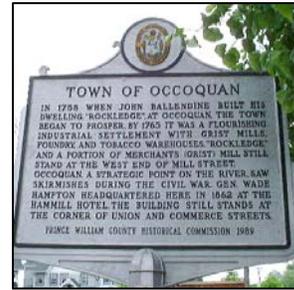




TOWN OF OCCOQUAN COMPREHENSIVE PLAN



September 3, 2013

TOWN OF OCCOQUAN COMPREHENSIVE PLAN

Adopted September 3, 2013

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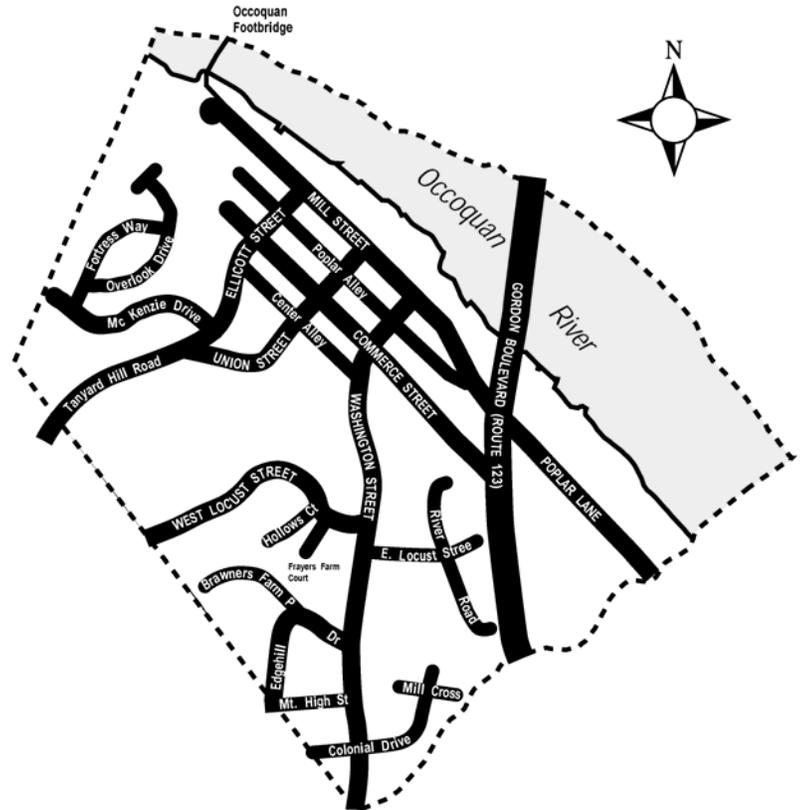
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STREET MAP OF OCCOQUAN

ACRONYMS

Utilized in the Comprehensive Plan

ADT –	Average Daily Trips
ARB –	Architectural Control Board
BMP –	Best Management Practice
CBPA –	Chesapeake Bay Preservation Areas
CBPO –	Chesapeake Bay Preservation Ordinance
CIP –	Capital Improvement Program
DU/AC –	Dwelling Units Per Acre
E&SC –	Erosion and Sediment Control
FIRM –	Flood Insurance Rate Map
HOV –	High Occupancy Vehicle
IDA –	Intensely Developed Area
MGD –	Million Gallons Per Day
NPS –	Nonpoint Source Pollution
NVRC –	Northern Virginia Regional Commission
PMR –	Planned Mixed Residential
PWCE –	Prince William Cooperative Extension
PWCSA –	Prince William County Service Authority
PWSWCD –	Prince William Soil and Water Conservation District
RMA –	Resource Management Area
RPA –	Resource Protection Area
RPD –	Residential Planned Community
ROW –	Right-Of-Way
SAV –	Submerged Aquatic Vegetation
USGS –	United States Geological Survey
VDOT –	Virginia Department of Transportation
VPD –	Vehicles Per Day



ACKNOWLEDGMENTS

Financial support for the preparation of this Plan was provided by Prince William County. Technical support for the Plan was provided by the Northern Virginia Regional Commission and AMEC Earth & Environmental, Inc.

TOWN OF OCCOQUAN
**COMPREHENSIVE
PLAN**



October 14, 2003

Preface

The Comprehensive Plan is critical to defining the intentions and expectations of the Town. It sets in writing the aspirations of the Town's citizenry and forms the basis from which Town government makes decisions concerning historic preservation, development, transportation, environmental protection, Town services, and a host of other issues that confront Occoquan on a daily basis. The Comprehensive Plan is multi-faceted and long-range in nature. It is as much a process as it is a document. This process provides a chance for competing interests to arrive at a common vision, and to consider how cumulative actions may affect the long-term viability of the Town.

The Town of Occoquan is rich with historical and cultural background. And yet, because the Town is relatively small, Occoquan is also fragile. Many communities like Occoquan once dotted the Northern Virginia landscape. Today, very few have survived. The Comprehensive Plan is the Town's primary tool for ensuring that future growth and development in the community protects, preserves, and builds on those characteristics that make Occoquan special.



Town of Occoquan

While the Comprehensive Plan must be specific enough to provide direction on the future physical development of the community, it must also be general enough to allow the Town Council and Planning Commission to exercise discretion in decision making. This means that the Comprehensive Plan is concerned with policies and major community design considerations; not specific properties or detailed designs.

Upon adoption, the Comprehensive Plan serves as the official guide of the governing body in decisions related to land use and community facilities. It becomes the primary tool for achieving the Town's development goals. Therefore, it is critical that the Comprehensive Plan be faithfully observed by both elected and appointed officials.

Although the Town Council, Planning Commission, Architectural Review Board, and Town staff have the primary legal responsibility for developing and implementing the Comprehensive Plan, citizens of the Town also play a critical role in plan development and implementation. Only if Town residents and businesses share in a sense of responsibility for the future of the Town can the vision that the Comprehensive Plan presents ever truly be realized. In an effort to provide Town residents with input into the plan development process, a survey, sponsored by the Town and conducted through the Northern Virginia Regional Commission, was distributed to all residents in April 2002. Out of the approximately 450 households in Occoquan, over 120 responded to the survey – a 27% response rate. Approximately 15 responses were received from respondents who are not citizens of Occoquan but who have an interest in the Town. The results of the survey, which requested input on the quality of Town services, design and development issues, environmental protection, Town finances, and transportation, are provided throughout the Comprehensive Plan.

What Makes Occoquan Special

What is it exactly that the Town hopes to achieve through the Comprehensive Plan? What is it that the Town's elected officials must nurture, or risk losing what makes Occoquan special? To answer these questions, one must recognize that Occoquan is a place where most people have chosen to come. In many senses, Occoquan is a very new town, despite its nearly 300 year history. According to the survey, the mean number of years that respondents have lived in the Town is only 8.8, while the median number of years is only 4.8.

Despite the fact that the influx of new residents means that the Town is constantly re-inventing itself, there is remarkable unanimity in answers to the question "What is the best thing about living here." Peace and quiet, and small town atmosphere are mentioned in over a quarter of survey responses. Historic charm and quaintness are mentioned in over one in six responses. Other features that have attracted people to the Town include a feeling of safety, a sense of being a close knit community, and the ability to walk to shops and the Occoquan River.

What Makes Occoquan Vulnerable

What makes Occoquan vulnerable? In response to "What is the worst thing about living here," residents most commonly responded (in order from highest response rate to those with three or more responses) parking, cut through traffic, the commute to work, the upkeep of properties, the



2002 Plan Survey

craft shows, noise, and having to leave Town for access to a grocery store or supermarket.

Residents were also asked “What is the greatest threat to your quality of life here.” Nearly half of question respondents cited rapid growth and over-development, including growth both inside the Town and in surrounding Prince William and Fairfax counties. Cut-through traffic, too much commercialization of the Town, construction of the Route 123 bridge, vandalism and lack of maintenance to aging buildings, and noise were also cited.

The purpose of the Comprehensive Plan is to provide a framework from which the Town can preserve and build on the best aspects of Occoquan while working to find solutions to the problems that threaten the long-term viability of the Town.

Physical Setting

The Town of Occoquan is located along the Occoquan River in the northeastern portion of Prince William County. The Town occupies approximately 125 acres, including 25 acres of the Occoquan River. While the built portion of the Town is located along the southern shore of the Occoquan River, the Town boundary actually



Occoquan PO 1879

Early map showing the location of Occoquan Flour Mill.

The Town is situated at the “fall line” which delineates the Piedmont and Coastal Plain geological provinces and represents the end of the navigable waters of the Occoquan River. The downtown and Poplar Lane portions of Occoquan are on a relatively level and low-lying plain adjacent to the river. To the southwest of this low-lying plain is a ridge underlain by mostly granite rock. The ridge is dissected by several small streams that empty into the river. The largest stream is Ballywack Branch. The other streams are Furnace Branch, Boundary Branch, Phelps Creek, and the tributary of Boundary Branch designated as Edgehill Creek. High ground is generally rolling with some very steep slopes and rocky outcrops adjacent to streams and the river plain.

While Occoquan has successfully maintained much of its small-town charm, surrounding areas of Prince William differ significantly in terms of scale, density, and design. Within a one mile radius are several automobile-oriented shopping centers and a commuter parking lot – all starkly in contrast to the Town’s pedestrian friendly atmosphere. The surrounding unincorporated areas of Woodbridge and Lake Ridge have populations of 31,941 and 30,404 respectively, dwarfing the Town’s population of 759. Encroachment by Fairfax County development to the north also offers new and diverse settings in contrast to the small pedestrian ambiance of Occoquan.

History of Occoquan and Historic Preservation

“Occoquan” is a Dogue Indian name meaning “end of the waters.” Here the Dogues had bountiful fishing and convenient trade routes while living in a protected site. As Europeans came to the area, the site was used for storage and shipping of tobacco. John Ballendine recognized the

potential of the site and in the 1750s began building a settlement of stores, industry, and houses. Ballendine's residence, built around 1760 and named Rockledge, is a unique stone structure which still overlooks the Town and the Occoquan River from its hillside perch.

Before the dawn of the 18th century, Occoquan had forges, grist mills, tolling mills, a bake house, sawmills, storehouses, and dwellings. The Merchant's Mill, constructed in 1759, was upgraded in 1790 to be the nation's first fully automatic grist mill. The mill operated for 175 years until destroyed by fire in 1924. Ruins of the foundation may still be seen along the river bank. The adjacent stone mill house, however, was left intact and serves as the Historic Museum. A Pratt Iron Truss Bridge at the site of the present-day foot bridge was constructed to replaced ferry service over the Occoquan.



Merchant's Mill 1920

Merchant's Mill, as owned by the Janney family shortly before being destroyed by fire in 1924.

In 1804, another entrepreneur by the name of Nathaniel Ellicott formalized the layout of the Town and was successful in having the General Assembly grant a charter for Occoquan. A map which survives from that date illustrates a street pattern nearly identical to the present layout.

In the early 1800s, a large cotton mill was built by the Janney family, who had also acquired the Merchant's Mill. This marked the beginning of a period of prosperity for the Town. It was a natural stopping place for travelers crossing the Occoquan

River by toll bridge or ferry. One of the Town's prominent landmarks, the Hammill Hotel, was built during this period. The building later served as a headquarters for Confederate General Wade Hampton during the Civil War.

By the mid-1830s, Occoquan contained about 50 residences in addition to mills, stores, and "mechanics." Most of the structures existing at that time have since disappeared, but a number of houses built in the mid to late 1800s comprise about half the structures in the "Old Town" area today. Most of the buildings on Commerce and Union streets date from this period, as well as a half-dozen structures on Mill Street.

Map No. 1 indicates the location of older buildings in the central area of Town and their periods of construction. The map also shows the Town's Historic District, as adopted in August 1999, which roughly mirrors the boundaries established in the 1804 charter.

In 1916, a major fire destroyed a number of commercial structures on Commerce, Union, and Mill streets. Other fires over the years have destroyed significant buildings, including the flour mill in 1924 and Ebenezer Church in 1923. The Church was rebuilt the following year on the same site where it still stands.

When U.S. Route 1 was constructed in 1928 with a bridge across the Occoquan River two miles downstream from the Town, a change in orientation took place. Having lost its major industry to fire and its position on the major north-south highway,

Over 32% of the survey respondents identified "Preserving the Town's historic structures and character" as the most important design and development issue affecting Occoquan. Another 41% identified historic preservation as one of the top four issues affecting the Town.

Occoquan became more of a typical small town with businesses such as a drug store, bank, movie theater, grocery store, funeral parlor, and other locally oriented activities. When Interstate 95 was built in the 1960s, an interchange about a mile from the Town

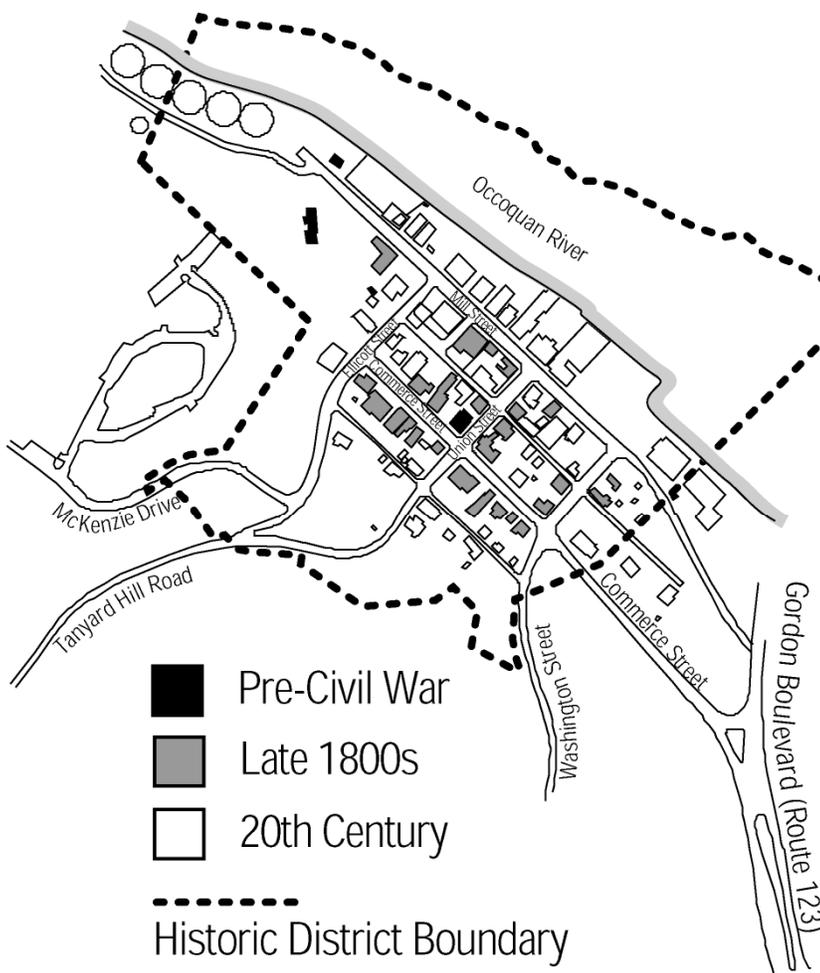
improved access somewhat with traffic traveling through the Town between I-95 and Fairfax County.

In 1972 the Town experienced a disastrous flood from Hurricane Agnes. Not only were homes and businesses severely damaged; the Town's bridge across the river was washed away. Economic consequences were rapidly felt and property values declined when the replacement bridge, relocated downstream of the iron truss bridge, resulted in essentially all traffic bypassing the Town. However, this was also the beginning of a period of resurgence when a few people with vision began rehabilitating older structures and converting them to shopper-oriented specialty shops, restaurants, and boutiques.

Today the Town's economic viability is largely based on a combination of its water access and its

quaint restored buildings. The process of restoration and conversion is still taking place and Occoquan is once more enjoying a measure of prosperity. In 1984 the Old Town area was declared a historic landmark by the Virginia Historic Landmarks Commission, and was added to the National Register of Historic Places. There are also hopes for funding opportunities to rebuild some of the significant early buildings that helped start the mercantile basis of the original settlement of Occoquan. The reconstruction of the Merchant's Mill and the iron foundry are two of these. The current effort to construct an Occoquan Riverwalk and provide access to the boating community of the Potomac and Occoquan rivers is also a step towards bringing the Town back to its river-oriented origins.

In recent years, Occoquan has become an attractive location for builders of new homes due

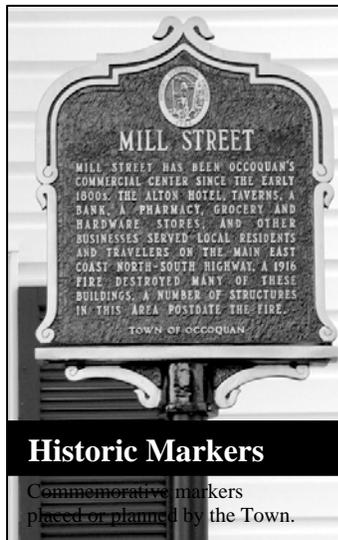


MAP No. 1 – Occoquan Historic District and Age of Structures

Source: Virginia Historic Landmarks Commission Survey/
Prince William County GIS (structure footprints), January 2002.

to its geographic location, picturesque setting, and quaint ambience. Several developments have been constructed including Occoquan Pointe (aka Barrington Pointe), a 118-unit condominium project, Hollows I and II, and Occoquan Mill. New development and redevelopment in and adjacent to historic areas of the Town has attracted both proponents and opponents. Regardless of perspective, development must not come at the expense of historic preservation.

