

COUNTY OF CAROLINE, VIRGINIA

DAWN VILLAGE PLAN



ADOPTED BY THE BOARD OF SUPERVISORS
MARCH 11, 2008

APPENDIX D - *DAWN VILLAGE PLAN*

TABLE OF CONTENTS

	Page
Acknowledgments	2
Introduction & Planning Process	3
Historic & Natural Resources	6
Community Facilities	12
Land Use	18
Community Design	27
Transportation	37

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INTRODUCTION

The Carmel Church Community Plan is part of the Caroline County Comprehensive Plan, the official policy guide for future development decisions. Both Plans are long range in nature and provide a picture of how the community wishes to develop over the next 20 to 25 years.

As a policy document, the plan provides a framework for the community's residents and decision makers to conceptualize how the community should look and function. The major goals of the Community Plan aim to guide the community into the future.

GOALS

- Provide a guide for the numerous public and private decisions that will create the future community;
- Promote the interests of the Community as a whole;
- Enhance, describe and promote the Community's physical development;
- Evaluate short-term actions against long-term goals; and
- Recognize the natural, physical, cultural, and architectural significances of the Bowling Green/Milford area, so that it can be more effectively preserved, protected, and integrated into an orderly pattern of development.

The overall goal of the Dawn Village Plan is best revealed by following the Vision Statement:

The vision for the community of Dawn is one of controlled, planned growth that will afford the citizens of this rural area of Caroline County the services needed to enhance their lives, while preserving the rich, multicultural history and the community's rural character.

DAWN PLANNING PROCESS

PLAN ORGANIZATION

The Area Plan is comprised of five sections that address historic and natural resources, community facilities, land use, community design and transportation. Each section generally discusses these topics. The applicable goals and objectives identified above are also contained in each section and, in some cases, are further supported by recommendations designed to achieve the objectives. This plan is intended to support the Caroline County Comprehensive Plan. However, the vision, goal setting and planning efforts are limited as follows:

- This plan is an area plan and, as such, the geographical area of this study is limited to the community of Dawn. The boundaries of the area are generally identified as Frog Level Rescue Squad to the north, the Pamunkey River to the south, Winston Loop to the east and Sadie Lane (Route 628) to the west.
- This Village Plan is not intended to duplicate material that can be found elsewhere in the 2030 Comprehensive Plan of Caroline County, the Caroline County Strategic Plan, or in any other County, regional or state plan.
- Detailed planning for needed future infrastructure such as transportation, water and wastewater are provided in other plans.

PLANNING PROCESS

The process began in the summer of 2004 with the appointment of the citizen committee by Supervisor Maxie Rozell (Reedy Church District). The committee was charged with preparing recommendations for the future development of the area by holding monthly public meetings advertised in the local media to which the public was encouraged to attend. Throughout the process, the committee continuously solicited public input, including a community survey mailed to all households in the area. The responses to the survey were tabulated and the major issues are identified in this Plan.

STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS AND CONCERNS (SWOT)

All communities have existing community assets, as well as real or perceived strengths and weaknesses that can form the basis of planning. In completing this study, one major task of the Committee was to identify those assets, strengths and weaknesses, real or perceived, of the Dawn area through a written resident survey and the committee's research and deliberations. Once identified, the second task was to determine how the community might capitalize on its existing assets and real or perceived strengths and how to effectively address the real or perceived weaknesses.

Most communities also address present or potential opportunities and threats facing the community in planning the future. Additionally, residents have general concerns that are important to address in considering the future of the community. In completing this study, the Committee sought to identify both opportunities and threats to the Dawn area. Once identified, the objective was to determine how the community can take advantage of its opportunities and successfully challenge its threats. In addition, the general concerns of the community-at-large were identified by the citizen survey. This section of the Plan focuses on building on assets and strengths, addressing weaknesses, pursuing opportunities, minimizing weaknesses, and addressing general concerns of area residents.

EXISTING STRENGTHS AND ASSETS

In the opinion of responding residents, the rural character of the area (75%), and quality of living (67%) and reasonable housing costs (67%) are the major strengths of the area. Other major strengths that more than half of the 526 survey respondents agreed upon are: fire and rescue services (58%); hunting and fishing opportunity (57%); and good neighbors (56%). Distance from the cities, good roads and property appearance were also cited as elements upon which the future of the Dawn area can be planned and developed.

EXISTING WEAKNESSES

Lack of employment (80%); lack of available shopping opportunities (76%); lack of public water/sewer services (62%) and quality of the public schools (48%) were by far the greatest weaknesses that need to be addressed if the desired future of Dawn is to be realized.

OPPORTUNITIES

The Committee views the following as near-term opportunities for planned growth that will support attainment of the future vision of the Dawn area: (1) commitment of the County to plan and manage future growth; (2) the existence of several large tracts of land in the immediate area that are available for development; and (3) the interest and willingness of several developers to develop projects in the immediate area consistent with the desires of the Committee.

THREATS & GENERAL CONCERNS

Crime, or the potential for crime, was the most frequently mentioned concern in the survey (81%). This was followed in importance by: unplanned growth (79%); quality of public schools (75%); and lack of public water/sewer (73%). These important concerns and others expressed by residents must be given consideration in planning the future of the Dawn area.

GENERAL FINDINGS AND CONCLUSIONS

In preparing this Plan the committee researched information in County records, conducted interviews, distributed approximately 915 questionnaires to residents of the study area, and conducted public discussions of various subjects addressed in the study. Having gathered information from these sources, the Committee then completed an analysis of its findings and determined conclusions from the analysis. This Plan and the recommendations contained herein are the product of the Committee's efforts.

HISTORIC AND NATURAL RESOURCES

OVERVIEW

Dawn has escaped much of the development pressures facing the rest of Caroline County and neighboring Hanover County. Dawn has been influenced by the traditional agricultural forces of farming and forestry. It has also been affected, perhaps adversely, by the fall of U.S. Route 2/301 as a major north-south transportation route and the rise of Interstate 95 in its place. As these transportation “magnets” grow, so does typical suburban growth from the Washington D.C./Fredericksburg and Richmond area. In recent years, this growth has accelerated. With the conversion of fields and forests to residential, industrial and commercial development, the County is increasingly concerned about the protection of its natural resources, such as forests, farmland, groundwater, streams and rivers, as well as the retention of the heritage and history of its rural, agrarian roots.

This section deals with the policies that will protect, preserve and manage these vital aspects of the County within the Dawn Community. It also identifies existing natural and historic resources, addresses important issues related to these resources, identifies sensitive or significant resources, and recommends ways to manage and protect those resources. Natural resources are generally defined as water, agricultural and forest resources, and wildlife. For purposes of this Plan, only issues related to water resources are discussed. Historic resources are generally defined as buildings, properties, monuments, or sites of historic events.

Dawn has an abundance of both historic and natural resources. It is essential when planning the area to assess how natural and historic resources can be responsibly utilized, managed, developed and preserved within the community. While these resources are vulnerable to development, both can also affect the manner in which land is developed.

Development gets a bad reputation because it often results in the destruction or deterioration of historic and natural resources. It is the premise of this Plan that new development can be approved without threatening the resources of the area. With proper methods and techniques, new development can be designed and built in a manner that is sensitive to and reflective of area resources. In fact, new development can be used to achieve some of the open space goals and other resource protection measures discussed in this Plan.

HISTORY OF DAWN

Dawn is centered at the intersection of U.S Route 2/301 (Richmond Turnpike) and State Route 30 (Dawn Boulevard). It is bounded on the west by Hanover County, on the east by King William County, on the south by the Pamunkey River and on the north by Sunshine Road. It had beginnings in pre-colonial days with at least two Indian Villages. One village was on Route 2/301 near the Pamunkey River at what is now known as North Wales Farm (Cattachtic) and ruled by an Indian Queen of the Pamunkey known as Ann, the widow of Totopotomy, the Indian Chief friendly to the English. The other Indian Village (Myghtuckpassau) was located behind what is now Bethel United Methodist Church on Route 30.

The Dawn area was settled by men anxious for land. This settlement was allowed when Queen Ann of the Cattachtic Indians made a treaty with the colonists in 1677. Plantation owners, homesteaders, free blacks, slaves and indentured servants were among those who settled the area. The free blacks were a result of the Treaty of 1677, which stated that no Indian should be held as a slave. This was interpreted to be all children born of a black woman who had Indian blood. Therefore, they were free.

When Caroline County was formed in 1727 from King William County, there were few roads. Route 30, Ridge Road, and Route 2/301, Old Stage Road, were two of those roads. The Old Stage Road crossed the Pamunkey farther east than it does today and led to Williamsburg from the north. There were many little roads formed from Indian paths leading from one small community to another. The Pamunkey River was a vital highway used to move supplies to settlers and timber and tobacco to the seaport at Newcastle and Hanover Towne.



Concord Baptist Church

Churches developed because of the rise of the dissenters and the distance to the nearest Anglican Church was so great. Concord Baptist Church was established in 1841 and erected in 1854 and Bethel Methodist Church was built in 1854.

The origin of the name Dawn is not clear. The name first appeared in the 1800's. Postal records show the date as December 12, 1889 with Robert Hunter Bowers as the first postmaster. Seaysville, approximately a mile east of Dawn, had a post office some years prior to the establishment of the Dawn Post Office. After Dawn was established, Seaysville ceased to exist. The Seays complained to Mr. Bowers, who helped them establish a new post office at what is now known as Lorne.

Dawn was a busy place before and after the Civil War. There was a general store, owned and operated by the Bowers Family, a brick yard owned by the Courtneys, a free black family who were brick masons. There was a tanyard, also owned by the Bowers Family, a shoe shop owned by the Isbell Family, a flour mill owned by the Kimbrough and B.W. Morris families and several taverns and stages (stage coach stops). Needswood Tavern, located approximately where the Frog Level Fire Department is today, and The Grove at Mt. Gideon Road were two of the stage coach stops. When the railroad came into the area in the 1830's transportation needs gradually changed.

HISTORIC RESOURCES

In 1991, the County contracted with Traceries and Planning Management Associates (PMA) to conduct a Historical Architectural Survey of the growth areas in the County. This report was included in the 1994 Comprehensive Plan. In 2006, a subcommittee of the Dawn Planning Advisory Committee updated the study specifically for the area and the Dawn Village Plan.

EXISTING HISTORICAL PROPERTIES

There has always been a strong interest in historic preservation in the County. The Committee identified six sites from the PMA study within the Dawn area. Four sites are classified as potentially eligible, including; Bethel Church, Elson Green, Mount Gideon, and the Grove. Two sites, Glamorgan and Reedy Mill Store may be eligible subject to additional research. Finally, the Committee identified the former Duvall Store as a site that warrants additional consideration, and undoubtedly other properties should be considered. No action appears to have been taken on properties since the 1991 study.



Duvall Store

ISSUES

As previously stated, interest in historic preservation is strong. While there is significant interest in preservation, there are also a number of obstacles or issues to preservation, most of which are discussed in Chapter 5 of the Comprehensive Plan. However, a central issue that can be addressed by follow-up from this planning

effort is the established process to notify property owners of historically significant properties and provide assistance to those owners interested in pursuing designation.

Based upon information obtained by the subcommittee, a lack of clear information about the process and the availability of assistance may contribute to the lack of sites being added to the registers.

RECOMMENDATIONS

Caroline County should move quickly to establish a Historic Resources Commission. Such a body would be invaluable to the County in a number of ways, including:

- Assisting the County in the preparation of a Preservation Plan,
- Assisting in the preparation of updates of the Comprehensive Plan and Zoning Ordinance to meet the preservation concerns and objectives of the community.
- Assisting property owners in pursuing designation of local historic districts to protect properties eligible to the National and State Registers, other significant properties, threatened properties, and properties in danger of loss.
- Helping to create design guidelines and review procedures,
- Providing programs such as community education, owner recognition, public awareness campaigns, and incentive programs.
- Creating a Historic Resources Commission should be considered in the near future, while there are opportunities to be proactive in preservation efforts, instead of waiting for additional properties to be destroyed or otherwise lost forever.

NATURAL RESOURCES

Development in Dawn has been primarily driven by environmental constraints, most notably, soil types and characteristics. This section briefly identifies the environmental conditions in the area that impact development and the benefits of protecting these resources.

