



TOWN OF OCCOQUAN

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PLANNING COMMISSION MEETING

Tuesday, November 27, 2018

6:30 PM

TOWN HALL - 314 MILL STREET

1. Citizen Comments
2. Approval of Minutes of October 23, 2018
3. Approval of Parking Study Recommendation Report
4. Annual Report Discussion
5. CIP Budget Discussion
6. Chair/Town Council Report

Eliot Perkins
Planning Commission Chair



TOWN OF OCCOQUAN
Town Hall - 314 Mill Street, Occoquan, VA 22125
MEETING DATE: 2018-10-23

MEETING TIME: 6:30 PM

Present: Ann Kisling, Jenn Mathis, Eliot Perkins, Ryan Somma

Absent: none

1. Call to Order

The Planning Commission Public Hearing was called to order by Eliot Perkins on 2018-10-23, at 6:28 p.m.

Secretary for Meeting

Ryan Somma took minutes for the meeting.

2. Citizen Comments

There were no citizens comments.

3. Approval of Minutes of September 25, 2018

Jenn Mathis moved to approve the Planning Commission meeting minutes of 2018-09-25 with the amendment that the spelling of her name be corrected. Ann Kisling seconded the motion. The motion carried by poll vote, unanimously.

4. Development Presentation/Discussion

Kevin Sills and Mike Gordon of Mid-Atlantic Real Estate investments presented updated progress on plans for the Jennings Mill Heights project and fielded questions from board members.

Eliot Perkins prefaced the discussion by noting the focus would be on areas relevant to the Planning Commission and not appearance-specific items that fall under ARB review.

Sills presented several new renderings of the property, including a superimposing of the property over the existing location, and explained the height dimensions. Sills fielded questions from the Commission about how the building height was calculated due to the intention to apply for a height variance. He explained that the change in elevation at the road from one end of the property to the other was 22 feet. Under the current rendering, the site was 39'8" at one end, 51'8" at the other, and 45'8" on average. These heights did not include the top level, which was left out of the calculation for being setback 14' and would not be included on a Prince William County measurement but would add 9' to the height.

Sills fielded questions from the Commission concerning the number of parking spaces as it related to the developer's intention to apply for a variance. He explained that without a variance, the building would have all necessary parking for the current code, which is two spaces per one-bedroom and three spaces per two-bedroom. With the variance, they could provide 60 paid-parking spaces for retail. Sills and Gordon were unable to provide exact numbers on the total parking or a ratio of spaces-to-bedrooms but indicated that they would provide those exact numbers to the Commission.

Sills fielded questions from the Commission on waterfront access, trash pickup and location, development impact on the river, traffic and pedestrian safety, sidewalk width, school bus stops, landscaping, smoking areas, and on-site mailboxes.

Sills was notified of the Migratory Bird Treat Act (MBTA) and the rules concerning removing an osprey nest currently located on the property and informed that the nest was considered inactive from September to February and could be removed without a permit during that time of the year.

In conclusion of the discussion, it was determined that Sills and Gordon would follow up the meeting with exact numbers on the parking spaces and sidewalk width. The Town would follow up on questions about adding a crosswalk, location of a bus stop, and post office capacity.

Members of the Commission thanked Sills and Gordon for their presentation and their time.

5. Action Items Discussion

Eliot Perkins asked member to familiarize themselves with the list of action items from the Comprehensive Plan and the timeline for those items. For the next meeting, he asked members to prioritize where the Commission could jump in. Chris Coon said that this information would go into the Annual Report and CIP recommendations that would go to Town Council. Ryan Somma was tasked with sending the approved Traffic and Parking Study to members of the Commission to follow up on at the next meeting.

6. Chair/Town Council Report

Chris Coon informed members that VDOT upgrades will address crosswalks at next Town Council meeting. Eliot Perkins said that the Town had found additional funding for the Kayaking ramp and that proposals had come in within 10% of what was budgeted.

7. Adjournment

The meeting was adjourned at 7:22 p.m.

Eliot Perkins
Chair, Planning Commission

Submitted by Ryan Somma, Planning Commission Secretary

Occoquan Planning Commission

Traffic and Parking Study Recommendations

Introduction

The Planning Commission conducted several meetings to review and research the findings and recommendations from Johnson, Mirmiran and Thompson, Inc (JMT) November 2017 “Town of Occoquan, Virginia Parking Study.” Research included a deep reading of the study findings, follow-up research on specific recommendations, and a walk about the Town to review existing conditions and garner a more concrete understanding of the scope for each proposed solution.

