Draft Plan
October 2026



TOWN OF DUMFRIES

Small Area Plan

Dumfries Gateway

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Dumfries Gateway Small Area Plan

Executive Summary

The Dumfries Gateway Small Area Plan supports the 20-year vision set by Destination Dumfries 2044 and the Town of Dumfries Comprehensive Plan. The Dumfries Gateway 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 5, 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 8)
  - Residential (page 7)
  - Commercial (pages 7 and 8)
  - Parks and Open Space (pages 8)
- Zoning (pages 8 and 9)
- Natural and Built Environment (pages 10 to 13)
  - Water Resources and Flooding (page 10)
  - Tree Cover (page 11)
  - Impervious Surfaces (page 12)
  - Utilities (page 13)
- Transportation (pages 14 to 17)
  - Roadways (page 14)
  - Multimodal (page 15)
  - Parking (page 16)
  - Transportation Safety (page 17)
- Insights (pages 18 to 20)

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 20 and 21)

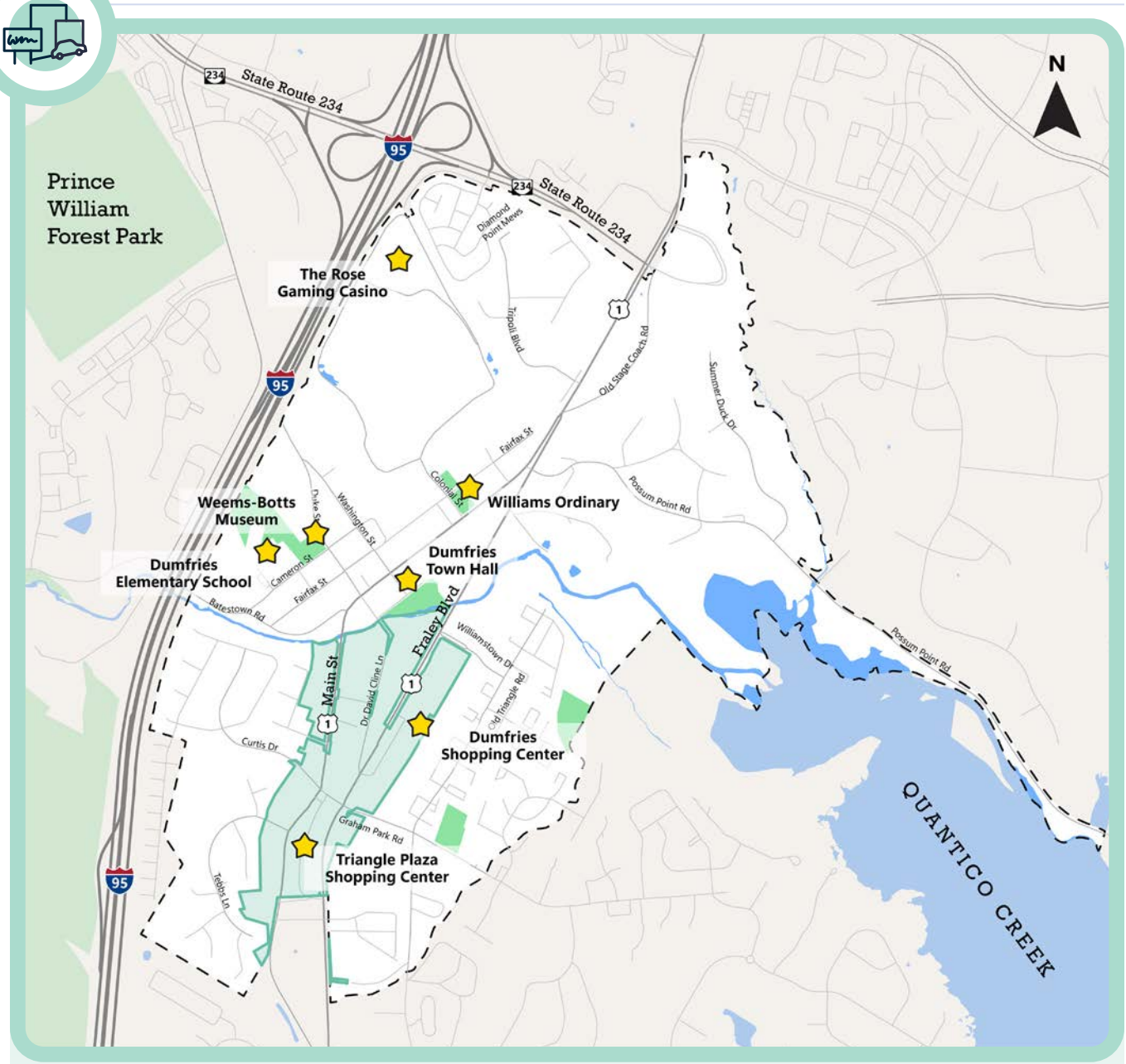
Recommendations

Recommendations aim to further the Dumfries Gateway 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 the 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 23)
- Recommendations Matrix (pages 24 and 25)
- Recommendations (pages 26 to 44)
  - (Re)development (pages 26 to 28)
  - Cultural Amenities (page 29)
  - Housing (page 30)
  - Land Use (pages 31 to 33)
  - Natural and Built Environment (pages 34 and 35)
  - Public Infrastructure and Utilities (page 36)
  - Transportation (pages 37 to 44)

Figure 1: Dumfries Gateway Identity and Focus Areas



The Dumfries Gateway 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 Dumfries Gateway represent the key topics, specific to this Hub, for which recommendations necessary to achieve the identity have been developed.

Existing Conditions

This Dumfries Gateway small area plan incorporates a comprehensive assessment of the Hub's current characteristics, opportunities, and challenges. By examining the policies and recommendations (i.e. land use and zoning), the physical and natural infrastructure (transportation networks, housing, environmental resources, and public facilities), and the current commercial and economic activity, the plan establishes a baseline understanding of how the area functions today and the specific gaps or needs that warrant
a response.

Identity

The Dumfries Gateway is our southern entrance to the Town that welcomes residents and attracts visitors to shop, dine, and explore Dumfries. The Gateway has walkable streets, vibrant community spaces, and access to the everyday amenities that make Dumfries a great place to live. Placemaking, public art, and wayfinding are woven into the community fabric to create a memorable first impression and encourage people to get out of their cars and experience the best of modern Town living.

Focus Areas

- Retail
- Dining
- Pedestrian experience
- Residential over retail
- Wayfinding
- Art/statement element ("the welcome")
- Multimodal hub
- Parking
- Property Access and Connectivity

Character

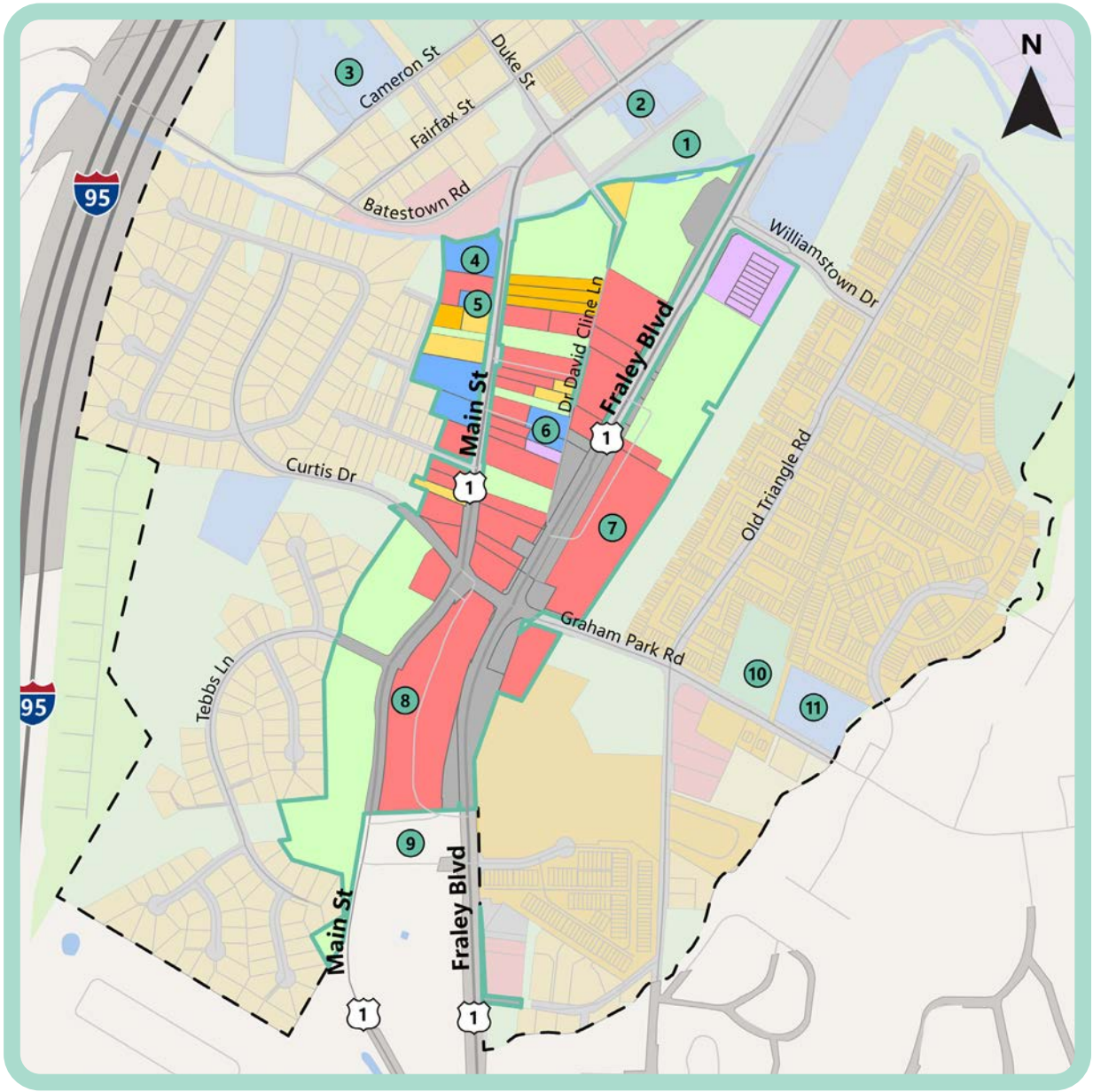
Dumfries Gateway is characterized by its role as the Town's main commercial hub. As the Town's primary southern point of entry, it also shapes many residents' and visitors' first impression
of Dumfries.

Points of Interest

Figure 2 shows nearby points of interest including shopping centers and community-oriented resources and services. Dumfries Gateway is home to two large shopping centers, the Triangle Plaza and Dumfries Shopping Centers, a County public library, and Action in Community Through Service (ACTS), the largest private non-profit local assistance provider in the region.

1. **Cecil W. Garrison Park**
2. **Town Hall**
3. **Dumfries Elementary School**
4. **Greater Praise Temple Ministries**
5. **ACTS Beverly Warren Emergency Shelter**
6. **ACTS Main Campus**
7. **Dumfries Shopping Center**
8. **Triangle Plaza Shopping Center**
9. **VDOT Storage Facility**
10. **Ginn Memorial Park**
11. **Fitness Court Studio at Ginn Memorial Park**

Figure 2: Dumfries Gateway Points of Interest



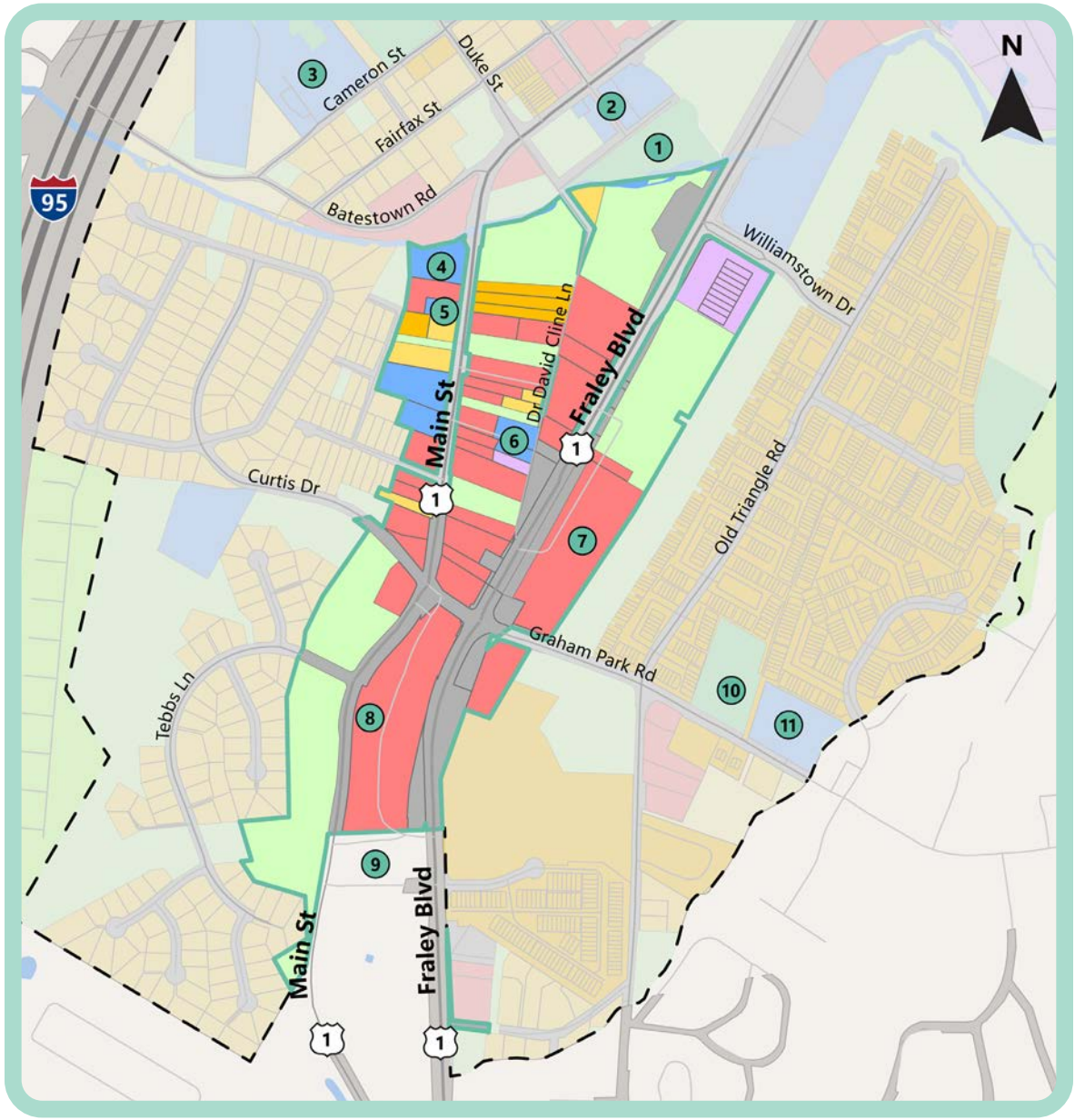
Land Use

The land uses by area in the Dumfries Gateway are distributed primarily between commercial uses (34%), unused open space (35%), and public right-of-way (16%). Open space is concentrated in three areas: across Main Street from the Triangle Plaza Shopping Center, north of the Dumfries Shopping Center, and along Quantico Creek. The Triangle Plaza and Dumfries Shopping Centers account for much of the developed commercial land. Other land uses include parcels that have been reserved for the right of way needed for the Route 1 Road Widening project.

