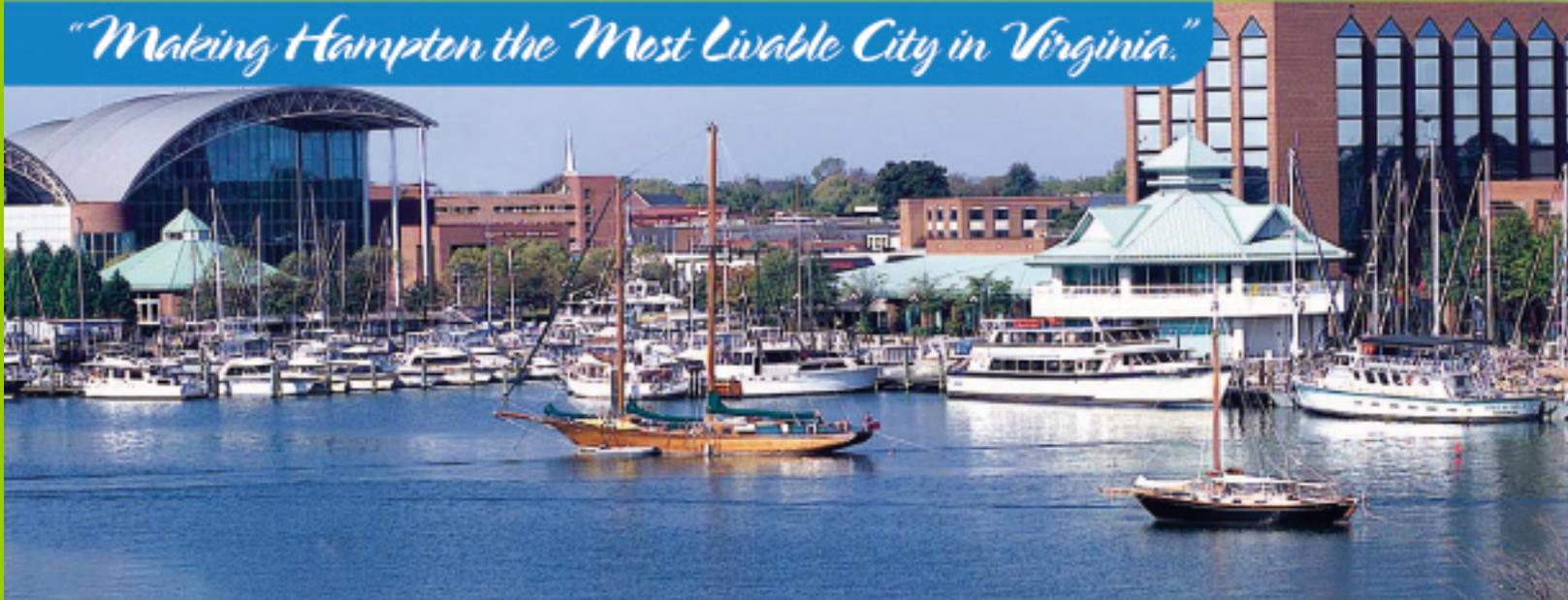


HAMPTON COMMUNITY PLAN



"Making Hampton the Most Livable City in Virginia."



City Council Adopted - February 8, 2006

City of Hampton
Community Plan

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DEDICATION

We would like to remember our friend and colleague, William Anthony Meyer, Jr. (1956 - 2001), a member of the Planning Department from 1998 until his death. Bill practiced the highest professional standards. Diagnosed with a terminal illness, he continued to face every day with humor, grace, and dignity.

I. Introduction

OVERVIEW

Hampton’s Community Plan

Hampton’s Community Plan is an update of The 1998 Hampton Strategic Plan and the 2010 Comprehensive Plan adopted by City Council in 1989. For the first time, the Community Plan integrates the City’s Strategic Plan, Comprehensive Plan, and planning for Hampton City Schools. The Code of Virginia requires that all local governments in the State prepare and adopt a comprehensive plan. Hampton’s Community Plan is intended to meet this requirement.

Like most communities, Hampton uses plans to help guide how it will move forward into the future. The Community Plan strives to create a unified vision from a diverse population. The Plan integrates the visions of city residents, businesses, and local officials into a bold strategy for managing change. Plans also help define our priorities as a community. Broad community goals and specific strategies are developed that affect most facets of community life including neighborhoods, businesses, schools, youth, and families.

The Community Plan serves as a long term guide for making decisions that will steer the community toward a destination that is consistent with its vision and goals. The Community Plan will:

- Build on historical strengths and assets.
- Leverage new investments.
- Coordinate policies and investments.
- Help to encourage partnerships and collaboration.
- Help Hampton reach its potential.

