Draft Plan
October 2026



TOWN OF DUMFRIES

Small Area Plan

Waterfront District

Table of Contents

The Waterfront Small Area Plan 1
Executive Summary 1
Existing Conditions 4
Plan Constraints and Considerations 22
Recommendations 25
Conclusion 46

Table of Figures

Figure 1: The Waterfront Identity and Focus Areas 3
Figure 2: Points of Interest 5
Figure 3: Current Land Use by Percentage 6
Figure 4: Current Land Use 6
Figure 5: Nearby Residential Land Uses 7
Figure 6: Current Commercial Uses by Type 8
Figure 7: Current Commercial Uses 8
Figure 8: Parks and Open Space 9
Figure 9: Current Zoning 10
Figure 10: Impervious Surface and Flood Hazard Areas 12
Figure 11: Tree Cover 13
Figure 12: Impervious Surfaces 14
Figure 13: Utilities 15
Figure 14: Roadways 16
Figure 15: Crash History Near the Waterfront 17
Figure 16: Parking 18
Figure 17: Crash History by Type 19
Figure 18: Crash History 19
Figure 19: The Waterfront Recommendations 25
Figure 20: Waterfront Recommendations Matrix 26
Figure 21: Land Use Categories from Envisioning Dumfries 30
Figure 22: Planned Waterfront District Zoning Designation 37
Figure 23: Extension of the Potomac Heritage National Scenic Trail along Quantico Creek 40
Figure 24: Central Greenway 41
Figure 25: Nature Boardwalk and Trails 42
Figure 26: Shared Parking Overlays 43
Figure 27: Surface Lot Parking 44
Figure 28: Waterfront Access Points 45

The Waterfront Small Area Plan

Executive Summary

The Waterfront Small Area Plan supports the 20-year vision set by Destination Dumfries 2044 and the Town of Dumfries Comprehensive Plan. The Waterfront is one of five Mixed-Use Hubs identified in the comprehensive plan that will serve as the focal point for growth, investment, and community activation in the Town. Built on a foundation of past and existing conditions, community feedback, and current and emerging market trends and opportunities, this Small Area Plan provides more specific guidance and recommendations through a Small Area Identity and Focus Areas.

Where to learn more:

- Mixed-Use Hubs (Section 1, page 4)
- Small Area Identity and Focus Areas (Section 6, pages 2 and 3)

Existing Conditions

The existing conditions in the Small Area establish a baseline of understanding for how the area functions within the Town today. These conditions are also used to identify areas of opportunity to develop towards the Small Area's mixed-use identity. The existing conditions are organized in four categories: (1) Land Use, or the types of buildings and activities that take place on parcels with the area; (2) Zoning, or the mapped ordinances that govern and administrate the types and forms of allowable development on parcels within the area; (3) Natural and Built Environment, or the utilities and environmental context of the area; and (4) Transportation, or how people move to and through the area. Insights on how we live, how we move, how we grow, and how we sustain are then synthesized across these four categories.

Where to learn more:

- Land Use (pages 6 to 9)
  - Residential (page 7)
  - Commercial (pages 8)
  - Parks and Open Space (page 9)
- Zoning (pages 10 and 11)
- Natural and Built Environment (pages 12 to 15)
  - Water Resources and Flooding (page 12)
  - Tree Cover (page 13)
  - Impervious Surfaces (page 14)
  - Utilities (page 15)
- Transportation (pages 16 to 19)
  - Roadways (page 16)
  - Multimodal (page 17)
  - Parking (page 18)
  - Transportation Safety (page 19)
- Insights (pages 20 to 22)

Plan Constraints and Considerations

Following an assessment of existing conditions, plan constraints and considerations are identified. These acknowledge aspects in the Small Area that limit the current strength of the hub, or that may present barriers to implementation and (re)development. Recommendations in the following section will aim to address these constraints and considerations through targeted interventions in policy or the built environment.

Where to learn more:

- Plan Constraints and Considerations (pages 22 to 24)

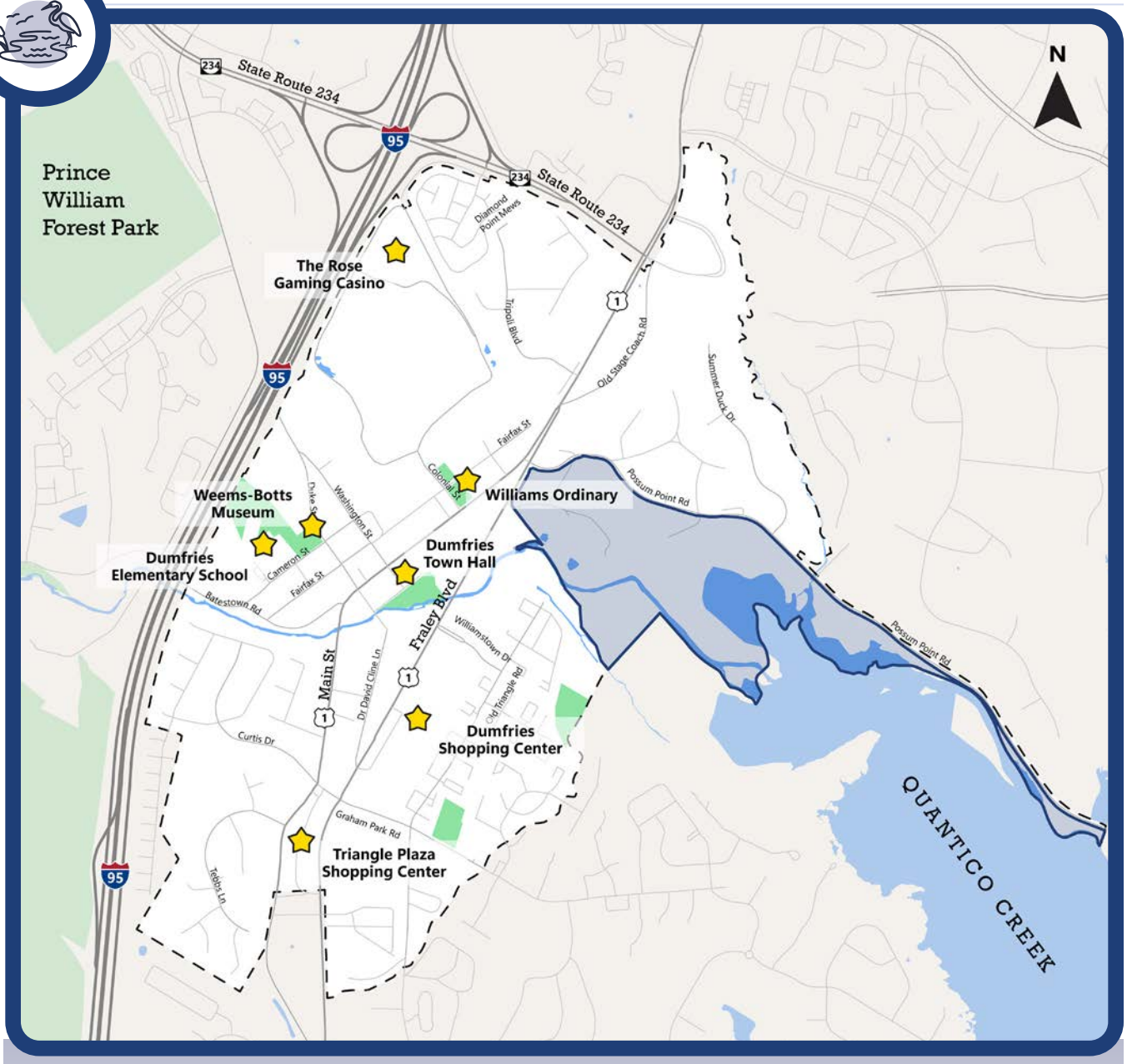
Recommendations

Recommendations aim to further The Waterfront Mixed-Use Hub identity and focus areas, and address plan constraints and considerations. An Illustrative Plan locates identified interventions in the built environment within the area, and a Recommendations Matrix summarizes all recommendations by planning category, goal area, timeline, cost level, and possible partners and responsible entities for implementation. Each recommendation is then explored in greater detail, as organized by planning category.

Where to learn more:

- Illustrative Plan (page 25)
- Recommendations Matrix (pages 26 and 27)
- Recommendations (pages 28 to 48)
  - (Re)development (pages 28 and 29)
  - Cultural Amenities (pages 30 and 31)
  - Economic Development (pages 32 to 35)
  - Land Use (page 36)
  - Natural and Built Environment (pages 37 and 38)
  - Public Infrastructure and Utilities (pages 39 to 41)
  - Transportation (pages 42 to 45)

Figure 1: The Waterfront Identity and Focus Areas



The Waterfront identity is a statement that establishes the shared idea for who the Hub will be designed to serve, the types of experiences that residents, employers, and visitors should expect to have there, and the role that the Hub will have in emphasizing the commercial, retail, and residential offerings of the town. The focus areas of The Waterfront represent the key topics, specific to this Hub, for which recommendations necessary to achieve the identity have been developed.

Existing Conditions

The existing conditions of the Waterfront Small Area provide a comprehensive assessment of the study area's current characteristics, opportunities, and challenges. By examining land use patterns, housing, economic activity, environmental resources, public facilities, and transportation networks, this section establishes a baseline understanding of how the area functions in Dumfries today.

Identity

The Small Area identity statement represents the aspiration for what the mixed-use hub in each Small Area should become and clarifies the Small Area's role within Dumfries. Focus areas highlight key topics and aspects raised in the identity statement to guide targeted recommendations that strengthen the area's identity.

The Waterfront District is a contemporary reintroduction of Dumfries' historic legacy as a deepwater port. The Waterfront serves as the signature destination of Dumfries, offering diverse opportunities for aquatic exploration, education, retail and dining, and entertainment experiences. It is intentionally designed to inspire visitors with a balance of recreation, environmental preservation, iconic views and destinations, and public access to the waterways. The Waterfront District will encourage people to walk to and along our shoreline using a network of complete streets, trails, and boardwalks. Intentional development will create an unforgettable experience while supporting and enhancing the enjoyment of and connection to nature.

Focus Areas

- Tourism
- Recreation – trails, paddle craft, passive recreation
- Retreat – wellness, quality of life, interaction with nature
- Natural environment – stewardship & preservation, education
- Historic deepwater port
- Events
- Viewsheds
- Multi-use trails, boardwalks, and walkable networks
- Strategic Land Use Assemblages or Acquisitions

Character

The current character of the Waterfront Small Area is defined less by its proximity to the wide mouth of Quantico Creek and more by the industrial uses that occupy most of the developable land in the area. These industrial uses include storage lots and warehouses for automobiles and building materials. Currently, there are no public access points to the water or to views of the water in the area.

Points of Interest

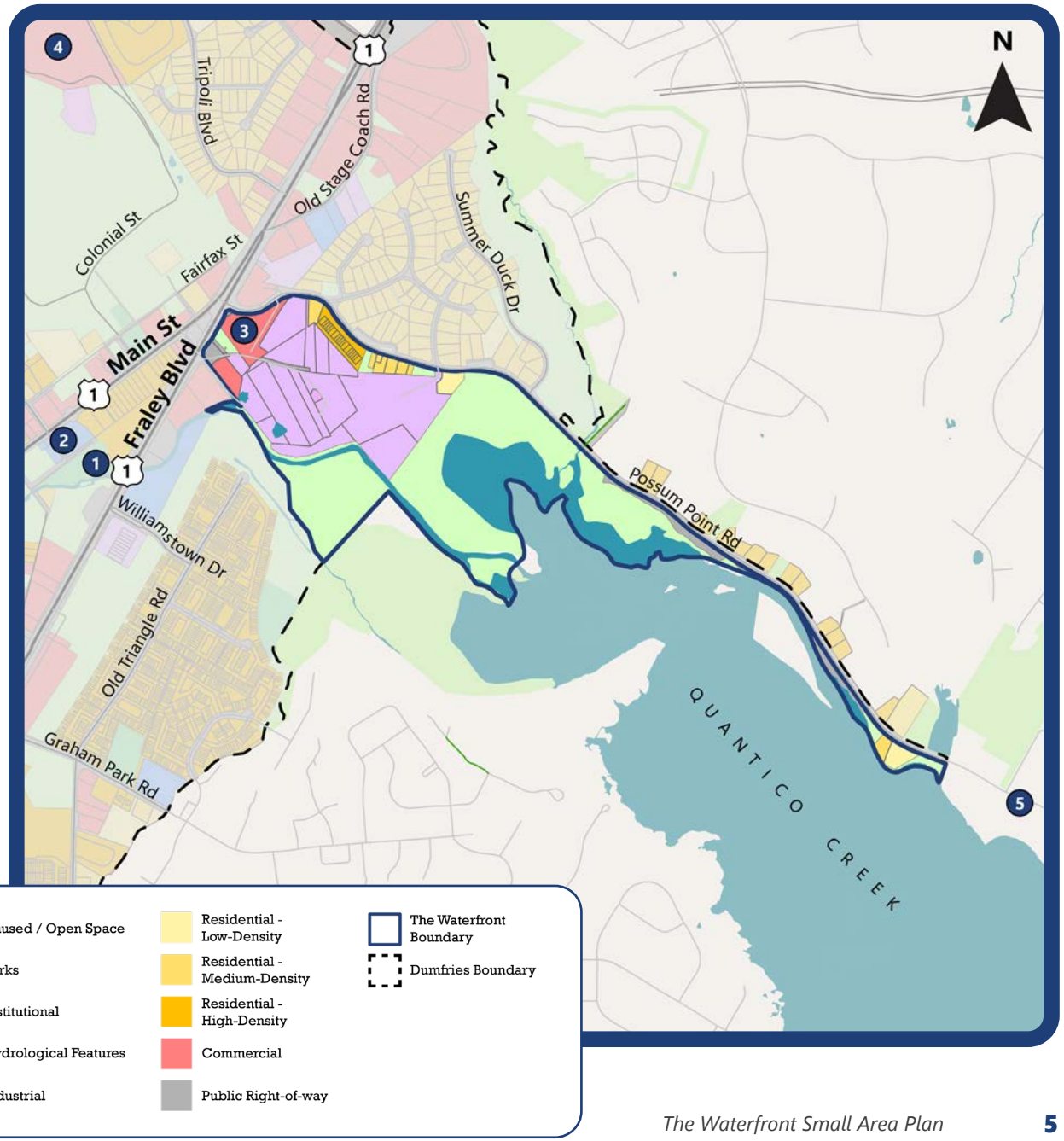
The most recent business in Dumfries is the convenience store and gas station located in this area at the intersection of Possum Point Road and Fraley Boulevard (Figure 2). This intersection is also adjacent to another where U.S. Route 1 splits into Main Street from Fraley Boulevard at the northern end of the Main Street Commons Small Area.

Located in Prince William County, at the end of Possum Point Road, is the Dominion Energy Possum Point Power Station (Figure XX Point of Interest 5), which generated coal-powered electricity between 1948 and 2003. The resultant coal ash ponds are located north of Possum Point Road. Today, the plant remains in operation, but has replaced its fuel sources with oil and natural gas. Operations at the plant expanded in 2025 to accommodate rising data center power demands.

1. **Cecil W. Garrison Park**
2. **Town Hall**
3. **Wawa**
4. **The Rose Gaming Resort**
5. **To Possum Point Power Station**

Points of interest outside of the Waterfront small area have been included to help locate the area within Dumfries.

Figure 2: Points of Interest



Land Use

Current land uses by area in the Waterfront are distributed primarily between industrial uses (36%) and unused open space (46%). Although most of the land in the Waterfront Small Area is unused open space, much of this land is either not developable or not advisable for developed uses because it lies in the Quantico Creek hydrological boundary, floodway and 100-year flood hazard area, or in the Chesapeake Bay Resource Protection Area (RPA) surrounding Quantico Creek. Of the developable land in the Waterfront Small Area, most of it is currently used for industrial purposes, likely requiring EPA brownfield studies to be conducted before they are redeveloped for recreational, commercial, or residential uses.