Cut-Through Traffic

While the study found that public parking within Town has not yet reached full capacity, cut-through traffic is an immediate concern to Occoquan residents as evidenced by numerous comments and anecdotes from residents in Town and on social media.

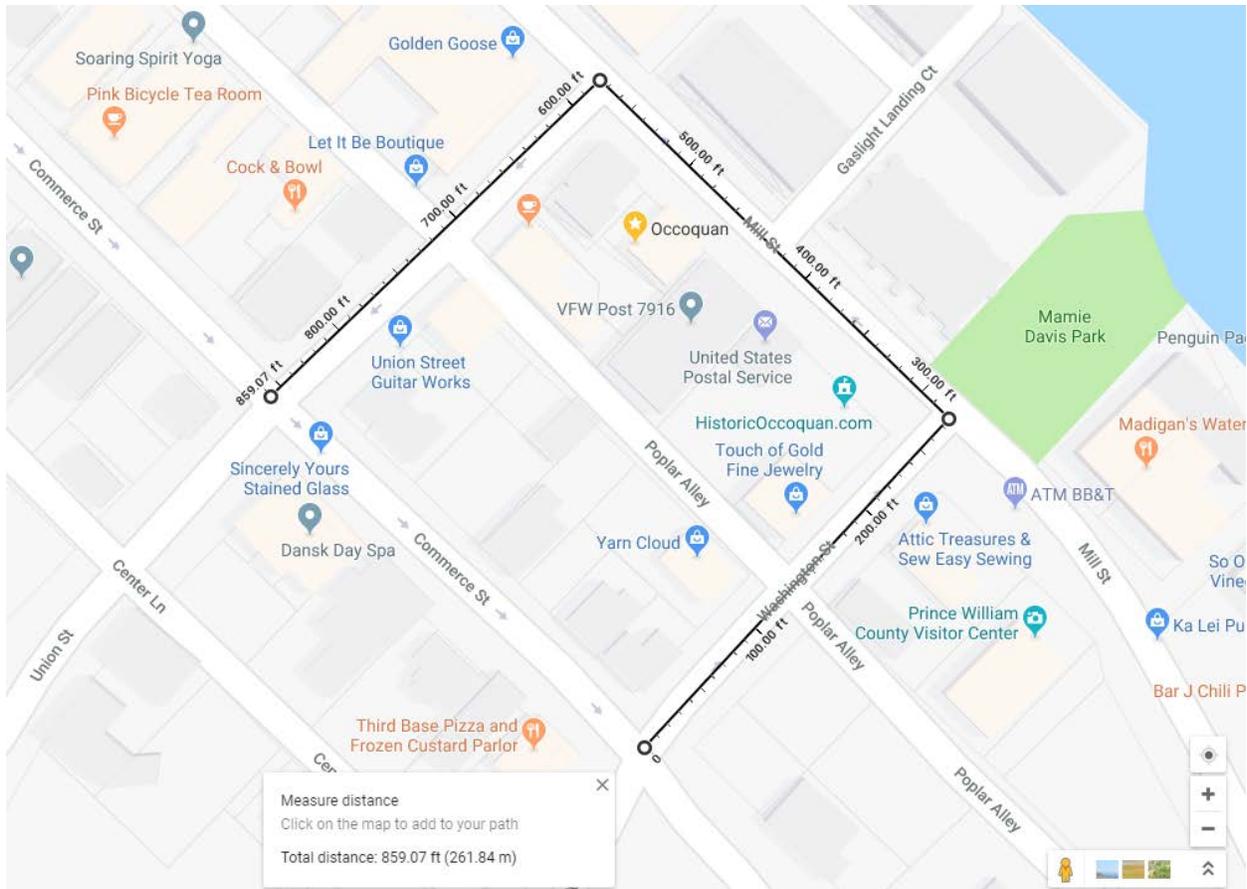
Present Cut-Through Data to VDOT

As a quick and relatively easy win for the Town is to give the cut-through traffic to VDOT, documenting 250-300 average cut-through vehicles per hour with recommendations, and petition the organization to conduct a study. The Town Clerk characterized the Town’s relationship with VDOT as “9.5” on a scale of one to 10. As no major initiatives, such as making Commerce Street two-way, are possible without coordination with VDOT’s empowerment, this action should take top priority.