Hampton’s Community Plan builds on earlier plans. It provides city-wide policy guidance and the general direction that is

needed for more detailed plans for specific areas of the city or for specific facilities or services.

Vision and Goals

The Community Plan is based on a unified vision and supporting goals that define the city’s desired future. Each of us has a vision of what Hampton should be like in the future as well as a shared responsibility for achieving that vision. Although our visions may be different, they have many common qualities. Hampton’s vision is “To make Hampton the most livable city in Virginia.” A community-based visioning and goal setting process was conducted as a first step in preparing the plan in order to further define what we mean by “most livable city.” It was determined that the vision for Hampton had eight key qualities:

- a. Customer Delight
- b. Healthy Business Climate
- c. Healthy Growth & Development of Children and Youth
- d. Healthy Neighborhoods
- e. Healthy Diverse Community
- f. Healthy Region
- g. Strong Schools
- h. Youth

Hampton’s vision is further defined by a number of key themes that were identified in the goal setting process:

- Economic Sustainability
- Community Partnerships and Engagement
- Community Perception, Marketing, and Image
- Preparing Citizens for Future Success

The city’s vision and goals serve as the basis for all of the policies, recommendations, and strategies contained in this Plan. Section II of the Community Plan provides additional information about the vision and goals.

How the Plan was Developed

In January of 2003, the City of Hampton, Hampton City Schools, and numerous community partners initiated a broad based process to review and update the existing Hampton Strategic Plan (1998) and the Hampton Comprehensive Plan (1989). The goal of this effort was to take a fresh look at what major directions the community must take in order to achieve its vision for the city.

The first phase of this effort involved the work of numerous Hampton residents, business representatives, social and civic representatives, representatives from not-for-profit organizations, and local and regional government representatives. These individuals were organized into eight focus groups – one for each of the eight elements of Hampton’s vision. Each focus group was asked to further define the community’s vision and goals.

Over two hundred focus group members attended approximately fifty-eight meetings over the course of four months to answer several important questions about the future of the community:

- Are the issues identified in the 1998 Hampton Strategic Plan still critical for the community?
- What are our vision and goals for these issues?
- How should we measure our success at achieving our goals?
- What are the most important strengths, weaknesses, opportunities, and threats facing the community?
- How are these critical issues related to each other?
- How should we move forward to develop successful action plans and strategies?

The answers to these questions provided the basis for the first phase of the Community Plan which resulted in the preparation of a report entitled, “Vision and Goals for Strategic and Comprehensive Planning.” (See the Appendix for a copy of the report.)

The “Vision and Goals” report was subsequently endorsed by a number of City boards and commissions including the School Board (9/3/03), the Planning Commission (10/13/03), and City Council (10/22/03). Other endorsements included:

- Citizens’ Unity Commission (9/11/03)
- Downtown Hampton Partnership (10/2/03)
- Industrial Development Authority (10/9/03)
- Neighborhood Commission (10/13/03)
- Youth Commission (10/20/03)
- Coliseum Central Business Improvement District (10/28/03)

The next and final phase of the Community Plan process was to develop policies, recommendations, and strategies that would support the achievement of the community’s vision and goals. Draft copies of the Community Plan were presented to a variety of City boards and commissions and civic and business organizations before being considered for adoption by the Planning Commission and City Council.

The Community Plan is the adopted policy of City Council. It is important to keep in mind, however, that the Plan is a “living document.” As conditions change, projects are implemented, and priorities change, the Community Plan will be re-evaluated, revised, and updated so that it reflects the latest market conditions and community needs and opportunities.

Summary of Key Indicators and Trends

As the Community Plan was being developed, information about the city’s population, housing, economy, land use, and environment was collected and analyzed. While Hampton is strong and thriving in many ways, the Community Plan recognizes the need to address the opportunities and challenges presented by a maturing city. A number of key indicators and trends were determined to be critical to the achievement of the community’s goals. A brief summary of the most important indicators and trends is presented below. This information helps to define the opportunities and challenges of a mature city. These indicators and trends are described in greater detail under the “Existing Conditions” and “Anticipated Future Conditions” headings of the Community Plan.

- Hampton is over 90% built out. The city has a very limited supply of land available for new development.
- The city’s housing stock is aging. Much of the city’s housing is nearing the critical age of 30 years or more.
- Housing choices are not keeping up with buyer preferences in today’s market place (housing unit type, size, amenities, etc.).
- Housing choices are particularly limited in the higher value ranges.
- Some of the commercial centers and corridors in the city are aging.
- Key Population Trends: lower population growth rates with some areas experiencing slight declines; public school enrollment expected to be stable with a slight decline in 20-25 years; overall aging of the population;

and, a more racially and ethnically diverse population as compared to the region as a whole

Major Policies and Strategies

The Community Plan includes a number of policies and strategies that will advance the adopted vision and goals. These policies and strategies are summarized below. The policies are described in Sections III through VIII and the strategies are described in greater detail in Section IX.