- Unused / Open Space
- Parks
- Hydrological Features
- Residential - Low-Density
- Residential - Medium-Density
- Residential - High-Density
- The Waterfront Boundary
- Dumfries Boundary

Figure 4: Current Land Use

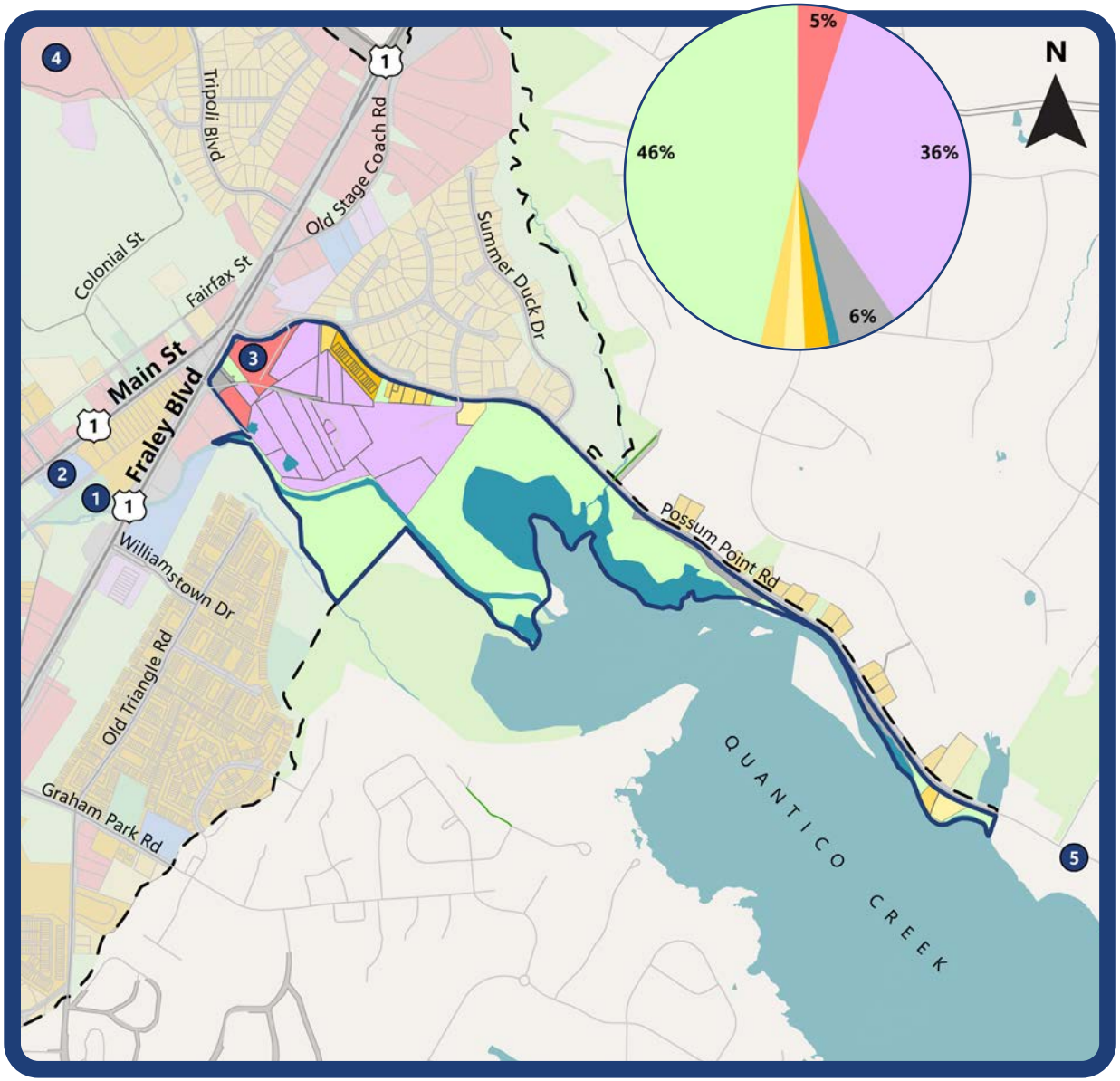
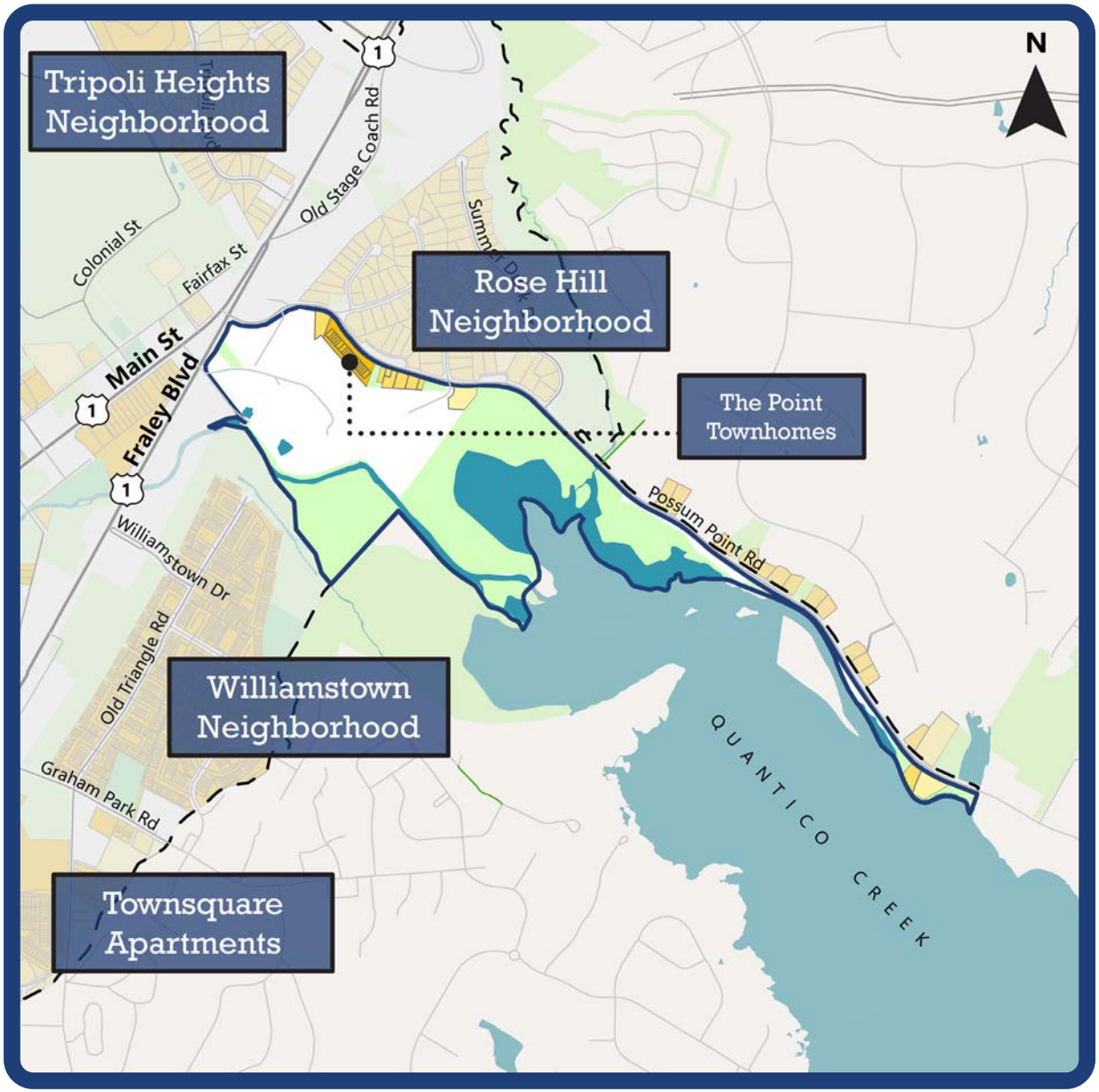


Figure 3: Current Land Use by Percentage

Residential

Relatively little area in the Waterfront Small Area is currently used for residential purposes. There are two types of residential developments in the Waterfront Small Area: townhomes and single-family residences. The Point Townhomes consist of three townhome buildings that contain six homes each, for a total of 18 townhomes. Only a few single-family residences are present in the area. All of them border Possum Point Road, and are located in low- or medium-density residential parcels.

Figure 5: Nearby Residential Land Uses



Commercial

There are only a few commercial uses in the Waterfront area. One of these is a gas station and convenience store. There is also a converted warehouse commercial center that contains a rentable event space and beauty salon. Other uses in commercial parcels are similar to the uses in surrounding industrial parcels; they are all automobile-related businesses that store automobiles or auto parts on their property.

Figure 6: Current Commercial Uses by Type

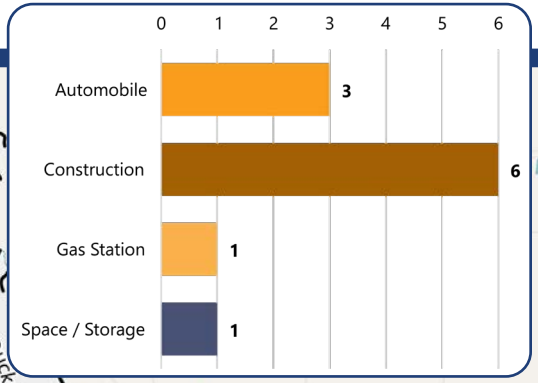


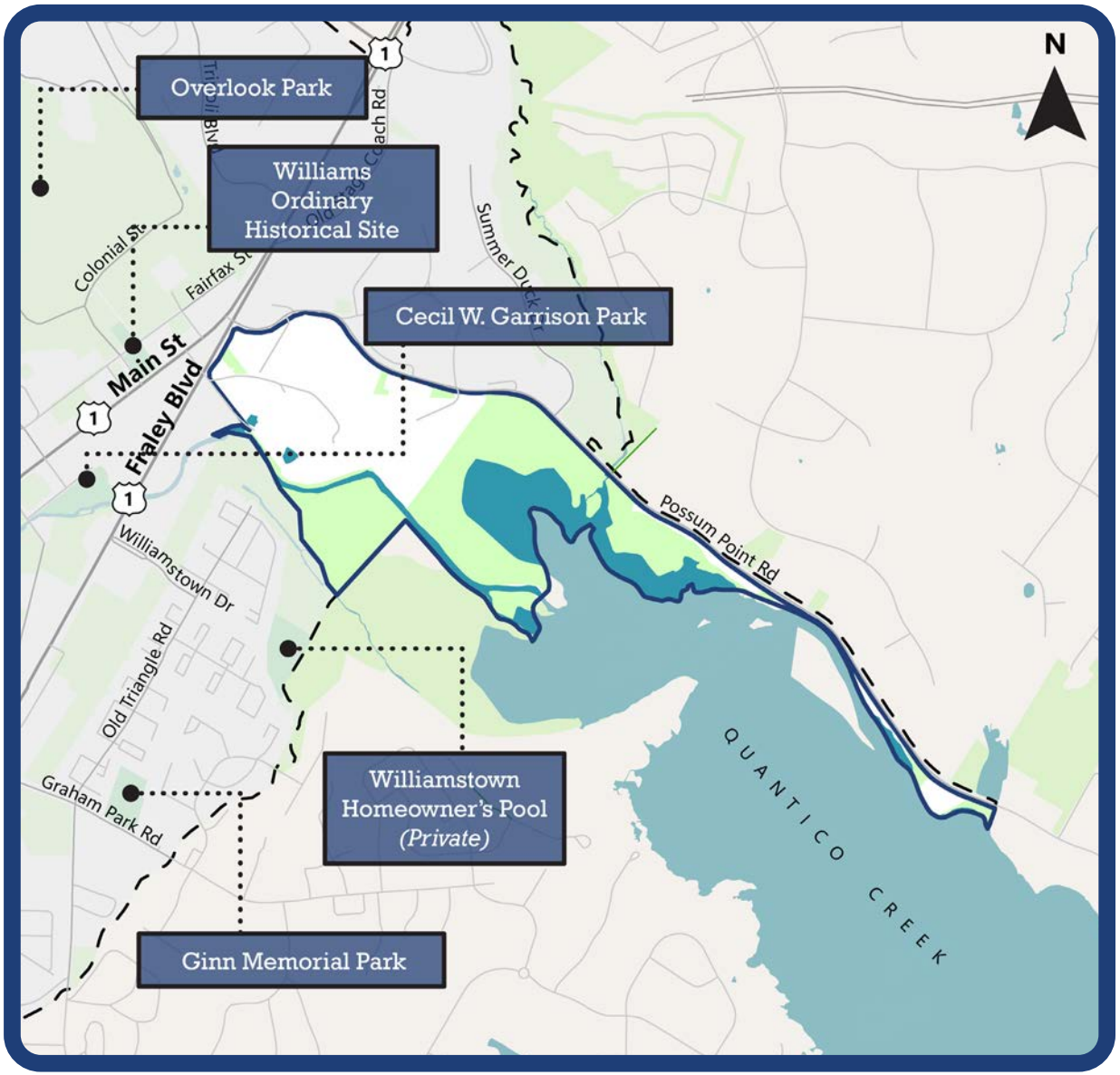
Figure 7: Current Commercial Uses

- (A) Cropper's I Towing & Tires
- (B) Select New & Used Tires and Auto Services
- (C) Whitehurst Transport
- (D) Wawa
- (E) Vulcan Materials
- (F) 17650 Possum Point Plaza
- (G) Titan America
- (H) Phillip C Clarke Electrical Contractor
- (I) T&A Construction
- (J) Alex Auto Body
- (K) Arban Precast Stone

Parks and Open Space

Currently, there are no parks in the Waterfront area. There are, however, significant amounts of open space adjacent to Quantico Creek. Much of this open space lies in a Resource Protection Area, and contains wetlands, marshlands, and other riparian habitats visited by a variety of both migratory and non-migratory waterfowl.

Figure 8: Parks and Open Space



Zoning

Five zoning designations apply to parcels within Dumfries Gateway today: B-1 (General Business), R-1 (Limited Residential), R-2 (General Residential), R-3 (Condominium), and FB/O1 (Flex Business / Office) as shown in the Waterfront Zoning Map (Figure 9).

B-1 – General Business: Intended for a wide variety of commercial and miscellaneous service activities, generally serving a wide area and located along existing major thoroughfares. Uses should not be industrial.

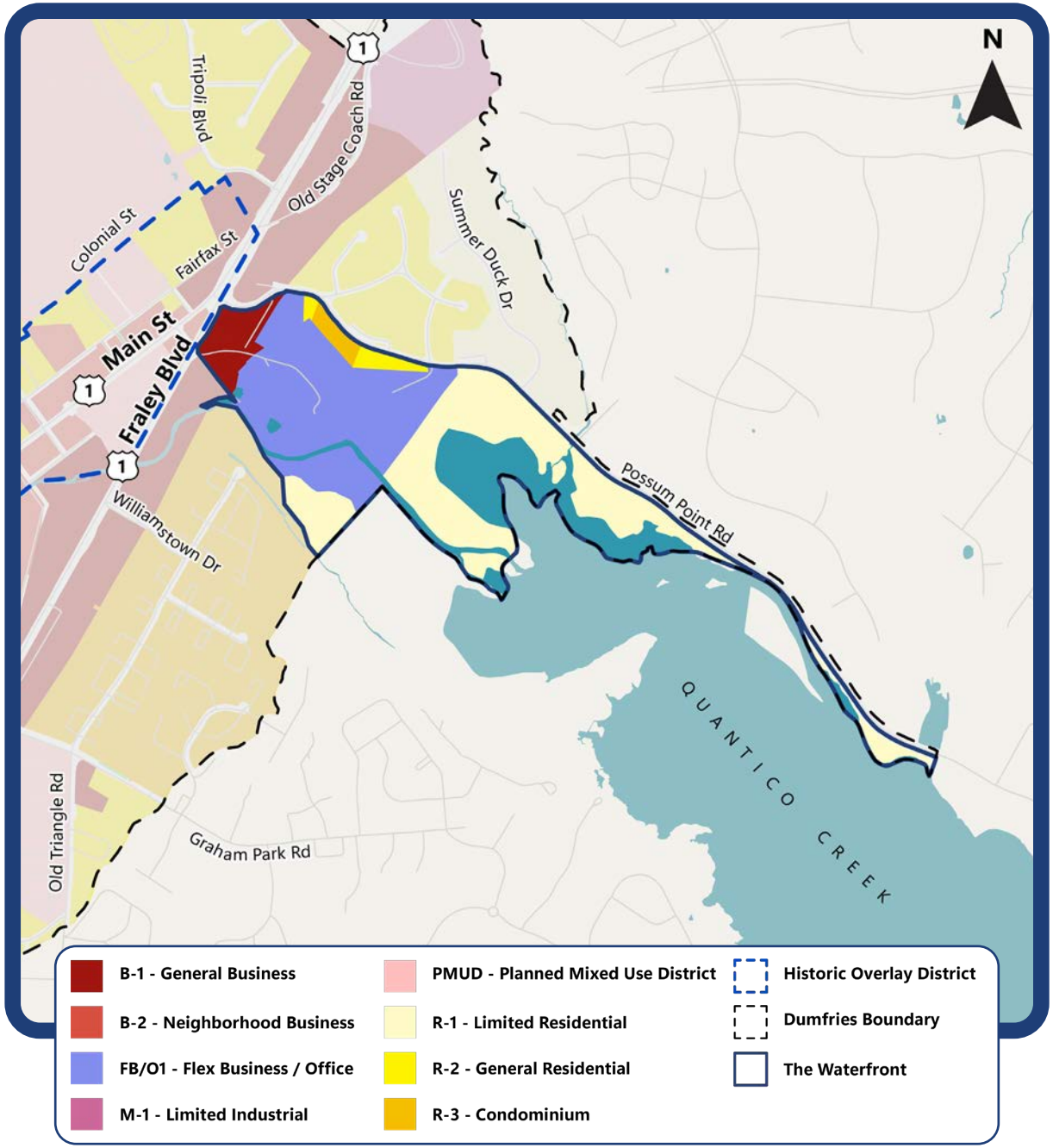
R-1 – Limited Residential: Encompasses low-density, single-family residential areas with large setbacks and yards. This zoning designation is designed to stabilize, protect, and promote this type of development.