SOILS

Soil properties and characteristics strongly influence the use of land. Not only do soil characteristics affect agricultural and timber production, they impact the pattern of physical development. The Comprehensive Plan generally identifies soils that exhibit development constraints, including hydric soils, highly permeable soils, and highly erodible soils. The properties of hydric soils include seasonal high water tables, periodic flooding, and low bearing capacity. Such soils are not suitable for most construction and the installation of on-site sewage disposal systems.

Soils that are highly permeable exhibit characteristics that allow water to percolate quickly through the soils, thereby allowing potential contaminants into the groundwater. These soils are not conducive to the installation of on-site sewage disposal systems and should be avoided for uses where there is the potential for groundwater contamination.

Highly erodible soils are characterized as having extremely fine soil particles that are easily transported by water, especially when combined with steep slopes and minimal vegetation. If these soils are removed of vegetation, they can easily be washed into streams, causing sedimentation and potentially carrying fertilizers or other pollutants into the surface waters, thereby degrading the quality of those waters, and ultimately the Chesapeake Bay.

SURFACE WATER RESOURCES

The Dawn area contains a number of important surface water resources that provide a water supply (agriculture), recreational opportunities (boating and fishing) and scenic views. The North Anna/Pamunkey River forms the southern and western boundary with Hanover County and provides agricultural water supply and recreational opportunities. River access is provided at the Route 2/301 bridge in Hanover County. A new access point is expected to be constructed within the next two years on Route 30 at Meadow Farm.



Pamunkey River

The Pamunkey River is an important water resource with significant tributaries that include: Mill Creek, Hornquarter Creek and Millpond Creek. Another major resource is the Mattaponi River, which has several tributaries that drain on the north side of the Dawn area, including Reedy Creek, Herring Creek and Mill Creek.

WETLANDS



Wetlands are areas in which the water table is near, at or above the surface of the land. These areas are identifiable through the presence of hydric soils and the growth of certain types of vegetation. Wetlands are important because of flood control and water quality capability. Wetlands also provide a habitat for wildlife and sustain numerous varieties of vegetation.

The important functions of wetlands have been recognized by the federal government, and more recently state and local governments. The Virginia Department of Environmental Quality is the lead agency in the Commonwealth for wetlands issues, including permits to perform work within areas designated as wetlands.

County efforts to reduce the adverse impacts of development on wetlands are set forth in the Chesapeake Bay Preservation Ordinance, which is a part of the Zoning Ordinance. Wetlands abutting all-weather (perennial) streams are required to have a buffer of 100 feet from the edge of the wetlands. Other wetlands are also afforded varying amounts of protection, depending on their location relative to water bodies.

FLOODPLAINS

Floodplains are those areas potentially subject to a 100 year flood, or about a one percent chance of flooding every year. The identification of the 100 year floodplain is the responsibility of the Federal Emergency Management Agency (FEMA). The Flood Insurance Rate Maps, prepared under the direction of FEMA and adopted in 1989, delineate the boundaries of the 100 year floodplain. In the Dawn area, the major areas potentially subject to inundation by a 100 year flood are the North Anna and Pamunkey Rivers and several tributaries.

Development in and near 100 year floodplains is regulated through the Virginia Uniform Statewide Building Code and the Caroline County Zoning Ordinance (Flood Hazard Overlay District and Chesapeake Bay Preservation Area Overlay District).

GOALS AND ACTION STRATEGIES

GOAL 1.1: PRESERVE, MAINTAIN AND PROMOTE THE HISTORIC RESOURCES OF THE DAWN AREA IN ORDER TO MAKE THE AREA A HEALTHY AND ATTRACTIVE PLACE TO LIVE.

Action Strategy 1.1-1: Encourage the preservation and rehabilitation of historically significant structures.

Action Strategy 1.1-2: Establish a Historic Resources Commission to assist property owners with the identification and preservation of significant sites.

GOAL 1.2: PRESERVE AREAS WITH THE MOST PRODUCTIVE SOILS FOR CONTINUED AGRICULTURAL AND FORESTRY USES.

Action Strategy 1.2-1: All Class I land, as designated by the Department of Soil and Water Conservation and Department of Agriculture, identified in the Future Land Use Map as Rural or Agricultural Preservation should not be rezoned for commercial, industrial or residential development.

Action Strategy 1.2-2: Adopt regulations to permit the use of conservation subdivisions to permanently protect large tracts of open space.

Action Strategy 1.2-3: Residential, commercial and industrial developments should be as compact as possible with a transition from the higher density/intensity of development to those areas of lower density and buffered by viable agricultural/forested property that will remain intact and not be converted to residential, commercial or industrial uses.

GOAL 1.3: PRESERVE AREAS CONTAINING UNIQUE AND SENSITIVE NATURAL FEATURES SUCH AS WILDLIFE HABITATS, STEEP SLOPES, STREAMS AND WETLANDS.

Action Strategy 1.3-1: The Future Land Use Map should not propose any residential, commercial or industrial zoning uses bordering the North Anna and Pamunkey Rivers.

Action Strategy 1.3-2: Establish and maintain a GIS system with an environmental database to identify sensitive environmental features and valuable agricultural soils.

GOAL 1.4: MINIMIZE LAND DISTURBANCE AND MAINTAIN EXISTING VEGETATION DURING SITE DEVELOPMENT TO THE EXTENT PRACTICAL.

Action Strategy 1.4-1: Retain and preserve as much vegetation as possible by minimizing land disturbance, and prevent erosion through sound farming methods and erosion and sediment control practices.

Action Strategy 1.4-2: Encourage and promote the use of “no-till” farming methods in order to retain topsoil and reduce erosion and sedimentation.

Action Strategy 1.4-3: Establish methods and processes to use the community’s valuable resources in such a way as to preserve the rural character and mitigate all impacts from development activities.

GOAL 1.5: PRESERVE SCENIC VIEWS, HISTORIC AND ARCHEOLOGICAL SITES.

Action Strategy 1.5-1: Update the 1991 PMA Historic Resources study with any known historical or archaeological sites to determine the areas to be protected from incompatible land uses. The private sector, when rezoning requests are made near such sites, may provide the “seed” funds necessary for a broader review for the community.

Action Strategy 1.5-2: Provide the necessary resources to conduct a historic resources survey for the Dawn Community and the County as a whole.

GOAL 1.6: PRESERVE THE RURAL CHARACTER OF THE DAWN COMMUNITY BY DISCOURAGING RURAL, LARGE LOT DEVELOPMENT IN AREAS DESIGNATED FOR THE PROTECTION OF AGRICULTURE, FORESTRY, OPEN SPACE OR THAT ARE ENVIRONMENTALLY SENSITIVE.

Action Strategy 1.6-1: Establish open space provisions in the Subdivision Ordinance which allow lots smaller than ten acres in the RP District provided density requirements are met and open space is provided.

Action Strategy 1.6-2: Consider providing density bonuses for developments within the growth area that include the permanent preservation of additional agricultural and forestal lands abutting the growth area.

Action Strategy 1.6-3: Encourage conservation through conservation easements, proffers and deed covenants on large tracts of land for wildlife habitats such as large forested areas, wetlands, rivers, streams and areas of steep topography.

COMMUNITY FACILITIES

OVERVIEW

Public facilities are those facilities required to support the services and functions provided by local government. Such facilities are essential to support the community and its development, as well as to enhance the overall quality of life. Ensuring that public facilities are phased with the demand generated by development is central to the concept of growth management. The quality of these facilities and services contributes to and enhances the quality of life in a community.

Providing suitable and accessible public facilities and services is an essential function of local government. The efficiency and effectiveness of a local government is often determined by its ability to plan and finance the provision of these types of facilities and services. A full discussion of public facilities is contained in Chapter 7 of the Caroline County Comprehensive Plan.

LAW ENFORCEMENT

Law enforcement services are provided by the Caroline County Sheriff's Department. The Department is staffed by local and state officers and is located approximately fifteen miles north of the Dawn Community in Bowling Green. There is a sub-station in the Dawn area located just east of US Route 2/301 on Route 30 at the Dawn Progressive Association and is staffed on an infrequent basis.

The development of the Village of Dawn over the next 25 to 30 years will have a significant impact on the law enforcement needs in the community. With a planned population of 15,000 residents and a ratio of one deputy per 1,500 residents, a minimum of ten deputies will be required to adequately serve the community at the end of the planning horizon.

EMERGENCY SERVICES

Fire and emergency medical services in Dawn are provided by the Frog Level Volunteer Fire Department and the Frog Level Volunteer Rescue Squad. Both units are supplemented by neighboring jurisdictions on an as-needed basis. Hanover County has fire stations located in Doswell and Hanover Courthouse, while King William County has a station in Mangohick. All three stations are within 6-8 minutes travel time of the Route 30/301 intersection. In addition, emergency medical services are provided during weekday hours by career personnel from the Caroline County Department of Fire and Rescue.



Frog Level Fire Station



Frog Level Rescue

PARKS AND RECREATION

Access to the Pamunkey River is provided on Route 2/301 in Hanover County. A similar facility is proposed for the North Anna River off of Route 30 at Meadow Farm.

Lowe-Massie Park is the only public recreational facility in the Dawn area. It is located just east of Richmond Turnpike (US Route 301) on Dawn Boulevard (Route 30) behind the Dawn Progressive Center.

Chapter 7 of the 2006-2026 Comprehensive Plan contains standards for various types of recreational facilities. Table D.1 contains standards appropriate for the Dawn community. With a current service area population of about 2,000 people, the area does not have an adequate population base to support many facilities. However, a basketball court, softball field, and picnic shelter are available at the Dawn Progressive Center, which is all the current population can support, based upon the adopted standards.



Pamunkey River Boat Access

TABLE D.1

Activity/Facility	Recommended Space Requirements	No. Of Units Per Population
Basketball - Youth - High School	2400-3036 square feet 5040-7280 square feet	1 per 5,000
Tennis	Minimum of 7,200 square feet single court (2 acres for complex)	1 court per 2,000
Volleyball	Minimum of 4,000 square feet	1 court per 5,000
Baseball (Official)	3.0-3.85 acres minimum	1 per 5,000 Lighted - 1 per 30,000
Football	Minimum 1.5 acres	1 per 20,000
Soccer	1.7 to 2.1 acres	1 per 10,000
1/4 Mile Running Track	4.3 acres	1 per 20,000
Softball/Youth Baseball	1.5 to 2.0 acres	1 per 5,000
Multiple Recreation Court (basketball, volleyball, tennis)	9,840 square feet	1 per 10,000
Trails	N/A	1 system per region
Swimming Pools	Varies on size of pool and amenities, usually 1/2 to 2 acre site	1 per 20,000

Based on the information in Table D.1, at full build-out, Dawn and its service area will qualify for the following facilities:

Basketball court	5	¼ mile track	1
Tennis court	10	Softball field	4
Volleyball court	4	Multiple Recreational Court	2
Baseball field	4	Trail system	1
Football field	1	Swimming pool	1
Soccer field	2		

Many of these facilities can be constructed by developers as individual projects are reviewed and approved by the County. However, larger public facilities, such as swimming pools, may need to be constructed by a non-profit organization or the County at the appropriate time.

DAWN PROGRESSIVE ASSOCIATION



Dawn Progressive Association

The Dawn Progressive Association, Inc. was established in 1977 by a group of citizens interested in addressing the needs of the Dawn Community. The organization purchased the former Dawn Elementary School for use as a community center. Partnerships with Quin Rivers Community Action Agency and Caroline County led to the development of a community action outreach office, a Head Start program, a summer recreational program and the establishment of a

branch of the Caroline Library in the building. The Dawn Progressive Association, Inc. was the recipient of a Rural Health Initiative Grant, which funded the renovation of the western portion of the building as a health center (no longer in operation). The Rappahannock Area Agency on Aging also used the facility as a nutritional site for senior citizens. Currently, the facility provides space for a branch of the Caroline Library, a summer recreational program, meetings for local government officials and organizations in the community, a voting precinct, and a banquet hall for weddings, receptions and other events.