Plan for Future Land Use: the updated land use plan will protect residential neighborhoods, encourage commercial investment in established centers and districts, promote revitalization in strategic areas of the city, and protect environmentally sensitive areas.

Plan for Transportation Improvements: the updated transportation plan recognizes the financial constraints on construction of new projects, promotes balance between automobile and non-automobile trips, and links transportation investments with proposed land use and development.

Focus on Strategic Areas of the City: the Community Plan recommends that the City focus planning and implementation efforts within selected strategic areas. The Community Plan also provides the city-wide policy direction that supports the strategic area plans.

As of May 2005, strategic area plans or “master plans” are being implemented for Downtown, Coliseum Central, and Buckroe. A plan is being prepared for the Kecoughtan Road corridor and plans are scheduled to be prepared for Phoebus and the North King Street corridor.

Fort Monroe has also been identified as a strategic area. The Fort was identified for closure by the 2005 Base Realignment and

Closure Commission (BRAC). The relocation of Army personnel currently located at Fort Monroe is expected to occur by 2011. In response to the expected closure of the Fort, the City has initiated the process of working with State and Federal authorities and the local community to prepare a re-use plan for the Fort Monroe property.

Fort Monroe has a very significant economic, historical, and cultural presence within the nearby community, the city, and the Hampton Roads region. The Fort is also a National Historic Landmark and is listed in the National Register of Historic Places. Identifying the Fort as one of the strategic investment areas in the Community Plan will support the City's efforts to ensure that the Fort remains a positive presence within the community.

Strategic neighborhoods, districts, and corridors serve as the "front door" for surrounding areas of the city. These areas play an important role in defining the overall image of the city and they perform a particularly important function in the economic vitality of the city. Focusing investments in these areas can result in benefits for the entire city.

As adopted and subsequently amended, Strategic Area Master Plans are integrated into Hampton's Community Plan in the form of an addendum. These action-oriented plans provide a higher level of guidance, and direction through more detailed recommendations and more specific implementation projects within a shorter time frame. The master plans are one of the tools initiated by the City for implementing the recommendations of the Community Plan."

Diversify Housing: the Community Plan contains a number of recommendations and policies that will help the city to diversify its

housing stock. These recommendations will encourage housing that meets the needs of the current market and that strikes a healthy balance of housing values.

Maintain and Enhance Community Appearance: the Community Plan places a high priority on maintaining and creating a sense of community in the city's neighborhoods, districts, and corridors. Major policies and strategies include updating the zoning ordinance, strengthened policies on property maintenance and community design, and master plans for strategic areas.

Build on Assets and Leverage New Investments: the Community Plan includes policies and strategies to build on existing assets such as educational, medical, cultural, and recreational facilities. Other assets include waterways and waterfronts, natural areas, and parks. Key public sector interventions and investments in community facilities, transportation, and schools can build on our existing assets while generating private sector investment and investor confidence.

Forge Effective Partnerships: the Community Plan recognizes that while our local government has limited resources, we are fortunate to have many strong civically minded neighborhoods, businesses, and community organizations. Plan policies and strategies support existing and encourage new partnerships among community and regional leaders, including the City of Hampton. Many major policies and strategies actually depend on effective partnerships to ensure successful implementation.

Use and Organization of the Plan

Hampton’s Community Plan is intended to be used by a wide variety of individuals and organizations that are interested in the future of the city. The members of the community and the City officials and staff that were involved in preparing the Plan hope that this will be a useful document that is easy to read and understand. The overall organization of the Plan and some key terms are described below.

The Vision and Goals and the Strategies sections of the Community Plan are described above. The other major sections of the Plan reflect traditions found in earlier plans, or they are recommendations or requirements of State planning legislation:

Land Use and Community Design: addresses the physical development of the land and buildings in the city and includes the future land use map.

Housing and Neighborhoods: evaluates the population and market factors that influence the city’s housing stock. This section includes policies on housing supply and housing quality, and policies to promote healthy residential neighborhoods.

Transportation: addresses the needs and future plans for the facilities and services that move the people and goods within and through the city, including roads and other methods of travel.

Community Facilities: describes the wide array of public facilities, including schools, managed by the City and other community organizations. Outlines anticipated trends that will influence future facility needs and recommends policies to meet these needs.

