

**DRAFT**

**EASTERN BOUNDARY EXPANSION AREA  
LAND USE PLAN**



CITY OF NEWPORT NEWS  
NEWPORT NEWS CITY PLANNING COMMISSION  
DEPARTMENT OF PLANNING

FEBRUARY 2008

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# DRAFT

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# **INTRODUCTION**

## **BACKGROUND**

The Eastern Boundary Expansion Area was transferred to the City of Newport News as a result of a boundary line adjustment with the County of York on July 1, 2007.<sup>1</sup> In exchange for 87 acres of land on the Naval Weapons Station, Newport News received 397 acres of largely undeveloped land east of Colony Pines, resulting in a 310 acre net expansion of the City's land area. The impetus behind the boundary line adjustment was an agreement between the City and the County to implement a long-planned north-south connector road between Denbigh and Ft. Eustis Boulevards. In the agreement, a private developer is responsible for constructing the north-south connector road at no cost to the City.<sup>2</sup>

## **LOCATION**

The plan area is located east of and parallel to the Colony Pines neighborhood of Newport News and adjacent to what was formerly the eastern boundary of Newport News at the York County line. The plan area in its entirety extends north from Denbigh Boulevard toward Ft. Eustis Boulevard and Richneck Road divides the plan area into an upper and lower portion. (See Map 2, Plan Area)

## **EXISTING CONDITIONS**

### **LAND USE**

The plan area is largely undeveloped and covered with thin pine undergrowth trees. A 200 foot wide electrical power easement, owned by Dominion Power, runs along the eastern border of the plan area along the City/County line. (See Map 3, Existing Land Use)

The lower portion of the plan area, approximately 221 acres, is south of Richneck Road and has utilities and road infrastructure substantially in place. Two retention ponds have been created to retain stormwater run-off from the planned connector road. The City of Newport News owns approximately 96 acres of the lower portion and 125 acres is privately owned.

The upper portion of the plan area is north of Richneck Road and is largely undeveloped because of wetlands and other environmental constraints. The parcels between Richneck Road and the CSX railroad spur, approximately 29 acres, consist of privately owned land including private residences incorporated into the City. North of the CSX railroad spur is approximately 133 acres of vacant land owned by the City of Newport News that is constrained and unbuildable due to delineated wetlands. The upper portion is also bisected by a 200 foot wide Dominion Power easement. (See Map 1, Aerial of Plan Area)

A portion of the athletic fields at Woodside High School, formerly located in York County is in the plan area. A small convenience store on Denbigh Boulevard, is the only commercially zoned and developed parcel adjacent to the plan area.

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<sup>1</sup> Newport News/York County Boundary Line Adjustment, Composite Plat, October 25, 2006

<sup>2</sup> Agreement of Covenant by the City of Newport News and McCale Development Corporation April 24, 2007

**TABLE 1: EXISTING LAND USES**

	<b>ACRES</b>	<b>%</b>	<b>CITY OWNED</b>	<b>PRIVATELY OWNED</b>
Wetlands	108	27%	108	0
Residential	5	2%	0	5
Community Facilities	10	3%	10	0
Power Easement	37	9%	28	9
Right-of-Way	3	1%	3	0
Vacant	234	58%	0	234
<b>Total Acreage</b>	<b>397</b>	<b>100 %</b>	<b>149</b>	<b>248</b>

Source: City of Newport News Planning Department , 2007

### **ZONING**

The zoning of the plan area is R1 Single-Family Dwelling as a result of the boundary line adjustment that transferred land to the City on July 1, 2007. (See Map 4, Zoning Map)

### **HISTORY OF PLAN AREA**

Prior to being incorporated into the City limits, the lower portion of the plan area was designated by York County’s 1993 comprehensive plan as “Office Professional Research”. According to the County’s Plan at that time, this property’s proximity to Mary Immaculate Hospital and Newport News/Williamsburg International Airport, made it ideal for biomedical or technology employers.<sup>3</sup> The property’s frontage on Denbigh Boulevard was designated General Business by the County Plan because of its proximity to Route 17, York County’s commercial core.<sup>3</sup>