The Caroline County Board of Supervisors built a public park on the site and named it the Lowe-Massie Park in memory of the late Ethel M. Lowe and G. Edmond Massie, II, president and vice-president, respectively, of the Dawn Progressive Association, Inc. In addition, the facility houses a satellite office of Caroline County Sheriff's Department. The organization is currently working with private individuals, a local university and other organizations to raise funds to renovate and expand the entire building. Dawn Progressive Association, Inc. recently contracted with an architectural firm to design a multi-use facility that will better serve the community.

LIBRARY

Dawn is served by a branch of Caroline Library, located in the Dawn Progressive Association building, that contains about 1,000 square feet and houses 2,000 volumes. The current facility falls far short of the minimum standards contained in Chapter 7 of the Comprehensive Plan. Based upon a population of about 2,000 people for the service area, and using the standard of 0.6 square feet per capita and 2.0 books per capita, the facility should contain about 1,200 square feet with 4,000 books to serve the current population in the area.

As Dawn grows, additional demands will be placed upon the Library to expand and improve service to the community. Utilizing the standards above, the Dawn branch will need to expand to an area of 12,000 square feet and house 40,000 books at full build out.

PUBLIC SCHOOLS

There are currently no public schools in the Dawn area. Students are currently bused to Bowling Green for public education, often getting on the bus before 6:30 in the morning. Schools are a key component of any community and the lack of a neighborhood school in the Dawn area is a drawback to the development of the community.

The present student generation ratio is .492 students per household, which is further broken down to ratios of .492 elementary students, .243 middle school students and .265 high school students per household. Assuming that these ratios remain constant and with an estimated 8,000 households in the service area, it can be anticipated that the resulting school impact will be 1937 elementary students, 1,043 middle school students, and 956 high school students by the end of the planning horizon.

School age multipliers tend to follow national and state trends, meaning that a forecasted reduction in the average household size will result in fewer school age children. While the school age multipliers are likely to decrease, generally speaking full build out will result in the need for two elementary schools, a middle school and a high school in the community. These impacts will not occur at once, but will occur over the 30 year lifespan of this plan. It is likely that the most pressing need will initially be for an elementary school.

PUBLIC UTILITIES

The Dawn Community relies strictly on individual private well and septic systems. The lack of public water and sewer services has long been an issue in Dawn. Poorly drained soils and soils with seasonally standing water have resulted in many failed septic systems. The age and condition of housing has also created situations of households without indoor plumbing. Since many individual water supply wells are less than fifty feet deep, contamination of the drinking water supply due to failed septic systems is a real possibility.

The lack of utilities also results in the lack of economic investment in the community. The intersection of Routes 30 and 2/301 is a prime location for commercial investment. Yet, due to poor soil conditions, this major intersection remains virtually undeveloped.

In identifying the five greatest concerns facing the community, the lack of public sewer and water were identified as numbers two and four, respectively. This reflects the knowledge of area residents about the conditions in the community and the need to act to correct those conditions.

In 1998, the Department of Public Works prepared a water and wastewater feasibility study for the Dawn area. However, it was not until 2005 that the County was successful in securing sufficient funding for a wastewater collection and treatment system.

The County is currently completing the installation of a low pressure system, which utilizes an alternative collection and treatment process, at a significantly lower cost than traditional systems. The system also has the added environmental benefit of not discharging effluent into surface waters, such as the Pamunkey River. Instead, the effluent is discharged into the ground, thereby eliminating the discharge of phosphorus and nitrogen into the River, and ultimately into the Chesapeake Bay.

Figure D.1 indicates the current (phase 1) and future (phase 2) service areas of the Dawn Wastewater Project.

GOALS AND ACTION STRATEGIES

GOAL 2.1: PROVIDE ADEQUATE PUBLIC SERVICES, RECREATIONAL AMENITIES AND FACILITIES.

Action Strategy 2.1-1: Enhance and maintain County services, public safety and emergency services.

Action Strategy 2.1-2: Promote a neighborhood school system that will satisfy the demand created by area growth.

Action Strategy 2.1-3: Expand and improve the services of the existing library within the next five years.

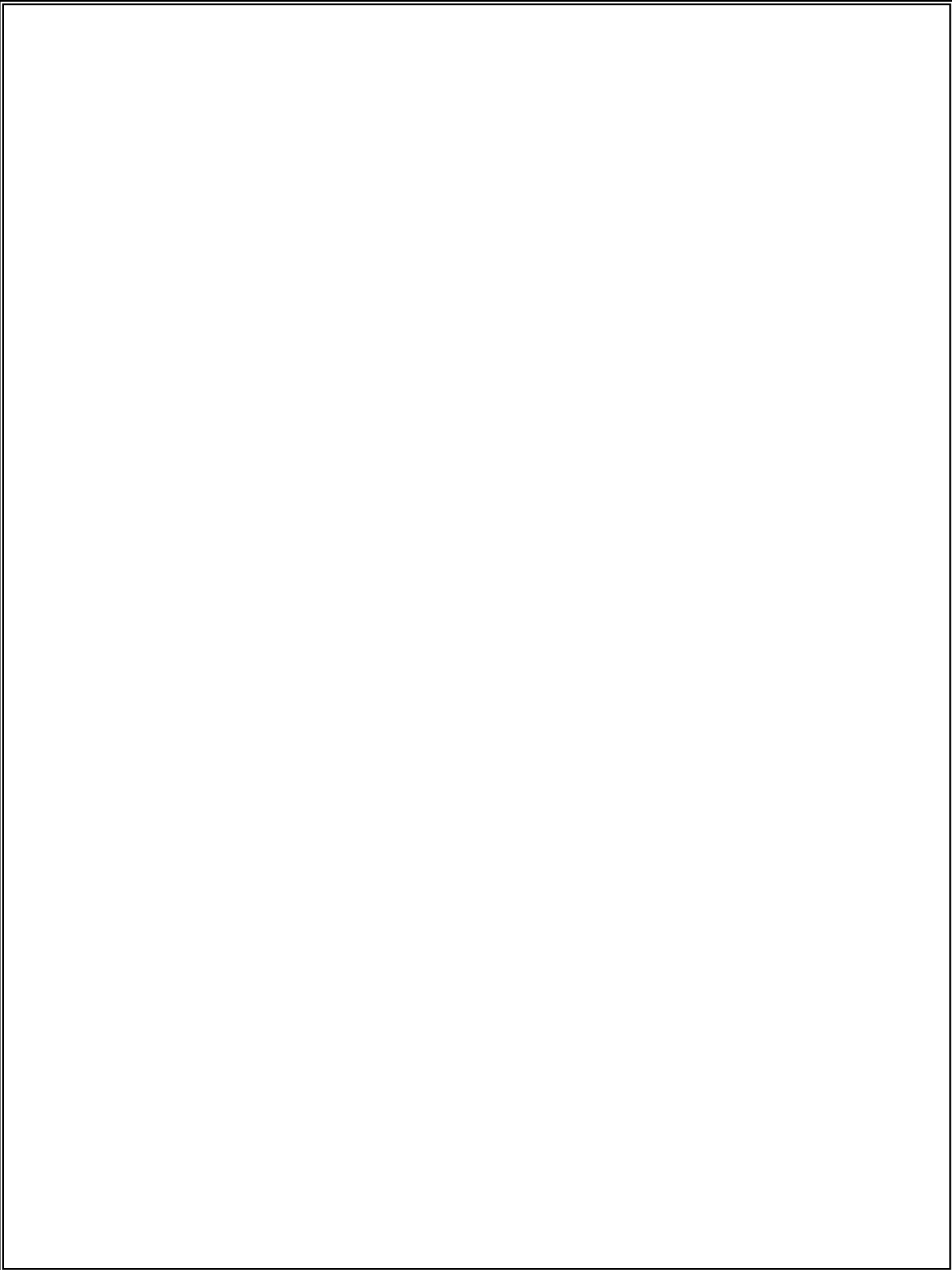
Action Strategy 2.1-4: Encourage developers to build public parks instead of private neighborhood parks.

Action Strategy 2.1-5: Develop, upgrade and maintain area parks and recreational facilities.

Action Strategy 2.1-6: Enhance and maintain the existing community center to compliment other development in the area within the next five years.

Action Strategy 2.1-7: Promote the development of communication services in the area (high speed internet, etc.).

Action Strategy 2.1-8: Seek grant funding to plan, construct, and renovate community and recreational facilities.



LAND USE

OVERVIEW

The principle section of the Dawn Community Plan is Land Use Section, which contains the policies that will determine the physical form of the community. The policies in this section will determine the location, amount, type, quality and timing of development. Dawn was first identified as a secondary growth area in the 1987 Comprehensive Plan update. Much of the area was planned for two acre lots. The plan was typical for areas that lacking public utilities and was predominantly based on the capacity of the soils to accommodate development

The 1994 Plan update retained the secondary growth area designation. However, there were significant concerns that development pressure could spill over from Hanover County. To address that concern, much of the area previously identified for two acre development was removed. Future development was encouraged to be compatible with and in proximity to the existing development patterns of two to five acre lots. The 1994 Plan included areas of higher residential densities of one to four dwellings per acre, provided public utilities were available to serve those areas.

The current development pattern of Dawn is typical of a rural community with parcels on individual well and septic systems. Small businesses sized to meet the needs of the surrounding community exist, such as a small grocery store, a service station, and perhaps one or two other appropriately sized businesses.

Many needs still remain under served, such as local banking opportunities, health care, pharmacy and even opportunities for employment. Residents have to travel to nearby communities, like Ashland and Bowling Green, for basic services that residents of those communities take for granted.

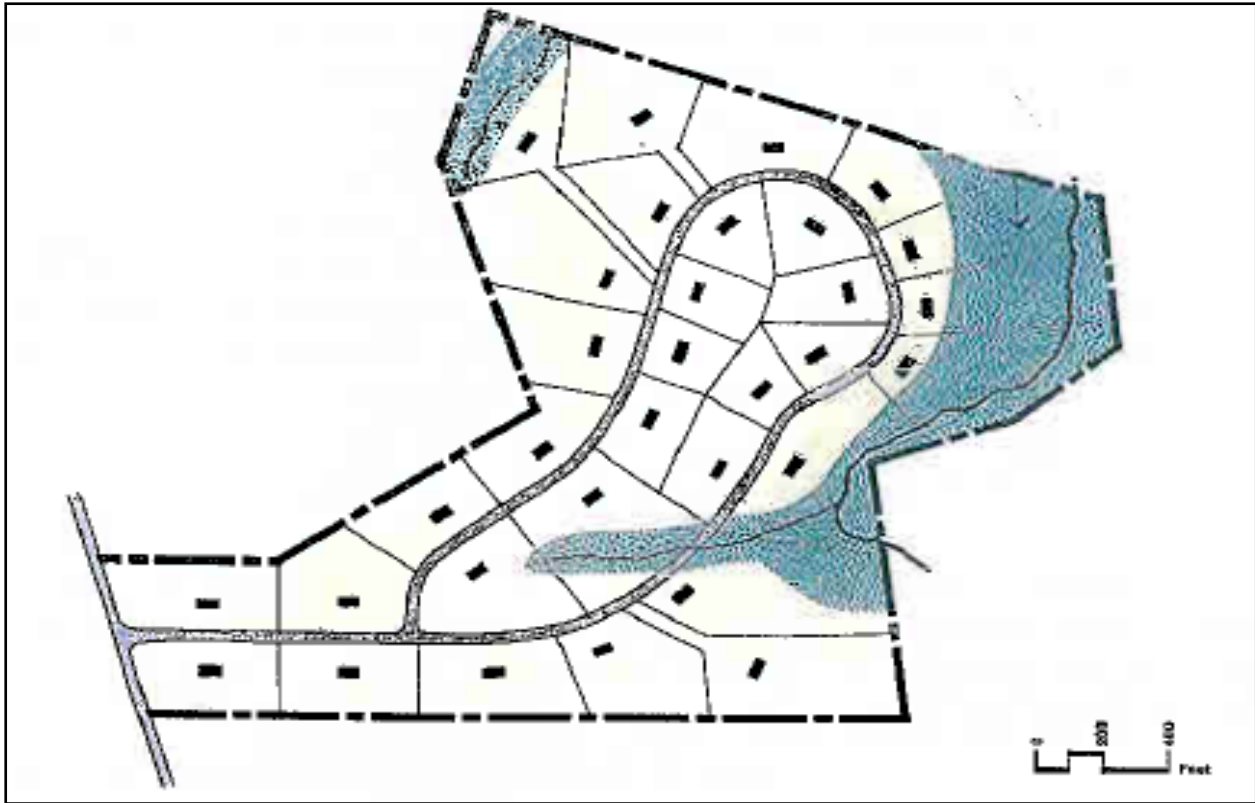
All of this will change if the vision for the area is achieved. Dawn will be transformed into a village of up to 15,000 residents (total service area of 20,000), with retail and employment opportunities appropriate for a well designed community of its size. Opportunities that up to now have bypassed Dawn, will become available to its residents.

