



Windsor Great Park • Mary Immaculate Hospital • Newport News Williamsburg International Airport • Newport News Park

DISTRICT IV PLAN

INTRODUCTION

Planning District IV, once known as Richneck, was settled in 1667 when Miles Cary established Richneck Plantation. Yet, most development in the planning district occurred after the 1970's. The District is primarily residential in character. It contains the Newport News-Williamsburg International Airport and Newport News Park.

Location

Planning District IV is in the northeast quadrant of the City. The boundaries of the District are York County on the North and East, the CSX Railroad to the west and Kiln Creek

and the Interstate 64/Jefferson Avenue Interchange on the south.

Population and Housing

As of January 2000, the estimated population of Planning District IV was 24,514. This was 13 percent of the City's population. Planning District IV had the highest growth rate of the City's four planning districts. The District's population increased 18 percent from its estimated 1992 population of 20,736. By comparison, the entire City grew six percent between 1992 and 1999.

As of January 1, 2000, the District had over 10,000 housing units. Since 1992, The number of housing units has increased by 19.2 percent.

Land Use

Existing land use in Planning District IV is summarized on Table 14-7 and illustrated on Map 3-1.

Approximately 20 percent of the land area is residential, 3 percent commercial, 1 percent office and 3 percent industrial in use. More than twenty-five percent of the District is used for Park/Open Space/ Wetlands with most of the park land in Newport News Park. Twelve percent of the District is used for Transportation and Utilities with much of this land in Newport News/Williamsburg International Airport. About 14 percent is in street and railroad rights-of-way. The airport, Newport News Park and rights-of-way are half the land area in the District. If this were excluded from the developed land area, then 65 percent of developed land in Planning District IV would be in residential use.

As of January 1, 2000, about 18 percent, or 1,347 acres of the District's total land area, was vacant and undeveloped. The district has no land in agricultural use because of the acquisition of the Lee Hall Dairy and Endview. These two strategic sites were acquired by the City for economic development purposes.

Map 14-6, the District IV Land Use Plan and the City Land Use Plan, Map 14-7, show planned land uses for Planning District IV.

History of Growth and Development

Located north of Lee Hall Reservoir, Endview Plantation was established in the 18th Century by the Harwood Family. In the 19th Century, Lee Hall Manor was built on Yorktown Road by Richard Decatur Lee. Later in the century, Lee Hall Station and Lee Hall Village developed. Since then, this area of the Planning District has had limited growth because of the lack of infrastructure.

Lee Hall Reservoir was established August 8, 1889 by Old Dominion Land Company as the Newport News Light and Water Company. The City of Newport News bought the system on June 30, 1925.



Lee Hall Reservoir

Newport News Park was developed on reservoir property in the 1960's. It contains more than 8,000 acres with 2,000 acres in Newport News. Newport News Park is the largest municipal park east of the Mississippi River and the second largest City Park in the country.

**TABLE 14-7
Planning District IV • Land Use Comparison (1992-2000)**

Land Use Category	1992		2000		Change (1992-2000)	
	Acres	%	Acres	%	Acres	%
Agriculture	353	4.6	0	0.0	-353 ¹	100.0
Park/Open Space/Wetlands	1,886	24.5	1,963	25.5	77	4.1
Residential	1,163	15.1	1,517	19.7	354	30.4
Commercial	143	1.9	235	3.1	94	65.9
Office	67	0.9	54	0.7	-12	-19.1
Industrial	204	2.6	237	3.1	33	16.4
Community Facility	201	2.6	247	3.2	46	23.1
Transportation/Utility	1,087	14.1	913	11.8	-174 ²	-16
Military	173	2.2	83	1.1	-90 ³	-52
R-O-W/Road System	1,026	13.3	1,107	14.4	81	8.6
Total Developed Acreage	6,303	81.8	6,361	82.5	58	0.7
Vacant	1,405	18.2	1,347	17.5	-58	-3.19
Total Acreage	7,708	100.0	7,708	100.0	0	0.0

Source: Department of Planning and Development

¹ The drop in agricultural acreage was caused in part by the acquisition of Lee Hall Dairy and Endview which were considered agricultural and are classified as vacant land.

² The drop in transportation/utility was caused by classifying mobile home park acreage at the Airport as residential use.

