 units completed in 2021 at Townsquare at Dumfries, the only apartment building delivered in Dumfries since 2000.

Housing Vacancy

According to the Census, Dumfries’ housing vacancy is low at 4.2%, and there are limited units for rent, suggesting a very tight rental market.

Home Value

Dumfries has a relatively affordable ownership housing market, with a median home value (\$277,100) in 2022 that is only 59% of the county home values (\$472,000) and 82% of Virginia home values (\$339,800). However, median home values in Dumfries increased by 55.9% between 2012 and 2022, faster than in the county and Virginia, which corresponds with the growth of owner-occupied households and rising housing demand.

In addition, new home growth in Dumfries has been driven by both the lowest- and the highest-value homes. In particular, homes valued under \$50,000 grew the fastest compared to the County and Virginia. The increase in lower-value homes in Dumfries could indicate a decline in housing conditions or deferred maintenance.

HOUSING CHARACTERISTICS

Unit in Structure by Tenure

Dumfries lacks a diverse range of housing types, with single-family housing and mobile homes accounting for the majority of units.

Housing unit growth between 2012 and 2022 was driven by new owner-occupied single-family homes (+149), rental apartments with 10 to 19 units (+53), and mobile homes (+40).



\$277,100
Dumfries



\$472,000
Prince William County

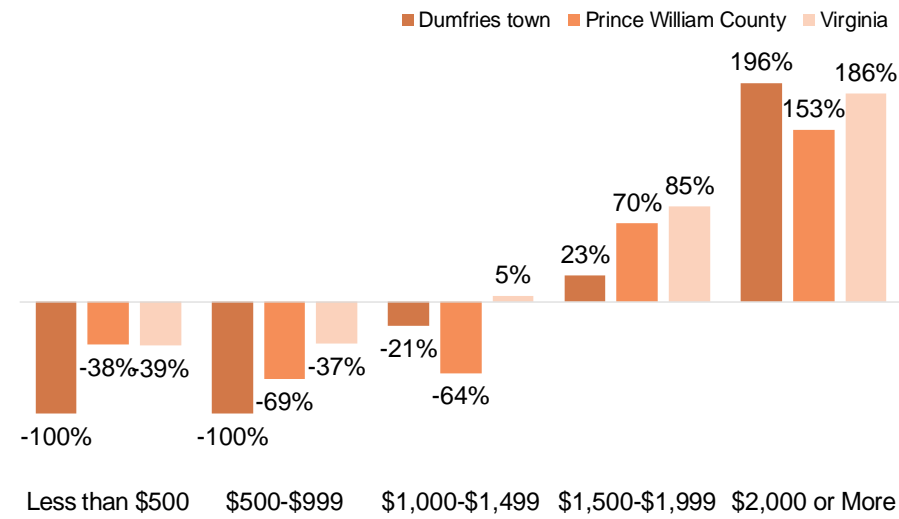


\$339,800
Virginia

Gross Rent

Though Dumfries’ median gross rent (\$1,612) is only 85% of the county level (\$1,907), it is higher than the Virginia figure (\$1,440). Only units charging \$1,500 or more have grown, as price appreciation keeps pushing rents higher. This price appreciation, coupled with a lack of rental units for rent, indicates an increasingly expensive and tight rental market in Dumfries, which is reflected in the growth of highest-income households and a loss in renter households between 2012 and 2022.

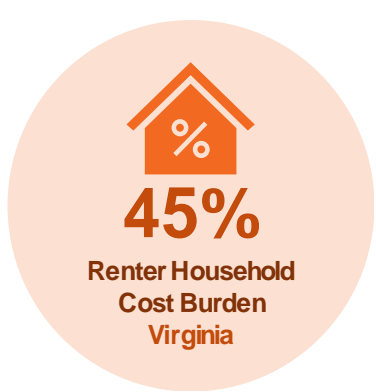
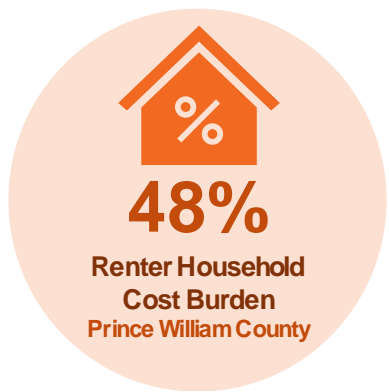
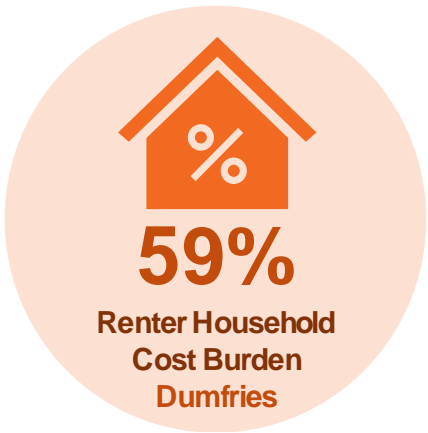
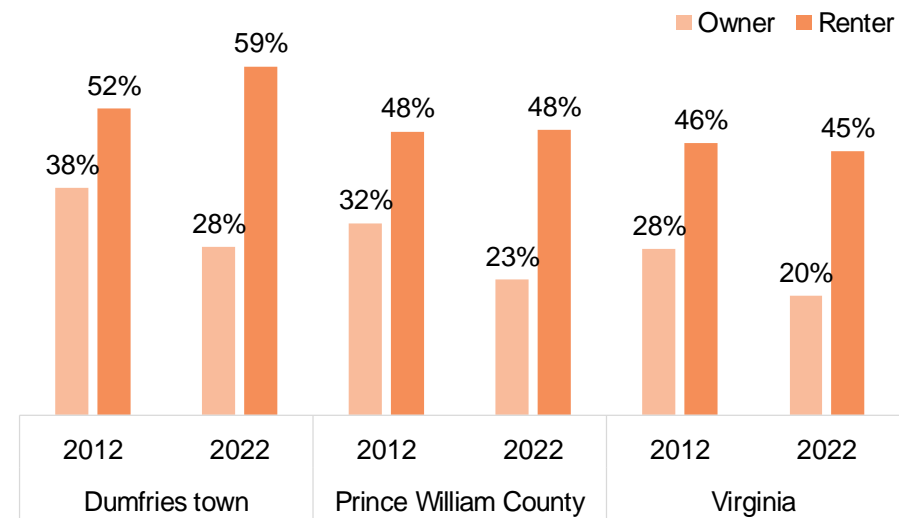
Figure NH-2: Rental Housing Unit (With Cash Rent) by Gross Rent Percent Change (2012-2022) (Source: ACS 2012-2022)



Cost Burden

Approximately 59% of Dumfries’ renter households were cost-burdened in 2022, and this share has increased between 2012 and 2022. (Cost-burdened households spend more than 30% of their income on housing.) This is consistent with related trends, including Dumfries’ increasingly expensive and tight rental market, a lack of diverse rental options, and the loss of renter households.

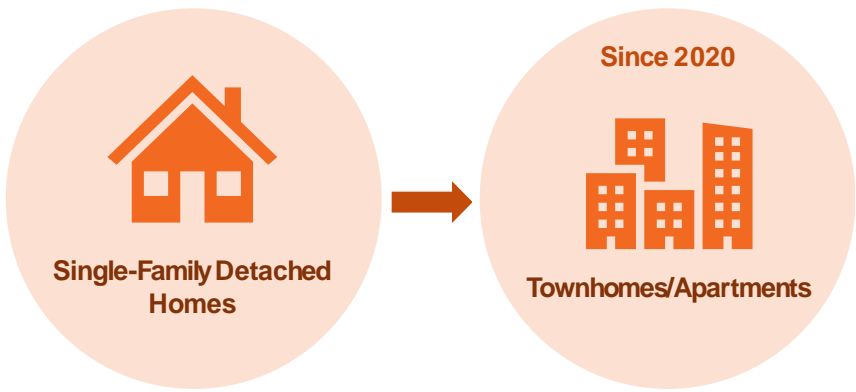
Figure NH-3: Percent of Cost Burdened Household by Tenure (2012-2022) (Source: ACS 2012-2022)



RESIDENTIAL MARKET FINDINGS

Residential Development Trends by Housing Type

Dumfries’ residential development pace had been slowing since 2000, but has surged since 2020. During this period, development interest has been shifting from single-family homes to townhomes and apartments, especially since 2020.



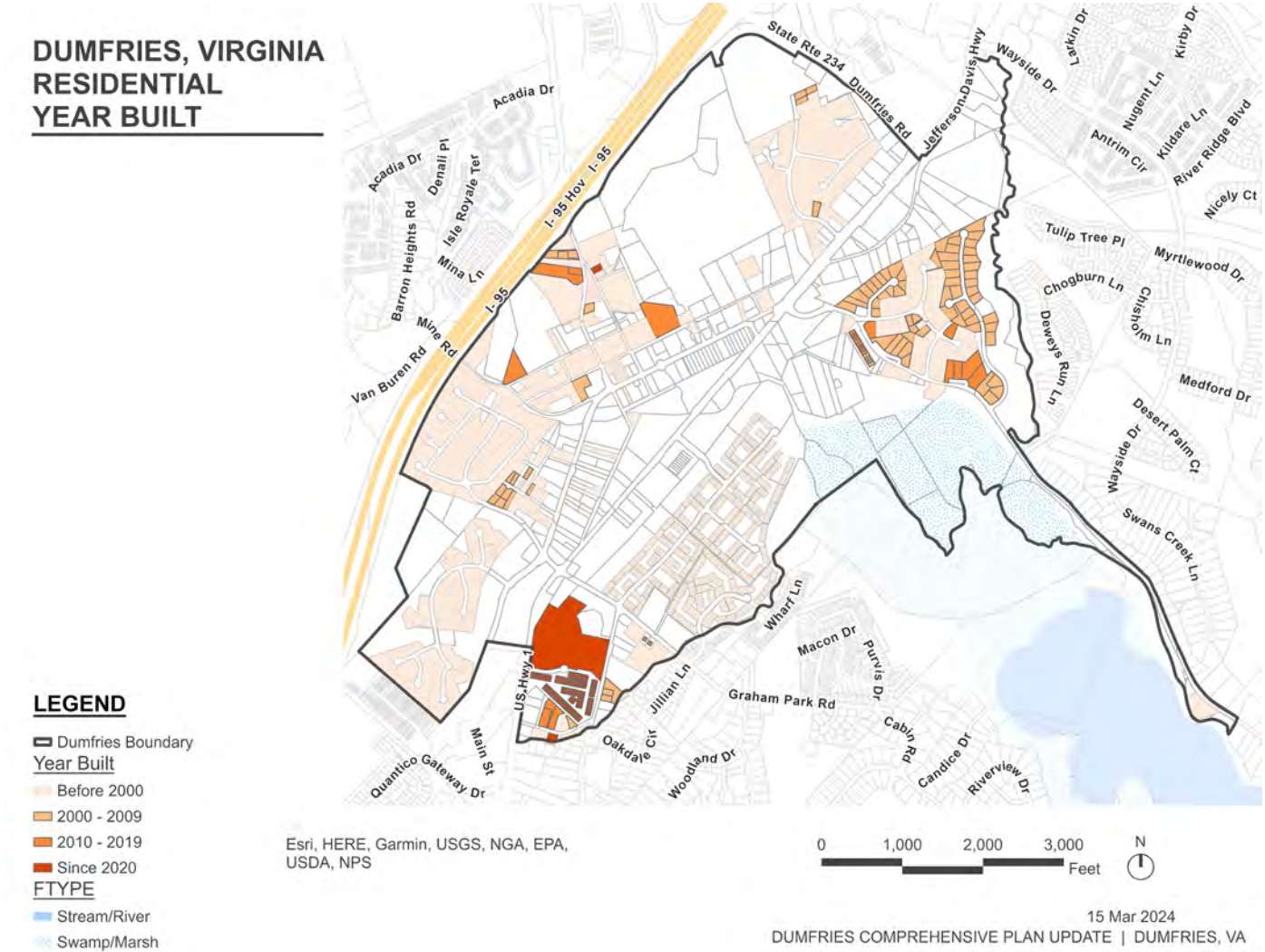
Recent home construction is characterized by larger homes in terms of building square feet, while the average assessed improvement value per square foot has also been increasing. Residential developments built since 2010 are scattered among the west, east, and south sides of Dumfries. However, almost all new residential units built since 2020 are located on the southern end of the town, including the 227-unit apartment Townsquare at Dumfries (completed in 2021).

Figure NH-4: Residential Development Trends, Dumfries, VA (Source: Town of Dumfries 2023 Property Assessment Data, and RKG Associates, Inc., 2024)

Year Built	No. of Parcels	No. of Units	Land Acreage	Living Area (SQFT)	Living Area Per Unit	Assessed Land Value	Assessed Improvement Value	Assessed Total Value	Avg. Assessed Land Value/Acre	Avg. Assessed Improvement Value/SF
Before 2000*	1,321	1,383	207	1,800,775	1,302	\$161,087,600	\$245,815,200	\$406,902,800	\$777,872	\$137
Single Family Detached	430	430	162	597,602	1,390	\$64,144,400	\$86,766,700	\$150,911,100	\$396,519	\$145
Townhouse	877	877	35	1,187,214	1,354	\$93,186,100	\$156,694,500	\$249,880,600	\$2,629,872	\$132
Duplex	2	4	1	3,054	764	\$325,000	\$252,100	\$577,100	\$379,318	\$83
2+ SFD On Single Parcel	3	6	3	5,226	871	\$489,300	\$489,600	\$978,900	\$167,672	\$94
Apartment	3	30	1	17,902	597	\$655,900	\$895,600	\$1,551,500	\$473,608	\$50
Mobile Home	4	34	4	7,679	226	\$1,895,500	\$468,800	\$2,364,300	\$502,172	\$61
Group Quarters	2	2	1	3,010	1,505	\$391,400	\$247,900	\$639,300	\$411,697	\$82
2000-2009	91	91	32	221,502	2,434	\$14,654,000	\$32,274,700	\$46,928,700	\$464,970	\$146
Single Family Detached	81	81	31	203,704	2,515	\$13,500,200	\$29,392,900	\$42,893,100	\$432,543	\$144
Townhouse	6	6	0	10,860	1,810	\$747,000	\$1,759,700	\$2,506,700	\$2,450,787	\$162
Condo	4	4	0	6,938	1,735	\$406,800	\$1,122,100	\$1,528,900	\$0	\$162
2010-2019	25	25	13	55,533	2,221	\$3,654,500	\$8,963,200	\$12,617,700	\$279,121	\$161
Single Family Detached	13	13	12	33,813	2,601	\$2,160,500	\$5,392,700	\$7,553,200	\$173,057	\$159
Townhouse	12	12	1	21,720	1,810	\$1,494,000.00	\$3,570,500.00	\$5,064,500	\$2,454,814	\$164
Since 2020	108	334	19	193,402	579	\$24,417,000	\$66,689,600	\$91,106,600	\$1,308,058	\$345
Single Family Detached	2	2	1	6,922	3,461	\$283,000	\$1,002,000	\$1,285,000	\$431,732	\$145
Townhouse	105	105	4	186,480	1,776	\$16,506,800	\$32,562,000	\$49,068,800	\$3,892,562	\$175
Apartment	1	227	14	262,175	1,155	\$7,627,200	\$33,125,600	\$40,752,800	\$553,880	\$126
All Years**	1,545	1,833	270	2,271,212	1,239	203,813,100	353,742,700	557,555,800	\$753,850	\$156
Single Family Detached	526	526	206	842,041	1,601	80,088,100	122,554,300	202,642,400	\$388,552	\$146
Townhouse	1,000	1,000	41	1,406,274	1,406	111,933,900	194,586,700	306,520,600	\$2,757,828	\$138
Duplex	2	4	1	3,054	764	325,000	252,100	577,100	\$379,318	\$83
2+ SFD On Single Parcel	3	6	3	5,226	871	489,300	489,600	978,900	\$167,672	\$94
Condo	4	4	0	6,938	1,735	406,800	1,122,100	1,528,900	\$0	\$162
Apartment	4	257	15	280,077	1,090	8,283,100	34,021,200	42,304,300	\$546,544	\$121
Mobile Home	4	34	4	7,679	226	1,895,500	468,800	2,364,300	\$502,172	\$61
Group Quarters	2	2	1	3,010	1,505	391,400	247,900	639,300	\$411,697	\$82

*1767-1999
**1767-2023

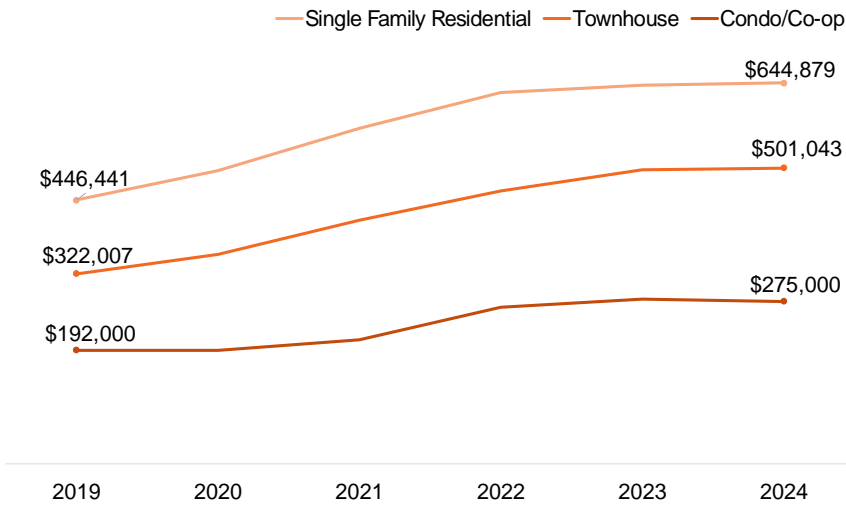
Figure NH-5: Residential Development by Year Built (Source: Town of Dumfries 2023 Property Assessment Data, and RKG Associates, Inc., 2024)



Ownership Housing Activity

After a surge in 2020, home sales have been trending downward in Dumfries. However, the average sale price for all housing types (single-family, townhomes, condos/co-op) increased between 2019 and 2024, with the average sale price of townhomes growing the fastest by 55.6%. In 2024, the average sale price for single-family homes is the highest among all housing types at \$644,879.

Figure NH-6: Average Sale Price for Homes Sold 2019-2024, Dumfries, VA (Source: Redfin, 2024)



The average size for homes sold in Dumfries has been increasing between 2019 (2,448 SF) and 2022 (2,582 SF), before declining in 2023 (2,552 SF) and 2024 (2,438 SF). This increase occurred because proportionally more townhomes and condominiums have been sold between 2019 (46.9%) and 2024 (58.4%), reflecting increasing housing densities.

The average days on the market for home sales dipped in 2021 to only 15 days in Dumfries, indicating very strong demand. In January 2024, average days on the market had increased to 45 days, which is consistent with slowing home sales due to rising interest rates for home mortgages.

Multi-Family Rental Trends

According to CoStar data, Dumfries' apartment inventory has been stagnant since 2014, with no new additional units since. However, the Town's property assessment data indicates that a new apartment project was completed in 2021, which contributed to the only new apartment units delivered in Dumfries since 2000.

The apartment vacancy rate has been trending down since 2014 and stabilizing at 3.6%, which is relatively low, indicating a tight rental market.

Apartment asking and effective rents are closely aligned, and both have been trending up, especially since 2020, with the effective rent per unit equaling \$1,849 per month. Current rents report higher than what was captured in the Census and American Community Surveys (ACS).

Three new housing developments are in the pipeline: phase four of Townsquare at Dumfries, The Harbor at Quantico Creek, and Aras on Main.

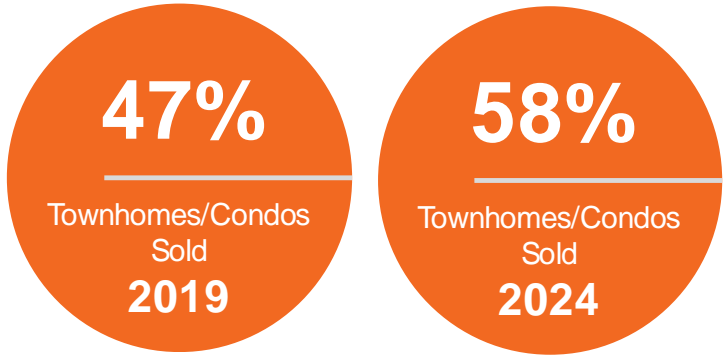
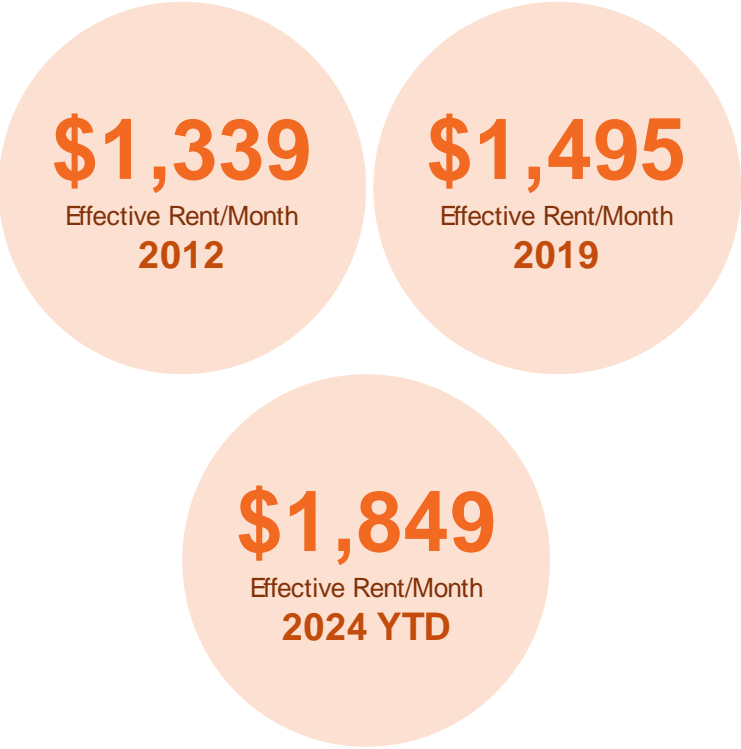
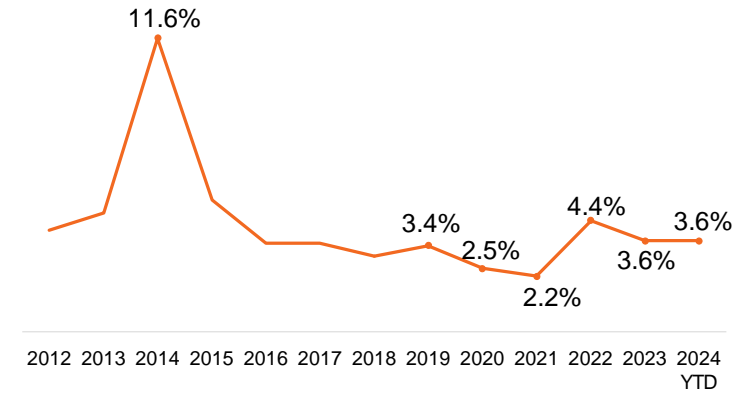


Figure NH-7: Apartment Vacancy Rate 2012-2024, Dumfries, VA (Source: CoStar, 2024)



NEIGHBORHOODS & HOUSING
KEY ISSUES & OPPORTUNITIES

ISSUES

The town has a tight housing market, with a 4.2% vacancy rate. The population grew by 13.9% from 2012 to 2022, yet limited new rental units have been built since 2000 to accommodate this increase.

Home rental and sale prices have been increasing.

The share of income used to pay for housing has been increasing. In 2022, 59% of 2022 renter households were cost burdened (used more than 30% of their income to pay for housing), a percentage that has been increasing since 2012.

OPPORTUNITIES

Capitalize on development interest shifting from single-family homes to higher density townhomes and apartments as a way to increase housing options.

Pursue areas of housing density via mixed-use development opportunities along Route 1 and Main Street.

Investigate assistance opportunities for paths to homeownership.

Encourage additional infill residential development on parcels adjacent to existing residential neighborhoods, particularly in south Dumfries.

Pursue additional housing supply and housing options, particularly in the three areas adjacent to existing residential neighborhoods in southern Dumfries.

NEIGHBORHOODS & HOUSING
GOALS, POLICIES, & ACTIONS

- NH-1

AFFORDABLE AND SAFE HOUSING - Promote the development of high-quality, safe and affordable housing options.
- NH-1.1

Identify substandard and/or deteriorating housing and pursue avenues for upgrading and renovating to assure that housing is available to a broad range of income groups.

NH-1.1A

Conduct a windshield inventory of substandard and/or deteriorating housing.

NH-1.1B

Develop a community home performance energy conservation program, such as the Home Performance with Energy Star program, to benefit older homes and uncover potential health and safety issues (i.e., mold, asbestos and flue gas emissions/back-drafting problems).
- NH-1.2

Expand residential options through infill residential development as well as through integration of residential uses into mixed-use redevelopment.

NH-1.2A

Develop and implement an inclusionary zoning policy for new residential development.

NH-1.2B

Update the zoning code to promote the construction of small-scale multifamily dwellings described in the new Residential Off Main Street (R-OMS) district recommended in the Planned Main Street District Pattern Book. Prepare design guidelines, brief landowners, and provide constructive feedback on development applications.

NH-1.2C

Update residential zoning to allow for lower minimum lot sizes for R-1 and R-2 and increase the maximum allowable density in the R-4 Residential Multi-Family District if this district is applied in the future.

NH-1.2D

Build on existing relationships with state agencies and non-profit housing developers and managers to deliver subsidized low-income housing.

- NH-1.2E** Encourage compatible development within the “residential infill areas” identified in the Framework Map (Figure VF-1).
- NH-1.2F** Encourage the development of single-household attached units and age-restricted condominiums in order to balance the housing stock to match the changing population composition in the town.
- NH-1.2G** Provide a variety of housing types, such as duplexes, fourplexes, small apartment buildings and medium density multi-family, including apartments over shops.
- NH-1.2H** Provide for an integrated mix of complementary land uses, such as mixed-use with neighborhood-oriented commercial, including retail, restaurants, and cafes.
- NH-1.2I** Plan for an inclusive community by developing housing at a variety of price points.
- NH-1.2J** If redevelopment of existing manufactured housing properties should occur in the future, ensure that the equivalent number of replacement affordable housing units are incorporated.
- NH-1.2K** Plan for an inclusive community by promoting the development of housing for all ages and abilities.
- NH-1.2L** Plan for an inclusive community by developing and implementing housing strategies for older adults and multigenerational households. Align strategies with the AARP Age-Friendly Community and then pursue AARP certification.

NH-2 PROTECT EXISTING HOUSING - Protect and enhance existing neighborhoods and housing options.

NH-2.1 Preserve Dumfries’ existing housing stock.

- NH-2.1A** Encourage and ensure uniform maintenance of housing in residential neighborhoods through enforcement of property maintenance and building codes.
- NH-2.1B** Review and amend ordinance provisions to address standards for manufactured housing and maintain quality affordable housing options for residents.
- NH-2.1C** Pursue funding from federal and state agencies to promote revitalization of the Town’s older townhome communities with the assistance of the Town’s legislative consultants.

ECONOMIC GROWTH

VISION

Dumfries will seek to retain and attract residents, visitors, and businesses by enhancing the image of the town as a desirable place to live and work, expanding employment and training offerings, and promoting development and redevelopment in mixed-use hubs.



ECONOMIC GROWTH

The strategic location of the Town of Dumfries within the Washington D.C. Metropolitan area along Interstate 95 - one of the fastest growing areas in the country -, as well as its proximity to the Marine Corps Base at Quantico, provides a unique advantage that is catalyzing economic growth. The development of the Rose Gaming Resort is just one example.

Although Dumfries is a small community, the local economy includes businesses from several industry sectors. The town will need to work strategically to maximize the use of its economic assets, while addressing workforce development needs, the large proportion of residents who commute out of Dumfries to find employment, and a limited number of high paying job offerings.

Please note that data presented in the existing conditions of this section do not reflect the reductions in the federal workforce that were ongoing at the time of publication.



Rendering of the Rose Gaming Resort (Source: TheRoseGamingResort.com)

EMPLOYMENT GROWTH TRENDS

Number of Employers/Establishments

According to data from Esri, a U.S. land-use and GIS firm, there were 341 employers in 2023, primarily in service, retail, health care, professional/technical services, and accommodation and food services.

Top Ten Employment Industries

According to data from Lightcast, a third-party labor market analytics and data provider, among the top ten biggest employment industries in the Dumfries zip code area (22026), government, specialty trade, and professional/scientific/technical services have higher wages above \$80,000 per year. Jobs with wages over \$75,000 are considered high-paying jobs.

*E.g., equipment and machinery repair; religious activities promotion and administration; grantmaking; advocacy; drycleaning and laundry.

**E.g., real estate, rental and leasing; educational services; arts, entertainment, and recreation; public administration; manufacturing.

Number of Establishments in Town of Dumfries (2023)

Other Services*	73, 21%
Retail Trade	36, 11%
Health Care & Social Assistance	33, 10%
Unclassified Establishments	30, 9%
Professional, Scientific, and Technical Services	27, 8%
Accommodation/Food Services	24, 7%
Construction	23, 7%
Finance & Insurance	16, 5%
Transportation & Warehousing	13, 4%
Information	13, 4%
Remaining Industries**	53, 16%

2023 Top 10 Major Employment Industries in Dumfries Zip Code Area (Job/Employee Counts and Average Annual Earning per Job in Zip Code 22026)











 Local Government 1,412 \$87,685	 Federal Government 617 \$131,940	 Food Services & Drinking Places 463 \$26,948	 Nursing and Residential Care Facilities 403 \$56,013	 Specialty Trade Contractors 320 \$87,726
 Professional, Scientific, and Technical Services 304 \$105,544	 Educational Services 300 \$50,847	 Religious, Grantmaking, Civic, Professional, and Similar Organizations 224 \$54,094	 Social Assistance 194 \$37,728	 Food and Beverage Stores 158 \$41,331

Figure EG-1: Dumfries Zip Code Area 22026
(Source: Google Maps, 2024)

It should be noted that the smallest geography on which Lightcast reports data is the zip code level. The zip code 22026, where Dumfries is located, includes large areas east of the town.

Top Ten Growth Industries 2013-2023

The top three growth industries in the Dumfries zip code area from 2013 to 2023 were educational, nursing/residential care, and food/drink. Jobs in these industries paid less than \$60,000 per year per job on average. Three out of the top ten growth industries are higher-paying, including local government, specialty trade contractors, and federal government (23.7% of the top ten growth jobs).

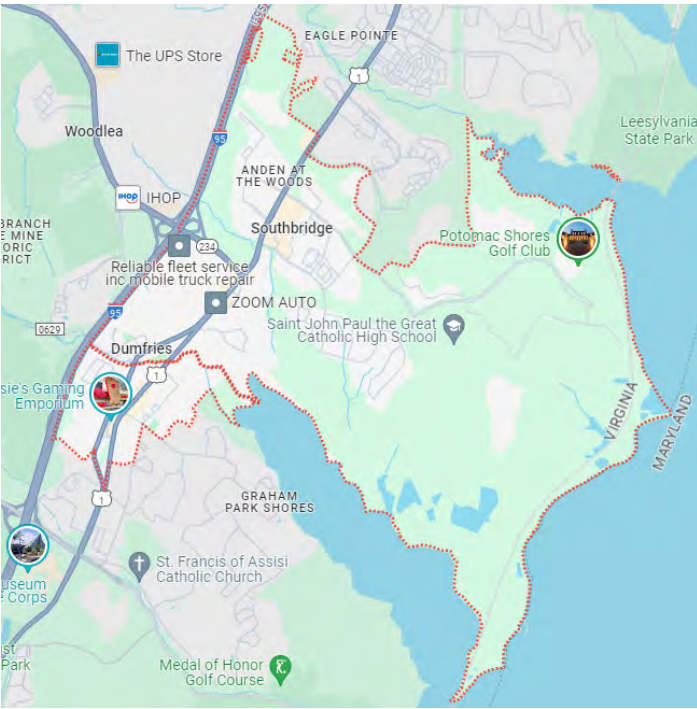


Figure EG-2: Top 10 Growth Industries 2013-2023 in Dumfries Zip Code Area
(Source: Lightcast, 2023)

NAICS	Name	2013-2023 Job Chg.	2023 Avg. Earning/Job
611	Educational Services	233	\$50,847
623	Nursing and Residential Care Facilities	147	\$56,013
722	Food Services and Drinking Places	129	\$26,948
624	Social Assistance	107	\$37,728
903	Local Government	99	\$87,685
238	Specialty Trade Contractors	92	\$87,726
621	Ambulatory Health Care Services	72	\$66,163
901	Federal Government	54	\$131,940
813	Religious, Grantmaking, Civic, Professional, and Similar Organizations	53	\$54,094
999	Unclassified Industry	46	\$60,838

Top Ten Future Growth Industries 2023-2033

Out of the 719 future jobs projected to be added by the top ten future growth industries by 2033, 42.9% are expected to pay more than \$80,000 per year per job on average. Nursing and residential care facilities, local and federal governments, educational services, and food services/drinking places are projected to be the top five biggest employers in the next decade in the Dumfries zip code area. These industries offer lower-wage jobs and if increasing the income level of the community is a goal, additional high-wage jobs will have to be added. These projections do not include jobs from the Rose Gaming Resort, which will impact the average wage level.

Figure EG-3: Top 10 Future Growth Industries 2023-2033 in Dumfries Zip Code Area (Source: Lightcast, 2023)

NAICS	Name	2023-2033 Job Chg.	2023 Avg. Earning/Job
623	Nursing and Residential Care Facilities	192	\$56,013
903	Local Government	124	\$87,685
901	Federal Government	123	\$131,940
611	Educational Services	77	\$50,847
722	Food Services and Drinking Places	41	\$26,948
813	Religious, Grantmaking, Civic, Professional, and Similar Organizations	38	\$54,094
485	Transit and Ground Passenger Transportation	35	\$69,564
541	Professional, Scientific, and Technical Services	35	\$105,544
999	Unclassified Industry	28	\$60,838
238	Specialty Trade Contractors	27	\$87,726

COMMUTING PATTERNS

Labor Force and Employment Efficiency

According to data from the U.S. Census OnTheMap web-based application which is based on the 2021 LEHD Origin-Destination Employment Statistics (LODES), 2.9% of Dumfries' labor force worked within the town in 2021, while most of the labor force commuted to jobs outside of Dumfries, most likely for higher-paying jobs.

In a similar 2021 mismatch, the majority of Dumfries' jobs were filled by non-Dumfries residents. Among the 2,476 workers employed in Dumfries in 2021, 2.6% resided in Dumfries.