R-2 – General Residential: Encompasses medium-density residential areas. This zoning designation is designed to stabilize, protect, and promote a suitable environment for families who desire quiet homesites.

R-3 – Condominium: Encourages a variety of housing types and arrangements to ensure a suitable environment for family life and recreation, and to provide for higher residential densities served by public utilities.

FB/O1 – Flex Business / Office: Encompasses B-1 and B-2 allowable uses by right, with some additional flex uses. Limited industrial uses are allowable via conditional use permit but not by right in this zoning district.

Figure 9: Current Zoning



Business

A relatively small portion of the Waterfront is currently zoned B-1. The current B-1 zones are adjacent to Fraley Boulevard, and currently contain a gas station and convenience store, and a business center.

Most of the developable land—not in a Resource Protection Area—in the Waterfront Small Area is zoned FB/O1. Currently, most uses in this district are nonconforming industrial uses. This is also the zone in which the Town of Dumfries recently made a purchase of approximately 14 acres of developable land. According to the current zoning designation, this area can support a variety of non-residential uses. If the town would like to pursue residential mixed-use development in this area, they would need to amend the zoning designation to PMUD – Planned Mixed Use District, B-1 General Business or B-2 Neighborhood Business for residential-over-retail conditional uses.

Residential

There are relatively limited areas in the Waterfront Small Area zoned for residential development. Much of the area zoned R-1 in the Waterfront Small Area is located within a Resource Protection Area, and is therefore not suitable for development of any kind. There are a few existing homesites in this zone along Possum Point Road. The limited areas zoned R-2 contain a few single-family residential homes, and the parcels zoned R-3 contain The Point Townhomes. Because most of the land in the Waterfront Small Area currently supports industrial uses, converting available areas to support residential development will likely require substantial environmental study and some level of environmental remediation. The density of development in this area should also factor in effects on siltation and sedimentation of the mouth and waterway of Quantico Creek.

Market Study Insights

The Waterfront presents an opportunity to create an attractive, unique-to-Dumfries destination for residents and visitors. The area's historically and environmentally significant location makes it an ideal for delivering a mix of recreational, commercial, and residential uses that define Dumfries as a regional destination. In particular, the Waterfront is a unique location with unparalleled development potential within the town, as a space that is currently underdeveloped. This presents a unique opportunity to introduce specialty and local retail and dining options that complement the uniqueness of Dumfries' environmental and historical significance to the region.

Natural and Built Environment

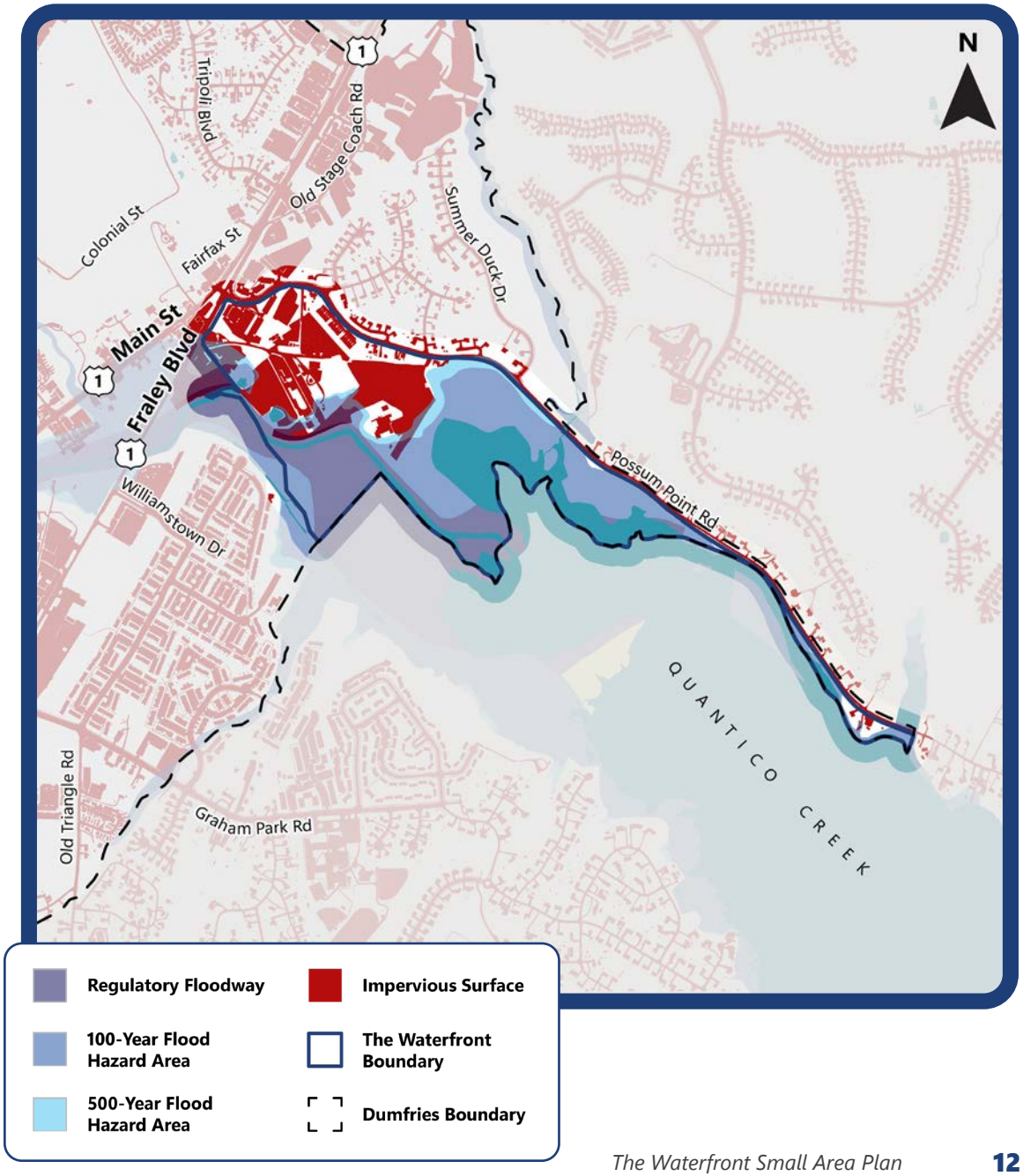
Water Resources and Flooding

The Waterfront is defined by Quantico Creek, which is part of the Chesapeake Bay Watershed. Under the Chesapeake Bay Preservation Act, the Town has established Resource Protection Areas (RPAs) which include the land area "within 100 feet of a perennial stream bank or edge of wetlands adjacent to the stream." RPAs are described as the "last line of defense" for the Bay's water quality: they stabilize stream banks, filter pollutants, reduce stormwater runoff, and provide habitat for wildlife.

RPAs are protected under state law and local ordinances: in general, no development, land disturbance, or vegetation removal is permitted in an RPA. This designation limits development in most of the land directly adjacent to the current path of the water, but provides for the current abundance of wetland and riparian habitat surrounding the mouth of the creek (Figure 10).

The areas in the Waterfront Small Area protected by RPA designations largely coincide with the Federal Emergency Management Agency (FEMA) Flood Hazard Areas (Figure 10). The Waterfront serves as a critical area for mitigating soil erosion and possible inland flooding resulting from both Quantico Creek water movements and upstream construction and land development. Intense upstream development can add to the volume of sediment that flows into this area, shifting the flood hazard landscape. In the early years of the town, significant siltation of this area altered the town's ability to continue functioning as a major deepwater port.

Figure 10: Impervious Surface and Flood Hazard Areas

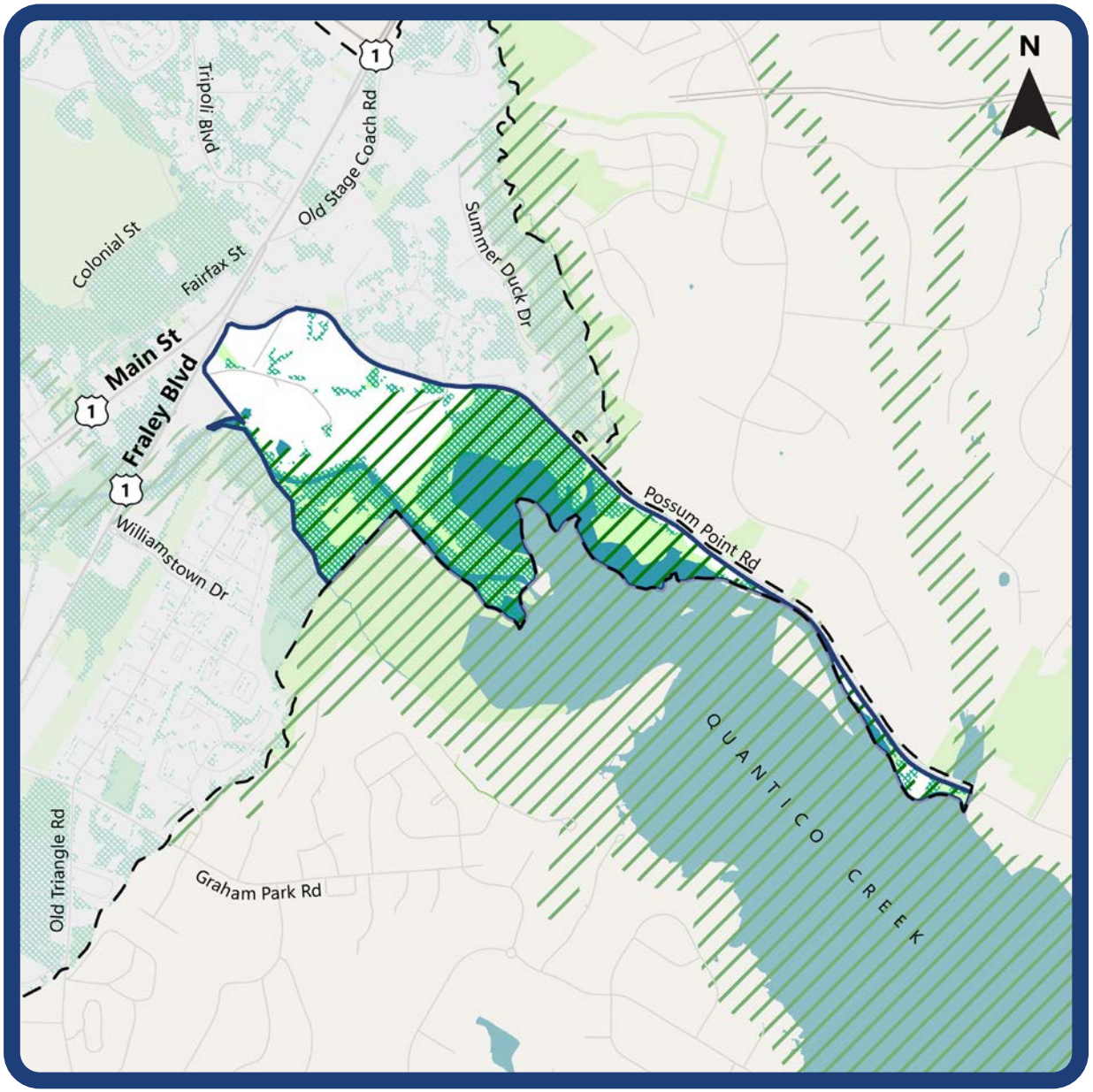


Tree Cover

Most of the tree cover in the Waterfront Small Area exists on open space parcels, particularly those bordering the mouth of Quantico Creek and its wetlands (Figure 11). There is also some amount of tree cover demarcating property lines. Because much of the land use in developable parts of the Small Area is currently industrial in nature, there is little tree cover in these portions. However, as the area is redeveloped to enhance the public's connection to nature and as a recreational destination, more tree cover and vegetation will likely be introduced here.

- Tree Cover
- Resource Protection Area
- Parks
- Open Space
- Hydrological Features
- The Waterfront Boundary
- Dumfries Boundary

Figure 11: Tree Cover



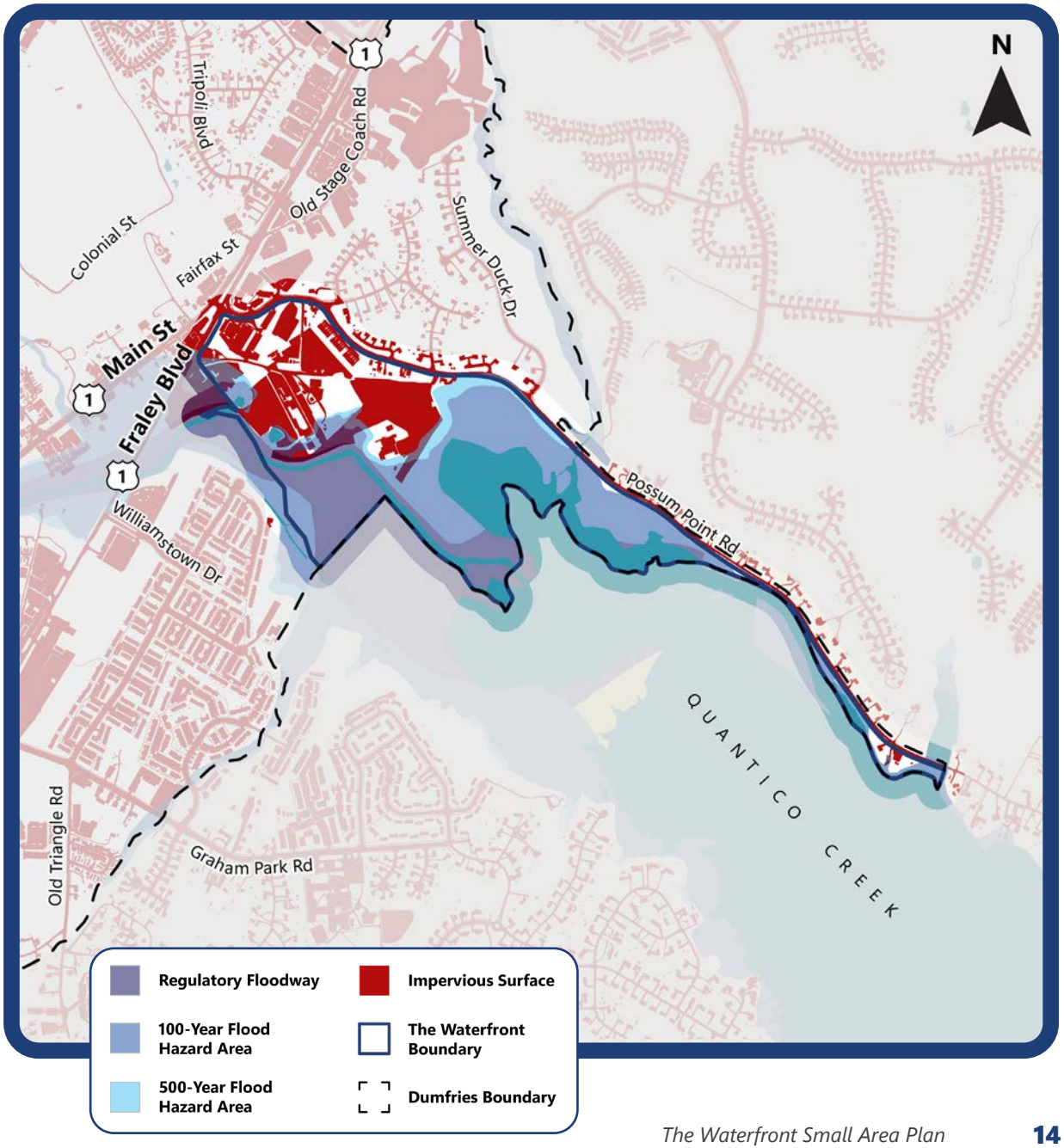
Impervious Surfaces

The Waterfront currently has a large amount of impervious surfaces (FIGURE XX), much of which is attributable to the dominance of industrial uses in the area. These uses include the storage and warehousing of automobiles, auto parts, and building materials.

Impervious surfaces such as asphalt, concrete, and rooftops prevent rainfall from soaking into the ground, directing stormwater toward drains, ditches, and low-lying areas as runoff. During heavy rain events, this runoff can overwhelm stormwater infrastructure, compounding the flood risk in the area already posed by The Waterfront's proximity to Quantico Creek.

Impervious surfaces are also the main driver of the urban heat island effect: these surfaces absorb and re-radiate heat, raising ambient temperatures in the areas that surround them. Because The Waterfront has very little tree cover in the developed areas coinciding with impervious surfaces to offset this heat, the combination of hot pavement and minimal shade makes the area substantially less comfortable for anyone traveling on foot, especially during the summer months. Currently, this is not a major source of concern, as the area is not accessible to the public and contains no pedestrian or bicyclist facilities. However, as the area redevelops for public use, it will be important to reintroduce a mix of pervious areas or tree cover and vegetation to both improve the visitor experience and the area's integration with its natural environment.