Make Commerce Street Two-Way:

Converting Commerce Street from one-way to two-way traffic between Washington and Union streets may require significant effort and has several drawbacks, but it would also dramatically improve walking conditions in the business district. The conversion would require eliminating eight parking spaces along the street, including one handicapped space, leaving three spaces in that section of street. While this 1.8% reduction in the Town-owned parking is detrimental to the parking situation, rerouting traffic would eliminate six-blocks of cut-through traffic in Town, allow for targeted traffic enforcement at two intersections rather than four, reduce air and noise pollution for residents living along the Mill St., and improve safety conditions for pedestrians around the Post Office and Mamie Davis Park.

One concern in making Commerce Street two-way is potentially reducing the number of patrons frequenting downtown shops that the cut-through traffic may bring, but this appears minimal. First, Occoquan shops are closed on Mondays, completely missing a day of the commuter traffic. Second, Occoquan shops are mostly closed by 5:30 PM, and the traffic runs much later than this. Finally, the section of Town in question includes the Post Office, which is heavily trafficked by residents at this same time, and Gaslight Landing, a residential neighborhood with home fronts facing the traffic. With such minimal impact to local businesses and potentially dramatic benefits to residents, this seems an ideal strategy for improving safety and quality of life for residents.



Making Commerce Street Two-Way Would Eliminate 860 Feet of Cut-Through Traffic in Town

Town Parking

A positive finding from the JLM study was learning that parking within Town was not reaching full capacity; however, the Town Clerk and residents informed us that parking does become a problem during special events, like the Chocolate Walk, and during the holiday season.

Wayfinding and Signage

- Website Updates for Parking Resources
- Branding / Marketing Campaign

Considered an “easy win” by the Commission, updating the Town website to include public parking information is a top-priority. Chris Coon has already reached out to Google and has had his request to have the Town’s parking clearly marked on Google Maps approved. Additionally, advertising the Town’s parking online presents an opportunity to advertise the Town, it’s history, and its businesses. A downloadable, printable PDF map of the Town that is inviting and identifies the many shops and historical attractions we have to offer could also include a sidebar of advertisements for local shops, helping to fund its creation.

To get a better understanding of existing parking signage within Town, the Commission conducted a walkabout to see what visitors see when they drive into our Historic District. While we found that there is signage directing visitors to the public parking, it seemed poorly placed and very easy to miss.



Public Parking Signage at Washington and Mill St. Intersection

Additionally, while there is a small “More Parking Available Under Bridge” sign present neighboring the Visitor’s Center, the Commission was unable to find any parking signage at the lot under the bridge itself. We felt that having a clearly marked sign at the bridge, visible from a distance could be very helpful to visitors.



Only Sign Found for Parking Under the 123 Bridge, No Signage at the Bridge Visible

The Commission did find one sign identifying parking in the lot across the street from the parking under the bridge but found the small size of the sign and the branding made it very easy to miss.



Small Sign Identifying Parking (Right-Side of Photo) Across from Parking Under the Bridge

Improving existing signage to make it more prominent and additional signage will improve and promote the use of Occoquan's public parking.

Walk Occoquan

- Crosswalks / ADA Ramps at ends of Mill Street
- Conduct Study for Walkable, Compliant Network

Parking under the 123 Bridge to visit Occoquan Shops can present a quite a walk for some customers and the cut-through traffic along a portion of Mill St is highly unpleasant; therefore, making Occoquan a pedestrian-friendly Town should be the primary mid-term focus. The lack of crosswalks at the Washington-Mill Street, Union-Mill Street, and Ellicot-Mill Street intersections make crossing Mill Street stressful and hazardous for pedestrians. Raised crosswalks, clear signage, and other strategies that prioritize pedestrian traffic over vehicular will make shopping downtown more pleasant and inviting. Encouraging visitors to engage with Occoquan on foot will provide greater exposure to all the historical details and shopping opportunities within Town.

Cooperation with Private Parking Owners

- **Shared Parking:** Consider Zoning Plan Updates
- **Encourage Turnover of On-Street Parking:** MoU with Private Lots
- **Residential Parking Permits:** Consider Parking Permits and Signage

The JLM had three recommendations for optimizing private parking within Town, and the Commission felt that partnering with private-parking owners in a flexible manner to find solutions most advantageous to all residents and business owners is preferable to mandates such as Zoning changes and parking permits.