Figure EG-4: Dumfries Labor Force Efficiency
(Source: OnTheMap, 2021)

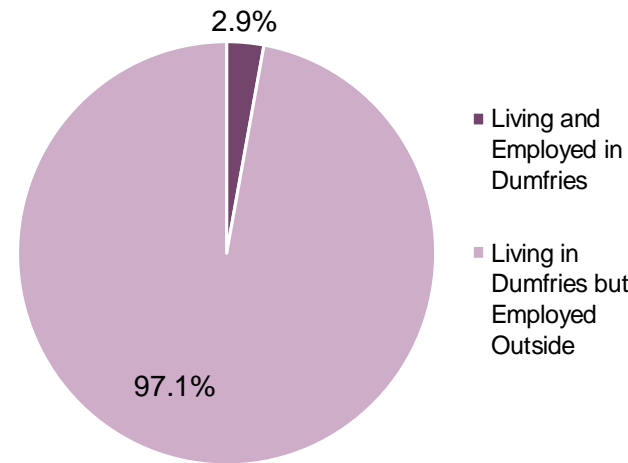
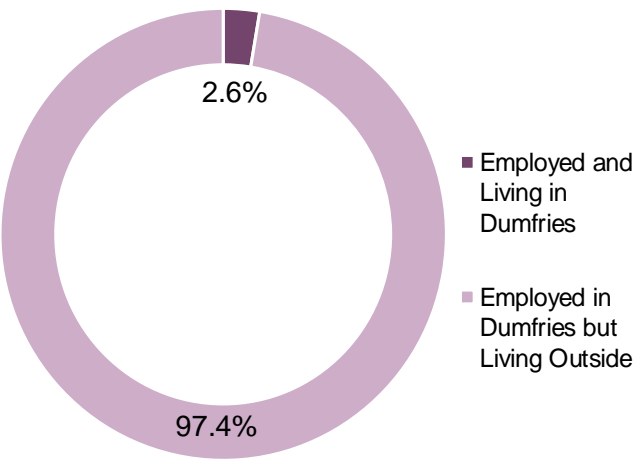


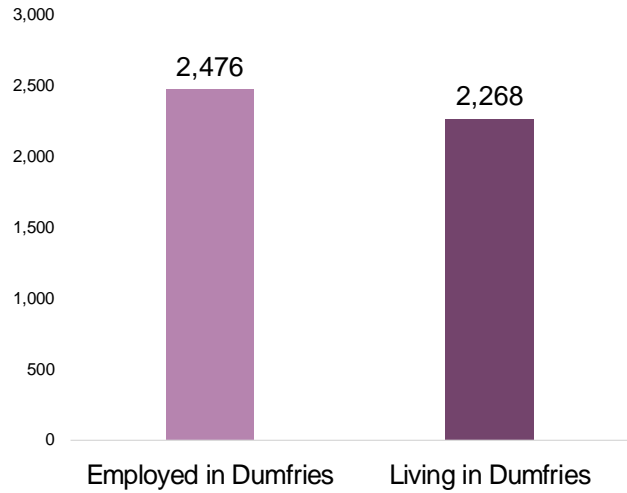
Figure EG-5: Dumfries Employment Efficiency
(Source: OnTheMap, 2021)



Labor Market Size and Overall Inflow/Outflow

In total, 2,476 people were employed in Dumfries, while 2,268 working age people lived in Dumfries in 2021. While this means that Dumfries drew a net inflow of 208 workers, it should be noted that most Dumfries residents leave the town to work elsewhere.

Figure EG-6: Dumfries Labor Market Size (Source: OnTheMap, 2021)



Places of Residence

OnTheMap data show that the lower-paying jobs in Dumfries, which are in industries such as services, home health/personal care aids, retail, and food/drink industries, were mostly filled by people living in nearby communities and south of Dumfries.

Work Destinations

Dumfries' out-commuters mostly travel to the Washington D.C. area for work, which usually has higher-paying job options. This is confirmed by Lightcast's 2023 net commuter map for the Dumfries zip code area. Zip code areas with negative net commuter figures (colored in red shades) represent job hubs that attract a net inflow of Dumfries workers. This means that these areas have more Dumfries residents traveling there for work than an outflow of people traveling to Dumfries for work.

Figure EG-7: Top Ten Places of Residence for People Employed in Dumfries, VA (Source: OnTheMap, 2021)

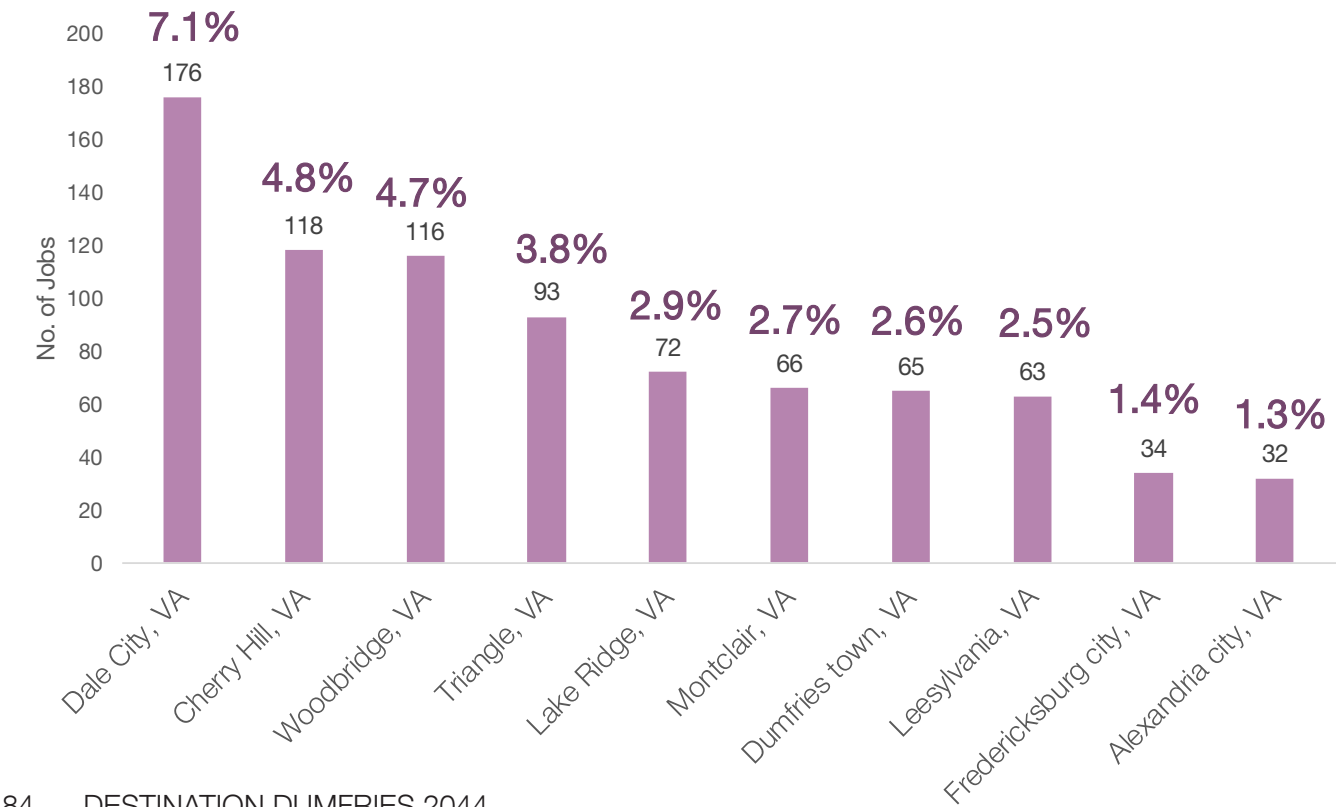


Figure EG-8: Top Ten Work Destinations for Labor Force Living in Dumfries, VA (Source: OnTheMap, 2021)

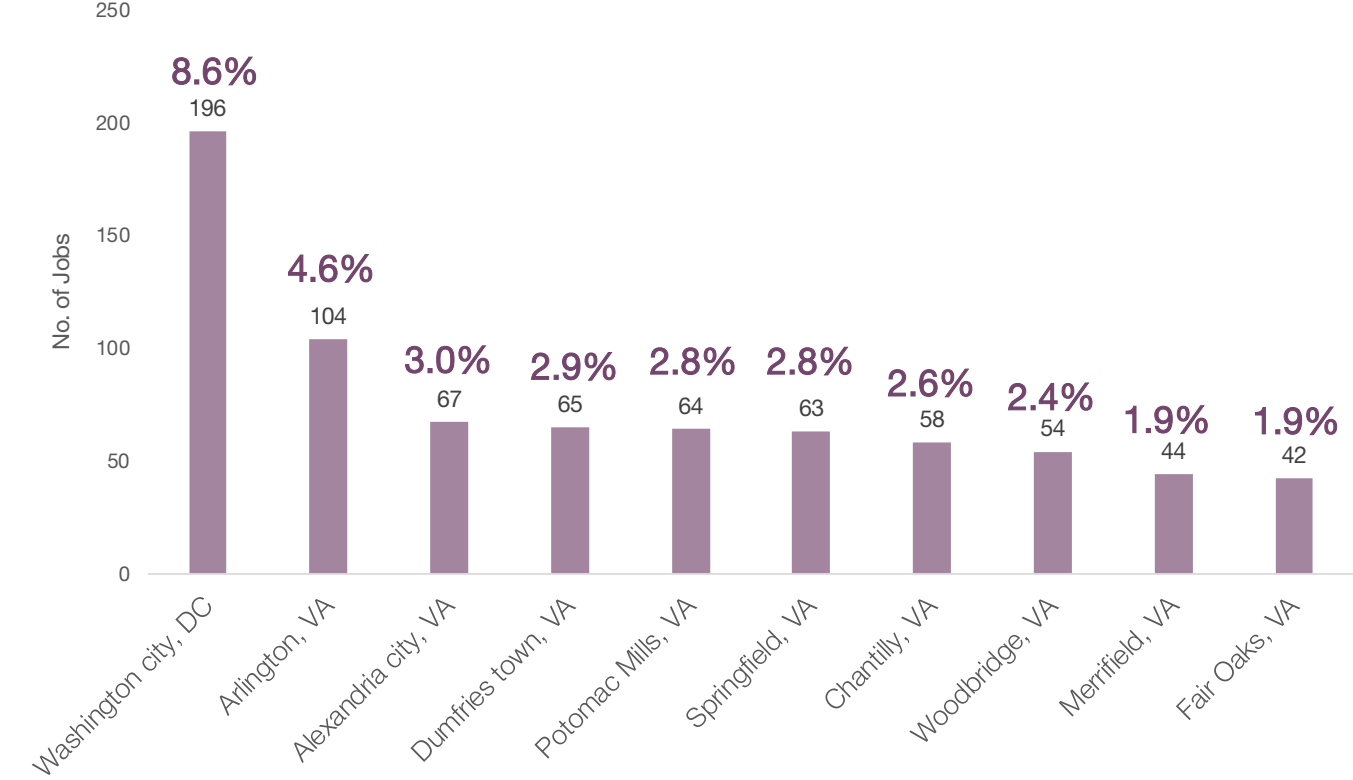
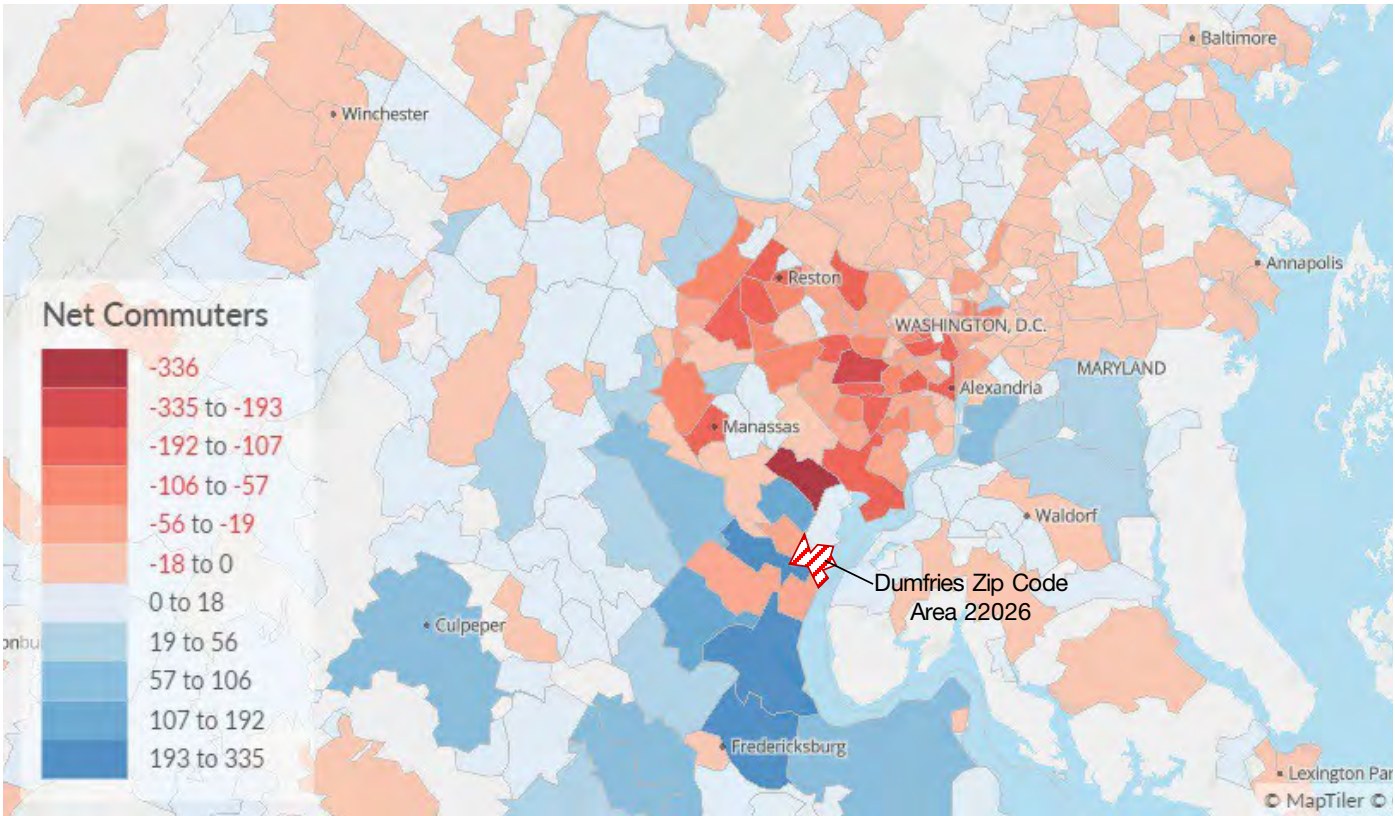


Figure EG-9: Net Commuters for Dumfries Zip Code Area 22026, VA (Source: Lightcast, 2023)



County-Level Inflow and Outflow Job Counts by Industry

According to the US Census’ LEHD Origin-Destination Employment Statistics (LODES) 2021 data on the census block group level, Dumfries’ outflow workers are employed in most industries, including the higher-paying jobs in information, finance/insurance, real estate, professional/scientific/technical services, management, government, administrative/support, and transportation/warehousing. These outflow workers likely commuted to the Washington D.C. area and the rest of Prince William County, including locations such as Innovation Park.

The remaining industries that drew people from outside of Dumfries to commute to the town include construction, health care/social assistance, accommodation/food services, and other services.



Figure EG-10: Prince William County 2021 Inflow/Outflow Job Data by Industry (Source: US Census LEHD Origin-Destination Employment Statistics (LODES), 2021)

	Total Jobs	Aggr	Mining	Utilities	Constr	Manuf	Wholesale	Retail	Trans/War ehouse	Info	Finance/ Insurance	Real Estate	Prof/Sci	Mgmt	Admin	Edu	Health Care	Arts/ Entmt	Accom/ Food	Other Service	Govern ment
Buckhall	(6,152)	(11)	(3)	(33)	(254)	(212)	(180)	(355)	(242)	(280)	(287)	(127)	(1,638)	(174)	(557)	(932)	(528)	(98)	(309)	(265)	333
Bull Run	(165)	(3)	(8)	12	(376)	(189)	162	1,519	(214)	(135)	13	37	(781)	(129)	(101)	(412)	465	50	101	101	(277)
Cherry Hill	(8,950)	(7)	0	4	(432)	(160)	(190)	(608)	(276)	(231)	(244)	(136)	(1,594)	(192)	(859)	(722)	(1,456)	(85)	(648)	(438)	(676)
County Center	(685)	(2)	(1)	(5)	(123)	(26)	(20)	(133)	(62)	(34)	18	(11)	187	10	(113)	(104)	107	(21)	(142)	(76)	(134)
Dale City	(25,798)	(25)	(14)	(63)	(2,244)	(551)	(618)	(2,853)	(1,110)	(445)	(694)	(435)	(3,827)	(380)	(2,214)	(2,365)	(2,906)	(304)	(1,997)	(1,120)	(1,633)
Dumfries	(278)	(5)	(3)	(5)	108	(9)	(61)	(28)	(114)	(42)	(62)	(25)	(60)	(28)	(168)	(15)	294	(40)	57	75	(147)
Gainesville	(2,991)	(3)	(2)	(23)	(251)	(145)	(3)	(392)	(144)	(190)	(121)	(40)	(901)	(44)	(294)	(469)	230	(7)	98	7	(297)
Haymarket	335	0	0	(6)	44	52	36	5	(20)	(19)	(21)	(8)	(70)	(12)	46	(28)	8	81	117	138	(8)
Independent Hill	(2,919)	(4)	2	(18)	113	(78)	(76)	(321)	(125)	(90)	(96)	(50)	(544)	(93)	(95)	(418)	(309)	(48)	(233)	(137)	(299)
Innovation	6,848	(1)	90	0	2,437	1,778	287	42	136	42	146	117	1,226	21	386	(9)	(4)	0	98	60	(4)
Lake Ridge	(11,202)	(18)	(12)	195	(866)	(302)	(398)	(1,459)	(460)	(193)	(453)	(114)	(2,620)	(244)	(1,187)	(1,872)	(1,201)	(175)	(748)	(606)	1,531
Leesylvania	(4,614)	(6)	(1)	(29)	(308)	(94)	(127)	277	(239)	(187)	(151)	(95)	(1,159)	(136)	(575)	(591)	(735)	(29)	172	(83)	(518)
Linton Hall	(10,916)	(21)	(14)	(63)	2,600	(198)	(63)	(1,021)	(511)	(540)	(598)	(183)	(3,656)	(377)	(619)	(1,810)	(1,376)	(116)	(782)	(434)	(1,134)
Loch Lomond	(1,761)	(6)	(2)	(9)	(219)	(55)	(60)	(215)	(63)	(47)	(27)	(25)	(217)	(14)	(214)	(136)	(101)	(26)	(180)	(55)	(90)
Montclair	(7,205)	(8)	(2)	(46)	(371)	(145)	(179)	(523)	(247)	(192)	(238)	(108)	(1,437)	(142)	(523)	(1,032)	(836)	(102)	(58)	(292)	(724)
Nokesville	(812)	6	(3)	(5)	(21)	(24)	(13)	(94)	(34)	(28)	(32)	(15)	(165)	(19)	20	(107)	(132)	(15)	(43)	(36)	(52)
Potomac Mills	10,154	(2)	(2)	(9)	89	16	131	5,856	(35)	37	80	76	365	81	159	(88)	1,043	55	2,049	352	(99)
Quantico	177	0	0	0	(6)	0	(1)	9	(6)	(1)	(4)	(1)	126	(2)	(14)	(2)	29	(5)	42	7	3
Quantico Base	840	(1)	(1)	(3)	(19)	(9)	4	(51)	25	95	(37)	5	615	(8)	(47)	(42)	191	(16)	176	4	(41)
Sudley	(4,162)	(9)	(9)	(19)	(740)	(134)	(142)	(207)	(283)	(154)	(168)	(46)	(771)	79	43	(505)	(536)	(61)	65	(246)	(319)
Triangle	(2,877)	0	(2)	(10)	(249)	(64)	(67)	(376)	(117)	(3)	(78)	(36)	(381)	(37)	(210)	(205)	(416)	(53)	(247)	(97)	(229)
Woodbridge	(9,270)	(19)	(8)	30	(947)	(186)	(285)	(512)	(337)	(278)	(348)	(100)	(1,967)	(222)	(1,235)	(1,083)	183	(110)	(740)	(227)	(879)
Yorkshire	(3,221)	(7)	(5)	(22)	(378)	(80)	(83)	(165)	(164)	(56)	(100)	(50)	(555)	(60)	(232)	(301)	(379)	(45)	(242)	(112)	(185)
Rest of PWC	56,012	7	(189)	381	5,845	6,167	2,497	7,900	11,704	2,342	2,185	(39)	25,523	6,892	12,689	7,111	4,295	45	1,952	(8,333)	(32,962)
Grand Total	(29,612)	(145)	(189)	254	3,432	5,352	551	6,295	7,062	(629)	(1,317)	(1,409)	5,699	4,770	4,086	(6,134)	(4,070)	(1,125)	(1,442)	(11,813)	(38,840)

OCCUPATIONAL SKILLS AND EDUCATION CHARACTERISTICS

Mismatch between Jobs and Educational Levels

Just over 30 percent (30.3%) of Dumfries residents aged 25 and above held Associate degrees or some college education in 2022, according to American Community Survey (ACS) 2022 estimates. However, only 4.2% of residents living in the Dumfries zip code area held jobs that require at least Associate degrees or some college education in 2023, matching their educational attainment levels, according to Lightcast data. Similarly, only 5.7% of the jobs in the Dumfries zip code area in 2023 are for people with Associate degrees or some college education. In comparison, proportionally fewer residents (26.3%) in both Prince William County and Virginia held Associate degrees or some college education in 2022.

These trends indicate a lack of employment opportunities for residents with Associate degrees or some college education. Most jobs in Dumfries’ zip code area in 2023 either did not require a college education (a high school degree or below) (57.6%) or at least a bachelor’s degree (36.8%). As a result, residents with Associate degrees or some college education must either take lower-paying jobs close to home or commute elsewhere for a job that matches their educational attainment.

Location Quotients and Target Occupations

The consultant team identified 3-digit level occupation categories that typically require Associate degrees or some college to enter in Dumfries’ zip code area. These occupation categories’ 2023-to-2033 projected annual job growth and 2023 Location Quotients (based on data from Lightcast) were then examined. A location quotient is a metric used to highlight a local economy’s job distribution by occupation or industry in comparison to a larger economic region, which in this case is the United States:

- A Location Quotient < 0.8 indicates an under-representation of an occupation/industry.
- 0.8 -1.2 indicates employment is in line with the U.S. national level.
- > 1.2 indicates occupation/industry specialization for Dumfries compared to the national level.

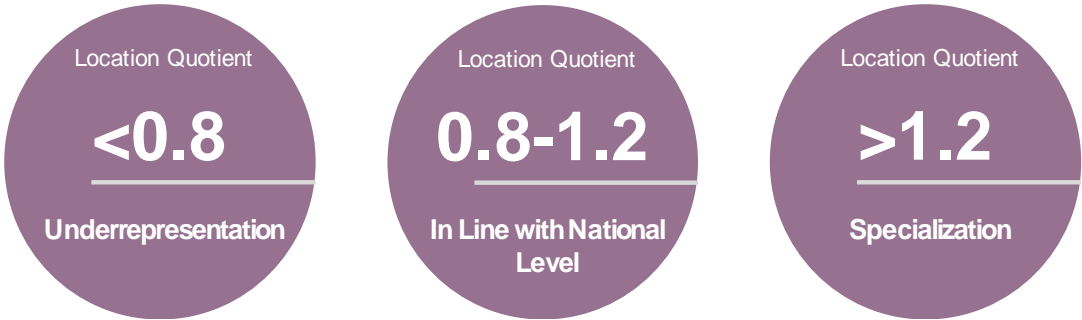
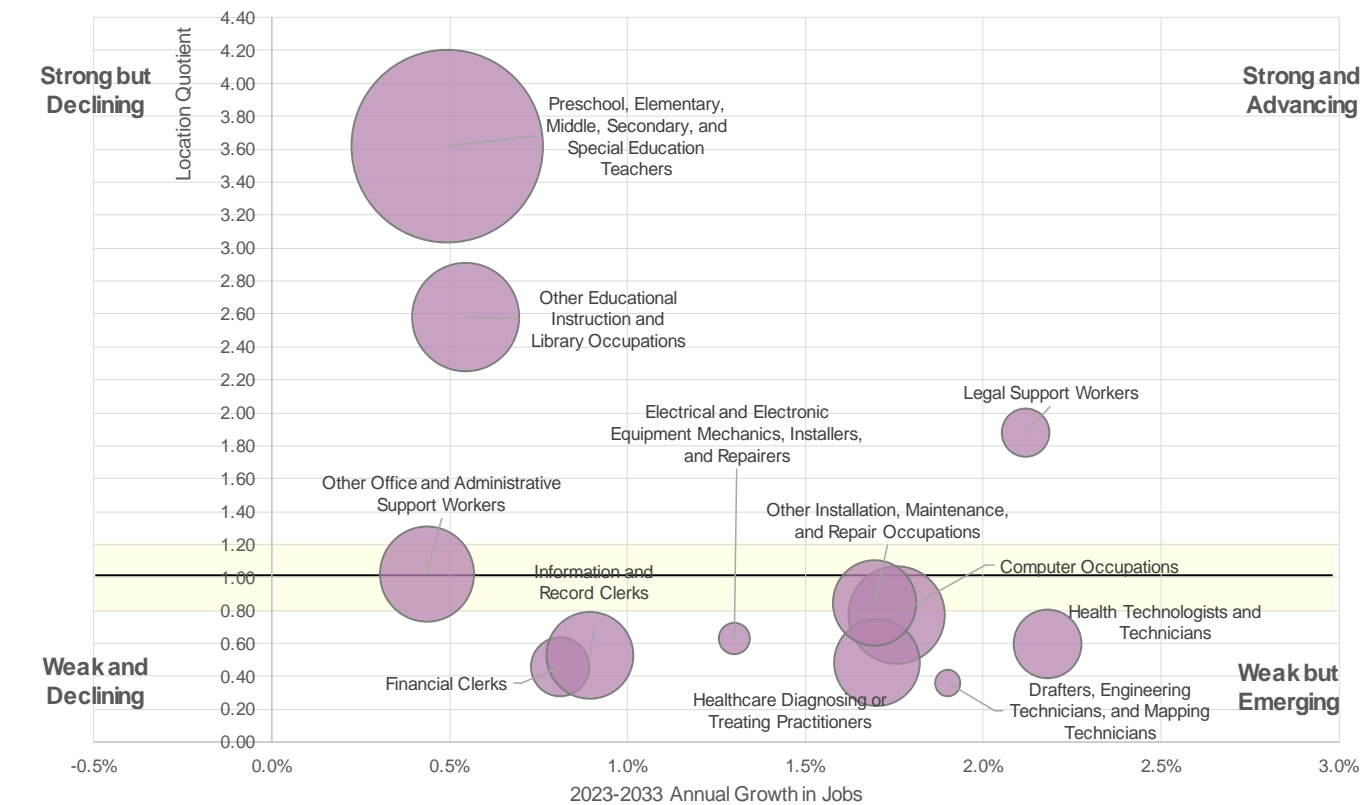


Figure EG-11: 2023-2033 Projected Annual Job Growth Against Location Quotients for 3-Digit Occupations Requiring Associate Degrees or Some College Education (Source: Lightcast, 2023)



Almost all the occupation categories that require Associate degrees or some college in Dumfries’ zip code area are projected to grow by 2033 according to Lightcast. Legal Support Workers, Health Technologists and Technicians, Drafters, Engineering Technicians, and Mapping Technicians, Computer Occupations, Other Installation, Maintenance, and Repair Occupations, Healthcare Diagnosing or Treating Practitioners, and Electrical and Electronic Equipment Mechanics, Installers, and Repairers are all projected to grow by more than 1% per year by 2033 and have the potential to diversify job options and improve income levels in Dumfries.

Figure ED-12: Target Occupations Requiring Associate Degrees or Some College Education (Source: Lightcast and Bureau of Labor Statistics, 2023)

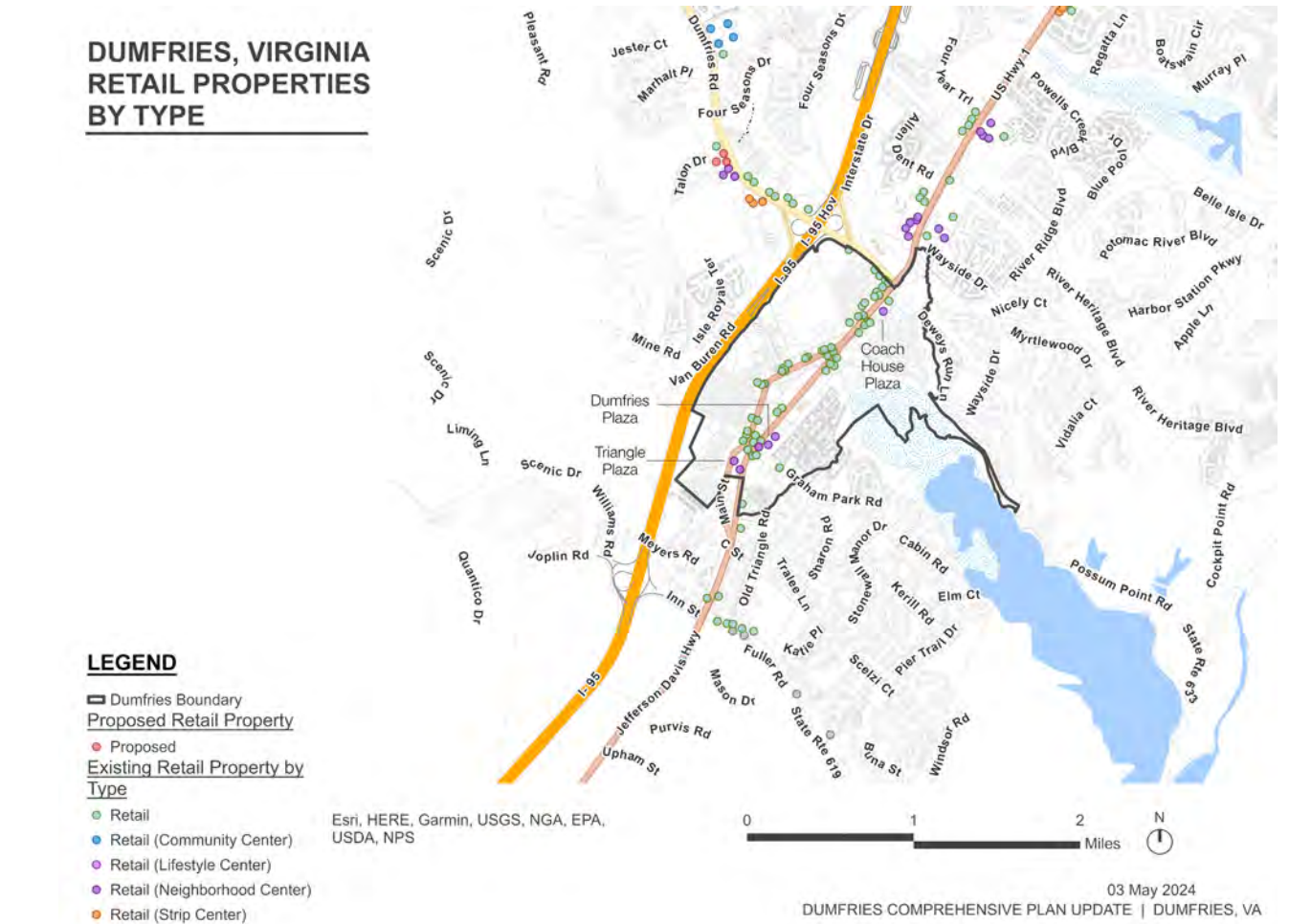
SOC	Description	2023 Location Quotient	Median Annual Earnings
15-1200	Computer Occupations	0.77	
15-1231	Computer Network Support Specialists	0.77	\$74,672
15-1232	Computer User Support Specialists	0.64	\$61,098
17-3000	Drafters, Engineering Technicians, and Mapping Technicians	0.36	\$63,294
23-2000	Legal Support Workers	1.88	\$107,417
29-1000	Healthcare Diagnosing or Treating Practitioners	0.48	
29-1124	Radiation Therapists	0.23	\$95,680
29-1126	Respiratory Therapists	0.13	\$76,232
29-1292	Dental Hygienists	0.38	\$91,062
29-2000	Health Technologists and Technicians	0.60	
29-2031	Cardiovascular Technologists and Technicians	0.13	\$71,282
29-2032	Diagnostic Medical Sonographers	0.11	\$83,200
29-2033	Nuclear Medicine Technologists	0.08	\$90,542
29-2034	Radiologic Technologists and Technicians	0.22	\$75,837
29-2035	Magnetic Resonance Imaging Technologists	0.13	\$85,738
49-2000	Electrical and Electronic Equipment Mechanics, Installers, and Repairers	0.63	\$55,709
49-9000	Other Installation, Maintenance, and Repair Occupations	0.85	\$51,796

Therefore, Dumfries should further examine these occupation categories and industries, identify suitable ones, and seek opportunities to recruit new businesses that will maximize Dumfries’ residents’ earning potential.

Note that not all jobs under these occupation categories are suitable for Dumfries. For Computer Occupations, Healthcare Diagnosing or Treating Practitioners, and Health Technologists and Technicians, only the listed 5-digit occupations under these three categories should be considered for target occupation development in Dumfries, along with Drafters/Engineering Technicians, Legal Support Workers, Electrical/Electronic Equipment Mechanics, and Other Installation/Maintenance/Repair Occupations.

Dumfries should also establish and expand partnerships with local colleges and universities to encourage and incentivize its residents, especially those with Associate degrees and some college education, to obtain bachelor’s degrees and above.