Residential

Few residential uses exist in Dumfries Gateway today. A mobile home park in the northern part of the Small Area includes 22 manufactured homes along Main Street, and only five single-family homes which are scattered along Main Street and Dr. David Cline Lane.

Figure 3: Dumfries Gateway Existing Land Use

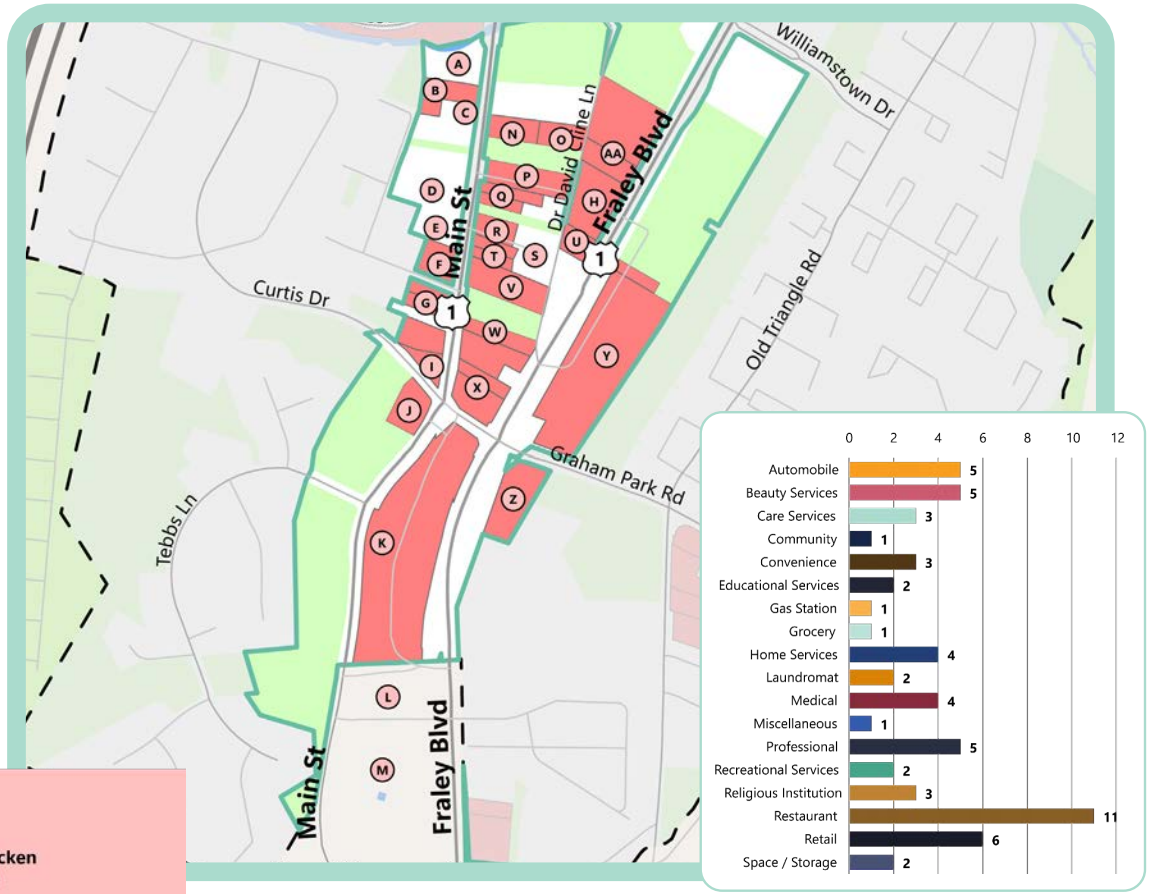


Commercial

Dumfries Gateway is home to most of Dumfries's commercial businesses, with many located within the Triangle Plaza and Dumfries Shopping Centers. A total of 61 businesses currently operate within these commercial parcels (Figure 4). The most common business type is restaurants, with 11 restaurants located across this Hub. Of those restaurants about half are either fast food or food trucks. The Dumfries Shopping Center is also home to U Mart Supermarket, the Town's only full grocery store.

Because both the Triangle Plaza and Dumfries Shopping Center are set back from the street behind expansive surface parking lots, the urban form here accommodates automobiles more than any other form of transportation.

Figure 4: Current Commercial Uses



- (A) Greater Praise Temple Ministries
- (B) Dumfries & Woodbridge U-Wash
- (C) ACTS Homeless Shelter
- (D) Word Performance Church & Christian Academy
- (E) Strong Foundation Academy
- (F) Early Childhood Education
- (G) Costello Plumbing & Heating
- (H) Elwye Center
- (I) Cropper's Auto Care
- (J) Sunoco / Quik Shop
- (K) Triangle Plaza Shopping Center
  - McDonald's
  - VA Vapes
  - Boost Mobile
  - Triangle Fried Chicken
  - Workout Anytime
  - Rosie's
  - Papa John's
  - Feng's Garden
  - BBBoba House
  - JC Cleaners
  - Paul Cash Inc. - Western Union
  - Dollar General
  - Dumfries Library - PWC Library Branch
  - Plaza South Offices
  - dhObee Laundry
  - Magic Nail Salon
  - Mosaic Barber & Beauty Salon II
- (L) VDOT Storage Facility
- (M) Triangle Self Storage
- (N) Lynn Vu DDS - LV Family Dentistry
- (O) Heads Up Barber & Beauty
- (P) R & A Professional Center
  - The Power Plant Boutique
  - EventPrep
  - Nik-hut Grille Food Truck
- (Q) Eveready Home Care
- (R) Dyvine BBQ In Motion
- (S) ACTS Hunger Prevention Center
- (T) Potomac Engraving
- (U) Dumfries Dental Associates
  Potomac River Orthodontics
- (V) United States Postal Service
- (W) Harley-Davidson of Quantico
- (X) Baskin-Robbins / Dunkin Donuts
- (Y) Dumfries Shopping Center
  - Walgreens Pharmacy
  - Fountain Gate Chapel
  - La Caverna Bar & Grill
  - Letache
  - Sandy's Salon de Belleza
  - El Tucan Family Restaurant
  - Fu Sheng Chinese Carry Out
  - Rent-A-Center
  - PulmoCare - Medical Equipment
  - Nova Juniper Program
  - Big Boss Smoke & Vape
  - metro by T-Mobile
  - Hair & Nail Designers
  - Coin Laundry
  - UMart Supermarket
- (Z) CARSTAR Quantico Collision Center
- (AA) AutoWorld - Used & New Tires
  Auto Repair Service

Parks and Open Space

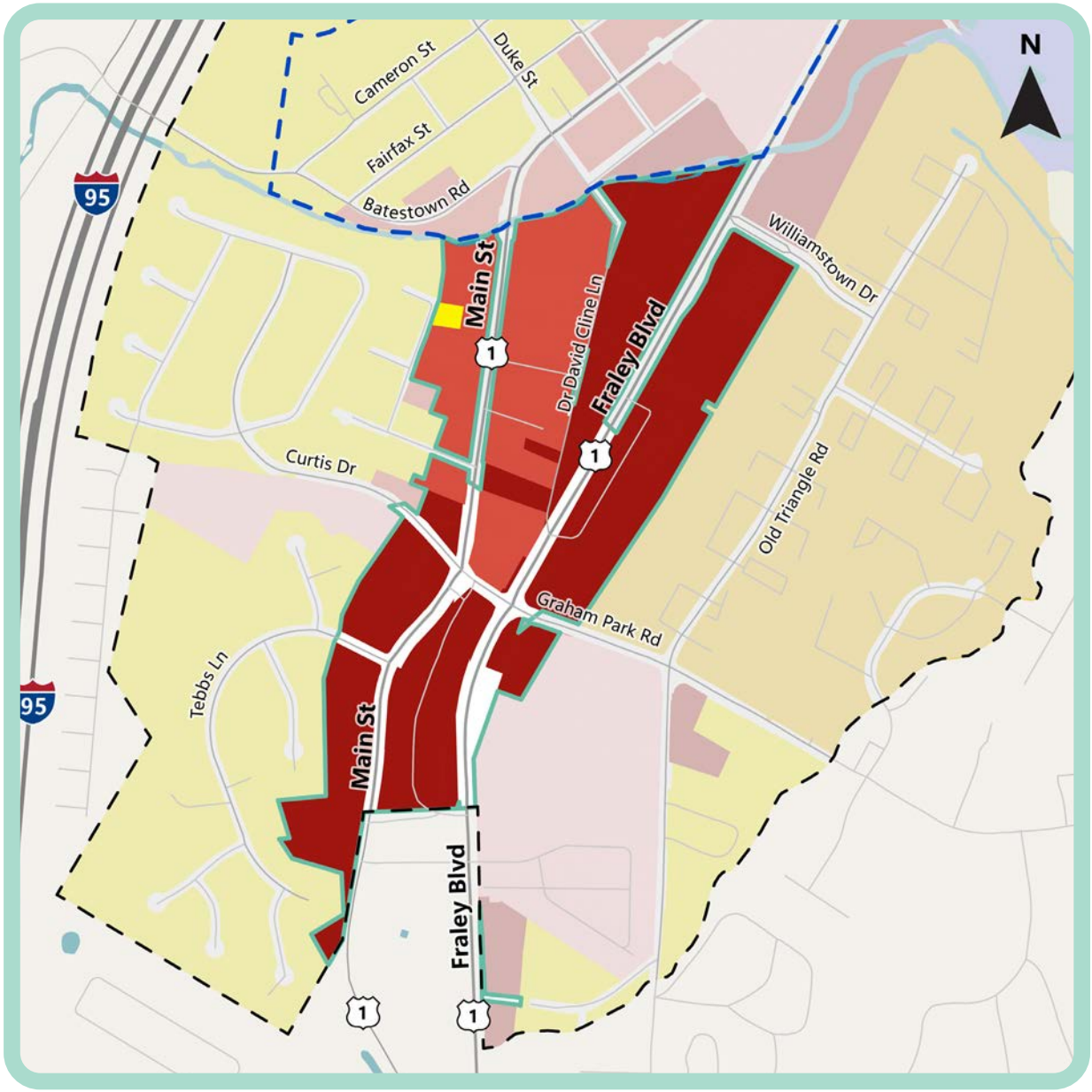
There are no parks within the Dumfries Gateway Small Area itself. However, Graham Park Road connects through the area and across Fraley Boulevard, providing access to Ginn Memorial Park and the adjacent Fitness Court Studio. This corridor is also where a new community center has been proposed as part of a separate planning effort for the Graham Park Road area.

Zoning

Three zoning designations apply to parcels within Dumfries Gateway today: B-1 (General Business), B-2 (Neighborhood Business), and R-2 (General Residential) as shown at right in the Dumfries Gateway Zoning Map (Figure 5).

- B-1 - General Business
- B-2 - Neighborhood Business
- FB/O1 - Flex Business / Office
- M-1 - Limited Industrial
- PMUD - Planned Mixed Use District
- R-1 - Limited Residential
- R-2 - General Residential
- R-3 - Condominium
- Historic Overlay District
- Dumfries Boundary
- Dumfries Gateway

Figure 5: Parks and Open Space



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. Most of Dumfries Gateway is zoned B-1, including both the Triangle Plaza and Dumfries Shopping Centers.

B-2 – Neighborhood Business: Intended to provide a limited range of business uses to serve public need at the neighborhood level, encouraging comfort for pedestrians and bicyclists to create a sense of community character. Parcels near Main Street, as it approaches Dumfries's historic core, are zoned B-2.

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. One parcel in the small area, containing a single-family home, is zoned R-2. This is somewhat inconsistent with the parcels that surround it to the east, but is consistent with the uses and zoning to its west.

Market Study Insights

The Dumfries Gateway is one of the Town's strongest opportunities to capture near- and long-term redevelopment demand because of its visibility, vehicular access, existing commercial base, and role as the southern entrance to Dumfries. Today, the Hub is anchored by aging, surface-parked retail centers, but the Route 1 widening project, planned streetscape improvements, and the potential redevelopment of Triangle Plaza and Dumfries Shopping Center create an opportunity to reposition the area as a more modern, mixed-use commercial district. New housing—particularly rental apartments, build-for-rent townhomes, and select for-sale townhomes—can expand the local household base needed to support stronger retail performance, while ground-floor commercial space, restaurants, services, and a potential grocery anchor can help the Gateway better meet everyday resident needs. The Hub will also be well positioned for a limited-service hotel oriented to serve Quantico, corridor travelers, and visitors drawn to Dumfries.



Natural and Built Environment

Water Resources and Flooding

Dumfries Gateway is bordered by Quantico Creek to the north, which is part of the Chesapeake Bay Watershed. The Town has adopted the Chesapeake Bay Preservation Act as part of its commitment to protecting the Bay. This act established Chesapeake Bay 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" that serve as the last line of defense for the Bay's water quality by stabilizing stream banks, filtering pollutants, reducing stormwater runoff, and providing habitat for wildlife.