Of equal concern to the Town are those structures that have been bypassed for repair and rehabilitation. The concern is not simply an aesthetic one – although aesthetics is a major



- 1804 Town Plat at the Tourist Building
- The Boundary Stone at Coopers Alley
- The Occoquan Wharfs
- Mill Street Sign at the Golden Goose
- Methodist Church
- Ellicott's Mill
- Occoquan River Bridges
- Dogue Indian Reservation
- Rockledge
- Commerce Street
- Odd Fellow's Hall
- Ebenezer Baptist Church
- Ogle Harris' Store

factor. Many older structures have not been upgraded to meet fire, electrical, and sanitary codes. The Town must continue to find ways to encourage property owners to invest in these historic structures.

To protect and preserve the Historic District and to ensure that new development is in keeping with its character, the Town has established an Architectural Review Board. The ARB utilizes guidelines found in the Architectural Review Board Design Manual, adopted by the Town in 1992. A 1999 Historic District Guidelines Design Manual was also prepared by the ARB.

The Town has

recently taken steps to better emphasize its rich historical heritage through the establishment of a walking tour and the placement of commemorative markers throughout the Town. The markers are cast with a description on one side and an etched image of the site from old pictures on the other. A total of 14 markers will be placed in all. There has also been discussion over whether a Historic District buffer area should be established to provide the Town with a tool to address preservation and architectural issues outside of the Historic District.

Historic Preservation Issues

- ❑ Preservation/maintenance of historic buildings/streetscapes and the historic character of Occoquan.
- ❑ Rehabilitation of historic structures that are substandard or in a derelict state.
- ❑ The impact of infill development and redevelopment within and adjacent to the Historic District.
- ❑ Funding for projects such as the reconstruction of Merchant's Mill and the Iron Foundry as well as construction and maintenance of an Occoquan Riverwalk.
- ❑ Update of ARB guidelines and adoption by the Town Council.
- ❑ Whether a Historic District buffer area should be established.

Population Characteristic S

According to U.S. Census figures, there were 759 persons living in the Town as of April 1, 2000. This represents a 125% increase from 1990 when Occoquan officially had 338 residents and a 214% increase from 1980 when Occoquan officially had 241 residents. There is evidence to suggest that census figures under-represent the actual population of the Town since it appears that all of Woodlee Terrace Apartments has been counted as being outside the Town. In fact, there are 72 apartment units which are located inside Town limits. A major factor in the Town's population increase was the completion of Occoquan Pointe, which added 118 units to the Town's housing stock.

2000 Census data reveals several interesting trends with regard to the Town's population characteristics. For example, the median age in Town is 41.6 years, which is a significant reversal of a trend towards a younger populace (the Town's median age dropped from 32.4 in 1980 to 32.1 in 1990). By contrast, Prince William County's median age is only 31.9. Not surprisingly, the percentage of Town residents over the age of 61 has also increased – from 12.4% in 1990 to 14.4% in 2000. This is in comparison to 6.3% of the population being age 61 and older in Prince William County.

The number of households reporting in the 2000 Census was 418 (out of a total of 443 possible housing units), resulting in a vacancy rate of 5.6%. This is down significantly from 1990 and bringing it more in line with Prince William County's rate of 3.6%. Family households represented 44% of total households while non-family households represented 56% of total households. This is in stark contrast to Prince William County, where families make up nearly 80% of households. In this regard, Occoquan is more akin to the City of Alexandria, with non-family households at 55%, than Prince William County. The primary

manifestation of this phenomenon is that the Town's average household size, at 1.82, is significantly less than the average of 2.94 in the County.

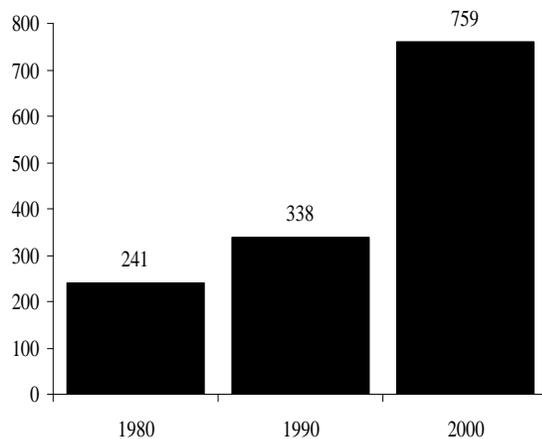
Compared to 1990, the Town has witnessed an increase in owner-occupied housing, with 57.9% of units being owner-occupied. Rental units comprise 42.1% of the housing stock. This represents a slight trend away from renter-occupied units. In 1980, only half of the housing units in Occoquan were owner-occupied. However, renters still comprise a very significant percentage of the Town's residents.

Additional useful information – such as commuting patterns, means of transportation, population mobility, household income, and education – should be available from the Census Bureau within the next year. Table I illustrates available population characteristics for the Town from 1990 and 2000 and compares them with similar parameters for Prince William County.

While there is a clear trend of population growth in the Town, the availability of land for additional development is diminishing. However, a further population increase of several hundred people might still be conceivable, depending on the development type, in the next ten years.

TABLE No. 1 –Town and County Population Characteristics

Parameter	Prince William County		Town of Occoquan	
	1990	2000	1990	2000
Total Population	215,686	280,813	338	759
Under 19 Years	33.3%	32.9%	10.9%	13.1%
19-61 Years	61.6%	62.3%	76.7%	72.5%
Over 61 Years	5.1%	4.8%	12.4%	14.4%
Race – White	83.3%	68.9%	87.3%	85.5%
Race – Black	11.6%	18.8%	9.8%	8.2%
Race – Asian	3.0%	3.8%	2.4%	1.6%
Hispanic	4.5%	9.7%	0.6%	6.5%
Family Households	80.7%	76.9%	71.0%	44.7%
Married Couple Families	69.0%	61.3%	23.4%	35.6%
Non-Family Households	19.3%	23.1%	29.0%	55.3%
Average Household Size	3.04	2.94	1.98	1.82
Average Family Size		3.32		2.54
Total Housing Units	74,759	98,052	230	443
Vacancy Rate	6.8%	3.6%	24.8%	5.6%
Owner Occupied Units	71.0%	71.7%		57.9%

FIGURE No. 1 – Population Growth in the Town (1980 to 2000)

All population statistics from U.S. Census data.

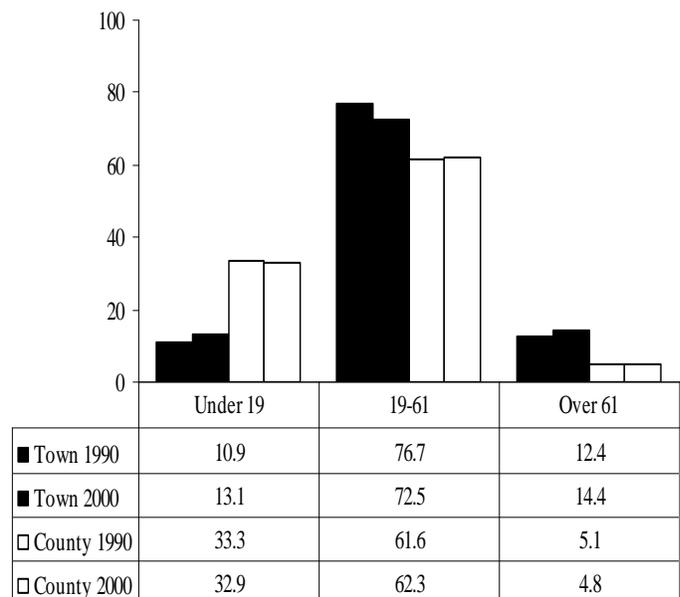
FIGURE No. 2 – Age Distribution (Town versus County)

FIGURE No. 3 – Race Distribution (Town versus County)

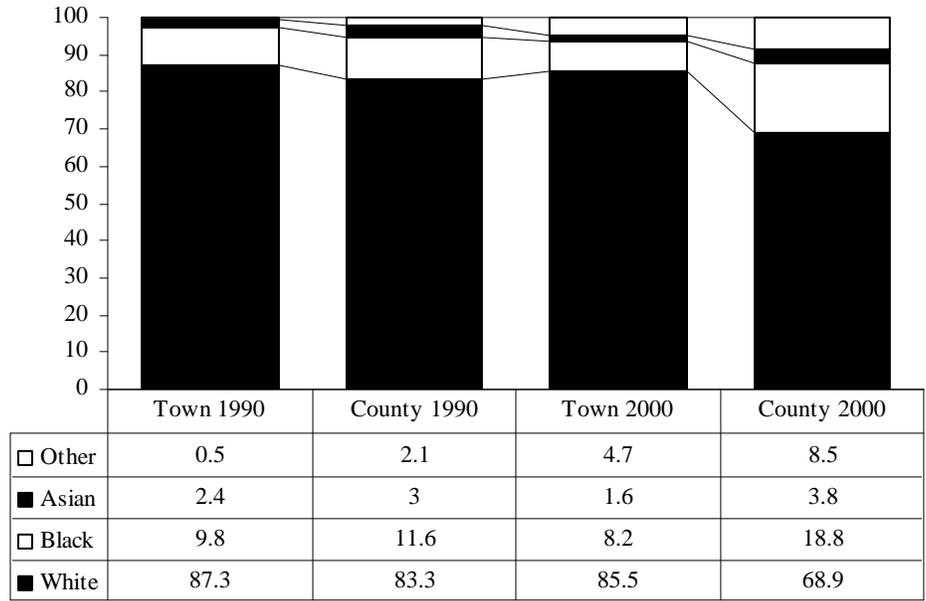
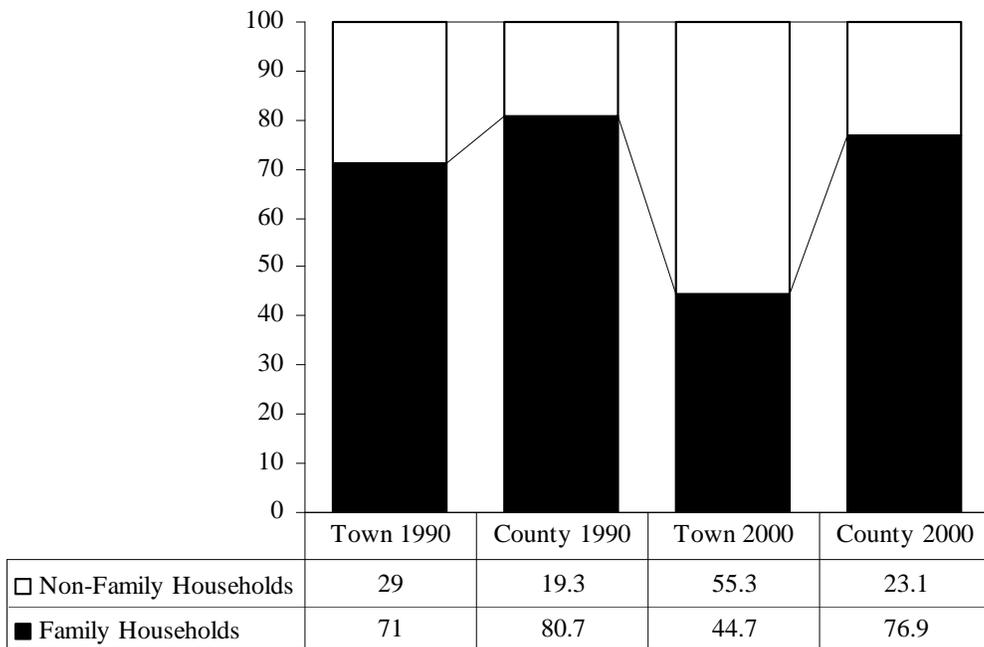


FIGURE No. 4 – Families versus Non-Families (Town versus County)



Economy and Finances

The economy of Occoquan remains relatively strong and continues to experience growth. The boutiques, craft shops, restaurants and gift shops continue to draw tourists and local citizens alike who are attracted by the unique character and ambiance of the Town. During FY 2001, building permits generated \$9,131 in revenue for the Town, up from \$5,861 the previous year. However, these figures are significantly less than during the mid-1990s when permits were issued for new construction at Occoquan Pointe, Dawson's Green, and Hollows II, in addition to various smaller projects.

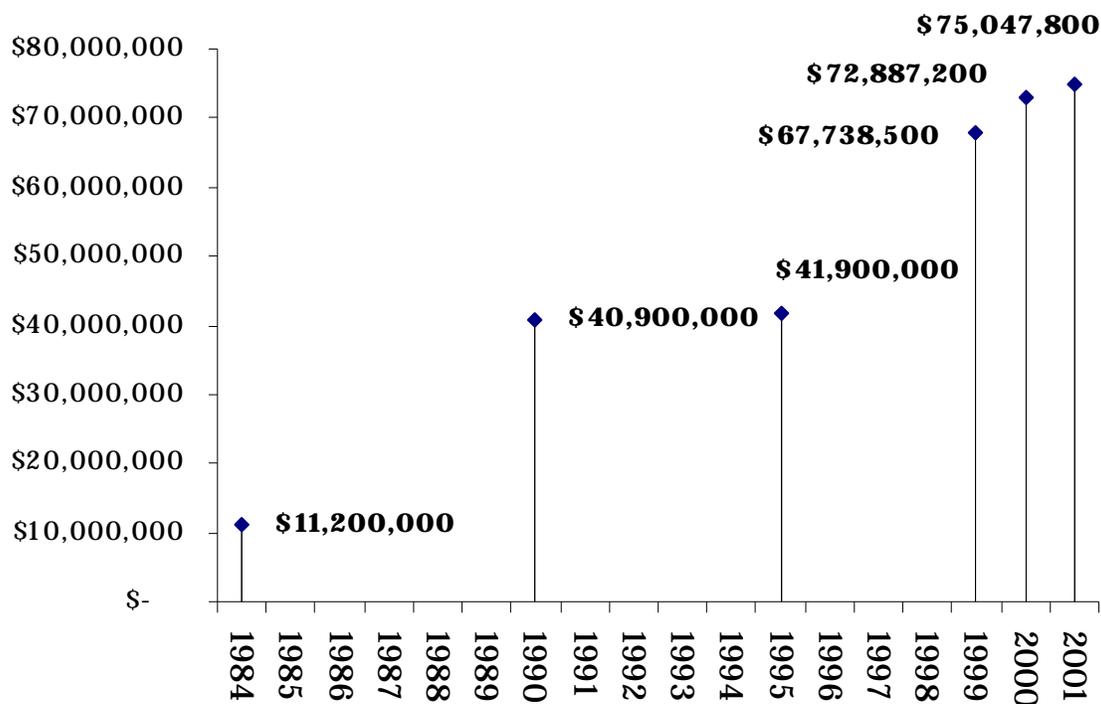
Another indicator of continued growth in the Town is the increased value of assessments of taxable property by Prince William County. A combination of increased property value and new construction have resulted in a taxable base of \$75,047,800 in 2001, up 11% from 1999 and 79% since 1995.

Healthy economic growth and increased revenue from the Spring and Fall Occoquan craft shows provided the Town the opportunity to lower the tax rate in the early 1990s. The tax rate was decreased from \$0.25 per \$100 assessed to \$0.05 per \$100 assessed value.

Revenue for Town activities is primarily raised through the Spring and Fall craft shows, with additional sources of revenue coming from business licenses and real estate, sales, and utility taxes. Expenditures primarily support Town staff (33%), craft show costs, trash removal, public works/capital improvements, and various professional services.

Issues facing the Town with regard to economy and finances largely center around (1) the potential impact of the Route 123 bridge reconstruction on commerce, (2) maintaining and expanding a mix of retailers that will make the Town a destination for visitors, and (3) whether the Spring and Fall craft shows produce adequate revenue for the Town to implement and maintain various improvement projects.