In 1993, a rezoning of the property to “Planned Development” was approved by the County for a planned unit development with a proposal for a 400 unit residential community adjacent to Colony Pines, identified then as the Colony Pines of York.<sup>4</sup> This development was not completed; however, some utilities and infrastructure were installed. The upper portion of the plan area near Fort Eustis Boulevard was designated by the County as “Conservation” in recognition of the presence of wetlands as well as other development constraints.<sup>3</sup>

In 2005, the County’s comprehensive plan designated the McCale Development Corporation property as Mixed Use in the York County 2025 Land Use Map in recognition of its potential.<sup>3</sup> The County designated mixed use communities as “places where people can live, work and recreate by providing opportunities for a mix of commercial and residential uses...within a single relatively compact development under a unified, coherent master plan.”<sup>3</sup> The remaining property in the plan area owned by the City retained its designation as Conservation in the County’s Plan.

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<sup>3</sup> County of York Comprehensive Plan, County of York, 1993

<sup>4</sup> Colony Pines of York Master Plan, McCale Development, 2001

## **ENVIRONMENTAL**

The elevation in the plan area ranges between 48 and 60 feet above sea level. The lower elevations are found in drainage areas at the source of the northern branch of Stoney Run and at the source of a tributary to Beaverdam Creek. Otherwise, the area is relatively flat.

The soils in the plan area are predominately hydric in nature. Hydric soils are poorly draining, have low water infiltration rates plus shrink-swell potential, that is complicated by a water table between 12-18 inches below the surface. During periods of normal and high rainfall, the features of hydric soils and high watertable lead to standing water fed by the ground water or stormwater runoff.<sup>5</sup>

The flat elevation and hydric soils have led to the formation of non-tidal wetlands in the plan area, which can be identified on the aerial photos of the area. Many of these isolated wetlands are associated with the Grafton Ponds, a seasonal wetland complex that supports several rare plants and animals.

The highest concentration of isolated nontidal wetlands are found on City property in the upper portion of the plan area. (See Map 5, Wetlands)

Trees that are present tend to be of the pine variety, which were planted as part of the sustainable forestry practice of the City of Newport News. The area's wooded undergrowth are home to an assortment of wildlife. Some of the isolated wetlands in the plan area may be home to rare or endangered vegetation or wildlife species, and their presence could be discovered during wetland permitting.



**FIGURE 1: STORMWATER POND**

Source: City of Newport News, Planning Department, 2007

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<sup>5</sup> Huntington Pointe Perennial Stream Study, Vanasse Hangen Brustlin, Inc., November 7, 2007

## TRANSPORTATION

The plan area is served by three major roads, Denbigh Boulevard to the south, Ft. Eustis Boulevard to the north and Richneck Road bisects the area. (See Map 6, Transportation). Denbigh and Ft. Eustis Boulevards are east-west arterials that connect to Jefferson Avenue, Warwick Boulevard, and George Washington Highway (Route 17) in York County. Jefferson Avenue, the closest major arterial to the site, provides access to Interstate I-64 at the Ft. Eustis Boulevard interchange.

The intersections of Ft. Eustis Boulevard and Denbigh Boulevard at Jefferson Avenue are among the most congested intersections in the City. Interstate traffic from I-64 as well as traffic from the Fort Eustis army base creates regular congestion on Ft. Eustis Boulevard. The level of service (LOS) on Jefferson Avenue has deteriorated over time because of interstate traffic and increasing development between Denbigh and Ft. Eustis Boulevards.<sup>6</sup> Richneck Road is a two lane rural collector road that enters the plan area from the west and connects with Ft. Eustis Boulevard to the north. Woodside Lane and Shields Road are collector roads that serve the Richneck area. There are several other small local streets and cul-de-sacs adjacent to the plan in the Colony Pines and Richneck areas. Chartwell Drive and Waverly Place in Colony Pines are the only stubbed local streets that could feed into the plan area.