As shown in Figure 6, Dumfries Gateway contains RPAs around Quantico Creek and adjacent wetlands. RPAs are protected under state law and local ordinances: in general, no development or land disturbance is permitted in an RPA. This limits development of the northern portion of the small area.

The presence of the Creek also poses a flood risk to the small area with some northern parcels existing in Federal Emergency Management Agency (FEMA) Flood Hazard Areas (FIGURE XX). In recent years, flash flooding has at times closed parts of Main Street (Route 1) to vehicles.

In early 2026, the Town secured $1.2 million in federal funding to support drainage infrastructure upgrades and streambank stabilization to reduce flooding and protect nearby properties along Quantico Creek, while limiting sediment and nutrient runoff into the Chesapeake Bay watershed. Quantico Creek Flood Mitigation project

Figure 6: Water Resources and Flooding



Tree Cover

Most of the tree cover in the Dumfries Gateway area exists on open space parcels (Figure 7). There is a small amount of tree cover demarcating property lines. Notably, there is almost no tree cover within the two major shopping centers or any of the other commercial parcels. The lack of shade and greenery creates a streetscape that suggests people move quickly through it via automobile: it is not a comfortable or pleasant place to move or stay in as a pedestrian.

1. **Cecil W. Garrison Park**
2. **Town Hall**
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10. **Ginn Memorial Park**
11. **Fitness Court Studio at Ginn Memorial Park**

Figure 7: Tree Cover



Impervious Surfaces

Dumfries Gateway has a significant amount of impervious surfaces (Figure 8), a large portion of which is attributable to the two large shopping centers and their expansive parking lots. Impervious surfaces such as asphalt, concrete, and rooftops prevent rainfall from being absorbed into natural surfaces, directing stormwater toward drains, ditches, and low-lying areas as runoff. During heavy rain events, this runoff can overwhelm stormwater infrastructure, increasing the flood risk already posed by Dumfries Gateway's proximity to Quantico Creek.

Impervious surfaces also absorb and re-radiate heat, raising ambient temperatures in the areas that surround them. Because Dumfries Gateway has very little tree cover 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.

Figure 8: Impervious Surfaces



Impervious Surface

Dumfries Gateway Boundary

Dumfries Boundary

Utilities

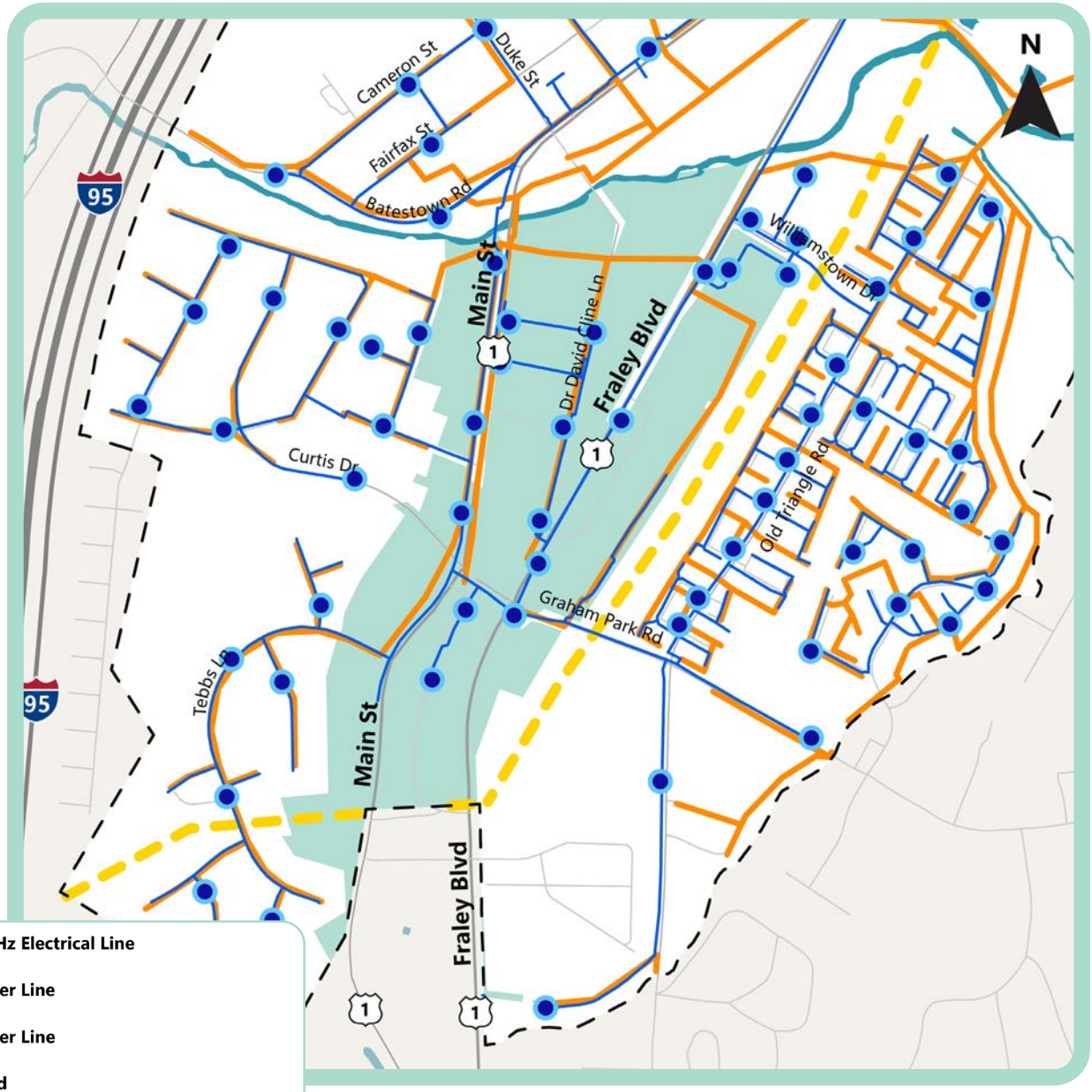
Figure 9 shows existing utilities within and surrounding Dumfries Gateway, which is reasonably well-serviced by existing public water and sewer lines as well as a nearby high voltage transmission line that provides electrical power to Dumfries. Future mixed-use redevelopment of the Triangle Plaza and/or Dumfries Shopping Centers will require assessments of the capacity of existing water and sewer lines, and may require line extensions.

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 on Possum Point Road. Several high voltage transmission lines (150kV or greater) are powered by this power station, including the one that runs through Dumfries.

Water and Sewer: PWW provides 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 9: Utilities



Transportation

Roadways

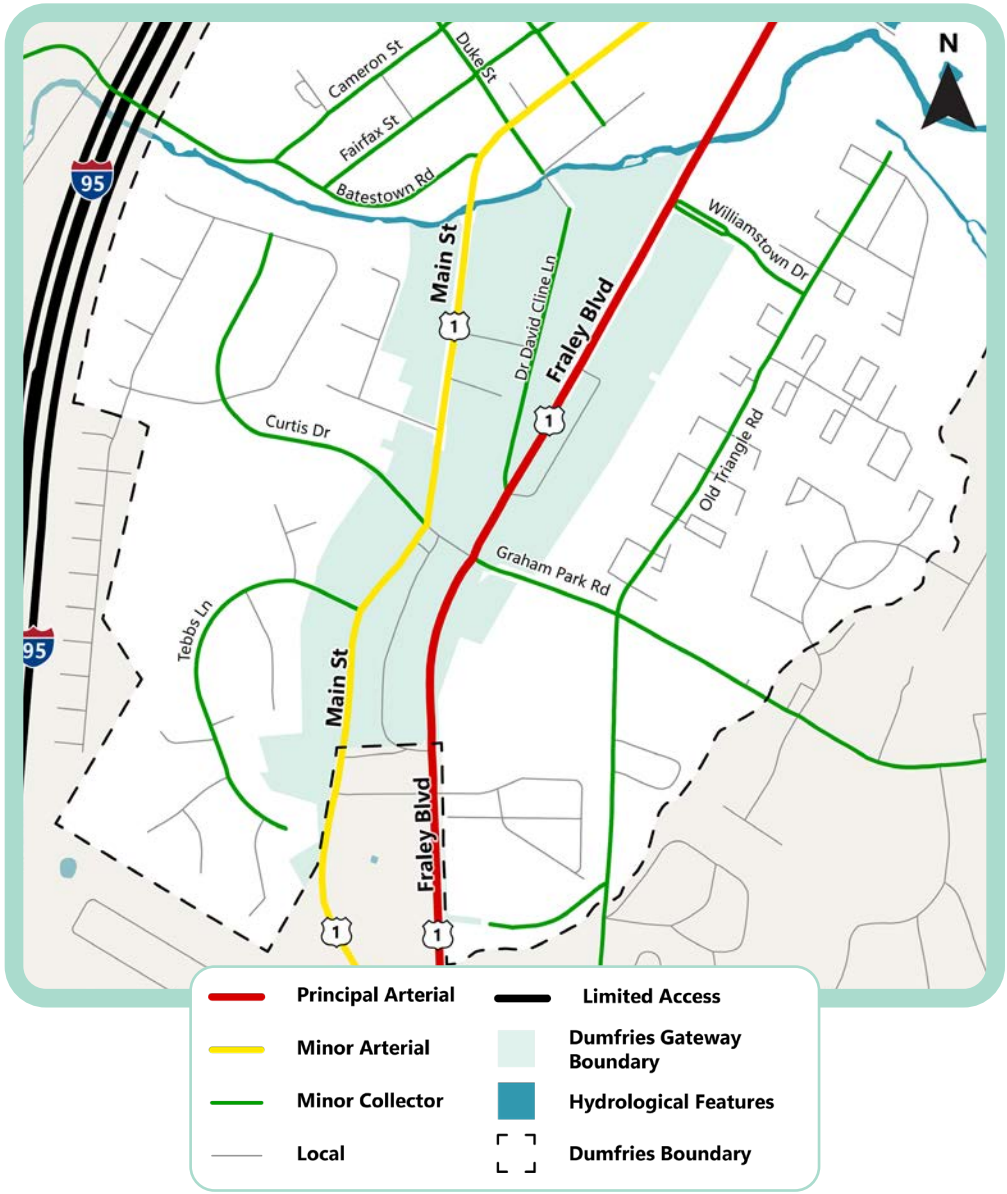
The Dumfries Gateway is bordered by two arterial roads, Fraley Boulevard (Route 1 Northbound) and Main Street (Route 1 Southbound). Route 1 is a principal arterial road that runs parallel to I-95. When I-95 experiences capacity issues due to crashes or other incidents or repair work causing delay, Route 1 is often used as an alternate route for drivers, causing high congestion through Dumfries.

Recent ADT estimates by section suggest that between 10,000 to 14,000 vehicles travel northbound on Fraley Boulevard each day. 16,000 vehicles per day travel along the bidirectional segment of Main Street, and 10,000 vehicles per day travel along the one-way southbound segment of Main Street. In 2042, ADT is projected to increase to 69,000 vehicles traveling north and south along the widened and bidirectional Route 1 each day.

When the Fraley Boulevard Widening is completed (estimated to be 2031), the Town will assume ownership of the Main Street right-of-way. This will allow Main Street to serve primarily neighborhood-based trips while creating a more comfortable environment for pedestrians and cyclists to access local destinations. The road widening project will also add a sidewalk and shared-use path along Fraley Boulevard, creating greater multimodal access to the Town's main north-south corridor.

Dumfries Gateway is much more limited in terms of east-west connections, with Graham Park Road being the only link between Fraley Boulevard and Main Street fully in the Small Area. In addition to being the only east-west connection in the Small Area, this section of Graham Park Road sits directly between the two large shopping centers, connecting them to each other and the rest of the Dumfries roadway network.