FUTURE LAND USE

The framework of the Land Use section was developed from the responses to the citizen survey. The premise is to balance the community development needs with the constraints of the natural and man made environments, while achieving a desirable physical form of development that is different from the traditional rural sprawl approaches to development. This Plan attempts to change the historical land use patterns of the area and better reflect the vision of the community.

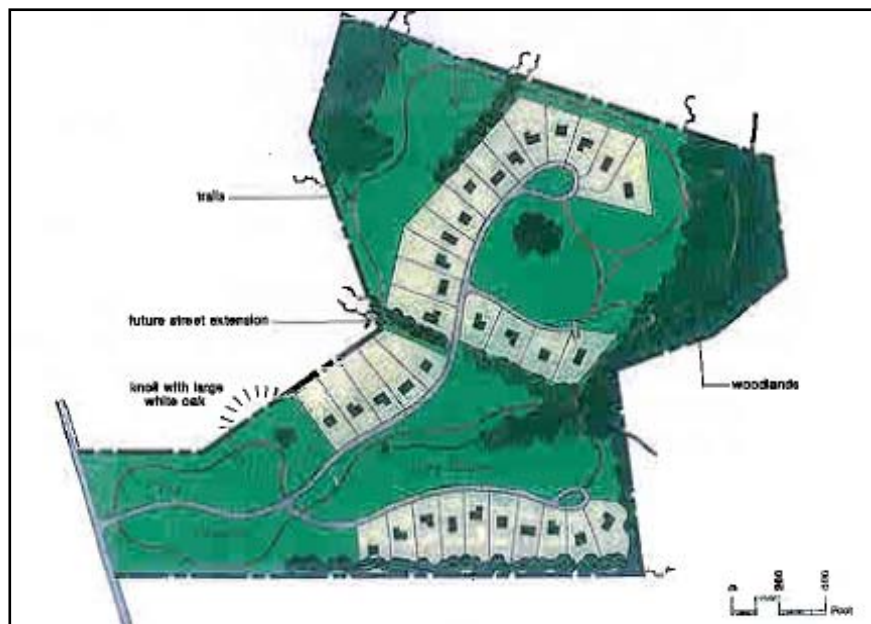
Based upon the desires of the residents of the area, the Dawn Village land use map (Map D.1) reflects a significant change from the previous plan and results in a new direction for the area. The map pictorially represents the proposed land uses in the Comprehensive Plan. The map generally identifies the following land use designations: Rural Preservation, Agricultural Conservation Overlay, Village Preservation Overlay, and Planned Development, which is further defined as planned mixed use development and planned residential development. A brief description of each classification follows.

RURAL PRESERVATION — This is the predominant land use classification in the County. Within these areas, residential densities should be low, not exceeding one dwelling unit per ten acres of land. A variety of rural uses should be permitted, including less intensive agricultural uses. This category should serve as buffer between areas planned for intensive agricultural uses and other land use categories. The Rural Preservation designation reflects the general rural character of the County. A conventional development utilizing this zoning classification is shown in Figure D.2.



Conventional Large Lot Residential Development

AGRICULTURAL CONSERVATION OVERLAY - Residential densities should be low, not exceeding one dwelling unit per ten acres of land. However, under this designation, land that is otherwise zoned Rural Preservation can conserve open space in perpetuity, by concentrating the residential development on lots as small as one acre and retaining at least 75% of the property in conservation open space. Residential lots will still utilize on-site well and septic systems. Residential development that uses the Overlay zoning will be subject to development standards to ensure that such development is consistent with and contributes to the Village of Dawn. An example of a development utilizing conservation development standards is shown in Figure D.3.



Conservation Residential Development

VILLAGE PRESERVATION DISTRICT – This designation applies to areas on the village fringe, where lots have been previously subdivided and developed, but are experiencing water and sewer problems that create a public health and safety issue. These areas are intended to be served by public water and/or sewer without encouraging significant density increases. The overall density should not exceed one dwelling for every five acres, with a maximum lot size of two acres. Any development under this designation should retain at least 50% of the property in open space. Development under this designation will be subject to the development standards for the Agricultural Conservation Overlay and complement the development within the village.

PLANNED DEVELOPMENT - In planning the village concept, the creation of neighborhoods through planned unit developments should be emphasized. Planned developments place an emphasis on the proper relationship of physical development to physical features, environmentally sensitive features, focal points, transportation facilities and community uses. Such a designation allows and encourages development that fosters a sense of community, neighborhood pride and civic participation, more so than traditional zoning districts that tend to segregate uses. Within the areas designated as Planned Development, the overall density of the area should not exceed four dwelling units per acre. However, densities may range between two and seven dwellings per acre, depending on the proximity of development to the village center. The Planned Development designation is further divided into planned mixed-use development and planned residential development districts.

PLANNED MIXED USE DEVELOPMENT - This designation encourages a mix of land uses, such as retail/commercial, office, multi-family, single family attached and detached, parks, and community facilities. These uses are developed together to encourage interaction between uses instead of segregation. Care must be taken to ensure that the project is truly mixed use and not simply a mix of uses.

PLANNED RESIDENTIAL DEVELOPMENT - This designation provides flexibility in the design of residential developments to facilitate the creation of neighborhoods, all within the context of the overall village plan. These regulations allow a variety of housing styles and types, including townhouses, reduced lot sizes, zero lot lines, reduced building setbacks and other innovative design features.

MODIFICATIONS TO THE PLAN

There are several modifications to the 2007 Dawn Plan that merit discussion. First, the overall boundaries and area of the plan have been reduced. One of the comments of the citizen survey was the desire to reduce the area designated for development. With the exception of the areas designated as Village Conservation, intended to address health and safety issues related to failed septic systems, the boundaries of the area have been reduced. The boundary changes also eliminates the “Future Development” designation that was contained in the previous plan.

The second change designates a phasing plan (Map D.2) for development within the village area. By designating specific areas for development in phases and linking such areas to the provision of public utilities, the County can effectively manage development in the Dawn community and coordinate such development between this and other area plans. This allows growth to be allocated throughout the County versus directing development to only one or two areas.

Finally, the new plan eliminates conventional land use designations in favor of the Planned Development designation. A Planned Development (PD) designation allows the County the flexibility to adjust densities based upon the merits of the individual application. However, a PD does require 50% of any residential area to be preserved as open space. Finally, only through a PD designation is a Traditional Neighborhood Development (TND) or mixed use project possible.

These amendments result in a plan that provides a significant amount of land in excess of that required to meet the development needs over the next 30 years. Yet, it attempts to provide adequately for development needs in a manner that can be effectively served by public facilities and utilities.

A planned development designation encourages a project that considers all of the factors involved in a comprehensive development project, in lieu of simply constructing houses or businesses on separate independent

sites. A planned development examines the relationships of the various land uses and attempts to establish a sense of community in its design and construction, which is much more difficult to do with conventional zoning classifications. One type of planned development is a mixed use development that incorporates shopping, employment and residential uses in a single unified development plan. Such developments promote sidewalks and other non-motorized forms of transportation and the linking of residential areas to non-residential areas via sidewalks, trails, bike lanes and open spaces.

A specific type of mixed use development is called Traditional Neighborhood Development (TND). TNDs promote the use of historic and “human-scale” architecture as it relates to site and building designs. Human scale relates to the height and the mass location of buildings with respect to the street and other buildings. Typically human scale architecture permits structures to be no more than two or three stories in height. Additionally, this type of development creates unique places for community gatherings and promotes non-motorized modes of transportation.

The TND concept, when used in conjunction with a hierarchy or intensity of uses, will encourage the development of neighborhoods throughout the Dawn community, which are part of and fit into an overall development pattern. Figure D.4 shows a hierarchy of districts or transects that can be used to regulate the physical form of development. While not all of the zones are applicable to Dawn, Zone 5 would be the village center and Zone 1 the rural areas buffering the community. In many ways, this concept is similar to that envisioned with traditional zoning districts. However, traditional zoning does not consider the built environment or the relationship of structures to their surroundings. The use of transects, or a combination of conventional zoning with transects, may better implement the vision of Dawn.

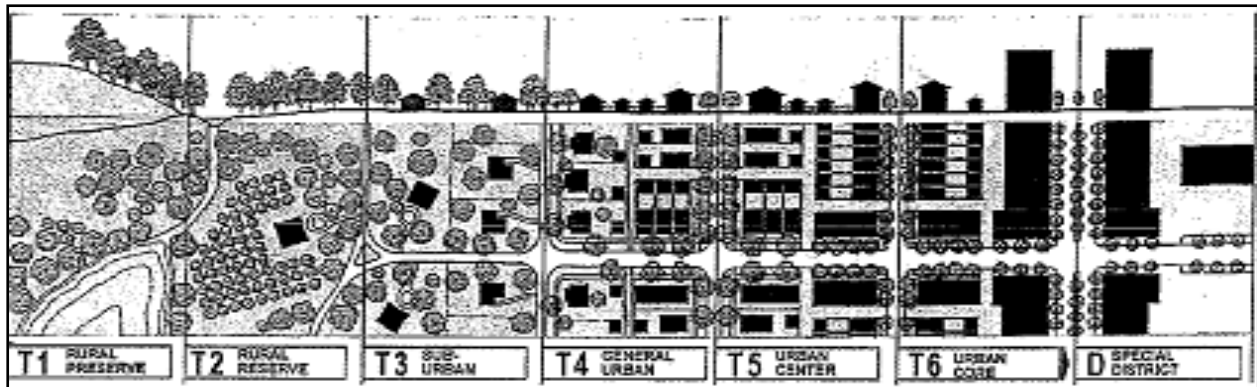


Figure D.4

Map D.1 identifies the village center (zone 5) for the community generally to be the land situated north and west of the Route 30/301 intersection. The northern limit of the center is bounded by Route 602. Lands lying adjacent to the center should transition (zones 4-2) to more rural areas of the community (zone 1). Moving out from the core, the use of conservation subdivisions should be promoted with larger tracts of land preserved and permanently protected from future development.

The use of TND design principles should be required in all new developments within areas designated as “Planned Development” in the Plan. The general design elements for the development and review of any plans for projects in Dawn should contain the following features:

- Each neighborhood should have a discernible center, which may be a square or a green. A transit stop may be located here.
- Dwellings should be within a 5 minute walk of the neighborhood or village center or other public spaces such as pocket parks or playgrounds.
- There should be variety in the housing types, and the types should be mixed together and not segregated. For example, a street may have some town houses and detached single-family dwellings along with live-work units.

- Retail shops and other commercial uses, designed to meet the needs of the community, should be located on the edges of the neighborhood.
- Elementary schools should be located within or near neighborhoods to allow children to walk to school.
- Streets within the community form an interconnected network that disperses traffic by providing a variety of pedestrian and vehicular routes to any destination. Major entrance roads should be designed as boulevards with landscaped medians. Other streets should be relatively narrow and shaded by rows of trees.
- Buildings and dwellings should be placed relatively close to the street creating a well-defined identity. Parking lots and garage rarely front on the street. Parking lots should be located to the side or rear of all buildings and accessed by alleys.
- Prominent sites at the termination of streets should be reserved for public buildings or public uses such as churches, schools, offices and/or parks, which may be used for public meetings, education, cultural or other activities.
- The architecture of the buildings should promote and respect the history of the area. Dwelling units typically have front porches, garages located behind the house and served by alleys.

These are general standards to be considered for any development application. More specific design standards are included in Chapter 8 of the Comprehensive Plan.

CONCLUSION

This section establishes a development concept that promotes the physical layout, design and character of the future Dawn community. The plan encourages development that will respect the community's past, preserve open spaces and create a viable commercial center in a traditional "village" development pattern.