FIGURE No. 5 – Value of Assessments of Taxable Property



Would you be willing to pay more in Town taxes if money were spent on: (% of respondents presented below)

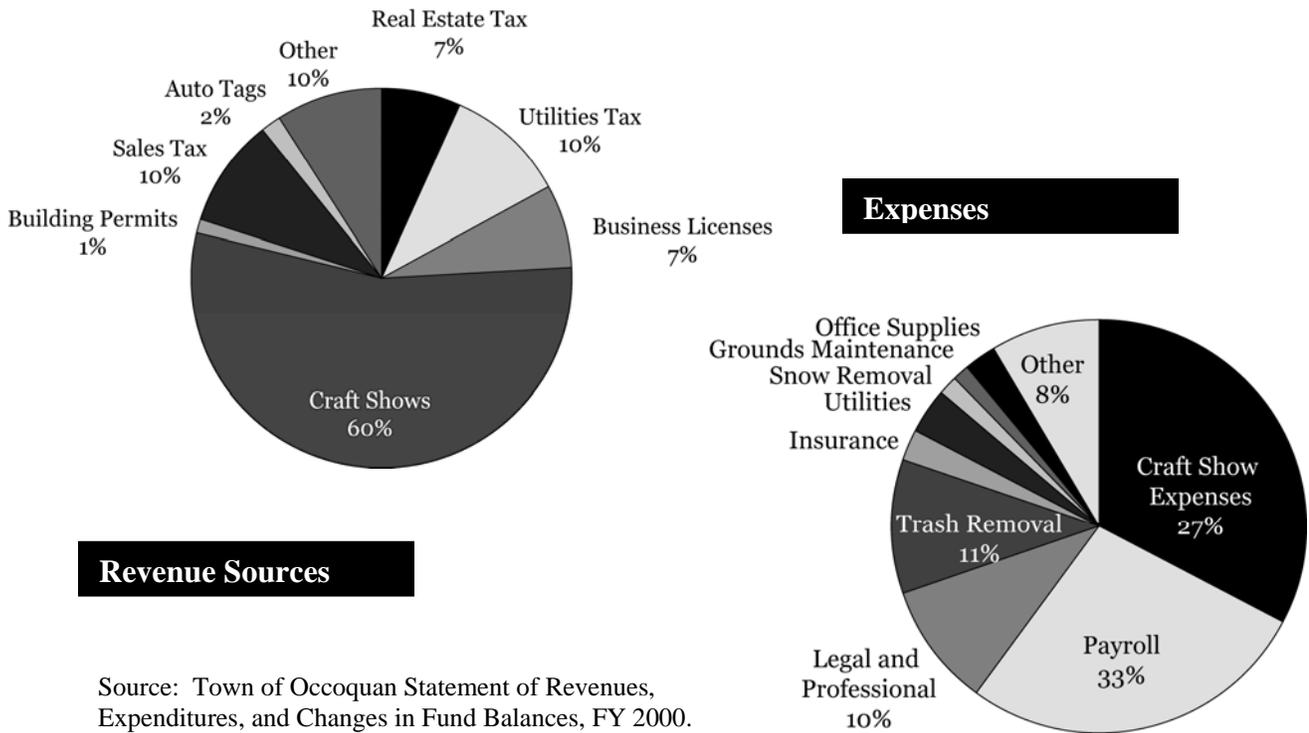
Yes	No	Don't know	
38%	27%	34%	Match for state/federal grants
53%	33%	15%	Landscaping/street scaping
51%	32%	17%	Environmental protection
10%	60%	29%	Administrative staff
20%	58%	22%	Police protection
31%	51%	18%	Recreation
42%	43%	14%	Pedestrian access
36%	51%	13%	Municipal parking
42%	39%	19%	Occoquan River footbridge
61%	25%	13%	Riverwalk construction/maint.
55%	33%	12%	Other

From NVRC Town Survey, April, 2002.

With regard to the Route 123 bridge, the current replacement design would eliminate the spectacular vista of the Town that serves to draw potential visitors in for a look. The long-term impact that this may have on local businesses is of serious concern to the Town. For better or worse, the State budget crisis has resulted in at least a one year delay on the bridge reconstruction project, which was originally to have been advertised in the Summer of 2002. However, the Town must also make contingency plans for how to market the Town to potential visitors from the Northern Virginia region and beyond.

Maintaining and expanding a mix of retailers that will appeal to and draw in outside visitors is also of concern to the Town as well as the Occoquan Merchants Association and the Business Guild of Occoquan. There are numerous opportunities for the Town to bring in additional businesses, particularly along the Town's waterfront, which

FIGURE No. 6 – Town Revenue Sources and Expenses (Based on FY 2000)



Source: Town of Occoquan Statement of Revenues, Expenditures, and Changes in Fund Balances, FY 2000.



Spring Craft Show

Spring and Fall Craft shows are a significant source of Town revenues.

currently has two largely underutilized privately owned properties. In considering what types of businesses to encourage, the Town must maintain the delicate balance between a thriving commercial sector and keeping a small town atmosphere.

Many of the issues and ideas presented in this Comprehensive Plan will require additional fiscal resources. For instance, grants and reimbursable programs for historic preservation, street scaping, marketing, environmental protection, etc. are generally available through Federal, State, and County organizations. However, these grants often require a sizable match from the Town. According to the results of the 2002 Plan Survey, 38% of respondents would pay more in taxes to provide match for State and Federal grant applications while 27% indicated that they would not be willing and 35% indicated that they didn't know. The results indicate that there are a large number of people who could be persuaded one way or another. On the other hand, several results provide a clearer picture of how residents might feel if increased revenues were put towards specific projects. 61% of respondents indicated that they would be willing to pay additional taxes towards the completion of an Occoquan Riverwalk. However, only 10% and 20% of respondents would be willing to pay additional taxes for increased Town staff or police protection, respectively.

Finance Issues

- ❑ Can the Town rely on existing revenue sources to accomplish planning goals.
- ❑ Influence the development and/or redevelopment of underutilized riverfront properties.
- ❑ The impact of the reconstruction of the Route 123 bridge on Town merchants.
- ❑ Whether there is a need for the Town to develop a more aggressive marketing approach.

Land Use, Zoning, and Design and Development

Occoquan as it appears today is a reflection of past decisions – or lack of decisions – concerning land use. The extent to which a community has recognized its opportunities and capitalized on them is shown in the character and quality of its land use arrangement. Likewise shown is the extent to which vulnerabilities have been recognized and protected. Orderly growth and development depend upon coordinated land use decisions and effective controls on a Town-wide



Mill Street Improvements

basis. Lack of planning and controls usually results in an arrangement of land use which is inefficient, detrimental to the quality of life, and the source of many unnecessary conflicts.

The existing land use pattern in Occoquan has

resulted from historical determinants involving actions of individual entrepreneurs. Only in recent years has the Town government become actively involved in influencing and controlling land use for the greater welfare of all its citizens. The most significant change in land use during this recent time has been the expansion of the central business area. However, other actions have been taken which set the stage for more significant changes in the future. These potential changes are discussed under the section of Future Land Use Plan.

Currently, the “heart” of Occoquan is its central

business district located along the entire length of Mill Street and on Commerce Street from Washington Street to Ellicott Street. No commercial activities are located outside this general area. The types of businesses found in Occoquan are generally of the specialty retail variety, interspersed with restaurants. There is some office space in Town, usually as an adjunct to retail businesses and most often located on the second floor above specialty shops.

The business district and the immediately adjacent residential area are laid out in a grid pattern which

What do you consider to be the most important design and development issues: (% of respondents presented below)

Top priority	Top third in priority	
7%	44%	Low density buffer around Town
33%	73%	Historic structures and character
9%	45%	Downtown aesthetics
11%	50%	Reduce cut through traffic
4%	23%	Increase parking options
1%	10%	Improve pedestrian access
15%	57%	Waterfront development
5%	22%	Route 123 bridge design
5%	32%	Water Authority property
0%	26%	More parks and recreation
10%	36%	Protect the environment
12%	23%	Other

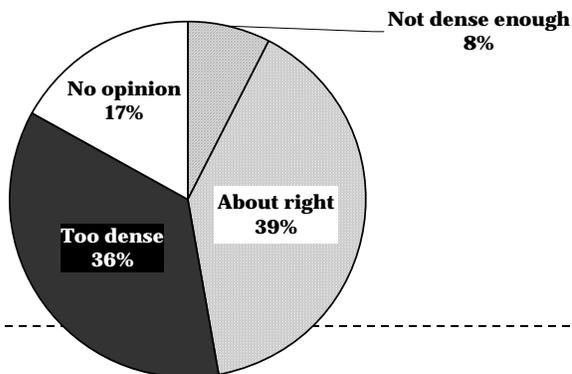
What additional commercial uses would you like to see in Town? (% of respondents presented below)

Yes	No	Don't know	#1 Priority
55%	40%	4%	38% Food store
33%	62%	4%	8% Drug store
74%	22%	4%	49% Restaurants
31%	54%	15%	1% Profes. services
26%	39%	35%	0% None
			3% Other

What additional commercial uses would you like to see on the waterfront? (% of respondents presented below)

Yes	No	Don't know	#1 Priority
73%	21%	6%	2% Shops
88%	10%	2%	30% Restaurants
20%	69%	11%	0% Homes
18%	71%	11%	0% Offices
86%	10%	4%	19% Parks
89%	10%	1%	40% Boardwalk
63%	26%	11%	6% Marinas
			4% Other

Has recent development in the Town been:



From NVRC Town Survey, April, 2002.

was established in a plat recorded in 1804. This “Old Town” area is rather compact and orderly, preserving the quaint character and atmosphere not found in sprawling shopping centers and strip commercial developments of modern times. This old-fashioned ambience and town scale is what makes Occoquan a popular attraction for the tourists and shoppers upon which the Town’s economy depends.

The Town is presently completing a Mill Street Enhancement Project, which has included the installation of gas street lights, brick sidewalks, new curb and gutter, undergrounded utilities, street trees, etc. to improve the aesthetic appeal of the central business district. Improvements to the Town’s other major thoroughfares, such as Washington Street and Commerce Street, are also future possibilities. Improvements to these thoroughfares would serve to announce to visitors that one is entering a “small town” and would help to distinguish Occoquan from surrounding areas of Prince William County.

The Town has several waterfront properties in its downtown that have good potential for redevelopment or revitalization. Three issues are associated with the redevelopment of these properties – (1) connection with the future Occoquan Riverwalk, (2) providing the necessary flexibility and incentives to make development economically viable, and (3) the actual “use” of the land.

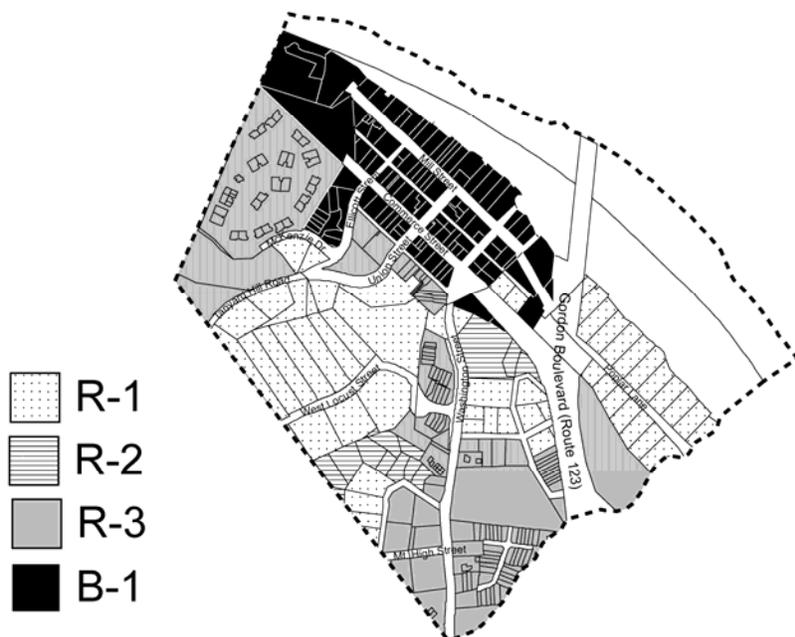
In particular, the Town must specify how any future uses will link to the Riverwalk. This is critical to ensure an adequate number of access points and to ensure that building design takes into account and encourages the use of the Riverwalk. Use type is critical in that uses should lend themselves to Riverwalk activities. If the Town is silent on what kind of uses it would like to see, then it may lose an opportunity to influence the decision making process. Finally, the Town needs to address whether current zoning restrictions placed on waterfront properties, such as the 35 foot height requirement, need to be more flexible in order to encourage redevelopment of the type desired.

Outside the “Historic District” area, land use consists of a mixture of residential structures on radial roads and other small streets. Several of the houses are comparable in age to those in the “Historic District,” while many others are of more recent vintage. Most single-family homes outside of the central area are located on relatively large lots. (Homes within the central area are on small lots of 5,000 square feet or less.)

While many residences are single-family detached dwellings, the current trend is towards higher density residential development. Projects begun since 1990 include the townhouse addition to Occoquan Mills, single family homes at Hollows II and townhouse units at Dawson’s Green. Proposed residential development includes additional townhouse units at Myrtle Bank in the

MAP No. 2 – Town Zoning Map

Note: Map No. 2 is for graphical purposes only. Official Town Zoning Map adopted under Sec. 66-5 of Town Code is available at the Town Hall. GIS base from Prince William County, January 2002.



“Old Town” area and single family units at Vantage Pointe outside the downtown area. Continued development has caused debate over whether the Town should encourage or discourage dense forms of development such as townhouses, both in and out of the Historic District area.

Public and semi-public uses within the Town consist of the Town Hall, the Occoquan Museum, Mamie Davis Park, a church, a cemetery, two lodges, the post office, and the Prince William County Visitors Center. All of the above (except the cemetery) are located within the “Old Town” area. These facilities are important elements comprising the flavor of Occoquan and are all worthy of preservation.

Many of the debates over development in the Town have as much to do with open space preservation as they do with design and compatibility with existing development patterns. At present, the Town still enjoys a great deal of open space. Significant undeveloped areas are located near the southeastern Town limits between Washington Street and Route 123 (approximately 4 acres), north of West Locust Street (approximately 10 acres) and along the upper portion of Ballywack Branch (about 2 acres). The Occoquan River provides open space and comprises nearly 25 acres within the Town.

Design and development issues will continue to be of major concern for the Town whether one is dealing with a new residential subdivision or small infill projects. The likely abandonment and redevelopment of the Fairfax County Water Authority Property will also provide the Town with a unique opportunity to anchor the northwestern end of its retail district. These new projects must be planned in harmony with the surrounding areas while at the same time maintaining the eclectic mix that is Occoquan.

Land Use and Zoning Issues

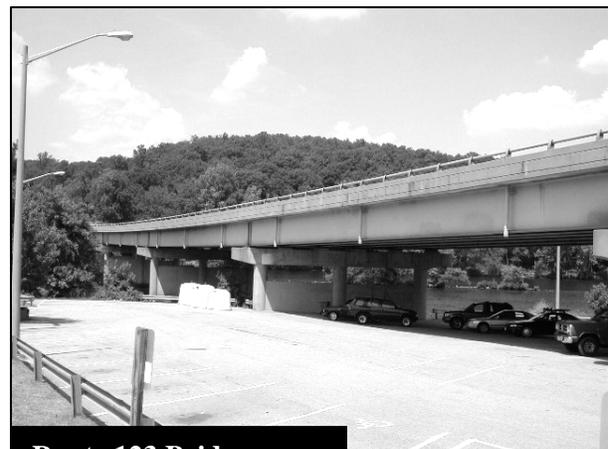
- ❑ Whether to continue planning for dense development in the Town.
- ❑ Constraints to development in environmentally sensitive areas.
- ❑ Open space preservation.

- ❑ Design of major redevelopment and development projects.
- ❑ Planning for and attracting appropriate waterfront land uses.
- ❑ Funding for additional street scape improvements.
- ❑ Whether additional flexibility in zoning requirements is needed to attract desired waterfront redevelopment.

Transportation and Circulation

Historically, the Town of Occoquan has survived the loss of major transportation facilities. In fact, much of the historic preservation of the Town may be due to its removal from the path of strip commercial development which has taken place along the arterial highways nearby. At any rate, the Town’s street system has remained in scale with the small town it serves.

As part of the original Town charter in 1804, a plat was created which established a grid system of streets and lots. The originally platted system of street rights-of-way still exists to some extent, but some of the streets have been vacated. Other streets were never developed and the current status of the streets is controversial. An official mapping



Route 123 Bridge

of these streets by current standards of accuracy would be helpful in determining the potential use or disposition thereof.

The remaining grid street system of the old central area is connected to the surrounding areas and highways by several radial roads. These radials are the “life-lines” of the Town, providing access to and from the rest of the region. The most important radial roads are Union Street/Tanyard Hill Road, Washington Street/Occoquan Road and Commerce Street with its connection to Route 123.

The westerly portion of Union Street and Tanyard Hill Road outside the Town limits is a narrow, winding road with no shoulders and restricted sight distances. The current 30-foot wide right-of-way does not provide sufficient space or adequate alignment for the widening and regrading which would be necessary to meet reasonable safety standards. According to statistics kept by Prince William County, this road carries about 4,300 vehicles per day (VPD); much of this traffic being composed of commuters from the Lake Ridge area using the road as a short cut to Route 123. Recent improvements include the widening of Route 123 and completion of HOV lanes on I-95 may explain the reduction in the amount of commuter traffic through Town via Tanyard Hill Road, which stood at approximately 5,400 VPD in 1996.

Washington Street likewise suffers from narrow pavement and inadequate sight distances. The right-of-way width is generally 30 feet with no room for widening or realignment. The current traffic volume is about 2,500 VPD, a slight increase from the 2,000 VPD count in 1996. However, this is still a significant drop from the 7,800 VPD reported in 1986. The reduction in traffic can be attributed to improvements to Old Bridge Road and Route 123 and making the detour through Town unnecessary. Likewise, the traffic on Commerce Street has experienced a reduction of traffic from 7,000 VPD in 1986 to 6,500 VPD in 1996 to 5,300 VPD in 2001. These statistics demonstrated that continued road improvements around the Town will help in keeping commuter traffic out of the Town and reduce the congestion on local streets.

Within the central area, the primary streets have adequate rights-of-way. One exception is Ellicott Street which has a narrow right-of-way and is one-way from McKenzie Drive to Union Street. Traffic on all central area streets is relatively heavy during peak business hours, but is not usually considered to be congested.

According to the survey, cut-through traffic is a major quality of life concern to Town residents. The narrowness of many of the radial roads entering the Town – to the extent that they are not a safety hazard – serves to discourage traffic.