**TABLE 2: ROAD INFRASTRUCTURE AND TRAFFIC VOLUME**

	<i>RIGHT- OF-WAY</i>	<i>PAVED WIDTH</i>	<i>TYPE</i>	<i>CURB/ GUTTER</i>	<b>2006 TRAFFIC VOLUME</b>
Jefferson Ave.	140'	42'	4 Lane	Mostly	34,564
Ft. Eustis Blvd.	126'	25'	4 Lane*	Partly	20,481
Denbigh Blvd.	110'	66'	4 Lane*	Partly	24,438
Woodside Ln.	70'	50'	2-Lane	Yes	6,959
Richneck Rd	30'-50'	24'-30'	2 Lane	No	3,186
Shields Rd.	30'-50'	17'-24'	2 Lane	No	1,737

\*Not entirely four lanes, some parts of the right-of-way are only two lanes.

Source: City of Newport News, Department of Engineering, Newport News 2007.

## STORMWATER

The plan area is adjacent to residential areas at lower elevations that could be impacted by future development. The Colony Pines and Richneck areas are to the west and are about forty (40) feet above sea level while the plan area itself is 48-60 feet above sea level. The plan area has two stormwater ponds designed to collect run-off from future development and the planned north-south Connector Road. Stormwater from Colony Pines and Richneck area feeds into the Stoney Run Creek watershed which receives most of the run-off from the Richneck area.

<sup>6</sup> 2030 Transportation Projections, Hampton Roads Planning District Commission, 2007

## POPULATION & HOUSING

There are seven residences along Richneck Road that are located in the plan area and have been incorporated into the City of Newport News from York County. East of these single family homes on Richneck Road is a vacant, privately owned parcel totaling 24 acres.

**TABLE 3: EXISTING RESIDENTIAL PROPERTIES**

ADDRESS	ACRES	PARCEL ID	TYPE
559 Richneck Road	0.52	055000113	Single Family Dwelling
560 Richneck Road	0.80	055000111	Single Family Dwelling
563 Richneck Road	1.05	055000114	Single Family Dwelling
565 Richneck Road	0.44	055000115	Single Family Dwelling
567 Richneck Road	0.44	055000116	Single Family Dwelling
575 Richneck Road	1.10	055000117	Single Family Dwelling
579 Richneck Road	0.70	055000118	Single Family Dwelling
601 Richneck Road	24.18	046010102	Undeveloped

Source: Newport News Real Estate Information System (REIS), 2007

The plan area is adjacent to low density residential neighborhoods to the west. North of Denbigh Boulevard is the Colony Pines and Windsor Great Park neighborhoods. Along Richneck Road are the Richneck and Green Acres neighborhoods.

Colony Pines is a planned residential subdivision that contains over a thousand single family homes constructed in the 1980s. Colony Pines has a community center, and an active neighborhood association. Richneck Elementary School and a few small churches on Denbigh Boulevard and Richneck Road serve Colony Pines and adjacent communities. Windsor Great Park is a single-family subdivision of similar character with nearly 800 homes. Colony Pines and Windsor Great Park are part of the *Richneck South* Neighborhood Statistical Area (NSA) which has over 4,095 housing units, two-thirds of which are single family dwellings with little more than three percent vacant. The total population for *Richneck South* as of 2006 was 10,565 people.<sup>7</sup>

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<sup>7</sup>Development Monitoring Report Annual Summary 2006, City of Newport News, July 10, 2007



**FIGURE 2 , COLONY PINES HOUSING**  
 Source: City of Newport News, Planning Department

The *Richneck North* NSA includes 3,813 units, more than half of which are single family. The total population for *Richneck North* as of 2006 was 9,441 people.<sup>7</sup> The Colony Pines and other Richneck subdivisions, adjacent to the plan area, are zoned R-4 Single-Family Dwelling. These neighborhoods are generally low density with no more than five units per acre.

**TABLE 4: RICHNECK AREA POPULATION AND HOUSING**

	Population	Housing Units	Land Area	Density (units/acre)
<b>Richneck South NSA</b>	<b>10,565</b>	<b>4,095</b>	<b>1000 +/-</b>	<b>4.1</b>
Colony Pines	2,408	1,047	209.35	5.0
Windsor Great Park	1,755	763	177.42	4.3
<b>Richneck North NSA</b>	<b>9,441</b>	<b>3,813</b>	<b>2400 +/-</b>	<b>1.6</b>
Green Acres	398	173	28.74	6.0
Kings Ridge*	190	95	18.75	5.0
Richneck**	708	308	63.95	4.8
			<i>Average Density</i>	<b>4.4</b>