³ The drop in military acreage was caused by classifying the Naval Weapons Station housing as residential.

The Patrick Henry CommerCenter was created from land formerly owned by the Peninsula Airport Commission on property that was outside the boundaries of the land regulated by the Federal Aviation Administration. The City's Industrial Development Authority had a plan prepared for the land in the CommerCenter, where the City owned 200 acres. The plan was adopted by City Council in 1992. However, airport expansion plans, including a proposed parallel runway, will prevent some of this land from being used as conceived in the Patrick Henry CommerCenter Plan.

More recent residential development in the Planning District primarily has occurred in the Richneck area between Denbigh Boulevard and Ft. Eustis Boulevard. Since 1992, there were seven new subdivisions with 488 platted lots and one new apartment complex with 182 units built in this area.

Issues

Issues facing Planning District IV are:

- Providing neighborhoods with schools, parks, libraries and recreation centers and other facilities and amenities.
- Maintaining public infrastructure (roads, and utilities, such as waste water collection, regional storm water management, and ditch maintenance).
- Providing public infrastructure (roads and utilities, such as waste water collection, regional storm water management, flood control) improvements prior to development of land.

- Preserving the natural and historic resources in the District, including creeks, forests, marshland and historic sites and providing public access to these.
- Providing convenient and effective public transportation including pedestrian and bicycle access.
- Providing effective traffic management.
- Providing for the educational needs of all children.
- Diversifying the local economy through balanced and managed expansion and development of new employment centers.
- Diversifying the retail commercial base along the Jefferson Avenue corridor from the Interstate 64 interchange with Jefferson Avenue to Fort Eustis.
- Providing Community Policing.
- Protecting neighborhoods and their integrity from incompatible fringe and infill development.
- Eliminating continuous commercial strips by promoting the cluster shopping center concept in mixed use activity centers.
- Integrating land uses to provide jobs and living areas in close proximity while minimizing incompatibilities between nonresidential and residential land uses. Providing effective Codes Compliance.
- Preserving more trees on the remaining large undeveloped parcels.

NEIGHBORHOODS

The neighborhoods in Planning District IV are the Yorktown Naval Weapons Station, Crafford-Taliaferro, Lee Hall, The Forest, Jones Run, Kings Ridge, Richland, Windsor Great Park, Colony Pines, Green Acres, Richneck, Charter Elm/Hanover Heights, Turnberry and Denbrook.

Yorktown Naval Weapons Station. The part of Yorktown Naval Weapons Station in Newport News is used for housing military families. The housing on base includes dormitories, apartments and mobile homes. A recreation center and softball fields are provided on site as well.

Crafford/Taliaferro. In this neighborhood, waste water collection service is not yet available, so residential development has a very rural character. Residential development off of Crafford Road is single family homes on large lots with open drainage ditches. When public sewer is installed, the character of this area most likely will change to suburban style residential development on smaller lots.

Lee Hall. This neighborhood includes the historic Lee Hall Manor, the Chelsea Apartments, the Boxwood Inn Bed and Breakfast and older homes in a rural village setting. The creation of a local historic district for Lee Hall Village would help preserve the rural character of this neighborhood and is recommended.

The Forest. The Forest has single-family homes on large lots with open ditch drainage along Old Fort Eustis Boulevard. Newer single-family development in the neighborhood occurs in conventional subdivisions. Typically, these subdivisions have homes built on small lots along curvilinear and cul-de-sac

streets with curb and gutters. The newer single-family subdivisions of this type are Clipper Creek, Cherry Creek, Jefferson Creek, Woods Run, Village of Woodside, Redman Estates, Dietrick Farms, Burell Estates, Woodside Terrace and the Enos Tract.

Single-family attached townhouses and duplexes, such as Woodcreek, Cherry Creek III and Brookside, either front Jefferson Avenue or buffer single-family development from more intense apartment development. The apartments complexes are Woods of Jefferson and Heatherwood. Both the Brookside Townhouses and Heatherwood Apartments suffered extensive damage caused by flooding from Hurricane Floyd.

Community facilities in this neighborhood are the Collossian Baptist Church and cemetery, Greenwood Elementary School, New Horizons Technical Center and Woodside High School.