Parking

How to maximize the availability of parking spaces while maintaining the historic nature of the Town has been an ongoing issue. Parking problems typically occur on peak days in the peak months. While these represent only a minority of days out of the year, they are critical to the Town’s economy.

The majority of parking for visitors in Town is on-street parking or parking made available under and near the Route 123 bridge. Parking is also available near the Occoquan Museum and at the western end of Commerce Street. The Town Council continues to look for ways to increase parking. Additional parking is expected to be provided through improvements to the western end of Mill Street and improvements at the intersection of Commerce Street and Washington Street (Dawson Property). It is anticipated that 49 new spaces will be provided at the latter site, and that approximately 29 of these spaces will be for public use.

The Town has also worked on a plan with VDOT to increase on-street parking in downtown by making Commerce, Washington, Mill, and Ellicott streets into a one-way loop. The Town Council will continue to investigate ways to increase parking through parking management techniques and by working with developers to provide parking convenient to existing commercial establishments.

In addition to the issue of additional parking, the Town is also working with VDOT to plan for the temporary loss of parking space during the Route 123 bridge construction.

Route 123 Bridge Construction

One by-product of continued growth in the region has been the need to increase the carrying capacity of the Route 123 bridge. Reconstruction is a major concern to the Town and will impact property owners and merchants alike as well as the Town's ambiance and visitor draw. The Town has worked with the Virginia Department of Transportation, Prince William County, and others to address Town concerns, but only to a limited degree of success. Apart from the disruption to parking and the quiet of the Town during construction, the bridge is designed at a height that will not allow passers-by to view the Town. Rather, Route 123 will carry potential visitors over the Occoquan with little visual interest to tempt a stop.

Because the construction advertisement has been delayed from Summer 2002 to Summer 2003 due to State budget cuts, the Town has a limited window of opportunity to work with VDOT to address remaining concerns.

Sidewalks, Riverwalk, and the Occoquan Foot Bridge

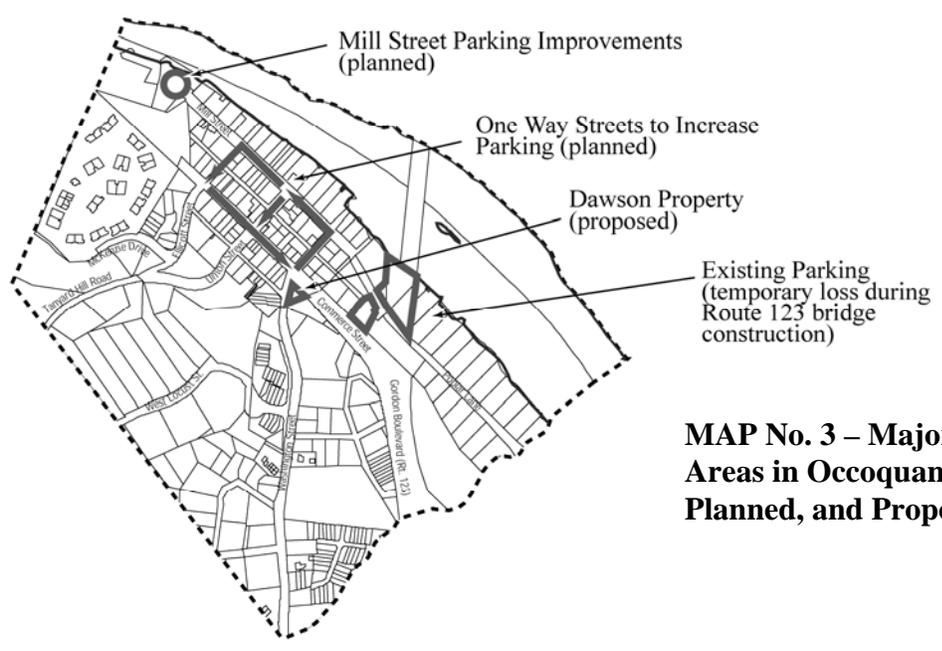
Although automobile access to the Town is certainly important, one of the charms of Occoquan is that it is accessible by foot and by water.



There are several efforts underway to increase pedestrian access within the Town. The most significant effort is the Occoquan Riverwalk, which will significantly increase access to the Town's waterfront. Phase I of the project will result in a jetty and Town dock, while Phase II will result in the extension of the boardwalk. Ultimately, the

Occoquan Foot Bridge

Site of the original iron truss Occoquan River crossing. boardwalk will connect approximately 539 feet of river frontage and include a pier that will jut approximately 130 feet in the Occoquan River for



MAP No. 3 – Major Public Parking Areas in Occoquan: Existing, Planned, and Proposed

transient boaters underneath the reconstructed Route 123 bridge.

Another pedestrian access issue is the Occoquan foot bridge. The foot bridge serves as a critical link for those parking at Vulcan Quarry during the craft shows to enter the Town as pedestrians. However, the bridge is in need of repairs by VDOT.

Transportation Issues

- ❑ Cut through traffic.
- ❑ Lack of parking at peak times.
- ❑ Route 123 bridge reconstruction.
- ❑ Completion of Occoquan Riverwalk.
- ❑ Repair and enhancement of Occoquan River foot bridge.

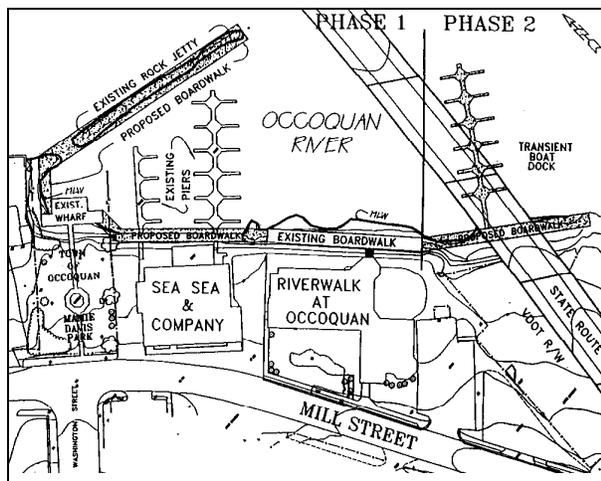


FIGURE No. 7 – Plan for the Occoquan Riverwalk Phase I and II

Community Services and Facilities

Because the Town is part of Prince William County, many services and facilities are provided by County government. These include water and sewer service, schools, recreation facilities and public health services. An agreement exists whereby County police have concurrent jurisdiction within the Town. Also, fire protection and rescue service is provided by the Occoquan-Woodbridge-Lorton Volunteer Fire and Rescue Squad to which the County contributes funds.

Services provided by the Town include refuse collection and recycling, police protection, maintenance of riverfront parks, sidewalk maintenance, snow removal, and street lights. The Town also regulates business establishments and building activities. A Town Hall and a public park with a pier on the river are maintained by the Town for public use and a public parking lot is now in operation. The Occoquan Museum, now owned by the Town through a gift by the Fairfax County Water Authority, is operated by Historic Occoquan, Inc. Some minor streets are maintained by the Town while others are the responsibility of the Virginia Department of Transportation.

Services and facilities of a charitable nature or of public benefit are also provided by various private groups and include social clubs and a church. Mail service is provided through the local post office by the U.S. Postal Service.

The future of the Occoquan post office is one issue that will be facing the Town. The lease on the property is set to expire in the next two years and there is no guarantee that the post office will remain in that location. Regardless of where in the Town the post office is located, however, a vast majority of the respondents surveyed in April, 2002 said that it was “very important” (84%) or “important” (9%) that the post office remain within the Town limits.

The Town's primary potable water supply is the Occoquan Reservoir immediately upstream from the Town. The Town's supplier is the Prince William County Service Authority which purchases the water wholesale from the Fairfax County Water Authority. This water supply is one of the best protected in the Commonwealth. By cooperative agreement under the Occoquan Basin Nonpoint Pollution Management Program (established in 1978), the entire Occoquan Reservoir watershed has been subject to nonpoint source pollution controls since the early 1980s.

The Occoquan Reservoir is supplemented by a water intake on the Potomac River in Loudoun County (Corbalis intake) which is also maintained by the Fairfax County Water Authority. This dual water intake system helps to protect residents from water shortages due to spills or droughts.

The Town anticipates that its current source of potable water is sufficient to meet both the short and long term needs of the Town. The PWCSA's capacity allotment from the Fairfax County Water Authority for eastern Prince William County is 37.5 million gallons per day (MGD). Current usage averages between 10 and 12 MGD, which leaves significant capacity for anticipated growth.

The PWCSA is planning a major capital improvement to the Town's water distribution system that will involve the replacement and upgrade of a 10 inch water main under Mill Street. The main, which was built in the late 1940s or early 1950s, is the PWCSA's oldest line and recent breaks have caused significant damage to public infrastructure. The upgrade will be made during Fiscal Year 2003 and should take approximately one month. Because the upgrade will almost certainly result in a temporary loss of parking and possible lane closures, it is important that the Town work closely with the PWCSA to address concerns. At a minimum, work should



Occoquan Town Hall

How satisfied are you with your Town government:

(% of respondents presented below)

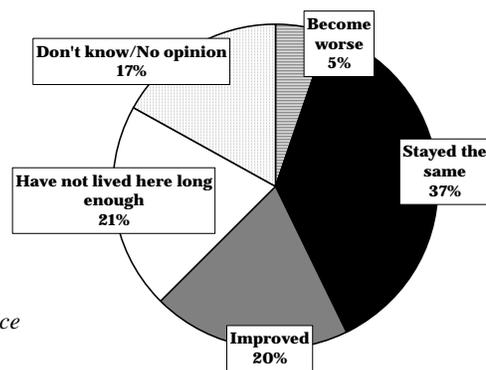
Very satisfied	Satisfied	No opinion/don't know	Dissatisfied	Very Dissatisfied	
35%	53%	8%	4%	0%	Value of services for taxes paid
30%	49%	11%	5%	5%	Overall Town management
46%	34%	18%	2%	1%	Responsiveness of Town employees
55%	32%	7%	5%	1%	Management of Craft Shows

How satisfied are you with the quality of specific services:

(% of respondents presented below)

Very satisfied	Satisfied	No opinion/don't know	Dissatisfied	Very Dissatisfied	
40%	46%	5%	7%	2%	Refuse and recycling
36%	54%	3%	4%	4%	Management of parks and open space
51%	39%	4%	4%	1%	Police protection
23%	49%	3%	19%	5%	Traffic management and parking

Over the past few years, do you think that the quality of Town services has:



From NVRC Town Survey, April, 2002.

avoid major holidays and the Fall and Spring craft shows. If possible, an incremental approach that will disrupt only small areas at a time would be preferable. The PWCSA Operations and Maintenance Division has indicated that it is willing to work closely with the Town to address these issues.

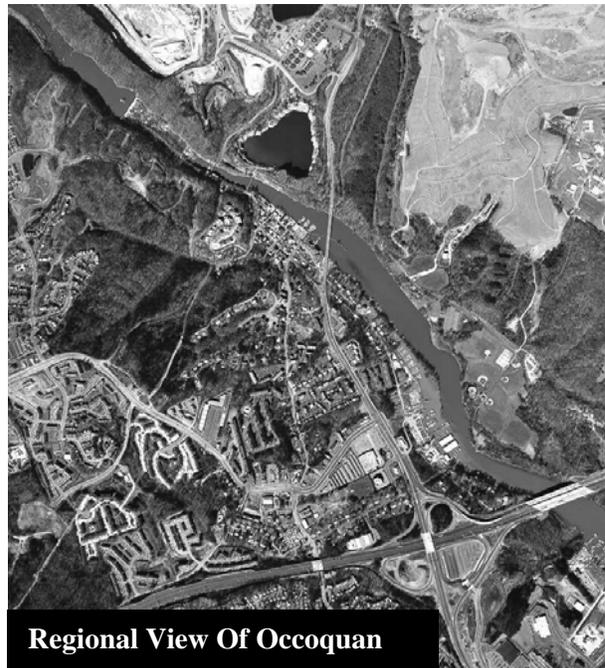
Overall, Town residents are satisfied or very satisfied with the way that Town government is run. One notable exception is traffic management and parking, with a dissatisfaction rate of 19%.

Community Services Issues

- ❑ Planning to retain a post office within the Town limits.
- ❑ Planning for the impacts of utility service upgrades on Town residents and merchants.

The Occoquan Region

While residents enjoy significant control over many aspects of life in the immediate Town of Occoquan, development and transportation projects in surrounding Prince William County have the capacity to significantly affect the Town's quality of life. As a result, the Town must pay attention to potential development projects, and when appropriate, work with County officials and staff to ensure that impacts to the Town are



Regional View Of Occoquan

minimal or even positive. Perhaps the two greatest issues with potential to impact the Town are (1) development that could reduce the existing forested and low-density residential buffer around much of the Town and (2) development or transportation projects that could increase cut-through traffic.

Development Surrounding the Town

Part of the charm that attracts residents and visitors to Occoquan is that it has maintained a small town identity despite the fast pace of growth in surrounding Prince William County. Entering the Town from Tanyard Hill Road and Washington Street, one can still imagine how a turn-of-the-century traveler might have felt upon arriving at the Town from a long journey. While these low-density buffers have survived to today, it is important that the Town work with the County to ensure that these buffers are preserved for future generations. For the most part, this has been accomplished and development patterns have long been established. For instance, the forested area north of Tanyard Hill Road is protected by virtue of being a part of the larger Lake Ridge Residential Planned Community (RPD). Because much of Lake Ridge is zoned as a unit, and because the area north of Tanyard Hill Road consists of steep slopes and Ballywack Branch, this area was preserved from development.

There are areas, however, that deserve attention by the Town as development is proposed. The area between West Locust Street and Mount High Street, and the Occoquan Road corridor, are zoned R-10 (Suburban Residential), with a minimum lot size of 10,000 square feet. This equates roughly to a standard quarter acre subdivision lot. Full development of these areas at an R-10 density could significantly alter the approach to Occoquan. Another area that deserves attention is the Vantage Pointe development that has recently been approved for the area near the intersection of Tanyard Hill Road, Herndon Street, and Hall Street (Mount High Street). This area will be developed as business/office space and some Planned Mixed Residential (PMR). As part of the development process, the area between Tanyard Hill Road and West Locust Street south of the water line has been preserved as open space. While this is good news for the Town, the new residential development in the western portion of Tanyard Hill Road could affect this area significantly and reduce the forested buffer area.

Transportation Projects

Apart from the Route 123 bridge widening project, there are few other transportation projects in the

surrounding County that would likely have a major impact on the Town. An exception could have been the Vantage Pointe project, which originally proposed extending and completing Hall Street (Mount High Street), and connecting it with Brook Drive on the southern side of Old Bridge Road. However, the Prince William County Board of Supervisors decided not to link these roads as part of the Vantage Point project.

According to Prince William County Office of Planning staff, the County has no plans for transportation improvements to Tanyard Hill Road or Poplar Lane.

Town and County Coordination

Although zoning in the County surrounding the Town is well established, coordination and cooperation between the County and Town is important to ensure that any eventual development is compatible with the existing character of Occoquan. The Town has several options for strengthening this coordination with the County ranging from more frequent meetings between Town and County staff, to meetings between the Town Planning Commission and County Office of Planning staff, to the development of an "Occoquan Sector Plan" for inclusion in the County's Comprehensive Plan. Such a sector plan could establish common community design themes, park and open space goals, and long-range land use goals.

Environment, Sources of Pollution, and Physical Constraints

The Virginia Chesapeake Bay Preservation Act requires the Town to establish a long-range vision for how to protect and restore the Town's creeks

and streams as well as the natural habitats of the Chesapeake Bay and the Potomac River that are dependent on the water quality in these tributaries. The Act also requires the Town to establish goals, policies, and action plans based on an inventory and analysis of the Town's water environment to guide the Town as it continues to grow and develop as a community.



Ballywack Branch

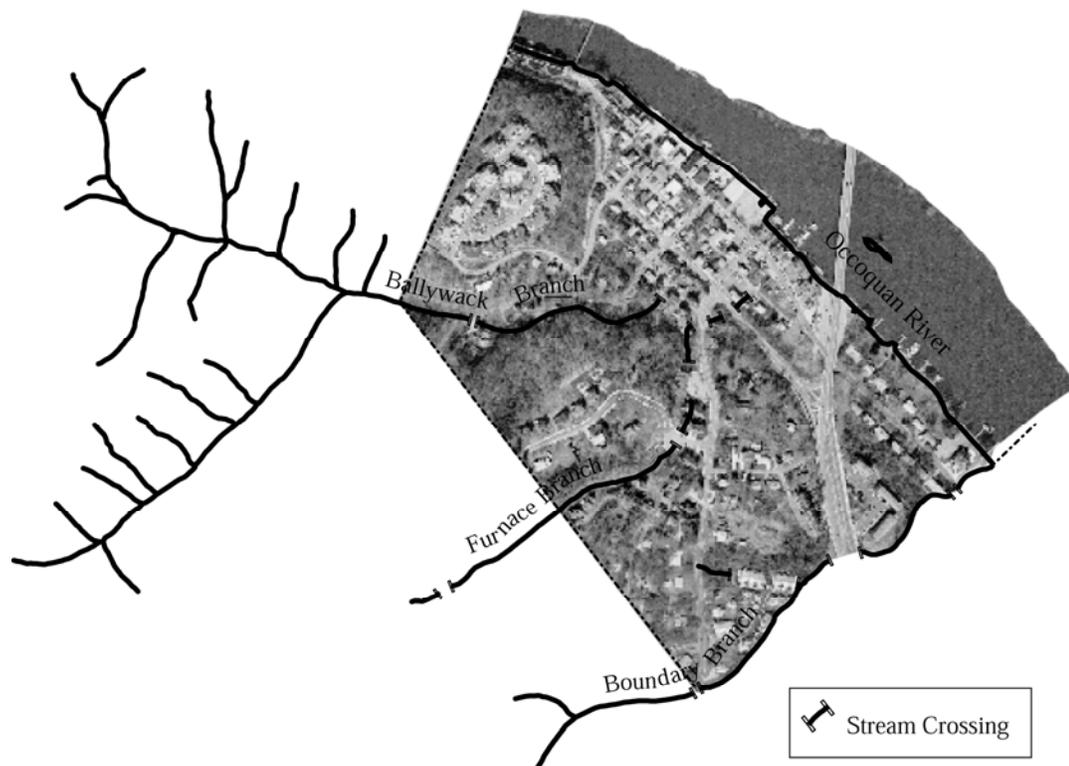
Ballywack Branch as it enters the Town is relatively pristine.