\*Includes Morgan's Trace and Steven's Meadows subdivisions, \*\*Includes Fawn Lake, Kings Charter and Staci's Glen Subdivisions. Source: City of Newport News, Department of Planning 2007

<sup>7</sup>Development Monitoring Report Annual Summary 2006, City of Newport News, July 10, 2007

The Richneck North NSA includes several subdivisions (e.g., Fawn Lake, Avery Terrace, King Charter, etc.) totaling 400 homes located between Richneck Road and the CSX Railroad Spur. Richneck Area was constructed on the site of the original Richneck Plantation, established by Miles Carey in 1667.<sup>8</sup> Shields Road provides the western border of Richneck and connects to subdivisions to the north. South of Richneck Road is the Green Acres community of older ranch homes with deep lots.

## COMMUNITY FACILITIES

### Schools

The plan area is served by three public schools, Richneck Elementary, Dozier Middle School and Woodside High School. Woodside High School athletic fields are located in the plan area. Richneck Elementary School is located less than a mile from the plan area in the Richneck neighborhood, and Dozier Middle School is approximately three miles west of the plan area on Industrial Park Drive. Richneck Elementary's enrollment exceeds its overall capacity, and Woodside High, a regional magnet school that serves the entire city, has been over capacity since it opened in 2001.<sup>9</sup> Dozier Middle School however remains under capacity. Other educational facilities within the vicinity of the plan area include Greenwood Elementary and the New Horizon's Regional Education Center (Peninsula Vocational School). Kiln Creek Elementary, McIntosh Elementary and Reservoir Middle have school zones adjacent to the plan area. (See Map 7, Community Facilities)

**TABLE 5: SCHOOL ENROLLMENT AND CAPACITY**

SCHOOL FACILITIES	TYPE	SCHOOL ENROLLMENT (2007)	SCHOOL CAPACITY	EXISTING CAPACITY STATUS
Greenwood	Elementary	709	720	(11)
McIntosh	Elementary	505	521	(16)
Richneck	Elementary	654	635	+21
Dozier	Middle	851	1050	(201)
Reservoir	Middle	573	700	(127)
Woodside	High	2020	1800	+220

### Libraries

The plan area is served by a branch library, Virgil B. Grissom Library on Deshazor Road, approximately three miles from the plan area near the Old Courthouse in Denbigh. Although the Grissom Library is the closest branch library to the plan area, the library is undersized and does not adequately serve the Richneck community.

### Hospitals

The plan area is served by Mary Immaculate Hospital and the Riverside Convalescence Center near Denbigh Boulevard.

<sup>8</sup> Richneck Neighborhood Land Use Plan, City of Newport News, September 27, 1988

<sup>9</sup> Newport News Public Schools Enrollment Figures, 2007



**FIGURE 3: FIRE STATION 9 IN DENBIGH**

Source: City of Newport News, Planning Department 2007

### **Fire**

The plan area is served by two fire stations, one police station, and one temporary fire station at Newport News/Williamsburg International Airport. Fire Station 9 is a small aging station located on Deshazor Road near the Old Warwick County Courthouse in Denbigh. Fire Station 4 is a larger facility near Ft. Eustis Boulevard, but based on response times it is too far away from the plan area. Traffic congestion on Denbigh and Ft. Eustis Boulevards has reduced the response time and level of service in the Richneck area. According to the Newport News Fire Department, the Colony Pines neighborhood currently has one of the longest response times in the City (5-10 minutes), north of Mercury Boulevard.<sup>10</sup> Adding to this, the Denbigh Boulevard corridor has the highest volume of emergency calls for its reporting area.<sup>10</sup>

### **Police**

The closest police station to the plan area is the North Precinct, which is near Fire Station #9. The North Precinct Police Station is located in the Denbigh Municipal Center on Deshazor Road. The Denbigh Municipal Center provides circuit court and social services for residents in Denbigh. As with fire response, the police response is also impacted by traffic on Denbigh Boulevard resulting in higher response times and reduced frequency of patrols. (See Map 7, Community Facilities)