Figure 12: Impervious Surfaces



Utilities

The sewer force main for the Town of Dumfries is located in the Waterfront Small Area. As a result, the few existing sewer lines in the area primarily function to connect sewer lines in other parts of the town to the force main. There are not many existing water lines in the Waterfront area, so new developments will likely require extensions of the public water lines.

The following utility companies provide utility services to the Town of Dumfries:

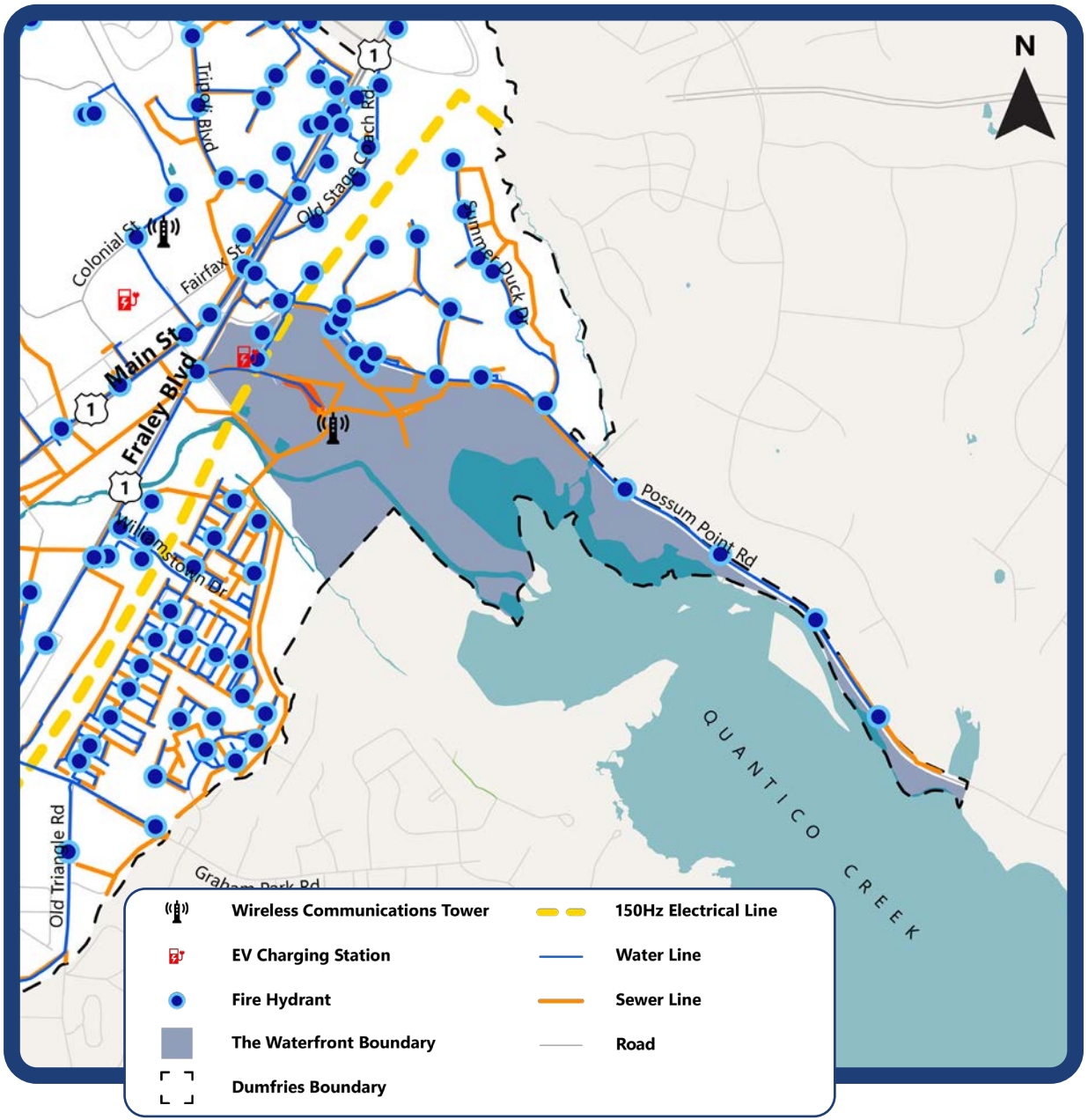
Electricity

Dominion Energy is responsible for providing electricity. Notably, they operate a power station located at the end of Possum Point Road. Several High Voltage Transmission Lines (150kV or greater) are powered by this power station, including the one that runs through Dumfries and across part of the Waterfront Small Area.

Water and Sewer

Prince William Water (PWW) provides public water and sewer utility services to the Town of Dumfries. PWW was chartered by the county and state to run as an independent agency.

Figure 13: Utilities



Transportation

Roadways

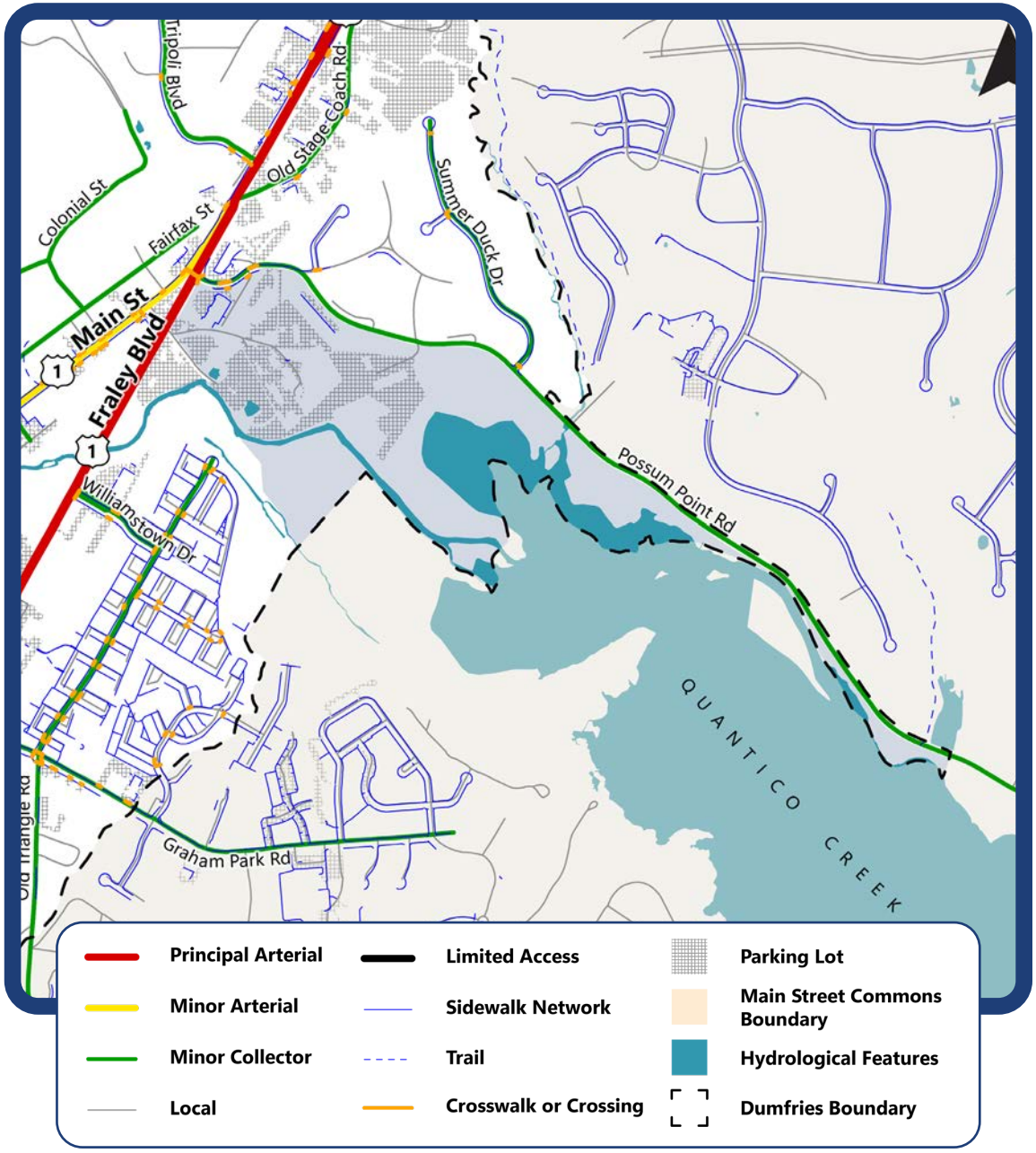
The Waterfront Small Area is bordered to the north by Possum Point Road, which is a two-lane bidirectional road that serves as the single roadway access road to the Possum Point Power Station. Because of this, there is regular heavy truck traffic along this route. Possum Point Road also serves as the collector road to the Rose Hill residential neighborhood northeast of Dumfries.

This Small Area is also bordered to the west by Fraley Boulevard. The majority of resident and visitor access to the area will likely arrive through this corridor.

At present, there are only three roads that extend into the Waterfront Small Area, all of which are local roads.

- Canal Road extends from Fraley Boulevard into the area. Upon reaching the Small Area, the paved surface changes from asphalt to concrete, as the road hosts relatively little traffic: it primarily serves as an access road to the various industrial businesses currently located within the Small Area.
- Pointe Center Court extends into the area from Possum Point Road, but primarily functions as a parking lot for an adjacent event space.
- Colonial Port Road also extends into the area from Possum Point Road, but is mostly unpaved dirt or gravel surface, primarily functioning as an access road for heavy vehicles.

Figure 14: Roadways



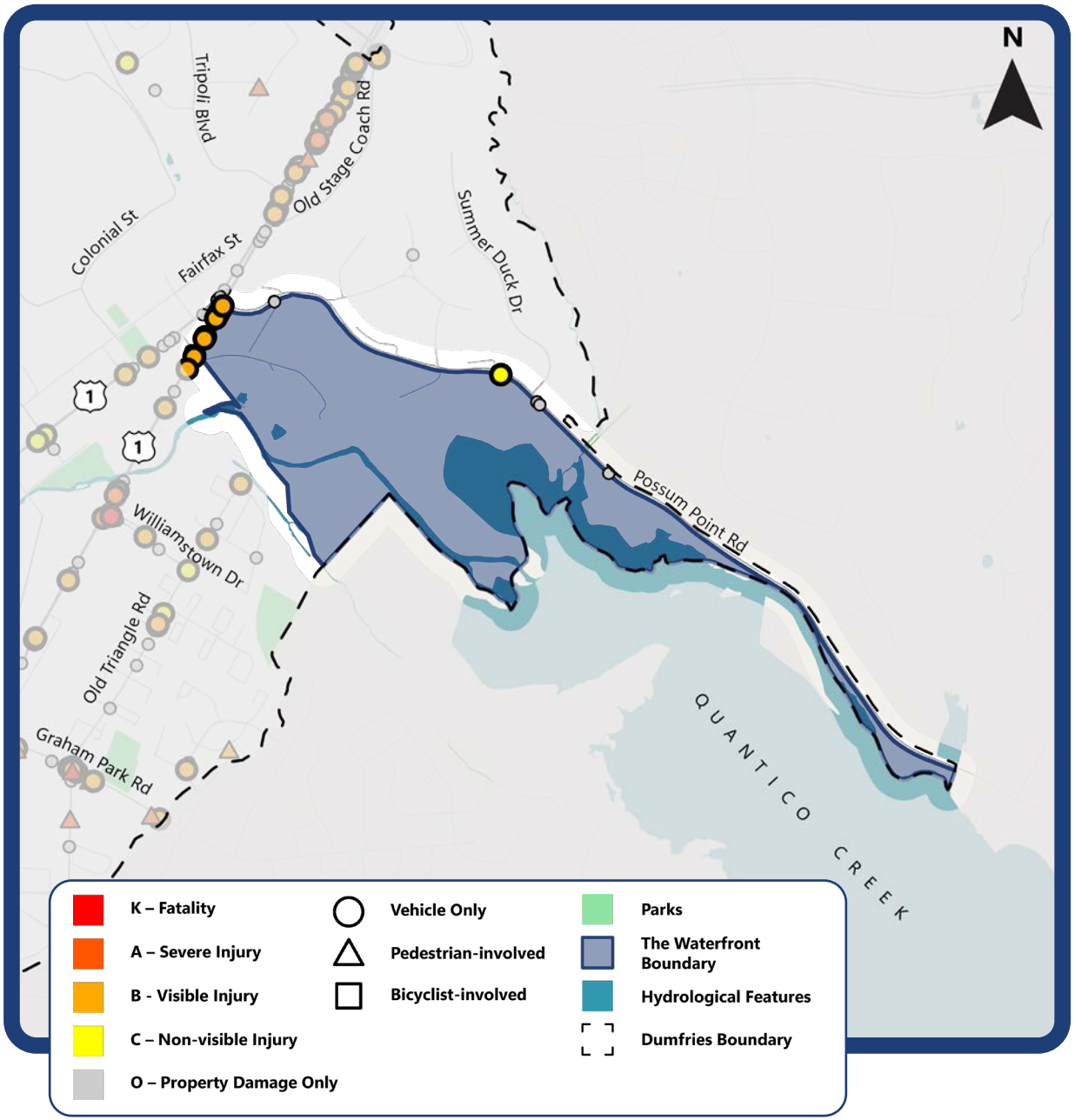
Multimodal

There is functionally no pedestrian or bicycle network access into the Waterfront Small Area at this time. Although a short stretch of sidewalk has been developed on Possum Point Road near its intersection with Fraley Boulevard, it primarily exists on the side of Possum Point Road adjacent to the Rose Hill community: it does not extend into the Waterfront Small Area, and there are no marked pedestrian crossings.

As the U.S. Route 1 Road Widening Project on Fraley Boulevard completes, a north-south pedestrian and bicycle corridor to the area will be created, though this network currently has no plans of extending into the area.

The Waterfront Small Area is an ideal location to develop a series of trails and boardwalks as pedestrian destinations. Expansion of pedestrian and bicyclist pathways will facilitate connections between the adjacent Rose Hill and Williamstown residential neighborhoods into the heart of Dumfries. The introduction of pedestrian and bicyclist facilities throughout this area will likely increase the importance of a major east-west pedestrian crossing of Fraley Boulevard at its intersections with either or both of Canal Road and Possum Point Road. Such a crossing will also likely accommodate any pedestrians visiting the Waterfront Small Area from the Main Street Commons Small Area, The Rose Gaming Resort, or Overlook Park.

Figure 15: Crash History Near the Waterfront

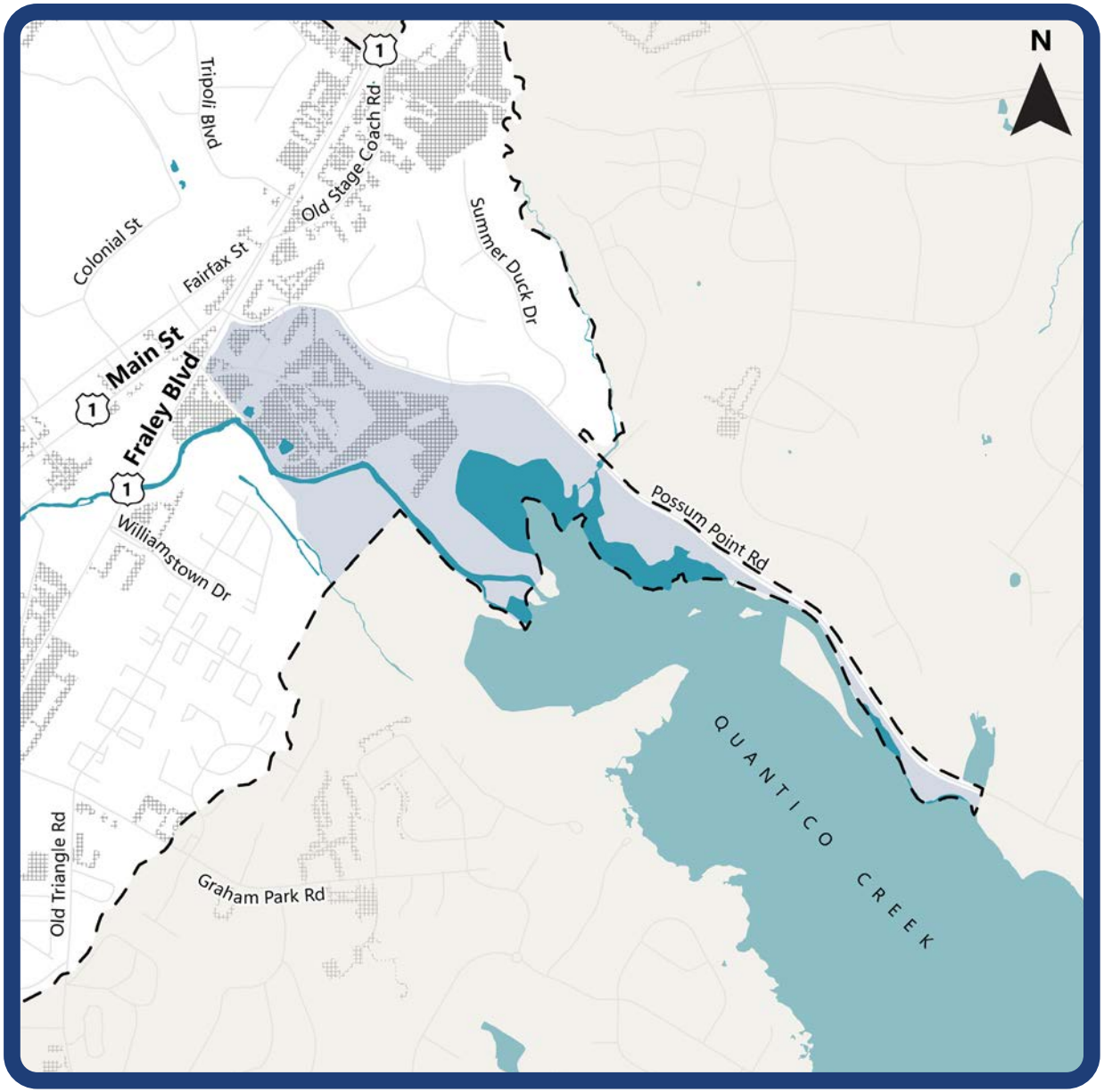


Parking

Currently, much of the developed land in the Waterfront Small Area is covered by private surface parking lots. However, not all of these surface parking lots are paved, and few are available for public parking: many are currently used to store automobiles, auto parts, or building materials.