All of the Town's waterways, including its creeks, drainage ditches, stormdrains, and culverts, are part of a larger Chesapeake Bay ecosystem. Tremendous growth in the Chesapeake Bay watershed has led to the significant decline of Bay water quality and habitat. Today, once-plentiful aquatic species, including sturgeon, striped bass, oyster, blue crab, and many

species of waterfowl have reached critically low numbers. In addition, submerged aquatic vegetation (SAV), which serve as food and habitat for many aquatic species, declined sharply during the 1960s and 1970s as a result of increased pollution from development of the surrounding watershed.

In 1983, Virginia, Pennsylvania, Maryland, the District of Columbia, and the U.S. Environmental Protection Agency signed the Chesapeake Bay Agreement and created the Chesapeake Bay Program to help find ways to restore the Bay. In Virginia, the most widely recognized result of this agreement is the Chesapeake Bay Preservation Act. The Town implemented the Act in the form of a Chesapeake Bay Preservation Ordinance in June, 1991. In addition to requiring the development of an ordinance, the Act (Code of Virginia, Section 10.1-2109.B) also states that "Counties, cities, and towns in Tidewater Virginia shall incorporate protection of the quality of State waters into each locality's comprehensive plan consistent with the provisions of this chapter."

The purpose of incorporating water quality protection into local comprehensive plans is to account for what is already being done to help protect water quality and to provide a framework for expanding these efforts in a way that helps all



Virginians to meet environmental, social, and economic goals. Therefore, it is the intent of the Town to:

- ❑ restore impaired streams that are capable of supporting diverse aquatic habitats;
- ❑ protect streams which currently support aquatic life from the effects of improper development and other sources of pollution; and,
- ❑ provide residents with a wide-range of opportunities to interact with and become stewards of their natural environment.

In general terms, pollution from urban areas can be reduced through the application of four guiding principles. These include:

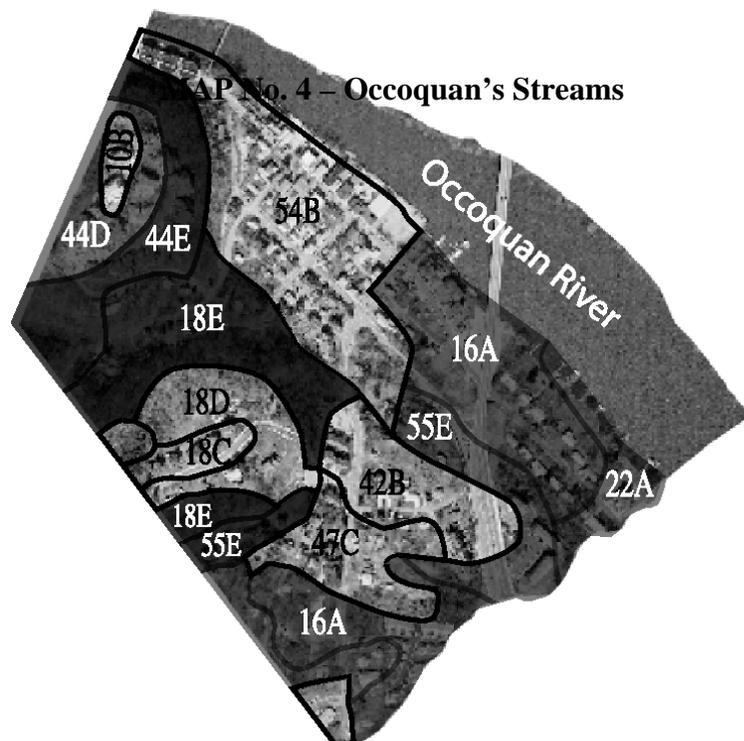
- ❑ minimize the impervious surface area necessary to accommodate a desired land use;
- ❑ preserve existing vegetation in the landscape during development to the maximum extent practical;
- ❑ challenge and change the human behavior that results in pollution through public education; and,
- ❑ control pollution that cannot be reduced

through change in human behavior by employing technology or by installing stormwater management pollution reduction facilities (also known as best management practices, or BMPs).

By incorporating these principles into everyday decision-making, the Town anticipates being able to make a real contribution to the restoration of the Chesapeake Bay and to the improvement of the overall quality of life for the residents of the Town.

The Town has taken the approach that to arrive at achievable water quality goals, strategies, and action plans, it is necessary to have a detailed understanding of the Town's natural environment and existing programs and regulations intended to protect water quality. This detailed assessment, which is summarized below, is found in Appendix A. By comparing identified constraints to development, existing and potential sources of pollution, and sensitive natural resources with existing regulations and programs, the Town can identify elements of its water quality protection program that may require additional refinement.

MAP No. 5 – Overall N



Sensitive Natural Resources and Constraints to Development

Much of the water quality degradation suffered in the Chesapeake Bay watershed is a result of development on, or the destruction of, sensitive land resources. Inappropriate development of these resources can result in excessive erosion, high volume and velocity of stormwater runoff, and habitat destruction – not to mention property damage and loss of human life.

In the Town of Occoquan, sensitive natural resources include soils with high potential for erosion, areas of steep slopes, floodplains, and forested habitat corridors. The erosion potential of a soil, which is a factor of soil structure and slope, is the primary soil limitation in the Town. Approximately 41% of the Town has only slight erosion potential while another 10% of the Town has moderate erosion potential. Fully 49% of the Town has severe erosion potential. Fully 27% of the Town's land area has slopes between 25 to 50%. Areas with slopes between 15 to 25%, which is considered moderate and may require special engineering precautions, occupy another 15% of the Town. Approximately 58% of the Town has no slope restrictions (slopes ranging from 0 to 15%) and it is these areas where development is most appropriately concentrated. Steep slopes, or slopes on which development is inappropriate, are considered to be those greater than 20%.

Most of the Town's floodplain has been developed for many years – as it serves as the interface between the Town and the Occoquan River. Development within the floodplain has not been without its consequences. Prolonged rainfall can and has resulted in flooding and property damage along the Town's waterfront areas. The official floodplain, which is defined as the 100-year flood level, is designated on the federal Flood Insurance Rate Maps (FIRM) and development within these areas is controlled by the Town's Floodplain Management Ordinance.

Remaining forested areas, stream buffers, and wildlife habitat corridors are quickly disappearing in the Occoquan area and their preservation is



essential for the protection of water quality and aquatic habitats. Fully a quarter of the Town's **Route 123 Parking Area** most of the large areas of impervious surface cover in a western portion source of pollution to the Occoquan River. Significantly, the Ballywack Branch watershed area to the west of the Town is still largely forested. Significant stream buffers still exist around Ballywack Branch and Boundary Branch.

Existing and Potential Sources of Pollution

Because of the Town's relatively small size and absence of major industry, existing and potential sources of pollution are relatively easy to account for. Most pollutants generated in the Town are considered to be nonpoint source in character. Nonpoint source pollution is pollution that is generated from diffuse sources. While all pollution may be traced to an originating source, the term nonpoint source pollution is meant to recognize that it is often impossible, or impracticable, to hold any one party responsible for a single act of polluting. Nonpoint source pollution is most often a result of pollutants collecting on roadways, parking lots, etc. which are flushed to local streams during storm events. While most pollution is nonpoint source pollution in nature, other sources include underground and

above ground storage tanks, stream bank and land erosion, and malfunctioning septic systems and water quality BMPs.

Nonpoint source pollution in the Town can be divided into four primary sources for management purposes. These include residential activities, commercial activities and parking areas, waterfront activities, and atmospheric deposition.

Environmental Protection Programs and Regulations

Responding to State and federal mandates, as well as a desire to protect its environment, the Town has adopted and implemented a number of ordinances designed to solve specifically identified problems.

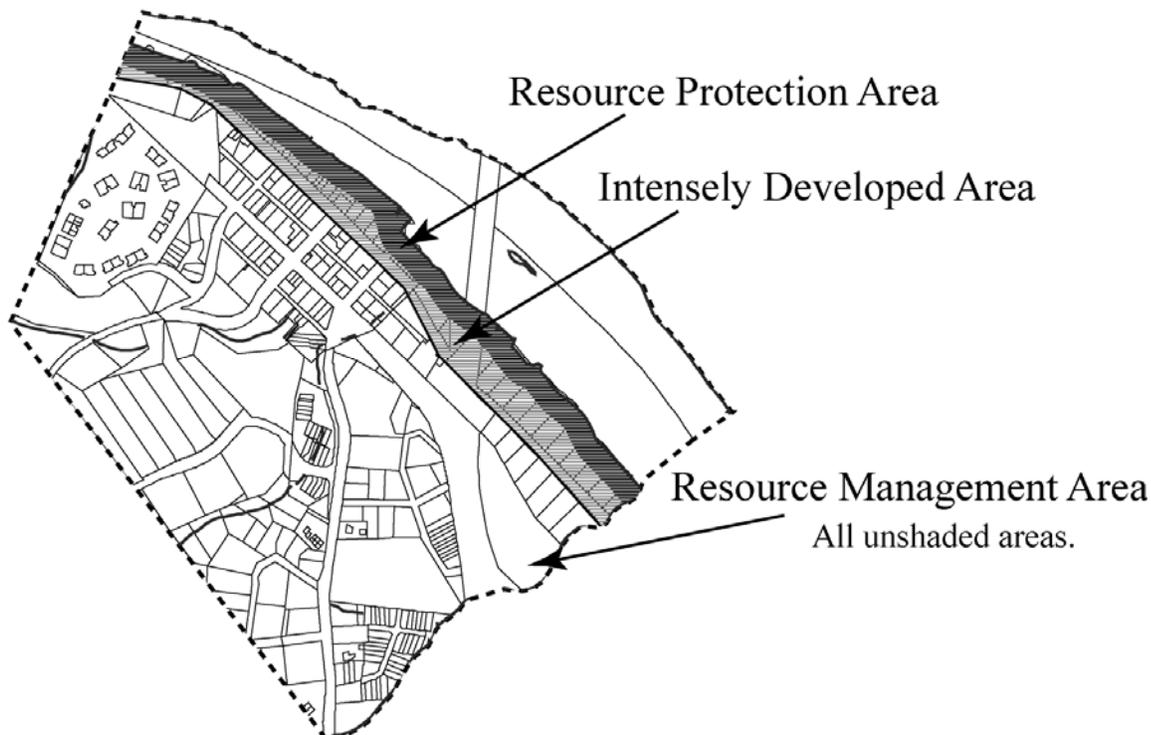
Chesapeake Bay Preservation Ordinance

The Town's Chesapeake Bay Preservation Ordinance is its most visible and comprehensive water quality protection tool. The Ordinance implements the Virginia Chesapeake Bay Preservation Act. The primary purpose of the Chesapeake Bay Preservation Ordinance is to prevent any increase in nonpoint source pollution

from new development and to reduce by at least 10% nonpoint source pollution as a result of redevelopment. In addition, the Town has committed to:

- ❑ protect existing high quality State waters and restore all other State waters to a condition or quality that will support the propagation and growth of all aquatic life that might reasonably be expected to inhabit them;
- ❑ safeguard the clean waters of the Commonwealth from pollution;
- ❑ prevent any increase in pollution;
- ❑ reduce existing pollution; and,
- ❑ conserve water resources in order to provide for the health, safety, and welfare, or the present and future citizens of the Commonwealth.

To accomplish these goals, the Ordinance establishes a program that protects environmentally sensitive features, which, when disturbed, lead to reductions in water quality. In accordance with the guidelines established by the Chesapeake Bay Preservation Area Designation and Management Regulations, the Town has mapped Chesapeake Bay Preservation Areas (CBPAs). CBPA's include two components – Resource Protection Areas (RPAs) and Resource



Management Areas (RMAs).

RPAs are lands at or near the shoreline that have intrinsic value due to the ecological and biological processes they perform which benefit water quality or are sensitive to impacts that may cause significant degradation to the quality of State waters. The RPA designation in the Town includes tidal wetlands, nontidal wetlands connected by surface flow and contiguous to tidal wetlands or tributary streams, tidal shores, and a 100-foot vegetated buffer area located adjacent to and landward of all previously listed components are all tributary streams. In practical terms, the RPA includes a 100-foot strip of land landward of the Occoquan River shoreline. However, recently revised Chesapeake Bay Act Regulations will require that the Town protect any stream with perennial flow. As a result, Ballywack Branch, Furnace Branch and Boundary Branch and possibly other streams, the recently named Phelps Creek and the tributary of Boundary Branch, which was designated Edgehill Creek, may be protected as RPAs.

Among its most important features, the Ordinance requires that a 100 foot vegetated buffer area must

be preserved along all RPA features and tributary streams, and in some cases, reestablished if one does not presently exist or is in poor conditions. These buffer requirements are relaxed in areas identified by the Town as *Intensely Developed Areas* (IDAs) out of recognition of the difficulty in reestablishing full buffers in these areas due to the nature of development. The IDA in the Town includes all areas to the north of Mill Street and Poplar Lane.

RMAs include land types that, if improperly developed, have the potential for causing significant water quality degradation or for diminishing the functional value of the RPA. All lands in the Town not included in an RPA constitute the RMA. This is because all stormwater from development within the Town is flushed directly into natural or man-made channels and then directly to the Occoquan River. Development and redevelopment within the RMA must meet several performance criteria to minimize impacts on water quality. Performance criteria include preventing an increase in nonpoint source pollution as a result of new development based on a Town-wide average, decreasing nonpoint source pollution by 10% during redevelopment, minimizing land disturbance during development, maximizing the preservation of indigenous vegetation, and minimizing impervious surface area for a desired land use.

The criteria are intended to establish rules that local governments can use in granting, denying, or modifying requests to rezone, subdivide, or use and develop land in the RMAs and RPAs. Implementation of the criteria is achieved through the use of performance standards, structural pollution management facilities (also known as BMPs), and various planning and zoning concepts. Map 6 presents the Town’s Chesapeake Bay Preservation Area Map.

Erosion and Sediment Control Ordinance

The Town’s Erosion and Sediment Control Ordinance (E&S Ordinance) implements the Virginia Erosion and Sediment Control Law (§§21-89.1 *et seq.*, Code of Virginia) as well as the Chesapeake Bay Preservation Act. Adopted in 1992, the purpose of the ordinance is to conserve

Would you support the following to better protect the environment and water quality? (% of respondents presented below)

Yes	No	Don't know	
86%	7%	7%	Reduce development density on sensitive areas such as steep slopes
41%	36%	22%	Limit access to waterfront areas
54%	22%	24%	Expand existing 100-foot no build buffers around streams
76%	9%	15%	Implement pollution prevention/education measures
65%	12%	23%	Change zoning regulations to require "low impact development"
64%	7%	29%	Other

From NVRC/ Town Survey, April, 2002.

MAP No. 6 – Chesapeake Bay Preservation Area Map

the land, water, and other natural resources of the Town by establishing requirements to prevent and control erosion and sedimentation that results from land disturbing activities. The Town's ordinance also requires the land owner to take necessary measures to preserve and protect vegetation during all phases of land development and to minimize erosion potential through appropriate phasing of land disturbing activities. The E&S Ordinance compliments the Chesapeake Bay Preservation Ordinance, and together, land owners proposing a non-exempt activity of greater than 2,500 square feet in all Chesapeake Bay Preservation Areas must first submit an erosion and sediment control plan to the Town.

With some exception, the Town has adopted the erosion and sediment control guidelines contained in the Virginia Erosion and Sediment Control Handbook, published by the Department of Conservation and Recreation. Review of erosion and sediment control plans is coordinated with the Prince William Soil and Water Conservation District. The specific requirements of an erosion and sediment control plan are outlined in Chapter 15 of the Town Code.

Floodplain Management Ordinance

The primary purpose of the Town's Floodplain Management Ordinance is to prevent the loss of life and property, the creation of health and safety hazards, the disruption of commerce and government services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base by:

- ❑ regulating uses, activities, and development which, alone, or in combination with other existing or future uses, activities, and development, will cause unacceptable increases in flood heights, velocities, and frequencies;
- ❑ restricting or prohibiting certain uses, activities, and development from locating within areas subject to flooding; and,
- ❑ requiring all those uses, activities, and developments that do occur in flood-prone

areas to be protected and/or flood proofed against flooding and flood damage.