Jones Run. Residential developments in this neighborhood include garden apartment developments: Denbigh Trace, Woodbridge Crossing, North Jefferson and Sea Pines. Also, Jacobs Landing, which is a Planned Residential Development (PRD) containing duplexes, has been developed. The 300 apartments in Woodbridge Crossing, which housed Navy families, suffered intense damage during Hurricane Floyd. Over one thousand people lost their homes and had to be rehoused elsewhere. Woodbridge Crossing is undergoing major renovation to repair the damage caused by the hurricane.

Vacant land on the southwest corner of the intersection of Woodcreek Drive and Jefferson Avenue is planned for commercial development.

Richneck. The Richneck neighborhood has changed from rural to suburban with new single-family subdivisions built northwest of Richneck Road and east of Shields Road. The very large lots in this area were purchased by developers in the mid-1990's and subdivided to create Fawn Lake and Kings Charter subdivisions. There are only a few very large single-family lots, having open ditch drainage, left in the area northwest of Richneck Road.

Older single-family subdivisions in this area include Avery Terrace, Shields Landing, and Burrell's Heights.

Traffic management is an issue in this neighborhood because Richneck Road and Shields Road collector streets have not been widened to accommodate the increased traffic created by new development. Also, there are needs for community facilities and parks because none are located in this neighborhood.

Richfield. This older subdivision was developed in 1957, with spacious lots fronting curvilinear streets. Since the mid-1970's, homes on Meadow Creek Drive in this neighborhood have had flooding problems during periods of intense rainfalls, such as during Hurricane Agnes and, more recently, Hurricane Floyd.

A drainage Improvement project for Meadow Creek Drive area was identified in the Department of Engineering's Master Drainage and Flood Control Plan. As a result of the flooding during Hurricane Floyd, funding for this project has been given a priority ranking in the City's Capital Improvement Program.

There are no community facilities or parks located within this neighborhood.

Kings Ridge. King's Ridge is a new neighborhood that includes the King's Ridge Apartments and Morgans Trace subdivision. There are no community facilities or parks located in this neighborhood.

Green Acres. This neighborhood contains single-family homes on long narrow large lots with open ditch drainage on the south side of Richneck Road between Shields Road and the Newport News City Line. So far, the large lots in this neighborhood have escaped transformation to small lot subdivisions.

The Green Acres Subdivision has homes on smaller lots and streets with curb and gutter.

The ditch on Chowan Place handles drainage for the creek which runs through the rear of the larger lots in this neighborhood. This drainage channel is a health and safety issue because of the litter and rodents. Enclosing the ditch and improved maintenance are recommended.

Colony Pines. The building of Colony Pines subdivision began during the early 1980's and was completed in the 1990's. Development in this neighborhood is characterized by moderate sized single-family homes on small lots located on curvilinear and cul-de-sac streets. Open space is found in a common area serving the subdivision. The community facilities in this neighborhood are Denbigh Church of God and an associated private Christian School, and day care facility. A small semi-private park is

located on Woodside Lane which serves the subdivision.



Colony Pines

Windsor Great Park. The construction of homes in Windsor Great Park began during the 1950's and was completed in the 1980's. This neighborhood has single-family homes built in subdivisions on small lots on curvilinear and cul-de-sac streets.

The Windsor Great Park, Chohan Place, Richneck Garden, Richneck Terrace, Richneck Estates and Balthrope Park subdivisions characterize the single-family development style in this neighborhood. Properties in Section 9A of Windsor Great Park subdivision sustained damage during Hurricane Floyd.

Community facilities in this neighborhood are Richneck Elementary School and two churches. The Windsor Great Park subdivision has private recreational facilities.

Charter Elm/ Hanover Heights. In this neighborhood there are some single-family homes on large lots having open ditch drainage along the northwest side of Richneck Road. Most single-family development is built on small lots with curvilinear streets, as in Woodside and Hanover Heights.

The apartments built near Denbigh Boulevard and Jefferson Avenue include Hanover, St. Andrews I and II, Diplomat and Woodscape. A planned residential development, Charter Oaks, is located between the proposed extension of Snidow Boulevard and the north branch of Stoney Run. The town homes in Charter Oaks that back up to Stoney Run Creek sustained property damage during Hurricane Floyd.

McIntosh Elementary School serves this neighborhood.