The future of parking in this Small Area will ultimately depend on its intended scale and intensity of development. If the Waterfront Small Area is developed as a local and regional destination, public parking considerations will increase in importance. Future parking considerations will likely need to consider efforts to create and preserve a natural and recreational character in the Waterfront Small Area. Given the limited amount of developable land and the intention to showcase the natural environment with a network of boardwalks, trails, and pedestrian and bicyclist paths, some parking for the Waterfront as a destination may be best hosted in other parts of Dumfries. Such a configuration will require robust bicyclist, pedestrian, and transit access to the Waterfront Small Area.

Figure 16: Parking



Transportation Safety

Of the 288 recorded vehicle crash incidents that have occurred within Dumfries since 2017, 16 (5.7%) have occurred in the Waterfront Small Area. None of these occurred on internal roads within the area; nearly all occurred at or between the Canal Road and Possum Point Road intersections with Fraley Boulevard.

Of the 16 recorded crash incidents in the Waterfront area, 8 (50.0%) resulted in injuries. No recorded crash incidents involved pedestrians or bicyclists. This is likely due to the lack of both pedestrian and bicyclist facilities along both Fraley Boulevard and Possum Point Road, severely limiting the number of pedestrians and bicyclists in these areas in the first place.

Figure 17: Crash History by Type

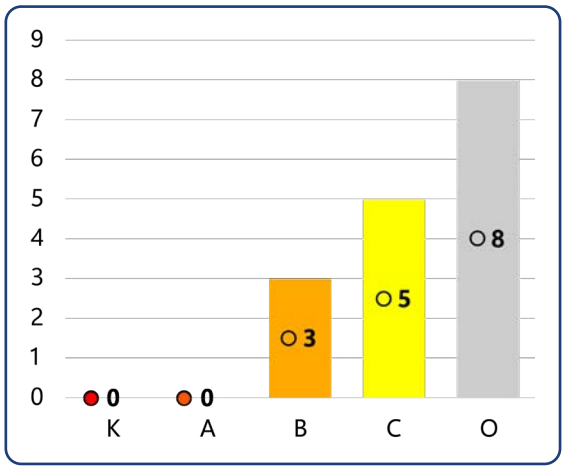
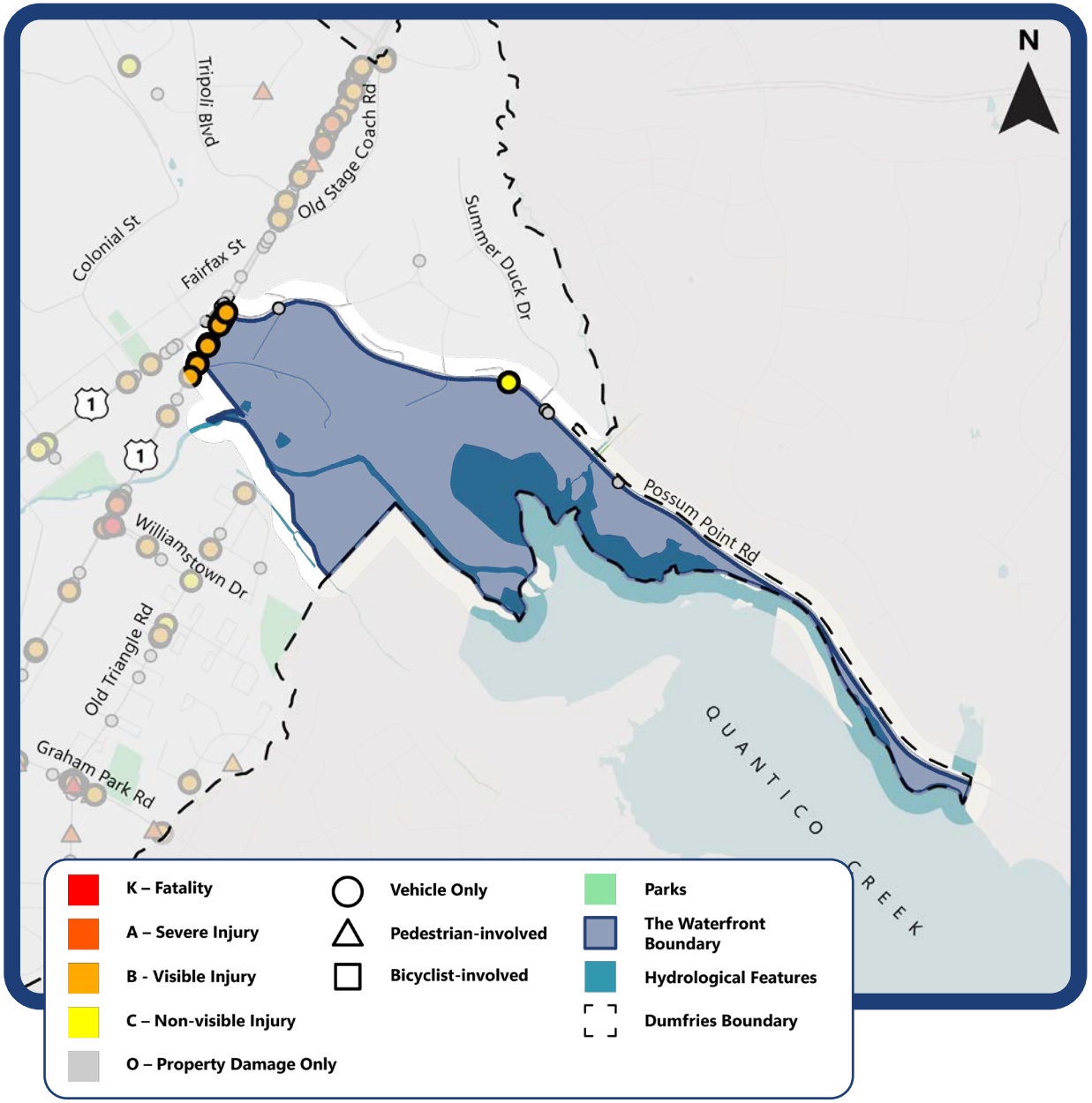


Figure 18: Crash History



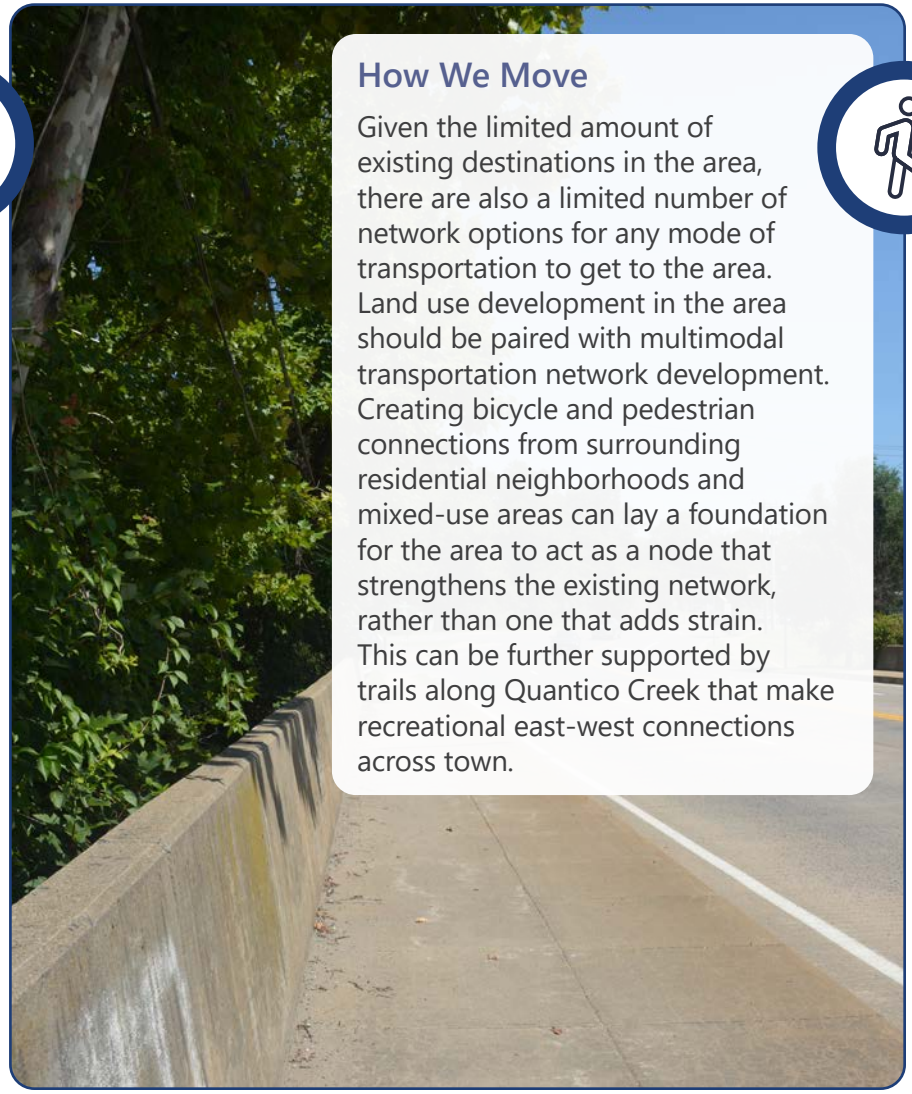
Existing Conditions Insights

The following key takeaways summarize the important findings of the existing conditions assessment. These takeaways represent opportunities for investment guided by the area's identity. These takeaways, along with stakeholder and community feedback, establish the foundation for the recommendations for the Small Area.



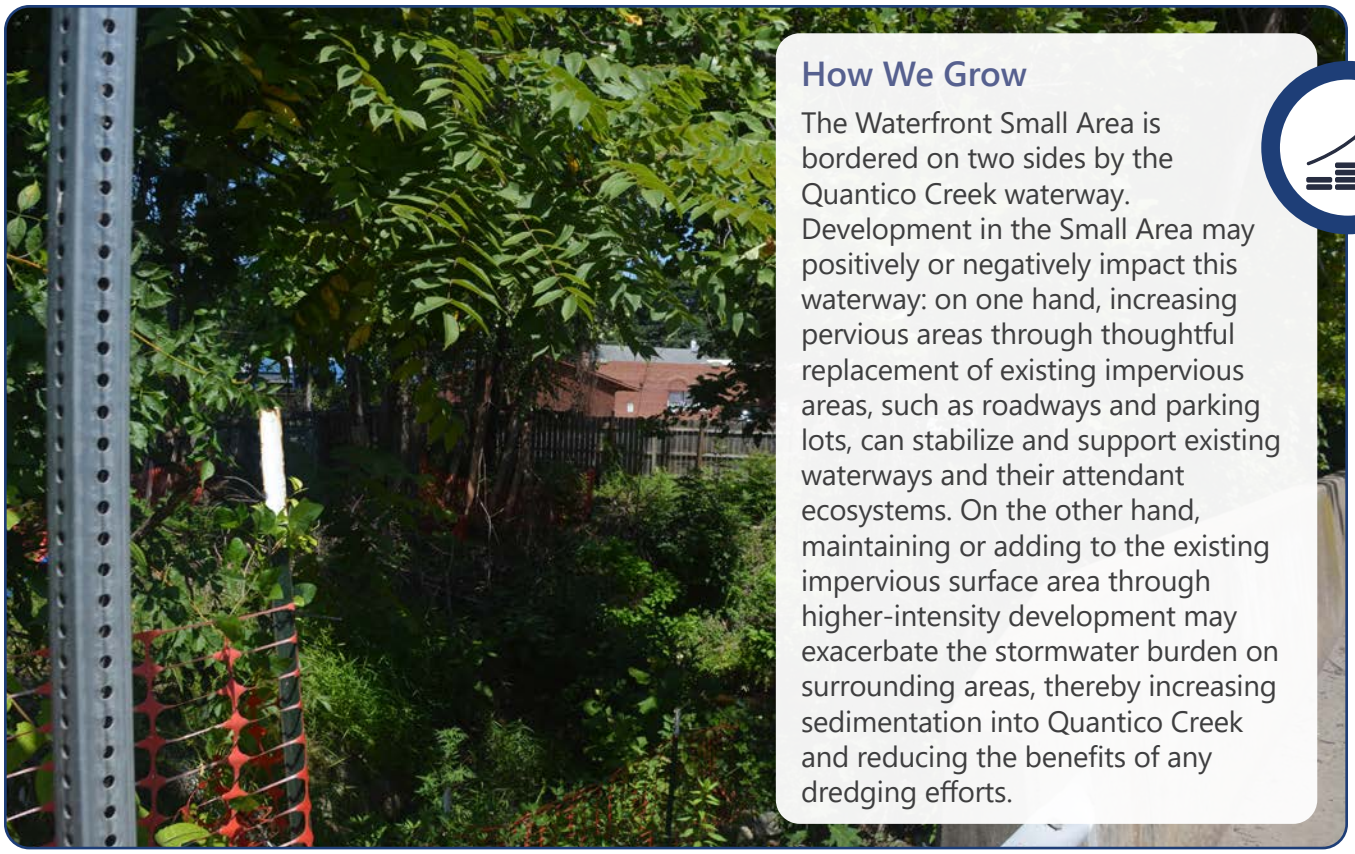
How We Live

With its proximity to the mouth of Quantico Creek, the Waterfront presents unique environmental, historical, and recreational opportunities in Dumfries. This is well recognized within the town: although the area currently has no public access points or destinations, Dumfries's recent purchase of land in this Small Area is an important first step in making the most of these opportunities. As the Small Area redevelops, this area is a prime location for creating opportunities for the public to relax, play, and develop a stronger relationship to the unique historical and natural surroundings of the Quantico Creek waterway.