Figure 10: Roadways

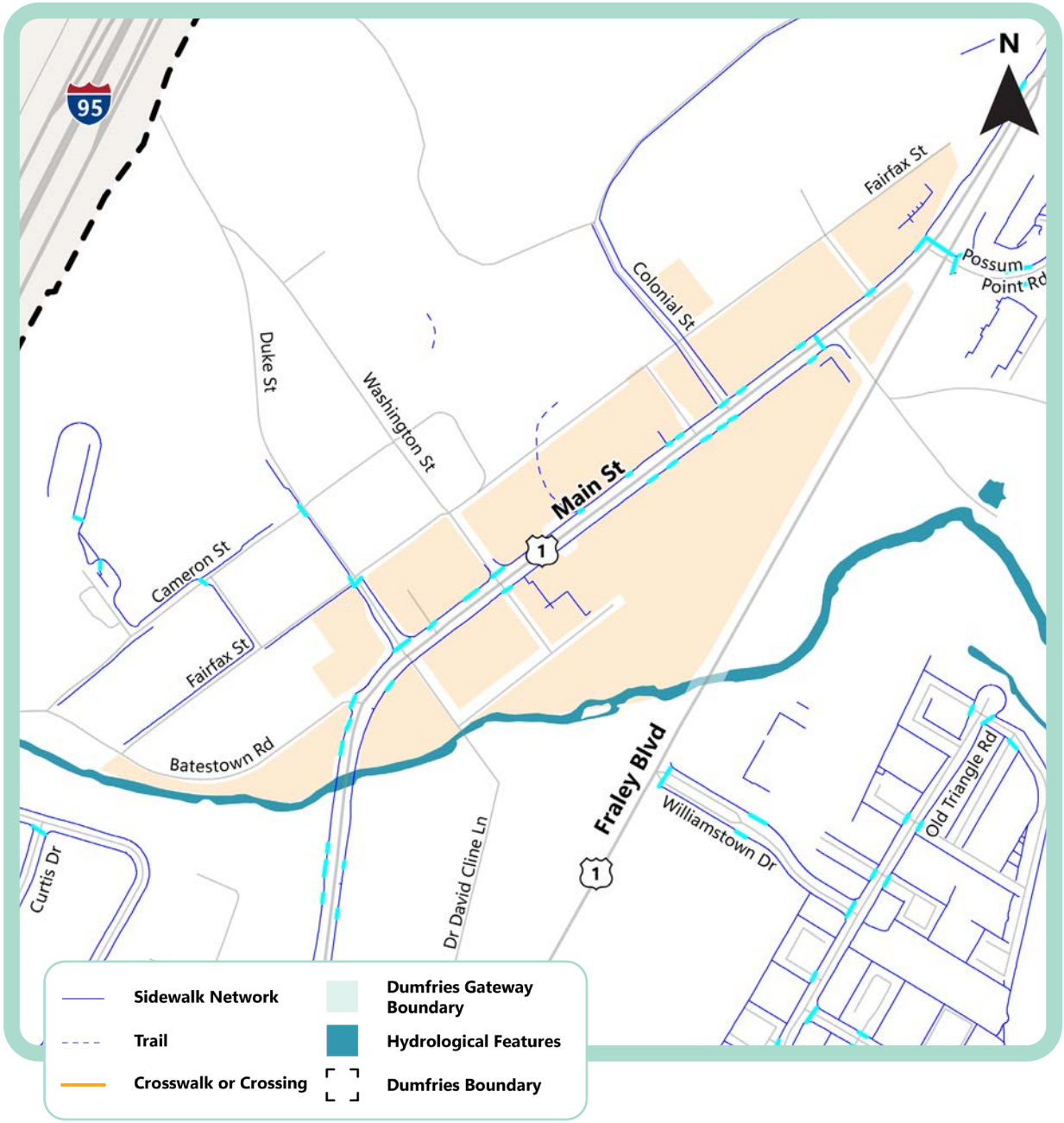


Multimodal Transportation

The map to the right shows existing multimodal facilities in the Dumfries Gateway. Currently, there are pedestrian connections into the Dumfries Gateway Small Area from the Prince William Estates neighborhood to the west via Curtis Drive, and from the Williamstown neighborhood via Graham Park Road to the east. Although there are sidewalks that run along Main Street, there are few opportunities for pedestrians to cross from one side of Main Street to the other: the only crosswalk is located at the intersection of Curtis Drive and Graham Park Road. Likewise, the only crossing across Fraley Boulevard is at the Graham Park Road intersection. Despite the signalized crossing and crosswalk markings, pedestrians at this intersection still contend with a significant amount of vehicles traveling at elevated speeds. This has been a contributing factor to the number of recorded pedestrian-involved crash incidents that have occurred at this intersection.

Given the importance of the Triangle Plaza and Dumfries Shopping Centers as commercial and retail spaces in the town, the pedestrian experience in these areas should be a priority. The introduction of public spaces and walking paths throughout and between parcels within the Hub could link new commercial development with adjacent existing residential communities.

Figure 11: Multimodal Transportation



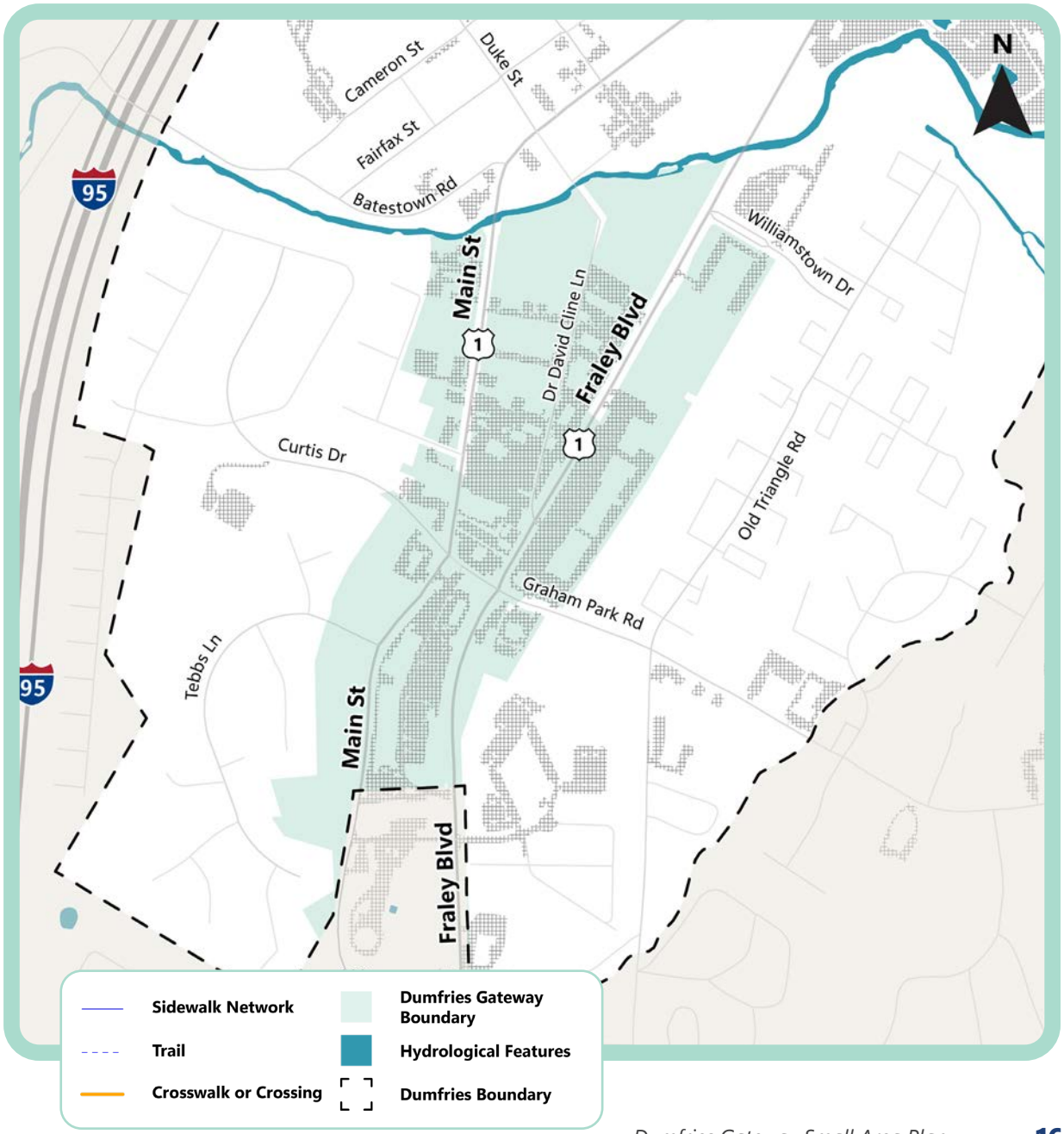
Parking

Much of the developed land in the Dumfries Gateway Small Area is covered by surface parking lots. However, all of these parking lots are attached to private commercial establishments. The road widening project on Fraley Boulevard will reduce the current parking footprint of each existing shopping center.

If parcels within the Dumfries Gateway Small Area are redeveloped either for higher-density mixed-use residential developments or as regional destinations, it will be important to keep parking considerations in mind, especially for parcels that are served directly by Fraley Boulevard. In these cases, it may be suitable to explore the use of parking garages, rather than the continued use of surface lots, in order to increase the walkability within the area.

The length of the Main Street right-of-way within the Dumfries Gateway area is approximately 3,000 feet, with four travel lanes. This presents an opportunity to rebalance the public right-of-way to provide on-street parking. If paired with other multimodal and streetscape improvements, on-street parking could improve local access and encourage community and visitor activity access and encourage community.

Figure 12: Parking



Transportation Safety

Figure 13 summarizes total crashes that have occurred in Dumfries since 2017. **Dumfries Gateway has the highest share of crashes of any of the mixed-use hubs.** Of the 288 vehicle crashes recorded in Dumfries since 2017, 119 (42.3%) have occurred in Dumfries Gateway. Many of these crashes occurred at or near the Graham Park Road intersections with Fraley Boulevard or Main Street. The figure shows that 58 (48.7%) of these crashes have resulted in injuries and five involved pedestrians.

Severe or fatal crashes have also occurred at the Williamstown Drive intersection.

Figure 13: Transportation Safety by Type

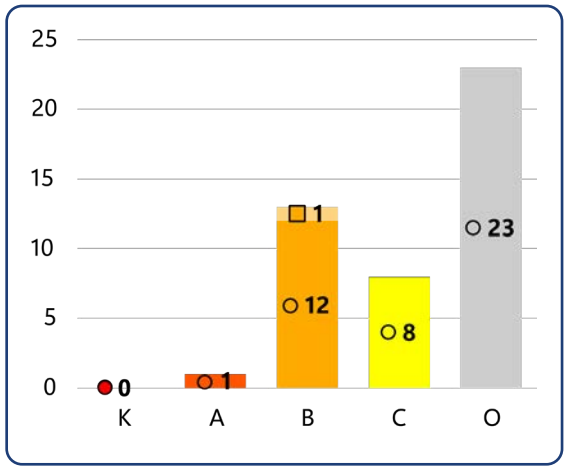
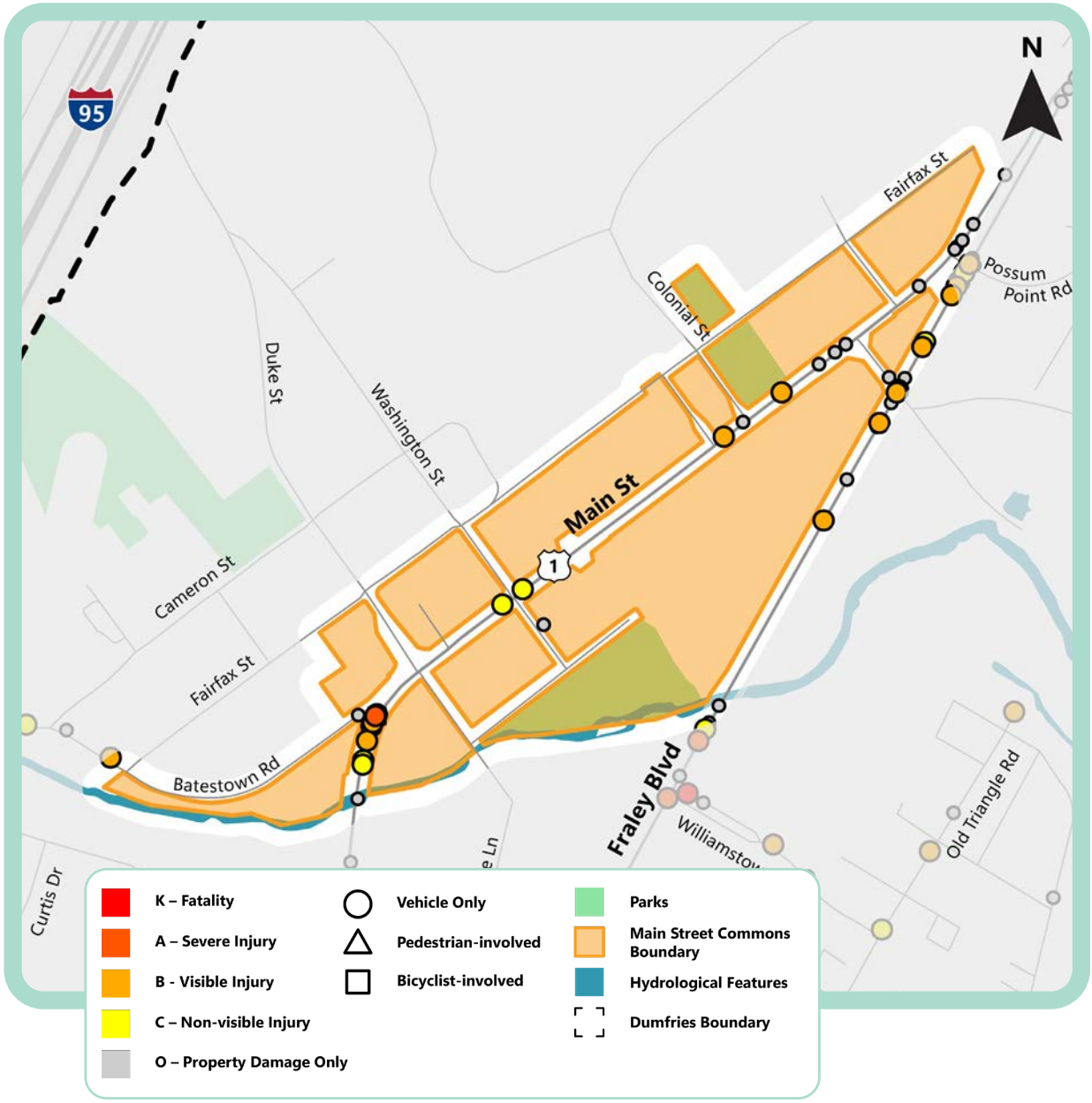
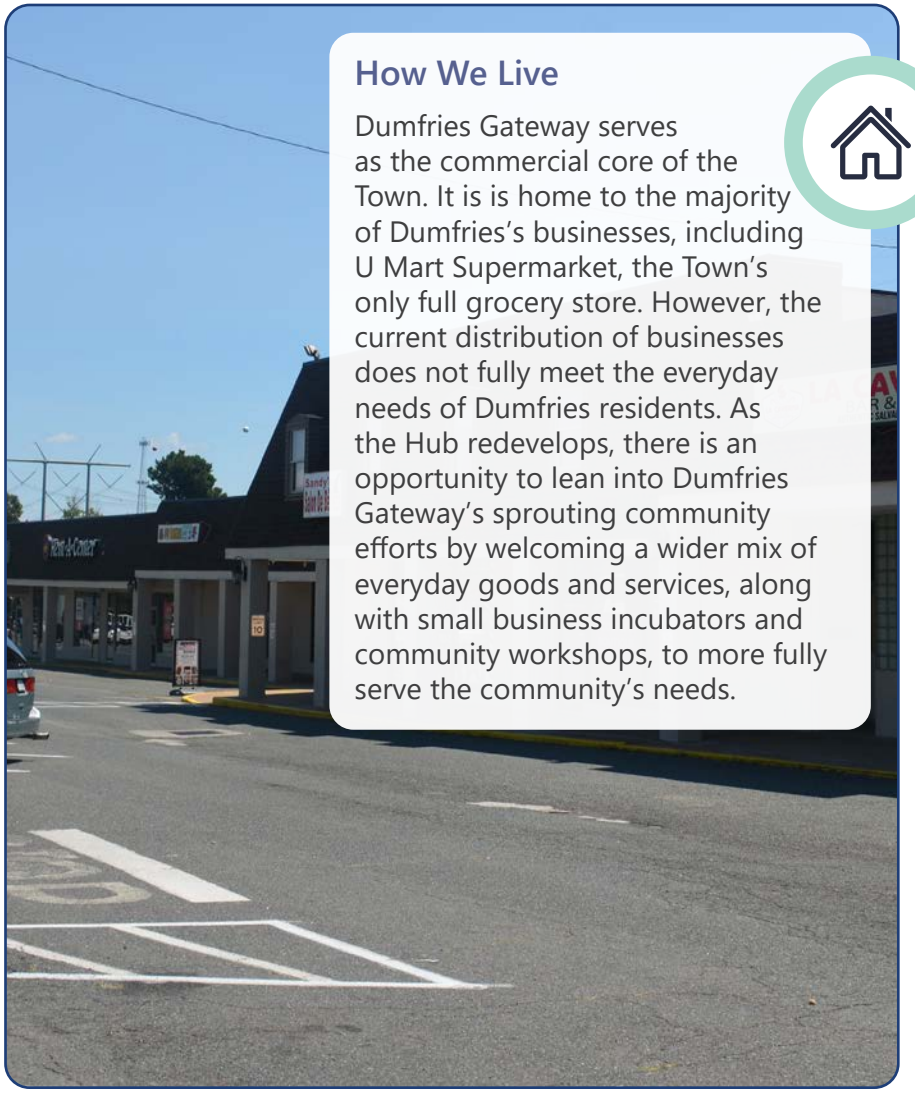