Figure ED-13: Existing Retail Properties by Type (Source: CoStar and RKG Associates, Inc., 2024)



COMMERCIAL REDEVELOPMENT AREAS

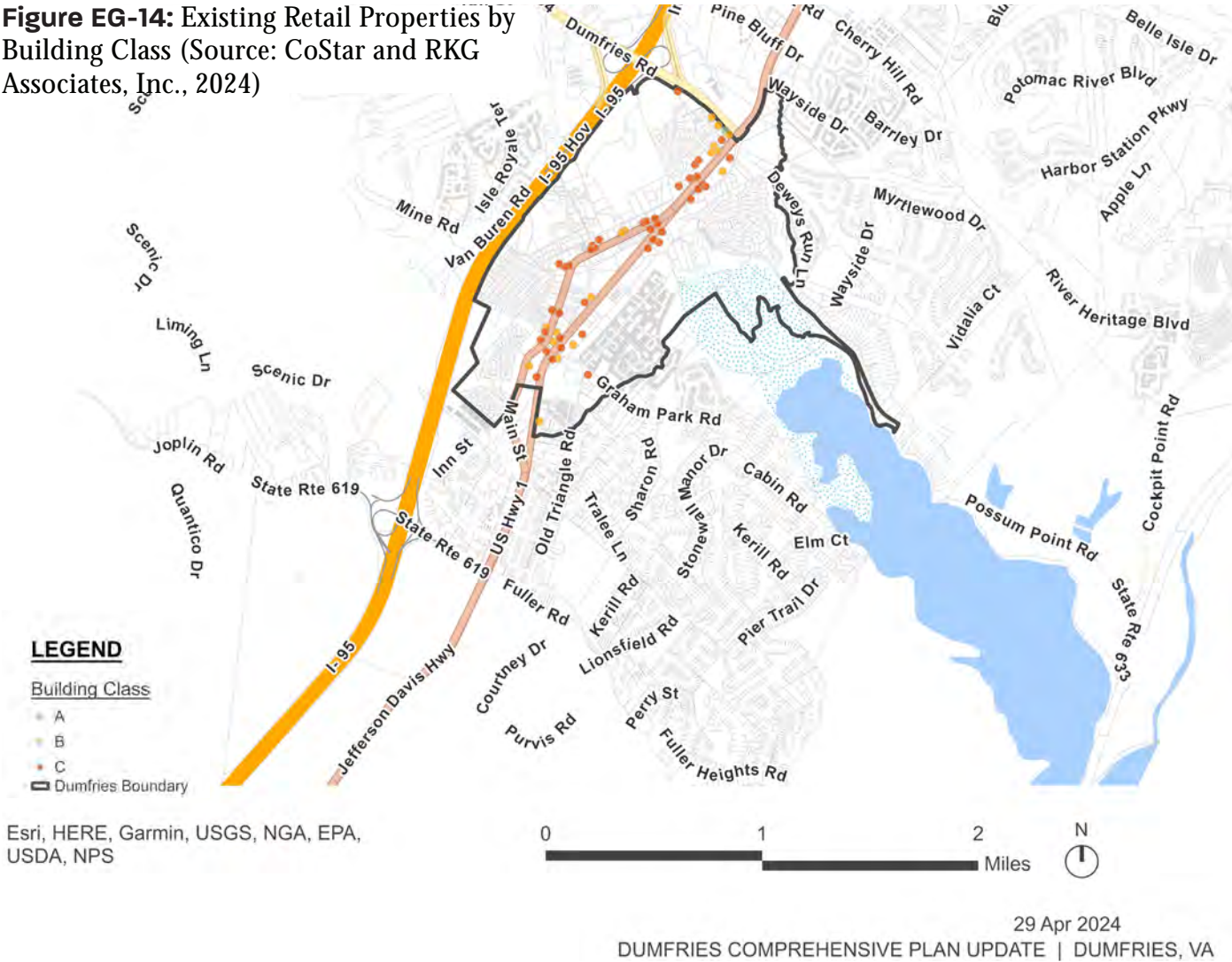
Existing Commercial Developments

Existing retail properties within five miles of Dumfries are all located along Route 1, State Highway 234, and State Route 619/Fuller Road. Existing retail properties within Dumfries concentrate along Route 1 and State Highway 234.

Dumfries has three Neighborhood Center shopping centers including, from north to south along Route 1, Coach House Plaza, Dumfries Shopping Center, and Triangle Plaza. Coach House Plaza was built in 1988 and has 44,805 square feet of building areas on a 4.3-acre land (0% vacancy according to CoStar). The 11.7-acre Dumfries Shopping Center was built in 1965 and has 82,412 square feet (0% vacancy according to CoStar). The 9.7-acre Triangle Plaza was built in 1962 and has 90,844 square feet of commercial space (1.7% vacancy according to CoStar).

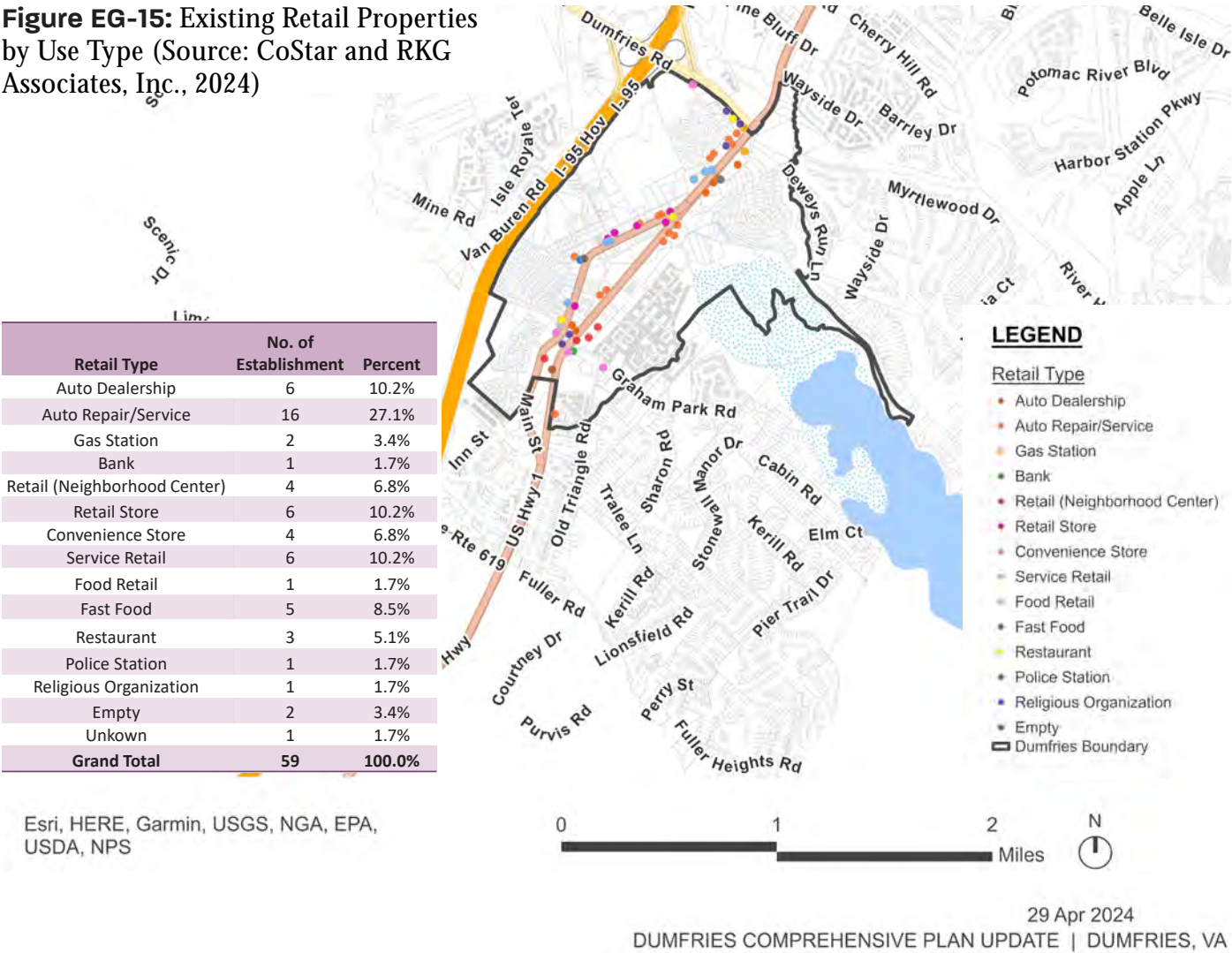
Dumfries’ existing retail properties are mostly older and have not had exterior renovations in decades. Existing retail properties tracked by CoStar are mostly Class C and Class B buildings, which are usually associated with older buildings and less desirable building conditions. This suggests opportunities and potential market demand for newer and higher-quality retail developments.

Figure EG-14: Existing Retail Properties by Building Class (Source: CoStar and RKG Associates, Inc., 2024)



Dumfries’ existing retail properties consist mostly of auto-related stores and service establishments such as barber shops, nail salons, and laundromats, as well as general retail stores. These retail use types, along with older buildings, are usually associated with lower wages and building values.

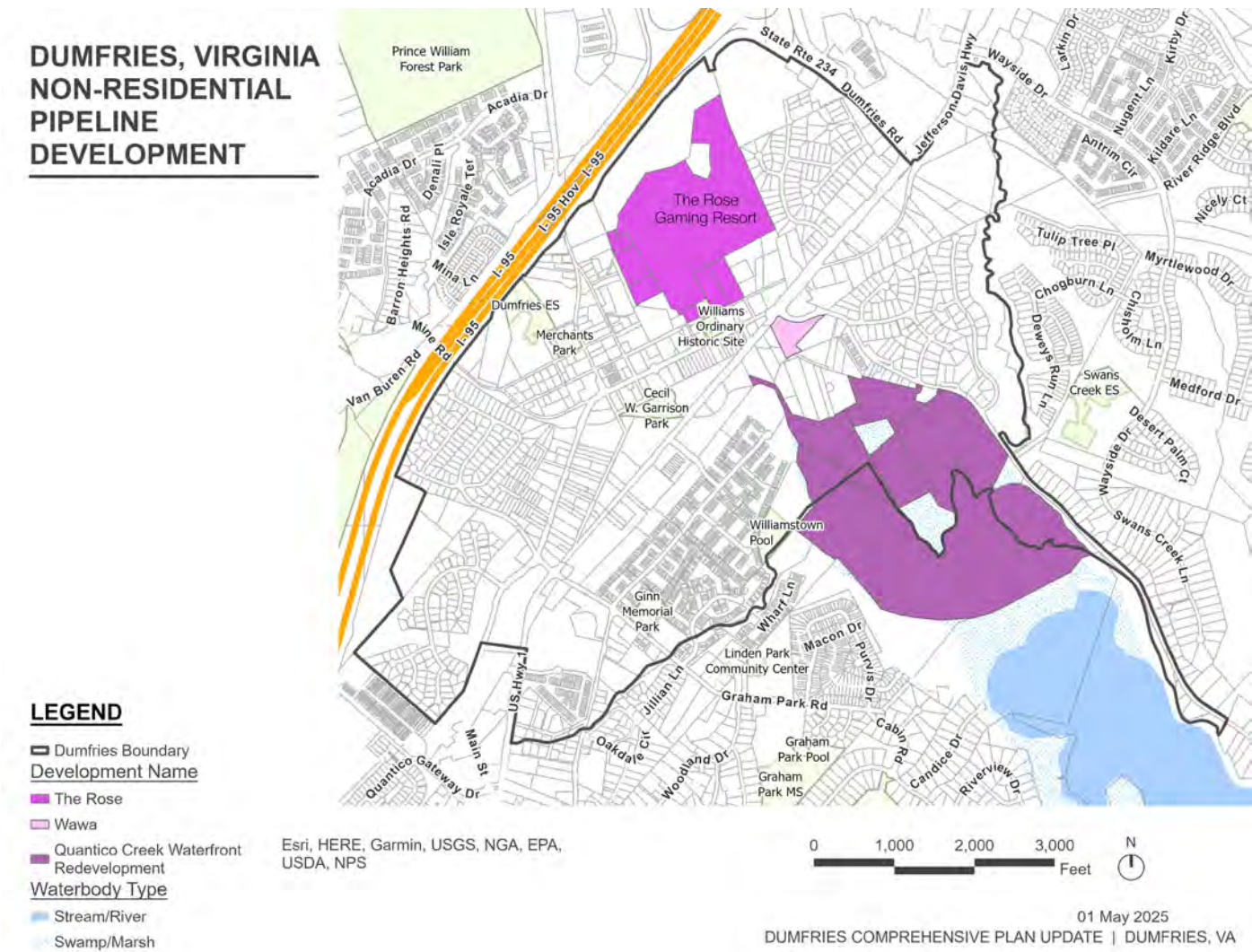
Figure EG-15: Existing Retail Properties by Use Type (Source: CoStar and RKG Associates, Inc., 2024)



Pipeline Commercial Developments

Three major commercial developments are currently in the pipeline in Dumfries, including the Rose Gaming Resort along I-95, Quantico Creek Waterfront District Hub (which is still in the conceptual phase), and the new Wawa development along Route 1. The Rose Gaming Resort, which is under construction and is projected to open in September 2024, will be a \$400 million gaming and entertainment complex that includes a luxury hotel, eight bars and restaurants, a cultural venue, a space for meetings and events, and over 80 acres of green space.

Figure EG-16: Pipeline Commercial Developments (Source: Town of Dumfries, VA, and RKG Associates, Inc., 2024)



General Redevelopment Site Locations

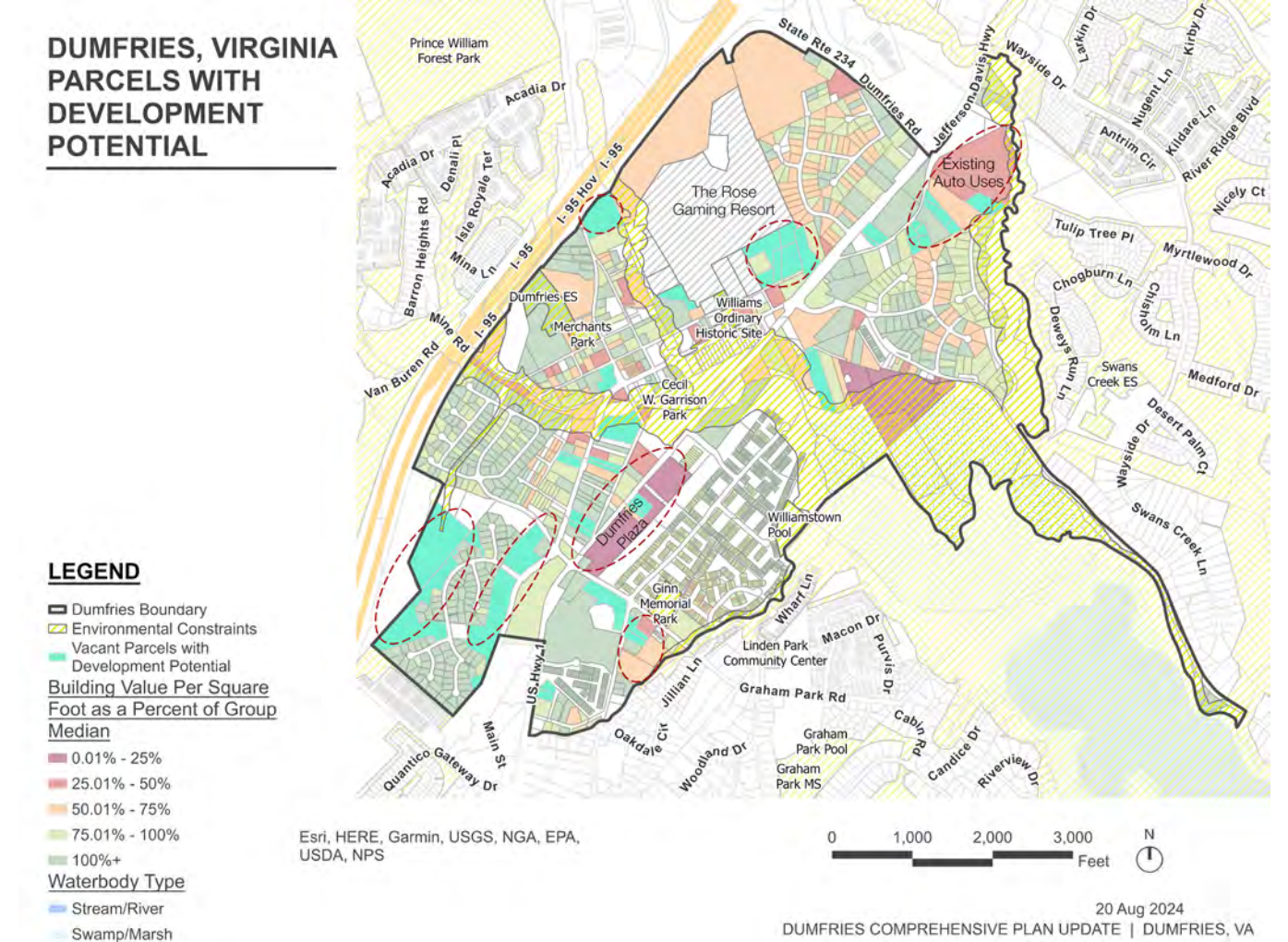
To identify parcels with redevelopment potential, vacant parcels that are categorized as such in the property assessment database were singled out and checked against environmental constraints. Environmental constraints include water bodies, Resource Protection Areas, Protected Open Spaces, Parks, and flood zones (FEMA medium and high flood hazard areas). The contiguous land areas of the vacant parcels located outside environmental constraints were then calculated. Of these areas, vacant parcels or clusters of contiguous vacant parcels that are not within environmental constraints and have land areas larger than one acre are considered to have development potential.

Parcels currently with built structures were also examined, and building value per square foot as a percentage of group medians is used to identify underutilized parcels with redevelopment potential. The assessed building value per building square footage was calculated for each parcel, and the median values were calculated for each land use category. Each parcel's building value per square foot was then compared against the median value for this parcel's respective land use category

and was calculated as a percentage. For example, the median building value for offices in Dumfries is \$84 per square foot. If Parcel A has office buildings with a building value of \$70 per square foot, then Parcel A's building value per square footage is 83.3% of the group median. These percentages were then mapped for parcels with building structures. If a parcel's building value per square foot is at or below 50% of the group median, it is considered under-performing and underutilized. Those underutilized parcels have the potential for future redevelopment. Clusters of vacant parcels with development potential and/or underutilized parcels are considered potential redevelopment areas in Dumfries and are called out with red bubbles on the map.

Dumfries' potential redevelopment areas are clustered on the south side of the town—including around the future Harbor Quantico Creek Independent Living and Townsquare Phase 3, the Dumfries Plaza Shopping Center, and the Rose Gaming Resort—as well as in the vicinity of existing auto-related uses in the northeast corner of the town. The three potential redevelopment areas in the south end of the town around the future Harbor at Quantico Creek Independent Living and Townsquare Phase 3 total approximately 37 acres and are more suitable for residential redevelopment. The areas located around and north of Dumfries Plaza Shopping Center consist of approximately 49 acres combined and have the potential for mixed-use redevelopment.

Figure EG-17: Potential Redevelopment Areas (Source: Prince William County Property Assessment Data, and RKG Associates, Inc., 2024)



ECONOMIC GROWTH
KEY ISSUES & OPPORTUNITIES

ISSUES

Most Dumfries residents travel elsewhere for jobs, with only 2.9% of residents employed within Dumfries (2021 data).

There are limited higher paying employment options within the town. While 30% of residents hold an associate degree or have completed some college, only 4% of jobs in Dumfries are for people holding those education levels.

Despite a growing population, the town is experiencing a decrease in working-age adults.

There are limited retail options within the town, and the majority of existing retail is automobile-service related.

OPPORTUNITIES

Leverage proximity to Interstate 95, Quantico Base, and Washington D.C. Metro area to encourage growth, as well as capture high-paying employment opportunities, including defense-related businesses and high-tech companies.

Leverage the Rose Gaming Resort and other pipeline development as catalysts for additional change and growth.

Pursue mixed-use redevelopment in the areas around and north of the Dumfries Plaza Shopping Center as well as along the Main Street corridor.

Leverage Route 1 Widening and new traffic patterns to create coherent streetscape design along Main Street and Route 1 and encourage businesses to update buildings and properties.

Pursue additional housing supply and housing options, particularly in the three areas adjacent to existing residential neighborhoods in southern Dumfries.

Partner with local universities and colleges to encourage post-high school educational and training opportunities.

Evaluate development potential for brownfields sites, including the Waterfront District, based on the findings of the EPA Brownfields Assessment.

ECONOMIC GROWTH
GOALS, POLICIES, & ACTIONS

EG-1 MIXED-USE HUBS - Create and market five Mixed-Use Hubs to boost economic growth through a mix of employment, retail, recreation, entertainment, and residential uses (See LUL-1).

EG-1.1 (See LUL-1.1 through 1.5)

EG-1.1A Once the Town develops the vision and plan for development areas and engages with a developer, partner with the Dumfries Economic Development Authority (EDA) to help fund site development and other aspects of the associated projects through bonds, grants and loans.

EG-2 DIVERSIFY TAX BASE - Diversify Dumfries’ tax base and employment base for a more resilient future and to increase the percentage of residents who work within Dumfries rather than commute to jobs elsewhere in the region.

EG-2.1 Expand the range of employment opportunities in Dumfries to include higher paying jobs.

EG-2.1A Develop and implement an Economic Development Plan (See also EG-2.3A) that includes strategies to attract businesses in the regional Target Industry Clusters. The Plan should include:

- a. Strategies and actions to attract new businesses to the town's Mixed-Use Districts from various industry sectors including: Retail Trade; Healthcare; Professional, Scientific and Technical Services; and Public Administration.
- b. Strategies and actions to retain and expand existing businesses.
- c. Strategies to promote Tourism and attract related businesses.
- d. Incentives, including Incentive Zone designations and other resources for businesses to locate and grow with the town.

- EG-2.1B** Develop and Implement Strategies to recruit Businesses in the following priority Industries: Information technology and Cybersecurity, Corporate and Professional Services, Life Sciences and Biotechnology, Logistics and Data Centers.
- EG-2.1C** Host workshops, roundtables, and mixers with developers, businesses, and neighboring towns.
- EG-2.1D** Develop, maintain and market a list of available sites for new businesses with property specifications and costs.
- EG-2.1E** Establish a Small Business and Entrepreneur Support Program with the George Mason Small Business Development Center and other partners, including HBCUs (Historically Black Colleges and Universities), that includes a co-work/business incubator site.

EG-2.2 Expand continuing education and training opportunities.

- EG-2.2A** Partner with the Dumfries Economic Development Authority (EDA) to develop and implement a Workforce Development Plan that includes strategies and actions to:
 - Connect current and prospective employers with workforce training and re-training resources like Virginia Career Works.
 - Connect workers to educational, training, and internship opportunities in partnership with local colleges, universities, and HBCUs (Historically Black Colleges and Universities).
 - Connect dislocated workers to training and employment opportunities.
- EG-2.2B** Partner with local college, universities, and HBCUs (Historically Black Colleges and Universities) to offer post-secondary education and training opportunities that include internships with local and regional businesses and organizations.

EG-2.3 Support locally owned businesses.

- EG-2.3A** Partner with the Dumfries Economic Development Authority (EDA) to develop and implement a Dumfries Economic Development Plan to attract, retain and expand businesses within the town (See also EG-2.1A).
- EG-2.3B** Pursue zoning map amendments to promote non-residential infill and redevelopment to provide greater walking access to goods and services in proximity to residential neighborhoods.
- EG-2.3C** Continue to support the Farmers Market and identify a cold-season location to expand to a year-round market.
- EG-2.3D** Partner with the Dumfries Economic Development Authority (EDA) to help establish a revolving loan fund to support small business development, repairs and property enhancements.

EG-2.4 Streamline the development and review process.

- EG-2.4A** Revise development and license review and approval processes to make it easier and quicker to do business within town boundaries.
- EG-2.4B** Partner with the Dumfries Economic Development Authority (EDA) to identify, assemble, and prepare sites for development.
- EG-2.4C** Prepare the Dumfries Economic Development Authority (EDA) to serve as a pass through for Economic Development grants and loans.



TRANSPORTATION & INFRASTRUCTURE

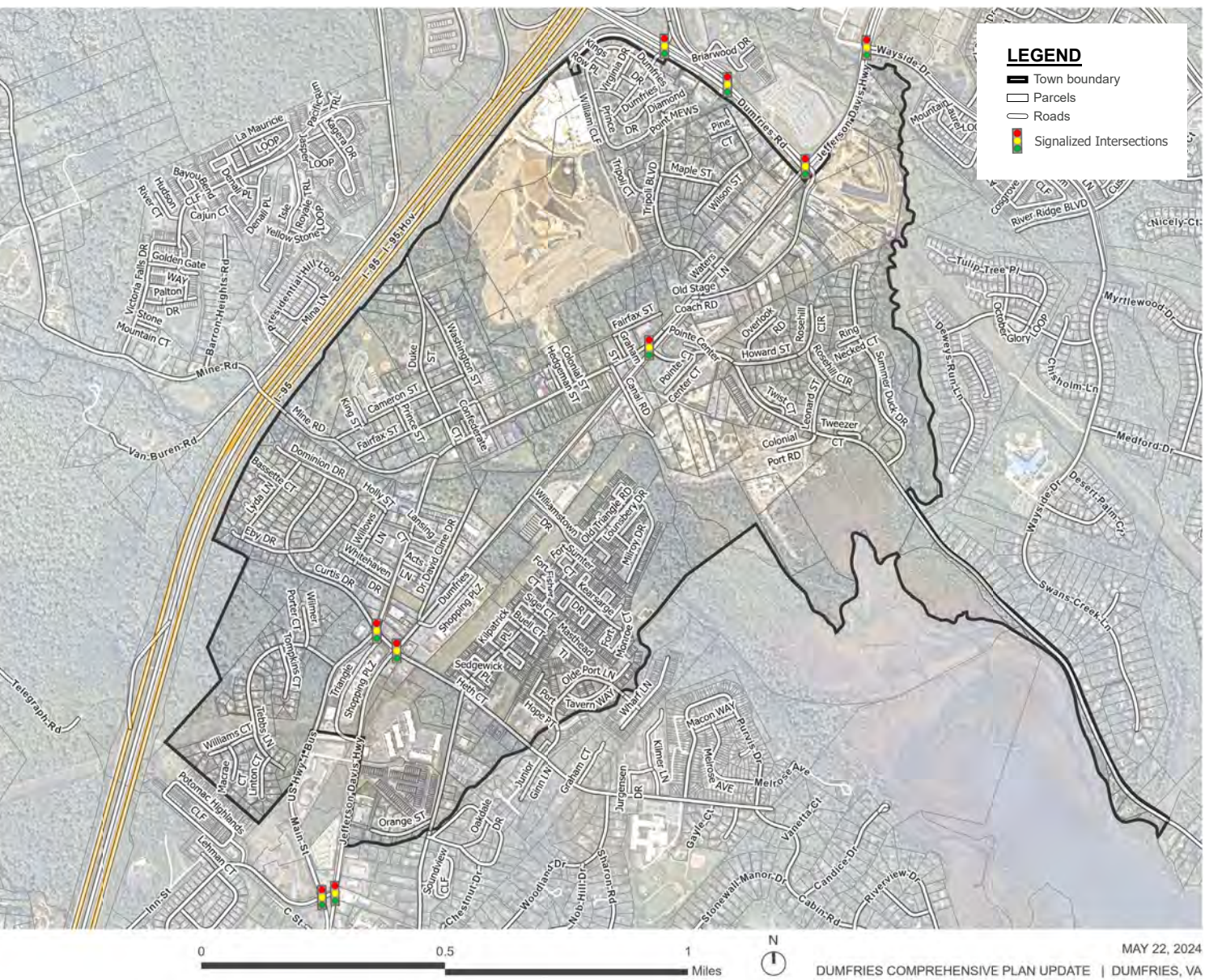
VISION

The Town will promote and implement a multimodal transportation network that expands travel options via a range of transportation modes, connects neighborhoods and destinations, and prioritizes walking, bicycling, and public transportation. In addition, the Town will ensure the provision of sustainable waste management services, reliable telecommunications, and other critical infrastructure.

TRANSPORTATION & INFRASTRUCTURE

The Dumfries transportation system is comprised of various elements including principal arterial highways, local urban streets, a nearby interstate, sidewalks, bicycle facilities, public transportation, and parking. This plan focuses on analyzing the current conditions of the transportation network and general infrastructure (roadways and stormwater drainage), identifying issues and opportunities for improvement, and developing viable strategies to address them. Successfully implementing this plan requires close coordination with Prince William County and the Virginia Department of Transportation (VDOT) to address improvements to transportation infrastructure that is not controlled by the Town.

Figure TI-1: Existing Roadway Network



TRANSPORTATION

The U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) classifies urban and rural roadways by road function. Each function class is based on the type of service the road provides to the motoring public, and the designation is used for data and planning purposes. Design standards are tied to function class. Each class has a range of allowable lane widths, shoulder widths, curve radii, etc. Roadways within Dumfries are mostly classified as Other Principal Arterials, Collectors and Local Roads.

Primary Corridors

Route 1 (Fraleys Blvd) and Main Street are the main north-south roadways within the town, providing direct access to most of the Town's commercial establishments and I-95 via Dumfries Road (Route 234).

Curtis Drive/Graham Park Road, located adjacent to the town's southern boundary, runs east-west and is the only roadway providing connectivity between the neighborhoods of Dumfries, which are on the east and west sides of Route 1 and Main Street. This lack of connectivity within the Town is even more pronounced for pedestrians and bicyclists.

The five primary entrances into the town (listed below) lack adequate wayfinding signage, and this issue effects Main Street in particular. Primary entrances to the town include:

- Through Route 1 northbound at the town's southern boundary
- Through Graham Park Road on the southeast
- Through Possum Point Road on the northeast
- Through Route 1/Main Street at the town's northern boundary
- Through Batestown Road on the west

Secondary Streets

Main Street is an extremely significant corridor for Dumfries. It provides access to most of the Town's retailers, government buildings, and entertainment venues. One of the main issues currently effecting Main Street is the lack of a proper and modern stormwater management system. Flooding has been recurrent in recent years and has caused major discontent among residents. Main Street is meant to become an emblematic destination within Dumfries and the whole of Prince William County; however, a series of challenges must be overcome before this can become a reality.

The town's neighborhoods feature a relatively high number of dead ends and cul-de-sacs, which exacerbate the lack of vehicular and pedestrian connectivity between the east and west sides of the town. Additionally, the town lacks bicycle facilities and compliance with current ADA (Americans with Disabilities Act) requirements.

PRIMARY CORRIDORS

Figure TI-2: Primary Corridors Characteristics

Primary Corridors Characteristics		
Main Street	Route 1 (Fraley Blvd) Segment 1 Southern Town Boundary to Possum Point Road	Route 1 (Fraley Blvd) Segment 2 Possum Point Road to Northern Town Boundary
<ul style="list-style-type: none">Functional Classification: Other Principal ArterialSpeed Limit: 35 Miles per HourGeometry:<ul style="list-style-type: none">- Two lanes (southbound) and one lane (northbound), undivided- With two-way left-turn-laneTraffic Volume AADT (2021): 13,000 Vehicles per DayOne signalized intersection:<ul style="list-style-type: none">- At Curtis Drive/Graham Park Road	<ul style="list-style-type: none">Functional Classification: Other Principal ArterialSpeed Limit: 35 Miles per HourGeometry:<ul style="list-style-type: none">- One-way (northbound)- Two lanesTraffic Volume AADT (2021): 11,000 Vehicles per DayOne signalized intersection:<ul style="list-style-type: none">- At Graham Park Road	<ul style="list-style-type: none">Functional Classification: Other Principal ArterialSpeed Limit: 35 Miles per HourGeometry:<ul style="list-style-type: none">- Two-way- Four lanes undividedTraffic Volume AADT (2021): 27,000 Vehicles per DayThree signalized intersections:<ul style="list-style-type: none">- At Possum Point Road- At Dumfries Road- At Graham Park Road

Route 1

The land use along both sides of the roadway is commercial.

Segment 1 has sidewalks along both sides of Route 1, with gaps between the Town’s southern boundary and Possum Point Road. Segment 2 has continuous sidewalk on the west side and sidewalks with gaps on the east side along Route 1.

There are no bike accommodations on either segment of Route 1.

There are faded pedestrian crosswalk pavement markings at signalized intersections.

Based on Google Maps Typical Traffic overlay, a feature within the Google Maps desktop application which allows users to select a day and time to see historical traffic patterns, traffic operations along the Route 1 corridor are coded green (no traffic delays) during typical AM peaks (7 AM – 9 AM) and coded orange (medium amount of traffic) during typical PM peaks (4 PM – 6 PM) on a regular weekday (Tuesday-Thursday).

Main Street

The land uses along both sides of the roadway are mostly commercial with some residential.

Continuous sidewalk is provided along both sides of Main Street; however, there are no bike accommodations on either side.

No marked pedestrian crosswalks at midblock or at unsignalized intersections, except for the intersection of Main Street at Canal Road, and Main Street and Colonial Street.

Based on Google Maps Typical Traffic overlay, traffic operations along the Route 1 corridor are coded green during typical AM peaks (7 AM – 9 AM) and coded orange during typical PM peaks (4 PM – 6 PM) on a regular weekday (Tuesday-Thursday).

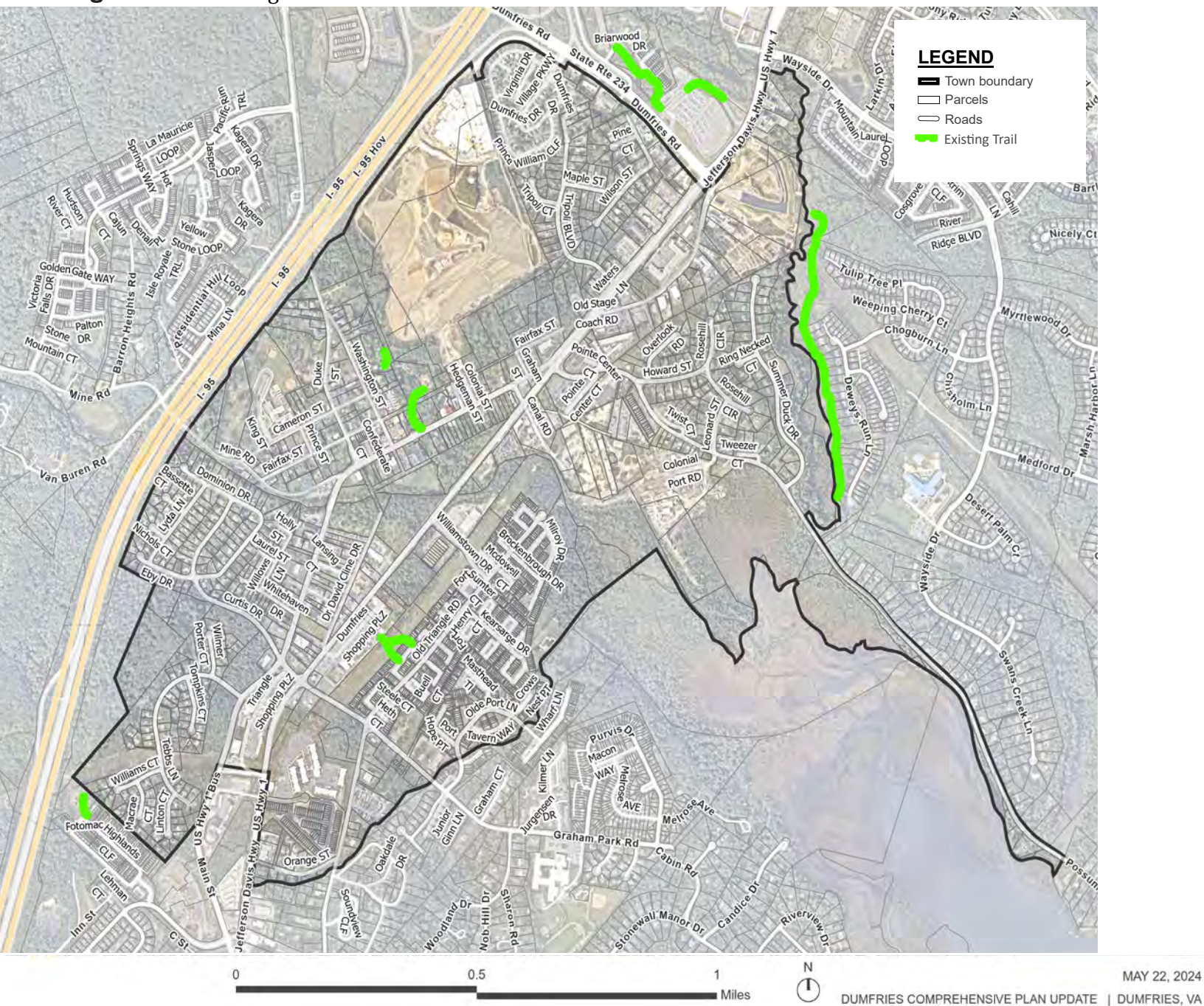


Richmond Highway / Main Street

TRAILS

Based on the GIS layer downloaded from Prince William County’s website, the Town’s trail network is relatively small. However, this can be partially addressed once the planned segment of the Potomac Heritage National Scenic Trail (PHNST) is constructed through Dumfries. Additionally, the Route 1 Widening Project includes a 10-foot-wide multi-use trail on the west side of the roadway.