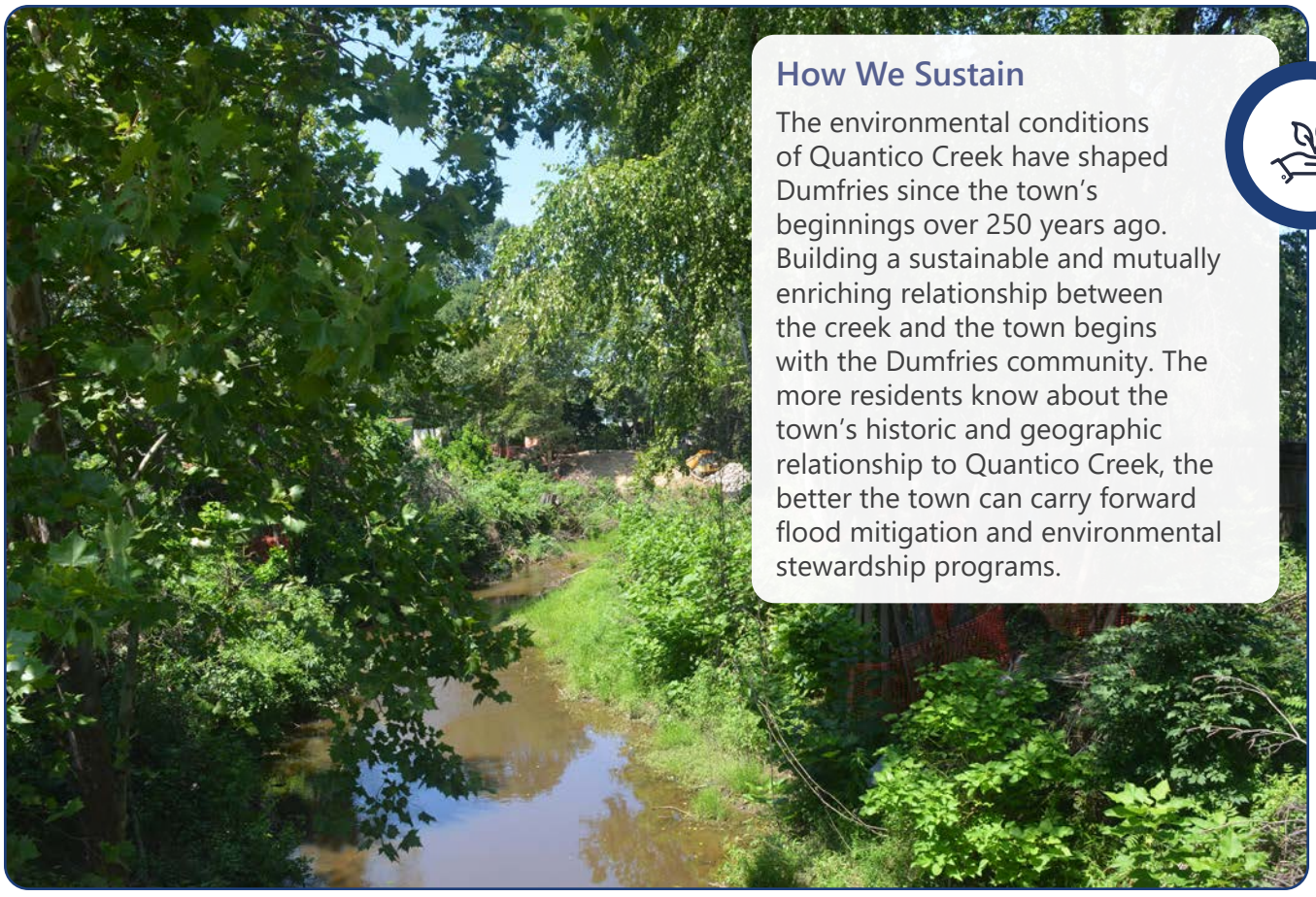
How We Move

Given the limited amount of existing destinations in the area, there are also a limited number of network options for any mode of transportation to get to the area. Land use development in the area should be paired with multimodal transportation network development. Creating bicycle and pedestrian connections from surrounding residential neighborhoods and mixed-use areas can lay a foundation for the area to act as a node that strengthens the existing network, rather than one that adds strain. This can be further supported by trails along Quantico Creek that make recreational east-west connections across town.



How We Grow

The Waterfront Small Area is bordered on two sides by the Quantico Creek waterway. Development in the Small Area may positively or negatively impact this waterway: on one hand, increasing pervious areas through thoughtful replacement of existing impervious areas, such as roadways and parking lots, can stabilize and support existing waterways and their attendant ecosystems. On the other hand, maintaining or adding to the existing impervious surface area through higher-intensity development may exacerbate the stormwater burden on surrounding areas, thereby increasing sedimentation into Quantico Creek and reducing the benefits of any dredging efforts.



How We Sustain

The environmental conditions of Quantico Creek have shaped Dumfries since the town's beginnings over 250 years ago. Building a sustainable and mutually enriching relationship between the creek and the town begins with the Dumfries community. The more residents know about the town's historic and geographic relationship to Quantico Creek, the better the town can carry forward flood mitigation and environmental stewardship programs.

Plan Constraints and Considerations

Current Land Use

Non-Town of Dumfries Owned Parcels	21
Non-Town of Dumfries Owned Parcels	29.2768
Non-Town of Dumfries Owned Parcels	$27,091,100.00

Town of Dumfries Owned Parcels	7
Town of Dumfries Owned Acreage	165.0601
Town of Dumfries Owned Land Value	$8,152,900.00

Because the remaining developable land in the Waterfront Small Area still needs to be acquired for redevelopment, the land acquisition timeline is a major factor in Small Area's overall timeline. The developable land in the Waterfront Small Area is spread across the parcels of multiple owners. Currently, most of these parcel owners are using the land for a variety of industrial uses, including as the site of a concrete plant, building materials storage, and used autos and parts storage. The Town of Dumfries recently acquired the property formerly owned by Herbert Campbell in its total purchase of 161 acres of land in this area; however, to complete its vision for the Waterfront Small Area as a public recreational destination, the remaining industrial parcels will also have to be redeveloped, likely under new ownership, whether it is the town's ownership or that of some number of private developers. If the town decides to pursue acquisition of the remaining parcels, procurement of funding will become an increasingly important plan consideration.

Environmental Studies, Reviews, and Remediation

Environmental studies, reviews, and remediation are and will continue to be an important part of the redevelopment of the Waterfront Area for a mixture of uses, including public recreational use, given:

- The current and past industrial land use in the developable land of the Waterfront area;
- The presence of the nearby active power station; and
- The sensitive location the Small Area occupies in relation to the Quantico Creek watershed, floodplain, and ecological systems.

The outcome of environmental studies and reviews will determine the extent to which remediation will be required to open the area for public recreation. This could include, but is not limited to, brownfields projects, creek dredging, and removal or treatment of industrial waste and pollutants both in the nearby water and on land. Pending environmental study, it is likely that significant dredging will be required to open up the creek to recreational aquatic activities, if these uses are desired. It is well-known that high-intensity impervious development will nullify the effects of dredging, instead exacerbating siltation of the waterway and flood conditions. Environmental studies will also likely offer information on the intensity of development advisable in the Waterfront area: high-intensity development will likely counteract creek dredging efforts and decrease the area's flood resilience. Different environmental projects will have different timelines and funding needs, depending on the results of the studies.

Quantico Creek and Resource Protection Areas

Because of the current land uses and ongoing and pending environmental studies, reviews, and remediation of the area, the development timeline for the Waterfront Small Area is likely a longer one. Quantico Creek is an actively flowing waterway, constantly changing its shape and the landscape around it. Changes in depth and path are inevitable, and are driven in part by weather patterns, including by periods of intense storms or prolonged drought. The longer the development timeline is, the more opportunity the creek has to significantly change its relationship to the developable area, resulting in more or less developable land.

Resource Protection Areas (RPAs) are defined based on a 100-foot buffer from the perennial stream bank or edge of wetlands. Precise RPA boundaries are determined through Preservation Area Site Assessments (PASAs). As the shape of the creek and wetlands edge changes over time, RPAs will also change.

If a PASA is required for a site plan, Town staff will advise owners or developers when submitting site plans. Proposed projects may also require review and approval by the Prince William County Wetlands Advisory Board, U.S. Army Corps of Engineers, and the Virginia Department of Environmental Quality.

Exception requests to Resource Protection Areas will be addressed by public hearings held by the Chesapeake Bay Preservation Area Review Board.

Route 1 Road Widening Project

The development timeline for the Waterfront Small Area will likely extend beyond five years, past the completion of the Route 1 Widening Project. When this project is complete, the full extent of the effects on traffic and travel conditions near the Waterfront Small Area—on Fraley Boulevard, Canal Road, and Possum Point Road—will be better understood, providing a clearer picture of where access points across all modes of transportation can be located and where internal road networks in the Waterfront Small Plan can be developed.

Possum Point Power Station and Coal Ash Ponds

Following the Route 1 Road Widening Project, Possum Point Road will likely be the road along which the main access points to the Waterfront Small Area will be located. As the Small Area redevelops, this road will experience larger volumes of traffic. This road is currently a bidirectional two lane road and is the only access road to the Possum Point Power Station. In recent years, the power station has been expanding its operations due to data center power demands, resulting in a stream of heavy truck traffic along this road. Creating roadway improvements that maintain a steady flow of traffic both to the power station, Waterfront Small Area, and nearby neighborhoods will be important to mitigating noise and congestion, and maintaining the natural character the Small Area is meant to celebrate.

The Possum Point Power Station historically operated as a coal power station. Coal power generation ended in 2003, and the resultant coal ash ponds are located further along Possum Point Road. Effluent and pollutants from these coal ash ponds are subject to the EPA Coal Combustion Residuals rule and the requirements of the Virginia Waste Management Act, and may have effects on the waterway. Water quality is another plan consideration for the possibilities of water-based recreational activity in the area.

Economic Development Goals and Barriers

The Economic Development Strategy prepared for the three Small Area Plans identifies additional goals and barriers specific to Dumfries Gateway that reinforce the constraints described above.

Goals

- **Create a Central Gathering Place:** Transform the Waterfront into an attractive gathering place for people from both within and outside the Town to enjoy water access and take part in aquatic recreational activities.
- **Draw Visitors to Dumfries:** A well-executed mixed-use district paired with waterfront views can help create a compelling destination that draws visitors from outside the Town, supporting both future Waterfront businesses and the Town as a whole.
- **Entertainment and Recreation for Residents:** Upon completion, the Waterfront has the potential to turn the currently industrial area into an appealing destination for residents to enjoy natural amenities and take part in recreational activities like kayaking and paddleboarding.
- **Create Public Access to Quantico Creek:** As part of redevelopment, public access to Quantico Creek is expected to be restored, allowing residents to participate in aquatic recreation.
- **Environmental Restoration:** The area's current industrial use has likely affected its ecosystem. Redevelopment that restores the local environment can improve ecological function and the area's natural appeal.
- **Encourage Public and Private Investment:** Fully realizing the Waterfront's potential will require partnering with private investors to bring outside investment to the Town while still aligning with the Town's goals.

Barriers

- **Brownfield Redevelopment:** Redeveloping historically industrial properties can be challenging due to potential environmental contamination that may require remediation.
- **Waterfront Clean-Up:** Fully utilizing the Waterfront will require ensuring Quantico Creek is accessible to the public, which may require clearing and potentially dredging the creek.
- **Development Subsidy:** Many of the elements envisioned for the Waterfront are likely to be expensive to develop. Attracting a development partner willing to take on these costs may require the Town to offer some form of subsidy or support, whether through a Town-established Tax-Increment Financing (TIF) district or through state and federal funding programs.
- **Master Developer:** A comprehensive redevelopment of the Waterfront will likely require a master developer to coordinate the complex planning and financing needed to execute a large-scale, mixed-use development.

Figure 19: The Waterfront Recommendations



1. **Form-Based Redevelopment of Triangle Plaza and Dumfries Shopping Center**
2. **Public Park Adjacent to the McDonald's Parcel**
3. **Main Street Realignment as an East-West Connection**
4. **Redevelopment of Northern Portion of VDOT Storage Parcel**
5. **VDOT Storage Parcel Adjustment**
6. **Bridge Over Quantico Creek and Trail Improvements**
7. **Tebbs Lane Extension**
8. **Gateway Commons**
9. Shared Street Segment
10. East-West Connection and Traffic Circle
11. Commercial Building at Intersection of Fraley Blvd and Quantico Gateway Dr
12. Shared Parking Overlay

Recommendations

The Waterfront District is a contemporary reintroduction of Dumfries' historic legacy as a deepwater port. The Waterfront serves as the signature destination of Dumfries, offering diverse opportunities for aquatic exploration, education, retail and dining, and entertainment experiences. It is intentionally designed to inspire visitors with a balance of recreation, environmental preservation, iconic views and destinations, and public access to the waterways. The Waterfront District will encourage people to walk to and along our shoreline using a network of complete streets, trails, and boardwalks. Intentional development will create an unforgettable experience while supporting and enhancing the enjoyment of and connection to nature.

Figure 20: Waterfront Recommendations Matrix

Map ID	Rec ID	Potential Action / Recommendation	Focus Areas	How We Move	How We Live	How We Grow	How We Sustain	Timeline (Near, Mid, Long)	Cost Level	Possible Partners and Responsible Entities
	W-1	Waterfront Retail and Dining	Tourism		●	●		Long	$$$$ - $$$$$	Private Developers, Local Entrepreneurs
	W-2	Urban Form Recommendations	Tourism, Environmental Stewardship	●	●	●	●	Near - Long	$ - $$$$$	Town of Dumfries, Private Developers
	W-3	Educational Facilities	Tourism, Retreat, Environmental Stewardship		●		●	Near - Long	$ - $$$$$	Town of Dumfries, Historic Dumfries, Prince William County, Virginia Department of Environmental Quality, Piedmont Environmental Council + other Environmental Education Non-Profits
	W-4	Historical and Environmental Information Boards	Tourism, Retreat, Environmental Stewardship	●	●		●	Near - Long	$ - $$	Town of Dumfries, Historic Dumfries, Prince William County, Virginia Department of Environmental Quality, Piedmont Environmental Council + other Environmental Education Non-Profits
	W-5	Waterfront Branding	Tourism			●		Near	$	Town of Dumfries, Private Developers
	W-6	Waterfront Staff Need Identification	Tourism, Recreation, Environmental Stewardship			●	●	Near	$ - $$$	Town of Dumfries
	W-7	Development Framework for Town-owned Site	Tourism, Recreation, Environmental Stewardship			●	●	Near	$ - $$	Town of Dumfries
	W-8	Waterfront Redevelopment Authority	Tourism, Recreation, Retreat, Environmental Stewardship			●	●	Near	$ - $$$	Town of Dumfries

Map ID	Rec ID	Potential Action / Recommendation	Focus Areas	How We Move	How We Live	How We Grow	How We Sustain	Timeline (Near, Mid, Long)	Cost Level	Possible Partners and Responsible Entities
1	W-9	Planned Waterfront District Zoning Designation	Tourism, Recreation, Retreat, Environmental Stewardship			✓		Near	$	Town of Dumfries
	W-10	Pervious and Flood Management Areas	Environmental Stewardship		✓		✓	Near - Long	$ - $$$$$	Town of Dumfries, Private Developers, VADEQ, US EPA
	W-11	Environmental Studies and Remediation Efforts	Environmental Stewardship			✓	✓	Near - Long	$ - $$$$$	Town of Dumfries, Virginia Department of Environmental Quality, Prince William County
3	W-12	Extension of the Potomac Heritage National Scenic Trail along Quantico Creek	Tourism, Recreation, Retreat	✓	✓		✓	Mid	$$$$	National Park Service (NPS), Northern Virginia Regional Commission (NVRC), Prince William County (PWC), Town of Dumfries, VDOT
4	W-13	Central Greenway	Tourism, Recreation, Retreat	✓	✓	✓	✓	Long	$$$$$	Town of Dumfries, Private Developers, Prince William Water
5	W-14	Nature Boardwalk and Trails	Tourism, Recreation, Retreat, Environmental Stewardship	✓	✓			Long	$$ - $$$$$	Town of Dumfries, Prince William County, NOVA Parks, National Park Service, US Army Corps of Engineers
2	W-15	Shared Parking Overlays	Tourism, Environmental Stewardship	✓		✓	✓	Near`	$	Town of Dumfries, Planning Commission
6	W-16	Surface Lot Parking	Tourism	✓	✓		✓	Near	$ - $$$	Town of Dumfries, Private Developers
	W-17	Waterfront Access Points	Tourism, Recreation, Retreat, Environmental Stewardship	✓	✓	✓	✓	Long	High	Town of Dumfries, VDOT Private Developers

W-1: Waterfront Retail and Dining

The Waterfront Small Area provides recreational opportunities, but also incorporates local retail and dining options to give visitors more reasons to spend time in the area. These retail and dining destinations will reinforce the Waterfront area as something unique to Dumfries: a recreational area that also invites people to stay, shop, dine, and relax.

Guiding Principle(s):

Focus Areas:

Tourism

Timeline: Long-term - To coincide with the development of the Waterfront.

Cost: High-Cost - For environmental review, site plan design, and construction associated with development; coordination between private developers, tenants, and the town.

Responsible Parties and Partnership: Town of Dumfries, Private Developers, Local Entrepreneurs

Implementation and Next Steps: Complete the Environmental Assessment of the property, and creek restoration throughout the Waterfront District. Design and construct walking trails and passive recreation facilities to provide water access within the Chesapeake Bay RPA, along Quantico Creek. Through required procurement processes, engage with consultants to develop and implement a Real Estate Development Plan, including Private Property Assemblage, Financing, Design and Construction.



Retail and dining on the Old Mill District by the Deschutes River in Bend, Oregon. Image Source: Adobestock

W-2: Urban Form

The Urban Form recommendations follow those outlined in the Envisioning Dumfries Area-Wide Plan (pages 40 – 45).

Street Types

Streets should prioritize pedestrians, bicyclists, and direct interaction with nature. Streetscapes should be human-scaled, walkable, and supportive of everyday activities.

Place Types Framework

The Place Types framework "establishes expectations for development intensity, building form, and land use relationships where development is appropriate." There are three Place Types:

Port Front Place Type: This place type represents the most active and highest-intensity development of the three place types. It is envisioned as the primary destination in the small area, bringing together public life, community activity, and visitor experiences.

Route 1 Commercial Place Type: This functions as the primary gateway to the Waterfront Small Area, as seen from Route 1. It is a key point of transition between the auto-oriented corridor and the pedestrian-focused mixed-use hub.

Mid Port Place Type: This represents the transition between the Port Front and the Route 1 Commercial place types. It is envisioned as a walkable mixed-use neighborhood that accommodates residential, office, institutional, and supporting commercial uses around the central greenway.