Figure 14: Transportation Safety



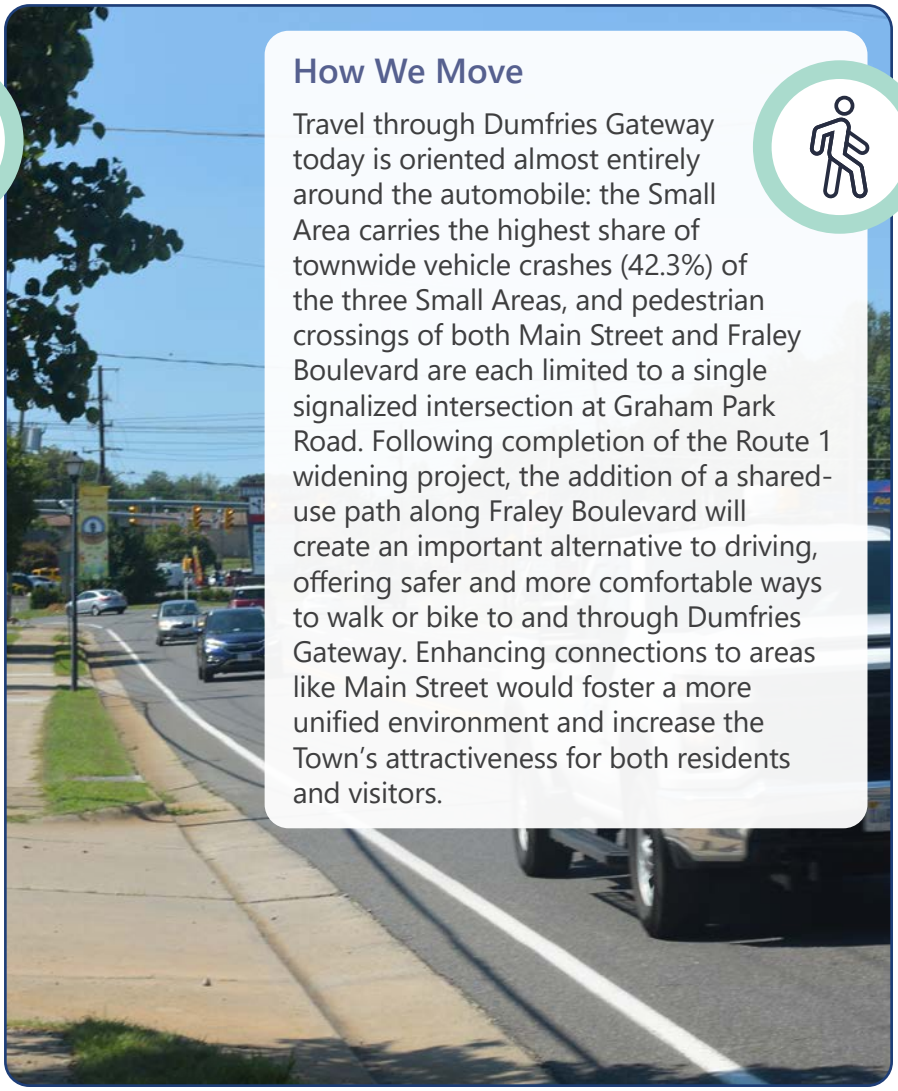
Existing Conditions Insights

The following insights, grounded in the existing conditions, highlight opportunities to strengthen and enhance the Hub while building upon its unique character and identity. Together with stakeholder input and community feedback, these insights provide the foundation for the small area plan recommendations and future investment strategies.



How We Live

Dumfries Gateway serves as the commercial core of the Town. It is is home to the majority of Dumfries's businesses, including U Mart Supermarket, the Town's only full grocery store. However, the current distribution of businesses does not fully meet the everyday needs of Dumfries residents. As the Hub redevelops, there is an opportunity to lean into Dumfries Gateway's sprouting community efforts by welcoming a wider mix of everyday goods and services, along with small business incubators and community workshops, to more fully serve the community's needs.



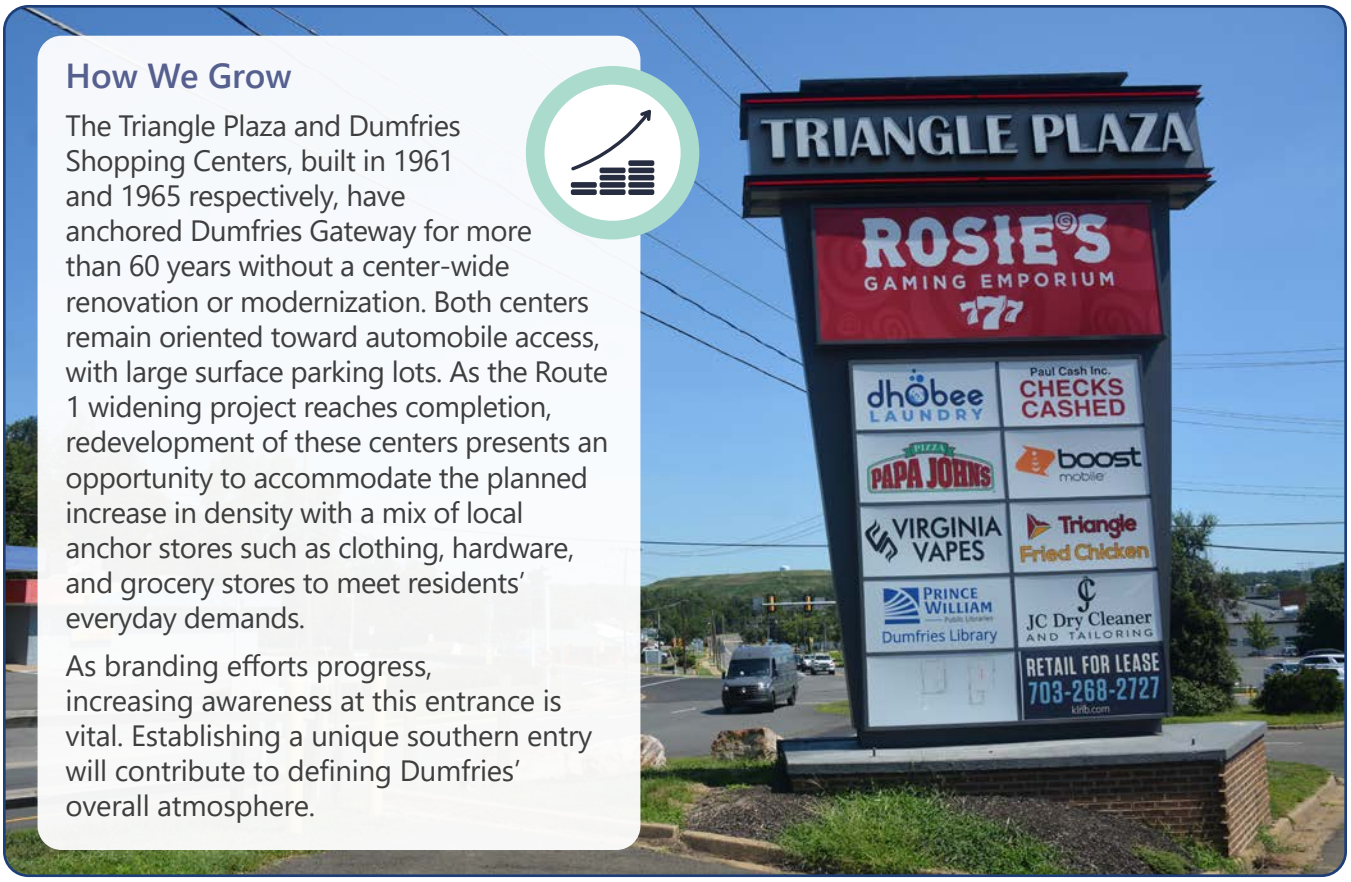
How We Move

Travel through Dumfries Gateway today is oriented almost entirely around the automobile: the Small Area carries the highest share of townwide vehicle crashes (42.3%) of the three Small Areas, and pedestrian crossings of both Main Street and Fraley Boulevard are each limited to a single signalized intersection at Graham Park Road. Following completion of the Route 1 widening project, the addition of a shared-use path along Fraley Boulevard will create an important alternative to driving, offering safer and more comfortable ways to walk or bike to and through Dumfries Gateway. Enhancing connections to areas like Main Street would foster a more unified environment and increase the Town's attractiveness for both residents and visitors.

How We Grow

The Triangle Plaza and Dumfries Shopping Centers, built in 1961 and 1965 respectively, have anchored Dumfries Gateway for more than 60 years without a center-wide renovation or modernization. Both centers remain oriented toward automobile access, with large surface parking lots. As the Route 1 widening project reaches completion, redevelopment of these centers presents an opportunity to accommodate the planned increase in density with a mix of local anchor stores such as clothing, hardware, and grocery stores to meet residents' everyday demands.

As branding efforts progress, increasing awareness at this entrance is vital. Establishing a unique southern entry will contribute to defining Dumfries' overall atmosphere.





How We Sustain

Tree cover in Dumfries Gateway today is minimal, concentrated on open space parcels with almost none present within the two shopping centers or the Small Area's other commercial parcels. A large share of developed land is covered in impervious surface, primarily surface parking, which contributes to stormwater runoff and elevated surface temperatures in an area that already borders Quantico Creek and its associated flood hazard areas. Pairing stormwater management with streetscape improvements in future redevelopment can reduce soil erosion, flooding, and sedimentation, helping fortify Dumfries's ecological future.

Plan Constraints and Considerations

A key step in the planning process was identifying the constraints that influence the identity of the Dumfries Gateway Hub. Constraints are aspects that limit the current strength of the Hub but can be addressed through investment and development.

East-West Connections

Beyond the limited pedestrian crossings described above, there are also limited routes for vehicles to travel from one side of the Gateway to the other. Graham Park Road remains the only roadway connection between Main Street and Fraley Boulevard entirely within the Small Area, meaning both pedestrian and vehicular east-west travel through the Gateway are funneled through this corridor. This concentration limits route choice for residents and businesses and places additional pressure on the Graham Park Road intersections with Main Street and Fraley Boulevard, which, as discussed in Existing Conditions, already carry the highest share of the Town's recorded vehicle crashes.

Wayfinding and Placemaking

The Gateway's current business mix is weighted toward auto care, beauty services, professional services, and fast-food restaurants. While these uses meet some everyday needs, the Hub lacks the sit-down restaurants, informal gathering spaces, and pop-up or event opportunities that residents have consistently asked for.

Beyond the selection of businesses, the Hub is not laid out in a way that invites people to want to spend time in. Existing building frontage does not support outdoor seating, small plazas, or other pedestrian-oriented amenities and businesses are setback from the roadway, often with parking lots separating their front doors from the sidewalk. Combined with minimal green space, Dumfries Gateway feels like a place to complete a single errand and leave rather than a destination to gather and linger.

Fraley Boulevard (Route 1) Road Widening Project

The Fraley Boulevard (Route 1) Road Widening Project will convert Fraley Boulevard into a fully bidirectional roadway with six total travel lanes through the center of the Gateway. This project will carry a considerable amount of fast-moving traffic through the heart of the Hub.

This widening will further separate the Dumfries Shopping Center from the rest of the Town, both physically and in terms of pedestrian and bicyclist comfort. Under current plans, the next pedestrian crossing north of the Graham Park Road intersection is Possum Point Road, nearly one mile away, meaning there is no signalized crossing opportunity between these two points today or anticipated in the near term. As a result, the Dumfries Shopping Center and any future development recommended for that land will continue to be difficult to access on foot or via bicycle, with anyone traveling without a vehicle having to walk along the major roadway to reach one of the crossing points. As a U.S. Highway, Dumfries will be unable to introduce additional at grade crossings, traffic calming measures, or other interventions that might make the corridor safer and more comfortable for cyclists and pedestrians, like the elevated walkway proposed as part of the Main Street Commons Small Area Plan. Any additional crossing points would likely need to be expensive pedestrian bridges or tunnels.

Additionally, as part of the Fraley Boulevard (Route 1) Widening Project, the Virginia Department of Transportation (VDOT) currently plans to convert the southern end of Main Street, south of its intersection with Graham Park Road, into a cul-de-sac rather than allowing it to continue into Fraley Boulevard. This closes what is today a direct connection between Main Street and the rest of the Route 1 corridor. As the plans exist now, any future redevelopment south of this point will need to take primary access from Fraley Boulevard rather than from a through-connection on Main Street.

Parcel and Land Ownership

The Triangle Plaza and Dumfries Shopping Centers are each held by a single owner, which distinguishes them from the many narrow, individually owned parcels found elsewhere in the Gateway and gives the Hub a rare opportunity to redevelop at scale without a lengthy assemblage process. In practice, however, existing tenant leases give both owners limited incentive to redevelop today.