The Town's Floodplain Management Ordinance applies to all areas subject to inundation by waters of the one hundred year flood (floods that have a one percent likelihood of occurring each year, although the flood may occur in any one year). Management districts include the Floodway District (defined as that portion of the floodplain capable of carrying the waters of a 100-year flood without increasing the water surface elevation of the flood more than one foot at any point) and the Flood-Fringe District (defined as the area of the one hundred year floodplain not included in the Floodway District). The basis for the delineation of these districts is the Flood Insurance Study for the Town of Occoquan prepared by the Federal Emergency Management Agency, Federal Insurance Administration, dated January 5, 1995 or as revised.

Uses, activities, and development may occur within any floodplain district only upon the issuance of a special permit as outlined in Chapter 14 of the Town Code. While specific requirements depend on whether a proposed development is within a Floodway District or a Flood-Fringe District, they include detailed hydrologic and hydraulic analysis to ensure that other properties are not placed at undue risk as a result of development in the floodplain and strict application of the Virginia Uniform Statewide Building Code for floodproofing. In addition, the Floodplain Management Ordinance specifies specific design criteria for sanitary sewer facilities, water facilities, drainage facilities, and utilities to ensure that the potential for water pollution or unsanitary conditions during flood events is minimized.

Site Plan Ordinance and Subdivision Ordinance

The Town's Site Plan Ordinance (Chapter 13 of the Town Code) and Subdivision Ordinance (Chapter 14 of the Town Code) contain several provisions aimed at protecting the environment and preventing inappropriate development on land with unsuitable characteristics for the proposed use. The Town's Subdivision Ordinance stipulates that public sewage facilities must be extended by a

subdivider to all lots within a subdivision and that septic tanks are not permitted (§14-21D.)

Public Education Programs

While the Town does not itself run any environmentally-related education programs, the Prince William Cooperative Extension (PWCE) and the Prince William Soil and Water Conservation District (PWSWCD) have developed a number of programs and publications to support environmental stewardship. These services are available to Town residents as citizens of the County.

The PWCE provides educational opportunities through field days and seminars, demonstration lawns, and one-on-one visits from trained “Master Gardener” volunteers. For the past several years, the PWCE has conducted a water quality program aimed at reducing the excessive use of lawn fertilizers and pesticides through proper lawn care techniques. The PWSWCD provides a number of services, including public education and ecology workshops, and works with local residents on reforestation and conservation projects.

Environmental Issues

- ❑ Avoidance of development on sensitive natural features such as steep slopes.
- ❑ Nonpoint sources of pollution from impervious surfaces adjacent to the River.
- ❑ Public education and pollution prevention.
- ❑ Enforcement of ordinances such as the Chesapeake Bay Preservation Ordinance.
- ❑ Protection of all perennial streams per revisions to the Chesapeake Bay Preservation Area Designation and Management Regulations.

Goals and Policies

The following statements reflect the guiding principles upon which planning in the Town of Occoquan is based. These statements reflect an extensive assessment of the Town's existing resources and address major issue areas expected to face the Town as it continues to grow and develop. The goals are general statements of desired ends or conditions. The policies listed under each goal further delineate the ways and means by which it is believed that the goals can be achieved. It is likely that additional policies may evolve over time as the Town strives to shape its future, and the statement of policies herein does not preclude the implementation of additional policies as may be appropriate, so long as such policies are in furtherance of the stated goals.

Occoquan Business District and Historic District

GOAL: To preserve and enhance the unique character of the Occoquan Business District and Historic District.

ENABLING STRATEGIES

- 1 – The geographic extent of the Business District shall not be expanded beyond Center Lane or east of Gordon Boulevard (Route 123).
- 2 – Office development in the Business District shall be limited generally to mixed use projects. Large buildings devoted solely to offices will be considered inappropriate in light of the existing scale and character of buildings and activities.
- 3 – Development requiring large vehicles is strongly discouraged in the Business District.
- 4 – Residential uses in the Business 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.
- 5 – Generally, industrial activities other than craft type activities associated with a retail sales facility shall be prohibited in the Business 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.

- 6 – The preservation of existing older structures shall receive the highest priority in considering the appropriateness of proposed development or redevelopment within the Historic District.
- 7 – 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.
- 8 – The limits of the Historic District shall not be significantly expanded or changed from the current. The boundary of the Historic District is provided in Map No. 1.
- 9 – The Fairfax County Water Authority property, once vacated, should be redeveloped as a combination of open space and parking. The reconstruction or re-creation of historic structures and/or activities is also appropriate for this site.
- 10 - Beautification and landscaping efforts should enhance the aesthetics of the Town.

GOAL: To facilitate public access to waterfront areas and the redevelopment of underutilized waterfront properties while ensuring such development does not harm water quality or habitats in the Occoquan River.

ENABLING STRATEGIES

- 1 – The Occoquan Riverwalk, once completed, will be open for public access and use.
- 2 – Development and redevelopment along the Business District portion of the riverfront should plan for access to and/or the expansion of the Occoquan Riverwalk.
- 3 – 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 and offices will be encouraged.
- 4 – The Virginia Marine Resources Commission’s *Criteria for the Siting of Marinas or Community Facilities for Boat Moorings* (VR 450-01-0047) will be utilized during the planning and design of any marina or boating facilities in the Town.
- 5 – The Virginia Marine Resources Commission and the Virginia Department of Environmental Quality will be consulted during construction of new public and private access points to ensure environmental sensitivity.
- 6 – The Town will provide administrative support for dredging and maintenance of the Occoquan River as necessary for navigation. In the event that barge traffic were to resume, noise regulations should be explored for enactment.

- 7 - The Town will actively work with the appropriate Federal, State and County agencies to actively promote efforts to ensure that the proper agencies dredge and maintain the Occoquan River.

Residential Districts

GOAL: To keep existing and future residential areas of the Town pleasant, attractive, and livable.

ENABLING STRATEGIES

- 1 – Higher density residential development shall be limited to those areas already zoned for such.
- 2 – Retail and industrial activities are considered inappropriate in areas planned for residential development and will be prohibited.
- 3 – Multifamily development shall incorporate recreational amenities and open space appropriate to the site and the number of dwelling units being constructed.

Community Services

GOAL: To provide Town residents and merchants with access to high quality community services.

ENABLING STRATEGIES

- 1 – Maintain and improve Town-provided services and work with Prince William County, Fairfax County, and the Commonwealth of Virginia to do the same.
- 2 – A post office should continue to be located in the Town's Business District with easy access to Town residents.

Transportation and Parking

GOAL: To provide for safe and efficient movement of automobile and pedestrian traffic while minimizing impacts of traffic increases.

ENABLING STRATEGIES

- 1 – Town streets are ill-configured to accommodate through commuter traffic and increases of such traffic, especially during peak hours, presents significant safety problems so consideration should be give to such measures as the Town seeks to minimize through traffic and to oppose road improvements which will have the effect of encouraging additional through traffic.
- 2 – Sidewalks are considered to be beneficial wherever they will encourage pedestrian circulation in lieu of automobile traffic. Such sidewalks will be provided by developers, property owners, or by the Town in accordance with the Town Charter when deemed appropriate.
- 3 – Tanyard Hill Road should remain in a rural state. The Town will pursue designation of the road as a State scenic byway.

- 4 – The Town will develop an official map to delineate where existing platted streets may be developed and where new or widened streets are needed.
- 5 – The Virginia Department of Transportation should retain maintenance responsibility for the Occoquan foot bridge.

GOAL: To maximize the availability of parking in the Town while maintaining its historic nature.

ENABLING STRATEGIES

- 1 – Additional parking is needed in and near the Business District. The Town will seek opportunities to increase the supply of parking spaces through private development projects or public funding if appropriate. The Town will also seek to maximize utilization of existing space to avoid creation of additional impervious surfaces.
- 2 - One way streets with diagonal parking to increase the parking availability and to improve traffic flow.

Town and County Cooperation

GOAL: To increase communication with Prince William and Fairfax counties to ensure that surrounding development is coordinated and consistent with Town goals.

ENABLING STRATEGIES

- 1 – An area of natural open space and low density development should be maintained between the Town and Prince William County.
- 2 – The Occoquan Riverfront on the Fairfax County side should remain, to the extent practical, in a natural state.
- 3 – Additional linkages between the Town and Prince William County, Fairfax County and the Commonwealth of Virginia should be established, including the development of an Occoquan Sector Plan as part of the County's Comprehensive Plan and more frequent meetings between Town and County elected and appointed officials to monitor their plans and the impacts on our Town.

Environment and Natural Resources Protection

GOAL: To protect the surface water quality of the Town and the Chesapeake Bay from the adverse effects of development and use the process of redevelopment to reduce the impacts of existing land uses on water quality.

ENABLING STRATEGIES

- 1 – All streams determined to be perennial shall be protected under the provisions of the Chesapeake Bay Preservation Ordinance.
- 2 – Qualifying land development and redevelopment as defined in the Chesapeake Bay Preservation Ordinance will be planned and managed in a manner that utilizes preventative water quality protection measures such as providing more functional open space, preserving sensitive environmental features, maintaining maximum indigenous vegetative cover, and minimizing impervious land cover.
- 3 – Water quality best management practices (BMPs) 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.
- 4 – The long-term capacity of BMPs established under the Chesapeake Bay Preservation Ordinance to protect water quality will be ensured by enforcing ongoing maintenance of these facilities.
- 5 – A vegetated buffer areas along the Occoquan River will be established during development or redevelopment where not in conflict with future plans for an Occoquan Riverwalk.

GOAL: Minimize to the extent possible the amount of pollution generated by residential and business activities and land uses that degrade the Town's environmental and water resources.

ENABLING STRATEGIES

- 1 – The Town will work with the Prince William Cooperative Extension, the Prince William Soil and Water Conservation District, and other public and private partners to develop and implement a public and business education program aimed at reducing the incidence of the Town's most common preventable sources of nonpoint and point pollution.
- 2 – The Town will develop a means of encouraging the use of water conservation practices by Town residents.
- 3 – Voluntary stewardship of the Town's natural and water resources will be encouraged by increasing public awareness of these resources.
- 4 – The Virginia Department of Transportation will be encouraged to practice a more environmentally friendly means of cleaning the Route 123 bridge.
- 5 – The Town's groundwater, which feeds the region's streams and other waterbodies, will be protected by encouraging infiltration of stormwater into the soil, working with the Environmental Protection Agency and the Department of Environmental Quality to prevent and remediate underground storage tank spills, and working with the Prince William County Health Department to prevent septic tank failures.

GOAL: Protect the sensitive natural resources of the Town during development and redevelopment and take an active role in the restoration of wildlife habitat corridors and stream valleys that are capable of supporting diverse aquatic habitats.

ENABLING STRATEGIES

- 1 – Development on significant steep slope areas in excess of a 20% grade is strongly discouraged.
- 2 – Development in areas with highly erodible soils, including steep slopes of less than 20% grade, must demonstrate that water quality will not be adversely affected.
- 3 – The Town will evaluate opportunities for incorporating clustering, or conservation development, into the Town's Zoning Ordinance so that development can avoid unnecessary disturbance to areas with extensive mature vegetation, sensitive soil areas, and areas of extensive steep slopes.
- 4 – Strongly encourage the preservation of the remaining natural streams of the Town, along with their associated wildlife habitat corridors, to the maximum extent practical and encourage the establishment of vegetation along streams where vegetation has been denuded.
- 5 – Existing tree cover will be preserved to the maximum extent practical. Existing living trees shall not be removed without approval of the town Council.. Parking areas and large impervious surface areas will not be approved without a plan for providing sufficient tree canopy or ground cover.

GOAL: Control erosion along the Occoquan River and its tributaries as well as erosion generated by natural springs and the overland flow of stormwater runoff.

ENABLING STRATEGIES

- 1 – The Town will work with the Virginia Marine Resources Commission, Occoquan River Maritime Association to promote and publicize the “no wake zone” in the upper tidal reaches of the Occoquan River.
- 2 – Reconstruction of failing bulkheads along the Occoquan River will be required as part of any redevelopment proposal.
- 3 – The Town will encourage property owners to solve local erosion problems by providing technical support and information and enacting spot solutions to soil erosion problems occurring on public property or rights-of-way.

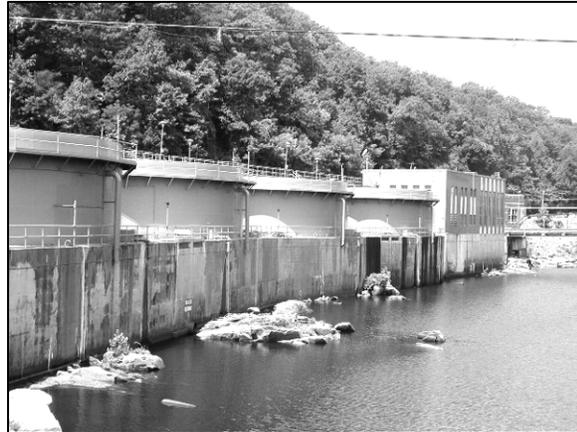
FUTURE LAND USE ACTION PLAN

The Future Land Use Action Plan addresses land use and zoning issues as well as historic preservation issues. The Plan sets forth specific actions to achieve the Town's goals and policies and to address issues identified in the inventory section of the Comprehensive Plan. The primary tools for implementing the Future Land Use Plan are the Town's Zoning Ordinance, Capital Improvement Program (CIP), and the authority vested in the Planning Commission and the Architectural Review Board.

Land Use and Zoning Issues

Land use and zoning issues identified in the inventory section of the Comprehensive Plan include the following.

- ❑ Whether to continue planning for dense residential development.
- ❑ Constraints to development in environmentally sensitive areas.
- ❑ Open space preservation.
- ❑ Design of major redevelopment and development projects.
- ❑ Planning for and attracting appropriate waterfront land uses.
- ❑ Funding for additional street scape improvements.
- ❑ Whether additional flexibility in zoning requirements is needed to attract desired waterfront redevelopment.



Water Authority Property

The potential redevelopment of the Fairfax County Water Authority Property represents an important opportunity for the Town.

Future Land Use Map

Map No. 7 shows the future land use designations for the Town. No changes to this map have been proposed for the 2002 update.

Commercial Land Use

The Future Land Use Plan reflects that the geographic extent of the Business District will not expand beyond Center Lane or east of Gordon Boulevard (Route 123).

The Town will continue to encourage the incorporation of residential or living units as a part of renovated and new buildings to retain a residential character in the Historic District.

Additional commercial development is expected to take place on vacant lots located on Mill Street and Ellicott Street and east of Rockledge. Because of the architectural and historic importance of the Rockledge mansion, any development adjacent should be carefully controlled as to height, bulk and style.

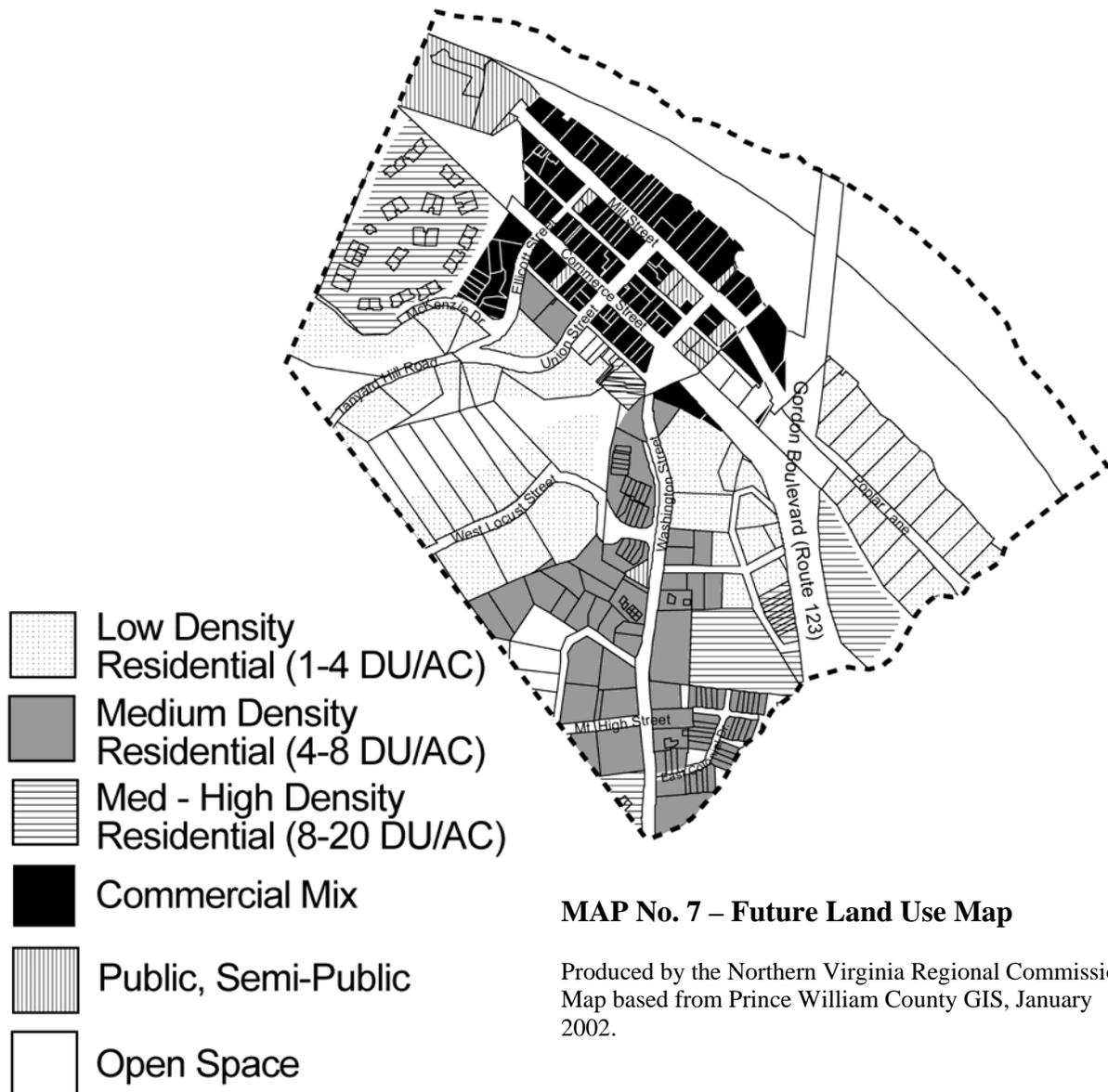
- ❑ Several parcels along the Occoquan Riverfront are vacant or underutilized. While no formal process is proposed, the Town should take an active role in promoting their development/redevelopment. Appropriate uses include restaurants, shops, small hotels, marinas, and other water dependant uses. It is appropriate that the Planning Commission and Town Council exercise the flexibility built into the Historic District Overlay as a way to attract appropriate waterfront uses.