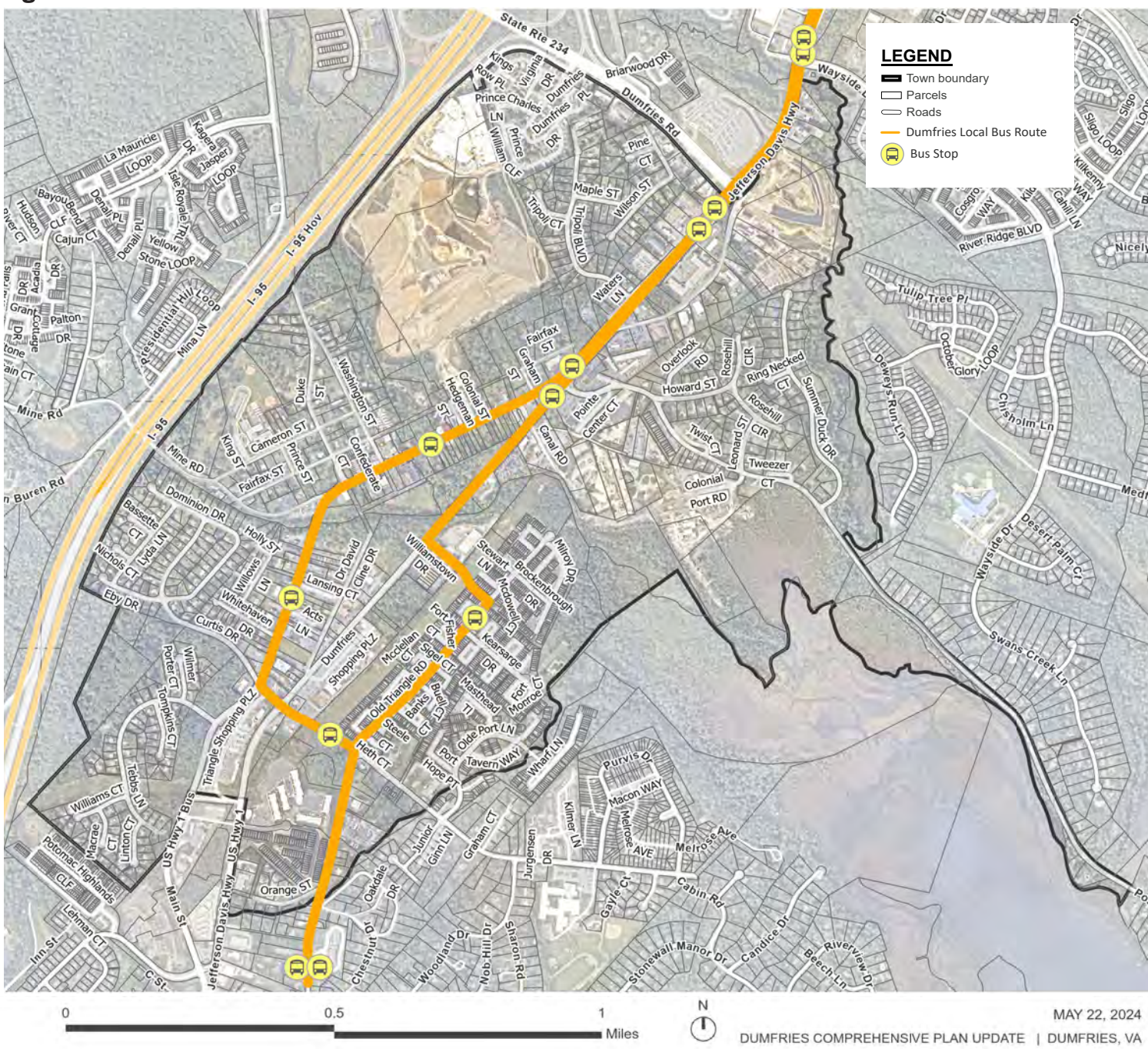
Figure TI-3: Existing Trail Network



TRANSIT NETWORK

The Potomac and Rappahannock Transportation Commission (PRTC) offers mobility services under the operating name of OmniRide. “Dumfries Local” is the only OmniRide bus route operating within the Town. This route has 11 designated bus stops, and buses may also travel from the basic route (up to 3/4mile) to pick up or discharge passengers. The Dumfries Local route is in service Monday-Friday from 5:20 AM to 10:35 PM and weekends from 6:50 AM to 10:35 PM. OmniRide is currently updating its 2020 Transit Strategic Plan, which may identify future improvements to the OmniRide network serving Dumfries.

Figure TI-4: Transit Network



VTRANS HIGH PRIORITY NEEDS

VTrans identifies and prioritizes transportation needs, referred to as Mid-term Needs, for the next ten years. The identified transportation needs may be addressed by projects, policies, or programs.

Projects that address needs may become eligible for funding under the SMART SCALE program and receive priority consideration in VDOT’s Revenue Sharing program. Similarly, Priority 1 locations established in VTrans become eligible for study funding under the Project Pipeline program.

Mid-term Needs identified for the town’s main corridors are as follows:

Figure TI-5: Active Transportation Network

Mid-term Needs – Dumfries Main Corridors	
Route 1 (Fraleay Boulevard)	Main Street
<ul style="list-style-type: none">• Capacity Preservation² (RN)¹• Bicycle Access (RN)• Transit Access (RN)• Transit Access for Equity Emphasis Areas³ (RN)• Pedestrian Safety Improvement⁴• Safety Improvement (Segment)⁵	<ul style="list-style-type: none">• Capacity Preservation (RN)• Bicycle Access (RN)• Transit Access (RN)• Transit Access for Equity Emphasis Areas (RN)• Safety Improvement (Segment)• Safety Improvement (Intersection)• Pedestrian Safety Improvement

Notes:

¹Regional Network.

²Preserves Capacity of critically important transportation corridors.

³Census Block Groups with Need for transit access based on income, age, disability status, racial minority status, Hispanic or Latino origin, and limited English proficiency, population density, and existing transit service.

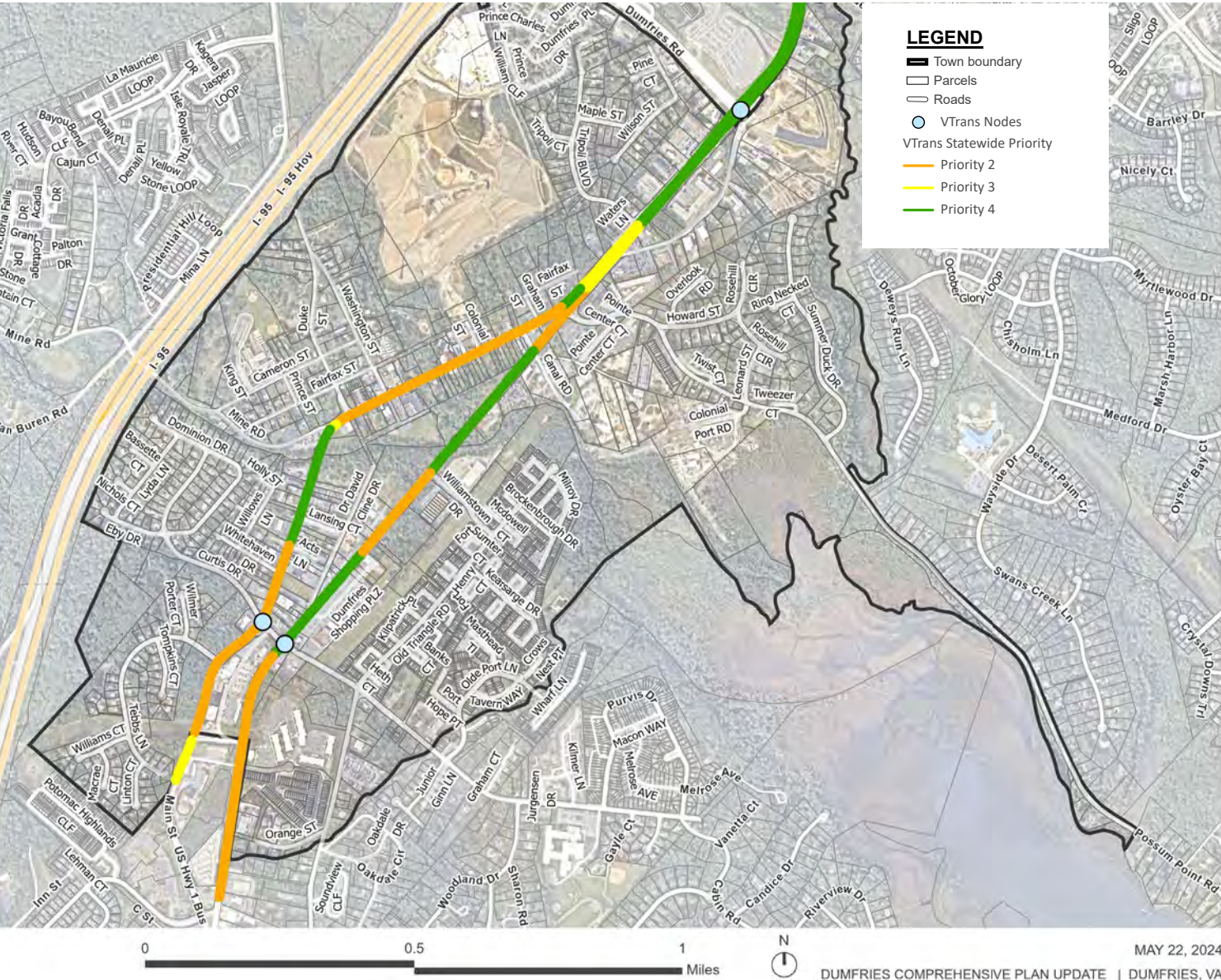
⁴Identifies priority corridors for proactive pedestrian safety countermeasures.

⁵Identifies intersections and roadway segments with higher number crashes than expected based on characteristics of the roadway.



Looking south down Fraley Boulevard.

Figure TI-6: VTrans High Priority Needs

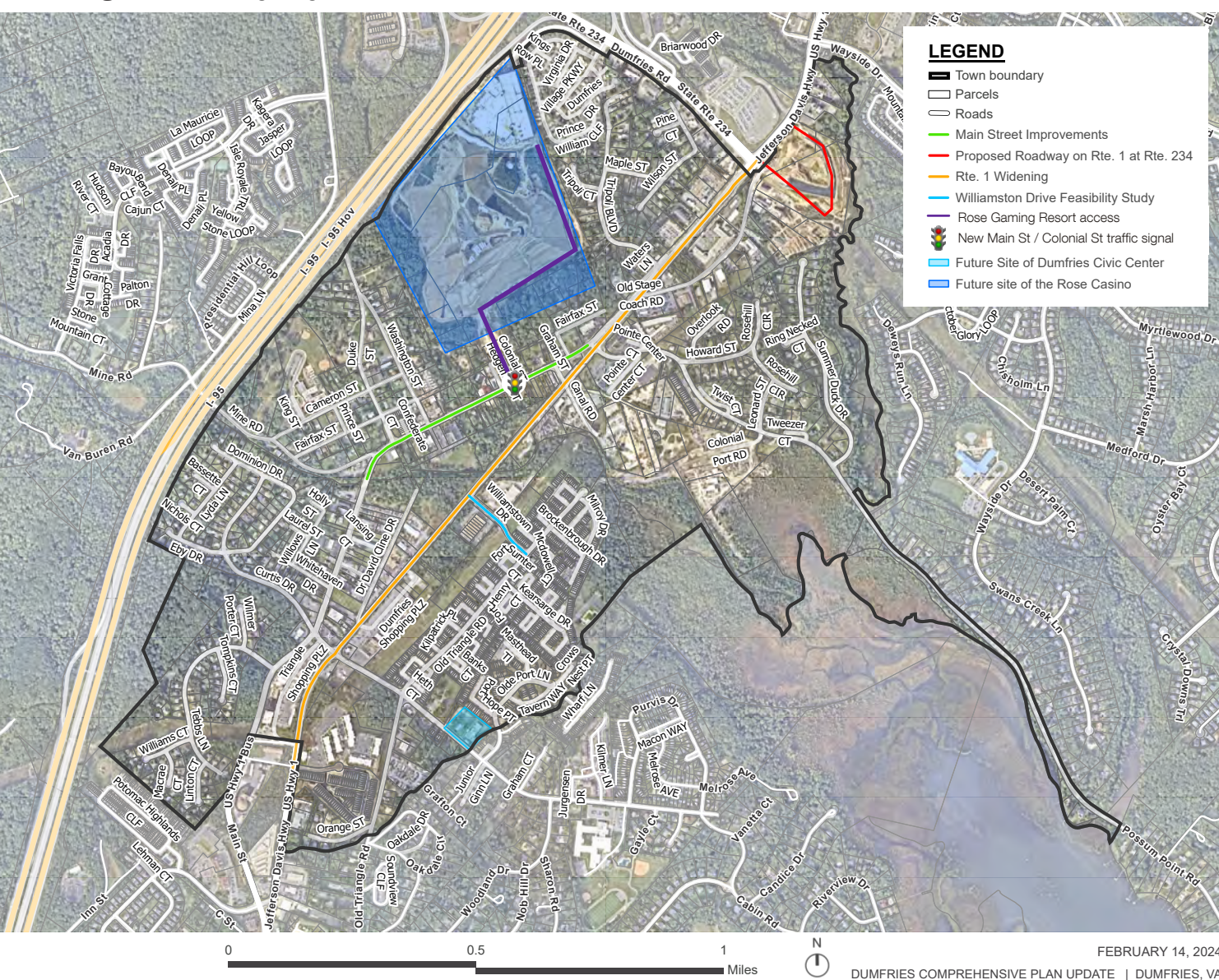


TRANSPORTATION PROJECTS

Main Street Small Area Plan

The purpose of the Main Street Small Area Plan (SAP) is to transform Main Street into a walkable, vibrant, and mixed-use town center. This plan, in conjunction with other projects such as the Route 1 widening project, is designed to make Main Street pedestrian- and bicycle-friendly. Main Street will be converted into a complete street focusing primarily on the segment between Canal Street and Quantico Creek. The west side of Main Street, which is mostly a residential area, will be used for new forms of housing development.

Figure TI-7: Ongoing and Planned Projects



The goal is for Main Street to become a gathering point for the residents of the Town of Dumfries. The Main Street area will support a wide range of businesses, including restaurants, retail stores, and cafes on the ground floor and multi-family residential uses on upper floors. Importance is also placed on improving the pedestrian experience through pedestrian lighting and sidewalks connecting to other gathering spaces. Additionally, the proposed design will safely support other modes of transportation such as bicycles and scooters.

Route 1 (Fraley Boulevard) Widening Project

The purpose of this project is primarily to address any existing traffic congestion through increasing the roadway capacity. Widening the northbound roadway (Fraley Blvd) will accommodate the addition of southbound through-traffic that is currently served by Main Street. Additionally, this project aims to improve accessibility for drivers, and to improve safety for pedestrians and bicyclists. Furthermore, improvements on storm drainage and reconstruction of the Route 1 bridge over Quantico Creek are expected to minimize the impacts of flooding.

The project will be executed along a 1.9-mile segment of Route 1, from Brady's Hill Road to Dumfries Road. The existing roadway facility from Brady's Hill Road to Possum Point Road serves the one-way northbound traffic, whereas the southbound traffic is served by Main Street. The northbound section of Route 1 will be widened from two lanes to six lanes, with a raised median serving both northbound and southbound traffic. The proposed widening project will also incorporate pedestrian and bike facilities. The design phase is currently 80% completed, and construction is projected to start in 2027 and conclude in 2031.

Potomac Shores Station

The Potomac Shores station is a planned station on the Virginia Railway Express (VRE) Fredericksburg Line station in the Potomac Shores master-planned community, east of Dumfries. The station will feature an adjacent parking garage, which began construction in 2023 with completion expected in late 2024. Construction of the station is not expected to begin until the garage is finished.

Williamstown Drive Complete Streets Feasibility Study

The purpose of this project was to conduct an initial feasibility study and public outreach to develop a "Complete Streets Plan" for Williamstown Drive. The goal was to determine a set of recommendations that would transform Williamstown Drive into a multimodal portal from the Williamstown community to the Main Street corridor.

Potomac Shores Route 1 and Route 234 Improvements

The project is a quadrant intersection at US Route 1 and Virginia Route 234 to increase capacity and efficiency in anticipation of increased traffic due to the construction of the Rose Gaming Emporium in northwest Dumfries and Potomac Shores development in Prince William County.

The Churchill Downs (CDI) Mixed-Use Development

The CDI Mixed-Use Development is located on the former site of the Potomac Landfill, south of I-95 at Dumfries Road interchange. Access to the development is provided through one access point on Main Street via Colonial Street and it is expected to consist of the following:

- 1,800 Wagering Positions (The Rose Gaming Emporium) (1650 positions in Phase I)
- 15,645 S.F. of High-Turnover Restaurant
- 300 Room Resort Hotel (109 rooms in Phase I)
- 3,540 S.F. of Quality Restaurant
- 1,500 Seat Indoor Entertainment Venue (Phase II)
- 7 acre Park with Ballfield, Playground, Dog Park, and Picnic Area

The development is expected to create 519 external trips in the AM peak, and 1,351 trips in the PM peak. On average, 9,432 daily trips are expected on weekdays and 15,218 trips on Saturdays, including 2,043 peak hour trips.

Figure TI-8: CDI Mixed-Use Development Impacted Intersections Analysis Summary

Intersection	2031 Future Conditions WITHOUT Improvements					
	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
US Route 1 at Dumfries Road / Old Stage Coach Road -Signalized-	18.1	B	25.3	C	21.6	C
US Route 1 (Fraley Blvd) at Possum Point Road / Main Street -Signalized-	18.7	B	22.7	C	24.3	C
Main Street at Colonial Street (The Rose Access) -TWSC(Signalized)-	8.9	A	9.3	A	9.2	A
Intersection	2031 Future Conditions WITH Improvements					
US Route 1 at Dumfries Road / Old Stage Coach Road -Signalized-	18.5	B	31.3	C	32.0	C
US Route 1 (Fraley Blvd) at Possum Point Road / Main Street -Signalized-	26.6	C	33.5	C	35.8	D
Main Street at Colonial Street (The Rose Access) -TWSC(Signalized)-	9.1	A	13.1	B	13.0	B

Notes:
¹sec/veh: Seconds per Vehicle
²LOS: Level of Service
³The intersection of Main Street at Colonial Street was analyzed as Two-Way-Stop-Controlled (TWSC) without improvements and as signalized with improvements.
⁴Delay and LOS data for every intersection extracted from the June 3, 2021 GDC Mixed-Use Development TIA.

The project’s Traffic Impact Analysis (TIA) proposed the following improvements to address the expected increase in traffic volume:

- Reconstruct Colonial Street to provide an access roadway into the site.
- Signalize the intersection of Main Street at Colonial Street and construct a dedicated southbound right-turn lane along Main Street at this intersection.
- Implement multiple capacity improvements at the intersections of Route 1 at Possum Point Road and Route 1 at Canal Road.
- Construct a northeast quadrant road at the intersection of Route 1 at Route 234.

The TIA concluded that the proposed improvements are expected to address the CDI Development’s traffic impacts within the surrounding roadway network.

INFRASTRUCTURE

Infrastructure

A diverse mix of green and traditional infrastructure within Dumfries provides a positive economic benefit for the Town. Comprehensive planning ensures that costly upgrades and additions to existing infrastructure are equitable and provide the highest possible value to residents. The Town’s capital improvement program (CIP) serves as the major financial planning guide for expenditures toward capital facilities and equipment. The CIP helps to ensure that major projects are planned and resourced.

Municipal Solid Waste and Recycling

The Town’s solid waste removal is handled by private solid waste haulers. The Town previously began collecting its own household waste in the 1990s but reverted to a private carrier when it was determined that overall savings were not worth the differences in service and management.

The Town continues to try to reduce its solid waste removal costs through municipal collection and recycling. The Town also coordinates with Prince William County on solid waste and recycling matters.

Telecommunications

Several private telecommunications firms, including Verizon, Comcast, Cox, Cavalier, RCN, and T-mobile, provide telephone and related telecommunications services to the town. Cable television services are available from a wide variety of providers.

Telecommunications towers should also be responsibly and inconspicuously placed throughout the Town so that broadband, wireless, and emergency communications needs are met. The Town should amend its zoning ordinance to permit stealth telecommunication antennas by-right in all zoning districts. The definition of stealth should be carefully tailored, however, and the final determination should be the Zoning Administrator’s with the appeal to the Board of Zoning Appeals.

Energy (Natural Gas and Electric)

Commonwealth Gas Services, Inc., a subsidiary of Columbia Gas Systems, provides natural gas to the town. Commonwealth Gas Services constructs, owns, and maintains its distribution system. The Briar Trunk Line, the major distribution pipeline for natural gas in Prince William County, runs from Gainesville in western Prince William County through the town to its terminus in the Town of Quantico.

From its nearby power generation station on Possum Point Road in Prince William County, Dominion Virginia Power, a private utility, provides electrical power to the town. Dominion Virginia Power constructs, owns and maintains its transmission and distribution lines and systems, including the major transmission line that runs through the town, parallel to northbound Route 1/Fraley Boulevard.

Water Supply, Capacity, and Conservation

The Prince William County Service Authority (PWCSA) owns no water treatment facilities but purchases potable water for the Dumfries service area through an agreement among PWCSA and the Fairfax County Water Authority (FCWA). Through this agreement, the town’s primary water supply is the Occoquan Reservoir. While it is anticipated that potable water supplies will be more than adequate to meet future demand, water conservation is an important cost-saving measure and water quality element which should be considered by the Town. A reduction in water usage translates to a reduction in wastewater treatment costs and protection of surface water quality. The Town should examine ways to promote water conservation either through amendments to the Town’s building code or through public education.



Dominion Virginia Power Transmission Line right-of-way.



Stormwater management system.

Water System Facilities

The PWCSA operates an integrated system of transmission and distribution mains, booster or pump stations, and storage facilities to provide water to eastern Prince William County and the Dumfries/Triangle area. Although existing transmission mains are sized to accommodate both existing and future water supply demands, water storage flow needs to be improved for fire protection services in the Triangle and Graham Park Shores areas. To accomplish this, the PWCSA plans to replace the undersized Nob Hill Tank.

Storm Sewer System

The Town operates a storm sewer system that collects stormwater runoff using inlets, manholes, pipes, and outfalls. The Town also employs stormwater runoff Best Management Practices (BMPs) including filtering practices and bioretention ponds.

Wastewater Treatment

Unlike water service utilities, the PWCSA does own and operate sewage treatment facilities that service eastern Prince William County and the Dumfries/Triangle area via the H.L. Mooney Wastewater Treatment Plant. While the Mooney Plant has the capacity to serve the entire town, there are still several active septic systems in and around Dumfries that pre-date the current system. It is Town policy that all new development and significant redevelopment is required to connect to the sanitary sewer system and that, when possible, existing systems should be connected to the sewer system when they exhibit signs of failure.

TRANSPORTATION & INFRASTRUCTURE
KEY ISSUES & OPPORTUNITIES

ISSUES

The cul-de-sac roadway pattern and multi-lane highways through town limit access between land uses, which hinders pedestrian mobility and emergency response.

There is a lack of direct pedestrian and bicycle connections between the east and west sides of town; the Route 1 widening project will further constrain east-west connections across Route 1.

Roads and properties experience frequent flooding.

Stormwater drainage facilities along roadways are outdated.

Residents and visitors are served by a relatively limited public transportation network serving primarily Main Street and Route 1.

OPPORTUNITIES

Leverage the Route 1 Widening Project, Main Street improvements, housing development, and future redevelopment to both implement incremental roadway extensions and establish a more connected street network.

Utilize excess right-of-way space along major streets to provide people-centered streetscapes (e.g., wider sidewalks, street furniture, distinctive paving, trees and plantings) and the incorporation of bicycle facilities.

Create coherent streetscape design guidelines to guide improvements along Main Street and Route 1.

Implement streetscape enhancements and improvements to pedestrian and bicycle facilities to create a complete street along Main Street, leveraging the shift in vehicular traffic patterns as part of the Route 1 Widening Project.

Use the Williamstown Drive Complete Streets Feasibility Study as a steppingstone to improve neighborhood safety and east-west pedestrian connectivity, and investigate the potential addition of a pedestrian bridge connecting to Cecil W. Garrison Park.

Pursue opportunities to modernize the town's stormwater drainage systems, including as part of roadway improvements along Main Street and Route 1.

Capitalize on the new VRE station at Potomac Shores (east of the town) to increase public transit connectivity and enhance access to and from the town.

TRANSPORTATION & INFRASTRUCTURE
GOALS, POLICIES, & ACTIONS

TI-1 SAFE AND MODERN ROADWAY NETWORK - Improve and expand the town's street network so that the primary arterial, collector, and local roads that serve the community are integrated into an effective multimodal transportation system.

TI-1.1 Develop and implement an integrated strategy to fund the Town's transportation priorities and needs as part of a Capital Improvement Plan and Budget.

TI-1.1A Coordinate the Town's Capital Improvements Plan (CIP) with Prince William County's Comprehensive Plan and evaluate transportation data (e.g., traffic patterns and traffic counts) on a regular basis so that the Town can have an accurate needs assessment for development, regional growth, funding sources, and other identified priorities.

TI-1.1B Actively seek funding opportunities, including federal/state/regional funds and grants, to achieve transportation goals that minimize General Fund impacts.

TI-1.1C Improve lobbying efforts and increase information sharing by closely collaborating with the Planning District Commission and VDOT District on planned road priorities to maximize the political and financial capital for identified projects.

TI-1.1D Require new residential and commercial development to provide right-of-way for planned road improvement projects.

TI-1.1E Adopt Town-wide Design and Construction Standards based on VDOT's Road Design Manual to guide new development/redevelopment that addresses requirements for public facilities relative to streets and pedestrian/bicycle facilities, water/sewer, parking, and stormwater management.

TI-1.1F Design and install smart street technology, including sensors, cameras and Global Positioning Systems (GPS) and other related technology, to collect data and analyze data, and employ artificial intelligence to improve the flow of traffic, reduce traffic congestion, ensure the safety of pedestrians, bicyclists and drivers, and accommodate autonomous vehicles.

TI-1.2 Actively support all improvements to Interstate 95 that reduce traffic congestion in town.

- TI-1.2A** Support VDOT and Federal Highway Administration (FHWA) initiatives to construct additional capacity on I95, without financially impacting town residents.
- TI-1.2B** Promote the use of high occupancy vehicle (HOV) lanes, as well as carpooling and vanpooling, through incentives for destinations (commercial, office, other) that accommodate ridesharing programs.

TI-1.3 In coordination with VDOT, maintain and manage a transportation network that is safe for all users.

- TI-1.3A** Maintain storm drainage facilities on a regular basis to ensure that roadways are not structurally undermined by flooding or erosion.
- TI-1.3B** Prioritize the repaving of streets throughout the town based on pavement inspection by Town staff or their designees.
- TI-1.3C** Coordinate traffic signals to optimize signal timing along roadways with signalized intersections and roadway corridor segments.
- TI-1.3D** Limit the number of driveways and consolidate commercial access points along major arterials and collector streets, thus increasing safety and traffic efficiency.
- TI-1.3E** Assess pavement markings and consider adjustments where possible to provide safer routes for non-automobile users such as bicycle lanes.
- TI-1.3F** Design and integrate traffic calming concepts into neighborhoods and redevelopments.
- TI-1.3G** Pursue a Planning and Demonstration Grant to develop and implement a comprehensive safety action plan through the Safe Streets For All grant program.
- TI-1.3H** Plan for all road projects to accommodate multimodal features for transit, pedestrian and bicycle access.
- TI-1.3I** Establish and maintain a map that depicts VDOT maintained roadways and Town maintained roadways.

TI-2 MULTIMODAL TRANSPORTATION - Develop an integrated, multimodal travel network that adheres to existing federal and state multimodal design policies, while focusing on promoting non-motorized modes with safety as the highest priority.

TI-2.1 Continue to enhance and implement the Town’s multimodal transportation network to create an all-encompassing transportation network with modernized facilities for all roadway users, including motorized and non-motorized modes such as bicycles and pedestrians. Refer to VDOT's Department of Rail and Public Transportation's (DRPT) Multimodal System Design Guidelines for best practices.

- TI-2.1A** Construct all sidewalks to a minimum of five feet in width and incorporate a three-foot utility strip between the curb and sidewalk wherever possible.
- TI-2.1B** Identify, plan, finance, design, and construct priority sidewalk connections.
- TI-2.1C** Provide appropriate markings and identifications including, but not limited to, road striping, bicycle lane designations, crosswalks, signage, and wayfinding reference points.
- TI-2.1D** Submit updates and amendments to the Comprehensive Plan to VDOT for review and comment as per Code of Virginia, section 15.2-2222.1.
- TI-2.1E** Ensure that all new sidewalk construction and reconstruction shall follow the provisions within VDOT’s Road Design Manual, Appendix A1 – Geometric Design Standards.
- TI-2.1F** Using the inventory and existing databases of bus routes within the county, identify bus stop locations within town limits that are lacking adequate pedestrian access and prioritize the installation of improvements in cooperation with PRTC OmniRide.
- TI-2.1G** Require the inclusion of sidewalks in all development and redevelopment.
- TI-2.1H** Develop a curbside management strategy for the future Main Street complete street that prioritizes reliable transit, safe bicycling infrastructure and other important uses of the curb such as deliveries, passenger pick-ups, green stormwater infrastructure, and small public spaces, while still managing parking.

	TI-2.1I	Continue to apply for appropriate state, regional, and federal funding assistance in developing a safe and effective pedestrian and bicycle network.
TI-2.2	Design and implement “complete streets” throughout the Town, beginning with the completed Williamstown Complete Streets Study and Main Street.	
	TI-2.2A	Enact a “complete streets” policy to align with guidelines from the Smart Growth America and the Complete Streets Coalition. a. Emphasize the notion that each complete street has to be customized and characterized by its surrounding environment and how the street fits into the community. b. Promote non-motorized connections to community and commercial centers, regional destinations, and sites of interest; such as cultural, historic, and park facilities.
	TI-2.2B	Design a network of streets that safely support multiple modes including pedestrians, bikes, and scooters.
	TI-2.2C	Integrate wider sidewalks where necessary to accommodate increased pedestrian movements in community and commercial centers.
	TI-2.2D	Perform studies to determine which complete streets elements are most appropriate for each specific project. Typical complete streets elements include: sidewalks, bicycle lanes (or wide, paved shoulders), shared-use paths, designated bus lanes, safe and accessible transit stops, and frequent and safe crossings for pedestrians, including crosswalks, median refuge islands, accessible pedestrian signals, and curb extensions.
	TI-2.2E	Develop street standards for a project as appropriate to the project and in accordance with Traditional Neighborhood Design standards.
	TI-2.2F	Plan for future public transportation connections.
	TI-2.2G	Using the existing Main Street carriageway between the existing curbs, create two lanes of traffic, two bike lanes, and on-street parking on both sides of the street. Create a pedestrian friendly-environment through wider sidewalks (using proffers from landowners), a wider landscape amenity panel, new street trees, and “bump-outs” at intersections.
	TI-2.2H	Create a pedestrian-friendly environment through wider sidewalks (using proffers from landowners), a wider landscape amenity panel, new street trees, and "bump-outs" at intersections.

	TI-2.2I	Evaluate traffic operations along the Main Street corridor on a regular basis to ensure a desirable level of services is being maintained as the Route 1 widening is implemented and development increases within the area.
TI-2.3	Identify and preserve existing rights-of-way throughout the town, which provide room to expand existing transportation facilities.	
	TI-2.3A	Identify appropriate streets for future roadway right-of-way.
	TI-2.3B	Identify appropriate streets that have encroachments or are otherwise more appropriate as future alternative transportation routes that enhance the connectivity of the overall town transportation system.
	TI-2.3C	Identify existing utility rights-of-way, stream corridors, and other potential connections that are suitable for the implementation of the recommended network of Greenways/Blueways corridors.
TI-2.4	Integrate parking facilities into the surrounding environment as seamlessly as possible and minimize the amount of land area devoted to parking.	
	TI-2.4A	Review and, where appropriate, lower the required parking minimums in the Town Code.
	TI-2.4B	Ensure that all parking lots and structures are designed and screened to eliminate visual intrusion or incompatibility with the adjacent residential neighborhoods, historic resources, conservation land, and other sensitive visual resources.
	TI-2.4C	Provide multi-modal access between park-and-ride lots and nearby uses.
	TI-2.4D	Encourage parking requirements to be met in a variety of ways, including the use of publicly- owned parking and shared parking arrangements, thereby allowing more effective use of developable land.
	TI-2.4E	Coordinate parking policies with transportation demand management policies and strategies (for example, the provision of reserved spaces for carpools).
	TI-2.4F	Encourage structured parking associated with transit facilities and services, as appropriate, such as with parking districts.
	TI-2.4G	Require the integration of trees, landscape islands, and/or permeable materials in surface parking facilities.

TI-3 IMPROVE CONNECTIVITY - Increase the number of street connections and reduce the number of cul-de-sacs and “dead ends” within the town to give Dumfries a more cohesive feel and facilitate travel between and within neighborhoods using all transportation modes. This will also make the town more accessible for emergency response vehicles.

TI-3.1 Expand and upgrade the town’s network of bicycle and pedestrian facilities to provide safe and easy access to jobs, schools, commercial, recreational, and entertainment hubs.

- TI-3.1A** Develop a town-wide Bike and Pedestrian Plan that establishes a network of bicycle and pedestrian facilities along roadways, off-road paths, and trails in conformance with the Comprehensive Plan Parks and Trails Map, and in consultation with Association of State Highway and Transportation Officials (ASHTO) and VDOT Guides and Policy Plans for Bikes and Pedestrians.
- TI-3.1B** Identify streets with existing gaps in the sidewalk network and prioritize filling those gaps through future improvement projects.
- TI-3.1C** Maintain an inventory of existing pedestrian facilities within the town and identify those requiring upgrades to comply with ADA standards.
- TI-3.1D** Revisit existing bicycle facilities such as bicycle lanes and shared use paths to check for compliance with VDOT design standards. Facilities that do not meet current standards should be prioritized for improvements.
- TI-3.1E** Design and construct safe routes to schools, focusing on Dumfries Elementary School and Graham Park Middle School.

TI-3.2 Improve circulation within the town by reducing the number of existing cul-de-sacs within residential neighborhoods.

- TI-3.2A** Offer community workshops that educate Dumfries residents about the benefits of connectivity and phasing out of cul-de-sacs.
- TI-3.2B** Update the Town’s policies to encourage developers to limit or fully avoid the use of cul-de-sacs in new residential developments.
- TI-3.2C** Promote the elimination of existing cul-de-sacs by providing similar benefits to residents without the cul-de-sac, such as safe areas for children to play (e.g., community parks) and additional street parking.