During the Commission's walkabout, we found that privately-owned parking was very inconsistently marked from lot to lot. We misidentified employee-only parking as customer parking in the lot behind the Bottlestop and found no signage for what we knew was customer parking behind the Virginia Grill – Occoquan Inn. We did find the Riverwalk Shops had clearly marked and pleasant signage at the entrance of its lot for tenants and customers as an example of what private-lot owners could emulate. The Town should encourage better signage clearly identifying customer parking. The Town should establish recommendations or requirements for private parking signage as allowed to identify private parking in a consistent fashion throughout Town.

Public parking primarily becomes an issue during special events and the holiday season. During the bi-annual Craft Shows, several residents charge for hourly parking in their yards or lots. Because of these two factors, the Town should establish recommendations or standards for private parking owners to encourage this practice, legitimize it, regulate it, and reap tax revenues from it.



Customer-Only Parking Sign Behind Pin Curls Salon (Left) and a Parking Sign for Riverwalk Shops (Right)

Bike Occoquan

- Website Updates for Bike Occoquan
- Bicycle Parking

While the Commission did not see the promotion of Occoquan as a biking Town as immediately beneficial to either the parking or cut-through traffic situations, we do view Bike Occoquan as a fantastic opportunity to promote the Town as a waypoint for cyclists as a mid-to-long term priority. Updating the Town website with information for cyclists falls into the “easy win” category of initiatives, while signage for bike parking and a bike-tune-up station could brand Occoquan as a bike-friendly town like towns along W&OD trail.

The JLM study recommended additional bicycle parking in Town; however, the Commission found that we were unaware that there is existing bike parking in Town and learned from the Town Clerk that the existing parking is seldom, if ever, used. Encouraging the use of existing parking for cyclists through signage should take priority over constructing additional parking.

Ongoing Measures

- **Working with Developers:** Coordinate with Developers
- **Parking Enforcement:** Continued Parking Enforcement

Town law enforcement has increased cut-through traffic monitoring with stop-sign enforcement and a May Pedestrian Safety Program. The Town Council and Planning Commission will continue to work with developers to ensure adequate private and public options are provided with proposed site plans. Any proposed updates to the Comprehensive Plan the Town Council may have to better define these goals are welcomed by the Commission.

On-Street Parking Modifications

This recommendation involves re-striping the existing angled parking on Mill Street so that visitors will back-into parking spaces rather than pull forward into them. While the literature on back-in parking is compelling, the Commission believes the unusualness of this configuration and the learning curve for it are too steep to endorse such a reconfiguration. We believe this strategy should not be pursued further.

No.	Action Item Description	Community Character/ Life Circulation and Mobility	Economic Vitality/ Diversity	Environmental Stewardship	Regional Coordination	Lead Department, Function	Funding Source	Target Completion Date (FY)	Status	
1	A new Town traffic study should be prepared based on current and future growth.		X	X			Town Manager, Community Plan	CIP	FY2017	PARTIALLY COMPLETED FY2018 - Coordinate with VDOT
2	Based on the traffic study, the Town should implement an enhanced street and traffic flow management and execution plan for local and commuter traffic, particularly during peak hours and holidays. The management plan should not jeopardize current Town historical, environmental, business flow, and resident living concerns. Traffic calming measures should be considered as part of any traffic flow management plan.	X	X			X	Town Manager, Community Plan	CIP	FY2017 FY 2018 FY 2020	Include as part of Community Plan; Coordinate with VDOT regarding cut-through impacts
3	As part of the parking and traffic study, the Town should investigate and make recommendations on the need to widen portions of Commerce Street between Union and Washington Street to accommodate additional on-street parking. Any widening project will include new curbs and brick sidewalks consistent with other Business District improvements.	X	X	X			Town Manager, Community Plan	CIP	FY2017	PARTIALLY COMPLETED 2017 Parking Study, Preliminary Review
4	It is encouraged that all Town sidewalks be 6 to 10 feet in width on each side. Within the historic district, such sidewalks shall be brick.	X	X				Town Manager, Community Plan	CIP, Grant	Ongoing	Usually held to VDOT standard of 5'
5	As a part of the site plan or subdivision approval process, developers should be required to improve adjoining streets to VDOT standards.	X	X	X		X	Planning Commission, Town Council	Property Owner, Developer	Ongoing	Generally occurs when preparing Site Plans