GOALS, ACTION STRATEGIES AND IMPLEMENTATION

GOAL 3.1: ENCOURAGE THE DEVELOPMENT OF DAWN AS A VILLAGE, WHILE PRESERVING THE SURROUNDING RURAL AREAS AND THE QUALITY OF LIFE.

Action Strategy 3.1-1: Provide for a variety of housing types in areas designated for residential uses.

Action Strategy 3.1-2: Promote greater residential densities in village center transitioning to lower densities in the village fringe.

Action Strategy 3.1-3: Encourage development to locate in areas with planned public facilities.

Action Strategy 3.1-4: New development should meet the adopted Level of Service (LOS) standards for existing and/or planned public facilities.

Action Strategy 3.1-5: Phase development in conjunction with the availability of public facilities, based upon the development phasing plan contained in this plan.

GOAL 3.2: PROMOTE THE USE OF TRADITIONAL NEIGHBORHOOD DESIGN TECHNIQUES.

Action Strategy 3.2.1: Review development proposals for the use of TND standards.

Action Strategy 3.2.2: Develop architectural standards in County Ordinances that are specific to Dawn.

Action Strategy 3.2-3: Developments should include public uses such as parks, schools, and libraries.

Action Strategy 3.2-4: Promote the expansion of transit facilities within the community, as it is warranted.

GOAL 3.3: PROVIDE FOR CONSERVATION OF OPEN SPACE AND RURAL LANDSCAPES THROUGH CONSERVATION EASEMENTS AND OPEN SPACE SUBDIVISIONS.

Action Strategy 3.3-1: Ensure that rural development is designed to preserve the rural character and protect environmentally sensitive areas.

Action Strategy 3.3-2: Require open space in rural developments to be designed to protect agricultural lands, forests, and preserve the rural character in those areas.

Action Strategy 3.3-3: Preserve the rural character through conservation subdivisions that provide permanent easements on agricultural lands, forest lands, and open space.

Action Strategy 3.3-4: Encourage the use of conservation easements to preserve open space and to protect agricultural lands, forests, natural areas, and environmentally sensitive areas.

Action Strategy 3.3-5: Use County utility easements for the development of greenways within Dawn.

GOAL 3.4: PROTECT EXISTING LAND USES FROM INCOMPATIBLE DEVELOPMENT.

Action Strategy 3.4-1: Review applications to ensure proposed development is compatible, in scale and intensity, with existing land uses and the character of the area.

Action Strategy 3.4-2: Require documentation of impacts of a proposed development, including but not limited to, traffic studies, historical and archeological resources, water quality and quantity and other environmental factors and fiscal impact. Recommendations from such studies should be adequately addressed prior to preparation of development plans.

Action Strategy 3.4-3: Ensure new developments provide usable open space for active and passive recreation, in accordance with the park and recreation standards in Chapter 7.

GOAL 3.5 CAPTURE AND RETAIN THE EARNED INCOMES OF THE CITIZENS OF THE DAWN AREA, AND THE SURROUNDING AREAS OF CAROLINE, HANOVER AND KING WILLIAM COUNTIES THROUGH THE DEVELOPMENT AND PROMOTION OF LOCAL RETAIL BUSINESSES WITHIN THE VILLAGE OF DAWN.

Action Strategy 3.5-1: Establish a central business area located away from the US Route 2/301 and Route 30 intersection for easier accessibility and less traffic congestion.

Action Strategy 3.5-2: Develop a central business area which would have both retail and mixed use facilities.

Action Strategy 3.5-3: Promote and establish combined community and business functions such as Village Days, Holiday Parades, etc. to further increase the economic base of Dawn.

IMPLEMENTATION

In order to implement the Goals and strategies of this section, the following implementation program is recommended.

IMMEDIATE/ONGOING

- Evaluate all new development projects to determine consistency with the guidelines set forth in this Plan.
- Develop public access to the North Anna River.
- Incorporate provisions in County Ordinances to preserve open space for passive and active recreational uses.
- Establish a historical/architectural review commission or similar entity to review architecture of new development proposals to ensure it meets development standards.
- Acquire land for identified community facilities, such as emergency services, schools, and other public facilities, in anticipation of the provision of such services.
- Evaluate the need to expand transit service in Dawn.

WITHIN 5 YEARS;

- Review, and if necessary adopt, ordinance provisions that promote diversity of housing types within Dawn and support TND development concepts.
- Support development in areas where existing infrastructure exists to support such growth.
- Adopt Level of Service (LOS) standards for the Dawn Community. Ensure that any new development addresses impacts and constructs the required infrastructure to maintain the adopted LOS.
- Development and implement performance criteria for new development.
- Develop a greenway and open space plan for Dawn.

WITHIN 10 YEARS;

- Evaluate the need for a transit station in the Village center to provide access within and outside of Dawn.

COMMUNITY DESIGN

OVERVIEW

The character of Dawn is both varied and interesting. It has large attractive farms, historic structures, suburban subdivisions and older neighborhoods. This diverse mix of land uses is both a challenge and an opportunity. As Dawn evolves from a small crossroads community into a modern village, it is important to preserve the positive aspects of the community and enhance existing development.

Community design is a process that creates a visual identity for a community and focuses on the physical form and character of the built environment. The Community Design Element is an important policy guide for attaining the vision of Dawn. The purpose of this section is to establish policies that set standards for high quality development, improve the aesthetics and function of existing neighborhoods and commercial areas, guide the development of new neighborhoods, and establish a village center. In addition, community design helps to ensure a healthy quality of life for community residents.

Community design is an important component of the overall planning and growth management process. Design affects land use patterns, transportation systems, environment, and the placement of community facilities. Thus, it affects, and is affected by, all of the other sections in this Plan.

This Plan promotes changes to the suburban development trends that have historically affected both Dawn, and the County. In promoting such change, the Plan needs to include methods to make the changes occur and to understand the need for the changes. There are nine planning/design principles identified in this section that should be followed for the future development/redevelopment in Dawn: traffic, streets, commercial areas, business and industrial development, village center, transit, redevelopment, residential development, and open space and natural environment

TRAFFIC

One citizen concern voiced most often is existing traffic congestion at Route 30/301 and the potential for even more traffic congestion. The traffic congestion is a symptom of a greater problem that lies in the existing regional land use pattern, which separates uses and promotes sprawl. A strategy of the Comprehensive Plan is to reduce the number of vehicle trips by providing alternative transportation modes, such as an effective transit system, and by combining land uses such as housing, jobs and shopping into a more compact street pattern so that individuals are less automobile-dependent. The Zoning Ordinance includes mixed-use zoning districts to promote higher density development and alternative transportation use.

STREETS

Streets, including state highways, should be positive elements of the community. They must continue to move traffic, but should also be more pedestrians and bicyclists friendly. Streets will feel safer for pedestrians because of on-street parallel parking and the placement of trees between the curb and sidewalk. Sidewalks will be broader and wide streets will be developed as boulevards with landscaped medians.

COMMERCIAL AREAS

Commercial areas will become neighborhood focal points with a mix of uses, so that stores, offices, and housing are in close proximity. Parking lots will be located at the sides or rear of buildings, preferably with convenient, well-marked pedestrian connections between parking lots and the buildings served directly by those parking lots. Parking should be landscaped intensely to screen the appearance of automobiles from sidewalks without threatening the safety of pedestrians. Design review will allow for the assessment of these and other site and building design issues to promote development that positively and consistently responds to the vision of Dawn's residents.

BUSINESS AND INDUSTRIAL DEVELOPMENT

Business services, offices and industrial development will also become more pedestrian-friendly and transit-oriented. Uses will be developed in a more compact, mixed-use pattern, particularly in the area surrounding the village center. While parking should be landscaped intensely, it should not compromise delivery vehicle access or security.

VILLAGE CENTER

The Dawn Village Center will have stores and restaurants on the street level, with housing and offices above. It will be safe due to the presence of a larger residential population generating pedestrian activity beyond traditional work hours, thereby increasing the visibility and profile of the area. Motor vehicle traffic and parking will be accommodated in the village center without compromising the safety, convenience and comfort of pedestrians and bicyclists. Design Guidelines will be adopted to provide for appropriate site and building design standards.

TRANSIT

A new commuter rail station is planned for Carmel Church. A transit station should be located in the Dawn Village Center with bus service to link neighborhood and employment centers throughout Dawn, as well as to link Dawn with the Carmel Church rail station and other areas of the County. The transit station will support Dawn's Village Center of shopping, housing and offices.

REDEVELOPMENT

Dawn has reached a stage where redevelopment is beginning to occur. As the process continues, older commercial and residential areas will be redeveloped. They will be designed as pedestrian-friendly places containing plazas and buildings of two stories or greater containing a mix of housing, retail stores, and other businesses. Design review should allow for the assessment of site and building design issues to promote mixed-use development that positively and consistently responds to the vision of Dawn's citizens.

RESIDENTIAL DEVELOPMENT

The percentage of home ownership will increase due to a concerted effort to build affordable units for first-time homebuyers. Single-family neighborhoods will follow more closely a grid pattern, with narrower streets and alleys placed behind housing units. Traffic calming measures should be incorporated, where appropriate, to protect non-motorized traffic. Multi-family housing will be built along streets, instead of being segregated from other types of development. The attractive architectural characteristics of single-family detached housing units will be incorporated into the design of multi-family housing and other types of housing units. New residential development will vary in size to fit the general scale of surrounding buildings. Stores, restaurants and offices should be located within walking distance of the more compact residential neighborhoods.

OPEN SPACE AND NATURAL ENVIRONMENT

Attention will be placed on open space and parks. Park improvements and/or acquisition of open space should occur with new development. Available land appropriate for open space use should be acquired in under-served neighborhoods. A balance of active and passive open space uses should be considered during site acquisition processes. Parks should have more pedestrian connections to surrounding neighborhoods than presently exist. In addition, the Pamunkey and North Anna Rivers will provide recreational opportunities, where recreational uses will not interfere with or degrade the natural environmental functions of these waterways.

Recognizing that an exceptional quality of life in Dawn is dependent upon a strong local economy, these policies are intended to promote the economic health of the community. They are based on the belief that a positive image and high development quality attracts more of the same, so high standards will lead to in-

creased revenue. As Dawn transitions and grows, the following design considerations should serve as the guiding principles for the establishment of the identity of Dawn, and address the design considerations identified previously:

- Improve the aesthetic quality of Dawn,
- Strengthen the economy through high quality development,
- Ensure that a high quality of life is promoted as Dawn transforms into the village envisioned by this plan,
- Create a vibrant and attractive Village Center that combines retail, residential, employment, recreational, civic and cultural uses,
- Create an attractive and unified community, while encouraging variety between neighborhoods and land uses,
- Accommodate an acceptable amount and rate of growth, while encouraging the development of a community with a sense of place and “small town” character,
- Encourage business and industrial development in attractive professional park-like settings through coordinated site planning, signage and design guidelines.
- Protect existing residents from the adverse effects of new development, while providing the opportunities and benefits that are derived from new development.

The policies and strategies to attain these goals address both natural and built environment issues, such as: the organization of physical development to create a desirable place to live; the importance of view protection; ways to improve the streetscape; principles of architectural and urban design; and the function of urban separators.

GOALS, OBJECTIVES & ACTION STRATEGIES

NATURAL AREAS/SCENIC VIEWS

Natural areas are an important component of any community. As such, natural areas are addressed in this Plan to ensure that physical development is designed to take the environment into consideration.

GOAL 4.1: DAWN’S UNIQUE NATURAL FEATURES, INCLUDING VEGETATION, WATER BODIES, AND WETLANDS, SHOULD BE PROTECTED AND ENHANCED AS OPPORTUNITIES ARISE.

Action Strategy 4.1-1: Natural features should function as site amenities and be protected through conservation development to preserve wetlands, steep slopes, and stands of specimen trees or other vegetation.

Action Strategy 4.1-2: Site design should maximize public access to and create opportunities for use of the Pamunkey River, its tributaries, or wetlands.

Action Strategy 4.1-3: Permanent open space should be increased through the fee simple acquisition of land, purchase of development rights, transfer of development rights, and conservation easements.

Action Strategy 4.1-4: Public open space acquisition should be consistent with the Parks and Recreation section of the Comprehensive Plan.