TI-3.3 Provide safe pedestrian and bicycle connections between the east side of town and Main Street.

- TI-3.3A** Pursue the concept development, design, and construction of a pedestrian and bicycle shared use path to connect US Route 1 (Fraleley Boulevard) and Main Street between the existing connections at Graham Park Road and Canal Road, in consultation with the Association of State Highway and Transportation Officials (ASHTO) and VDOT Guides, and Policy Plans for Bikes and Pedestrians.
- TI-3.3B** Provide a safe connection from the proposed shared use path to the existing East Coast Greenway corridor along Main Street.
- TI-3.3C** Identify and secure adequate funding sources for the proposed shared use path project such as VDOT’s Transportation Alternatives Program (TAP) and applicable USDOT grant programs.
- TI-3.3D** Pursue the design and construction of a safe pedestrian and bicycle crossing, across Route 1 at or near the intersection with Williamstown Drive, which can be at grade, or grade-separated above or below.

TI-4 IMPROVE & EXPAND THE TRANSIT NETWORK - Integrate transit services to link jobs, housing, commerce, and recreation within the town and immediate area.

TI-4.1 Enhance the connectivity of town and regional transit systems.

- TI-4.1A** In coordination with the Potomac and Rappahannock Transportation Commission (PRTC), Prince William County, VDOT/DRPT, and Washington Metropolitan Area Transit Authority (WMATA), promote an efficiently designed bus feeder network to connect commuter rail stations, commuter lots and other transit centers as an integral part of a broader access plan to curtail single occupancy vehicle (SOV) use. Partner with the Northern Virginia Transportation Authority (NVTA) on their Bus Rapid Transit Action Plan.
- TI-4.1B** Require the provision of transit facilities and services with conditional use permit (CUP) applications and rezonings, as appropriate.
- TI-4.1C** Coordinate transit provisions with development and site plan proposals.
- TI-4.1D** Add specific transit facilities (e.g., shelters, appropriate lighting, sidewalk access, etc.) to development checklists.

- TI-4.1E

Coordinate with OmniRide to create and maintain a transit map that includes bus routes, shelters, and bench locations for the public and for municipal planning purposes.
- TI-4.2

Work with adjacent jurisdictions to develop support for joint alternative transit projects.

TI-4.2A

Identify the unmet needs of residents with mobility impairments and develop a plan to address them.

TI-4.2B

Coordinate an efficient and effective town and regional system to ensure sufficient bus connections and access to and between community and commercial centers. This requires close coordination with adjacent jurisdictions, federal, state and regional, transportation agencies such as but not limited to VRE, PRTC, VDOT, DRPT, NVTA, and WMATA.

TI-4.2C

Work with regional jurisdictions and organizations to more effectively lobby state and federal government for additional transit funding streams.

TI-4.2D

Consider the locations of populations with mobility impairments and their travel needs (i.e., doctor, hospital, shopping, social activities, etc.) when deciding on the placement of bus routes and stops.

TI-4.2E

Examine ways to provide transportation alternatives to those populations that do not have access to PRTC or VRE services (e.g., taxicabs, local transit service, etc.).

TI-4.2F

Continue to work with PRTC to expand bus service within Dumfries to encourage commuters to utilize the transit network.
- TI-4.3

Diversify the town’s transit services to offer innovative alternatives to traditional bus service and connections to existing transit services.

TI-4.3A

Explore the use of alternative transportation modes such as motorized scooters or e-bikes to connect Dumfries to the future Virginia Railway Express (VRE) station in Potomac Shores through new Blueways/Greenways and other multimodal trails.

TI-4.3B

Encourage the use of online applications to facilitate the use of different modes of transportation within the town and throughout the region.

TI-4.3C

Promote the use of OmniRide microtransit, as it has built in flexibility to allow transit use to grow within Dumfries.

- TI-4.4

Provide modern and safe transit facilities to encourage utilization of transit services.

TI-4.4A

Include provisions within the Town Code to ensure that land developers include transit-related facilities as part of large new developments (hospitals, shopping centers, community colleges, etc), including but not limited to pedestrian shelters, seating, signs, and dedicated rights-of-way for transit vehicles.

TI-4.4B

Evaluate microtransit usage patterns to discern if a traffic generator would benefit from the implementation of a fixed bus route.

TI-4.4C

Evaluate the need for Transit Signal Priority (TSP) at specific locations within the town. TSP could increase bus efficiency and ridership by providing a more reliable and predictable transit experience for passengers.
- TI-5

SUSTAINABLE INFRASTRUCTURE - Protect the town’s natural environment and critical wildlife habitats, and lower the town’s carbon footprint, by incorporating green infrastructure, renewable energy, energy efficient infrastructure, and stormwater management into all development projects.

TI-5.1

Minimize the negative impact of development projects on the environment.

TI-5.1A

Encourage and support renewable energy generation (windmills, solar panels, biofuel production, and so on) by allowing such facilities in the zoning ordinance.

TI-5.1B

Build new and remodeled Town buildings to an established energy efficiency standard such as Energy Star or LEED (Leadership in Energy and Environmental Design).

TI-5.1C

Investigate the feasibility of solar panel installation on Town-owned buildings and above Town-owned surface parking to decrease reliance on the electricity grid.

TI-5.1D

Work with developers to meet the Town’s zoning ordinance, flood plain regulations, regulations related to development in the designated RPAs and other applicable Town, County, state and Federal regulations.
- 122 DESTINATION DUMFRIES 2044
- DESTINATION DUMFRIES 2044 123

- TI-5.1E** Pursue the inclusion of EV charging facilities in designated Mixed Use Hubs, particularly in the Route 234 Crossroads Hub.
- TI-5.1F** Develop a Green Stormwater Management Program to assemble a range of flood risk mitigation strategies and identify key municipal properties and roadways that can incorporate green infrastructure.
- TI-5.1G** Adopt roadway design guidelines with special provisions for stormwater drainage elements.
- TI-5.1H** Mitigate negative impacts on air and sound quality along Route 1 by planting street trees along the roadway.
- TI-5.1I** Develop and implement Green Infrastructure Guidelines for projects within the public right-of-way to encourage the incorporation of site design and infrastructure projects to reduce energy use, accelerate electrification, manage stormwater runoff, and minimize the heat island effect.

TI-6 MUNICIPAL SOLID WASTE - Maintain a comprehensive, long range solid waste management program that minimizes the town’s environmental impacts.

- TI-6.1 Provide solid waste, recycling, and composting options for residents.**
 - TI-6.1A** Conduct a town-wide education program on the advantages of waste reduction, recycling, and reuse, as well as the continued use of the recycling center formerly located at the Prince William County landfill site
 - TI-6.1B** Partner with Prince William County’s Purple Can Program to recycle glass bottles by collecting them in purple bins at an in-town site.
 - TI-6.1C** Continue the annual collection of household hazardous waste and publicize the importance of the program.
 - TI-6.1D** Pursue funding to determine and increase the demand and possible locations for composting options via educational and promotional campaign.

TI-7 TELECOMMUNICATIONS - Facilitate the deployment of a comprehensive communications network that ensures the reliability of public safety, wireless, and broadband services.

- TI-7.1 Develop a comprehensive telecommunications master plan that establishes location criteria and ensures affordable and reliable internet access for the town’s residents and stakeholders.**
 - TI-7.1A** Increase access to high-speed broadband for residences and businesses in coordination with regional jurisdictions and service providers.
 - TI-7.1B** Give priority for construction of cell phone towers on publicly owned land.
 - TI-7.1C** Promote the installation of a conduit in the ground for future fiber-optic lines or other high-tech cable uses whenever and wherever the installation of other utility lines is under way, particularly main lines that connect major businesses and public facilities.



NATURAL RESOURCES & THE ENVIRONMENT

VISION

Dumfries will preserve and enhance its ecological features and natural assets, address the causes and impacts of climate change, and foster environmental awareness for a sustainable and resilient future.

NATURAL RESOURCES & THE ENVIRONMENT

For a town of less than two square miles, Dumfries is rich in natural resources. Most notably, Quantico Creek enters the town from the west and broadens into tidal flats and wetlands before joining with the Potomac River. Quantico Creek and other tributaries overflow and cause the flooding of roads and residential properties throughout the town; however, they are also home to many sensitive species which must be protected as the Town seeks solutions.

Water Resources

Dumfries lies within the Quantico Creek watershed and is located near the limit of tidal influence along Quantico Creek. The Quantico Creek watershed is a part of the larger Potomac River Basin, which includes portions of Virginia, West Virginia, Maryland, and Pennsylvania. Quantico Creek bisects the town, entering from the northwest as a relatively narrow and turbulent stream and then fanning out to a broader waterway. The town has two other streams including Dewey's Creek, which forms the eastern municipal boundary, and an unnamed tributary of Quantico Creek, which forms much of the town's southeastern municipal boundary.

Cannonball Run, depicted as an intermittent stream on the United States Geological Survey (USGS) map, runs roughly parallel with Washington Street through the center of the Town until it empties into Quantico Creek near Fraley Boulevard (Route 1). Three other intermittent streams, all tributaries to Quantico Creek, flow through the town.

Although Dumfries was founded as a port town along Quantico Creek, the waterway is no longer navigable due to siltation and invasive vegetation. Under the federal Clean Water Act (CWA), all state waters are expected to be maintained to support recreational use and the propagation and growth of all aquatic life reasonably expected to inhabit them. Quantico Creek is monitored monthly for metals and state fishable water quality standards. Any stream dredging will require coordination with the U.S. Army Corps of Engineers and the U.S. Coast Guard. Phase 2 of the Quantico Creek Restoration is addressing erosion along the stretch of creek west of Main Street to 1782 Batestown Road. Based on existing data, several areas along the southern bank experience an erosion rate of 3.5 feet per year (see Figure NRE-1).

Figure NRE-1:
Erosion and
Pollutant
BANCS Analysis
(Source:
Ecosystem
Services)



Wetlands

Wetlands within and near Dumfries are primarily associated with the tidal flats of Quantico Creek. Extensive creek marshes, which transition from yellow pond lilies at the lowest elevations to woody swamps at the highest elevations, dominate the upper portion of Quantico Creek. These marshes include several stands of American Lotus, which is considered rare in Virginia. Non-tidal wetlands also occupy considerable areas in and around the town along Dewey's Creek, Quantico Creek, and the unnamed tributary along the southeastern municipal boundary.

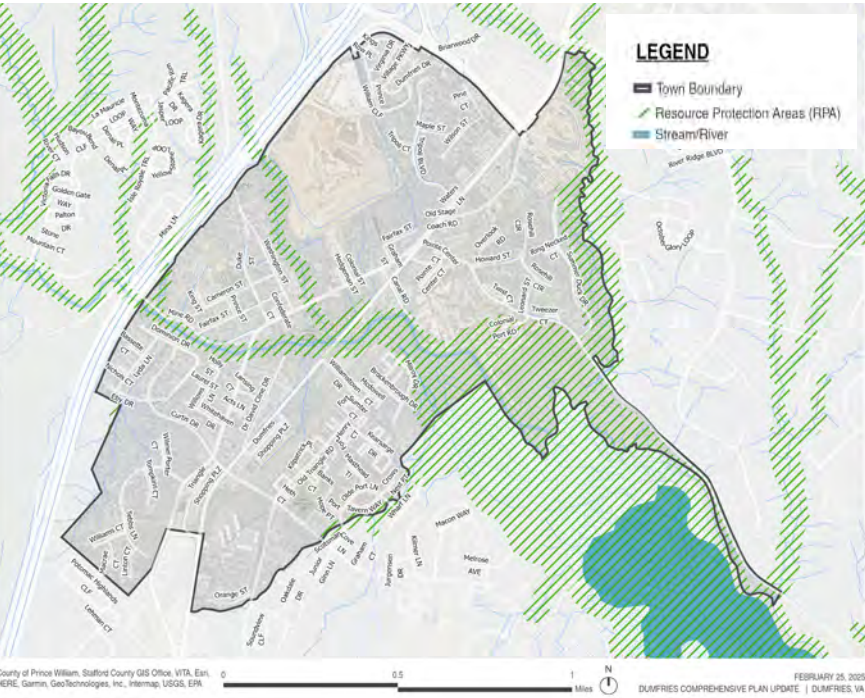
Floodplains

Most of Dumfries' developed areas are located outside the 100-year floodplain. Areas of the town in Zone A (100-year floodplain) or Zone B (500-year floodplain) are primarily associated with Quantico Creek and its tributaries. Flood-prone locations include areas along Quantico Creek, which impact the Municipal Center site parking/open space areas, and the Prince William Estates neighborhood. The remainder of the town has been classified as an area with minimal flooding. Land uses in flood-prone areas are subject to provisions in the flood hazard district section of the Zoning ordinance. The flood hazard district outlines permitted uses, special use permits, and other flood area development regulations. Ongoing projects in Dumfries to mitigate flooding include the re-channeling of Quantico Creek to improve stormwater conveyance after significant rainfall events.

Resource Protection and Management Areas

The 1988 Chesapeake Bay Preservation Act (CBPA) established a program to protect sensitive environments that, when disturbed or developed incorrectly, lead to reductions in water quality in the Chesapeake Bay. The Act led to the mapping of preservation areas to protect against pollution and promote conservation measures. The Town of Dumfries is one of 84 local governments located in Tidewater Virginia that are subject to the Act and the Chesapeake Bay Preservation Area Designation and Management Regulations. All CBPA localities must adopt and maintain ordinance requirements for the development and/or redevelopment of locally designated Resource Protection Areas (RPA) and Resource Management Areas (RMA) lands. See the Land Use and Livability section for more information about the RPAs and RMA within Dumfries.

Figure NRE-2: Resource Protection and Management Areas



Potomac Landfill

The Potomac Landfill, which received construction and demolition waste and recyclables for over 40 years, received its final truckloads of materials in 2022. While the facility did not accept chemical, toxic, hazardous, or radioactive waste, the property generated many complaints from neighbors due to persistent odors and noise. Once the geosynthetic cap is successfully installed and stabilized in summer 2025, the landfill we be officially closed, making way for the succeeding parkland with passive and active recreation.

Brownfields

The town was recently awarded \$1 million by the U.S. Environmental Protection Agency to assess toxins present in two sites: a 3.5 acre parcel that houses the former “Rescue Squad” building and the former 147-acre Campbell Salvage Yard, which the town is seeking to acquire and is located near the town’s former deep-water port on Quantico Creek. This is a major step in the process of cleaning up and creatively reusing these properties in more productive ways for the community.

While not located within town boundaries, the Dominion coal ash ponds at the Possum Point Power Station have caused ongoing groundwater quality issues that affect Quantico Creek and properties within Dumfries. Groundwater contamination by magnitude of exceedance above federal health-based guidelines include Arsenic (x3), Boron (x1), and Cobalt (x5) (Source: Coal Combustion Residuals Compliance Data). Encapsulation and reuse efforts of these sites are also underway.

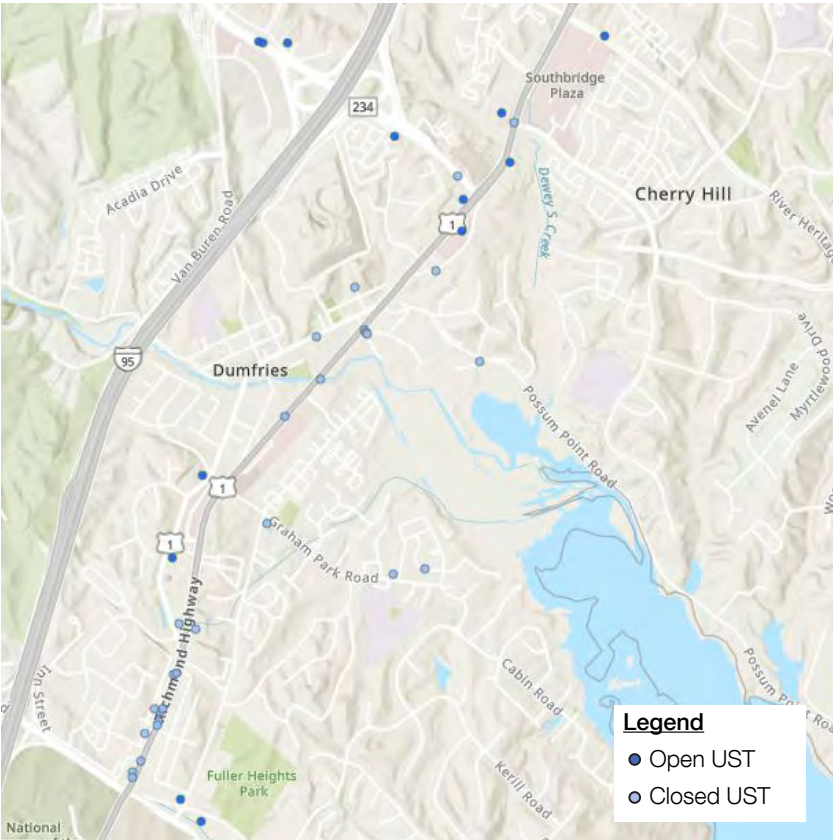
Underground Storage Tanks (USTs)

The Environmental Protection Agency’s Underground Storage Tank (UST) available data indicates there are 17 USTs located in Dumfries, 6 of which are open. USTs are used to store petroleum and hazardous materials underground. All of the open Dumfries USTs facilities are located at gas stations.

Green Infrastructure

Maintaining the town’s natural environment is foundational to its land use policies. “Green infrastructure” includes stormwater management and other sustainable development techniques.

Figure NRE-3: Underground Storage Tanks (Source: EPA UTC Mapper)



The Town considers green infrastructure to be the effective and efficient utilization of the land upon which a development is proposed or built. Preservation of wetlands, wildlife corridors, and other sensitive habitats not only lessens a project’s environmental impact but also benefits the final development product by creating integrated neighborhoods and communities.

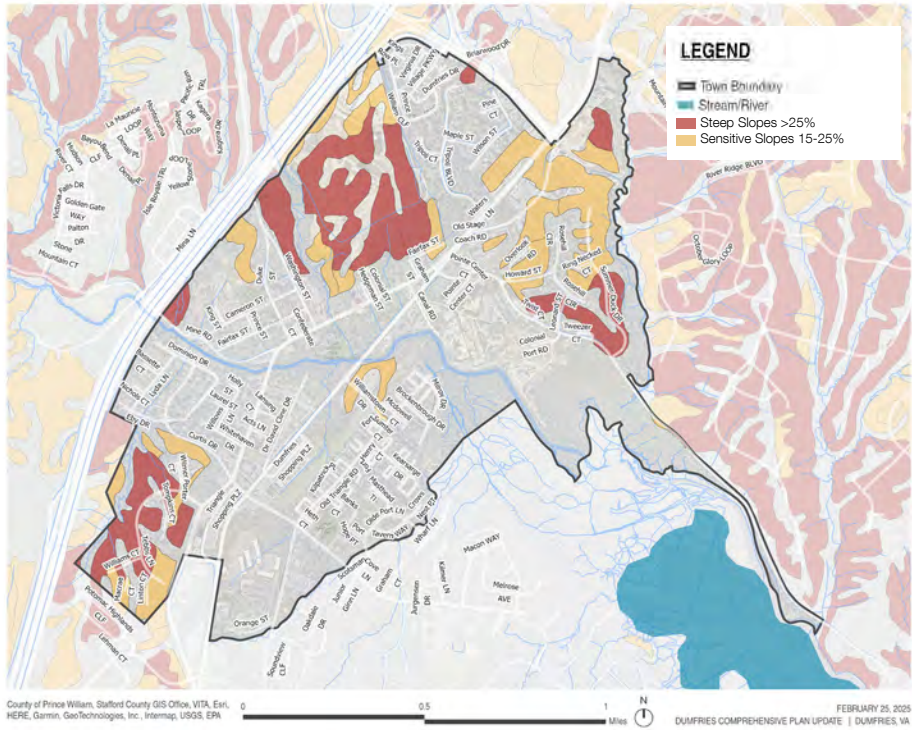
Minimum pervious cover, low impact development techniques (LID), and other stormwater management systems should be used in residential and commercial development. Any development occurring in the 100-yr floodplain must conform to regulations established by the Federal Emergency Management Agency (FEMA), National Flood Insurance Program (NFIP), Virginia Department of Conservation and Regulation, and the Town of Dumfries floodplain regulations.

Alternative transportation infrastructure and systems such as greenways, trails, bicycle lanes, sidewalks, and transit systems are a vital part of a healthy and diverse transportation system. This critical infrastructure is examined in the Transportation chapter.

Soils and Topography

The terrain within Dumfries varies from a broad tidal estuary and wetlands in the southeastern portion of the town to rugged, hilly, sloping land rising from sea level to an elevation of over 170 feet. The two highest elevations are located in the northern portion of the town. The first point is known as Battery Hill and is located within the limits of the Rose Casino/Town Park site. The high point is in Grayson Village and is bounded by Virginia and Village Drives.

Figure NRE-4: Steep and Sensitive Slopes



The Chesapeake Bay Preservation Area Overlay District defines resource management areas with steep slopes greater than 25% (approximately 11.1% of Dumfries’ land area). Areas with slopes ranging from 15 to 25% comprise approximately 8.9% of the land area. The Overlay District recognizes areas with slopes ranging from 15 to 25% as sensitive, and appropriate site-specific measures to prevent erosion must be taken at these locations. Soils in the Town of Dumfries are broadly classified as “loamy” by the Soil Survey of Prince William County, Virginia.

NATURAL RESOURCES & THE ENVIRONMENT
KEY ISSUES & OPPORTUNITIES

ISSUES

Some roadways and properties are frequently flooded by Quantico Creek and its tributaries.

Several brownfields along the Colonial Port Corridor will likely require varying levels of remediation, potentially limiting future uses of these sites.

The nearby Possum Point Power Station coal ash ponds groundwater contamination continues to exceed federal health guidelines.

Development opportunities are constrained by the town’s topography, with 11.1% of the town characterized as steep or sensitive slopes.

OPPORTUNITIES

Pursue opportunities to modernize the town’s stormwater drainage systems, including as part of roadway improvements along Main Street and Route 1.

Utilize EPA brownfields funding to conduct environmental site assessments and cleanup activities.

Work with Prince William County utilities and regional organizations to find solutions to environmental threats, such as groundwater quality and pollution related to the coal ash ponds.



View of the former landfill and future town park.

NATURAL RESOURCES & THE ENVIRONMENT
GOALS, POLICIES, & ACTIONS

- NRE-1** **NATURAL ENVIRONMENT - Maintain and enhance the natural features of the Town by protecting the environment from degradation and fostering public awareness of the environment and its natural beauty.**
- NRE-1.1** **Preserve and expand Dumfries’ network of open spaces, habitat areas, and the natural environment (e.g., trees and wetlands).**
- NRE-1.1A** During the development review and approval processes, encourage the application of creative design principles that enhance and protect the town’s natural environment and open space by:
- a. providing more functional open space;
 - b. preserving sensitive natural areas;
 - c. maintaining maximum indigenous tree cover; and
 - d. minimizing impervious land cover for the desired and permitted land use.
- NRE-1.1B** Support conservation of appropriate land areas in a natural state through conservation easements, setback buffering, enforcement of applicable Town ordinances, and the creation of greenways and other publicly accessible open space.
- NRE-1.1C** Preserve wildlife corridors, wetlands, and other sensitive areas through the creation of greenways, trails, parks, and other open spaces.
- NRE-1.1D** Partner with developers to receive land dedications, as appropriate, to be owned and operated as public parks and greenways.
- NRE-1.1E** Require that dedications of privately-owned and -maintained open space are adequately protected and may not be further developed as part of the associated project, or without further public or legal discussion and formal action.

- NRE-1.2 Minimize the negative impacts of development and urbanization (e.g., pollution, impervious surfaces).**

NRE-1.2A Identify existing offensive or noxious land uses which pose a threat to water quality or other elements of the environment, either through point or non-point sources, and revise Town ordinances to phase out such uses.

NRE-1.2B Reduce the quantity of impervious surfaces in the town and require development to incorporate Best Management Practices (BMPs) for reducing and filtering stormwater runoff when appropriate.

NRE-1.2C Utilize EPA brownfields funding to conduct environmental site assessments and cleanup activities at the identified brownfield sites in the town (3800 Graham Park Road and Campbell Salvage Yard at 17926 Colonial Port Road.

NRE-1.2D Pursue additional EPA funding to complete the next phase of environmental cleanup for the town’s brownfield sites.
- NRE-1.3 Maintain and expand a tree canopy that reduces temperatures, provides shade, and enhances air quality.**

NRE-1.3A Update town codes and ordinances to reduce allowable exemptions and variances granted under existing ordinances. Consider actions such as:

a. Enact minimum tree cover requirements and require one-to-one replacement of trees removed.

b. Prohibit the preemptive removal of trees during plan approval.

c. Require the protection of natural buffers and Resource Protection Areas (forest, riparian, and wetland).

d. Increase violation penalties for unauthorized tree removal.

NRE-1.3B Enact and enforce a “No Net Loss” tree conservation policy.

NRE-1.3C Require planting of native species that are well-suited for anticipated climate changes.

NRE-1.3D Encourage tree preservation as part of residential construction.

NRE-1.3E Pursue Tree City USA designation from the Arbor Day Foundation and other resources to create and maintain tree cover and help the Town and demonstrate and promote the Town's commitment to a greener and healthier place.

- NRE-2 CLIMATE CHANGE – Minimize the town’s contributions to, and the impacts of, climate change.**
- NRE-2.1 Reduce the town’s contributions to climate change (e.g., greenhouse gas emissions).**

NRE-2.1A Establish an Environmental Committee or Green Team to help move forward environmental issues.

NRE-2.1B Provide infrastructure to support vehicle electrification throughout residential and commercial areas (See Transportation & Infrastructure).

NRE-2.1C Establish a small grant program to assist residents and small businesses in creating minor green stormwater infrastructure improvements, such as rain barrels, rain gardens, green roofs, and permeable paving.

NRE-2.1D Consider preparing and implementing a climate action plan to reduce the town’s contributions to climate change (See NRE-2.2B).

NRE-2.1E Adopt new construction ordinances and/or incentives that focus on improving energy efficiency requirements for buildings.

NRE-2.1F Pursue U.S. Green Building Council, LEED for Cities (cities, towns, counties) certification to manage, guide plan and policy development, track progress on global goals, advance equity and measure community resilience and sustainability performance.
- NRE-2.2 Adapt to the impacts of climate change on Dumfries (e.g., flooding and extreme heat).**

NRE-2.2A Enhance the tree canopy and increase the number of street trees along the town’s streetscapes to lower summer temperatures (See NRE-1.3).

NRE-2.2B Consider preparing a climate action plan that identifies strategies for the town to adapt to and recover from the impacts of climate change on the community, including a range of “grey,” “green,” and “hybrid” flood protection and adaptation approaches in consultation with the Prince William County Comprehensive Plan environmental policies, the Virginia Coastal Resilience Master Plan, and the Virginia Flood Protection Master Plan (See NRE-2.1D & NRE-3.4).

NRE-3 WATER QUALITY - Maintain and enhance the town’s natural water features.

NRE-3.1 Protect water resources within and outside of the Town from the negative impacts of development and urbanization.

- NRE-3.1A** Continue to enforce the Chesapeake Bay Preservation Area Overlay District (CBPA-OD) designed to protect the waters of the Town and the Chesapeake Bay from the adverse effects of urban development.
- NRE-3.1B** Encourage developers to pursue all opportunities for creative site design in the review and approval process to reduce site imperviousness as provided by the performance criteria of the CBPA-OD.
- NRE-3.1C** Reference the Virginia Department of Environmental Quality’s (VADEQ’s) Virginia BMP Clearinghouse published BMPs and their design specifications where development requires the use of structural Best Management Practices as permitted under the performance criteria of the CBPA-OD.
- NRE-3.1D** Continue to enforce the Floodplain Overlay District to protect floodplains from inappropriate development, as well as to protect the health, welfare, economic, and real estate interests of Dumfries residents.
- NRE-3.1E** Continue to investigate water quality tools implemented by the Town to meet the Virginia Pollutant Discharge Elimination System (VPDES) Municipal Separate Storm Sewer System (MS4) General Permit.
- NRE-3.1F** Pursue opportunities to modernize the town’s stormwater drainage systems, including as part of roadway improvements along Main Street, Route 1, and other future roadway projects.

NRE-3.2 Protect the Town’s surface and groundwater from degradation by discharge and infiltration of point source industrial and urban pollutants.

- NRE-3.2A** Continue to preserve undisturbed areas along stream corridors within the designated 100-foot buffer to naturally filter pollutants from urban sources while allowing for use of these corridors for development of the recommended trail network.
- NRE-3.2B** Follow State Administrative Code 9VAC25-830-140 to identify approved development and redevelopment activities in the designated RPA areas and make these lists easily accessible to developers.
- NRE-3.2C** Review water quality impact assessments for allowable land- disturbing activities within designated RPA areas as required by the State Administrative Code.
- NRE-3.2D** Conduct public education and outreach activities per the VPDES MS4 General Permit requirements to increase the public’s knowledge of water quality improvement and pollution reduction through strategies such as traditional written materials, alternative materials, signage, speaking engagements, workshops, training materials, etc.
- NRE-3.2E** Work with the Virginia Cooperative Extension to conduct periodic resident workshops to demonstrate techniques and aid residents in reducing the over-application of pesticides and fertilizers which subsequently runoff as non-point source pollution.
- NRE-3.2F** Request that the Virginia Water Control Board notify the Town of any underground storage tank leaks in areas surrounding the town which may have an impact on the town’s groundwater supply and develop a working relationship with the Board to correct the pollution impacts of any leaks.
- NRE-3.2G** Work with the Prince William County Health Department to identify and correct failing septic systems or improperly constructed or abandoned wells which may degrade the town’s groundwater resources.
- NRE-3.2H** Work with Prince William County and the Virginia Department of Environmental Quality to find remediation solutions to pollution in the town related to coal ash ponds.

NRE-3.3 Advance the restoration of Quantico Creek and its tributaries, Port of Dumfries, and Quantico Bay.

- NRE-3.3A** Initiate discussions and organize stakeholders at all levels to work together to identify specific environmental challenges and potential solutions associated with Quantico Creek and its tributaries, Port of Dumfries, and Quantico Bay.
- NRE-3.3B** Continue to support and advance the stream restoration project currently being implemented in Quantico Creek’s main channel to stabilize three reaches and address bank erosion, sediment loads and reconnection of floodplain.
- NRE-3.3C** Identify and pursue funding to dredge the Town’s section of Quantico Bay.
- NRE-3.3D** Significantly reduce the amount of sediment in Dewey’s Run through dredging and erosion control measures.

Page intentionally blank.

NRE-3.4 Establish a network of waterways, wetlands, parks, and open spaces to safely and economically accommodate the flows of stormwater and reduce the negative effects of current and future flood risks.

- NRE-3.4A** Develop a Green Stormwater Management Program to identify and implement a range of flood risk mitigation strategies and green infrastructure installations including green streets, bioswales, permeable pavements, planter boxes, rain gardens, and tree plantings to improve water quality and mitigate flooding.
- NRE-3.4B** Identify substantial areas of impervious surfaces, particularly on commercial and industrial properties, where green infrastructure and plantings can be introduced.
- NRE-3.4C** Encourage innovative stormwater management techniques, and promote Low Impact Development (LID) and on-site stormwater management (SWM).



PARKS & RECREATION

VISION

The Town will build on recent investments in parks and recreational programming to provide a connected, accessible, and high-quality network of parks, trails, and recreational opportunities.

PARKS & RECREATION

Dumfries is served by three public parks offering both active and passive recreation. These facilities are supplemented by additional County and private recreational facilities. Dumfries residents also have access to the Prince William Forest Park national parkland just outside the town’s boundaries.

By 2044, the Town has the opportunity to both expand and better connect its network of parks, open spaces, and recreational facilities to ensure that more residents have convenient access to a range of active and passive recreational amenities as well as to natural areas.



Picnic table area of Cecil Garrison Park.

Parks and Recreation

There are currently two public recreational facilities within the town: Merchants Park and Ginn Memorial Park.

Merchant Park surrounds the historic Weems-Botts House Museum, which is on the National Register of Historic Places. The 1.5-acre park has passive recreational amenities including green space, a large pavilion, a kitchen building, restroom facilities, and a gazebo.

Ginn Memorial Park is located on Graham Park Road near the Williamstown and Port-of-Dumfries townhouse developments and is the Town's newest park. It is 2.4 acres and includes green space, mature trees, parking, unpaved trails, a full-sized basketball court, a multi-purpose field, a play area, and picnic tables with grills. Future amenities may include a shelter, a tot lot, walking trails, better pedestrian connections to the future Community Center, and any other amenities deemed appropriate for the park’s size.

The town is also served by Cecil W. Garrison Park, a 2.4-acre passive recreation park with no permanent amenities. The park and its adjacent parking lot host a variety of events, such as the Dumfries Farmer’s Market and October Fall fest. The park includes floodplains and resource protection areas and is well-suited for passive recreational uses such as a greenway trail with shelters.

Dumfries offers a very limited trails network; however, three major improvements are in various planning stages. A trail system will be included in the new town park adjacent to The Rose, which will also offer active recreational facilities. The Potomac Heritage National Scenic Trail will add an in-town segment that connects to Prince William Forest Park by way of Batestown Road under I-95. Additionally, the East Coast Greenway, which currently passes through Dumfries on the shoulder of Fraley Boulevard and Main Street will be improved as a raised, multi-use path along the west side of Fraley Boulevard as part of the Route 1 Widening Project.



The gazebo at Merchant Park.

Private Recreational Facilities

The presence of a few private recreational facilities within the Town provides additional recreational options for residents. Private recreational facilities have been developed in the Grayson Village Mobile Home Park, the Williamstown development, and the Boys and Girls Club.

The Boys and Girls Club:

The General Heiser Branch of the Boys & Girls Clubs of Greater Washington offers recreational opportunities and structured programs. The Old Stagecoach Road site has a playground and a multi-purpose court for basketball and other games, a carpet gymnasium and a multi-purpose game room. The club offers before and after school care, programs for teens, a summer camp, and a sports clinic.

Private Gymnasiums:

The town’s private recreational facilities are limited to a single gymnasium located on Possum Point Road. The current Zoning Ordinance recognizes a gymnasium or other private recreational facility, such as a karate studio, dance studio, or similar establishment, as allowable uses. The Town amended the Zoning Ordinance to allow for a greater range of recreational facilities in Business districts.



Ginn Memorial Park workout equipment.

Prince William County Recreational Facilities

Larger scale recreational needs are largely served through Prince William County Park Authority facilities and activities. The Town has access to large county and federal parks like Locust Shade and Prince William Forest Park. Fees for use of County facilities are generally the same for town and county residents. The Dumfries' schools also provide access to recreational facilities but can only be used for non-school related activities when coordinated with the Prince William County School Board.

The Prince William County Park Authority has nine parks within five miles of the town, which contain various active and passive recreational opportunities:

- Brittany Park
- Anne Moncure Wall Park
- Cloverdale Park
- Birchdale Recreational Center/Turley Fields
- Rippon Landing Park
- C. Lacey Compton Neighborhood Park
- Graham Park Pool
- Forest Greens Golf Club
- Locust Shade Park
- Fuller Heights Park

The Prince William County School District has one public school located within the town boundaries: Dumfries Elementary School. The school’s athletic facilities and playground provide additional recreational facilities to residents.