Guiding Principle(s):



Focus Areas:

Tourism, Environmental Stewardship

Timeline: Long-term - To coincide with the development of the Waterfront

Cost: High-Cost for additional planning, environmental review and coordination, design, and construction.

Responsible Parties and Partnership: Town of Dumfries, Private Developers, Local Entrepreneurs

Implementation and Next Steps: Consult urban design standards when creating and reviewing development plans in the Waterfront area. Partner with education institutions, including HBCU Marine Biology, and other related academic programs.

Figure 21: Land Use Categories from Envisioning Dumfries

Port Front Place Type
Waterfront Destination and Civic Gathering Area

Category	Guidance
Primary Land Uses	Restaurants, cafés, entertainment uses, civic and community spaces, waterfront-oriented commercial uses.
Secondary / Supporting Uses	Upper-level office, small-scale lodging or visitor-serving uses, flexible event and cultural spaces.
Building Heights	Generally 3–5 stories. Taller elements may be appropriate at key gathering spaces if carefully designed to preserve views and waterfront character.
Design Characteristics	Highly pedestrian-oriented, active, and visually engaging. Architecture should emphasize transparency, human scale, and strong connections to public space and the water.
Building Form & Massing	Buildings should frame public spaces and the boardwalk, with articulated façades and stepbacks where needed to reduce perceived bulk. Continuous streetwalls are appropriate along key frontages.
Ground-Level Activation	Active ground-floor uses are strongly encouraged along the boardwalk, primary streets, and public spaces. Outdoor seating, spill-out space, and flexible edges are encouraged.
Parking Strategy & Location	Parking should be located behind buildings, within shared facilities, or structured where feasible. Surface parking should be limited and visually screened. Event parking should prioritize shared solutions.
Street & Frontage Character	Streets should prioritize pedestrians with wide sidewalks, frequent entrances, and direct connections to the boardwalk and open spaces. Service and loading should be minimized along primary frontages.
Relationship to Open Space	Buildings should directly front and activate plazas, boardwalks, and waterfront open spaces. Views and physical access to the water must be preserved and emphasized.
Civic & Community Role	Serves as the Waterfront's primary gathering place and event hub, supporting community celebrations, daily activity, and regional visitation.

Route 1 Commercial Place Type
Gateway to the Waterfront District, commercial and institutional uses

Category	Guidance
Primary Land Uses	Commercial, employment, visitor-oriented uses, and supporting retail and services.
Secondary / Supporting Uses	Office, institutional, and limited mixed-use development that supports gateway functions.
Building Heights	Generally 1–4 stories, with height and massing transitioning toward the Waterfront and adjacent neighborhoods.
Design Characteristics	Acts as a transition from auto-oriented Route 1 to a more walkable Waterfront environment. Design should emphasize access and orientation.
Building Form & Massing	Buildings should be oriented toward streets, trails, and internal connections rather than parking lots. Massing should reduce the visual impact of Route 1.
Ground-Level Activation	Ground-floor uses should contribute to activity along key pedestrian routes and entry points, even where vehicular access is prominent.
Parking Strategy & Location	Parking may be more visible but should be organized, shared, and screened. Large surface parking fields are discouraged along primary frontages.
Street & Frontage Character	Streets should balance vehicular movement with improved pedestrian crossings, sidewalks, and trail connections that link into the Waterfront network. Drive-through facilities are discouraged.
Relationship to Open Space	Open spaces and trails should be used to soften the Route 1 edge and guide people toward the Waterfront.
Civic & Community Role	Functions as the primary gateway and crossroads, connecting Dumfries and the region to the Waterfront District.

Mid Port Place Type
Mixed-Use Waterfront Neighborhood

Category	Guidance
Primary Land Uses	Multifamily residential, office, institutional uses, neighborhood-serving retail and restaurants.
Secondary / Supporting Uses	Civic facilities, live-work units, small-scale commercial and service uses.
Building Heights	Generally 2–4 stories, stepping down toward open space edges and transitioning away from Port Front.
Design Characteristics	Walkable, neighborhood-scaled, and green-oriented. Design should balance activity with livability and reinforce connections to open space.
Building Form & Massing	Buildings should be arranged in compact blocks with varied massing and articulation. Stepbacks and breaks in massing should be used to frame open spaces and streets.
Ground-Level Activation	Active ground floors encouraged along the green spine, key streets, and open spaces. Residential ground floors should maintain transparency and individual entries where appropriate.
Parking Strategy & Location	Parking should be shared and located behind or beneath buildings. Surface parking should be minimized and integrated with landscaping.
Street & Frontage Character	Streets should be pedestrian-focused with consistent sidewalks, street trees, and frequent crossings. Frontages should address both streets and the green spine.
Relationship to Open Space	Development should directly engage the central green spine and adjacent open spaces, with buildings oriented to overlook and activate these areas.
Civic & Community Role	Supports everyday living and working within the Waterfront while reinforcing connections between neighborhoods, open space, and the Port Front.

W-3: Educational Facilities

Since Dumfries was founded, the area that comprises the Waterfront Small Area—where Quantico Creek broadens into a mouth before it joins the Potomac River—has shaped both the environment and history of the Town. As the site of the former deepwater port that was so integral to the town's founding, and as a current wetland area that serves as home to many waterfowl and other riparian wildlife, the Waterfront Small Area is rich in educational opportunities. A local and regional educational hub brings together natural and cultural history, and serves as a venue that fosters, coordinates, and sustains the relationships that allow the town to thrive well into the future. The dedicated facility would add an educational dimension to the promotion and reputation of both the new, redeveloped Waterfront Small Area and the town as a whole.

Guiding Principle(s):

Focus Areas:

Tourism, Retreat, Environmental Stewardship

Timeline: Long-Term - To coincide with the development of the Waterfront.

Cost: High-Cost - For additional planning, environmental review and coordination, design, and construction.

Responsible Parties and Partnership: Town of Dumfries, Historic Dumfries, Prince William County, Virginia Department of Environmental Quality, Piedmont Environmental Council, other environmental and historical education non-profit organizations

Implementation and Next Steps: Following land acquisition and environmental review, the next step will be identifying suitable spaces within planned mixed-use developments for a dedicated educational facility. Developers, as well as local and regional educational, environmental, and historical advocates should be notified of the town's intention for public educational opportunities to be a key part of the Waterfront Small Area's attraction to visitors.



The Potomac Environmental Research and Education Center of George Mason University focuses research on Potomac River restoration and local sustainability practices, and translates its findings into educational programs for K-12 students. (Image source: https://perec.science.gmu.edu/)

W-4: Historical and Environmental Information Boards

Information boards and wayfinding along the pedestrian paths and trail networks point out sites of interest along the path, helping visitors to navigate the Small Area, informing them of the historical and environmental significance of plants and sites along the path, and showcase what the Small Area has to offer.

Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Retreat, Environmental Stewardship

Timeline: Near- to long-term - To coincide with the development of the Waterfront.

Cost: Low- to Medium-Cost - Depending on the number of boards desired and size and staffing of effort.

Responsible Parties and Partnership: Town of Dumfries, Historic Dumfries, Prince William County, Virginia Department of Environmental Quality, Piedmont Environmental Council, and other Environmental Education Non-Profits.

Implementation and Next Steps: Creating a coalition of interested educational parties as a Waterfront Education working group could be an important first step towards placing historical and environmental information boards in this area. Because the land in the Waterfront area will likely take longer to acquire, conduct environmental studies, review, and remediate, and eventually redevelop, a working group can maintain momentum and community involvement. The group can keep community members aware and prepared when opportunities arise and identify important or notable sites for marker placements prior to development.



W-5: Waterfront Branding

This recommendation comes from the Small Area Economic Development Plan. Develop a distinct brand identity for the Waterfront that is consistent with town-wide branding efforts, to help distinguish it from the Town's other Small Areas. This branding should build off the identity of the small area outlined in this Small Area Plan, and incorporate current town-wide branding effort findings.

Guiding Principle(s):



Focus Areas:

Tourism

Timeline: Near-term - To promote the development and identity of the Waterfront.

Cost: Low-Cost - To continue building upon current work.

Responsible Parties and Partnership: Town of Dumfries, private developers

Implementation and Next Steps: Waterfront branding should be included in Dumfries' ongoing town-wide branding effort. This branding should be aligned with the Waterfront's identity and the feasibility of realizing that identity, making this step somewhat reliant on the results of environmental study and review.

W-6: Waterfront Staff Need Identification

This recommendation comes from the Small Area Economic Development Plan.

Given the scale of the Waterfront redevelopment effort, identify the Town resources that will be needed to manage subsequent planning work, issue and evaluate a request for proposals (RFP), and coordinate related efforts.

Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Environmental Stewardship

Timeline: Near-term - To support development of the Waterfront.

Cost: Low- to Mid-Cost - To identify and fund staffing needs.

Responsible Parties and Partnership: Town of Dumfries, Private Developers, Local Entrepreneurs

Implementation and Next Steps: This step depends somewhat on the results of the environmental study and review, which will shape both the scale and form of Waterfront area redevelopment. However, identifying staff needs early on to both support the redevelopment of the Waterfront and maintain the area in perpetuity can help set the town's budgeting expectations for redevelopments of certain scales and speeds.



W-7: Adhering to Development Framework for Town-Owned Site

This recommendation comes from the Small Area Economic Development Plan.

As development of the Waterfront area gets underway, ensure site plans align with the urban design framework outlining the intended scale, mixed use, phasing, and public spaces Dumfries wants to see. Ensuring priority alignment between the Town's comprehensive plan, small area plans, and future development plans will help identify a development partner or multiple partners.

Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Environmental Stewardship

Timeline: Near-term - To structure the development of the Waterfront.

Cost: Low-Cost - To allocate careful site plan review of development proposals.

Responsible Parties and Partnership: Town of Dumfries

Implementation and Next Steps: Circulate the Waterfront identity and urban design guidelines to potential developers to ensure development applications are aligned with the Town's vision.



W-8: Waterfront Redevelopment Authority

This recommendation comes from the Small Area Economic Development Plan.

Establish a redevelopment authority or similar body capable of managing development and financing for the Waterfront; alternatively, identify a master developer through a competitive RFP process. In addition to attracting developers, the authority should connect with local entrepreneurs and small businesses to ensure Waterfront development creates opportunities for current residents while welcoming others from outside of town. As the town's development authority for this small area, it should also spearhead efforts to solicit community feedback on inviting in dining and recreational destination options into the area. This development authority will inform Waterfront Staff efforts, which should include taking actions to support evening activity and year-round vibrancy in the area through programming, incentives, and marketing.

Because the land in the Waterfront will likely take longer to acquire, conduct environmental studies on, and implement necessary remediation before eventual redevelopment, the Redevelopment Authority should ensure the town is prepared to act when opportunities arise. For example, significant preparation is required to ensure retail and dining infill aligns with the town's vision for the kinds of retail and dining opportunities that will be hosted in the Waterfront area. Advance preparation and coordination through a central task force will also help to ensure that the small area provides opportunities for local entrepreneurs in the new developments. Similarly, the redevelopment authority should connect with local educational, environmental, and historical advocates to ensure that historical and environmental landmarks are identified for commemoration, and to build a coalition with local and regional partners to create an educational facility within the Waterfront Small Area.

Guiding Principle(s):



Focus Areas:

Tourism, Recreation, Retreat, Environmental Stewardship

Timeline: Near-term - To structure the development of the Waterfront.

Cost: Low- to Medium-Cost - For staffing, depending on desired scale of development.

Responsible Parties and Partnership: Town of Dumfries

Implementation and Next Steps: Because the land in the Waterfront will likely take longer to acquire, conduct environmental studies, and remediate before eventual redevelopment, the key step in the meantime is to have a group ready to act when opportunities arise. There is a lot of preparation required to ensure that redevelopment (trails, boardwalks, parks, infrastructure and utilities, retail and dining infill) is aligned with the Dumfries' vision of the Waterfront area. Coordination with the community, other partners, and interested parties will also be better facilitated by a dedicated task force.

W-9: Planned Waterfront District Zoning Designation | Rec No: 1

The definition for a working waterfront comes from the Keep America's Waterfronts Working Act of 2011, which defines it as "real property" (including support structures over and adjacent to the water or inland property engaged in significant water-related activities) that provides access to coastal waters or that supports commercial fishing, recreational fishing, businesses, boat building, shipping and rail yards, aquaculture, national defense, public safety, marine research, offshore energy production, or other water-related commercial, industrial, and recreational businesses.

The State of Virginia has created a working waterfront development area designation. If a locality establishes a working waterfront development area by ordinance, it can provide incentives to private entities to purchase properties to assemble for working waterfront development. Such incentives can include reduction of permit fees, reduction of user fees, reduction of any types of gross receipts tax, and waiver of tax liens to facilitate the sale of the property.

Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Retreat, Environmental Stewardship

Timeline: Near-Term - To incentivize developer interest in the Waterfront Small Area

Cost: Low-Cost - Only requires that Dumfries initiates and adopts the designation by ordinance.

Responsible Parties and Partnership: Town of Dumfries

Implementation and Next Steps: The working waterfront designation is initiated and adopted by the locality. Local governments must hold a public hearing and provide proper legal notice before adopting any working waterfront ordinance. According to the Code of Virginia: "Any locality may establish by ordinance one or more working waterfront development areas for the purpose of providing incentives to private entities to purchase real property and interests in real property to assemble parcels suitable for working waterfront development. Each locality establishing a working waterfront development area may grant such incentives and provide regulatory flexibility. Such zones shall be reasonably compact, shall not encompass the entire locality, and shall constitute one or more tax parcels not commonly owned. Properties acquired through the use of eminent domain shall not be eligible for the incentives and regulatory flexibility provided by the ordinance."

Figure 22: Planned Waterfront District Zoning Designation



W-10: Pervious and Flood Management Areas

A key feature in the development of the Waterfront is to introduce sufficient pervious areas for responsible stormwater and flood management. Introducing this type of green infrastructure becomes more important as the intensity of intended land uses increases in the area. These areas help reduce potential sedimentation in Quantico Creek, reduce stormwater pooling in areas meant for public recreation, and contribute to the natural character of the Waterfront Small Area.

Guiding Principle(s):

Focus Areas:

Environmental Stewardship

Timeline: Long-term - To coincide with the development of the Waterfront.

Cost: Low- to Mid-Cost - For additional planning, environmental review and coordination, design, and construction.

Responsible Parties and Partnership: Town of Dumfries, private developers

Implementation and Next Steps: Following the completion of environmental studies, remediated and redeveloped sites should incorporate recommended amounts of pervious and flood management areas in their site plans. Consider introducing maximum impervious limits and floodplain setbacks in the applicable zoning codes for the Waterfront area. Incorporate natural vegetated swales and bioretention areas when designing Waterfront redevelopment.



W-11: Environmental Studies and Remediation

In recent decades, the land uses in the developable portion of the Waterfront Small Area have been largely industrial in nature. The area has hosted and continues to host a concrete production facility, building material storage lots, and vehicle parts and storage lots. Additionally, because the Waterfront is directly adjacent to portions of Quantico Creek, much of the area is environmentally sensitive and is located either in or adjacent to a designated Resource Protection Area. Developable parcels in the Waterfront Small Area need to be studied and remediated to ensure the stability and resilience of the floodplain, particularly as higher-intensity urban development is introduced to the area; and address the effects of past decades of industrial use in order to safely host residential, commercial, and recreational uses in the future.

Guiding Principle(s):

Focus Areas:

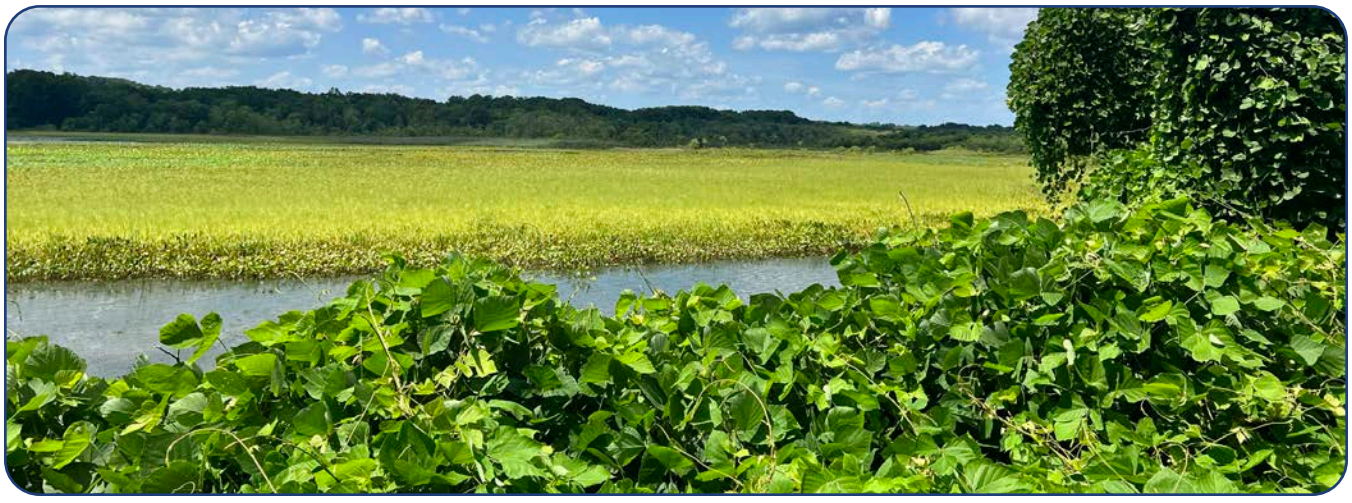
Environmental Stewardship

Timeline: Near-Term - Environmental studies will occur in the near-term to continue building the foundation for development of the Waterfront and will continue into the mid- to long-term to coincide with the development of the Waterfront. Remediation efforts will follow the results of environmental studies.