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6	All residential streets serving lots less than one acre in size should be constructed with curbs and gutters and with sidewalks on at least one side.	X	X	X	X	Planning Commission, Town Council	Property Owner, Developer	Ongoing	Curb and gutter required when making street improvements
7	No street rights-of-ways in Occoquan should be vacated until the surrounding properties have been fully developed or an alternate plan for handling automobile circulation in the vicinity has been endorsed by affected property owners and by Town Council.		X			Planning Commission, Town Council	Property Owners	Ongoing	
8	A new Town parking study should be conducted based on current and future expected growth.	X	X	X	X	Town Manager, Community Plan	CIP	FY2018 FY2017	COMPLETED FY2018
9	Based on the parking study, the Town should work on an improved parking management and execute the plan. Courses of action should be developed to improve commercial district and nearby residential area parking rules.	X	X	X		Planning Commission, Community Plan	CIP	FY2017 FY 2018	Review Parking Study Recommendations, incorporate as part of community plan
10	Continue to look for suitable close in sites and develop Town-owned parking lots.		X	X	X	Town Manager, Community Plan	CIP	Ongoing	Community Plan FY2020
11	Continue to require developers to provide appropriate off-street parking.		X	X	X	Planning Commission, Town Council	Property Owners, Developers	Ongoing	Off Street parking reviewed for developments
12	Encourage use of business-owned vacant land for commercial parking.		X			Town Council		Ongoing	Parking Study Recommendation

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13	It is recommended that the Town conduct a community planning project to identify streetscaping, sidewalk, traffic, parking and overall community development planning. Such planning shall include intersection improvements to install crosswalks and increase pedestrian safety and circulation.	X	X	X		X	Town Manager	CIP	FY2017 FY 2018 FY2020	
14	The Town shall continue to improve and expand sidewalks to preserve downtown historical character. Pedestrian access serves as the life-line of commerce and daily living activities for residents and visitors alike.	X	X	X	X		Town Manager, Community Plan	CIP	Ongoing	FY2019 - matching funds for VDOT TAP Grant
15	Improve pedestrian circulation facilities so as to decrease automobile reliance.	X	X	X	X		Town Manager, Community Plan	CIP	Ongoing	Community Plan
16	Planning for a Riverwalk, with vegetation buffers to mitigate stormwater runoff, shall be finalized and a revenue stream identified to complete the project.	X	X	X	X		Planning Commission, Community Plan	CIP, Grant, Property Owners, Developers	FY2018 FY2020	Community Plan
17	Designated transportation pick-up and drop-off locations for public school and private transport should be considered as part of the overall Town strategy.		X			X	Planning Commission, Community Plan	CIP	FY2017 FY 2018 FY2020	Community Plan
18	The Town should conduct a community study to improve and expand the use of brick sidewalks to the Town center. The study should also incorporate streetscaping, beautification, and woodland protection.	X	X		X		Town Manager, Community Plan	CIP	FY2017 FY 2018 FY2020	Community Plan

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19	The Town should continue to safeguard and improve Town gateways as they are of great importance to community business growth. Important consideration should be placed on the protection and preservation of gateways as they serve to affirm the Town's historical and environmental characteristics.	X	X	X	X	Town Manager, Community Plan	CIP	Ongoing	Community Plan
20	The Town will pursue designation of Tanyard Hill Road as a State scenic byway as one way of preserving its character.	X	X		X	Planning Commission	CIP	FY2017 FY2018	
21	The Town should plan in its CIP for how to implement and finance improvements to the Town's gateways.		X		X	Planning Commission, Town Manager, Budget/CIP	CIP	Annually	Community Plan, CIP Planning
22	The Town will protect its tributary streams and the Chesapeake Bay from nonpoint source pollution through the continued application of its Chesapeake Bay Preservation Ordinance and Erosion and Sediment Control Ordinance.				X	Planning Commission, Engineering	Operating Fund, Developer	Ongoing	COMPLETED Included in Chapter 66 Zoning
23	Minimize the environmental impacts of site development through the continued use of performance standards.	X			X	Planning Commission, Engineering	Operating Fund, Developer	Ongoing	COMPLETED Included in Chapter 66 Zoning
24	Vegetative buffer areas along the Occoquan River will be established during development or redevelopment where not in conflict with future plans for an Occoquan Riverwalk.				X	Planning Commission, Engineering	Operating Fund, Developer	Ongoing	Riverwalk planned from Museum to Route 123 bridge