### **OPEN SPACE AND PARKS**

The plan area is served by Newport News Park, one of the largest municipal parks in the country. With 8,065 acres of largely undisturbed woods and campgrounds, Newport News Park is located between Jefferson Avenue and Ft. Eustis Boulevard just north of the plan area. There are also an additional 100 acres of watershed property east of the plan area that could be utilized for nature trails. Newport News Parks and Recreation operates a small model airplane park south of Richneck Road on land owned by the City approximately 1000 feet east of the plan area. Stoney Run park contains 228 acres and is located approximately three miles from the plan area on Warwick Boulevard in Denbigh. Stoney Run Park has five ball fields with plans for expansion. (See Map 7, Community Facilities)

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<sup>10</sup> Fire Districts and Reporting Areas Map, Fire Department, City of Newport News, February 6, 2007

## **LAND USE PLAN**

Future land use in the Eastern Boundary Expansion Area should be organized in an efficient manner that recognizes the area's limitations and emphasizes its strengths. Therefore the plan area has been divided into three "sectors" with land uses based on the characteristics of that particular sector. (See Map 8, Sectors)

### **SECTOR 1: DEVELOPMENT AREA**

The development area is approximately 221 acres, and is located between Denbigh Boulevard and Richneck Road. Approximately 125 acres of land in this sector is privately owned, 94 acres is owned by the City of Newport News with an option to sell for private development. Twenty (20) acres of City owned land includes the Dominion Power easement.

A mixed use development to be identified as Huntington Pointe is proposed for the development area. The project will contain approximately 2,550 residential units with some office and retail commercial. The mixture of housing types throughout the development includes single family detached, single family attached, townhouses, and condominiums. Development density will range between 10-40 units with an overall density of 11.5 units per acre.

#### **Neighborhoods**

The development area should reflect a transitional density that is compatible with Colony Pines and other subdivisions in Richneck. The average overall density should range between 10-40 units per acre. Commercial activity should include neighborhood retail and professional office space that primarily serves the residents of Huntington Pointe and encourages pedestrian shopping and entertainment in neighborhood centers. All commercial retail development should be appropriately designed to match the surrounding residential character.

A portion of the development area has existing infrastructure including utilities, curb and gutter, and stormwater management ponds were installed when the property was in York County. The development area is readily accessible from Denbigh Boulevard and Richneck Road and is within close proximity to community facilities and services making this sector ideal for residential development. The vertical length and distance of the development area makes it desirable for arterial road construction and mass transit. A north-south connector road is required to be built across the plan area at cost to the developer. The development area's, existing utilities, accessibility to major roads, and acreage make it suitable for future growth and development. In recognition of its potential, this sector should be designated as "Mixed Use" in the comprehensive plan. (See Map 10, Future Land Use Map)

### **SECTOR 2: COMMUNITY SERVICE AREA**

The community service area is located between Richneck Road and the CSX Railroad Spur, and is approximately 29 acres. The sector is privately owned, heavily wooded, contains wetlands, and includes seven residences newly transferred to the City from York County. The community service area is intended for community facilities and other services to support future residential land uses in the development area. The sector's proximity to existing residential dwellings in Richneck and the proposed Huntington Pointe development make the sector an appropriate location for new community facilities. The size and acreage of the community services area makes it suitable for the construction of a new elementary school, in recognition of its limited development potential and proximity to existing and planned development, this sector should be designated as "Community Facilities" in the comprehensive plan.

**SECTOR 3: CONSERVATION AREA**

The conservation area is the northern part of the plan area located between the CSX Railroad Spur and Ft. Eustis Boulevard. The conservation area is approximately 147 acres in size and mostly wooded with some open space. Apart from roughly 14 acres of private ownership on Ft. Eustis Boulevard, most of the land in this sector is owned by the City. The athletic fields for Woodside High School are also located here. The conservation area is largely undevelopable because of non-tidal wetlands that exist throughout the sector. It is important for these wetlands to be preserved and remain under the management of the City. There are several public utility easements for water, gas, underground cable, etc. that crisscross the sector. It is recommended that this sector be designated as Natural Area/Open Space in the comprehensive plan.