Beyond the two shopping center parcels, many remaining storefronts along Main Street and Fraley Boulevard are narrow, individually owned properties that were formerly single-family homes converted to commercial use. Achieving the scale needed for meaningful mixed-use redevelopment on these sites will require assembling two or more parcels under common ownership, a process that will ultimately depend on negotiation with individual property owners. Priority should be given to corner parcels and parcels that control access to adjacent sites, since consolidating these first can unlock redevelopment potential across a wider area with fewer individual negotiations.

Economic Development Goals and Barriers

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

Barriers

- **Uncertain Infrastructure Impacts:** Planned infrastructure improvements, including the Route 1 widening and enhanced pedestrian and bicycle accommodations, have been announced, but their effects on resident and consumer behavior remain unclear. This uncertainty may cause developers to wait until those impacts are better understood. Existing businesses and property owners are also waiting for project progress before making investment decisions, making clarity around timing and implementation critical to encouraging future redevelopment.
- **Ease of Regulatory Environment:** The current permitting process can be complex and time consuming. Given the newer product types contemplated in the Small Area Plans and Destination Dumfries 2044 plan, ease of navigating the process will be key to facilitate the type and scale of development that the Town needs to create an engaging retail atmosphere and a strong commercial core.
- **Lack of Walkability:** Currently, Gateway is primarily reachable by car and poses challenges for pedestrians and cyclists coming from other parts of town. To improve the retail experience, these locations would ideally be accessible to foot traffic, which could help to increase spending at the local businesses.
- **Lack of Identity:** The Gateway currently lacks a sense of unique identity to make it distinctly Dumfries and the southern approach lacks a strong sense of arrival. Establishing a unique character for the area could enhance its appeal to both residents and visitors alike.
- **Lagging Achievable Pricing:** Current achievable pricing does not necessarily support level of redevelopment that has been seen in other regional submarkets with aging commercial properties, such as apartments with structured parking and ground-floor retail.

Figure 15: Dumfries Gateway Recommendations



Recommendations

The Gateway is Dumfries' front door, shaping first impressions while serving as the Town's primary commercial center and a vital connection point between destinations. The recommendations for the Gateway focus on transforming this corridor from a place people pass through into a place people recognize, visit, and enjoy. Through strategic redevelopment, enhanced streetscapes, improved connectivity, and memorable placemaking, the Gateway will evolve into a welcoming and distinctive arrival experience that reflects the character and aspirations of Dumfries. Investments in walkability, mixed-use development, public spaces, and coordinated branding will create a vibrant commercial environment that supports local businesses, strengthens community identity, and better connects residents and visitors to the rest of the Town.

Figure 16: Dumfries Gateway 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
1	G-1	Form-Based Redevelopment of Triangle Plaza and Dumfries Shopping Center	Retail, Dining, Residential over Retail, Parking, Property Access and Connectivity	✓	✓	✓	✓	Long	$$$$$	Property Owners, Private Developers, Town of Dumfries, EDA
4	G-2	Redevelopment of Northern Portion of VDOT Storage Parcel	Retail, Dining, Residential over Retail, Parking, Property Access and Connectivity		✓	✓		Long	$$$$$	VDOT, Town of Dumfries, private developers, property owners
11	G-3	Commercial Building at Intersection of Fraley Blvd and Quantico Gateway Dr	Retail, Dining, Public Art / Statement Element		✓			Long	$$$$	Town of Dumfries, VDOT, private developers, property owners
8	G-4	Gateway Commons	Pedestrian Experience, Residential over Retail		✓	✓	✓	Mid - Long	$$$ - $$$$	Town of Dumfries, property owners, private developers, local arts and community organizations
	G-5	Increasing Housing Supply through Mixed-Use Redevelopment and Townhouse Development	Pedestrian Experience, Residential over Retail		✓	✓		Mid - Long	$$$$ - $$$$$	Town of Dumfries, property owners, housing developers, EDA
	G-6	Parcel Assemblage Program	Parking, Property Access and Connectivity		✓	✓		Near - Mid	$ - $$	Town of Dumfries, EDA, property owners, private developers
5	G-7	VDOT Storage Parcel Adjustment	Public Art / Statement Element, Property Access and Connectivity	✓		✓		Long	$$$$ - $$$$$	VDOT, Town of Dumfries
2	G-8	Public Spaces Southwest and Northeast of the intersection of Graham Park Road and Fraley Boulevard	Pedestrian Experience, Wayfinding, Property Access and Connectivity		✓			Mid	$$$- $$$$	Town of Dumfries, Property Owners, Developers

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
	G-9	Separate Parking from Building Frontage	Parking		✓	✓		Mid - Long	$$	Town of Dumfries, private developers, property owners
	G-10	Streetscape Improvements along Main Street Corridor	Pedestrian Experience, Wayfinding, Property Access and Connectivity	✓	✓			Long	$$$$$	Town of Dumfries, Property Owners
3	G-11	East-West Connection between Fraley Boulevard and Main Street	Property Access and Connectivity	✓	✓	✓		Long	$$$$	VDOT, Town of Dumfries, private developers, property owners
6	G-12	Bridge Over Quantico Creek and Trail Improvements	Pedestrian Experience, Public Art / Statement Element, Property Access and Connectivity	✓			✓	Long	$$$$	Town of Dumfries, VDOT, Prince William County, Northern Virginia Regional Commission, environmental permitting agencies
7	G-13	Tebbs Lane Extension	Property Access and Connectivity	✓				Mid - Long	$$$	Town of Dumfries, VDOT; shopping center property owners, private developers
9	G-14	Shared Street Segment	Pedestrian Experience	✓				Long	$$$	Town of Dumfries, private developers, property owners
10	G-15	East-West Connection and Traffic Circle at Dr. David Cline Lane	Property Access and Connectivity	✓				Long	$$$$	Town of Dumfries, VDOT, property owners, private developers
	G-16	Shared Parking Overlay	Parking, Property Access and Connectivity	✓		✓	✓	Near	$	Town of Dumfries
	G-17	Dumfries Circulator or Trolley Hub	Pedestrian Experience, Wayfinding, Public Art / Statement Element, Multimodal Hub	✓				Mid - Long	$$$ - $$$$	Town of Dumfries, PRTC/ OmniRide, private developers, property owners
	G-18	Pedestrian and Vehicular Wayfinding	Pedestrian Experience, Wayfinding, Multimodal Hub, Parking, Property Access and Connectivity	✓		✓		Near	$	Town of Dumfries

G-1: Form-Based Redevelopment of Triangle Plaza and Dumfries Shopping Center | Map ID: 1

The Triangle Plaza and Dumfries Shopping Centers have anchored the Gateway since 1961 and 1965, respectively, and neither has undergone a center-wide renovation in more than 60 years. Both are oriented entirely toward automobile access, with buildings set well back from the street behind expansive surface parking. The Route 1 Widening Project will absorb much of that frontage and parking area, which makes the coming years a natural point to reconsider how these sites are laid out.

Both centers should be redeveloped as form-based, mixed-use districts. Commercial and mixed-use buildings would front directly onto the street, with parking relocated behind buildings rather than in front, and additional single-purpose housing introduced to add density. Given the size of Triangle Plaza, there is also room for stacked townhomes along one edge of the site. Because each center is held by a single owner, the Gateway has a rare opportunity to redevelop at scale without a lengthy parcel assemblage process—though existing tenant leases give both owners limited incentive to act in the near term, which makes early and sustained coordination important.

Guiding Principle(s):

Focus Areas:

Retail, Dining, Residential over Retail, Parking, Property Access and Connectivity

Timeline: Long-term - Following completion of the Route 1 Widening Project and as existing tenant leases turn over.

Cost: High-Cost - Due to the extensive construction and possible lease buy-backs.

Responsible Parties and Partnership: Property owners, private developers, Town of Dumfries, EDA

Figure 17: Form-Based Redevelopment of Triangle Plaza and Dumfries Shopping Center



Implementation and Next Steps: Engage both shopping center property owners and continue coordination on the Route 1 Widening Project timeline. Prepare a redevelopment framework for the two sites, evaluate incentives such as project-specific Tax-Increment Financing, and identify the zoning updates needed to permit the intended building placement, mix of uses, and density.

G-2: Redevelopment of Northern Portion of VDOT Storage Parcel | Map ID: 4

Of the Small Area Plans being developed as part of this process, the Dumfries Gateway has the unique opportunity to act as an arrival and welcoming point to visitors to Dumfries—particularly those arriving from the south. To do this, the Gateway's character must offer an immediate "taste of Dumfries" upon arrival, with particular attention to placemaking, wayfinding, land use mix, and destinations.

As such, incorporating the existing VDOT storage site at the southern tip of the Gateway hub and redeveloping the area into a new mixed-use development is an important step, as the site is what visitors will first see when they travel into Dumfries from the south.

Guiding Principle(s):

Focus Areas:

Public Art / Statement Element, Multimodal Hub, Parking, Property Access and Connectivity

Timeline: This recommendation would be a long-term commitment and investment by the Town of Dumfries to add valuable land to its borders to increase the future impact and viability of the Gateway mixed-use hub.

Cost: High-Cost - Redevelopment costs can vary, but this site is expected to be more expensive due to infrastructure improvements, transportation investments, and desired mixed-use development.

Responsible Parties and Partnership: Town of Dumfries, VDOT

Implementation and Next Steps: As an immediate step, the Town should begin negotiations with VDOT to transfer ownership of the parcel to the Town. Once the Town controls the site, process of annexing the parcel into the Town boundary and initiating the additional planning, feasibility study, and environmental review required to develop a preferred redevelopment approach can begin. This will also include partnerships and coordination with potential developers.

Figure 18: Redevelopment of Northern Portion of VDOT Storage Parcel



G-3: Commercial Building at Intersection of Fraley Blvd and Quantico Gateway Drive | Map ID: 11

The southernmost entrance into the Gateway Hub and to Dumfries should set the tone for what a visitor will experience. It should showcase a thriving economy, visual identity, and pride of ownership. By introducing a commercial building at the southern tip of the VDOT land at the intersection of Fraley Boulevard and Quantico Gateway Drive, the Town can achieve this. Placing an active use at this corner gives the Town's southern doorstep a building and a front door rather than a dead-end roadway serving no adjacent development. This will anchor the new intersection and screen the existing billboard from view for traffic approaching from the south.

Guiding Principle(s):

Focus Areas:

Retail, Dining, Public Art / Statement Element

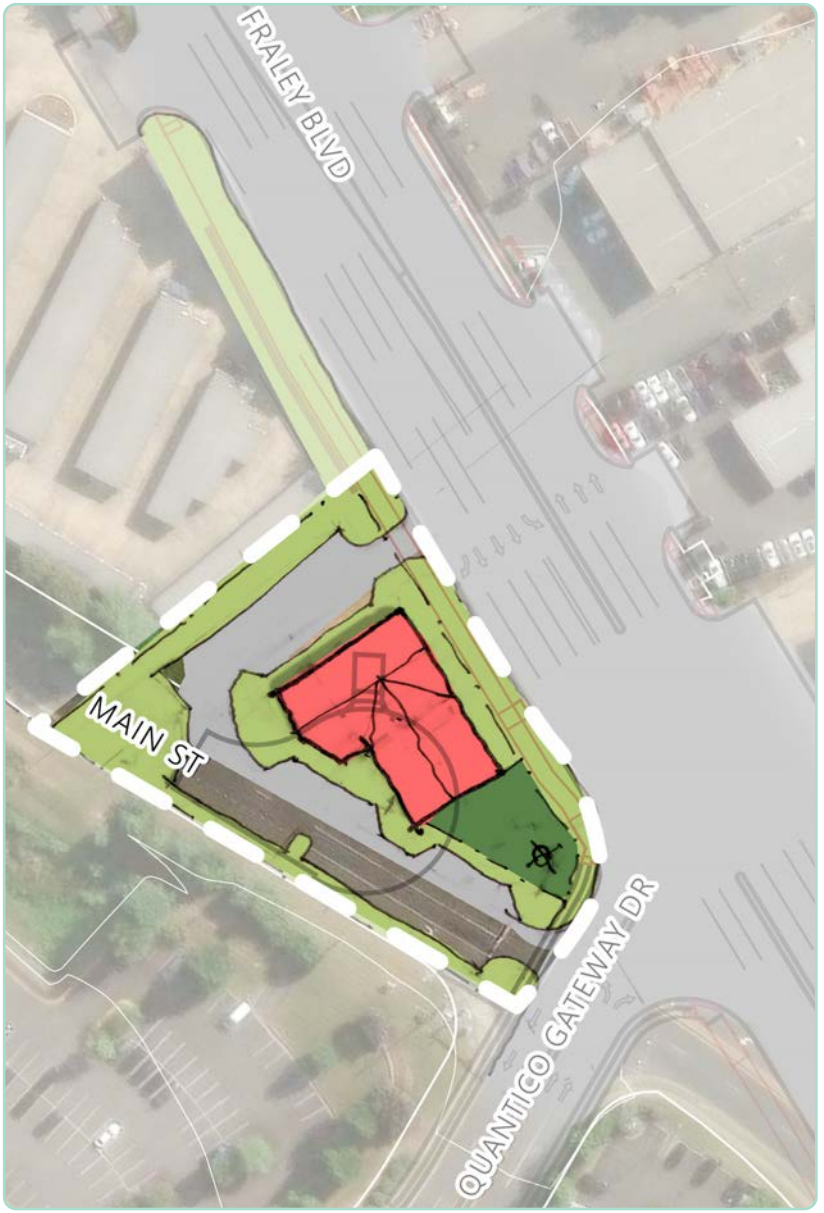
Timeline: Long-term - Dumfries will need to wait until the Route 1 widening is complete to understand land ownership and find a private development partner.

Cost: High-Cost - This recommendation is a high cost due to the cost of new development.

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

Implementation and Next Steps: The first step will be to confirm parcel availability following VDOT land disposition and then the Town will need to define the desired use and building form. Following that, the Town will need to recruit a development partner and begin construction of the site.