Cost: Low- to Middle-Cost - Environmental studies tend to fall in a low-to-middle cost range, though it is likely a series of them will be required for different phases of development. Environmental remediation will range from low to high cost, depending on the intervention identified. For example, dredging will likely be a high-cost effort, while other interventions, such as the creation of bioswales or the introduction of native vegetation, will likely be lower-cost efforts. To assist with associated costs, the town can leverage the awarded EPA Brownfields Grant and VADEQ VBAF Grant to complete studies and remediation.

Responsible Parties and Partnership: Town of Dumfries, Private Developers, Prince William County, Virginia Department of Environmental Quality

Implementation and Next Steps: Environmental studies in several parcels of the Waterfront Small Area are currently underway. As efforts continue to acquire parcels for development, Phase I and Phase II Environmental Site Assessments will be required. Next steps involve continuing communications with the current parcel owners about the vision for the Waterfront Small Area and ensuring cooperation in environmental site assessments for those parcels.



W-12: Extension of the Potomac Heritage National Scenic Trail along Quantico Creek | Rec No: 3

The Waterfront Small Area Plan is poised to provide unprecedented access to Quantico Creek for residents and visitors. Beyond this unique benefit, the mixed-use hub also offers an opportunity to connect Dumfries with other major regional assets, such as Prince William Forest Park and the Potomac Heritage National Scenic Trail.

This recommendation is already part of ongoing regional efforts, including a recently-planned route within the Main Street and Waterfront Small Areas, and a recent feasibility study by Prince William County. The effort will require continued coordination between the Town of Dumfries, Prince William County, VDOT, the National Park Service (NPS), and the Northern Virginia Regional Commission (NVRC).

Guiding Principle(s_:

Focus Areas:

Tourism, Recreation, Retreat

Timeline: The Prince William County feasibility study recommends a three-phased approach to the trail segment extension between the Town of Dumfries and Prince William Forest Park, with Phase 1 connecting to existing Town sidewalks, widening existing shared-use paths, and connecting to major points of interest. Phase 2 would continue the trail across town and west along Batestown Road; Phase 3 would connect to Prince William Forest Park, including the construction of a new pedestrian bridge over Quantico Creek. From final planning through design and construction of the Gap 2 portion of the PHNST extension, a five to ten year timeline would be likely. Following the completion of the Gap 2 segment, the extension of this trail into the Waterfront Small Area and beyond into the Potomac Shores development—per the PHNST alignment approved by Prince William County—would likely require: an additional feasibility study; a comparable amount of funding to the Gap 2 extension; and a similar timeline for planning, design, and construction as the Gap 2 extension.

Cost: High-Cost - For additional planning, design, and construction.

Responsible Parties and Partnership: Prince William County and/or the Town of Dumfries would lead the effort for continued planning, design, and construction of the trail with key partnerships with VDOT, the NPS, and NVRC.

Implementation and Next Steps: The County and Town should work to advance the trail project from planning to the preliminary design phase and continue to coordinate with the NVRC. This includes securing funding for design and the required environmental approvals, such as grants and public-private partnerships. In addition, the Town and County should continue incorporating the preferred alignment in relevant planning documents and begin right-of-way acquisition and land agreements needed to secure the right-of-way for the preferred alignment.

Figure 23: Extension of the Potomac Heritage National Scenic Trail along Quantico Creek



W-13: Central Greenway | Rec No: 4

A Central Green Spine or greenway through the redeveloped Waterfront mixed-use hub will provide a key pedestrian and bicycle connection to and through the Hub. The greenway is proposed to begin with a pedestrian bridge over Fraley Boulevard and extend into and through the Hub to the creekfront. The greenway will give the public opportunities to interact with nature through the reintroduction of native species as well as educational opportunities. The greenway will act as a feature element of the Hub and contribute to the quality of life, both for residents of the Waterfront area and anyone who lives in or visits Dumfries.

In addition to the environmental assessments being undertaken for the Waterfront hub as a whole, specific environmental studies on the area of interest will be necessary as well as additional refinement of a preferred alternative to assist with real estate acquisition and permitting.

Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Retreat

Timeline: Long-term - To coincide with the development of the Waterfront.

Cost: High-Cost - For additional planning, environmental review, design, real estate acquisition, and construction.

Responsible Parties and Partnership: Town of Dumfries, private developers, Prince William County

Implementation and Next Steps: Because the Central Greenway is the centerpiece mixed-use corridor in the Waterfront, it spans multiple parcels currently under different ownership. These parcels are also currently used for industrial purposes. The first steps will be to identify a preferred alignment, negotiate land acquisition, and conduct environmental studies.

Figure 24: Central Greenway



W-14: Nature Boardwalk and Trails | Rec No: 5

The Waterfront will be a key resource and destination for pedestrians and bicyclists in Dumfries. In addition to the Potomac Heritage Trail extension and the Central Greenway through the mixed-use hub, the area will provide access to the area's native flora, fauna, and geographical, geological, and historical resources through a nature boardwalk among the wetlands adjacent to the Waterfront. The boardwalks will provide a first-of-its-kind connection to Quantico Creek in Dumfries, improving quality of life for current and future residents and visitors.

Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Retreat, Environmental Stewardship

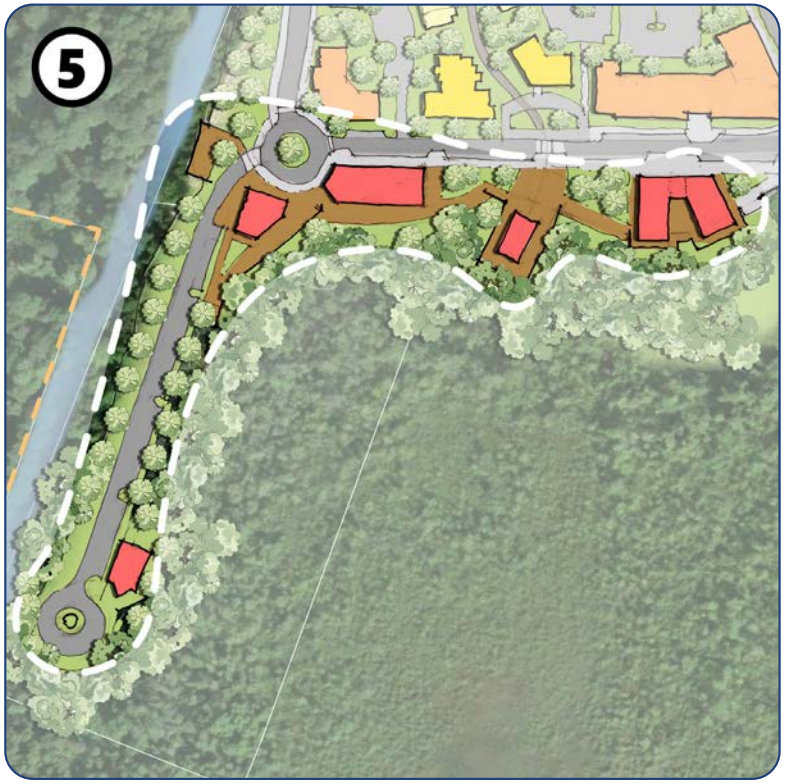
Timeline: Long-term - To coincide with the development of the Waterfront.

Cost: High-Cost - for additional planning, environmental review and coordination with USACE, design, and construction.

Responsible Parties and Partnership: Town of Dumfries, Prince William County, NOVA Parks, NPS, USACE

Implementation and Next Steps: Given the proposed location of the nature boardwalk in the wetlands surrounding the Waterfront hub, it will require extensive environmental study and review as well as ongoing coordination with USACE. This work will be required to identify boardwalk and trail alignments through current wetlands and must be coordinated with the current sensitive natural environment and the Waterfront development effort.

Figure 25: Nature Boardwalk and Trails



W-15: Shared Parking Overlays | Rec No: 2

Allowing adjacent and nearby mixed-use parcels or residential parcels to share parking spaces limits the amount of space dedicated for vehicle activity and to satisfy now-shared parking minimum requirements and increases the amount of space dedicated for people to enjoy. In a flood-sensitive area, shared parking overlays contribute to impervious parking surfaces more efficient, allowing more space to be pervious and vegetated.

The text of the ordinance itself should reflect a shift away from flat parking minimums. Tiered systems or maximum parking allowances can assist with constraining shared lots. The town can also create a city-approved, legally binding covenant template for property owners to use. This template can outline liability, maintenance costs, and operation hours. As shared parking overlays are implemented, the town should also ensure that the pedestrian environment appropriately accommodates businesses that now share parking spaces.

Guiding Principle(s):

Focus Areas:

Tourism, Environmental Stewardship

Timeline: Long-term - To coincide with the development of the Waterfront

Cost: Low-Cost - For implementation and enforcement of the ordinance

Responsible Parties and Partnership: Town of Dumfries, property owners and developers

Implementation and Next Steps: This requires the Town of Dumfries to update its zoning ordinances. Definition of geographic overlay zones should accompany the adoption of a shared parking overlay ordinance. Coordination with property owners will be necessary for any parking included that is not owned by the town.

Figure 26: Shared Parking Overlays



W-16: Surface Lot Parking | Rec No: 6

Several surface lots, located as interior courtyards to mixed-use buildings and townhomes, provide ample parking space within the small area for residents and visitors alike. This makes automobile traffic possible while maintaining a pedestrian-oriented space. When initiating redevelopment efforts in the Waterfront area, surface parking lot should be considered as part of a phased approach. This protects the town from overbuilding parking garages before demand is established. At the same time, the surface parking lots should be sited such that in the event of major future parking demand, these surface lots can be converted into higher-capacity structures.

Guiding Principle(s):

Focus Areas:

Tourism

Timeline: Long-term - To coincide with the development of the Waterfront.

Cost: High-Cost - For additional planning, environmental review and coordination, design, and construction.

Responsible Parties and Partnership: Town of Dumfries, private developers, local entrepreneurs

Implementation and Next Steps: Conduct a feasibility study for potential development sites in the Waterfront area and scale parking appropriately to demand drivers.

Figure 27: Surface Lot Parking



W-17: Waterfront Access Points

There are three access points for automobiles that are designed into the Waterfront Small Area illustrative plan:

1. **Canal Road**
(from Fraley Boulevard)

This entrance requires a right turn from Fraley Boulevard. Inside the Waterfront Small Area, Canal Road splits into two approximately east-west corridors that provide automobile access throughout the area.

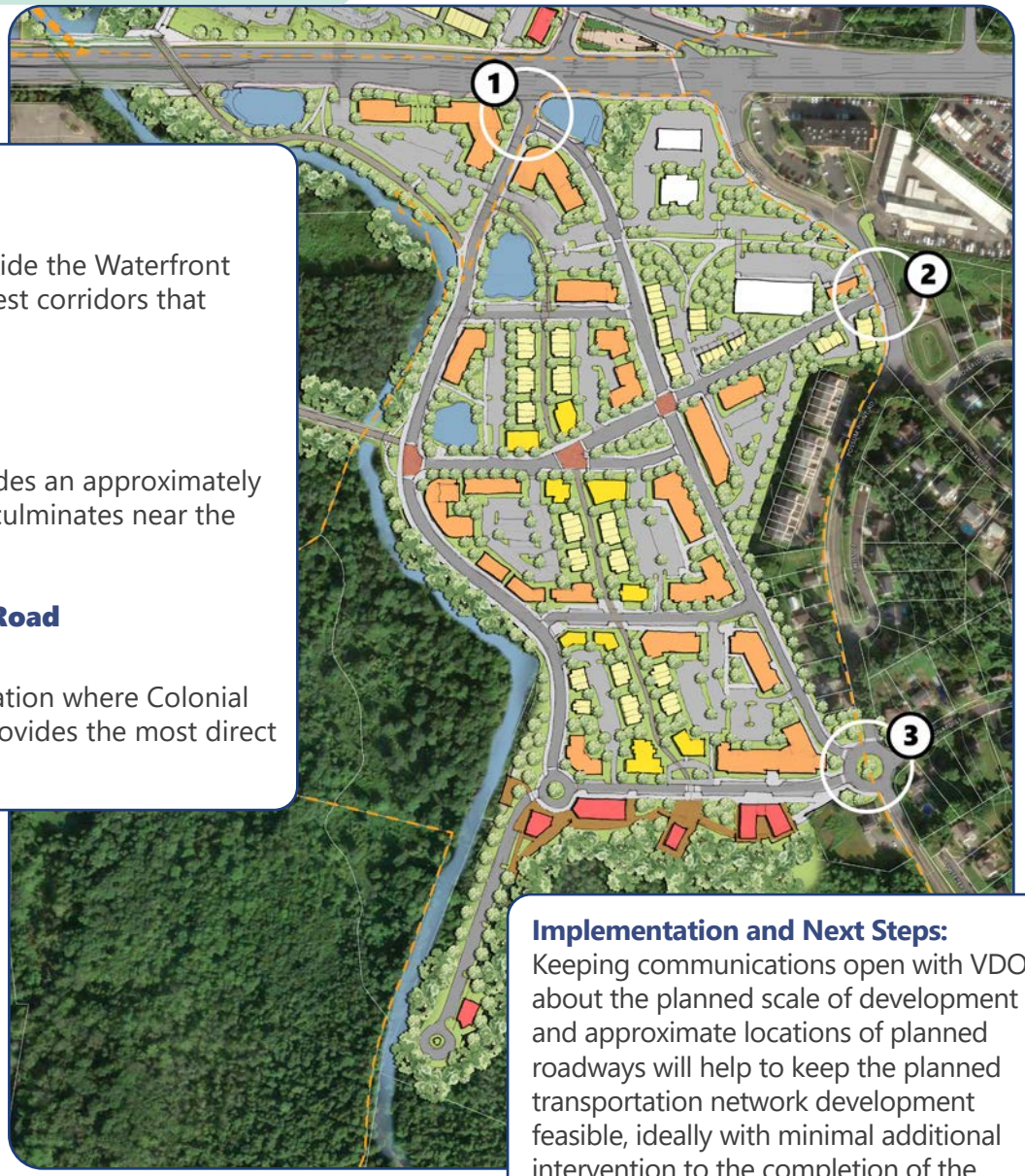
2. **Clark Electric Road**
(from Possum Point Road)

This entrance is located off of Possum Point Road, and provides an approximately north-south automobile corridor through the Small Area. It culminates near the pedestrian connection to the Williamstown neighborhood.

3. **Roundabout at Leonard Street and Colonial Port Road**
(from Possum Point Road)

This entrance is located off of Possum Point Road, at the location where Colonial Port Road currently enters the Waterfront Small Area, and provides the most direct access to the boardwalk portion of the Small Area.

Figure 28: Waterfront Access Points



Guiding Principle(s):

Focus Areas:

Tourism, Recreation, Retreat, Environmental Stewardship

Timeline: Long-term - To coincide with the development of the Waterfront and completion of Route 1 Road Widening.

Cost: High-Cost - For additional planning, environmental review and coordination, design, and construction.

Implementation and Next Steps: Keeping communications open with VDOT about the planned scale of development and approximate locations of planned roadways will help to keep the planned transportation network development feasible, ideally with minimal additional intervention to the completion of the Route 1 Road Widening project.

Responsible Parties and Partnership: Town of Dumfries, VDOT, private developers

Conclusion

The recommendations in this Small Area Plan represent more than a collection of projects, policies, and investments. They are a roadmap for realizing the community's vision for Dumfries and building upon the momentum created through Destination Dumfries, stakeholder collaboration, and public engagement. While implementation will require continued leadership, partnerships, and investment over time, the opportunities identified in these plans are achievable. Each step forward, whether a quick-win project, a new policy, or a transformative capital investment, moves Dumfries closer to becoming a more connected, vibrant, and resilient community.

The Waterfront is perhaps the most transformative opportunity in Dumfries' future. For generations, Quantico Creek helped define the Town's identity, and this plan offers a path to reconnect residents with that legacy while restoring public access to one of its greatest natural assets. Through environmental stewardship, recreational investments, trail and boardwalk networks, destination dining and entertainment, educational opportunities, and thoughtfully scaled mixed-use development, the Waterfront can become a signature destination unlike any other in the region. Realizing this vision will require patience, partnership, and long-term commitment, but the reward will be an area that honors Dumfries' history, protects its natural environment, and creates a sense of pride, opportunity, and enjoyment for current residents and future generations.



Draft Plan
October 2026

TOWN OF DUMFRIES

Small Area Plans