Action Strategy 4.1-5: Scenic views should be identified and preserved during the development process.

ESTABLISHED NEIGHBORHOODS

GOAL 4.2: ENCOURAGE RE-INVESTMENT IN AND THE UPGRADING OF EXISTING NEIGHBORHOODS THROUGH REDEVELOPMENT OF UNDERUTILIZED PARCELS, IMPROVEMENT OF OLDER HOUSING STOCK, AND STREET AND SIDEWALK IMPROVEMENTS.

Action Strategy 4.2-1: Support the modification of existing commercial and residential structures and site improvements that implement the community design and land use policies as reinvestment occurs.

Action Strategy 4.2-2: Sidewalks or walking paths should be provided along streets in established neighborhoods, where none have previously been constructed.

Action Strategy 4.2-3: Vacant property should be maintained or screened to prevent impacts on the surrounding area.

Action Strategy 4.2-4: Infill development should be encouraged to add variety, updated housing stock, and a new vitality to neighborhoods.

Action Strategy 4.2-5: Infill development should reflect the existing character of established neighborhoods even when designed using different architectural styles, and/or responding to more urban setbacks, height or lot requirements. Infill development should draw on elements of existing development such as placement of structures, vegetation, and location of entries and walkways, to reflect the site planning and scale of existing areas.

Action Strategy 4.2-6: New structures in established areas should be visually compatible with adjacent development, and the historical design of housing in the community,

NEW DEVELOPMENTS

Objectives and polices that address new development serve several purposes. First, concerns about new development “fitting in” to the established areas of Dawn have resulted in an increased awareness that site design and architecture, when planned to be compatible with the context of the neighborhood or commercial area, can make the “fit” of the new project more comfortable.

Second, these objectives and policies provide assistance to developers when planning new development for Dawn, so they can be guided in their choices.

Third, County officials, who must make decisions regarding new projects, can use these objectives and policies to guide the review of proposed projects.

Elements of new developments represented by objectives and policies in this section include:

- Site Planning
- Architecture
- Landscaping
- Transportation
- Signage
- Lighting
- Village Center
- Residential Neighborhoods

A. SITE PLANNING

Site planning involves arranging structures, open space, and non-structural elements on land in a functional way to meet the purpose of the development, while keeping the multiple elements in harmony with each other and the project as a whole.

GOAL 4.3: NEW NEIGHBORHOOD DEVELOPMENT PATTERNS SHOULD BE CONSISTENT WITH DAWN'S ESTABLISHED NEIGHBORHOODS AND HAVE AN INTERCONNECTED ROAD NETWORK.

Action Strategy 4.3-1: Where land is subdivided, it should be divided into blocks, sized so that walking distances are minimized and convenient routes between destinations are available.

Action Strategy 4.3-2: All lots should front streets or parks.

Action Strategy 4.3-3: Developments should be designed to achieve high quality development, rather than a manner to maximize density.

Action Strategy 4.3-4: Higher density developments should include the following:

- Trees are retained, relocated, or planted to create sufficient vegetative cover to provide landscaping, shade, and high quality-walking environment;
- Lot size/configuration and lot area are sufficient to provide private recreation/outdoor space for each parcel.
- Structures are sited to maintain privacy from adjoining yards and buildings.

Action Strategy 4.3-5: During development, significant trees, either individually or in stands, should be preserved, replaced, or relocated.

Action Strategy 4.3-6: When appropriate, due to scale, use, or location, open space and recreational facilities within developments should be encouraged.

Action Strategy 4.3-7: Site design for developments should relate, connect, and continue design quality and site function from parcel to parcel.

Action Strategy 4.3-8: Site design should address the effects of light, glare, noise, vegetation removal, and traffic.

Action Strategy 4.3-9: The transportation network, including streets, sidewalks, pedestrian/bike paths should be designed and constructed as an interconnecting network. A grid or pattern of streets and pathways, with a hierarchy of widths and corresponding traffic volumes should be used.

Action Strategy 4.3-10: New streets should be designed to provide convenient access and a choice of routes between land uses.

Action Strategy 4.3-11: Site plans for non-residential developments should provide street access from an arterial or collector road, consolidate access points, and have internal vehicular circulation that supports shared access.

Action Strategy 4.3-12: In mixed-use developments with ground-floor retail uses, residential parking areas should not conflict with pedestrian and vehicular access to the retail components of the project.

Action Strategy 4.3-13: Parking requirements may be reduced, or shared parking allowed, in conjunction with the expansion of public transit.

Action Strategy 4.3-14: Residential uses should be connected to other uses through design features such as pedestrian walkways and common open space.

Action Strategy 4.3-15: Neighborhoods should have human-scale features, such as pedestrian pathways and public spaces (e.g. parks or plazas) that have discernible edges, entries and borders.

B. ARCHITECTURE

These policies are not intended to dictate the architectural style of structures in Dawn. The architectural policies are intended to encourage design of structures that fit into existing neighborhoods, reflect the historic character of existing architecture, mitigate potential negative impacts of development, and meet the needs of both the building occupant and the community for new construction.

GOAL 4.4: ARCHITECTURE SHOULD BE DISTINCTIVE, BASED ON HISTORICAL CONTEXT, AND CONTRIBUTE TO THE AESTHETICS OF THE COMMUNITY.

Action Strategy 4.4-1: Mechanical equipment should not be visible from public streets, parks, or open space.

Action Strategy 4.4-2: The character of new developments should contribute to the identity of the neighborhood.

Action Strategy 4.4-3: Development should provide appropriate landscaping and façade treatment when located along designated County arterials or adjacent to less intense developments in order to mitigate potentially adverse visual or other impacts.

C. LANDSCAPING

Landscaping is an important component of physical development. It can create distinctive character within developments, neighborhoods and along community streets. Landscaping can create views, block unsightly views, or mitigate the scale of large buildings. It can also reduce noise levels and the effects of pollution.

GOAL 4.5: THE COUNTY SHOULD ADOPT A LANDSCAPE PLAN SPECIFIC TO DAWN THAT FURTHERS THE AESTHETIC AND ECONOMIC GOALS FOR THE COMMUNITY AND PROVIDES GUIDANCE FOR FUTURE DEVELOPMENT AND INFRASTRUCTURE IMPROVEMENTS. SITE PLANS FOR ALL NEW DEVELOPMENT, INCLUDING RESIDENTIAL SUBDIVISIONS, SHOULD INCLUDE LANDSCAPE PLANS.

Action Strategy 4.5-1: A comprehensive landscape plan for Dawn should be developed that includes development and design standards, as well as maintenance standards. The plan should include recommendations for preferred street and landscape trees.

Action Strategy 4.5-2: Existing mature vegetation and distinctive trees should be retained and protected during the development process.

Action Strategy 4.5-3: Street and shade trees should be planted along residential streets, in parking lots, and in other areas as the opportunity arises. Trees should be retained whenever possible and maintained using Best Management Practices, as appropriate, to reduce storm water runoff and improve the appearance.

Action Strategy 4.5-4: Landscape and surface water drainage plans should be coordinated to maximize percolation of surface water and minimize runoff from the site.

Action Strategy 4.5-5: Landscape plans for proposed development projects should include public entryways, street rights-of-way, storm water detention ponds, and all common areas.

Action Strategy 4.5-6: Surface water retention/detention ponds should be landscaped appropriately for the location of the facility.

D. TRANSPORTATION

GOAL 4.6: PROMOTE THE DEVELOPMENT OF ATTRACTIVE, WALKABLE NEIGHBORHOODS AND SHOPPING AREAS BY ENSURING THAT STREETS ARE SAFE, CONVENIENT, AND PLEASANT FOR PEDESTRIANS.

Action Strategy 4.6-1: All developments should be designed as pedestrian-oriented environments with safety as a first priority. Safety measures should include the separation of cars and pedestrians, a reduction in the number of curb cuts and driveways, well-marked street crossings and street and lighting.

Action Strategy 4.6-2: Aesthetic improvements along street frontages should be provided, including amenities such as landscaping, public art, street furniture, paving, signs, and planting strips.

GOAL 4.7: A SYSTEM OF RESIDENTIAL STREETS, SIDEWALKS, AND ALLEYS SHOULD BE DEVELOPED, BASED UPON TRADITIONAL NEIGHBORHOOD DEVELOPMENT STANDARDS, TO SERVE BOTH VEHICLES AND PEDESTRIANS.

Action Strategy 4.7-1: The street and sidewalk system should provide linkages within and between neighborhoods. The system should not unduly increase pass-through traffic, but create a continuous, efficient, interconnected network of roads, bicycle routes and pathways throughout Dawn.

Action Strategy 4.7-2: Residential streets should be constructed to the narrowest widths feasible without impeding emergency vehicle access and public safety.

Action Strategy 4.7-3: Landscaped parking strips should be used as a safety buffer between pedestrians and moving vehicles along minor and collector streets.

Action Strategy 4.7-4: Intersections should be designed to minimize pedestrian crossing distance and increase safety for disabled pedestrians.

Action Strategy 4.7-5: Construction of alleys providing rear access to service entries and garages should be encouraged to visually improve the streetscape, increase the safety of perimeter sidewalks, and facilitate off-street parking.

Action Strategy 4.7-6: Sidewalks should be provided along residential streets. Sidewalk width should be ample to safely and comfortably accommodate pedestrian traffic.

Action Strategy 4.7-7: Street trees should be used to reinforce visual corridors along streets.

Action Strategy 4.7-8: Street trees should be protected. If removal is necessary for public purposes such as infrastructure improvements or maintenance, trees should be replaced with equivalent size and variety.

Action Strategy 4.7-9: Appearance of parking lots should be improved by screening with appropriate combinations of landscaping, fencing, and berms.

Action Strategy 4.7-10: All utility lines should be placed underground.

E. SIGNAGE

GOAL 4.8: COMMERCIAL SIGNAGE IN DAWN SHOULD BE REGULATED THROUGH COMMUNITY SIGN STANDARDS.

Action Strategy 4.8-1: Sign regulations specific to Dawn should be developed to address the type, size, design, and placement of signs in order to balance aesthetics, information, and safety considerations.

Action Strategy 4.8-2: Signs should be regulated as an integral part of architectural design and should be compatible with the building and the site design.

Action Strategy 4.8-3: Signage should consolidate information for developments and reduce the total number of signs.

Action Strategy 4.8-4: Interpretive and directional signs for major landmarks should be established to enhance community identity.

F. LIGHTING

GOAL 4.9: ADEQUATE, BUT NOT EXCESSIVE LIGHTING, SHOULD BE PROVIDED TO IMPROVE SAFETY, AID IN DIRECTION, AND PROVIDE INFORMATION FOR COMMERCIAL AND OTHER BUSINESS PURPOSES.

Action Strategy 4.9-1: All exterior lighting should be focused downward and directed away from adjacent properties and natural areas to prevent spill-over glare.

Action Strategy 4.9-2: Exterior lighting fixtures should be attractively designed to complement the architecture of the development, site, and adjacent buildings.

Action Strategy 4.9-3: Lighting within commercial and public areas should be located and designed to enhance security and encourage nighttime use by pedestrians.

G. VILLAGE CENTER

The Dawn Village Center should be a comfortable place that people want to visit over and over. Careful attention should be given to the design and appropriate mixture of retail uses. A strong public-private partnership will be necessary to implement and sustain the vision. The result will be a visible, attractive and vibrant commercial and employment center, where residents enjoy a variety of work, shopping, entertainment and cultural opportunities.

GOAL 4.10: CREATE A VIBRANT, ATTRACTIVE AND VISUALLY DISTINCTIVE VILLAGE CENTER THAT COMBINES RETAIL, RESIDENTIAL, EMPLOYMENT, RECREATIONAL, CIVIC AND CULTURAL USES.

OBJECTIVE: ENCOURAGE A WIDE RANGE AND COMBINATION OF USES, DEVELOPED AT A SUFFICIENT INTENSITY TO MAXIMIZE EFFICIENT USE OF LAND, SUPPORT TRANSIT USE, AND CREATE A VIABLE VILLAGE.

OBJECTIVE: PROMOTE INNOVATIVE SITE PLANNING THAT PROMOTES DEVELOPMENT OF A VILLAGE CENTER AND DISCOURAGES THE DEVELOPMENT OF STRIP COMMERCIAL AREAS.