Figure 19: Commercial Building at Intersection of Fraley Blvd and Quantico Gateway Drive



G-4: Gateway Commons | Map ID: 8

Dumfries residents have consistently expressed a desire for a central gathering space where the community can come together for events, recreation, and everyday social interaction. The Gateway Commons is envisioned as that space, serving as the heart of the redeveloped commercial core and creating a welcoming focal point at the entrance to this part of Dumfries. Surrounded by active ground-floor businesses and framed by the new internal street network, the Commons would provide a flexible public space for community events, outdoor dining, markets, performances, public art, and seasonal programming. More than just a plaza, the Gateway Commons would establish a recognizable community destination that supports economic activity, strengthens local identity, and creates opportunities for residents and visitors to gather and connect. To ensure the space's long-term success, ownership, operations, and maintenance responsibilities should be established early in the redevelopment process, whether the Commons is publicly owned by the Town or privately owned and publicly accessible.

Guiding Principle(s):

Focus Areas:

Pedestrian Experience, Residential over Retail

Timeline: Long-Term - This recommendation is expected to take 5 to 10 years, depending on the area's redevelopment and the establishment of ownership.

Cost: Medium- to High-Cost - The cost for this recommendation may range depending on the property ownership and ultimate design of the site itself. Gathering spaces like this can vary significantly, impacting the overall cost.

Responsible Parties and Partnership: Town of Dumfries, property owners, private developers, local arts and community organizations

Implementation and Next Steps: The first step towards implementation is to identify a preferred location within the redevelopment concept and then prepare a concept design. Once the site specifics are created, defining ownership, programming, and maintenance responsibilities will need to be determined before groundbreaking of the site.

Figure 20: Gateway Commons



G-5: Increasing Housing Supply through Mixed-Use Redevelopment and Townhouse Development

The market assessment projects substantial housing demand in Dumfries over the next 20 years, though the amount of readily developable land is limited. The Gateway can help meet that demand by adding housing on sites that are traditionally commercial or currently underused, rather than by consuming open land elsewhere.

Two forms are appropriate here. Vertical mixed-use development places residential units above ground-floor retail or dining on the redeveloped shopping center sites, which will add households directly adjacent to the Hub's commercial core and support the evening activity the Gateway currently lacks. Stacked townhomes offer a medium-density option for underused and open parcels at the edges of the commercial area, providing a transition to the surrounding residential neighborhoods. Both approaches increase supply and daily activity within the Hub while using limited land efficiently.

Guiding Principle(s):

Focus Areas:

Retail, Dining, Residential over Retail

Timeline: Mid- to Long-term - As plan planning and land acquisition could start in the next few years, but construction would be dependent on land acquisition.

Cost: High-Cost - To buy the land and complete construction.

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

Implementation and Next Steps: Establish zoning allowances and desired housing forms for the Hub, identify priority sites, and align housing with planned retail and public-space improvements so that new units are delivered alongside the amenities that support them. Recruit development partners and evaluate incentives where achievable pricing does not yet support the intended product type.



G-6: Parcel Assemblage Program

Outside of the two shopping centers, many of the Gateway's remaining storefronts sit on narrow, individually owned parcels—often former single-family homes converted to commercial use. Individually, these sites are too small to support the scale of mixed-use development that is financially feasible under current construction costs. Reaching that scale will require assembling two or more parcels under common ownership.

The Town should identify and map high-impact parcels for voluntary assemblage, prioritizing corner parcels and properties that control access to adjacent sites, since consolidating these first can unlock redevelopment potential across a wider area with fewer individual negotiations. Because assemblage ultimately depends on negotiation between private owners, the Town's role is procedural: providing a designated point of contact, streamlined pre-application review, and clear information about what the Town would support on an assembled site makes voluntary assemblage easier to pursue.

Guiding Principle(s):

Focus Areas:

Parking, Property Access and Connectivity

Timeline: Long-Term - Mapping and prioritizing can begin immediately, but actually purchasing of the parcels will be a long-term project.

Cost: High-Cost

Responsible Parties and Partnership: Town of Dumfries, EDA, property owners, private developers, Planning Commission

Implementation and Next Steps: Map priority assemblage areas within the Gateway, establish a point of contact for interested owners, and offer streamlined pre-application coordination. Support voluntary discussions among willing property owners and maintain a record of development interest for priority sites.

G-7: VDOT Storage Parcel Adjustment | Map ID: 5

This recommendation would reposition and consolidate existing VDOT storage operations to create a more efficient land use pattern and unlock significant redevelopment opportunities within the Gateway area. As illustrated, portions of the existing VDOT facility and associated right-of-way could be vacated and reconfigured, allowing VDOT to establish a more compact/consolidated storage operation while freeing strategically located land for future mixed-use development and adjust for some of the taking along the Route 1 widening and improvement. The concept also includes potential roadway modifications and the repurposing of excess right-of-way to improve site access and create developable parcels.

By incorporating these changes and transferring the public right-of-way of Main Street and VDOT, and reallocating existing VDOT land into the Gateway district, the Town could substantially expand the area available for future economic development, housing, and commercial investment. This action would strengthen the long-term viability of the Gateway mixed-use hub, improve east-west connectivity across Route 1, connectivity between adjacent properties, while creating opportunities for new tax-generating development at a highly visible location along Route 1.

Guiding Principle(s):

Focus Areas:

Public Art / Statement Element,
Property Access and Connectivity

Timeline: Long-Term - This recommendation would be a long-term commitment and investment by the Town of Dumfries and VDOT to add valuable land area to increase the future impact and viability of the Gateway mixed-use hub.

Cost: High cost

Responsible Parties and Partnership: Town of Dumfries, VDOT, Private property owners

Figure 21: VDOT Storage Parcel Adjustment



Implementation and Next Steps: The Town should initiate discussions with VDOT to evaluate operational needs, right-of-way requirements, and the feasibility of relocating or consolidating storage functions within a reconfigured footprint. Early coordination should identify potential partnership structures, property transfer mechanisms, and any transportation improvements necessary to support the concept. Implementation would require a phased effort involving feasibility analysis, property negotiations, engineering studies, roadway and access planning, and identification of funding sources. Once a preferred approach is established, Dumfries and VDOT can pursue the necessary agreements and improvements to reposition the facility, release surplus land for redevelopment, and integrate the newly available parcels into the broader Gateway development strategy.

G-8: Public Park Adjacent to the McDonald's Parcel | Map ID: 2

The Gateway has no parks within its boundaries today, and residents have consistently asked for public space in this part of Dumfries. The area adjacent to the McDonald's parcel offers a central, highly visible location for a small public green space, situated near new residential development and within walking distance of both commercial centers. Seating, landscaping, and gathering space here would improve both the appearance and the pedestrian experience of the surrounding area.

The recommendation also addresses safety and circulation issues on the same site. The existing entrance drive allows vehicles to move quickly through the area with minimal separation from pedestrians and should be closed. Adding a second driveway onto Main Street in front of the adjacent commercial building will relieve drive-through queuing without adding a new signal.

Guiding Principle(s):

Focus Areas:

Public Art / Statement Element,
Property Access and Connectivity

Timeline: Mid-term - To allow for acquisition of parcel and development.

Cost: Moderate- to High-Cost - Depending on extent of property acquisition and development required.

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

Implementation and Next Steps: The Town will need to confirm the site configuration and ownership, prepare a concept design for the green space and revised access, and identify long-term maintenance responsibilities. The Town will also need to coordinate the driveway changes with the adjacent property owner and with the Route 1 Widening Project design.

Figure 22: Public Park Adjacent to the McDonald's Parcel



G-9: Separate Parking From Building Frontage

The Gateway's current layout places surface parking between buildings and the street, lengthening the distance from the sidewalk to a front door and leaving building frontages largely invisible to people traveling along the corridor. Prioritizing the pedestrian experience means reversing that relationship: commercial and mixed-use buildings should be placed along streets and public spaces, with surface parking moved behind or beside buildings where feasible.

This standard applies across the Hub rather than to a single site, and it works in combination with the form-based redevelopment of the shopping centers, the shared parking overlay, and the streetscape recommendations. Building placement and parking-location standards should be written into zoning, design guidance, and redevelopment agreements so developers know the expectations before preparing site plans.

Guiding Principle(s):

Focus Areas:

Parking

Timeline: Mid- to Long-Term - The standards themselves can be adopted in the near term, but actual changes are dependent on the redevelopment timeline

Cost: Low- to High-Cost - It is low-cost to codify this recommendation, but applying it to existing properties could be high-cost.

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

Implementation and Next Steps: Incorporate building placement and parking-location standards into the Zoning Ordinance, design guidance, and redevelopment agreements. Review future site plans for consistency with the standards.

G-10: Streetscape Improvements along Main Street Corridor

When the Fraley Boulevard widening is complete, Route 1 traffic will be consolidated onto Fraley Boulevard and the Town of Dumfries will assume ownership of the Main Street right-of-way. Within the Gateway, this creates the opportunity to rebuild Main Street as a local street that supports the Hub's role as the Town's southern entry rather than as a high-volume arterial.

Streetscape improvements should include street trees and landscaped buffers, bioswales, rain gardens, pedestrian-scale lighting, wider and more continuous sidewalks, on-street parking, and space for outdoor seating in front of applicable commercial and mixed-use buildings. Tree cover in the Gateway is minimal and almost entirely absent from commercial parcels, so landscaping carries both a comfort and a stormwater benefit in an area dominated by impervious surface. These elements should be carried through to the minor intersecting streets throughout the Hub so that the corridor reads as a connected, comfortable environment rather than a single improved block.

Guiding Principle(s):

Focus Areas:

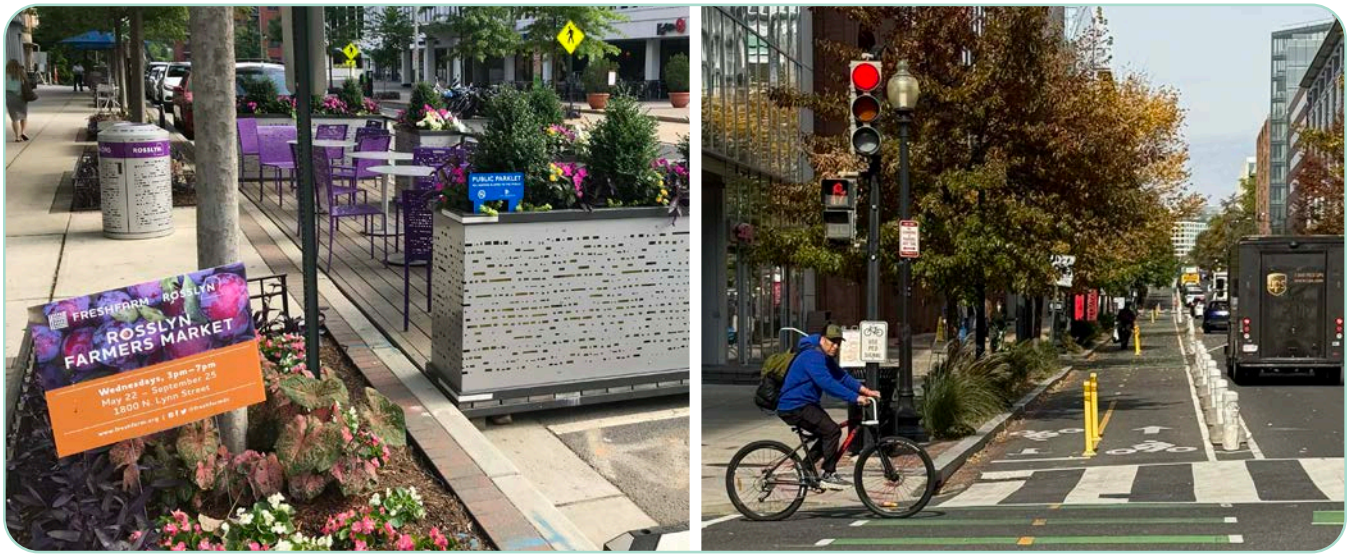
Pedestrian Experience, Wayfinding, Property Access and Connectivity

Timeline: Long-term - Improvements are dependent on completion of the Fraley Boulevard widening project and transfer of the Main Street right-of-way to the Town.

Cost: Medium- to High-Cost - Depending on the amount of right-of-way required.

Responsible Parties and Partnership: Town of Dumfries, VDOT

Implementation and Next Steps: Conduct a feasibility study and prepare a concept design for the corridor, determining whether additional right-of-way will be required. Coordinate with adjacent property owners along Main Street and align the design with the streetscape approach recommended for Main Street Commons so the corridor is consistent across both Hubs.



G-11: Main Street Realignment as an East-West Connection | Rec No. 3

One goal of the Dumfries Gateway Small Area Plan is to provide opportunities for additional east-west connections across Main Street and Fraley Boulevard. Current and proposed conditions position the roadway as a barrier between the eastern and western parts of town, contributing to feelings of a lack of cohesiveness and access. This realignment of Main Street is a key element of the plan to maintain a key east-west connection.

It will involve realigning Main Street to run farther east so it connects with Fraley Boulevard at a new signalized intersection. While the current Route 1 Widening plans include a design for this portion of Main Street to continue south and terminate in a cul-de-sac, this realignment improves access and redevelopment potential throughout the Gateway mixed-use hub. In addition, it avoids a design that would include more than a quarter of a mile of roadway that would ultimately end in a dead end. The new intersection should be designed and signalized in coordination with VDOT as part of the broader Route 1 Widening Project.

Guiding Principle(s):

Focus Areas:

Pedestrian Experience, Wayfinding, Property Access and Connectivity

Timeline: Long-term - Likely following the timeline of the overall Route 1 Widening Project. The Town of Dumfries will need to coordinate with VDOT as early as possible to discuss and carry forward the proposed design changes.