Other Recreational Facilities

Prince William County Forest Park is a national park with approximately 17,000 acres run by the National Park Service. Park amenities include a variety of active and passive recreational uses. Recreational opportunities at this park include playgrounds, a multi-purpose field, a volleyball pit, a horseshoe pit, a pavilion, picnic areas, an amphitheater, fishing, walking trails, biking trails, camping, fire pits, Ranger-led programs, and cabins. The park is immediately west of the town, but Interstate 95 prevents residents from easily accessing these amenities.

An additional park in Dumfries, located on the recently closed Potomac Landfill and adjacent to the new Rose Gaming Resort, is projected to open summer of 2025.

The Prince William Historic Preservation Foundation recently submitted a redevelopment proposal for the open space surrounding the Williams Ordinary Building, that would include park space.

PARKS & RECREATION
KEY ISSUES & OPPORTUNITIES

ISSUES

Prince William Forest Park – a national park immediately adjacent to the town - is hard to access, especially by pedestrians and bicyclists.

There is no public access to the Quantico Creek waterfront in the former deep-water port area.

Limited trail network for active and passive recreation.

OPPORTUNITIES

Explore options to provide direct pedestrian access to Prince William Forest Park via the new Potomac Heritage National Scenic Trail along Batestown Road under I-95.

Pending the results of an environmental study, pursue recreational uses, water access, and a boardwalk trail system in the former deep-water port area.

Capitalize on the existing range of public parks by updating the facilities and increasing pedestrian access to parks.

Pursue opportunities that provide access to and connect park facilities through trail connections, utilizing utility rights-of-way and waterways as potential connections.



An on-road segment of the East Coast Greenway.

PARKS & RECREATION
GOALS, POLICIES, & ACTIONS

PR-1 **RECREATIONAL OPPORTUNITIES – Provide high-quality recreational opportunities for residents of all ages and abilities within the Town of Dumfries.**

PR-1.1 **Develop programs that encourage active participation in recreational activities, team sports, and educational programs to promote individual and social development.**

PR-1.1A Support and develop new programs and facilities within the town to encourage team sports and the development of individual skills for all ages.

PR-1.1B Provide multi-purpose trails for walking, running, and biking.

PR-1.2 **Develop opportunities for passive recreation and social engagement throughout the town, including parks, trails, and places to relax.**

PR-1.2A Continue to provide venues for family gatherings and social events.

PR-1.2B Provide and maintain open space and natural trails for areas to sit or stroll.

PR-1.2C Require any mixed-use development projects with medium-to-high density to incorporate a common space, such as an open space or courtyard to encourage civic and social engagement.

PR-1.2D Ensure that all parks include event spaces and facilities that promote community use and interaction.

PR-1.2E Explore opportunities for providing facilities that promote ecotourism, particularly in the Waterfront District Hub. Consider pedestrian and bicycle access to nearby ecotourism opportunities, such as Prince William Forest Park.

PR-2 PARK DESIGN & CONNECTIVITY - Develop a system of parks and trails that are designed to engage residents and visitors with the natural environment and connect them to recreational opportunities.

PR-2.1 Maximize the use of existing parks and identify locations for future parks to create community gathering spaces and meet the Dumfries community’s open space and recreational needs.

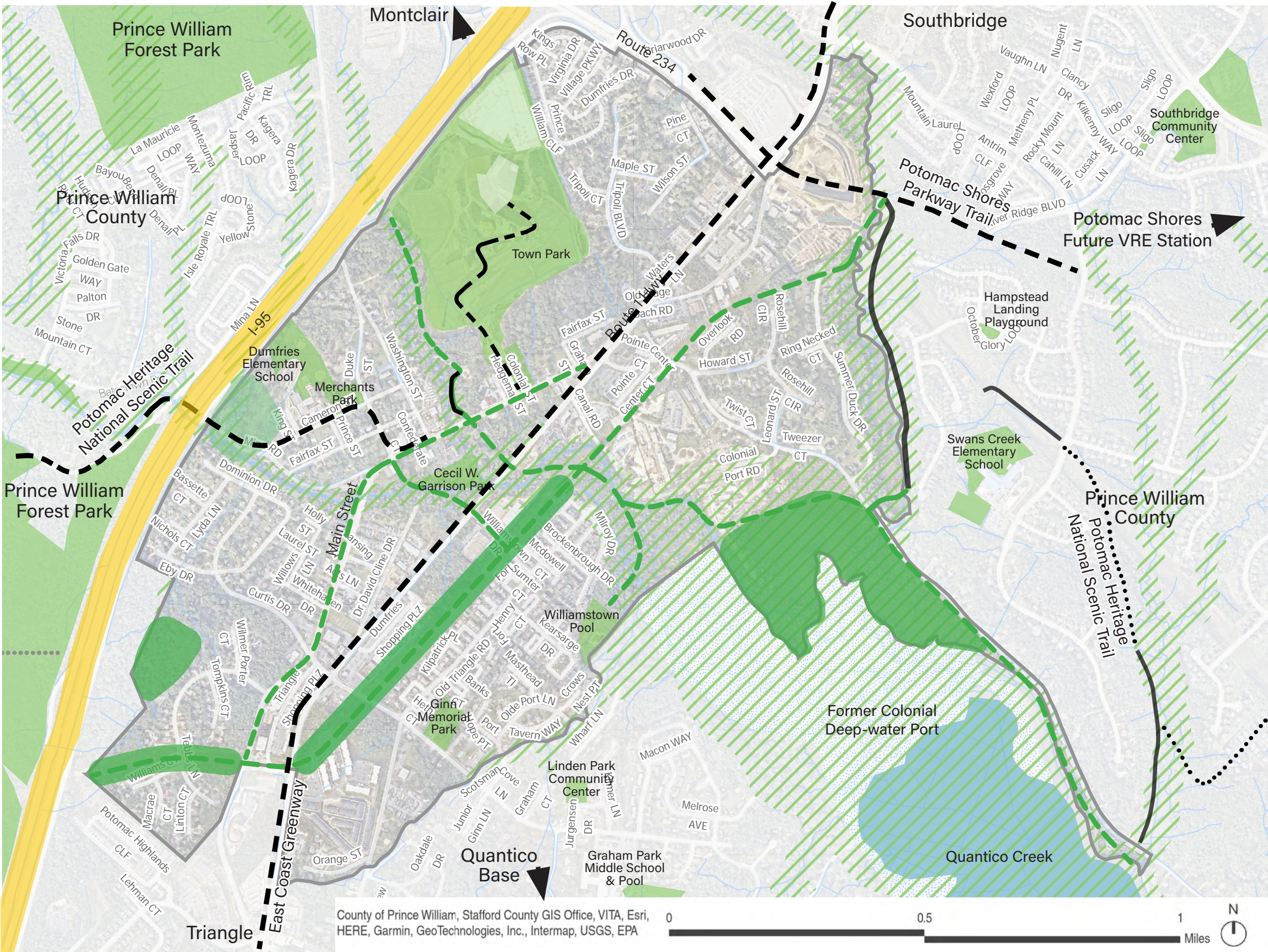
- PR-2.1A** Prepare a Parks, Recreation, and Open Space Master Plan that analyzes the use of existing and proposed parks, projects future needs, includes a characterization with the highest and best use, and includes an equity mapping evaluation for ADA compliance and non-automobile access.
- PR-2.1B** Design new parks to accommodate projected needs and incorporate an appropriate balance of active and passive recreational uses.
- PR-2.1C** Reprogram parks over time based on changes in use and citizen input, incrementally replacing or enhancing outdated play and recreation facilities as determined by the Parks Master Plan.
- PR-2.1D** Examine existing Town properties for possible use as parks or open space.
- PR-2.1E** Create a community gardening program that connects residents to locations for community agricultural gardens.
- PR-2.1F** Pending the results of an environmental study, pursue recreational uses, water access, and a boardwalk trail system in the former deep-water port area (Waterfront District Hub).
- PR-2.1G** Upgrade parks, trails, and sidewalks to achieve ADA compliance upon completion of the Parks Master Plan.
- PR-2.1H** Continue to pursue improvements to Garrison Park to provide passive and active recreation facilities that serve as a destination and focal point in the center of town, as part of the Main Street Commons Hub.
- PR-2.1I** Coordinate site improvements at Ginn Memorial Park with the development of the new community center in the former "Rescue Squad" building.

PR-2.2 Pursue construction of a comprehensive trail network (Blueways/Greenways system) to provide safe and convenient connections between parks, open space, neighborhoods, and destinations, including Mixed-Use Hubs, to provide opportunities for non-motorized travel and active and passive recreation throughout the town.

- PR-2.2A** Pursue opportunities to incrementally assemble alignments of the Blueways/Greenways System and construct trail segments, as illustrated in the Parks and Trails Map (Figure PR-1) on the following page and the Framework Map (Figure VF-1) in the Vision and Framework Chapter.
- PR-2.2B** Include a comprehensive trail network (Blueways/Greenways system) to provide safe and convenient connections between parks, open space, neighborhoods, and destinations in the Parks, Recreation, and Open Space Master Plan.
 - a. Pursue opportunities to extend and connect to regional trails, including the Potomac Heritage National Scenic Trail and the East Coast Greenway
 - b. Evaluate connections to parks, recreation facilities, and open space to identify priority improvements to sidewalks, trails, crosswalks, and bike paths that will enhance access to parks and recreation opportunities.
 - c. Improve and enhance connections to existing parks and other destinations with lighting, trash receptacles, seating, bike racks, and other safety and functionality improvements.
 - d. Explore options to provide direct pedestrian access to Prince William Forest Park and neighborhoods west of I-95 via a new Potomac Heritage National Scenic Trail alignment along Batestown Road under I-95.
- PR-2.2C** Construct a wide multiuse path along one side of Main Street to connect the trail network with the Main Street Commons and Dumfries Gateway Hubs.

Figure PR-1: Parks & Trails Map

- Legend**
- Existing Trails
 - Planned Trails
 - Proposed Trails
 - Recommended Future Trails
 - Recommended Future Parks
 - Existing Parks and Open Space
 - Resource Protection Areas
 - Marsh and Wetlands
 - Dumfries Boundary



PR-3 **RECREATIONAL QUALITY OF LIFE - Promote & encourage healthy lifestyles through passive & active recreational opportunities.**

PR-3.1 **Establish and cultivate partnerships with diverse groups and organizations to provide educational, recreational, and cultural opportunities that enhance Dumfries’ overall quality of life.**

- PR-3.1A**

Encourage and engage community stakeholders as partners in the promotion of a higher standard of community health and well-being to encourage the use of and prioritization of parks, recreation, and transportation opportunities including but not limited to:

 - “Safe Routes to School”
 - Bike to School Day
 - Park Rx America programs.
- PR-3.1B**

Provide spaces and facilities that encourage programs and services for healthy lifestyles for all ages and abilities.

PR-4 **PARKS & RECREATION FUNDING - Identify resources to establish permanent and ongoing funding for parks and recreation in the town.**

PR-4.1 **Incorporate changes into the Town budget to dedicate funding for Parks & Recreation within the town.**

- PR-4.1A**

Identify Federal, State, and local grant opportunities to fund parks and recreation improvements, and pursue those that will accomplish realistic expectations within available Town resources.
- PR-4.1B**

Expand recreation facilities within the town through grant and CIP funding.

PR-4.2 **Identify additional funding sources to augment the Town’s parks and recreation budget.**

- PR-4.2A**

Identify public, private, and nonprofit resources and partnership opportunities to offset costs associated with providing recreational opportunities for the town.
- PR-4.2B**

Establish a proffer policy for the dedication of land for future parks or monetary contributions related to all rezonings to mitigate the impact of development on the town, and allow applicants requesting a Conditional Use Permit to contribute to the proffer.
- PR-4.2C**

Pursue grant funding to support new parks and recreational opportunities and improve the Town’s existing inventory of parks and recreational facilities.
- PR-4.2D**

Establish an adopt-a-bench program to provide areas to sit and relax throughout the town along and withing recreational areas.
- PR-4.2E**

Establish an annual adopt-a-park program for organizations, businesses, and individuals who want to donate money towards a park project or recreational activity.
- PR-4.2F**

Review and amend the Town's Annual Fee Schedule to include appropriate fees for facility use.



HISTORIC RESOURCES, ARTS & CULTURE

VISION

Dumfries will be a thriving arts and cultural center that celebrates its rich history and provides an engaging range of historical tourism, entertainment, and arts opportunities for residents and regional visitors.

HISTORIC RESOURCES, ARTS & CULTURE

The Town of Dumfries is distinguished by its longevity, being the oldest continuously-chartered town in Virginia, and this is reflected in a number of remaining historic structures and burial sites. The Town strives to preserve its history, as an essential part of the town’s character, through active preservation efforts and implementation of a Historic District Overlay.

Today, Dumfries’ character is expressed through regular cultural events and activities, such as the Dumfries Farmer’s Market and October Fall Fest.

Historic Resources

Dumfries is a community layered in history. The area was originally home to several Algonquian-speaking tribes, including Pamacocack Village, a Taux village, and a Patawomeck village. White colonizers took over the harbor and enslaved Black people to create a viable tobacco and iron industry, leading to a flourishing port and the formal establishment of the town in 1749. An adjacent free Black community called Batestown was destroyed by the US government in the 1930’s, but its legacy lives on in contemporary Dumfries.

Dumfries takes pride in its past and strives to promote the identification, evaluation, and protection of historic and cultural sites and the tourism opportunities these sites present. However, few physical remnants of this history remain today, and the town can work to link the present-day community with its significant historic buildings, archaeological sites, cemeteries, and gravesites.

The following are significant sites and structures that have been preserved and maintained:

- Henderson House*
- Williams Ordinary*
- Weems-Botts House*
- Prince William County Courthouse (Fourth) and Jail site
- Quantico Church Site and Dumfries Cemetery
- Tebbs-Mundy House Site
- The Dumfries Slave and Free African American Cemetery
- The former Colonial Deep-water Port

**Structures registered on the National Register of Historic Places*

With a mission of preserving and celebrating the town’s cultural resources, Historic Dumfries Virginia, Inc., a non-profit organization, is focused on researching and preserving the history of the community and its environs.

To preserve Dumfries’ remaining heritage area, a Historic Overlay District was adopted, and the Architectural Review Board (ARB) was established. The Historic District Overlay encompasses the original 1761 expanded municipal boundaries.

The Prince William Historic Preservation Foundation recently submitted a redevelopment proposal for the open space surrounding the Williams Ordinary Building, that would include park space and a Revolutionary War memorial. Prince William County does not currently have a memorial to the people of the county lived through and made contributions during the American Revolution.



The historic Williams Ordinary building, home to Prince William County Office of Historic Preservation.



The Dumfries Slave and Free African American Cemetery.

Fine Arts and Cultural Events

While early Dumfries contained a theater and opera house, the town no longer holds any significant entertainment venue. The closest outdoor performance venue - Jean C. Smith Amphitheater at Locust Shade Park - is located south of Dumfries in Triangle, Virginia. Triangle is also home to the closest movie theater: Medal of Honor Theater.

Cecil W. Garrison Park and the adjacent parking lot host a range of events and celebrations throughout the year, including the Dumfries Farmer’s Market, which runs April through September, and the October Fall Fest. The adjacent Jeff Simpson Community and Cultural Arts Center also hosts a range of civic and cultural events.

HISTORIC RESOURCES, ARTS & CULTURE
KEY ISSUES & OPPORTUNITIES

ISSUES

Elements of the town’s past remain unexplored, unprotected, or uncelebrated.

The town offers limited outdoor gathering and performance venue options.

The town offers limited indoor film screening and performance venue options.

OPPORTUNITIES

Build on the town’s rich history to explore and identify additional historic resources to protect and highlight (e.g., former deep-water port).

Explore opportunities to leverage The Rose’s entertainment and performance venue for events.

Consider updates to existing parks and public spaces to increase the number of public gathering and performance facilities.



The historic Williams Ordinary building.

HISTORIC RESOURCES, ARTS & CULTURE
STRATEGIES & ACTIONS

HAC-1 HISTORIC & CULTURAL RESOURCES – Identify, protect, and manage the Town of Dumfries’ significant historical, architectural, and other cultural resources.

HAC-1.1 Continue to identify, study, and preserve Dumfries’ significant historic and cultural resources.

- HAC-1.1A Continue efforts to identify and update the Town’s inventory of significant pre-historic and historic resources, including and cemeteries and gravesites, and make the information available to all Town departments and the public.
- HAC-1.1B In conjunction with Historic Dumfries and Prince William County, conduct studies of potential sites for significant historic and cultural resources listing, and identify the most important features and historic values of each site.
- HAC-1.1C In conjunction with Historic Dumfries and Prince William County, conduct an inventory to identify cultural resource sites that were previously ignored or overlooked and integrate the preservation or treatment of these sites into the overall program to protect and preserve the Town of Dumfries’ heritage.
- HAC-1.1D Request that Phase I level archaeological/cultural studies be completed by applicants seeking to develop or redevelop in areas that are identified as historically sensitive. Where a Phase I level study deems it appropriate, require Phase II evaluation or intensive level survey. If sites are determined to be significant, a treatment plan should be completed in consultation with the Town in advance of the final site plan approval.
- HAC-1.1E Work with homeowners to nominate sites and structures that meet the appropriate criteria to determine eligibility for inclusion on the National Register of Historic Places (NRHP) and Virginia Landmarks Register.
- HAC-1.1F Work with the Prince William County Preservation Division’s archaeological laboratory to process and curate artifacts found as a result of the Town’s public archaeological projects.
- HAC-1.1G Continue to develop sensitivity maps for pre-historic or historic sites and historic viewsheds.

HAC-1.2 Protect and preserve historic resources that are important for documenting or demonstrating the prehistory or history of the town.

- HAC-1.2A** Examine existing zoning requirements to ensure their consistency with the goal of historic preservation.
- HAC-1.2B** Continue to maintain the existing Dumfries Historic Overlay District as defined in the Zoning Ordinance for the purposes of preserving the historical integrity of important areas and sites.
- HAC-1.2C** Pursue funds from private and public sources for acquisition, protection, restoration and operation of historic properties.
- HAC-1.2D** Encourage preservation groups to educate the public on the historic character of the town and the benefits of preserving it.
- HAC-1.2E** Encourage owners of town historic properties to participate in the Virginia Historical Highway Marker Program, Prince William County's Historic Building Plaque Program, and consider establishing a Dumfries Marker or Plaque Program.
- HAC-1.2F** Ensure the policies, ethics, standards, and procedures concerning preservation and protection of the town's historical and archaeological collections are followed in all instances in which collections are exhibited, stored, interpreted or otherwise utilized.
- HAC-1.2G** Evaluate the town's policies, ethics, standards, and procedures concerning the preservation and protection of the Town's historical/archaeological collections for new best practices and cultural sensitivity.

HAC-1.3 Promote growth and redevelopment that incorporates the historical character of the town in its foundation.

- HAC-1.3A** Support efforts to renovate and adaptively reuse the Historic Williams Ordinary property to include a Civil War Memorial and public park space.

HAC-1.4 Preserve, protect, and maintain known or discoverable cemeteries and gravesites - marked and unmarked.

- HAC-1.4A** Document any unmarked gravesites placed on the perimeter of existing cemeteries, whose markings may have since been destroyed.

- HAC-1.4B** Prevent owners and developers of land planned for development from relocating cemeteries and gravesites to another location.
- HAC-1.4C** Revise the permitting process to require a check for the presence of a cemetery on a property proposed for grading or construction and in compliance with the Federal Cemetery Preservation Requirement Act.
- HAC-1.4D** Promote the use of state historic tax credits to NRHP and Virginia Historic Landmarks Register owners, to maintain and strengthen the town's historic character as part of the development process.

HAC-2 ARTS & CULTURE - Connect historic sites to the revitalization, tourism, and placemaking efforts, and position historic preservation as a key tool for economic development.

HAC-2.1 Enhance, promote, and celebrate the Town's history to increase visitation and commerce throughout the Town.

- HAC-2.1A** Encourage research projects and studies that inform and educate town residents and visitors about the town's past.
- HAC-2.1B** Invite universities, colleges, and HBCUs to conduct research studies and report on the town's history and prehistory.
- HAC-2.1C** Support a cultural resources intern program in coordination with local universities and colleges.
- HAC-2.1D** Distribute historic and cultural resource reports prepared in conjunction with development applications in the town, including Phase I, Phase II, Phase III level studies, and Army Corps of Engineers Reports, to appropriate repositories and libraries, including the VDHR and the regional libraries.
- HAC-2.1E** Develop and implement a branded interpretation program that includes printed marketing materials and signage with information on the town's history and significant cultural resources.
 - a. The materials and signage should include QR codes that provide access to websites with additional information, including historic site locations, access hours, guided tours, and both self-guided walk and driving tours.
- HAC-2.1F** Continue to preserve, develop, and support the Weems Botts Museum, Merchant Park, Williams Ordinary, Prince William County Courthouse (Fourth) and Jail site, Quantico Church Site and Dumfries Cemetery, Tebbs-Mundy House Site, and other sites identified by the Town through ongoing research, education, and promotion.

- HAC-2.1G** Encourage landowners and archaeologists who have collected and cataloged artifacts found in the town to curate such artifacts with the Town for the purpose of displaying them for education and tourism.
- HAC-2.1H** Develop a “Preserve a Site” program in which citizens and businesses pledge to preserve and properly manage an archaeological, architectural, or cemetery site.
- HAC-2.1I** Develop a Town of Dumfries walking tour map that highlights historic structures and sites.
- HAC-2.1J** Create wayfinding signage along the gateway corridors to the Town of Dumfries to highlight historic attractions.
- HAC-2.1K** Continue to support Weems Botts Museum and Merchant Park to promote tourism.
- HAC-1.3L** Implement phased streetscape improvements in accordance with the Main Street Plan to accentuate the town’s historic character and themes while enhancing the visitor experience and access to historic resources.

HAC-3 ARTS & CULTURE - Provide and support a wide range of arts and cultural venues, activities, and events that celebrate and explore diverse identities and topics.

HAC-3.1 Establish venues and implement cultural programming to promote arts and entertainment opportunities.

- HAC-3.1A** Explore opportunities to leverage The Rose’s entertainment and performance venue for events.
- HAC-3.1B** Introduce and encourage participation in diverse cultural programs to enrich the lives of residents.
- HAC-3.1C** In the Parks, Recreation, and Open Space Master Plan include an increase in the number of public gathering and performance facilities, including an outdoor amphitheater, in the proposed parks and public spaces updates.

HAC-3.2 Incorporate public art into public spaces and privately-owned sites to strengthen Dumfries’ “sense of place” and distinct character.

- HAC-3.2A** Establish a Public Art Commission to develop and implement a Plan to fund, promote, and facilitate the installation of art visible to the public, including art in public spaces, murals on buildings, and art on private property to be experienced and/or viewed by the public.
- HAC-3.2B** Pursue funding to manage a pilot program that temporarily fills vacant storefronts with art by local artists and students with the Public Art Commission.
- HAC-3.2C** Pursue funding to manage an annual mural program to support local artists and civic engagement with the Public Art Commission.
- HAC-3.2D** Pursue opportunities and funding to incorporate public art into parks, streetscapes, and other public spaces to enhance the town’s sense of place and identity with the Public Art Commission.

COMMUNITY & EDUCATIONAL FACILITIES

VISION

The Town will provide a comprehensive system of community and educational facilities that enhance residents' quality of life and provide opportunities to learn, access social services, and connect with other Dumfries residents.



COMMUNITY & EDUCATIONAL FACILITIES

Dumfries partners with Prince William County to provide important facilities and services for town residents. This service-sharing with the County is integral to providing community resources, but some needs remain. While a planned new community center will greatly increase the town’s capacity for cultural and educational events, continued collaboration with the County on enhancing these services is vital.

Libraries

Library services for the town are provided by Prince William County, but there is no full-service library nearby. Prince William County has placed a mini-library within Dumfries Shopping Center along Route 1, but a full-service library is required to serve Dumfries and the developing areas immediately north and east of the town. The Town will continue to work with Prince William County in the development of its service plan for library facilities serving town residents.



Dumfries Community Center

Community Centers

The Jeff Simpson Community and Cultural Arts Center of Dumfries hosts many town events and activities, from functioning as an election center to hosting job fairs and cultural events. It can also be reserved for private use. The first floor is accessible and can hold up to 60 people, while the second floor “Learning Center” capacity is 78 people. The building shares a parking lot with Town Hall and Cecil Garrison Park.

In 2022, the Town retained AECOM to prepare a “Dumfries Civic Center Feasibility and Site Study”, a conceptual project to explore the possibility of building a state-of-the-art civic center along Main Street. The study recommended several locations for the potential site of the civic center. Ultimately, the Town purchased the former “Rescue Squad” building located at 3800 Graham Park Road to become the site of the new Clyde Washington Community Center. Currently, Town officials plan to engage an architecture firm to redesign and remodel the property with as little structural changes as possible.

Schools

The Town of Dumfries lies within four different Prince William County School Districts: Pattie, Swans Creek, Dumfries, and Triangle. While public education for the children residing in Dumfries is mainly provided by four schools within the Prince William County School System - Dumfries Elementary School, Graham Park Middle School, Potomac High School, and Forest Park High School - students are also served by Triangle Elementary School, Pattie Elementary School, Swans Creek Elementary School and Potomac Shores Middle School. Students may also participate in the Prince William County Specialty Programs to earn certifications, licenses, and professional credentials in a range of study areas. Dumfries Elementary School is currently over 120% of its capacity.



Former “Rescue Squad” building and site of the future Community Center.

COMMUNITY & EDUCATIONAL FACILITIES
KEY ISSUES & OPPORTUNITIES

ISSUES

The current library does not meet the full spectrum of community needs.

The elementary and middle schools that primarily serve Dumfries children - Dumfries Elementary School and Graham Park Middle School are slightly over capacity.

OPPORTUNITIES

With the anticipated addition of a community center, the old and new community center buildings can be used to increase the Town’s capacity for community gatherings and resources until a larger library facility can be located.

Explore options for increasing elementary school capacity.



Town Hall

COMMUNITY & EDUCATIONAL FACILITIES
GOALS, POLICIES, & ACTIONS

CEF-1 **COMPREHENSIVE SYSTEM OF FACILITIES - Promote a coordinated system of community and educational facilities to maintain and enhance the quality of life in Dumfries.**

CEF-1.1 **Upgrade, expand, and support Dumfries’ educational and library facilities.**

- CEF-1.1A Work with Prince William County and Prince William County Libraries to explore opportunities to expand local public library space.
- CEF-1.1B Collaborate with Prince William County Public Libraries to conduct a service and space community needs assessment.
- CEF-1.1C Support Prince William County Public Schools efforts to identify solutions for increasing elementary school capacity.

CEF-1.2 **Upgrade and expand Dumfries’ community facilities.**

- CEF-1.2A Develop and implement a Community Facilities Development Plan that includes an assessment of existing facilities, needs for existing facility renovations or expansions, and new facility needs based on community service needs. Include related projects in the Town’s Capital Improvement Program and Budget.
- CEF-1.2B Continue to pursue the creative reuse of the former fire and rescue building as a new community center.
- CEF-1.2C Promote the senior services and programming offered by Prince William County through the community calendar and targeted outreach to increase the use of these services.

CEF-1.3 Collaborate with partners to address service needs.

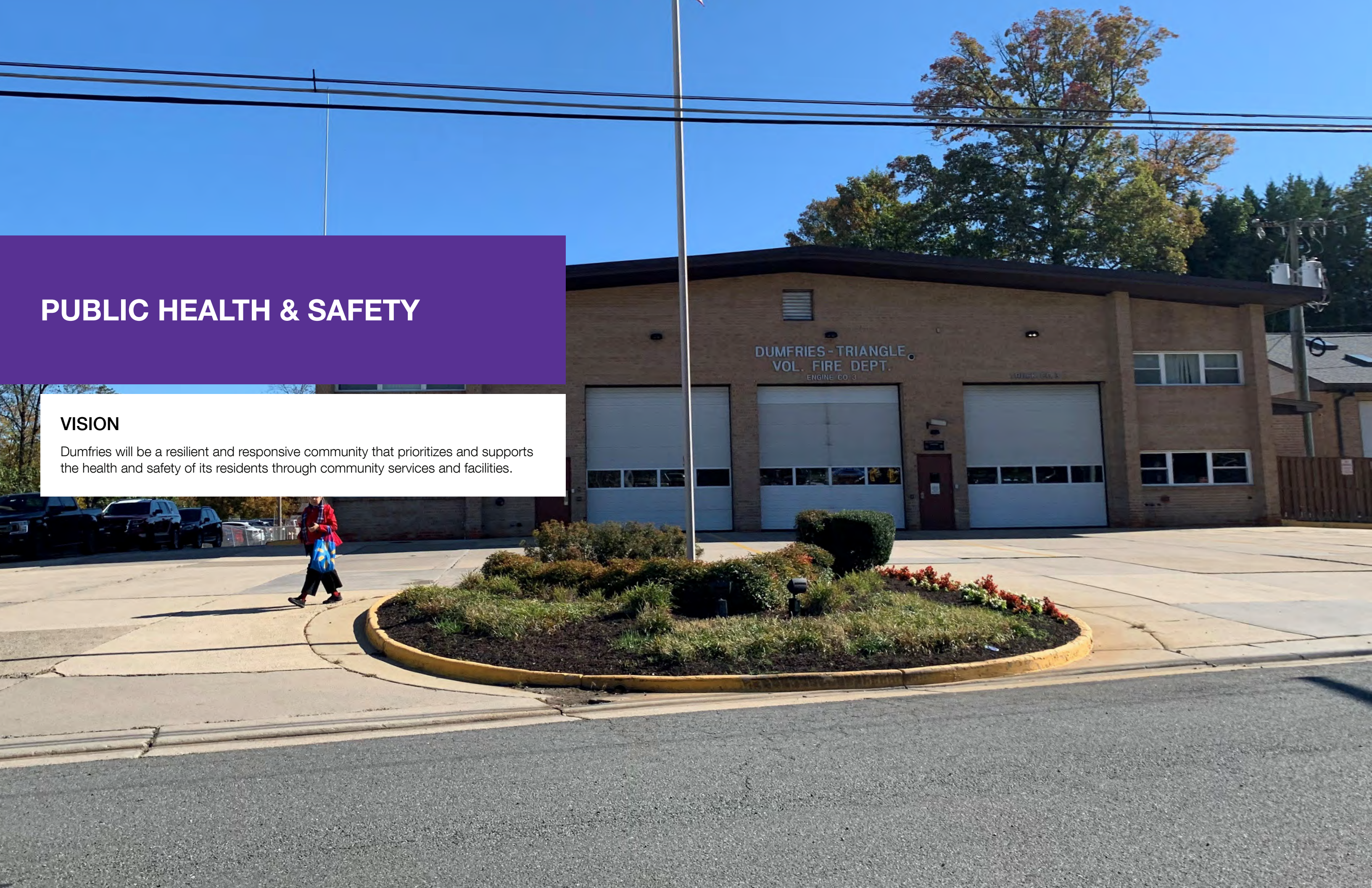
- CEF-1.3A** Partner with local colleges, universities, and Virginia Career Works to offer spaces for continuing education, workforce training and retraining sessions.
- CEF-1.3B** Consider advocating for changes to existing bus routes to provide service between the elementary school and Boys and Girls Club again.
- CEF-1.3C** Through collaboration with the Harbor at Quantico Creek Development, leverage programs and services at the planned Senior Center to address town needs.

Page intentionally blank.

PUBLIC HEALTH & SAFETY

VISION

Dumfries will be a resilient and responsive community that prioritizes and supports the health and safety of its residents through community services and facilities.



PUBLIC HEALTH & SAFETY

Police service is provided by the Town of Dumfries, while the fire and rescue services are provided by Prince William County, with supplementary fire and rescue service provided by the Dumfries-Triangle Volunteer Fire Department. The Town is served by a wide range of County, private, and non-profit health and social service providers and two hospital facilities.

While residents generally feel very safe in Dumfries, limited neighborhood access from the existing road network has impacted the town’s ability to respond to emergencies. Improved connectivity will increase the town’s resiliency, health, and safety.



Dumfries Police Station.

Police Services

The Police Department seeks to service all citizens with cooperation, respect, and integrity. As such, the Department is involved in several organized community programs such as neighborhood watch, community oriented public safety programs, a school resource officer, and police outreach activities. The Department’s enforcement goals include:

- Building stronger neighborhood and business programs with an emphasis on participation and cooperation between citizens and community groups.
- Increasing the safety of motorists and pedestrians within the Town.
- Maintaining a professional and effective Police Department responsive to the needs of the public.

The Town will continue to promote the training and upgrading of its Police Department. This includes the Town’s development of a service plan for meeting the short-term and long-term law enforcement service needs of the community as well as address Homeland Security and emergency disaster response needs. The service plan is reviewed annually and addresses projected demands for service and the need for expansion of law enforcement programs in the community.

Fire and Rescue

Fire and rescue emergency services to the Town are provided through the Prince William County Fire and Rescue Services while supplemented by a volunteer personnel system. The fire and rescue stations that provide service to the Town are located at the southern end of the Town.

The Dumfries Triangle Rescue Squad (DTRS) has a 3- to 4-minute response time to calls in the town, which averages over 200 calls per month. The Dumfries-Triangle Volunteer Fire Department (DTVFD) has two stations in the Town and has a 3-4-minute response time to calls. The DTVFD employs both volunteers and career personnel to maintain effective, cost-efficient means of providing this essential service to the Dumfries community.



Dumfries - Triangle Volunteer Fire Department.

Health and Social Services

Health and social services to Dumfries residents are generally provided through the Virginia Department of Health, Prince William District, and Prince William County Department of Social Services. The Prince William Area Agency on Aging runs two senior centers, the closest of which is in Woodbridge. The senior centers provide services such as home-delivered meals, personal care, and check-in services for pill reminders. In addition to the wide range of public services provided throughout the county, there are also numerous private and non-profit agencies that provide services to the Dumfries area.

Hospital facilities serving the town include both Potomac Hospital in Woodbridge and Prince William Hospital in Manassas. These are non-profit facilities that provide full-service inpatient and outpatient care.

PUBLIC HEALTH & SAFETY
KEY ISSUES & OPPORTUNITIES

ISSUES

The cul-de-sac roadway pattern and multi-lane highways bisecting town limit access to neighborhoods and destinations, hindering both pedestrian mobility and emergency response.

The town has recently been impacted by gun violence.

OPPORTUNITIES

Pursue the creation of an emergency management plan.

Identify and assess access to local health and social service locations.

Consider facilities and services that support efforts to address gun violence.



Action in Community Through Service (ACTS) Donation Center.

PUBLIC HEALTH & SAFETY
GOALS, POLICIES, & ACTIONS

PHS-1 HEALTHY & SAFE COMMUNITY: Promote and support a safe and healthy community for all residents and visitors.

PHS-1.1 Pursue land uses, facilities, and programs that improve and prioritize public safety.