- ❑ The Planning Commission should examine how the cumulative impacts of waterfront redevelopment will affect the availability of

limited on-street parking. This examination should be conducted as part of a larger assessment of the Town’s parking space requirements and whether the Zoning Ordinance requires amendment to account for changes in Town density and demographics (see Transportation and circulation Actions Time-Line).

Residential Land Use

The Future Land Use Plan conserves existing residential areas within the Town. It is expected that the past trend of rehabilitation and



improvement of individual homes will continue, resulting in an on-going maintenance of the quality of living now enjoyed by Town residents.

It is the intent of the Plan to maintain the existing balance and mix of residential density patterns in the Town. It is recognized that this will be difficult because the existing Zoning Ordinance often allows for by-right densities higher than proposed on the Future Land Use Map.

Future development in the areas between Washington Street and Tanyard Hill Road will be on moderate to steep (>20%) slopes and should be carefully studied for the compliance with Town's Chesapeake Bay Preservation Ordinance prior to approval.

The area west of Gordon Boulevard and east of Washington Street, between Commerce Street and Poplar Alley, should be developed in the medium density category to reflect transition from commercial on the north to low density residential on the south. This area could change to either mixed use or higher density residential in the future dependent on improvements to Poplar Alley and maintenance of the relatively open/green character of this block.

The areas on both sides of West Locust Street and west to Tanyard Hill Road should be developed at low density to reflect compatibility with existing single family detached housing development.

- The Town wishes to make it possible for residents to work at home if the nature of the business will have minimal impact on parking and neighbors. The Planning Commission will develop recommendations for the Town Council on potential amendments to the Zoning Ordinance to address this issue in a more comprehensive fashion.

Public/Semi-Public Use

The public/semi-public use classification is applied to existing uses such as churches, the Town Hall, post office, cemetery, parks, and the Prince William County Visitors Center.

Open space areas mapped on the Future Land Use Plan include steeply sloping lands not suited for development and elements of the Chesapeake Bay Preservation Act local program.

Any new developments will be required to preserve natural vegetation on site to the maximum extent feasible. The Town has adopted ordinances that require all new development or redevelopment to incorporate measures for managing stormwater runoff and avoiding increases in pollutants going into the local streams.

- It is not presently clear whether, or under what conditions, the Fairfax County Water Authority will relinquish control over their treatment facilities at the end of Mill Street. It is clear, however, that the Town needs to plan for this prospect. The Town Council should appoint a special committee to plan for this property, which will include a public participation component. A report should be submitted to the Town Council by December 2003. The committee shall assess the appropriate mixture of public/open space and parking, and will evaluate the potential for use of the site to reconstruct historic land uses such as a grist mill/mill interpretation, an iron foundry, Dogue Indian settlement, etc.

Zoning Ordinance

Zoning patterns have long been established in the Town, and are generally in accord with the Future Land Use Plan. However, there are a few areas for which the Plan calls for lower densities than what is currently permitted under the Zoning Ordinance. Because it is difficult to downzone, the Town should work cooperatively with property owners to implement the Plan through voluntary measures. This could include the establishment of conservation easements.

- Parcels on the north side of Tanyard Hill Road are zoned R-3 but planned for Low-Density Residential. Due to steep slopes and the Town's goal to maintain Tanyard Hill Road in a rural state, the Town should work with property owners to proactively and voluntarily establish conservation easements.

- ❑ The Planning Commission is tasked with identifying conflicting or non-conforming language in the current Zoning Ordinance. The Planning Commission will make recommendations to the Town Council for amendments by July 2003.

Gateway Areas

Major gateways to the Town include Commerce Street from Gordon Boulevard, Washington Street, and Tanyard Hill Road. These “gateways” are an important element of Town design and serve to announce to visitors that they are entering some place unique or special. As stated previously, it is the Town’s policy that the Tanyard Hill Road gateway be preserved in a rural state that provides a glimpse of how an early traveler might have viewed the Town.

- ❑ The Town will pursue designation of Tanyard Hill Road as a State scenic byway as one way of preserving its character.

The Commerce Street gateway will be of particular importance on completion of the replacement Route 123 bridge. This gateway will replace the panoramic view of the Town from the bridge as the primary means of attracting the interest of passing traffic. The Town has already established a gateway design template through its Mill Street improvement project. Implementation should be relatively easy since there is no development on Commerce Street east of Washington Street.

- ❑ The Town should plan in its CIP for how to implement and finance improvements to the Commerce Street gateway.

Washington Street provides far fewer opportunities as a Town gateway. Existing development is a mix of older homes and newer single family and townhomes. The Town’s primary opportunity for creating an effective Washington Street gateway is between West Locust Street and Commerce Street.

The Planning Commission will make recommendations to the Town Council for the implementation of a Washington Street gateway, which should include a combination of preserving existing scenic views and various improvements.

Commerce Street Gateway

The Commerce Street gateway will be the primary face of the Town on completion of the Route 123 bridge replacement.



Washington Street Gateway

Washington Street should be preserved and improved to better announce that a visitor is entering a unique place.



<h2 style="text-align: center;">Land Use and Zoning Actions Time-Line</h2>	Short Range	Medium Range (2 Years+)	Long Range (5 Years+)	Responsible Party
Promote development/redevelopment of vacant and underutilized parcels along the Occoquan Riverfront.	●	●	●	Town Council, Planning Commission
Develop recommendations for potential amendments to the Zoning Ordinance to comprehensively address the issue of private businesses in residential areas.	July 2003			Planning Commission submits to Town Council
Develop a plan for potential use and development of the Fairfax County Water Authority property.	December 2003			Town Council appoints special planning committee
Identify and assess alternative sites for a Town post office.	December 2002			Planning Commission
Work cooperatively with property owners where planned densities exceed zoned densities.	●			Planning Commission
Identify conflicting or non-conforming language in the current Zoning Ordinance and make recommendations for amendments.	July 2003			Planning Commission submits to Town Council
Pursue designation of Tanyard Hill Road as a State scenic byway.	●	●		Town Council
Plan, for incorporation into the CIP, design elements for a Commerce Street gateway.		●		Planning Commission, Public Works Committee
Develop recommendations for implementation of Washington Street gateway improvements.			●	Planning Commission
Pursue Prince William County agreement to develop an Occoquan Area Plan component of the County's Comprehensive Plan.			●	Town Council, Planning Commission
Pursue formal integration into Fairfax County's comprehensive planning process.		●		Town Council, Planning Commission

Coordination with Fairfax and Prince William Counties

Coordination with Prince William and Fairfax counties is imperative on a number of fronts, but particularly in the area of land use. Development in Prince William has and will continue to affect the Town in terms of traffic and in maintaining Occoquan as an area with a separate identity. Development in Fairfax will impact the County in terms of traffic, but more importantly, any land use change on the Occoquan Riverfront could adversely affect the quaint nature of the Town. The Fairfax County shoreline, to the extent practicable, should remain in a natural state.

- ❑ The Town should pursue with Prince William County the creation of an Occoquan Sector Plan component of the County's Comprehensive Plan.
- ❑ The Town should pursue land use coordination with Fairfax County, potentially by seeking a role in the County's Area Plan Review process.

Historic Preservation Issues

Preserving the historic fabric of the Town will be of paramount consideration in all land use decisions within the Town, and particularly within its Historic District.

Historic preservation issues identified in the inventory section of the Comprehensive Plan include the following.

- ❑ Preservation/maintenance of historic buildings/streetscapes and the historic character of Occoquan.
- ❑ Rehabilitation of historic structures that are substandard or in a derelict state.
- ❑ The impact of infill development and redevelopment within and adjacent to the historic district.
- ❑ Funding for projects such as the reconstruction of Merchant's Mill and the Iron Foundry as well as construction and maintenance of an Occoquan Riverwalk.
- ❑ Update of ARB guidelines and adoption by the Town Council.
- ❑ Whether a Historic District buffer area should be established.

The Architectural Review Board is the Town's primary tool for ensuring the historic preservation of Occoquan.

The 1996 Comprehensive Plan contained a Town Design section that called for the development of a "town design concept." Since that time, much of what was envisioned to be in the concept – standards for sidewalks, landscaping, and "street furniture" – have been realized through the Mill Street Improvement Project and preliminary designs for the Occoquan Riverwalk.

- ❑ During its review, the ARB should consider how to include "town design concepts" being implemented through the Mill Street Improvement Project and the Occoquan Riverwalk.

<h2>Historic Preservation Actions Time-Line</h2>	<p>Short Range</p>	<p>Medium Range (2 Y ears+)</p>	<p>Long Range (5 Y ears+)</p>	<p>Responsible Party</p>
<p>Re-address the ARB guidance manual.</p>	<p>July 2003</p>			<p>ARB submitted to Town Council for approval</p>
<p>Investigate and report on the potential benefits and drawbacks of a Historic District buffer area.</p>	<p>July 2004</p>			<p>Planning Commission and ARB submit recommendations to Town Council</p>

FUTURE TRANSPORTATION AND CIRCULATION PLAN

The Future Transportation and Circulation Action Plan addresses vehicular traffic management, pedestrian access, and parking issues. The Plan sets forth specific actions to achieve the Town's goals and policies and to address issues identified in the inventory section of the Comprehensive Plan.

Transportation Issues

Transportation issues identified in the inventory section of the Comprehensive Plan include the following.

- ❑ Cut through traffic.
- ❑ Lack of parking at peak times.
- ❑ Route 123 bridge reconstruction.
- ❑ Completion of Occoquan Riverwalk.
- ❑ Repair and enhancement of Occoquan River foot bridge.

Streets and Traffic

While recent road improvements around the Town have reduced cut through traffic, it can be assumed that traffic will begin to increase again as development continues in Prince William County. Additional residential development in Town will also create more demands on the street system. Finally, increasing business activity will intensify not only traffic problems, but parking demand problems as well.

The problem of increasing commuter traffic cannot be solved by the Town alone because the source of much of the problem is outside the Town and roadway modifications are the responsibility of the Virginia Department of Transportation. The joint effort between the Town, Prince William County, and VDOT needs to continue in order to develop solutions and to plan for required improvements. However, in no case should improvements be made or additional streets be built which will encourage additional through traffic in Occoquan.

The Future Transportation and Circulation Action Plan continues to reject incorporation of any improvement to Tanyard Hill Road for the purpose of improving commuter traffic. The Town will work with the County to have Tanyard Hill Road designated as a Virginia scenic byway. Improvements to benefit commuter traffic flow must be developed outside of Town limits. Improvements have been completed on Gordon Boulevard from Commerce Street to I-95. These improvements have resulted in a marked decrease in traffic on Washington Street and a leveling-off of traffic on Tanyard Hill Road. This demonstrates that when improved traffic movement is available outside Town limits, there is less desire to detour through Town.



Cars Versus Pedestrians

Occoquan faces the challenge of accommodating cars, while maintaining a pedestrian friendly atmosphere.

Certain standards for residential and business streets are considered desirable. These are listed below:

- ❑ All Town streets, alleys and lanes should have a width of from 36 to 40 feet with sidewalks 6 to 10 feet in width on each side. Within the historic district, such sidewalks shall be brick.
- ❑ Residential driveway entrances on streets expected to have traffic volumes exceeding 5,000 vehicles per day (ADT) should be discouraged.
- ❑ As a part of the site plan or subdivision approval process, developers should be required to improve abutting streets to standards of VDOT and this Plan.
- ❑ 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.
- ❑ No street rights-of-way 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.

The Town Public Works Committee will investigate and make recommendations to the Town Council on the need to widen portions of Commerce Street. Any widening project will include new curbs and brick sidewalks consistent with other Business District improvements.

Parking

Parking problems are acute in the Business District due in part to the fact that when the Town was originally laid out and built, there were no automobiles to contend with. The Town originally adopted a Zoning Ordinance which did not require any off-street parking in the Business District. The ordinance was subsequently amended so that off-street parking is now required for all new development, redevelopment, or expansion.

Although on-street parking accommodates many cars, increased development and visitation have required additional action to alleviate parking problems.

The following actions for alleviating parking problems are envisioned:

- ❑ Continue to look for suitable close-in sites and develop Town-owned parking lots.
- ❑ Institute a shuttle system using small and colorful vehicles (“streetcars”, jitneys, etc.) to transport visitors from parking lots to business streets, the new Occoquan Workhouse (Lorton Workhouse in Fairfax County), or the new scenic areas resulting from the Fairfax\County Water Authority land development. These have been successful during the Occoquan Craft Shows and may be viable during other peak tourist events.
- ❑ Implement the Town Council’s decision to have a one-way traffic pattern in the Business District and to incorporate angled parking spaces.
- ❑ Require developers to provide appropriate off-street parking.
- ❑ Encourage use of business-owned vacant land for commercial parking.
- ❑ Improve pedestrian circulation facilities so as to decrease dependence on the automobile as a means of getting around.

The Planning Commission has been assigned a task by Town Council to evaluate the current parking space requirements for new construction and make recommendations regarding changes that might be required due to changes in demographics and other information concerning the number of cars per household.

Pedestrian Circulation

The plan for pedestrian circulation is illustrated on Map No. 8. The most important element of the

plan is for the construction of the Occoquan Riverwalk at the “rear” of lots between Mill Street and the Occoquan River Front Access pedestrian walkway. This walkway will make maximum use of the Town’s scenic assets, open greater commercial possibilities and allow the establishment of a buffer in accordance with the intent of the Chesapeake Bay Preservation Ordinance. Construction of the Riverwalk between the foot of Washington Street and the Route 123 bridge has already been funded and is awaiting construction. Expansion of the Riverwalk west of Washington Street should be an ongoing and cooperative effort between the Town and riverfront property owners.

Maintenance of the Occoquan foot bridge is an important element of the Town’s pedestrian circulation plan in that the bridge serves as part of a regional bike trail and provides pedestrian access to the Town during the Fall and Spring craft shows. Without the foot bridge, pedestrians wishing to park on the Fairfax County side of the Occoquan would be forced to walk over the Route 123 bridge. The Town should work with VDOT to ensure that there is a long-term State maintenance plan in place.

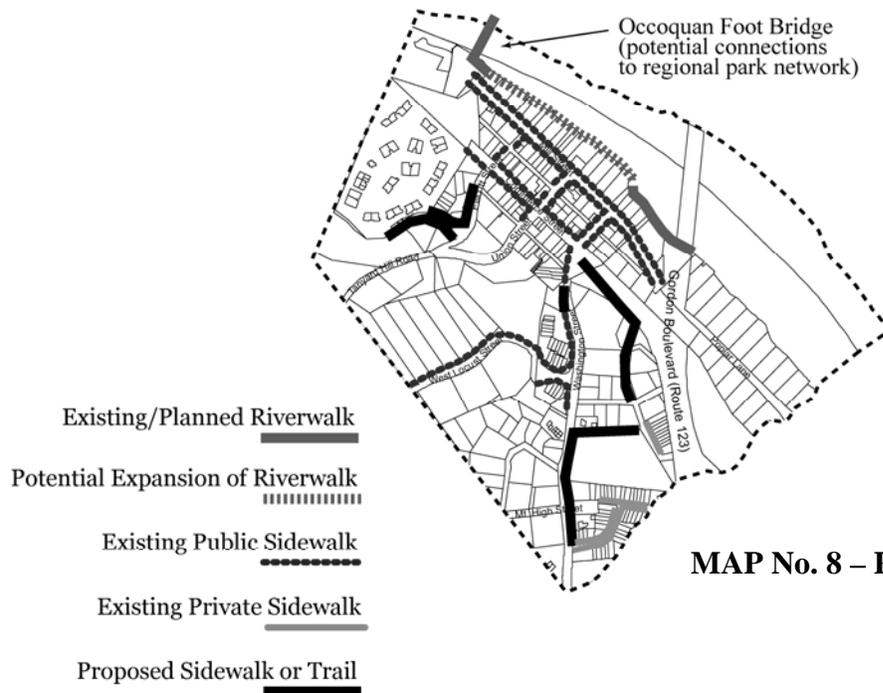
At present, the Mill Street Improvement Project is making pedestrian facilities in the Business

District more attractive by replacing aging concrete with brick. Improvements to Mill, Washington, and Commerce streets will be completed. In addition, the Town will investigate whether these improvements should be expanded to between Washington Street and Gordon Boulevard – both as a pedestrian safety issue and as an aesthetic issue.