Turnberry. In this neighborhood, single-family homes are developed on small lots with grid-like cul-de-sac streets. The subdivisions of single-family homes are Millwood Park and Woodland Acres. The other residential development in the neighborhood are apartments and condominiums which include Springhouse Apartments, Turnberry Wells and Turnberry II.

Denbrook. Denbrook has two planned residential developments, Victoria Station and Denbrook Station. Both are developed as townhouses. A Mormon church serves this neighborhood.

ACTIVITY CENTERS

Planning District IV's neighborhood, community, regional and employment centers in many instances are located along Jefferson Avenue.

Neighborhood Centers

Lee Hall Village. Lee Hall village is the only remaining historic settlement in Newport News that has not disappeared or be-

come surrounded by urban or suburban development. The village was established with the coming of the railroad in 1881 and is named for the nearby manor home begun in 1848 and completed in 1859 by Richard Decatur Lee. The historic Lee Hall railroad station and turn-of-the century hotel, now the Boxwood Inn Bed and Breakfast, anchor the village. The City plans to relocate and restore the Lee Hall Depot within the vicinity of the Lee Hall Village.



The Boxwood Inn

The historic character of Lee Hall is apparent as one enters the village. The village should be protected by the creation of a local historic district in order to preserve and enhance its character. Lee Hall is planned to contain a mix of shops, residences and the new branch library.

Richneck. The Richneck neighborhood center is located at the intersection of Jefferson Avenue and Richneck Road and has the potential to serve as a nucleus for a town center. It serves nearby residential areas.

The center includes MacIntosh Elementary School and recreation space, natural open space, Richneck Shopping Center, personal service commercial businesses, two churches, two funeral homes, and the satellite facility

for the City Treasurers Office that is located in the former Department of Motor Vehicles building. The existing natural open space should be preserved through drainage and conservation easements.

Community Centers

Jefferson/Yorktown. This planned center, which is currently undeveloped, will develop after the HRSD force main is installed along Yorktown Road. The type of commercial development in this center depends on what occurs on the Endview Plantation property. The site is a gateway to Newport News. Future commercial development should be attractively and sensitively developed so as to enhance the Endview property. This requires careful planning for water quality, better design, lighting and sign control and landscaping.

Denbigh/Jefferson. This center is located at the intersection of Denbigh Boulevard and Jefferson Avenue and encompasses all four corners of the intersection. The existing retail shopping areas on the northwest, southwest and southeast corners should have better and less obtrusive signage, facade treatment and better landscaping. Satellite public service facilities such as either a library or social service facility should be incorporated in the current retail center, where possible.

Vacant land on the northeast corner should be developed with a mix of uses not provided on adjacent corners, and with the same distinctive signage, lighting control facade treatment and landscaping. However, more green area and landscaping, incorporating the existing creek as a site amenity, should be required. Internal traffic flow patterns should be improved.

Regional Center

Habersham. This power center includes Walmart, Sam's Club, Lowe's, and the new Home Depot, Farmfresh, Michael's and other big box type commercial development. Its boundaries are Lucas Creek, Jefferson Avenue and Interstate 64. Street frontage landscaping and natural open space in green areas should be required so as to create a pleasing view to the property owners and their customers. Signage, lighting, and traffic flow should be planned and improved.

Employment Centers

Carleton Farm Industrial Park. The Carleton Farm Industrial Park contains 141 acres between the CSX railroad, Interstate 64, and Yorktown Road (Route 238). It borders the historic Lee Hall Mansion. A landscaped buffer, sufficiently wide to preserve the existing tranquil setting surrounding the mansion, is planned. It is a strategic site acquired by the City for economic development after the nearby Oakland Industrial Park is built out. This industrial park could be developed with either one larger high technology company or the same kinds of clean industry that are in Oakland Industrial Park.

Snidow/CSX. This center includes several privately owned industrial parks and sites bounded by Jefferson Avenue, the proposed Snidow Boulevard, CSX Rail Line and the proposed City Farm relocation site. This center is intended for heavy commercial and light industrial uses.

Peninsula. The Peninsula employment center includes the Peninsula Industrial Park and adjacent industrial uses off Shields Road southeast of the Amoco spur line. This center

is intended for heavy commercial and light industrial uses. This industrial area has residential development on two sides. The open industrial uses in the industrial park that create nuisances for the adjoining residential area should be relocated out of the neighborhood.