- PHS-1.1A Implement the recommendations of the 2022 Hazard Mitigation Plan.
- PHS-1.1B Create an emergency management plan that is consistent with the 2022 Northern Virginia Hazard Mitigation Plan and the 2020 Prince William County Emergency Operations Plan.
- PHS-1.1C Identify and advertise emergency shelter options and resources for those experiencing homelessness.
- PHS-1.1D Identify and advertise emergency shelter options for mass environmental events such as flooding, extreme heat, and loss of electricity.
- PHS-1.1E Pursue the undergrounding of power lines to reduce the vulnerability to weather events and safety hazards to the public.

PHS-1.2 Promote expeditious and natural recovery from weather events to ensure the safety of residents and minimize loss.

- PHS-1.2A Continue to offer and promote the warming shelter at the Jeff Simpson Community Center.
- PHS-1.2B Identify, establish, and promote the location of a cooling and flood recovery shelter(s) for residents during and after extreme heat and flooding emergencies.
- PHS-1.2C Pursue funding for on-site renewable energy installation at the warming, cooling, and/or flood recovery shelter(s).

PHS-1.3 Support police, fire and rescue professionals in their mission to protect and serve the community.

- PHS-1.3A Continue to develop a plan for law enforcement programs in the community with an emphasis on juvenile issues and community policing.
- PHS-1.3B Conduct a facility needs assessment for the Dumfries Police Department.
- PHS-1.3C Coordinate with the Dumfries Triangle Volunteer Fire Department and the Prince William County Department of Fire and Rescue on facilities needs.
- PHS-1.3D As opportunities arise through development and redevelopment, increase the number of street connections in the town’s street network to provide multiple routes between destinations and decrease emergency response times.
- PHS-1.3E Identify existing and propose new facilities and locations that support community policing efforts to strengthen the relationship between Town law enforcement officials and the community they serve, with a focus on youth engagement, including schools, community center, parks, neighborhood facilities, and events spaces.
- PHS-1.3F Include the Police Department’s long-term facility needs in the Capital Improvement Program and Budget to ensure that the necessary facilities are provided to continue high-quality service delivery.

PHS-1.4 Support land uses, facilities, and programs that prioritize public health and social services.

- PHS-1.4A Identify and assess access to local health and social service locations.
- PHS-1.4B Consider facilities and services that support efforts to address gun violence.
- PHS-1.4C Conduct biannual social services roundtables for Dumfries-area social services providers to identify and address community and facility needs.
- PHS-1.4D Advocate for and assist in the promotion of a range of services to ensure that individuals diagnosed with mental illness have access to housing, food, transportation, and follow-up care.
- PHS-1.4E Encourage programs and facilities that educate residents and youth about the dangerous effects of alcohol, tobacco, other drugs, and gambling, and the resources available to help with addiction.



IMPLEMENTATION



IMPLEMENTATION OVERVIEW

The Implementation Chapter provides an overview of all recommended actions to execute the Comprehensive Plan. To guide implementation, the strategy tables note the action types and timeframe for each identified action. Actions are sorted by Element (color-coded headers) and Policy (grey boxes).

Action types include:

- Administrative Action
- Capital Project
- Code Amendment
- Inter Agency Agreement
- Plan

Timeframes include:

- Short: 0-2 Years
- Mid: 3-5 Years
- Long: 6-20 Years

LAND USE AND LIVABILITY

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-1.1 Main Street Commons - Enhance northern Main Street to serve as a vibrant, mixed-use, and pedestrian-oriented corridor and a focal point for civic and cultural activities.					
LUL-1.1A	Prepare a detailed Small Area Plan for the Main Street Commons Hub that reinforces the area as the town’s civic and cultural heart, and includes enhanced pedestrian circulation to and within the Civic Campus/ Town Hall Complex that includes Town Hall, the Police Department, Garrison Park and the Jeff Simpson Community Center.	Plan			
LUL-1.1Aa	In the SAP, design the Main Street right-of-way in accordance with the existing guidelines for improving Main Street between Fraley Boulevard and Quantico Creek (northern side, passing by the Town offices).	Plan			
LUL-1.1B	Secure the transfer of ownership rights to the Main Street right-of-way from VDOT to the Town of Dumfries, once the improvements to Fraley Boulevard are complete.	Administrative Action			
LUL-1.1C	Design and construct improvements to Cecil W. Garrison Park to establish the park as a focal point and community gathering space within the Main Street Commons Hub.	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-1.1D	Coordinate with landowners and developers to guide the transformation of Main Street in accordance with the Town's vision for this corridor:	Administrative Action			
LUL-1.1Da	Share the Main Street pattern book with landowners and developers.	Administrative Action			
LUL-1.1Db	Provide pre-submission briefings on the intent, guidelines, and regulatory requirements for Main Street.	Administrative Action			
LUL-1.1Dc	Provide early constructive feedback to landowners and developers that submit applications for redevelopment projects along Main Street.	Administrative Action			
LUL-1.1E	Amend the Town Code to encourage higher-density buildings fronting Fraley Boulevard and Main Street, transitioning to lower densities closer to, and complementing, adjacent residential neighborhoods.	Administrative Action			
LUL-1.1F	Pursue resources to support the development of the Main Street Commons including opportunities and designations through Main Street America and Virginia Main Street.	Administrative Action			
LUL-1.2 Waterfront District - Incentivize the restoration and redevelopment of Dumfries' Quantico Creek waterfront as the centerpiece for a vibrant, high density mixed-use district that leverages the area's natural resources and recreational opportunities and incorporates a range of eco-tourism, recreation, residential, commercial, and educational uses.*					
LUL-1.2A	Prepare a detailed Small Area Plan for the Waterfront District Hub that considers the results of the environmental assessment and feasibility study, capitalizes on the natural assets of the area, and includes recreational uses such as watercraft launches, trails, boardwalks, educational and interpretive signage, outdoor classrooms, eco-tourism, and commercial uses.	Plan			
LUL-1.2Aa	When developing the SAP, evaluate the development potential for the Waterfront District Hub based on the findings of the EPA Brownfields Assessment.	Plan			

*Note: Any potential proposals for development of the waterfront area along the shores of Quantico Creek are subject to the Town's CBPA ordinance (Chapter 70 - Zoning; Division 12 CBPA) which must comply with the following regulations: 9VAC25-830-140 (Development Criteria for Resource Protection Areas) (1): Land development may be allowed in the RPA, subject to approval by the local government, only if it is (i) water dependent; (ii) constitutes redevelopment; (iii) constitutes development or redevelopment within a designated Intensely Developed Area; (iv) is a new use established pursuant to 9VAC25-830-140 (4)(a); (v) is a road or driveway crossing that meets conditions set forth in 9VAC25-830-140 (1)(d), or (vi) is a flood control or stormwater management facility satisfying the conditions set forth in 9VAC25-830-140 (1)(e).

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-1.2Ab	Within the SAP, integrate pedestrian connectivity to and along the waterfront to encourage walking and recreational uses.	Plan			
LUL-1.2Ac	Within the SAP, encourage public transportation infrastructure in developments to reduce car trips.	Plan			
LUL-1.2Ad	Use the SAP to promote the development of a Planned Mixed-Use District to redevelop and revitalize the Waterfront District, and to foster a diversity of uses that weave together a variety of activities and land uses.	Plan			
LUL-1.2Ae	Encourage waterfront- and creek-oriented activities and access to maximize Quantico Creek’s potential as an eco-tourism destination and recreational asset.	Plan			
LUL-1.2B	Establish a Tourism Zone and Plan that includes the Quantico Creek Waterfront and the Rose development. The Zone designation would provide access to federal, state and local incentives and resources for tourism-related development.	Plan			
LUL-1.2C	Within the Town Code, update zoning designations and standards to permit the development of a mixed-use Waterfront District with higher density buildings.	Administrative Action			
LUL-1.2D	Amend the Site Plan Checklist and related regulations to integrate parking as a part of the whole development plan and adjacent buildings, rather than individual parcels and buildings, so as to minimize conflict with water views and pedestrian connectivity. Create shared parking facilities to efficiently utilize parking and minimize the overall amount of parking.	Administrative Action			
LUL-1.2E	Amend the Site Plan Checklist and related regulations to require streetscape and public space designs that lend the Waterfront District a distinct sense of place and continuity, emphasizing pedestrian accessibility, wide sidewalks, plazas, and public gathering places.	Administrative Action			
LUL-1.2F	Pursue funding for remediation where necessary following the environmental assessments of the Quantico Creek waterfront property. Include an early assessment of any/all environmental assessments and approvals needed in order to develop the Waterfront District.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-1.2G	Pursue engagement with colleges and universities, including HBCUs for development, education, research, and planning opportunities, including but not limited to direct investment, start-up businesses, internships, and design studios.	Inter Agency Agreement			
LUL-1.3 Route 234 Crossroads - Encourage the development of a well-planned, mixed-use employment center with access to I-95, Route-234 and Route 1 (Fraley Boulevard) in which existing auto-oriented uses (fast-casual dining, convenience stores, fueling) are complemented by a mix of other uses, including light manufacturing and distribution, hospitality and higher-density multi-family residential uses.					
LUL-1.3A	Establish an integrated and coordinated boulevard streetscape at the crossroads of Route 234 and Route 1 to create an attractive, tree-lined pedestrian environment for residents, businesses and visitors.	Plan			
LUL-1.3B	Design a balanced and coordinated multi-modal transportation system to support the mix of uses in the Route 234 Crossroads Hub, emphasizing both design of a convenient, safe and attractive pedestrian environment and efficient vehicular access to and from I-95 and Route 234.	Plan			
LUL-1.3C	Require high-quality architectural and urban design practices that foster a human-scaled environment with buildings that relate well to one another and to the street.	Code Amendment			
LUL-1.3D	Integrate multi-story buildings with frontage on sidewalks with attractive landscaping, furnishings, and relegated parking lots located to the rear or sides of buildings.	Code Amendment			
LUL-1.3E	Develop an Access Management Plan with consolidated curb cuts and well-defined pedestrian crossings at intersections.	Plan			
LUL-1.3F	Encourage higher-density buildings fronting Fraley Boulevard and transitioning to lower densities closer to, and complementing, adjacent residential neighborhoods.	Code Amendment			
LUL-1.3G	Incorporate a parallel multi-purpose trail along the Dominion Power easement to access properties fronting Fraley Boulevard.	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-1.3H	Pursue the addition of commercial electric auto-charging options in the Route 234 Crossroads Hub.	Plan			
LUL-1.3I	Develop specific requirements for site design, landscaping, architectural and bulk standards that facilitate aesthetic and environmental improvement of the town's industrial sector.	Code Amendment			
LUL-1.4 Gateway – Establish the Gateway Hub as a mixed-use, retail and employment-focused area that enhances the overall vibrancy and connectivity of southern Dumfries.					
LUL-1.4A	Prepare and implement a detailed Small Area Plan for Gateway Hub.	Plan			
LUL-1.4B	Encourage the redevelopment of Dumfries Plaza and Triangle Shopping Plaza to provide a mix of retail, commercial, employment, and housing opportunities for residents and visitors. Explore public-private partnerships to help implement the redevelopment of Dumfries Plaza and Triangle Shopping Plaza.	Code Amendment			
LUL-1.4C	In coordination with Prince William County and VDOT, pursue the acquisition of the existing VDOT facility at 18200 Main Street to create an attractive and welcoming gateway to the town while opening up opportunities for redevelopment and new street connections.	Inter Agency Agreement			
LUL-1.4D	Encourage the mixed-use redevelopment of parcels west of Main Street to create a cohesive linkage between existing neighborhoods and future shopping center redevelopment.	Code Amendment			
LUL-1.4E	Establish an integrated and coordinated streetscape that serves as a welcoming gateway to the town and creates an attractive pedestrian environment for residents, businesses and visitors.	Plan			
LUL-1.4F	Pursue the recruitment of a grocery store along Route 1/Main Street that is accessible to surrounding neighborhoods by walking and bicycling.	Administrative Action			
LUL-1.4G	As development and redevelopment occurs, require consolidation of entrances and curb cuts along Route 1 and require interparcel access connections between properties.	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-1.4H	Encourage higher-density buildings fronting Fraley Boulevard and Main Street, transitioning to lower densities closer to, and complementing, adjacent residential neighborhoods	Code Amendment			
LUL-1.4I	Pursue the recruitment of medical facilities and clinics to address healthcare needs.	Administrative Action			
LUL-1.5 The Entertainment District – Harness the energy created by The Rose mixed-use development to establish the northeast area of town as a hub for a range of recreation, dining, and entertainment options.					
LUL-1.5A	Continue to pursue implementation of the planned second phase of development in the Entertainment District to compliment The Rose development.	Administrative Action			
LUL-1.5B	Ensure pedestrian and bicycle access to mixed-use development and new park at the former Potomac Landfill for both employees and visitors.	Plan			
LUL-1.5C	Incorporate maintenance for the Rose Park complex into the Town budget ten years after the park fully opens in preparation for ownership transfer.	Administrative Action			
LUL-2.1 Protect and enhance existing residential neighborhoods and housing options.					
LUL-2.1A	Update zoning for residential neighborhoods to reflect the Future Land Use Map and associated land use classifications.	Code Amendment			
LUL-2.2 Expand residential options to keep housing costs affordable, support economic growth, and attract and retain residents of all ages and income levels.					
LUL-2.2A	Pursue compatible infill residential development projects adjacent to existing residential areas in areas identified as “Residential Infill Areas” in the Plan Framework Map.	Code Amendment			
LUL-2.2B	Update the Zoning Ordinance to be consistent with the Comprehensive Plan recommendations, including:	Code Amendment			
LUL-2.2Ba	Lower the minimum lot size for R-1 and R-2 to 8,500 sf to allow for the maximum density of 5 du/acre to be achieved.	Code Amendment			
LUL-2.2Bb	Raise the maximum allowable density from 15 du/acre to 30 du/acre in the Residential Multi-Family Zoning Districts and relevant Commercial Zoning Districts.	Code Amendment			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-2.2Bc	Replace “family” in “single family “ and “multi family” to “household” to reflect the reality, and be more inclusive, of a range of residents (e.g., unrelated roommates, extended families).	Code Amendment			
LUL-2.2Bd	Implement the R-OMS (Residential Off Main Street) district recommended in the Planned Main Street District Pattern Book to regulate development of the residential neighborhood north of Main Street and to introduce new forms of housing as a complement to Main Street.	Code Amendment			
LUL-2.3 Within Mixed-Use Hubs, integrate a mix of residential options with retail and commercial uses to promote complete neighborhoods with walkable amenities and services.					
LUL-2.3A	Encourage mixed-use, higher- density residential uses to maximize the best and highest uses in areas prime for development and redevelopment, particularly in the Route 234 Crossroads and Main Street Gateway Hubs to ensure the Town remains economically self-sufficient.	Code Amendment			
LUL-2.3B	Encourage a diversity of housing types to promote variety of forms and price points. Implement the R-OMS zoning district recommended in the Planned Main Street District Pattern Book to help fulfill this goal.	Code Amendment			
LUL-2.3C	Encourage vertical mixed-use development, integrating ground-floor commercial uses and upper-floor residences for infill buildings within the Mixed-Use Hubs.	Code Amendment			
LUL-2.3D	Incorporate transportation infrastructure and facilities in developments to encourage transit use and other alternatives to personal automobile travel.	Plan			
LUL-3.1 Encourage the redevelopment of existing strip commercial development, creating more compact development that promotes walkability and reflects high-quality design and aesthetics					
LUL-3.1A	Strengthen the mixed-use zoning district to:	Code Amendment			
LUL-3.1Aa	Emphasize pedestrian activity with recommended design guidelines.	Code Amendment			
LUL-3.1Ab	Incorporate design and architectural controls that further the aesthetic goals of the district.	Code Amendment			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-4.1 Monitor land development planned near the town to determine potential impacts.					
LUL-4.1A	Coordinate with Prince William County on planning and review of major projects near the town to mutually address potential impacts from development.	Administrative Action			
LUL-4.1B	Engage with the Metropolitan Washington Council of Governments (MWCOC) Activity Center planning processes for the Triangle and Potomac Shores areas.	Administrative Action			
LUL-4.1C	Engage with Prince William County as the County updates its zoning code.	Administrative Action			
LUL-5.1 Encourage development of human-scale buildings, structures and landscapes that complement the character and scale of their settings while giving the town a distinctive sense of identity.					
LUL-5.1A	Ensure that building design is consistent with the design principles articulated in Comprehensive Plan.	Administrative Action			
LUL-5.1B	Design parking lot location, configuration, access points, and screening to balance vehicular and pedestrian connectivity.	Code Amendment			
LUL-5.1C	Design and screen parking lots and structures to mitigate visual intrusion or incompatibility with adjacent residential neighborhoods.	Code Amendment			
LUL-5.1D	Explore incorporating an alternate regulatory format such as a form-based code to guide future land use development and to create more options for developers.	Code Amendment			
LUL-5.1E	Design Mixed-Use Hubs as active centers with a walkable design that includes a variety of interconnected paths with access to adjacent neighborhoods and destinations.	Plan			
LUL-5.1F	Align Small Area Plans for the Mixed-Use Hubs with smart growth priorities, such as those advanced by Smart Growth America (e.g., climate change and resilience; advancing racial equity; and creating healthy communities).	Plan			
LUL-5.2 Enhance the overall appearance and vitality of Dumfries’ built environment through placemaking and community design strategies.					

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
LUL-5.2A	Develop a beautification plan for the Main Street corridor through collaborative input from the Town, residents, and businesses, emphasizing the town's goals and historic character.	Plan			
LUL-5.2B	Identify potential beautification improvements that may be accomplished by the Town as part of its Capital Improvements Program (CIP).	Capital Project			
LUL-5.2C	Establish design guidelines for the town's commercial zoning districts.	Code Amendment			
LUL-5.2D	Adopt minimum landscaping and public facility requirements for each zoning district.	Code Amendment			
LUL-5.2E	Develop detailed design and construction standards as part of a facilities standards manual.	Code Amendment			
LUL-5.2F	Develop an overlay district along Route 1 and Route 234 with specific aesthetic and design standards for buildings and site development.	Code Amendment			

NEIGHBORHOODS AND HOUSING

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NH-1.1 Identify substandard and/or deteriorating housing and pursue avenues for upgrading and renovating, to assure that housing is available to a broad range of income groups.					
NH-1.1A	Conduct a windshield inventory of substandard and/or deteriorating housing.	Administrative Action			
NH-1.1B	Develop a community home performance energy conservation program, such as the Home Performance with Energy Star program, to benefit older homes and uncover potential health and safety issues (i.e., mold, asbestos and flue gas emissions/back-drafting problems).	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NH-1.2 Expand residential options through infill residential development as well as through integration of residential uses into mixed-use redevelopment.					
NH-1.2A	Develop and implement an inclusionary zoning policy for new residential development.	Code Amendment			
NH-1.2B	Update the Town Code zoning chapter to promote the construction of small-scale multifamily dwellings described in the new Residential Off Main Street (R-OMS) district recommended in the Planned Main Street District Pattern Book. Prepare design guidelines, brief landowners, and provide constructive feedback on development applications.	Code Amendment			
NH-1.2C	Update residential zoning to allow for lower minimum lot sizes for R-1 and R-2 and increase the maximum allowable density in the R-3 Condominium and a new R-4 Residential Multi-Family District, and identify the R-4 District on the Zoning Map.	Code Amendment			
NH-1.2D	Build on existing relationships with state agencies and non-profit housing developers and managers to deliver subsidized low-income housing.	Inter Agency Agreement			
NH-1.2E	Encourage compatible development within the “residential infill areas” identified in the Framework Map (Figure VF-1).	Code Amendment			
NH-1.2F	Encourage the development of single-household attached units and condominiums in order to balance the housing stock to match the changing population composition in the town.	Code Amendment			
NH-1.2G	Provide a variety of housing types, such as duplexes, fourplexes, small apartment buildings and medium density multi-family, including apartments over shops.	Code Amendment			
NH-1.2H	Provide for an integrated mix of complementary land uses, such as mixed-use with neighborhood-oriented commercial, including retail, restaurants, and cafes.	Code Amendment			
NH-1.2I	Plan for an inclusive community by developing housing at a variety of price points.	Plan			
NH-1.2J	If redevelopment of existing manufactured housing properties should occur in the future, ensure that the equivalent number of replacement affordable housing units are incorporated.	Code Amendment			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NH-1.2K	Plan for an inclusive community by promoting the development of housing for all ages and abilities.	Plan			
NH-1.2L	Plan for an inclusive community by developing and implementing housing strategies for older adults and multigenerational households, and align strategies with the AARP Age-Friendly Community then pursue AARP certification.	Plan			
NH-2.1 Preserve Dumfries' existing housing stock.					
NH-2.1A	Encourage and ensure uniform maintenance of housing in residential neighborhoods through enforcement of property maintenance and building codes.	Code Amendment			
NH-2.1B	Review and amend ordinance provisions to address standards for manufactured housing and maintain quality affordable housing options for residents.	Code Amendment			
NH-2.1C	Pursue funding from Federal and State Agencies to promote revitalization of the Town's older townhome communities with the assistance of the Town's legislative consultants.	Administrative Action			

ECONOMIC GROWTH

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
EG-1.1 (See LUL-1.1 through 1.5)					
EG-1.1A	Once the Town develops the vision and plan for development areas, and engages with a developer, partner with the Dumfries Economic Development Authority (EDA) to help fund site development and other aspects of the associated projects through bonds, grants and loans.	Administrative Action			
EG-2.1 Expand the range of employment opportunities in Dumfries to include higher paying jobs.					

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
EG-2.1A	Develop and implement an Economic Development Plan (See also EG-2.3A) that includes strategies to attract businesses in the regional Target Industry Clusters. The Plan should include:	Plan			
EG-2.1Aa	Strategies and actions to attract new businesses to the Town's Mixed-Use Districts from various industry sectors including: Retail Trade; Healthcare; Professional, Scientific and Technical Services; and Public Administration (See also EG-2.3A).	Plan			
EG-2.1Ab	Strategies and actions to retain and expand existing businesses.	Plan			
EG-2.1Ac	Strategies to promote tourism and attract related businesses.	Plan			
EG-2.1Ad	Incentives, including Incentive Zone designations and other resources for businesses to locate and grow within the Town of Dumfries.	Plan			
EG-2.1B	Develop and implement strategies to recruit businesses in the following priority industries: Information technology and Cybersecurity, Corporate and Professional Services, Life Sciences and Biotechnology, Logistics and Data Centers.	Plan			
EG-2.1C	Host workshops, roundtables, and mixers with developers, businesses, and neighboring towns.	Administrative Action			
EG-2.1D	Develop, maintain and market a list of available sites for new businesses with property specifications and costs.	Administrative Action			
EG-2.1E	Establish a Small business and Entrepreneur support program with the George Mason Small Business Development Center and other partners, including HBCUs, that includes a Co-Work/Business Incubator Site.	Administrative Action			
EG-2.2 Expand continuing education and training opportunities.					
EG-2.2A	Partner with the Dumfries Economic Development Authority (EDA) to develop and Implement a Workforce Development Plan that includes strategies and actions to:	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
EG-2.2Aa	Connect current and prospective employers with workforce training and re-training resources like Virginia Career Works.	Plan			
EG-2.2Ab	Connect workers to educational, training and internship opportunities in partnership with local colleges, universities, and HBCUs.	Plan			
EG-2.2Ac	Connect dislocated workers to training and employment opportunities.	Plan			
EG-2.2B	Partner with local colleges, universities, and HBCUs to offer post-secondary education and training opportunities that include internships with local and regional businesses and organizations.	Inter Agency Agreement			
EG-2.3 Support locally owned businesses.					
EG-2.3A	Partner with the Dumfries Economic Development Authority (EDA) to develop and implement a Dumfries Economic Development Plan to attract, retain and expand businesses within the town (See also EG-2.1A).	Plan			
EG-2.3B	Pursue zoning map amendments to promote non-residential infill and redevelopment to provide greater walking access to goods and services in proximity to residential neighborhoods.	Code Amendment			
EG-2.3C	Continue to support the Farmers Market and identify a cold-season location to expand to a year-round market	Administrative Action			
EG-2.3D	Partner with the Dumfries Economic Development Authority (EDA) to help establish a revolving loan fund to support small business development, repairs and property enhancements.	Administrative Action			
EG-2.4 Streamline the development and review process.					
EG-2.4A	Revise development and license review and approval processes to make it easier and quicker to do business within town boundaries.	Administrative Action			
EG-2.4B	Partner with the Dumfries Economic Development Authority (EDA) to identify, assemble, and prepare sites for development.	Administrative Action			
EG-2.4C	Prepare the Dumfries Economic Development Authority (EDA) to serve as a pass through for Economic Development grants and loans.	Administrative Action			

TRANSPORTATION AND INFRASTRUCTURE

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-1.1 Develop and implement an integrated strategy to fund the Town’s transportation priorities and needs as part of a Capital Improvement Plan and Budget.					
TI-1.1A	Coordinate the Town’s Capital Improvements Plan (CIP) with Prince William County’s Comprehensive Plan and evaluate transportation data (e.g., traffic patterns and traffic counts) on a regular basis so that the Town can have an accurate needs assessment for development, regional growth, funding sources, and other identified priorities.	Administrative Action			
TI-1.1B	Actively seek funding opportunities, including federal/ state funds and grants, to achieve transportation goals that minimize General Fund impacts.	Administrative Action			
TI-1.1C	Improve lobbying efforts and increase information sharing by closely collaborating with the Planning District Commission and VDOT District on planned road priorities to maximize the political and financial capital for identified projects.	Administrative Action			
TI-1.1D	Require new residential and commercial development to provide right-of-way for planned road improvement projects.	Code Amendment			
TI-1.1E	Adopt Town-wide Design and Construction Standards based on VDOT’s Road Design Manual to guide new development/ redevelopment that addresses requirements for public facilities relative to streets and pedestrian/bicycle facilities, water/sewer, parking, and stormwater management.	Code Amendment			
TI-1.1F	Design and install smart street technology, including sensors, cameras and Global Positioning Systems (GPS) and other related technology, to collect data and analyze data, and employ artificial intelligence to improve the flow of traffic, reduce traffic congestion, ensure the safety of pedestrians, bicyclists and drivers, and accommodate autonomous vehicles.	Administrative Action			
TI-1.2 Actively support all improvements to Interstate 95 that reduce traffic congestion in town.					

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-1.2A	Support VDOT and FHWA initiatives to construct additional capacity on I-95, without financially impacting town residents.	Administrative Action			
TI-1.2B	Promote the use of high occupancy vehicle (HOV) lanes, as well as carpooling and vanpooling, through incentives for destinations (commercial, office, other) that accommodate ridesharing programs.	Administrative Action			
TI-1.3 In coordination with VDOT, maintain and manage a transportation network that is safe for all users.					
TI-1.3A	Maintain storm drainage facilities on a regular basis to ensure that roadways are not structurally undermined by flooding or erosion.	Administrative Action			
TI-1.3B	Prioritize the repaving of streets throughout the town based on pavement inspection by Town staff or their designees.	Capital Project			
TI-1.3C	Coordinate traffic signals to optimize signal timing along roadways with signalized intersections and roadway corridor segments.	Administrative Action			
TI-1.3D	Limit the number of driveways and consolidate commercial access points along major arterials and collector streets, thus increasing safety and traffic efficiency.	Plan			
TI-1.3E	Assess pavement markings and consider adjustments where possible to provide safer routes for non-automobile users such as bicycle lanes.	Administrative Action			
TI-1.3F	Design and integrate traffic calming concepts into neighborhoods and redevelopments.	Plan			
TI-1.3G	Pursue a Planning and Demonstration Grant to develop and implement a comprehensive safety action plan through the Safe Streets For All Grant program.	Administrative Action			
TI-1.3H	Plan for all road projects to accommodate multi-modal features for transit, pedestrian and bicycle access.	Plan			
TI-1.3I	Establish and maintain a map that depicts VDOT maintained roadways and Town maintained roadways.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-2.1 Continue to enhance and implement the Town’s multimodal transportation network to create an all-encompassing transportation network with modernized facilities for all roadway users, including motorized and non-motorized modes such as bicycles and pedestrians. Refer to VDOT’s Department of Rail and Public Transportation’s (DRPT) Multimodal System Design Guidelines for best practices.					
TI-2.1A	Construct all sidewalks to a minimum of five feet in width and incorporate a three-foot utility strip between the curb and sidewalk wherever possible.	Capital Project			
TI-2.1B	Identify, plan, finance, design, and construct priority sidewalk connections.	Capital Project			
TI-2.1C	Provide appropriate markings and identifications including, but not limited to, road striping, bicycle lane designations, crosswalks, signage, and wayfinding reference points.	Capital Project			
TI-2.1D	Submit updates and amendments to the Comprehensive Plan to VDOT for review and comment as per Code of Virginia, section 15.2-2222.1.	Administrative Action			
TI-2.1E	Ensure that all new sidewalk construction and reconstruction shall follow the provisions within VDOT’s Road Design Manual, Appendix A1 – Geometric Design Standards.	Administrative Action			
TI-2.1F	Using the inventory and existing databases of bus routes within the county, identify bus stop locations within town limits that are lacking adequate pedestrian access and prioritize the installation of improvements in cooperation with PRTC Omni Ride.	Plan			
TI-2.1G	Require the inclusion of sidewalks in all development and redevelopment.	Code Amendment			
TI-2.1H	Develop a curbside management strategy for the future Main Street complete street that prioritizes reliable transit, safe bicycling infrastructure and other important uses of the curb such as deliveries, passenger pick-ups, green stormwater infrastructure, and small public spaces, while still managing parking.	Plan			
TI-2.1I	Continue to apply for appropriate state, regional, and federal funding assistance in developing a safe and effective pedestrian and bicycle network.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-2.2 Design and implement “complete streets” throughout the Town, beginning with the completed Williamstown Complete Streets Study and Main Street.					
TI-2.2A	Enact a Complete Streets Policy to align with guidelines from the Smart Growth America and the Complete Streets Coalition.	Code Amendment			
TI-2.2Aa	Emphasize the notion that each complete street has to be customized and characterized by its surrounding environment and how the street fits into the community.	Plan			
TI-2.2Ab	Promote non-motorized connections to community and commercial centers, regional destinations, and sites of interest; such as cultural, historic, and park facilities.	Plan			
TI-2.2B	Design a network of streets that safely support multiple modes including pedestrians, bikes, and scooters.	Plan			
TI-2.2C	Integrate wider sidewalks where necessary to accommodate increased pedestrian movements in community and commercial centers.	Plan			
TI-2.2D	Perform studies to determine which complete streets elements are most appropriate for each specific project. Typical complete streets elements include: sidewalks, bicycle lanes (or wide, paved shoulders), shared-use paths, designated bus lanes, safe and accessible transit stops, and frequent and safe crossings for pedestrians, including crosswalks, median refuge islands, accessible pedestrian signals, and curb extensions.	Administrative Action			
TI-2.2E	Develop street standards for a project as appropriate to the project and in accordance with Traditional Neighborhood Design standards.	Code Amendment			
TI-2.2F	Plan for future public transportation connections.	Plan			
TI-2.2G	Using the existing Main Street carriageway between the existing curbs, create two lanes of traffic, two bike lanes, and on-street parking on both sides of the street.	Plan			
TI-2.2H	Create a pedestrian friendly-environment through wider sidewalks (using proffers from landowners), a wider landscape amenity panel, new street trees, and “bump-outs” at intersections.	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-2.2I	Evaluate traffic operations along the Main Street corridor on a regular basis to ensure a desirable level of services is being maintained as the Route 1 widening is implemented and development increases within the area.	Administrative Action			
TI-2.3 Identify and preserve existing rights-of-way throughout the town, which provide room to expand existing transportation facilities.					
TI-2.3A	Identify appropriate streets for future roadway right-of-way.	Plan			
TI-2.3B	Identify appropriate streets that have encroachments or are otherwise more appropriate as future alternative transportation routes that enhance the connectivity of the overall town transportation system.	Plan			
TI-2.3C	Identify existing utility rights-of-way, stream corridors, and other potential connections that are suitable for the implementation of the recommended network of Greenways/Blueways corridors.	Plan			
TI-2.4 Integrate parking facilities into the surrounding environment as seamlessly as possible and minimize the amount of land area devoted to parking.					
TI-2.4A	Review and where appropriate, lower the required parking minimums in the Town Code.	Code Amendment			
TI-2.4B	Ensure that all parking lots and structures are designed and screened to eliminate visual intrusion or incompatibility with the adjacent residential neighborhoods, historic resources, conservation land, and other sensitive visual resources.	Code Amendment			
TI-2.4C	Provide multi-modal access between park-and-ride lots and nearby uses.	Plan			
TI-2.4D	Encourage parking requirements to be met in a variety of ways, including the use of publicly-owned parking and shared parking arrangements, thereby allowing more effective use of developable land.	Code Amendment			
TI-2.4E	Coordinate parking policies with transportation demand management policies and strategies (for example, the provision of reserved spaces for carpools).	Code Amendment			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-2.4F	Encourage structured parking associated with transit facilities and services, as appropriate, such as with parking districts.	Code Amendment			
TI-2.4G	Require the integration of trees, landscape islands, and/or permeable materials in surface parking facilities.	Code Amendment			
TI-3.1 Expand and upgrade the town’s network of bicycle and pedestrian facilities to provide safe and easy access to jobs, schools, commercial, recreational and entertainment hubs.					
TI-3.1A	Develop a town-wide Bike and Pedestrian Plan that establishes a network of bicycle and pedestrian facilities along roadways, off-road paths, and trails in conformance with the Comprehensive Plan Parks and Trails Map, and in consultation with Association of State Highway and Transportation Officials (ASHTO) and VDOT Guides and Policy Plans for Bikes and Pedestrians.	Plan			
TI-3.1B	Identify streets with existing gaps in the sidewalk network and prioritize filling those gaps through future improvement projects.	Capital Project			
TI-3.1C	Maintain an inventory of existing pedestrian facilities within the town and identify those requiring upgrades to comply with ADA standards.	Capital Project			
TI-3.1D	Revisit existing bicycle facilities such as bicycle lanes and shared use paths to check for compliance with Prince Williams County and VDOT’s design standards. Facilities that do not meet current standards should be prioritized for improvements.	Capital Project			
TI-3.1E	Design and construct safe routes to schools, focusing on Dumfries Elementary School and Graham Park Middle School.	Capital Project			
TI-3.2 Improve circulation within the town by reducing the number of existing cul-de-sacs within residential neighborhoods.					
TI-3.2A	Offer community workshops that educate Dumfries residents about the benefits of connectivity and phasing out of cul-de-sacs.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-3.2B	Update the Town’s policies to encourage developers to limit or fully avoid the use of cul-de-sacs in new residential developments.	Code Amendment			
TI-3.2C	Promote the elimination of existing cul-de-sacs by providing similar benefits to residents without the cul-de-sac, such as safe areas for children to play (e.g., community parks) and additional street parking.	Plan			
TI-3.3 Provide safe pedestrian and bicycle connections between the east side of town and Main Street.					
TI-3.3A	Pursue the concept development, design, and construction of a pedestrian and bicycle shared use path to connect US Route 1 (Fraley Boulevard) and Main Street between the existing connections at Graham Park Road and Canal Road, in consultation with the Association of State Highway and Transportation Officials (ASHTO) and VDOT Guides, and Policy Plans for Bikes and Pedestrians.	Plan			
TI-3.3B	Provide a safe connection from the proposed shared use path to the existing East Coast Greenway corridor along Main Street.	Plan			
TI-3.3C	Identify and secure adequate funding sources for the proposed shared use path project such as VDOT’s Transportation Alternatives Program (TAP) and applicable USDOT grant programs.	Administrative Action			
TI-3.3D	Pursue the design and construction of a safe pedestrian and bicycle crossing, across Route 1 at or near the intersection with Williamstown Drive, which can be at grade, or grade-separated above or below.	Capital Project			
TI-4.1 Enhance the connectivity of town and regional transit systems.					
TI-4.1A	In coordination with the Potomac and Rappahannock Transportation Commission (PRTC), Prince William County, VDOT/DRPT, and Washington Metropolitan Area Transit Authority (WMATA), promote an efficiently designed bus feeder network to connect commuter rail stations, commuter lots and other transit centers as an integral part of a broader access plan to curtail single occupancy vehicle (SOV) use. Partner with the Northern Virginia Transportation Authority (NVTA) on their Bus Rapid Transit Action Plan.	Inter Agency Agreement			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-4.1B	Require the provision of transit facilities and services with conditional use permit (CUP) applications and rezonings, as appropriate.	Code Amendment			
TI-4.1C	Coordinate transit provisions with development and site plan proposals.	Plan			
TI-4.1D	Add specific transit facilities (e.g., shelters, appropriate lighting, sidewalk access, etc.) to development plan checklists.	Code Amendment			
TI-4.1E	Coordinate with OmniRide to create and maintain a transit map that includes bus routes, shelters, and bench locations for the public and for municipal planning purposes.	Administrative Action			
TI-4.2 Work with adjacent jurisdictions to develop support for joint alternative transit projects.					
TI-4.2A	Identify the unmet needs of residents with mobility impairments and develop a plan to address them.	Plan			
TI-4.2B	Coordinate an efficient and effective Town and Regional transit system to ensure sufficient bus connections and access to and between community and commercial centers. This requires close coordination with adjacent jurisdictions, federal, state and regional, transportation agencies such as but not limited to VRE, PRTC, VDOT, DRPT, NVTA and WMATA.	Inter Agency Agreement			
TI-4.2C	Work with regional jurisdictions and organizations to more effectively lobby state and federal government for additional transit funding streams.	Inter Agency Agreement			
TI-4.2D	Consider the locations of populations with mobility impairments and their travel needs (i.e., doctor, hospital, shopping, social activities, etc.) when deciding on the placement of bus routes and stops.	Plan			
TI-4.2E	Examine ways to provide transportation alternatives to those populations that do not have access to PRTC or VRE services (e.g., taxicabs, local transit service, etc.).	Plan			
TI-4.2F	Continue to work with PRTC to expand bus service within Dumfries to encourage commuters to utilize the transit network.	Inter Agency Agreement			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-4.3 Diversify the town’s transit services to offer innovative alternatives to traditional bus service and connections to existing transit services.					
TI-4.3A	Explore the use of alternative transportation modes such as motorized scooters or e-bikes to connect Dumfries to the future Virginia Railway Express (VRE) station in Potomac Shores through new Blueways/ Greenways and other multimodal trails.	Plan			
TI-4.3B	Encourage the use of online applications to facilitate the use of different modes of transportation within the town and throughout the region.	Administrative Action			
TI-4.3C	Promote the use of OmniRide microtransit, as it has built in flexibility to allow transit use to grow within Dumfries.	Administrative Action			
TI-4.4 Provide modern and safe transit facilities to encourage utilization of transit services.					
TI-4.4A	Include provisions within the Town Code to ensure that land developers include transit-related facilities as part of large new developments (hospitals, shopping centers, community colleges, etc), including but not limited to pedestrian shelters, seating, signs, and dedicated rights-of-way for transit vehicles.	Code Amendment			
TI-4.4B	Evaluate microtransit usage patterns to discern if a traffic generator would benefit from the implementation of a fixed bus route.	Plan			
TI-4.4C	Evaluate the need for Transit Signal Priority (TSP) at specific locations within the town. TSP could increase bus efficiency and ridership by providing a more reliable and predictable transit experience for passengers.	Administrative Action			
TI-5.1 Minimize the negative impact of development projects on the environment.					
TI-5.1A	Encourage and support renewable energy generation (windmills, solar panels, biofuel production, and so on) by allowing such facilities in the zoning ordinance.	Code Amendment			
TI-5.1B	Build new and remodeled Town buildings to an established energy efficiency standard such as Energy Star or LEED (Leadership in Energy and Environmental Design).	Capital Project			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-5.1C	Investigate the feasibility of solar panel installation on Town-owned buildings and above Town-owned surface parking to decrease reliance on the electricity grid.	Plan			
TI-5.1D	Work with developers to meet the Town’s zoning ordinance, flood plain regulations, regulations related to development in the designated RPAs and other applicable Town, County, state and Federal regulations.	Administrative Action			
TI-5.1E	Pursue the inclusion of EV charging facilities in designated Mixed Use Hubs, particularly in the Route 234 Crossroads Hub.	Plan			
TI-5.1F	Develop a Green Stormwater Management Program to assemble a range of flood risk mitigation strategies and identify key municipal properties and roadways that can incorporate green infrastructure.	Plan			
TI-5.1G	Adopt roadway design guidelines with special provisions for stormwater drainage elements.	Code Amendment			
TI-5.1H	Mitigate negative impacts on air and sound quality along Route 1 by planting street trees along the roadway.	Capital Project			
TI-5.1I	Develop and implement Green Infrastructure Guidelines for projects within the public right-of-way to encourage the incorporation of site design and infrastructure projects to reduce energy use, accelerate electrification, manage stormwater runoff, and minimize the heat island effect.	Plan			
TI-6.1 Provide solid waste, recycling, and composting options for residents.					
TI-6.1A	Conduct a town-wide education program on the advantages of waste reduction, recycling, and reuse, as well as the continued use of the recycling center formerly located at the Prince William County landfill site.	Administrative Action			
TI-6.1B	Partner with Prince William County’s Purple Can Program to recycle glass bottles by collecting them in purple bins at an in-town site.	Inter Agency Agreement			
TI-6.1C	Continue the annual collection of household hazardous waste and publicize the importance of the program.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
TI-6.1D	Pursue funding to determine and increase the demand and possible locations for composting options via educational and promotional campaign.	Administrative Action			
TI-7.1 Develop a comprehensive telecommunications master plan that establishes location criteria and ensures affordable and reliable internet access for the town’s residents and stakeholders.					
TI-7.1A	Increase access to high-speed broadband for residences and businesses in coordination with regional jurisdictions and service providers.	Inter Agency Agreement			
TI-7.1B	Give priority for construction of cell phone towers on publicly owned land.	Code Amendment			
TI-7.1C	Promote the installation of conduit in the ground for future fiber-optic lines or other high-tech cable uses whenever and wherever the installation of other utility lines is under way, particularly main lines that connect major businesses and public facilities.	Administrative Action			