**TABLE 6: LAND USE CONSTRAINTS AND OPPORTUNITIES**

SECTOR	ACRE	CONSTRAINTS & OPPORTUNITIES	FUTURE LAND USE
<b>1</b>	220	<ul style="list-style-type: none"> <li>• Private ownership</li> <li>• Power easement</li> <li>• Wetlands present</li> <li>• Adjacent to neighborhoods</li> <li>• City ownership</li> <li>• Some infrastructure</li> <li>• Utilities installed</li> <li>• Denbigh Blvd</li> </ul>	<b>Mixed Use</b>
<b>2</b>	29	<ul style="list-style-type: none"> <li>• Private ownership</li> <li>• Wetlands present</li> <li>• Single family homes</li> <li>• Richneck Rd.</li> <li>• CSX Railroad Spur</li> </ul>	<b>Community Facilities</b>
<b>3</b>	147	<ul style="list-style-type: none"> <li>• Private ownership</li> <li>• Wetlands present</li> <li>• Power easement</li> <li>• Underground utilities</li> <li>• City Ownership</li> <li>• Ft. Eustis Blvd</li> <li>• CSX Railroad Spur</li> <li>• Local Schools</li> </ul>	<b>Natural Area/ Open Space</b>

## TRANSPORTATION

A north-south Connector Road between Denbigh and Ft. Eustis Boulevard has been included in both the City's and York County's long-range transportation plans since the late 1970's.<sup>8</sup> The arterial road is a much-needed parallel route in the Richneck area and is expected to relieve congestion on other parallel routes, particularly Jefferson Avenue. (See Map 9, Future Transportation Map).

The Connector Road will be built and paid for by the developer. The road design requires City approval and would be constructed at no cost to Newport News or York County taxpayers. The Connector Road will be a four lane divided arterial with a multi-purpose trail to encourage bicycle and pedestrian use. The Connector Road will help relieve congestion on Jefferson Avenue and will make no connections to Richneck Road until it is fully built and connects to Ft. Eustis Boulevard. Likewise, no connection to the Colony Pines neighborhood is planned at this time. A decision to connect Colony Pines to the Connector Road will not be made until the roadway is fully built. Connections to Colony Pines from the plan area will require traffic calming techniques as illustrated in the City's Design Criteria Manual.

Richneck Road will remain a two lane collector road and will be redirected and/or terminated at the Connector Road with a roundabout. Other traffic calming measures should be used to reduce traffic speeds into the Richneck area. Richneck Road should maintain a residential character

The Virginia Department of Transportation (VDOT) is currently widening a segment of Jefferson Avenue between Buchanan Drive and Green Grove Road to six lanes and is expected to be completed by 2010.



**FIGURE 4, JEFFERSON AVENUE WIDENING PROJECT**

Source: City of Newport News, Planning Department 2007

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<sup>8</sup> Richneck Neighborhood Land Use Plan, City of Newport News, September 27, 1988

A traffic impact study has been completed of the plan area and it recommends appropriate traffic calming measures and improvements necessary to mitigate the impact of traffic on the Connector Road intersections. These recommendations include the widening of Denbigh Boulevard with a left turn lane and signaled intersection with the Connector Road.<sup>11</sup> The same improvements are also recommended for the intersection of Ft. Eustis Boulevard and the Connector Road. Sidewalks and pedestrian crossing will also be included with each intersection. The traffic study indicates that approximately 29,000 trips will be generated per day on the Connector Road by the year 2030.<sup>11</sup> A total of 12,000 vehicles will be also be diverted from existing arterials to the Connector Road.

**TABLE 7: FUTURE TRANSPORTION PROJECTS**

<b>YEAR</b>	<b>PROJECT</b>	<b>LOCATION</b>	<b>2030 TRAFFIC PROJECTION</b>
2007-2010	Jefferson Avenue Widening	Buchanan to Green Grove Rd.	43,000
2008-2010	Richneck Road Widening	Jefferson Ave to NS Connector.	15,000
2009-2012	North-South Connector Road	Denbigh to Ft. Eustis Blvd.	29,000
2010	Interstate I-64 Widening	Denbigh Blvd to Route 199	65,000
2030	Atkinson Way Extension	Warwick Blvd to Jefferson Ave.	N/A
2030	Ft. Eustis Blvd Widening	East of York County line	31,000
2030	Peninsula Rapid Transit System Starter Line	City Center/Airport	N/A
TBD	Bland Boulevard Interchange	Chatham / Campbell Rd.	N/A