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

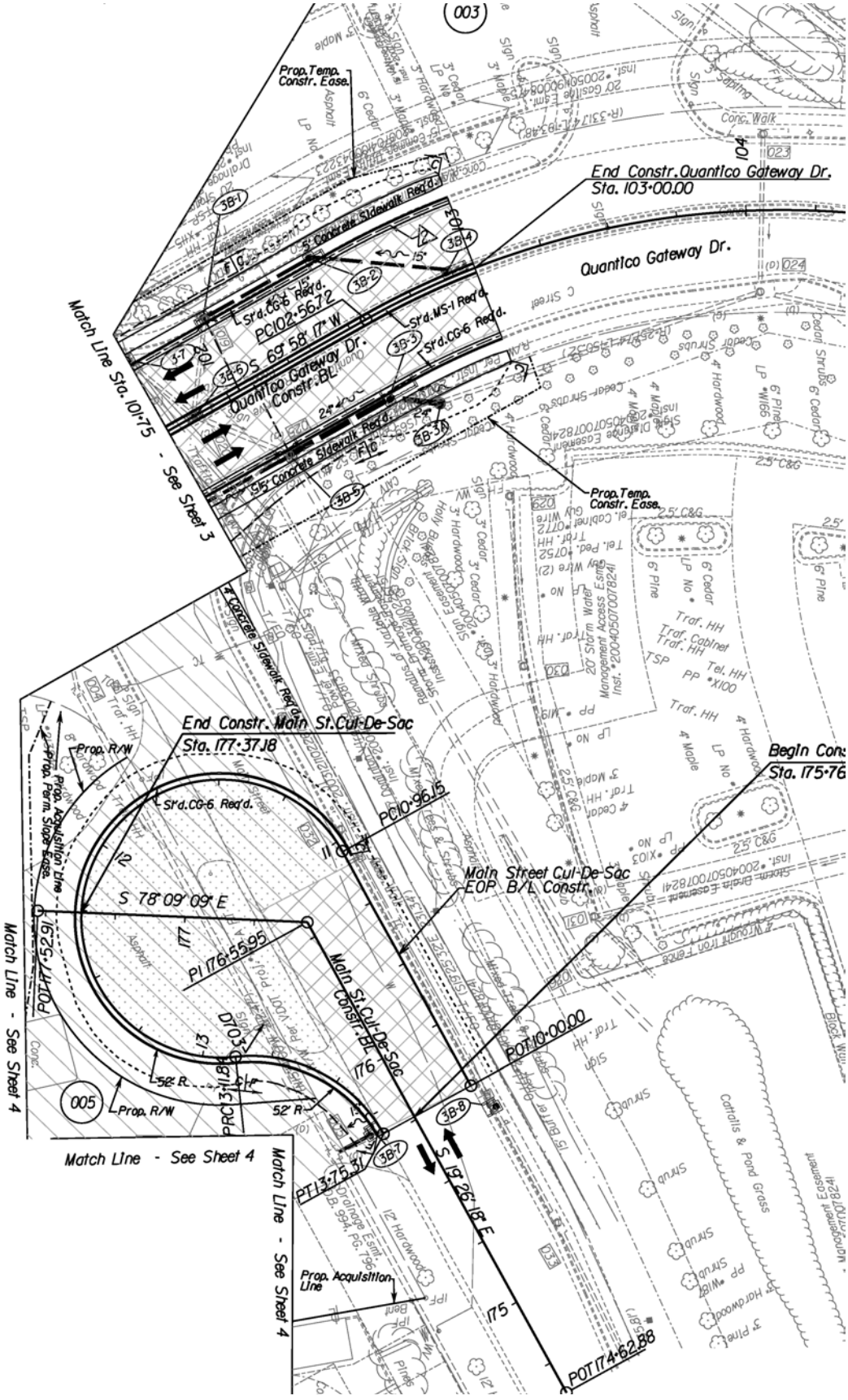
Responsible Parties and Partnership: VDOT, Town of Dumfries, property owners

Figure 23: Main Street Realignment as an East-West Connection



Implementation and Next Steps: As an immediate step, the Town should begin coordinating with VDOT to amend the current Route 1 Widening plans to incorporate the Main Street realignment and new signalized intersection at Main Street and Fraley Boulevard. As this coordination unfolds, it will require additional planning, traffic and engineering feasibility studies, and evaluation of operational impacts and land disposition requirements. Ultimately, the preferred concept should be incorporated into the future detailed design for the Route 1 Widening Project.

Figure 24: Proposed cul-de-sac design for Main Street



G-12: Bridge Over Quantico Creek and Trail Improvements | Map ID: 6

Destination Dumfries 2044 established a goal for the Town to be "accessible and connected via all modes of transportation," prioritizing pedestrian and bicycle infrastructure to connect neighborhoods with local destinations. With the future Route 1 Widening Project, it will be more important than ever for the Town to foster multimodal access, since the project—while important for vehicular efficiency—could act as a barrier to pedestrians.

A pedestrian bridge over Quantico Creek at Dr. David Cline Lane, connecting the Gateway to Main Street Commons and other areas of town, will improve and expand the existing trail network, increasing pedestrian connectivity and providing recreational space. Additionally, this effort could be coordinated with the shared use path that will be part of the Route 1 Widening project. Trails along the creek will also enhance the pedestrian experience and promote ecological sustainability.

Guiding Principle(s):

Focus Areas:

Pedestrian Experience, Public Art / Statement Element, Property Access and Connectivity

Timeline: Long-Term - This recommendation is anticipated to occur over the long-term given the complexity of environmental permitting, engineering, property coordination, and funding requirements. Begin preliminary planning and feasibility efforts in the near term to position the project for future implementation opportunities.

Cost: High-Cost - For planning, environmental review, permitting, engineering, bridge construction, trail improvements, and long-term maintenance.

Responsible Parties and Partnership: Town of Dumfries, VDOT, Prince William County, Northern Virginia Regional Commission, United States Army Corps of Engineers (USACE)

Figure 25: Bridge Over Quantico Creek and Trail Improvements



Implementation and Next Steps: The Town should begin by refining the proposed bridge alignment and trail network concept to identify the preferred crossing location and associated trail connections. Subsequent efforts should include environmental studies, engineering feasibility analyses, coordination with Resource Protection Area requirements, and evaluation of potential impacts to adjacent stormwater facilities and natural resources. The Town should work closely with VDOT to coordinate the project with the proposed Route 1 mixed-use path and pursue state, regional, and federal grant funding opportunities to support design and construction.

G-13: Tebbs Lane Extension | Map ID: 7

Extending a local street through a redevelopment site and inserting a traffic circle creates a more connected, efficient, and resilient transportation network. Redevelopment often represents a "once-in-a-generation" chance to secure right-of-way, realign streets, and implement long-planned connections that would be difficult or expensive to build later. With the proposed redevelopment in the Gateway Hub, extending Tebbs Lane through the redeveloped shopping plaza will provide several benefits for this area and transportation users. With the extension including a right-in/right-out connection at the north end, this recommendation will improve connectivity for people accessing the shopping area. Additionally, this recommendation includes aesthetic improvements by breaking up the long block face, which is more visually appealing for potential businesses. This recommendation would also improve internal circulation and create a pedestrian connection to the shared-use path planned along Route 1.

Guiding Principle(s):

Focus Areas:

Property Access and Connectivity

Timeline: Long-Term - This road extension should occur with the redevelopment, which may take five to ten years. Additionally, the Route 1 Widening project should be complete to understand the implications of traffic movement.

Cost: Medium- to High-Cost - Costs can be reduced if completed strategically with the redevelopment of this site.

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

Implementation and Next Steps: Near-term steps include preserving the connection in redevelopment plans and coordinating with the Route 1 shared-use path. Following these initial steps, the extension will require completing survey, design, and access analysis followed by constructing with adjacent redevelopment.

Figure 26: Tebbs Lane Extension



G-14: Shared Street Segment | Map ID: 9

Shared streets are people-focused public spaces that prioritize all modes and serve as community activity spaces. Shared streets are successful where pedestrian activity is high and traffic volumes are low, allowing a mix of uses and design elements that support the shared space. It is proposed that we designate a segment of Main Street adjacent to Gateway Commons, between the new east-west connection north of Gateway Commons and Acts Ln, as a shared street. We will implement special paving, bollards, landscaping, and flush-grade signals to signal to drivers that they are guests in a pedestrian space. This project will allow the segment to function as an extension of the Gateway Commons for markets and events while still providing access and loading.

Guiding Principle(s):

Focus Areas:

Pedestrian Experience

Timeline: While some shared street design elements, such as landscaping and bollards, may be implemented sooner, the full shared street concept will take five to eight years to coincide with other roadway upgrades and improvements in the area after the Route 1 widening. Additionally, it is recommended the improvements be piloted, and enough time needs to pass to assess the piloted design, make refinements, and finalize the proposed improvements.

Cost: High-Cost - Implementing the shared street concept will be costly due to special paving and flush-grade signals.

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

Implementation and Next Steps: Steps for this recommendation include an existing conditions analysis once all roadway changes are in place, engagement with adjacent businesses and property owners along the street section, development of a design concept, and determining operations and management. It is recommended that the project be piloted with temporary materials and then refinements to the concept can be made based on pilot experience. Once the final design is complete, the project may be implemented.

Figure 27: Shared Street Segment



G-15: East-West Connection and Traffic Circle | Map ID: 10

Dumfries Gateway and the Main Street Commons, though separate small areas, are closely connected through the transportation network and work together to connect residents and visitors between the two areas. Through the proposed redevelopment, an east-west connection is proposed to allow for northern Town movement between Main Street and Frayley Boulevard. This new connection is proposed to curve in a way that controls vehicular speeds and is anchored by a traffic circle that improves circulation, safety, and connections between redevelopment parcels. The proposed traffic circle will support increased pedestrian modes by supporting slower speeds. Additionally, the traffic circle can incorporate landscaping or other placemaking features to support the sense of place within this small area.

Guiding Principle(s):

Focus Areas:

Property Access and Connectivity

Timeline: Long-Term - This project will take substantial time to implement fully, since the Town will need to wait for completion of the Route 1 widening.

Cost: High-Cost - For environmental work, design, potential right-of-way purchases, and construction.

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

Implementation and Next Steps: One of the first steps for this connection is to incorporate the roadway connection into the redevelopment master planning to ensure it is considered in future site plans. Once redevelopment is planned, the next step is to preserve the needed right-of-way for the connection and traffic circle, accommodating the curved geometry needed to slow speeds. Traffic and engineering analysis will be needed to understand how this new roadway will interact with existing roads, and the connection and traffic circle should be constructed with adjacent development.

Figure 28: Property Access and Connectivity



G-16: Shared Parking Overlay

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

The text of the ordinance 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:

Parking, Property Access and Connectivity

Timeline: Long-Term - Dependent on other recommended development with additional parking.

Cost: Low-Cost - For the ordinance itself, if utilizing parking within other developments.

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

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

G-17: Dumfries Circulator or Trolley Node

A circulator or trolley node will act as a central connection point between neighborhoods and destinations within the Dumfries Gateway mixed-use hub. A future circulator will provide residents and visitors with an accessible alternative to driving to and between the hubs and other areas of town, including parks, civic destinations, and regional transit services.

The node will be a visible and attractive place of connection that reflects the Town's character, including wayfinding signage, public art, landscaping, seating, and bicycle parking. The node should be integrated into the broader pedestrian network and positioned near the future activity center(s) within the Dumfries Gateway. Over time, the node could serve as a transfer point for regional transit providers.

Guiding Principle(s):

Focus Areas:

Pedestrian Experience, Wayfinding,
Public Art / Statement Element, Multimodal Hub

Timeline: Mid- to Long-Term - Early planning and site selection efforts should occur during the initial redevelopment phase to preserve a site for the future hub.

Cost: Moderate to High-Cost - Depending on the infrastructure provided and the eventual service model. Initial costs will be relatively low, while building the mobility node and funding long-term circulator operations will require additional capital and operating funding.

Responsible Parties and Partnership: Town of Dumfries, PRTC, OmniRide, private developers, property owners.

Implementation and Next Steps: First, the Town should initiate a transit feasibility study to evaluate demand, potential routes, operating costs, future ridership projections, and funding opportunities. As the Gateway redevelops, the Town should identify and reserve a site for the future node and consider current and future pedestrian and bicycle connections to increase connectivity. Finally, the Town should coordinate with local and regional transit providers, property owners, and potential developers to explore grant funding and implementation opportunities.



A trolley on a local street.

G-18: Pedestrian and Vehicular Wayfinding

The Dumfries Gateway is the first part of town that many visitors arriving from the south experience. Today, there are little signals that a driver has entered a distinct Town, and nothing directs a visitor toward the Town's other destinations. A coordinated wayfinding system would give the Hub a clear sense of arrival and connect it to the rest of Dumfries.

The wayfinding system would need to work at the scale of both vehicles and pedestrians, as the Gateway serves both vehicles traveling on Route 1 and pedestrians around the Hub. Vehicular signage should introduce drivers to the Town's key destinations, parks, and other Hubs, encouraging travelers to turn off the corridor rather than continue through it. Pedestrian-scale signage should focus on movement within and between the Gateway's commercial and mixed-use centers. Both should align with the Town's broader branding effort so that the Gateway reads clearly as Dumfries' southern front door and reinforces a consistent identity across the three Hubs.

Guiding Principle(s):

Focus Areas:

Pedestrian Experience, Wayfinding, Multimodal Hub, Parking, Property Access and Connectivity

Timeline: Near-term - Wayfinding can be designed and installed in phases, beginning with locations that are not affected by the Route 1 Widening Project.

Cost: Low-Cost - Wayfinding is a lower cost project that has large, positive benefits for a community.

Responsible Parties and Partnership: Town of Dumfries

Implementation and Next Steps: The first step in implementing wayfinding will be to take the Town's branding, which is currently being completed, and create a plan to identify locations for sign placement and key destinations to call out. Stakeholder and public engagement should be completed during that planning phase. Once a plan is in place, designing the family of signs will be necessary, followed by printing of the signs and construction of the sites.

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.

As the southern entrance to the Town, Dumfries Gateway carries a unique responsibility and opportunity. For many, it creates their first impression of Dumfries. Through thoughtful redevelopment, improved connectivity, enhanced streetscapes, new housing, modernized commercial centers, public gathering spaces, and a stronger sense of place, the Gateway can evolve from a corridor people travel through into a destination where people shop, dine, and spend time. By embracing the recommendations in this plan, Dumfries can create a vibrant front door to the community that supports local businesses, serves everyday resident needs, and confidently welcomes the next chapter of growth and investment.



Draft Plan
October 2026

TOWN OF DUMFRIES

Small Area Plans