NATURAL RESOURCES AND THE ENVIRONMENT

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-1.1 Preserve and expand Dumfries’ network of open spaces, habitat areas, and the natural environment (e.g., trees and wetlands).					
NRE-1.1A	During the development review and approval processes, encourage the application of creative design principles that enhance and protect the town’s natural environment and open space by:	Code Amendment			
NRE-1.1Aa	Provide more functional open space.	Code Amendment			
NRE-1.1Ab	Preserve sensitive natural areas.	Code Amendment			
NRE-1.1Ac	Maintain maximum indigenous tree cover.	Code Amendment			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-1.1Ad	Minimize impervious land cover for the desired and permitted land use.	Code Amendment			
NRE-1.1B	Support conservation of appropriate land areas in a natural state through conservation easements, setback buffering, enforcement of applicable Town ordinances, and the creation of greenways and other publicly accessible open space.	Administrative Action			
NRE-1.1C	Preserve wildlife corridors, wetlands, and other sensitive areas through the creation of greenways, trails, parks, and other open spaces.	Plan			
NRE-1.1D	Partner with developers to receive land dedications, as appropriate, to be owned and operated as public parks and greenways.	Administrative Action			
NRE-1.1E	Require that dedications of privately-owned and -maintained open space are adequately protected and may not be further developed as part of the associated project, or without further public or legal discussion and formal action.	Code Amendment			
NRE-1.2 Minimize the negative impacts of development and urbanization (e.g., pollution, impervious surfaces).					
NRE-1.2A	Identify existing offensive or noxious land uses which pose a threat to water quality or other elements of the environment, either through point or non-point sources, and revise Town ordinances to phase out such uses.	Code Amendment			
NRE-1.2B	Reduce the quantity of impervious surfaces in the town and require development to incorporate Best Management Practices (BMPs) for reducing and filtering stormwater runoff when appropriate.	Plan			
NRE-1.2C	Utilize EPA brownfields funding to conduct environmental site assessments and cleanup activities at the identified brownfield sites in the town (3800 Graham Park Road and Campbell Salvage Yard at 17926 Colonial Port Road.	Administrative Action			
NRE-1.2D	Pursue additional EPA funding to complete the next phase of environmental cleanup for the town's brownfield sites.	Administrative Action			
NRE-1.3 Maintain and expand a tree canopy that reduces temperatures, provides shade, and enhances air quality.					

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-1.3A	Update town codes and ordinances to reduce allowable exemptions and variances granted under existing ordinances. Consider actions such as:	Code Amendment			
NRE-1.3Aa	Enact minimum tree cover requirements and require one-to-one replacement of trees removed.	Code Amendment			
NRE-1.3Ab	Prohibit the preemptive removal of trees during plan approval.	Code Amendment			
NRE-1.3Ac	Require the protection of natural buffers and Resource Protection Areas (forest, riparian, and wetland).	Code Amendment			
NRE-1.3Ad	Increase violation penalties for unauthorized tree removal.	Code Amendment			
NRE-1.3B	Enact and enforce a “No Net Loss” tree conservation policy.	Code Amendment			
NRE-1.3C	Require planting of native species that are well-suited for anticipated climate changes.	Code Amendment			
NRE-1.3D	Encourage tree preservation as part of residential construction.	Code Amendment			
NRE-1.3E	Pursue Arbor Day Foundation, Tree City USA designation and other resources to promote the preservation and planting of trees within the Town demonstrate and promote the Town's commitment to a greener and healthier place.	Administrative Action			
NRE-2.1 Reduce the town’s contributions to climate change (e.g., greenhouse gas emissions).					
NRE-2.1A	Establish an Environmental Committee or Green Team to help move forward environmental issues.	Administrative Action			
NRE-2.1B	Provide infrastructure to support vehicle electrification throughout residential and commercial areas (See Transportation & Infrastructure).	Capital Project			
NRE-2.1C	Establish a small grant program to assist residents and small businesses in creating minor green stormwater infrastructure improvements, such as rain barrels, rain gardens, green roofs, and permeable paving.	Administrative Action			
NRE-2.1D	Consider preparing and implementing a climate action plan to reduce the town’s contributions to climate change (See NRE-2.2B).	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-2.1E	Adopt new construction ordinances and/or incentives that focus on improving energy efficiency requirements for buildings.	Code Amendment			
NRE-2.1F	Pursue U.S. Green Building Council, LEED for Cities (Cities, towns, counties) certification to manage, guide plan and policy development, track progress on global goals, advance equity and measure community resilience and sustainability performance.	Administrative Action			
NRE-2.2 Adapt to the impacts of climate change on Dumfries (e.g., flooding and extreme heat).					
NRE-2.2A	Enhance the tree canopy and increase the number of street trees along the town's streetscapes to lower summer temperatures (See NRE-1.3).	Capital Project			
NRE-2.2B	Consider preparing a climate action plan that identifies strategies for the town to adapt to and recover from the impacts of climate change on the community, including a range of "grey," "green," and "hybrid" flood protection and adaptation approaches in consultation with the Prince William County Comprehensive Plan environmental policies, the Virginia Coastal Resilience Master Plan, and the Virginia Flood Protection Master Plan (See NRE-2.1D & NRE-3.4).	Plan			
NRE-3.1 Protect water resources within the Town from the negative impacts of development and urbanization.					
NRE-3.1A	Continue to enforce the Chesapeake Bay Preservation Area Overlay District (CBPA-OD) designed to protect the waters of the Town and the Chesapeake Bay from the adverse effects of urban development.	Administrative Action			
NRE-3.1B	Encourage developers to pursue all opportunities for creative site design in the review and approval process to reduce site imperviousness as provided by the performance criteria of the CBPA-OD.	Code Amendment			
NRE-3.1C	Reference the Virginia Department of Environmental Quality's (VADEQ's) Virginia BMP Clearinghouse published BMPs and their design specifications where development requires the use of structural Best Management Practices as permitted under the performance criteria of the CBPA-OD.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-3.1D	Continue to enforce the Floodplain Overlay District to protect floodplains from inappropriate development, as well as to protect the health, welfare, economic, and real estate interests of Dumfries residents.	Administrative Action			
NRE-3.1E	Continue to investigate water quality tools implemented by the Town to meet the Virginia Pollutant Discharge Elimination System (VPDES) Municipal Separate Storm Sewer System (MS4) General Permit.	Administrative Action			
NRE-3.1F	Pursue opportunities to modernize the town's stormwater drainage systems, including as part of roadway improvements along Main Street, Route 1, and other future roadway projects.	Capital Project			
NRE-3.2 Protect the Town's surface and groundwater from degradation by discharge and infiltration of point source industrial and urban pollutants.					
NRE-3.2A	Continue to preserve undisturbed areas along stream corridors within the designated 100-foot buffer to naturally filter pollutants from urban sources while allowing for use of these corridors for development of the recommended trail network.	Administrative Action			
NRE-3.2B	Follow State Administrative Code 9VAC25-830-140 to identify approved development and redevelopment activities in the designated RPA areas and make these lists easily accessible to developers.	Administrative Action			
NRE-3.2C	Review water quality impact assessments for allowable land-disturbing activities within designated RPA areas as required by the State Administrative Code.	Administrative Action			
NRE-3.2D	Conduct public education and outreach activities per the VPDES MS4 General Permit requirements to increase the public's knowledge of water quality improvement and pollution reduction through strategies such as traditional written materials, alternative materials, signage, speaking engagements, workshops, training materials, etc.	Administrative Action			
NRE-3.2E	Work with the Virginia Cooperative Extension to conduct periodic resident workshops to demonstrate techniques and aid residents in reducing the over-application of pesticides and fertilizers which subsequently runoff as non-point source pollution.	Inter Agency Agreement			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-3.2F	Request that the Virginia Water Control Board notify the Town of any underground storage tank leaks in areas surrounding the town which may have an impact on the town's groundwater supply and develop a working relationship with the Board to correct the pollution impacts of any leaks.	Administrative Action			
NRE-3.2G	Work with the Virginia Health Department to identify and correct failing septic systems or improperly constructed or abandoned wells which may degrade the town's groundwater resources.	Administrative Action			
NRE-3.2H	Work with Prince William County and the Virginia Department of Environmental Quality to find remediation solutions to pollution in the town related to coal ash ponds.	Administrative Action			
NRE-3.3 Advance the restoration of Quantico Creek and its tributaries, Port of Dumfries, and Quantico Bay.					
NRE-3.3A	Initiate discussions and organize stakeholders at all levels to work together to identify specific environmental challenges and potential solutions associated with Quantico Creek and its tributaries, the Port of Dumfries, and Quantico Bay.	Plan			
NRE-3.3B	Continue to support and advance the stream restoration project currently being implemented in Quantico Creek's main channel to stabilize three reaches and address bank erosion, sediment loads and reconnection of floodplain.	Administrative Action			
NRE-3.3C	Identify and pursue funding to dredge the Town's section of Quantico Bay.	Inter Agency Agreement			
NRE-3.3D	Significantly reduce the amount of sediment in Dewey's Run through dredging and erosion control measures.	Inter Agency Agreement			
NRE-3.4 Establish a network of waterways, wetlands, parks, and open spaces to safely and economically accommodate the flows of stormwater and reduce the negative effects of current and future flood risks.					
NRE-3.4A	Develop a Green Stormwater Management Program to identify and implement a range of flood risk mitigation strategies and green infrastructure installations including green streets, bioswales, permeable pavements, planter boxes, rain gardens, and tree plantings to improve water quality, mitigate flooding.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
NRE-3.4B	Identify substantial areas of impervious surfaces, particularly on commercial and industrial properties, where green infrastructure and plantings can be introduced.	Plan			
NRE-3.4C	Encourage innovative stormwater management techniques, and promote Low Impact Development (LID) and on-site stormwater management (SWM).	Code Amendment			

PARKS AND RECREATION

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
PR-1.1 Develop programs that encourage active participation in recreational activities, team sports, and educational programs to promote individual and social development.					
PR-1.1A	Support and develop new programs and facilities within the Town to encourage team sports and the development of individual skills for all ages.	Administrative Action			
PR-1.1B	Provide multi-purpose trails for walking, running, and biking.	Capital Project			
PR-1.2 Develop opportunities for passive recreation and social engagement throughout the town, including parks, trails, and places to relax.					
PR-1.2A	Continue to provide venues for family gatherings and social events.	Capital Project			
PR-1.2B	Provide and maintain open space and natural trails for areas to sit or stroll.	Capital Project			
PR-1.2C	Require any mixed-use development projects with medium-to-high density to incorporate a common space, such as an open space or courtyard to encourage civic and social engagement.	Code Amendment			
PR-1.2D	Ensure that all parks include event spaces and facilities that promote community use and interaction.	Plan			
PR-1.2E	Explore opportunities for providing facilities that promote ecotourism, particularly in the Waterfront District Hub. Consider pedestrian and bicycle access to nearby ecotourism opportunities, such as Prince William Forest Park.	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
PR-2.1 Maximize the use of existing parks and identify locations for future parks to create community gathering spaces and meet the Dumfries community’s open space and recreational needs.					
PR-2.1A	Prepare a Parks, Recreation, and Open Space Master Plan that analyzes the use of existing and proposed parks, projects future needs, includes a characterization with the highest and best use, and an equity mapping evaluation for ADA compliance and non-automobile access.	Plan			
PR-2.1B	Design new parks to accommodate projected needs and incorporate an appropriate balance of active and passive recreational uses.	Plan			
PR-2.1C	Reprogram parks over time based on changes in use and citizen input, incrementally replacing or enhancing outdated play and recreation facilities as determined by the Parks Master Plan.	Administrative Action			
PR-2.1D	Examine existing Town properties for possible use as parks or open space.	Plan			
PR-2.1E	Create a community gardening program that connects residents to locations for community agricultural gardens.	Administrative Action			
PR-2.1F	Pending the results of an environmental study, pursue recreational uses, water access and a boardwalk trail system in the former deep-water port area (Waterfront District Hub).	Plan			
PR-2.1G	Upgrade parks, trails, and sidewalks to achieve ADA compliance upon completion of the Parks Master Plan.	Capital Project			
PR-2.1H	Continue to pursue improvements to Garrison Park to provide passive and active recreation facilities that serve as a destination and focal point in the center of town, as part of the Main Street Commons Hub.	Capital Project			
PR-2.1I	Coordinate site improvements at Ginn Memorial Park with the development of the new community center in the former “Rescue Squad” building.	Capital Project			
PR-2.2 Pursue construction of a comprehensive trail network (Blueways/Greenways system) to provide safe and convenient connections between parks, open space, neighborhoods, and destinations, including Mixed-Use Hubs, to provide opportunities for non-motorized travel and active and passive recreation throughout the town.					

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
PR-2.2A	Pursue opportunities to incrementally assemble alignments of the Blueways/Greenways System and construct trail segments, as illustrated in the Parks and Trails Map (Figure PR-1) and the Framework Map (Figure VF-1) in the Vision and Framework Chapter.	Plan			
PR-2.2B	Include a comprehensive trail network (Blueways/Greenways system) in the Parks, Recreation, and Open Space Master Plan to provide safe and convenient connections between parks, open space, neighborhoods, and destinations.	Plan			
PR-2.2Ba	Pursue opportunities to extend and connect to regional trails, including the Potomac Heritage National Scenic Trail and the East Coast Greenway.	Plan			
PR-2.2Bb	Evaluate connections to parks, recreation facilities, and open space to identify priority improvements to sidewalks, trails, crosswalks, and bike paths that will enhance access to parks and recreation opportunities.	Plan			
PR-2.2Bc	Improve and enhance connections to existing parks and other destinations with lighting, trash receptacles, seating, bike racks, and other safety and functionality improvements.	Plan			
PR-2.2Bd	Explore options to provide direct pedestrian access to Prince William Forest Park and neighborhoods west of I-95 via the new Potomac Heritage National Scenic Trail along Batestown Road under I-95.	Plan			
PR-2.2C	Construct a wide multiuse path along one side of Main Street to connect the trail network with the Main Street Commons and Gateway Hubs.	Capital Project			
PR-3.1 Establish and cultivate partnerships with diverse groups and organizations to provide educational, recreational, and cultural opportunities that enhance Dumfries’ overall quality of life.					
PR-3.1A	Encourage and engage community stakeholders as partners in the promotion of a higher standard of community health and well-being to encourage the use of and prioritization of parks, recreation, and transportation opportunities including, but not limited to; “Safe Routes to School,” Bike to School Day, Bike to Work Day, and a Park Rx America program.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
PR-3.1B	Provide spaces and facilities that facilitate programs and services for healthy lifestyles for all ages, and abilities.	Plan			
PR-4.1 Incorporate changes into the Town budget to dedicate funding for Parks & Recreation within the town.					
PR-4.1A	Identify Federal, State, and local grant opportunities to fund parks and recreation improvements, and pursue those that will accomplish realistic expectations within available Town resources.	Administrative Action			
PR-4.1B	Expand recreation facilities within the town through grant and CIP funding.	Capital Project			
PR-4.2 Identify additional funding sources to augment the Town’s parks and recreation budget.					
PR-4.2A	Identify public, private, and nonprofit resources and partnership opportunities to offset costs associated with providing recreational opportunities for the town.	Administrative Action			
PR-4.2B	Establish a proffer policy for the dedication of land for future parks or monetary contributions related to all rezonings to mitigate the impact of development on the town, and allow applicants requesting a Conditional Use Permit to contribute to the proffer.	Code Amendment			
PR-4.2C	Pursue grant funding to support new parks and recreational opportunities and improve the Town’s existing inventory of parks and recreational facilities.	Administrative Action			
PR-4.2D	Establish an adopt-a-bench program to provide areas to sit and relax throughout the town, along and within recreational areas.	Administrative Action			
PR-4.2E	Establish an annual adopt-a-park program for organizations, businesses, and individuals who want to donate money towards a park project or recreational activity.	Administrative Action			
PR-4.2F	Review and amend the Town’s Annual Fee Schedule to include appropriate fees for facility use.	Administrative Action			

HISTORIC RESOURCES, ARTS AND CULTURE

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
HAC-1.1 Continue to identify, study, and preserve Dumfries’ significant historic and cultural resources.					
HAC-1.1A	Continue efforts to identify and update the Town's inventory of significant pre-historic and historic resources, and cemeteries and gravesites and make the information available to all Town departments and the public.	Administrative Action			
HAC-1.1B	In conjunction with Historic Dumfries and Prince William County, conduct studies of potential sites for the significant historic and cultural resources listing, and identify the most important features and historic values of each site.	Inter Agency Agreement			
HAC-1.1C	In conjunction with Historic Dumfries and Prince William County, conduct an inventory to identify cultural resource sites that were previously ignored or overlooked and integrate the preservation or treatment of these sites into the overall program to protect and preserve the Town of Dumfries’ heritage.	Inter Agency Agreement			
HAC-1.1D	Request that Phase I level archaeological/cultural studies by applicants seeking to develop or redevelop in areas that are identified as historically sensitive. Where a Phase I level study deems it appropriate, require Phase II evaluation or intensive level survey. If sites are determined to be significant, a treatment plan should be completed in consultation with the Town in advance of the final site plan approval.	Administrative Action			
HAC-1.1E	Work with homeowners to nominate sites and structures that meet the appropriate criteria to determine eligibility for inclusion on the National Register of Historic Places (NRHP) and Virginia Landmarks Register.	Administrative Action			
HAC-1.1F	Work with the Prince William County Preservation Division’s archaeological laboratory to process and curate artifacts found as a result of the Town’s public archaeological projects.	Inter Agency Agreement			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
HAC-1.1G	Continue to develop sensitivity maps for pre-historic or historic sites and historic viewsheds.	Administrative Action			
HAC-1.2 Protect and preserve historic resources that are important for documenting or demonstrating the prehistory or history of the town.					
HAC-1.2A	Examine existing zoning requirements to ensure their consistency with the goal of historic preservation.	Administrative Action			
HAC-1.2B	Continue to maintain existing Dumfries Historic Overlay District as defined in the Zoning Ordinance for the purposes of preserving the historical integrity of important areas and sites.	Code Amendment			
HAC-1.2C	Pursue funds from private and public sources for acquisition, protection, restoration and operation of historic properties.	Administrative Action			
HAC-1.2D	Encourage preservation groups to educate the public on the historic character of the town and the benefits of preserving it.	Administrative Action			
HAC-1.2E	Encourage owners of town historic properties to participate in the Virginia Historical Highway Marker Program, Prince William County's Historic Building Plaque Program, and consider establishing a Dumfries Marker or Plaque Program.	Administrative Action			
HAC-1.2F	Ensure the policies, ethics, standards, and procedures concerning preservation and protection of the town's historical and archaeological collections are followed in all instances in which collections are exhibited, stored, interpreted or otherwise utilized.	Administrative Action			
HAC-1.2G	Evaluate the town's policies, ethics, standards, and procedures concerning the preservation and protection of the Town's historical/ archaeological collections for new best practices and cultural sensitivity.	Administrative Action			
HAC-1.3 Promote growth and redevelopment that incorporates the historical character of the town in its foundation.					
HAC-1.3A	Support efforts to renovate and adaptively reuse the Historic Williams Ordinary property to include a Civil War Memorial and public park space.	Administrative Action			
HAC-1.4 Preserve, protect, and maintain known or discoverable cemeteries and gravesites - marked and unmarked.					

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
HAC-1.4A	Document any unmarked gravesites placed on the perimeter of existing cemeteries, whose markings may have since been destroyed.	Administrative Action			
HAC-1.4B	Prevent owners and developers of land planned for development from relocating cemeteries and gravesites to another location.	Code Amendment			
HAC-1.4C	Revise the permitting process to require a check for the presence of a cemetery on a property proposed for grading or construction and in compliance with the Federal Cemetery Preservation Requirement Act.	Code Amendment			
HAC-1.4D	Promote the use of state historic tax credits to NRHP and Virginia Historic Landmarks Register owners, to maintain and strengthen the town's historic character as part of the development process.	Administrative Action			
HAC-2.1 Enhance, promote, and celebrate the Town's history to increase visitation and commerce throughout the Town.					
HAC-2.1A	Encourage research projects and studies that inform and educate town residents and visitors about the town's past.	Administrative Action			
HAC-2.1B	Invite universities and colleges, and HBCUs to conduct research studies and report on the town's history and prehistory.	Administrative Action			
HAC-2.1C	Support a cultural resources intern program in coordination with local universities and colleges.	Administrative Action			
HAC-2.1D	Distribute historic and cultural resource reports prepared in conjunction with development applications in the town, including Phase I, Phase II, Phase III level studies, and Army Corps of Engineers Reports, to appropriate repositories and libraries, including the VDHR and the Prince William County Planning Office and regional libraries.	Administrative Action			
HAC-2.1E	Develop and implement a branded interpretation program that includes printed marketing materials and signage with information on the town's history and significant cultural resources.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
HAC-2.1Ea	The materials and signage should include QR codes that provide access to websites with additional information, including historic site locations, access hours, guided tours, and both self-guided walking and driving tours.	Administrative Action			
HAC-2.1F	Continue to preserve, develop, and support the Weems Botts Museum, Merchant Park, Williams Ordinary, Prince William County Courthouse (Fourth) and Jail site, Quantico Church Site and Dumfries Cemetery, Tebbs Mundy House Site, and other sites identified by the Town through ongoing research, education and promotion.	Administrative Action			
HAC-2.1G	Encourage landowners and archaeologists who have collected and cataloged artifacts found in the town to curate such artifacts with the Town for the purpose of displaying them for education and tourism.	Administrative Action			
HAC-2.1H	Develop a “Preserve a Site” program in which citizens and businesses pledge to preserve and properly manage an archaeological, architectural, or cemetery site.	Administrative Action			
HAC-2.1I	Develop a Town of Dumfries walking tour map to highlight historic structures and sites.	Administrative Action			
HAC-2.1J	Create wayfinding signage along the gateway corridors to the Town of Dumfries to highlight historic attractions.	Administrative Action			
HAC-2.1K	Continue to support Weems Botts Museum and Merchant Park to promote tourism.	Administrative Action			
HAC-2.1L	Implement phased streetscape improvements in accordance with the Main Street Plan to accentuate the town’s historic character and themes while enhancing the visitor experience and access to historic resources.	Capital Project			
HAC-3.1 Establish venues and implement cultural programming to promote arts and entertainment opportunities.					
HAC-3.1A	Explore opportunities to leverage The Rose’s entertainment and performance venue for events.	Administrative Action			
HAC-3.1B	Introduce and encourage participation in diverse cultural programs to enrich the lives of residents.	Administrative Action			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
HAC-3.1C	In the Parks, Recreation, and Open Space Master Plan, include proposed updates to existing and planned parks and public spaces to increase the number of public gathering and performance facilities, including an outdoor amphitheater.	Plan			
HAC-3.2 Incorporate public art into public spaces and privately-owned sites to strengthen Dumfries’ “sense of place” and distinct character.					
HAC-3.2A	Establish a Public Art Commission to develop and implement a Plan to fund, promote and facilitate the installation of art visible to the public, including art in public spaces, murals on buildings and art on private property to be experienced and/or viewed by the public.	Plan			
HAC-3.2B	Pursue funding to manage a pilot program that temporarily fills vacant storefronts with art by local artists and students with the Public Art Commission.	Administrative Action			
HAC-3.2C	Pursue funding to manage an annual mural program to support local artists and civic engagement with the Public Art Commission.	Administrative Action			
HAC-3.2D	Pursue opportunities and funding to incorporate public art into parks, streetscapes, and other public spaces to enhance the town’s sense of place and identity with the Public Art Commission.	Administrative Action			

COMMUNITY AND EDUCATION FACILITIES

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
CEF-1.1 Upgrade, expand, and support Dumfries’ educational and library facilities.					
CEF-1.1A	Work with Prince William County and Prince William County Libraries to explore opportunities to expand local public library space.	Inter Agency Agreement			
CEF-1.1B	Collaborate with Prince William County Public Libraries to conduct a service and space community needs assessment.	Administrative Action			
CEF-1.1C	Support Prince William County Public Schools efforts to identify solutions for increasing elementary school capacity.	Administrative Action			
CEF-1.2 Upgrade and expand Dumfries’ community facilities.					
CEF-1.2A	Develop and implement a Community Facilities Development Plan that includes an assessment of existing facilities, needs for existing facility renovations or expansions, and new facility needs based on community service needs. Include related projects in the Town’s Capital Improvement Program and Budget.	Plan			
CEF-1.2B	Continue to pursue the creative reuse of the former fire rescue building as the new Clyde M. Washington Community Center.	Plan			
CEF-1.2C	Promote the senior services and programming offered by Prince William County through the community calendar and targeted outreach to increase the use of these services.	Administrative Action			
CEF-1.3 Collaborate with Partners to address service needs.					
CEF-1.3A	Partner with local colleges, universities, and Virginia Career Works to offer spaces for continuing education, workforce training and retraining sessions.	Inter Agency Agreement			
CEF-1.3B	Consider advocating for changes to existing bus routes to provide service between the elementary school and Boys and Girls Club again.	Inter Agency Agreement			
CEF-1.3C	Through collaboration with the Harbor at Quantico Creek Development, leverage programs and services at the planned Senior Center to address town needs.	Administrative Action			

PUBLIC HEALTH AND SAFETY

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
PHS-1.1 Pursue land uses, facilities, and programs that improve and prioritize public safety.					
PHS-1.1A	Implement the recommendations of the 2022 Hazard Mitigation Plan.	Administrative Action			
PHS-1.1B	Create an emergency management plan that is consistent with the 2022 Northern Virginia Hazard Mitigation Plan and the 2020 Prince William County Emergency Operations Plan.	Plan			
PHS-1.1C	Identify and advertise emergency shelter options and resources for those experiencing homelessness.	Plan			
PHS-1.1D	Identify and advertise emergency shelter options for mass environmental events such as flooding, extreme heat, and loss of electricity.	Administrative Action			
PHS-1.1E	Pursue the undergrounding of power lines to reduce the vulnerability to weather events and safety hazards to the public	Capital Project			
PHS-1.2 Promote expeditious and natural recovery from weather events to ensure the safety of residents and minimize loss.					
PHS-1.2A	Continue to offer and promote the warming and cooling shelter at the Jeff Simpson Community Center.	Administrative Action			
PHS-1.2B	Identify, establish, and promote the location of a flood recovery shelter(s) for residents during and after flooding emergencies.	Administrative Action			
PHS-1.2C	Pursue funding for on-site renewable energy installation at the warming, cooling, and/or flood recovery shelter(s).	Administrative Action			
PHS-1.3 Support police, fire and rescue professionals in their mission to protect and serve the community.					
PHS-1.3A	Continue to develop a plan for law enforcement programs in the community with an emphasis on juvenile issues and community policing.	Plan			
PHS-1.3B	Conduct a facility needs assessment for the Dumfries Police Department.	Plan			

Policy & Action		Action Type	Timeframe		
			Short	Mid	Long
PHS-1.3C	Coordinate with the Dumfries Triangle Volunteer Fire Department and the Prince William County Department of Fire and Rescue on facilities needs.	Administrative Action			
PHS-1.3D	As opportunities arise through development and redevelopment, increase the number of street connections in the town’s street network to provide multiple routes between destinations and decrease emergency response times.	Plan			
PHS-1.3E	Identify existing and propose new facilities and locations that support community policing efforts to strengthen the relationship between Town law enforcement officials and the community they serve, with a focus on youth engagement, including schools, community center, parks, neighborhood facilities, and event spaces.	Administrative Action			
PHS-1.3F	Include the Police Department’s long-term facility needs in the Capital Improvement Program and Budget to ensure that the necessary facilities are provided to continue high-quality service delivery.	Capital Project			
PHS-1.4 Support land uses, facilities, and programs that prioritize public health and social services.					
PHS-1.4A	Identify and assess access to local health and social service locations.	Plan			
PHS-1.4B	Consider facilities and services that support efforts to address gun violence.	Plan			
PHS-1.4C	Conduct biannual social services roundtables for Dumfries-area social services providers to identify and address community and facility needs.	Administrative Action			
PHS-1.4D	Advocate for and assist in the promotion of a range of services to ensure that individuals diagnosed with mental illness have access to housing, food, transportation, and follow-up care.	Administrative Action			
PHS-1.4E	Encourage programs and facilities that educate residents and youth about the dangerous effects of alcohol, tobacco, other drugs, and gambling, and the resources available to help with addiction.	Administrative Action			

Page intentionally blank.

DESTINATION DUMFRIES 2044

A Shared Community Vision