Source: Department of Engineering Project Status Report, 2007, 2030 Traffic Projections, HRPDC 2007

**Mass Transit**

The Dominion Power easement that stretches approximately one mile along the eastern border of the plan area should be utilized for future mass transit. The limited building potential of the easement, as well as its location and easy access make it suitable for a mass transit line. The Peninsula Rapid Transit System A3 Alignment starter line may take the form of light rail, street car or bus rapid transit that will serve the City Center/Oyster Point section of Newport News and shall extend into the plan area and terminate at realigned Richneck Road. Transit stations should be established near future commercial centers where transit oriented development is permitted. (See Map 10, Future Land Use).

## SCHOOL ENROLLMENT

The development is expected to generate approximately 685 school aged children.<sup>9</sup> Based on statistical student generation rates, there will be approximately 200 elementary school students, 194 middle school students, and 291 high school students. These students will be absorbed into three schools, Richneck Elementary, Dozier Middle School, and Woodside High. A new neighborhood school should be in the community service area as a combination, school and community center, with meeting rooms and facilities for community related events.

**TABLE 8: STUDENT GENERATION BY HOUSING TYPE**

HOUSING TYPE	PROPOSED NUMBER OF UNITS	ELEM. SCHOOL STUDENTS		MIDDLE SCHOOL STUDENTS		HIGH SCHOOL STUDENTS		TOTAL NUMBER
Single Family Detached	214	.06	13	.11	24	.12	25	62
Single Family Attached	542	.05	27	.05	27	.06	32	86
Multi-Family	1773	.09	160	.08	142	.13	230	532
Live/Work	21	.05	1	.08	2	.09	2	5
Total	2550		201		195		289	685

Source: Newport News School Board, 2007 and unit types from Brandon Currence Architects;

## ACTIVITY CENTERS

The City plans to construct a North District Recreation Center on Warwick Boulevard approximately three miles from the plan area. The development area should incorporate activity centers that support the residents of the community. Activity centers should be easily accessible to all residents in the Richneck Area.

## PUBLIC SAFETY

Although a temporary fire station is planned at the Newport News/Williamsburg Airport, a permanent public safety facility should be constructed on city property in the vicinity of Turnberry and McManus Boulevards to better serve the plan area, the airport, Colony Pines, and the Denbigh Boulevard corridor. A permanent police presence should be maintained in the development area where the density and mix of uses proposed. Future development should follow the principles of Crime Prevention Through Environmental Design (CPTED) which incorporates crime prevention techniques within the site plan development process.

<sup>9</sup> Newport News Public Schools Enrollment Figures, 2007

## **ENVIRONMENT**

Future development of the plan area should minimize impervious cover and displace no more land than is necessary by utilizing the principles of Low Impact Development (LID), a stormwater management design approach that leads to more green space and compact development.

The environmentally sensitive Grafton Pond Complex non-tidal wetlands should be preserved as part of the open space system to be developed. An environmental study has also revealed that there are no perennial streams in the plan area.

Sector 3 should be retained in City ownership and maintained as a conservation area (Natural Area/Open Space) due to its environmental sensitivity as a wetlands remediation site. Future development will add new impervious area, therefore, developers must work with the City to ensure downstream flooding does not become more of an issue. Retention or detention ponds that are created to handle stormwater runoff should be developed as an amenity, with landscaping, pedestrian walkways, etc., and incorporated into the open space system.

## **OPEN SPACE**

Every household should have easy access to open space in the form of public parks, squares and other recreational uses and activity centers. Each park should be connected with well landscaped streetscapes, sidewalks and trails that come together in an organized manner that complements residential neighborhoods and business districts. The retention ponds in the development area should be utilized and enhance for additional open space and recreation area.

## **FUTURE ZONING**

The following future zoning designations are recommended for the plan area. The development area (Sector 1) should be zoned R9 Mixed Use. The community service area (Sector 2) should also be zoned P1 Park, except for the single family homes in this sector which will retain their current R1 Single Family Dwelling zoning designation. The conservation area (Sector 3) should be zoned P1 Park. (See Map 11, Future Zoning Map)