Action Strategy 4.10-1: Phase implementation of development within Centers to support economically feasible development in the short term but also provide a transition to achieve new development consistent with long term use objectives.

Action Strategy 4.10-2: Enhance existing neighborhoods by creating investment opportunities in quality urban scale development.

Action Strategy 4.10-3: Promote housing opportunities close to employment and commercial areas.

Action Strategy 4.10-4: Support development of an extensive transportation system to reduce dependency on automobiles.

Action Strategy 4.10-5: Strive for urban densities that use land more efficiently.

Action Strategy 4.10-6: Maximize the benefit of public investment in infrastructure and services.

Action Strategy 4.10-7: Reduce costs of and time required for permitting.

Action Strategy 4.10-8: Evaluate and mitigate environmental impacts of new developments.

Action Strategy 4.10-9: Support developments that utilize Village Center levels of capacity. Where market conditions do not support Urban Center employment and residential levels, support site planning and/or phasing alternatives that demonstrate how, over time, infill or redevelopment will meet Village Center objectives.

Action Strategy 4.10-10: Site and building design should be pedestrian/people oriented with provisions for transit and automobiles where appropriate.

Action Strategy 4.10-11: Uses in the Village Center should include a dynamic mix of uses, including retail, entertainment, restaurant, office, and residential, that contribute to a vibrant village core.

Action Strategy 4.10-12: Projects in the Village Center should achieve an urban density and intensity of development that is greater than typical suburban neighborhoods.

Action Strategy 4.10-13: Buildings should not exceed three stories within the Village Center.

Action Strategy 4.10-14: Encourage the development of the Dawn Village Center as a regional commercial and tourism area.

Action Strategy 4.10-15: Mixed-use development with residential and commercial uses in the same building or on the same site, should be encouraged.

Action Strategy 4.10-16: Higher-density owner-occupied townhouse development should be encouraged in the Village Center.

Action Strategy 4.10-17: Encourage the most intense development in the Village Center with a transition to lower-scale commercial and residential projects in the surrounding areas.

Action Strategy 4.10-18: Ground-floor uses with street frontage in the Village Center should be limited to businesses that primarily cater to walk-in customer traffic (i.e. retail goods and service) in order to generate and maintain continuous pedestrian activity in these areas.

Action Strategy 4.10-19: In order to maximize on-street parking availability in the Village Center, loading and delivery areas for downtown uses should be consolidated and limited to alleys, other off-street areas, or designated on-street loading zones. Alley and off-street loading and delivery areas should be screened from public view.

Action Strategy 4.10-20: Alleys should be maintained in the Village Center in order to facilitate the use of alley-accessed parking areas, freight delivery, and removal of refuse and recyclables.

OBJECTIVE: DEVELOP A TRANSIT CIRCULATION/DISTRIBUTION SYSTEM THAT PROVIDES CONVENIENT CONNECTIONS BETWEEN THE VILLAGE CENTER AND RESIDENTIAL, EMPLOYMENT, AND OTHER COMMERCIAL AREAS WITHIN THE DAWN AREA.

Action Strategy 4.10-21: Transit should link the Village Center with other parts of the community.

Action Strategy 4.10-22: Future development and improvements in the Village Center should emphasize non-automobile oriented travel both to and within the area.

Action Strategy 4.10-23: Transit service should increase as entertainment, dining, and recreation opportunities are added in Dawn.

OBJECTIVE: IMPROVE PEDESTRIAN AND BICYCLE NETWORK TO INCREASE ACCESS TO AND CIRCULATION WITHIN THE VILLAGE CENTER.

Action Strategy 4.10-24: Pedestrian spaces should be emphasized and connected throughout the village center.

Action Strategy 4.10-25: Block lengths and widths should be maintained at pedestrian-friendly standards within the area.

Action Strategy 4.10-26: Where right-of-way is available and demands justify, bicycle lanes should be marked and signed to accommodate larger volumes of bicycle traffic on select streets.

Action Strategy 4.10-27: Secure bicycle parking facilities, such as bike lockers and bike racks should be provided at residential, commercial, and public establishments to encourage bicycle use.

Action Strategy 4.10-28: Gateways should employ distinctive landscaping, signage, art, architectural style, and similar techniques to minimize the visual impacts of these uses.

Action Strategy 4.10-29: Design guidelines should assist developers in creating attractive projects that add value to the community, attract new residents, employees, and visitors, and foster a unique village identity.

Action Strategy 4.10-30: Public amenities such as art, fountains, or similar features should be incorporated into the design of public areas, major streets and gateways of the Village Center.

TRANSPORTATION

OVERVIEW

This section provides an overview of the transportation system serving the Dawn Community, as well as the future transportation system needs to be designed to offer alternatives to the motor vehicle and encourage the use of other modes of transportation. Additionally, there should be a method to separate the pass through traffic associated with I-95 from the local traffic. The system should strive to balance safety, service, cost, community character, and convenience. Each part of the system should be complementary to the other and serve as a network for the whole community.

There are three major types of roads serving the Dawn Community; Interstate, Primary and Secondary. The interstate highway, I-95, is located about five miles west of Dawn. This major highway has an interchange with State Route 30, which traverses the community from west to east. Route 30 connects I-95 with two other primary roads; U.S. Route 1 and U.S. Route 2/301. Route 30 also continues east to the Town of West Point, serving a large paper mill.

Both Routes 1 and 2/301 essentially parallel I-95. U.S. Route 2/301 bisects Dawn in a north – south direction, while U.S. Route 1 is located approximately five miles west and passes through Carmel Church and Doswell. Both primary and interstate roads are designed to carry high volumes of traffic and larger motor vehicles at 55+ miles per hour. This class of road typically offers transportation on a regional or interstate level.

There are a number of secondary roads in the community. Generally, secondary roads are smaller and are not designed to carry high volumes of traffic or larger motor vehicles. This type of road provides direct access to land and is used for short intra-county trips. Some of the more heavily traveled secondary roads are: Concord Road (Route 602) and Frog Level Road (Route 600).

The Caroline County Board of Supervisors and VDOT identify projects for the *Secondary Road 5-Year Plan*. This plan is revised annually based upon the funds allocated to the County for road improvements. In 2007, the final improvements to Frog Level Road were under construction and anticipated to be completed later that year. There are no other road improvements identified in the *Six-Year Secondary Roads Plan* for the Dawn Community.

EXISTING TRANSPORTATION PATTERNS

The road network in Dawn is characterized by various levels and types of streets and highways that serve different purposes and were constructed at different time periods throughout Dawn's history to serve land uses and vehicle types other than those using the road network today. The road network consists of an east-west minor arterial highway (Route 30); a north-south arterial highway (Route 301); several rural local roads that have changed or are adapting to suburban travel patterns; and newer subdivision streets with cul-de-sacs and loop roads feeding traffic to collector or arterial roads.

Vehicular traffic volume data and projections of future traffic depict two areas within the Dawn Community that have or will have traffic capacity and vehicular mobility problems; Route 30 and Route 2/301.



Route 2/301

Currently, Route 30 is heavily traveled as an east-west through route to and from West Point and the paper mill. Heavy truck traffic using the corridor negatively impacts businesses and residences along this route. Both truck and automobile traffic using this highway travel through the center of Dawn. Since there are no alternative alignments to the existing corridor and those planned alternatives to serve this corridor are dependent on development, through traffic along Route 30 is likely to increase in the future until alternatives are developed.

The development of the transportation network in Dawn is typical of rural communities. Many of the secondary roads date back to the Byrd Act of the early 1930's establishing what is today, the Virginia Department of Transportation. The road network presently in place generally serves the needs of the community. However, this will change with the opening of the Virginia State Fair and future development.

CLASSIFICATION SYSTEM

The Virginia Department of Transportation (VDOT) has established functional classifications for the road system within the County. The system establishes an order of roads within the system, based upon the primary purpose for the roads. This system is updated every five years as part of the update of the Statewide Transportation Plan. The Board of Supervisors, with guidance from VDOT, adopted the Functional Road Classification System in November 1992.

The Rural Functional Classification System is divided into five road classifications: Principle Arterials (Interstate and Major Arterials), Minor Arterials, Major Collectors, Minor Collectors, and Local Roads.

Arterials, including both Major Arterials and Minor Arterials, are highways that provide inter and intra-county access to and from freeways and through rural areas. Typical design standards include right-of-way needs of 150 feet for a Major Arterial and 80 feet for a Minor Arterial.

Collectors are roads that collect vehicle traffic from local roads serving residential neighborhoods and rural areas and distribute it to the arterial and freeway system. Typical right-of-way for a Collector is 50 feet.

Local roads provide direct access to adjoining land and properties and feed into roads with higher functional classifications. Typical right-of-way for a local road is 50 feet.

Under this classification system, Routes 30 and 2/301 are classified as arterials. Route 600 (Frog Level Road) is the only secondary road classified as a collector road. All other roads in the system are classified as local roads.

LEVELS OF SERVICE

Level of Service (LOS) is the most used standard to describe road and highway adequacy. It is a method to describe the degree to which traffic movement is restricted along a road. Traffic volumes and road capacity are two of the factors used to determine the LOS for a particular road segment. There are six Levels of Service:

- **LOS A** represents free, unobstructed movements, where traffic flows at or above posted speed limits.
- **LOS B** represents a reasonably free traffic flow. There is slightly more congestion, but it does not result in any reduction in speed.
- **LOS C** represents a stable traffic flow. The road remains efficiently close to capacity and posted speeds are maintained.
- **LOS D** represents traffic that is approaching unstable flows, where speeds are somewhat reduced.
- **LOS E** represents unstable flow. Traffic flow is irregular and speeds vary, rarely meeting the posted speed limits. Traffic flows typically exceed designated capacity.

- **LOS F** represents a forced flow beyond the capacity of the roadway. Vehicles move in conjunction with one another, with frequent drops in speed to nearly 0 MPH.

All of the roads/intersections in the Dawn area currently operate at a LOS B or better.

HIGHWAY CORRIDOR OVERLAY DISTRICT (HCOD)

In order to maintain the safety and efficiency of the primary road network, the Board of Supervisors adopted a highway overlay district (HCOD), which limits excessive curb-cuts, promotes the use of shared entrances and service roads, and encourages inter-parcel connections whenever possible. The overlay district also addresses maximum and minimum setbacks and mandates that parking areas be located in the rear of non-residential development. Both Routes 30 and 2/301 fall within the HCOD and all new development or re-development is subject to its provisions.

PRIVATE ROADS/DRIVEWAYS

There are many miles of privately owned roads in Dawn. These roads are not designed nor are they built to VDOT standards. Such roads often become a burden and a source of conflict to property owners. These substandard roads have become more heavily traveled and the deterioration rate has increased.



Private Drive

As of 1990, County ordinances prohibit the use of private roads in new subdivisions, except in the case of family divisions. However, there are many lots that have been platted and recorded that were intended and will continue to be served by private roads.

TRANSIT SERVICE

The Dawn Community is served by the Fredericksburg Regional Transit Service (FRED). FRED has service to the Dawn Community every day of the week. While there are a number of elderly residents in the Dawn Community, there is not a sufficient client base to expand this service at the present time. A systemic review process of the client base should be performed to ensure that there is sufficient demand before expanding transit service in the Dawn Community. In this way the limited resources devoted for transit will be efficiently allocated to provide this vital service to the Dawn Community, as well as the rest of the County. The FRED system service map is included in Chapter 9.

RAIL SERVICE

Currently, there is no rail service in the Dawn Community. The closest rail access is five miles west in Doswell, where the north-south main line of CSX railroad travels north into Caroline County at Carmel Church.

Improved rail service could stimulate economic development in Caroline County and in Dawn. From the north, Virginia could aggressively promote tourism fed by passengers already using trains in the Northeast Corridor. The Washington, D.C. – Richmond Corridor feeds the Northeast Corridor with thousands of passengers every year. Planned rail improvements in Virginia could extend the Northeast Corridor another 110 miles to Richmond.

There are several improvements planned to improve passenger service in the D.C. to Richmond corridor. In 1999, the Virginia Department of Rail and Public Transportation recommended a ten year \$370 million rail improvement program along this corridor, which includes a proposal for a parallel third main line track over most of the corridor and identifies other track and signal improvements to increase railway capacity and maximum speeds for both freight and passenger rail operations. The 2007, General Assembly authorized substantial funding for rail improvements.