Patrick Henry CommerCenter. The CommerCenter is next to the Newport News/Williamsburg International Airport. Development in Patrick Henry CommerCenter requires a revised Patrick Henry CommerCenter Plan, prepared under the direction of the Newport News Industrial Development Authority (IDA). The revised plan should deal with



Ferguson Enterprises

safety and noise issues and necessary land use changes caused by airport expansion plans and the impacts of the third parallel runway, identified in the FAA approved Airport Master Plan. The Newport News/ Williamsburg International Airport will acquire land in the CommerCenter for its expansion and the new runway.

Endview

Endview is a 310 acre site acquired by the City for economic development while protecting and promoting the environment and the natural and historic resources on the site. In 1999,

the City Council appointed a citizen task force to develop recommendations for the future land use of the Endview property. Four development scenarios were prepared: (1) an opportunity site scenario for several large office buildings, (2) an office park with a golf course, (3) an upscale residential golf community and (4) a resort hotel/conference center and golf course and space for one large



Endview

office building. Each of these expands Endview's grounds to 60 acres to encompass the house and surrounding re-enactment fields, view shed, and a 100 foot wide buffer around the perimeter. All scenarios maintain natural buffers along Lebanon and Curtis Runs to protect these environmentally sensitive areas. Three scenarios include the development of a tourist class hotel and specialty shops at the corner of Jefferson Avenue and Yorktown Road. The fourth scenario creates a high end resort hotel and conference center to the interior of the site with a golf course surrounding the complex.

PARKS AND OPEN SPACE

Parks

Although 25 percent of Planning District IV is used for Parks and Open Space, most of that land is in Newport News Park. The Planning District lacks community, district and neighborhood parks. Ideally, the District should have one district park, two community parks and six additional neighborhood parks.

Neighborhood parks within walking distance of most residents are needed. In order to provide the neighborhood parks in Planning District IV an aggressive park acquisition and development program should be implemented. Also, recreational equipment should be improved at school sites that provide for neighborhood recreation.

A new neighborhood park and recreation center should be established on vacant land on the southeast corner of Woodside Lane and Denbigh Boulevard. The site currently has physical development constraints of drainage problems and wetlands.

In addition, the Newport News Waterworks property on Denbigh Boulevard in York County should be developed to provide a 50-acre community park for Planning District IV. The planned Stoney Run District Park will be accessible to Planning District IV once Snidow Boulevard has been completed between Warwick Boulevard and Jefferson Avenue.

Greenways

Greenways in the District follow the headwater creeks of Curtis Run, Lebanon Run, Stoney Run and Lucas Creek.

Past development practice has been to pipe, fill or relocate the natural headwater creeks. This practice should cease and natural flood plains respected and kept undeveloped. This will reduce the potential for future flooding.

Curtis Run and Lebanon Run, located on the Endview property, drain into the Lee Hall Reservoir. Both Curtis and Lebanon Run have Newport News Waterworks raw water discharge outfalls that are located next to the Endview property. These outfalls supply up to 50-million gallons daily (MGD) of water that is piped from the Chickahominy River, Diascund Reservoir in New Kent County and Little Creek Reservoir in James City County. The raw water then flows to the Lower Lee Hall Reservoir where it is treated for distribution at the Lee Hall Plant by Newport News Waterworks. Future development around these creeks are required to protect water quality. Areas adjacent to the stream corridor and ponds should be considered for future acquisition for inclusion in the greenway system.

The creek located on Carleton Farm Industrial Park property drains into Skiffe's Creek Reservoir. Future development will be required to use appropriate Best Management Practices required by Waterworks to protect water quality from pollutants in storm water runoff. This creek should be placed in the greenway system.



Newport News Park

Jones Run is a creek where flow was redirected to the Warwick River to keep Jones Run from flowing into Lee Hall Reservoir. The diversion was built to protect Lee Hall Reservoir from pollutants caused by upstream development. The natural character of this creek between Interstate 64 and the Newport News City Line was altered by development. Therefore, it is not a priority acquisition for the greenway system.

The headwaters for Stoney Run, located in the Richneck and Charter Elm/Hanover Heights neighborhoods, have remained in their natural state west of Jefferson Avenue. They are on vacant land near the intersection of Jefferson Avenue and Denbigh Boulevard. These headwater creeks should be considered for the greenway system.