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25	Preserve natural open spaces and forest resources.	X		X		Planning Commission, Engineering	Operating Fund, CIP, Grants	Ongoing	Community Plan
26	Water quality best management practices that require little or no surface space (such as sand filtration systems and rooftop detention) will be required in densely developed areas to address water quality without detracting from the Town's unique urban character.	X		X		Planning Commission, Engineering	Operating Fund	Ongoing	Included in Chapter 66 Zoning
27	Where practical and feasible, the Town will retrofit older stormwater management facilities to perform water quality functions to better protect downstream areas from degradation.			X	X	Town Council, Town Manager, Engineering, Stormwater Management Plan	CIP, Grants	Ongoing	Stormwater Management Plan
28	Long-term operation of privately-owned BMPs established in compliance with the Chesapeake Bay Preservation Ordinance will be ensured through maintenance agreements and regular site inspections.			X		Town Manager, Engineering, Stormwater Management Plan	Operating Fund	Ongoing	Stormwater Management Plan, Annual Reporting
29	Ensure new development and redevelopment complies with the Town's Chesapeake Bay Preservation Ordinance.			X		Planning Commission, Engineering	Operating Fund, Developer	Ongoing	Included in Chapter 66 Zoning
30	Protect the important natural function of floodplains by limiting disturbance and development activity.			X		Floodplain Manager, Planning Commission	Operating Fund	Ongoing	Included in Chapter 66 Zoning

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31	Encourage the use of newer, more effective BMP strategies as they become available.			X		Planning Commission, Engineering	CIP, Developer	Ongoing	Included in Chapter 66 Zoning
32	Monitor the Town's surface and groundwater resources. The Town will continue to work with the Environmental Protection Agency and the Department of Environmental Quality to prevent and remediate underground storage tank spills. The Town will also continue working with the Prince William County Health Department to prevent septic tank failures.			X	X	Town Manager, Engineering	Operating Fund	Ongoing	Stormwater Management Plan
33	Update erosion and sediment regulations and enforcement procedures as more effective practices become available.			X		Town Council, Town Manager, Engineering	Operating Fund	Ongoing	Included in Chapter 66 Zoning, Continual Review
34	Development on significant steep slope areas in excess of a 20% grade is strongly discouraged. Development in areas with highly erodible soils, including areas of less than 20% grade must demonstrate that water quality will not be adversely affected.			X		Town Manager, Engineering	Operating Fund, Developer	Ongoing	Included in Chapter 66 Zoning
35	Boating and other tidal shoreline access structures should be sited, designed, and constructed in such a manner that minimizes adverse environmental impacts.			X		Town Manager, Engineering, Planning Commission	Developer	Ongoing	Included in Chapter 66 Zoning, Requires Town and USCOE Permitting
36	Encourage stewardship of the Town's natural resources through increased awareness of environmental impacts from daily activities.			X		Town Manager, Planning Commission	Operating Fund	Ongoing	

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37	Planning Commission will meet with representatives from both Prince William County and Fairfax County Planning Commissions in order to agree on a mutually beneficial and cooperative growth plan for the town and its shared surrounding areas.	X	X	X	X	Planning Commission	Operating Fund	Ongoing	
38	Create a dialogue with LRPR and the Lorton Work House Arts Center in order to enhance town goals that promote the coordination of our surrounding residential areas and neighboring artistic commercial enterprises.	X	X	X	X	Planning Commission, Town Council	Operating Fund, CIP, Grants	Ongoing	Establishment of Arts and Cultural District, 2017
39	The Town's Police Department will continue to partner with both PWC and FC police departments in order to reduce cut through traffic and its impacts.	X	X		X	Police	Operating Fund	Ongoing	Enforcement, coordination with PWC, FC
40	The Town will create a dialogue with PWC and FC Boards of Education in order to promote the cultural and economic history of the town. This cross border education will serve to enhance and promote an inter-county understanding while promoting the past and future of the town.				X	Planning Commission, Town Council	Operating Fund, CIP	Ongoing	
41	The Town will enhance its relationship with Virginia's regional State Historic Preservation Office (SHPO) and PWC historic associations in order to enhance its Preservation efforts and standards. This dialogue will result in a beautification of the town that promotes a revitalized, yet historically accurate, commercial and residential area with an end goal of preserving and enhancing Rockledge.	X	X		X	Town Manager, Planning Commission, Town Council, Non-Profit Historic Association	Operating Fund, CIP, Grants	Ongoing	
42	Occoquan will work with PWC and LRPR in order to maintain a woodland preserve buffer and scenic bypass along Tanyard Hill Road.	X			X	Town Manager,	Operating Fund	Ongoing	Maintaining conservation