Expanded rail service would positively impact Dawn and boost the village envisioned in this Plan. The proposed Carmel Church multi-modal rail station would be an ideal extension for the VRE system and could alleviate existing traffic problems on I-95. The proposed facility would be an easy commute to Dawn and improve accessibility of the community.

AIRPORTS

Dawn does not have any commercial airports within or near its boundaries. The closest facilities to Dawn are Richmond International Airport and the Hanover Airpark in Hanover County.

BIKE LANES/GREENWAYS

Currently there are no dedicated bike facilities in Dawn. The next update of the County Comprehensive Plan will contain a provision for the installation of bike lanes and greenways in the County. Possible locations for such facilities, other than along existing roads, would be County utility easements. Any new neighborhood developed in Dawn pursuant to this plan should include these facilities.

TRANSPORTATION IMPACTS OF FUTURE LAND USE

A majority of the roads in the Dawn area are inadequate to accommodate the projected traffic that will result from the planned growth. The traditional approach to meeting transportation demand is to increase road capacity. The Dawn Plan suggests a more balanced approach, including walking and biking facilities for recreation and local trips and the potential expansion of transit services. The mixed-use development pattern has the promise to reduce the number of trips made and produce shorter trips than experienced in most suburban areas.

With the village concept identified in this Plan, a significant reduction in the number of vehicle trips that normally accompany conventional land development patterns is anticipated. In the analysis developed for this Plan, a 30% reduction in vehicle trips is assumed, which is supported by a combination of the following factors:

- The concept of mixed-uses;
- A mixture of housing types;
- The integration of pedestrian and bicycle facilities; and
- Transit service in the area that can be expanded as opportunities arise.

It is reasonable to expect that this trip reduction will materialize. However, if it should not, then future traffic volumes contained in this Plan will need to be re-analyzed and adjusted accordingly. Attaining the transportation goals through a combination of methods to satisfy transportation demand should reduce the cost of creating additional highway infrastructure. Throughout the development of the Dawn area, traffic volumes should be closely monitored and correlated with the new development that is taking place to assure that the trip reduction is being realized.

To accommodate future growth and potential variation in the achievement of vehicle trip reductions, the major regional roads are planned to be constructed to four lane divided urban sections. The coordinated, phased construction of these improvements can minimize the future costs of the road widening.

Not all traffic impacts are associated with capacity issues. There are significant safety considerations when increased traffic volumes are placed on deficient roadways. Many of the design standards used by VDOT result from an analysis of highway crashes by professional transportation organizations, such as the American Association of State Highway and Transportation Officials, the Transportation Research Board, and other public and private groups. The standards are adopted in an effort to reduce the contribution made by physical highway attributes to vehicle crashes. Many of the two lane rural roads in Dawn raise this safety concern and, consequently, are recommended for improvement. This concern also reflects the initiative of the Federal Highway Administration to emphasize safety conscious planning.

TRANSPORTATION PLAN

The transportation plan for Dawn identifies three major new improvements. Map D.3 generally identifies the location of the transportation improvements to the road network in the community. Most of the improvements will be development driven, and should be negotiated to be constructed with development. The major improvements identified in this plan are:

- Completion of Dawn Boulevard (Route 30) from the Virginia State Fair east to a four lane connector road just west of the Route 30/301 intersection;
- Construction of a four lane connector road from Route 2/301 north of the Route 30 intersection to Route 2/301 south of the Route 30 intersection, generally as shown on the plan; and
- Reconstruction of Route 30 from the four lane connector to a point east of the Route 2/301 intersection.

Other local street improvements will be required as development occurs and should be accomplished within the overall design a multi-modal transportation system. Figures D.5 and D.6 identify the typical sections for two and four lane road improvements within the community.

A complete transportation improvement plan is included in the Transportation Chapter of the Comprehensive Plan.

CONCLUSION

The transportation system in Dawn currently functions adequately. The proposed improvements contained in the Plan should address concerns about the intersection of Routes 30 and 301. As the village develops, additional transportation improvements will be necessary and should be phased in conjunction with development. The development of a village core should coincide with the development of alternative modes of transportation, including a pedestrian network and the expansion of transit.

Figure D.5: Roadway Typical Section

Rural Two Lane, Major

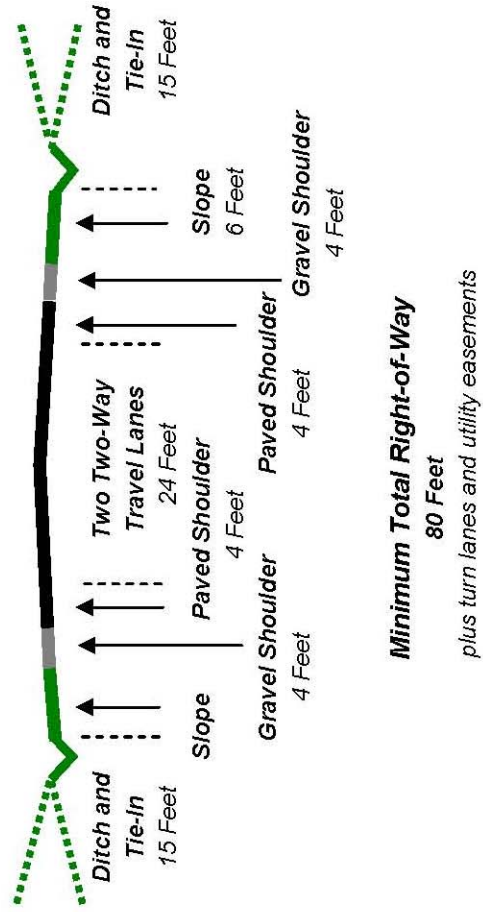
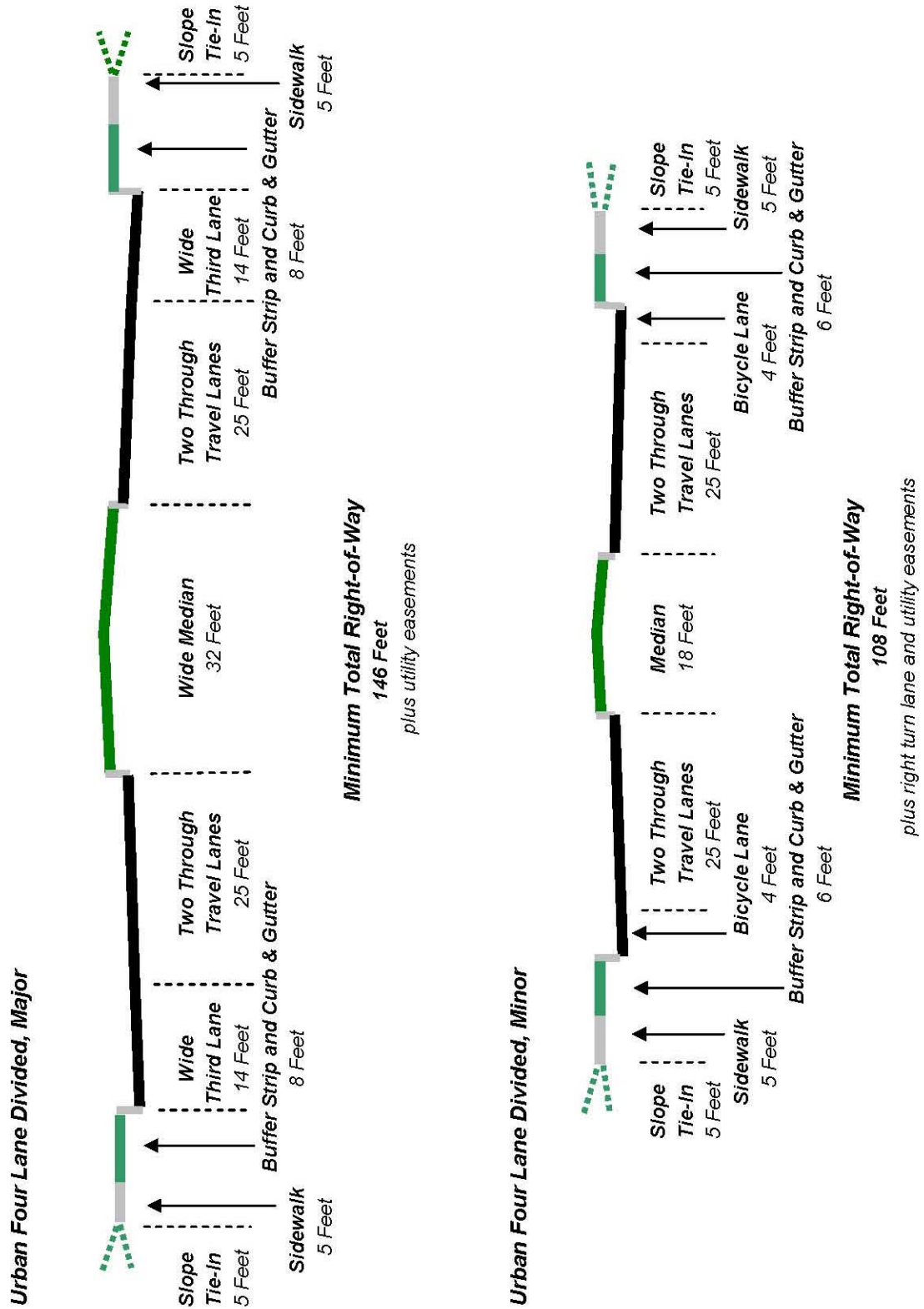


Figure D.6: Roadway Typical Sections



GOALS, ACTION STRATEGIES AND IMPLEMENTATION

GOAL 5.1: MAINTAIN A LEVEL OF SERVICE OF C OR BETTER FOR THE ROAD NETWORK IN THE DAWN COMMUNITY.

Action Strategy 5.1-1: All new developments should provide adequate on and off-site improvements to accommodate the additional traffic generated by the project and minimize the impact to the existing transportation system.

Action Strategy 5.1-2: Identify and seek safety improvements at locations where they may be required.

Action Strategy 5.1-3: Identify specific corridor needs on Routes 30 and 2/301.

Action Strategy 5.1-4: Identify and support the development of alternative road alignments to Routes 30 and 2/301 to improve access and traffic flows at the Route 30/301 intersection.

Action Strategy 5.1-5: Promote a grid-like road system, consistent with traditional neighborhood development patterns with an emphasis on connections away from the Route 30/301 intersection.

GOAL 5.2: PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS THROUGHOUT THE DAWN COMMUNITY.

Action Strategy 5.2-1: All possible alternatives should be investigated and a plan developed to address pedestrian traffic.

Action Strategy 5.2-2: Evaluate and support the expansion of transit service and other modes of transportation in Dawn, as opportunities arise.

Action Strategy 5.2-3: The County should encourage and support expanded passenger rail service; Amtrak, VRE and High Speed Rail.

Action Strategy 5.2-4: Support the development of Dawn as a crossroads of the region and promote development that complements existing uses.

Action Strategy 5.2-5: Seek enabling legislation authorizing Caroline County to adopt specific financing mechanisms to address specific transportation related issues.

IMPLEMENTATION

IMMEDIATE;

- Discourage strip development and identify suitable sites for commercial and light industrial development that meets the LOS policy for the Dawn Community.
- All new development applications should submit a traffic impact analysis, which at a minimum, requires development to maintain a LOS B at the year 2027.
- Require the dedication and/or reservation of the necessary right-of-way for the ultimate future improvements to the highway system in Dawn.

WITHIN 5 YEARS;

- Develop adequate transportation facilities and level of service (LOS) policy for Dawn, which will provide a clear statement of the public's expectations for a quality road system as growth occurs.

- Strengthen the provisions of the Highway Corridor Overlay District to protect and enhance the Village.

WITHIN 10 YEARS;

- Obtain resources to provide adequate non-motorized transportation facilities in Dawn. The use of sidewalks, trails, and biking facilities should be concentrated in and around the Village Core linking neighborhoods and points of interest and allowing residents a viable option to driving motor vehicles.
- Seek transportation grant funds to plan, construct, and renovate transportation facilities and link historic sites via new transportation facilities.