The headwaters of Lucas Creek, located in the Turnberry Neighborhood, remain largely in their natural state and are protected by the local Chesapeake Bay Preservation regulations. These headwaters should be included in the greenway system.

**TABLE 14-8
SCHOOL ENROLLMENT AND CAPACITY**

School	1999-2000 Enrollment	Total Capacity	Number Over Capacity
Elementary Schools			
Greenwood	789	720	69
McIntosh	618	521	97
Richneck	752	635	117
Kiln Creek	734	609	125
Lee Hall	794	563	231
Middle Schools			
Hines	1,397	1,020	377
Reservoir	752	625	627
High Schools			
Woodside	2,022	1,800	222

* Does not include relocatable classrooms. The following schools have relocatable classrooms: Lee Hall-4; Richneck-1; McIntosh-1; Reservoir-6 and Hines-5.

Source: Newport News School Administration, September 30, 1999

Natural Areas

Portions of the greenway system in the District, not serving as trail connections between developed areas, should be left as natural open space. Buffers between incompatible uses and along the Amoco rail spur should be included as natural areas that are part of the greenway system.

The Grafton Sink Hole Ponds have been protected from development as a natural preserve. Newport News Waterworks, the Department of Parks and Recreation and the U.S. Army Corps of Engineers are studying the expansion of the natural preserve by adding another 200 acres between the Amoco Rail Spur and Denbigh Boulevard. This is being done to mitigate wetlands losses from the expansion of the airport.

COMMUNITY FACILITIES

Schools

District IV is zoned for five elementary schools: Kiln Creek, McIntosh, Richneck, Lee Hall and Greenwood - with Lee Hall and Kiln Creek located outside the district.



Woodside High School

Middle schools serving the district are Hines and Reservoir which are both located outside the district. Woodside High School located between Greenwood Elementary and New Horizons Regional Center serves the planning district. The capacity and enrollment information for these schools for the 1999-2000 school year is found in Table 14-8.

All schools serving the planning district have enrollments that exceed their capacity. The City is planning two middle schools and two elementary schools in the northern part of the City to relieve over crowding.

These school facilities are also discussed in Chapter 5. Public Education.

Police and Fire

The Denbigh Police Station in the Grissom Center currently serves Planning District IV. The residents of the District would like a satellite police facility to be located in the District.

Planning District IV is currently served by Fire Stations No. 4 and No. 9.

These police and fire facilities are discussed in Chapter 8. Public Safety.

Other City Facilities

The City Treasurer's office opened a satellite facility in the former Department of Motor Vehicle's building on Jefferson Avenue. This facility serves the Denbigh, Richneck, Lee Hall and Endview areas of the City. A site located between Fort Eustis Boulevard, Interstate 64, the CSX railroad and Jones Run is reserved by the plan for the relocation of the City Farm Prison.

Health Care Facilities

Mary Immaculate Hospital, a member of Bon Secours Health System, is located on Denbigh Boulevard. Mary Immaculate is planning to expand its outpatient services. Part of its expansion will be on Patrick Henry CommerCenter property owned by the City.

Two convalescent centers, Riverside Regional and St. Francis Nursing Center are nearby. An assisted living facility, Manorhouse at Newport News, is located on Denbigh Boulevard.



Manorhouse at Newport News

Riverside Regional Health System's main laboratory, laundry and food preparation facilities are on Old Denbigh Boulevard.

Serenity House Substance Abuse Recovery Program located on Richneck Road between Jefferson Avenue and Denbigh Boulevard, provides comprehensive residential treatment and after care for individuals addicted to alcohol and other substances.

State and Federal Facilities

The Department of Motor Vehicles has a branch office located on Patrick Henry Drive to serve Newport News, York County, the

City of Poquoson and James City County. A regional post office distribution facility is under construction at the intersection of Turnberry Boulevard and Patrick Henry Drive.

Cultural Facilities/Historic Sites

The Richneck area is served by Grissom Library, in Denbigh and book vans. However, a branch library is planned for the Richneck area.

A new branch library is planned for construction in Lee Hall Village.

The City bought 310 acres at Endview. The Endview Task Force plans to reserve 60 acres for the historic Endview Plantation house, and surrounding viewshed, re-enactment fields and buffers. It will be a living history museum for the Civil War period in Hampton Roads. Nearby, the City acquired the Lee Hall Manor to be preserved and restored for use as a Civil War museum. The Lee Hall Train Station, will be relocated in Lee Hall Village, restored and preserved for future generations.