Environmental Stewardship: describes the natural areas and features that help to define Hampton’s and the region’s unique

sense of place. Outlines the programs that are in place to protect the environment and the trends that will influence these programs in the future. Recommends policies to promote the continued wise stewardship of the environment.

Economic Development: evaluates the local, regional, and in some cases global factors that influence the City’s efforts to promote a healthy and expanding local economy. Describes existing economic development programs and future trends. Recommends economic development policies to advance the community’s vision and goals.

Each of the above sections is organized in the following way:

- ◆ Overview – statement of purpose and objectives.
- ◆ Existing Conditions – detailed presentation of information that describes the topic.
- ◆ Existing Programs – where applicable, a detailed description of current programs and/or facilities.
- ◆ Anticipated Future Conditions – summary of important future trends.
- ◆ Policies – recommended policies applicable to the topic.

The Community Plan is intended to provide both specific directions in the form of strategies, and more general direction and guidance in the form of vision statements, goals, planning principles, and policies. Basic definitions for these terms are provided below:

Vision: a guiding image of success. A description of an ideal future with a grand purpose.

Goal: a general end towards which the community will direct its efforts.

Planning Principle or Policy: a specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory. A direction that will lead to meeting adopted goals and objectives.

Strategy: an action, activity, or program that is carried out in response to an adopted policy to achieve a specific goal or objective.

Implementing the Plan

Hampton's Community Plan will be implemented through the actions of City staff, the Planning Commission, other City Boards and Commissions, and the City Council. Plan policies and recommendations will be carried out through the revision and adoption of the City's zoning ordinance, annual operating budget, and the capital improvements budget. The Plan will also be implemented through the many on-going actions of neighborhood, community, and business organizations, as well as the individual actions of home owners, business owners, and investors.

Long-range planning in Hampton does not end with the adoption of this document. It is important to continue with the steps necessary to bring about the vision of the Plan. The Plan is intended to be a living document that is changed and updated as local conditions change. In fact, State regulations require that the Plan be reviewed at least once every five years to determine the need for amendment.

Only through continuing to use, evaluate, and amend the Community Plan will Hampton reach towards the vision and goals identified by the many dedicated people who contributed to the development of the Plan.

II. Vision and Goals

OVERVIEW

The Hampton Community Plan is a tool for achieving the vision and goals that were identified as part of a community-based process. This process was undertaken as the first step in preparing the Plan. Hampton’s vision and goals serve as the basis for all of the policies, recommendations, and strategies contained in the Community Plan.

The over-all vision “To Make Hampton the Most Livable City in Virginia” has eight key elements:

- a. Customer Delight
- b. Healthy Business Climate
- c. Healthy Growth & Development of Children and Youth
- d. Healthy Neighborhoods
- e. Healthy Diverse Community
- f. Healthy Region
- g. Strong Schools
- h. Youth

These eight key elements are defined below along with the specific goals unique to each element.

Hampton’s Vision:
 “To Make Hampton the Most Livable City in Virginia.”

Customer Delight

Exceeding customer expectations provides a competitive edge for successful businesses and public agencies. Customer-driven, high quality service to the public is a key ingredient for successful economic development and many other neighborhood and community-based initiatives. For Hampton to achieve our vision, great customer service must be at the forefront of our efforts.

Vision: Hampton will provide unparalleled public education, neighborhood, city, and

community service that will exceed its customers’ expectations.

Goals:

CD 1	Service delivery is innovative and reflects the latest technology and state of the art business practices.
CD 2	Service providers maintain a high level of competence.
CD 3	Service providers and organizations are directly accountable to their customers.
CD 4	Services are user friendly and readily available to all potential customers.
CD 5	Service providers and customers share an expectation of success.

Healthy Business Climate

A strong business environment is the backbone of a community. Jobs and private investment fuel the local economy and also provide the resources that pay for many community services and quality of life projects. If Hampton is to achieve its vision of being the most livable city in Virginia, it must have a healthy business climate.

Vision: Hampton will be the community of choice for businesses seeking an environment that maintains, expands, and attracts investment.

Goals:

HB 1	Jobs - Hampton will be the community of choice for high wage jobs in targeted industry segments.
HB 2	Retail - Hampton will be a unique, regional retail and entertainment destination and the first retail choice for Hampton residents.

Goals (continued)	
HB 3	Tourism - Hampton will be the destination of choice for targeted travel industry market segments.
HB 4	Higher-Value Housing - Hampton will be a desirable community for people seeking a higher quality of life and will offer a distribution of housing competitive with regional averages.