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						Planning Commission			easement of Oaks III property
43	The geographic extent of the Business (Commercial) District shall not be expanded beyond Center Lane or east of Gordon Boulevard (Route 123).	X	X			Planning Commission	Operating Fund	Ongoing	Business district remained the same during FY2017 zoning update
44	Office development in the Business (Commercial) District shall be limited generally to mixed use projects. Large buildings devoted solely to offices or residential will be considered inappropriate in light of the existing scale and character of buildings and activities.	X	X	X		Planning Commission	CIP, Developer	Ongoing	COMPLETED Included in Chapter 66 Zoning, Requires first floor commercial in B1
45	Residential uses in the Business (Commercial) District are encouraged in order to maintain activity and diversity. Residential uses may be in the form of detached dwellings, multi-family dwellings, or dwelling units combined with commercial activities in one structure. Such development is consistent with historic conditions as well as recent trends. Projects that result in a net loss of residential dwelling units are considered to be undesirable.	X		X		Planning Commission	Developer	Ongoing	FY2017, zoning update process
46	Generally, industrial activities other than craft type activities associated with a retail sales facility, shall be prohibited in the Business (Commercial) District. Industrial activities that serve to re-create those historically associated with the Town may be appropriate if presented in a style and scale consistent with the Historic District.	X		X		Planning Commission	Developer	Ongoing	FY2017, zoning update process

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47	The preservation of existing older structures shall receive the highest priority in considering the appropriateness of proposed development or redevelopment within the Historic District.	X	X			Planning Commission, Architectural Review Board	Developer	Ongoing	FY2017, zoning update process
48	Architectural review of proposals within the Historic District shall be undertaken from the viewpoint of Occoquan as it developed from its founding through the early 20th century.	X				Architectural Review Board	Developer	Ongoing	FY2017 - ARB update of guidelines
49	The limits of the Historic District shall not be significantly expanded or changed from the current.	X				Planning Commission, Town Council	CIP	Ongoing	FY2017, zoning update process
50	Beautification and landscaping efforts should enhance the aesthetics of the Town.	X		X		Planning Commission, Town Council, Town Manager	Operating Fund, Developer	Ongoing	Landscaping contract, community plan - street scaping, FY2018
51	The Occoquan Riverwalk, once completed, will be open for public access and use.	X	X			Town Council	Operating Fund	Ongoing	FY2018, Community Plan
52	Development and redevelopment along the Business District portion of the riverfront should plan for access to and/or the expansion of the Occoquan Riverwalk.	X	X			Planning Commission, Town Council	Developer, Operating Fund	Ongoing	FY2017, zoning update process
53	Redevelopment of underutilized properties along the Occoquan riverfront will be actively promoted. Development should be of a water-oriented nature. Mixed use incorporating river front activity, housing, retail and offices will be encouraged.	X	X	X		Planning Commission	Developer, Operating Fund	Ongoing	FY2017, zoning update process

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54	The Town shall periodically review and amend, where necessary, the Zoning Code so as to ensure there are no unnecessary burdens placed on the development or redevelopment of property located within the Town.		X			Planning Commission	CIP	Bi-Annual Review	FY2017, zoning update process
55	Develop a Green Business Recognition Program to highlight and encourage eco-friendly business practices and initiatives. Businesses to be recognized that have received a Green Certificate from a third-party organization.	X	X	X		Planning Commission	Operating Fund	FY 2017	
56	Incorporate public recycling containers as part of the Town's Refuse Container Replacement Schedule. Measure recycling compliance with Town contractor. Include recycling and refuse container plan as part of overall Community Planning process.	X		X		Community Plan, Town Manager	CIP	FY 2017 FY2018	FY 2018 - FY2020, trash and recycling container replacement
57	Participate in VML's Green Government Challenge. Obtain at least 100 "Green points" to obtain "Green Government" certification.	X		X		Town Manager	Operating Fund	FY 2018	
58	Pursue designation as Main Street America community.	X	X	X	X	Community Plan, Town Manager	CIP, Grants	FY2019	Committee developing application