Newport News Park contains several historic battle sites of the Revolutionary and Civil Wars. Under the careful watch of Parks and Recreation, these historic sites are saved for future generations. However, historic sites and landmarks found on private property also should be acquired and preserved.

TRANSPORTATION

Interstate 64

The Interstate 64 widening project has been under construction for several years. This project is building an eight-lane cross section through Newport News that will have six single occupancy vehicle lanes (SOV) and two concurrent HOV lanes reserved for high occupancy vehicles during rush hours. The eight-lane cross section will continue from the I-64/Jefferson Avenue Interchange to Route 199 in James City County.

The City supports the widening project. However, there is concern that the existing median will be lost in the newer sections of the project, as has occurred east of Jefferson Avenue. Newport News, James City County, York County and Williamsburg have asked VDOT to preserve as much of the median as possible and to employ a landscape architect to develop an environmentally sensitive and attractive design for the I-64 widening project.

Interstate Interchanges

A new multi-modal urban interchange is being designed at Bland Boulevard and Interstate 64 to access the airport. This location will provide not only a highway interchange but also a light rail and high speed rail station with parking. The new interchange has funding earmarked by the Transportation Equity Act (TEA-21). The design of the interchange should be an attractive urban type diamond to minimize land requirements.

The I-64/Ft. Eustis Boulevard Interchange will be reconstructed. Because of its proximity to the Lee Hall Reservoir, its design and construction should be environmentally sensitive and carefully built.

Unlike the recent I-64/Jefferson Avenue Interchange reconstruction, collector/distributor lanes should not be built on other Interstate 64 interchanges in the City. This prohibition will minimize land requirements, reduce tree destruction and lessen the large amount of impervious surface. Both the Bland Boulevard and Ft. Eustis Boulevard interchanges should employ an urban design to further reduce land coverage and need for additional right-of-way.

The Snidow Boulevard interchange is neither on federal or state plans nor is it part of the I-64 widening project. The interchange is important for diverting future traffic off the Fort Eustis Boulevard interchange.

Interchange modifications are proposed at Yorktown Road and Interstate 64. These will move the east bound on-ramp further west on Yorktown Road to allow for stacking and lengthen the acceleration and deceleration lanes on I-64.

Arterial Streets

The following arterial street improvements are recommended in the Plan for Planning District IV.

- Jefferson Avenue has been widened to six lanes with a median between the I-64 Interchange and Buchanan Drive. Jefferson Avenue between Buchanan Drive and Fort Eustis Boulevard will be widened to six lanes with a median. This project is in the

VDOT six year program and will cost 40 million dollars.

- Yorktown Road between Lee Hall Bypass and Crafford Road will be widened to four lanes with a median. This project is under design.
- The northern and southern Lee Hall Bypass Roads are recommended in the Lee Hall Area Plan to eliminate at-grade railroad crossings at Elmhurst Street and Yorktown Road. The bypass roads will help preserve Lee Hall Village by avoiding the widening of Yorktown Road through the village.
- Fort Eustis Boulevard from Jefferson Avenue to the Newport News City/York County Line will be widened to four lanes with a median.
- The extension of Snidow Boulevard is planned between Warwick Boulevard and Ft. Eustis Boulevard with a full interchange at Interstate 64. However, the discovery of environmentally sensitive sinkhole ponds during the preparation of the Environmental Impact Assessment for Snidow Boulevard has placed the future construction of the portion of the highway from Jefferson Avenue to Fort Eustis Boulevard in doubt.
- The Denbigh-Fort Eustis Connector is proposed to be a four lane divided arterial in York County that would link Denbigh Boulevard with Ft. Eustis Boulevard and relieve traffic from Jefferson Avenue and U.S. 17.

Collector Streets

Richneck Road should be widened between Jefferson Avenue and the Newport News City Line/York County Line. Storm sewers and

sidewalks should be incorporated into the design and construction. Storm sewers should be piped underground to remove unsafe ditches. Traffic calming alternatives should be studied and included in road design.