Other pedestrian related improvements include extension of sidewalks and construction of pedestrian trails to serve new residential developments. Sidewalks within the historic district shall be brick paved.

Emergency Evacuation Planning

The Town has been subject to several disasters in its past, including flooding and fires. As part of the greater Washington region, planning for disasters should be a real issue for the Town. The Town needs to address several key issues in terms of evacuation planning: which routes should be designated for evacuation; which routes are most appropriate under certain circumstances; how is this information communicated to citizens in advance of an emergency; and who maintains responsibility for calling for evacuation.



MAP No. 8 – Pedestrian Circulation Plan

The Occoquan River presents a major hurdle to evacuation as well as a potential source of an emergency. In the case of flooding, most residents will have no choice but to exit the Town through Occoquan Road, Tanyard Hill Road, and/or Commerce Street.

Probably the greatest catastrophe that might hit the Town would be the breach or collapse of the Occoquan dam. If such a disaster were deemed imminent, time would be of the essence and the Town would need to have a warning system in place. The need for an alert system has been discussed with the Fairfax County Water Authority (FCWA); however, no system has been established. The Town Council should consult

with the FCWA to establish criteria for when and by whom a warning would be activated and by what means citizens would be alerted (siren, horn, etc.).

For all other disasters, the Occoquan River footbridge also serves as an effective escape route. In fact, for those living in or near the Historic District, the footbridge may serve as the quickest way to get out of harm's way. For this reason, the Town needs to continue to encourage VDOT to properly maintain the footbridge. The Town may also wish to consider applying for federal or State funding to develop an emergency management plan for the Town that would address a number of potential natural and man-made disasters.

<p>Transportation and Circulation Actions Time-Line</p>	<p>Short Range</p>	<p>Medium Range (2 Years+)</p>	<p>Long Range (5 Years+)</p>	<p>Responsible Party</p>
<p>Investigate the need to widen portions of Town streets, alleys and lanes.</p>	<p>July 2003</p>			<p>Public Works Committee</p>
<p>Pursue designation of Tanyard Hill Road as a State scenic byway.</p>	<p>●</p>	<p>●</p>		<p>Town Council</p>
<p>Evaluate current parking requirements for new construction and make recommendations for potential changes to the Zoning Ordinance.</p>	<p>July 2003</p>			<p>Planning Commission</p>
<p>Investigate whether improvements to Mill, Washington, and Commerce streets should be expanded to Commerce Street between Washington Street and Route 123. Coordinate with Commerce Street gateway concept.</p>		<p>●</p>		<p>Planning Commission, Public Works Committee</p>
<p>Work with the Fairfax County Water Authority to establish an alert system in case of flooding or a dam breach.</p>	<p>●</p>	<p>●</p>		<p>Town Council</p>

NATURAL RESOURCES ACTION PLAN

The Natural Resources Protection Action Plan addresses environmental protection issues and fulfills the planning requirements of the Virginia Chesapeake Bay Preservation Area Designation and Management Regulations. The Plan sets forth specific actions to achieve the Town's goals and policies and to address issues identified in the inventory section of the Comprehensive Plan.

Environmental Issues

Major environmental issues identified in the inventory section of the Comprehensive Plan include the following.

- ❑ Avoidance of development on sensitive natural features such as steep slopes.
- ❑ Nonpoint sources of pollution from impervious surfaces adjacent to the River.
- ❑ Public education and pollution prevention.
- ❑ Enforcement of ordinances such as the Chesapeake Bay Preservation Ordinance.
- ❑ Protection of all perennial and intermittent streams per revisions to the Chesapeake Bay Preservation Area Designation and Management Regulations.
- ❑ Preservation of the footbridge as an important link to Bike Route #1.

Actions and Strategies

ACTION: Protect surface water quality and sensitive environmental features from the adverse effects of development and utilize the redevelopment process to reduce the impacts of existing land uses on water quality.

- ❑ The Future Land Use Plan recognizes several open space corridor areas principally reflecting areas of steeper slopes and major drainage ways.
- ❑ Vigorously enforce the provisions of the Town's Chesapeake Bay Preservation Ordinance and Erosion and Sediment Control Ordinance.
- ❑ Recent changes to State regulations requires that the Town amend its Chesapeake Bay Preservation Ordinance by March 2003 to protect all perennial and intermittent streams as RPAs, regardless of whether they are shown on U.S.G.S quadrangle maps as a blue line. This will require the Town to take two actions (1) amend its ordinance and (2) coordinate with the County to implement a protocol for determining whether a stream is perennial or intermittent. At present, only the Occoquan River waterfront is mapped as an RPA. At the very least, it is anticipated that Ballywack Branch, Furnace Branch and Boundary Branch, Phelps Creek and Edgehill Creek (the tributary of Boundary Branch at Washington and Mt. High Streets) may now qualify as an RPA, and that a 100-foot buffer will need to be protected on both sides of the creek during development. Both of these tasks should be accomplished, and changes adopted, by March 2003.

- ❑ The Town will encourage innovative techniques to reduce impervious surfaces including pervious/block pavement, shared parking facilities (including municipally owned lots), etc.
 - ❑ The Town strongly encourages the use of BMPs that require little or no surface space in the Town's Business District and Historic District. The use of such facilities will result in improved water quality while protecting the unique character of Old Town Occoquan. The use of shared facilities is also highly encouraged to save on construction and maintenance costs.
 - ❑ While the Town's Chesapeake Bay Preservation Ordinance requires private owners of BMPs to enter into a maintenance agreement, the Town does not have a system for ensuring that these agreements are carried out. While this has not been a significant problem in the Town so far, the Town should establish a BMP maintenance protocol. The Town should investigate the potential for adopting the criteria outlined in §720.15 of the Prince William County Public Facilities Manual which requires the owner of a private facility to provide annual inspections by a certified professional engineer and to provide a report to the Town which addresses the maintenance needs of the facility in accordance with the inspection.
 - ❑ The entire shoreline of the Town is designated as an Intensely Developed Area under the Chesapeake Bay Preservation Ordinance which allows for flexibility in the Ordinance's vegetative buffer area requirements. There is a delicate balance to be struck between allowing access to the Occoquan River and protecting water quality through the establishment of vegetative buffers. However, even in areas where water-dependant development is anticipated (such as the Riverwalk), low-lying vegetation can be established to reduce the introduction of pollution to the Occoquan River. The Town should work with owners on an individual basis during the redevelopment process, and under the enforceable provisions of the Chesapeake Bay Preservation Ordinance, to maximize the riverfront's vegetated buffer.
 - ❑ The municipal lot is a significant source of pollution (as a result of automobile leakage and litter) and there is very little that prevents this pollution from being flushed directly to the Occoquan River. There is active erosion in this area where the high velocity of water from the parking lot and the bridge has scoured away the soil. In addition, the recycling station's proximity to the water, and the lack of any buffer, contributes to water pollution. Locating a berm and a planting bed underlain by gravel to trap and treat water and pollutants at the end of the parking lot could provide an aesthetic solution to this problem. Maintenance of the planting bed could be the responsibility of a local business (with advertising potential) or a local civic club or association. Timing should be coordinated with the planned reconstruction of the Route 123 bridge.
- ACTION:** Implement a pollution prevention/water conservation public education program.
- ❑ Although the structural BMPs required by the Chesapeake Bay Preservation Ordinance are effective at removing pollution once it has entered the water, the most effective means of protecting the environment is to prevent pollution at its source. This requires that pollution-generating behavior on the part of residents and businesses is challenged and changed through public education. The Town should work with the Prince William Soil and Water Conservation District, the Prince William Cooperative Extension, and other agencies to implement a Town-wide pollution prevention public education program.
 - ❑ The Town may wish to consider partnering with the PWSWCD, the PWCE, the

Northern Virginia Regional Commission, or other Northern Virginia towns to apply for funding to implement these public education programs.

- ❑ The Town may wish to investigate and support and effort to declare the Town Baptist Church an historic landmark.
- ❑ Water conservation is one of the most important ways of reducing pollution – either in the yard or in the home – by reducing the requirements for eventual treatment. The Town should develop a means to distribute information on water conservation to Town residents – perhaps through the insertion of a brochure in a utility bill or other public notice. The City of Fairfax has a water conservation brochure that the Town can use as a template.

ACTION: Promote awareness of the Town’s natural resources.

- ❑ Many people do not realize the importance of small tributaries to the overall ecology. A good way to draw attention to the Town’s water resources is to identify the unnamed tributaries and perennial or intermittent streams and the need to protect the environment surrounding them. The Town may wish to partner with the County in this effort.

ACTION: Protect the Occoquan River from pollution generated by traffic on the Route 123 bridge.

- ❑ VDOT street sweepers that clean the Route 123 bridge have been observed sweeping debris directly into the Occoquan River. A vacuum sweeper would be more effective in this area. The Town should approach VDOT officials and Prince William and Fairfax counties to correct this situation.

In addition, the two VDOT retention basins which control stormwater volume from the recently widened Route 123 are already aesthetic nuisances. In addition, the grass around the basins is cut too short to provide

any effective water quality control. The Town should work with VDOT to implement a maintenance program that takes water quality and aesthetics into consideration. An example may be the use of wildflowers in place of turf grass, or the strategic placement of woody vegetation known to provide nutrient uptake.

ACTION: Protect the Town’s groundwater supply from contamination.

- ❑ The Town’s Chesapeake Bay Preservation Ordinance, by requiring the minimization of impervious surfaces helps to promote groundwater recharge. The primary potential sources of groundwater contamination in the Town are underground storage tanks from outside of the Town and failing septic systems from inside and outside the Town. The Town should continue to work with the DEQ and the Prince William County Health Department, who have primary responsibility in these areas, to ensure that water quality in the Town is protected and spills or failures are expeditiously remediated.

ACTION: Protect steep slopes and highly erodible soil from improper development.

- ❑ §13-15C.&D. of the Town’s Site Plan Ordinance should be used to prohibit or strictly regulate development on steep slopes in excess of 20% and in areas where highly erodible soils conditions cannot be overcome with accepted erosion and sediment control practices.
- ❑ The Town’s Chesapeake Bay Preservation Ordinance and Erosion and Sediment Control Ordinance should be vigorously enforced to ensure that development on moderately erodible soils and steep slopes less than 20% in grade does not threaten water quality.

ACTION: Preserve and enhance remaining tree cover and wildlife habitat corridors in the Town.

- ❑ The remaining natural streams of the Town, along with their associated wildlife habitat corridors, should be preserved to the maximum extent practical and the establishment of vegetation along streams where vegetation has been denuded should be encouraged. Preservation efforts may be amplified through the use of an amendment to the Zoning Ordinance that encourages clustering or conservation development.
- ❑ The Town's Chesapeake Bay Preservation Ordinance should be used to preserve the existing tree cover of the Town to the maximum extent practical. The Town should consider adding minimum landscape areas in municipal parking lots to achieve this goal. Finally, the Town should seek opportunities in possible conjunction with the Soil and Water Conservation District and other private volunteer organizations to increase tree cover in the Town.

ACTION: Protect the citizens of the Town from flooding.

- ❑ The Town's Floodplain Management Ordinance reflects the need to protect the citizens of the Town from flood damage as well as the fact that the most intensely developed portions of the Town are and will continue to be within the floodplain. The Town must continue to vigorously enforce its Floodplain Management Ordinance in order to ensure that this balance is maintained.

ACTION: No wake zone enforcement.

- ❑ Although the Occoquan River at the Town is a "no wake zone," the nearest sign is more than a mile downstream. Many boaters are not aware that the restrictions carry as far upstream as the Town. As a result, boating has resulted in an unnecessary increase in streambank erosion. The Town should work with the Virginia Marine Resources Commission to post "no wake zone" signs near the Town and to enforce "no wake zone" requirements. The Town should also work to establish the "no wake zone" as a

six mile per hour zone, with appropriate signage.

ACTION: Reconstruction of failing bulkheads.

- ❑ Many of the Town's bulkheads are failing. Not only is this a public safety hazard, but it also increases the potential for sediment to enter the Occoquan and the Chesapeake Bay. The Town should consider coordinating an effort by private property owners to apply for a Water Quality Improvement Fund grant to replace failing bulkhead areas. Additionally, the Town may wish to coordinate reconstruction of bulkheads with efforts to construct a Town Riverwalk.

Reconstruction of failing bulkheads should be part of any redevelopment proposal along the Occoquan River.

ACTION: Enact spot solutions to localized erosion problems.

- ❑ In general, the Town should encourage individual property owners to solve erosion problems located on private property by providing technical support and information to the property owner/manager. Technical support and information may also be obtained through the Prince William Soil and Water Conservation District.
- ❑ Streambank erosion in the Town is not presently considered severe; however, the potential for significant upstream development will place additional stress on existing channels. This could exacerbate streambank erosion problems. Although the Town's Chesapeake Bay Preservation Ordinance requires the use of BMPs to control for water quality, BMPs do not always control for the adverse impacts of increased water quantity. As a result, there is a need to be proactive in the requirement for the establishment of stormwater detention as a result of development. The Town could adopt a Stormwater Management Ordinance under the Virginia Stormwater Management Regulations to

require adequate stormwater detention. However, some other Northern Virginia towns have simply adopted the pertinent sections of the local county public facilities manual.

- The Town should adopt by resolution the pertinent sections of the Prince William County Public Facilities Manual regarding stormwater volume management.
- The proper siting and design of future marina or boat mooring facilities is important to the Town's environmental protection efforts. The Virginia Marine Resources Commission has established *Criteria for the Siting of Marinas or Community Facilities for Boat Moorings* (VR 450-01-0047) which outline proper best management practices to ensure a marina's compatibility with the environment. These siting requirements will be used as part of the planning and design of any marina facility proposed for the Town.
- Pedestrian and boating activity along the Occoquan River can result in the generation of nonpoint source pollution. Although the Department of Environmental Quality very rarely requires small marinas to establish stringent monitoring programs, marina operators should, at the very least, be informed about the need to prevent water pollution. The Town should periodically invite the Virginia Marine Resources Commission to address local marina operators about how to prevent nonpoint source pollution from marinas.

In addition, the Town, in lieu of a stringent monitoring program, should work with the VMRC to require the following to be implemented at any new marina operation or public access point (including a boardwalk) within the Town.

- Signage informing users that polluting the water is a violation of the federal Clean Water Act and a number to call to report suspected violations.

- Adequate provision of waste receptacles.
- Where possible, the establishment of vegetation to buffer adjoining land uses and the Occoquan River.

<h2>Natural Resources Protection Time-Line</h2>	<p>One to Two Years</p>	<p>Three to Five Years</p>	<p>Ongoing</p>	<p>Responsible Party</p>
<p>Chesapeake Bay Preservation Ordinance, Erosion and Sediment Control Ordinance, and Floodplain Management Ordinance implementation.</p>			● →	<p>Town Council, Planning Commission, Town Engineer</p>
<p>Reestablishment of Occoquan Riverfront vegetated buffer area.</p>			● →	<p>Town Council, Planning Commission, Town Engineer</p>
<p>Groundwater protection.</p>			● →	<p>Town in coordination with Department of Environmental Quality and Prince William Health Department</p>
<p>Reconstruction of Occoquan River bulkheads.</p>			● →	<p>Town and private businesses through redevelopment</p>
<p>Amend Chesapeake Bay Preservation Ordinance to protect all perennial and intermittent streams.</p>	March 2003		● →	<p>Planning Commission, Town Council</p>
<p>Strengthen BMP maintenance requirements.</p>	● →			<p>Town Council, Town Engineer</p>
<p>Initiate Spring and Fall lawn care letters.</p>	● →			<p>Town in conjunction with PWCE and PWSWCD</p>
<p>Initiate riverfront clean up day and storm drain marking program.</p>	● →			<p>Town in conjunction with PWCE and PWSWCD</p>
<p>Tributary naming contest.</p>	● →			<p>Town Council</p>
<p>Route 123 bridge sweeping issues and storm water retention basins.</p>	● →			<p>Town Council communication with VDOT</p>
<p>No wake zone enforcement.</p>	● →			<p>Town Council communication with Virginia Marine Resources Commission</p>

<h2>Natural Resources Protection Time-Line</h2>	<p>One to Two Years</p>	<p>Three to Five Years</p>	<p>Ongoing</p>	<p>Responsible Party</p>
<p>Report on options for adding cluster development to the Town's Zoning Ordinance.</p>		●		<p>Planning Commission</p>
<p>Consider adoption of County stormwater management requirements from Public Facilities Manual.</p>		●		<p>Town Council, Planning Commission, Town Engineer</p>
<p>Develop plan for managing Ballywack Branch litter boom.</p>		●		<p>Town Council, possibly in coordination with Regional Park Authority for boat access</p>
<p>Route 123 municipal parking lot water quality improvements.</p>		●		<p>Town and Town Engineer with assistance from civic and business organizations</p>
<p>Pollution prevention program for Riverwalk and future marinas.</p>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">At Completion</div>			<p>Town Council in coordination with Virginia Marine Resources Commission</p>