The Federal Aviation Administration approved master plan for the Newport News-Williamsburg International Airport requires the extension of runway 2-20 across Oriana Road. Therefore, in the future Oriana Road will dead end in a cul-de-sac near the Newport-News City /York County Line.

All future major arterial and collector street projects should include sidewalks, bicycle lanes and landscaping.

These streets and highways are discussed further in Chapter 4 on Transportation.

Transit Lines and Stations

Light Rail Transit is planned in the CSX corridor, with transit stations located at Bland Boulevard, Denbigh Boulevard, Snidow Boulevard and Fort Eustis Boulevard and Lee Hall. The light rail transit sites were identified in the 1997 CSX corridor study prepared by Parsons, Brinckerhoff, Quade and Douglas, Inc.

In 1998, the locally preferred transportation alternative (LPA) was approved by City Council, the Metropolitan Planning Organization (MPO) and the Commonwealth Transportation Board. The LPA recommended enhanced bus service in the short run while working toward building light rail transit in the CSX Corridor over the long run. But, because of the concern that more buses will be traveling on the same con-

gested streets as cars, in July 2000 the MPO adopted a resolution advancing the evaluation of the CSX Light Rail Transit with complementary bus service. HRT will therefore begin major studies initiating the federal environmental review of Light Rail Transit on the CSX corridor.

Future transit stations should be acquired in advance of need, and existing city owned sites reserved for future transit stations. Site plans should be prepared for each station site. The stations should be designed with landscaping around buildings and in and around parking lots. They should be designed to accommodate park and ride facilities, bike racks and covered waiting areas at bus stops. Thus, they will be destinations on local bus routes and connected to bike lanes and trails.

Bikeways/Trails

The planned greenway system and streets provide the City with corridors for walking and biking. All potential greenways will be studied for bike or hiking trails.

Existing bikeways in Planning District IV are on Shields Road, Richneck Road from Shields Road to the Newport News/York County Line and Woodside Lane in Colony Pines and Crafford Road. Newport News Park has many recreational bikeways. A bikeway, federally funded with a CMAQ grant, has been completed in the Patrick Henry CommerCenter. It runs along Turnberry Boulevard, Patrick Henry Drive and Denbigh Boulevard and connects with bike routes in Windsor Great Park to the Shields Road Bikeway.

New bikeways are planned for Yorktown Road, Jefferson Avenue, Fort Eustis Boulevard, the extension of Snidow Boulevard, the Southern Lee Hall Bypass and the CSX Corridor.

Newport News-Williamsburg International Airport

In 1992 the Peninsula Airport Commission opened its modern terminal. The terminal has one concourse and six gates. In 1998, the airport had over 50 inbound and outbound flights per day and 400,000 passenger boardings and deplanings annually.



Airport Terminal

The airport master plan recommends expanding the airport terminal to 96 gates by 2030⁴. When enplaned passengers reach 457,500 annually (projected for year 2015) the Airport will enlarge its terminal to 17 airport gates. Extensions to runways 2-20 and 7R-25L also would occur by 2015.

A new, third parallel runway 7L-25R would be built if the airport becomes a hub for an

⁴Newport News/Williamsburg International Airport Master Plan, 1996, Talbert & Bright, Inc.

airline. These improvements will make the Airport capable of serving all aircraft.

LANDSCAPED BOULEVARDS

The land along most of the thoroughfares in the district is partially developed. There are vacant lots as well as a mix of development with and without the required parking lot landscaping or landscape strips along the street frontage. On the undeveloped parcels along Bland Boulevard, Yorktown Road and Jefferson Avenue the City should require preservation and/or planting of tree buffers along the street frontage and parking lot landscaping.

The road widening projects planned for the district give the City the opportunity to improve the visual look of the road corridors because street trees are planted as part of these projects. Prior to the widening project on Jefferson Avenue a corridor study is recommended to improve the visual quality on Jefferson Avenue by landscaping, tree preservation on undeveloped properties, better land use control and less obtrusive signage.

The proposed Snidow Boulevard should have a landscaped buffer preserved or planted along both sides of the road.

REDEVELOPMENT

Most development in Planning District IV is new. Therefore, no redevelopment areas are recommended. However, improving the appearance of existing uses along the major thoroughfares by requiring landscaping, underground utilities and less obtrusive signage when individual sites are redeveloped will help improve the City's image.

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MAP OF PLANNING DISTRICT 4