Healthy Growth and Development of Children and Youth

To be successful in creating and sustaining a favorable quality of life, we must make sure that our youth grow up healthy, happy, well-educated, and committed to strengthening our community. While the healthy development of youth is primarily dependent on their parents, the community has a role in preparing, educating, and supporting parents, and ensuring that children experience the assets they need for healthy development. The policy document "Foundation for the Future," which addresses youth issues in the City of Hampton, is adopted by reference as part of Hampton's Community Plan.

Vision: Hampton's children and youth will thrive and succeed in a caring community.

Goals:

CY 1	Healthy Stable Families.
CY 2	Healthy Infants (Birth to Age 2).
CY 3	Healthy Young Children (Age 2-8).
CY 4	Healthy Children (Age 8-14).
CY 5	Healthy Teens (Age 14+).

Healthy Neighborhoods

Healthy neighborhoods are places where people enthusiastically invest their time, money and energy – places where people want to be. Hampton invests in neighborhoods because they support our image, quality of life, tax base, schools, youth, families, and our ability to attract business investment. The quality of our neighborhoods and the housing stock within them impacts almost every aspect of what we are and what we can be as a city.

Vision: Hampton neighborhoods: the best places to be.

Goals:

HN 1	Every Hampton neighborhood will be economically sustainable.
HN 2	Every Hampton neighborhood will be highly functional.
HN 3	Hampton neighborhoods will provide diverse choices.

Healthy Diverse Community

Hampton is a city rich with human diversity. Our people bring many diverse gifts from different races, cultures, religions, and backgrounds. As Hampton continues to grow toward our vision of being the most livable city in Virginia, our people must see our rich diversity as a unifying force for our future economic and social development.

Vision: Hampton will thrive as a diverse community which celebrates, supports, and encourages positive people-to-people relations as a foundation for community success.

Goals:

DC 1	The community perceives multicultural/multiracial relationships as being essential to the quality of life in Hampton.
------	---

Goals (continued)	
DC 2	People demonstrate their value and appreciation for diversity in their daily lives.
DC 3	Employers, service providers, and community leaders are culturally sensitive, fair, and just in education and neighborhood, community, and city services, including law enforcement and criminal justice.
DC 4	Multicultural/multiracial diversity is celebrated as one of the city's best assets and a major competitive advantage.
DC 5	All areas of the city are safe and welcoming to all people.

Healthy Region

The people who live in Hampton work, shop, visit, and travel throughout the Hampton Roads region. This is true of the people from all of the cities, counties, and towns that make up this region. We greatly depend on each other. For Hampton to achieve its vision of being the most livable city in Virginia, we must do our part to ensure a healthy Hampton Roads region.

Vision: Hampton Roads will be a thriving, economically competitive region.

Goals:

HR 1	The communities of Hampton Roads will have a shared vision.
HR 2	The communities of Hampton Roads will effectively collaborate to accomplish the shared vision.

Strong Schools

The families who make Hampton their home depend upon a strong school system to provide exceptional learning experiences within quality school facilities. As a community, Hampton

depends upon a strong school system to serve as a catalyst for economic growth and vitality as well as a strong sense of community within its neighborhoods. It is the vision of the city and the school system to provide unparalleled education to the young people who are attending Hampton City Schools and that these young people will ultimately decide to make Hampton their home.

Vision: Hampton City Schools, the first choice for academic and lifelong success by every single student.

Goals:

SS 1	Maximize every child's learning.
SS 2	Create safe, secure, nurturing environments.
SS 3	Attract, train and retain exceptional staff.
SS 4	Develop parent and community ownership of our school system.
SS 5	Manage and maximize fiscal and physical resources effectively and efficiently.

Youth

In order for Hampton to become the kind of city we all want it to be, we must make sure that every young person has the opportunity to grow up in a caring community in which young people are viewed as partners and valuable community resources. Providing this kind of community environment allows our youth to feel empowered so they become integral contributors within a diverse community. As a result, the youth of Hampton will become well rounded, capable, caring, and productive citizens who will choose to invest their present and future into this community. The "Youth Component" of Hampton's Community Plan is adopted by reference as part of this Plan.

Vision: Better Youth, Better Hampton, Better Future.

Goals:

Y 1	Caring Relationships within the Community.
Y 2	Youth Share Leadership.
Y 3	Youth Acquire Essential Life Skills.
Y 4	Every Young Person is Prepared for a Career.
Y 5	Places to Go and Things to Do for Youth.
Y 6	Getting Around.

Overarching Themes

The focus groups that led the community-based goal setting process also identified four themes that further support the eight elements described above. It was agreed to include these “overarching themes” as a way to further define the vision and goals for the city.

Economic Sustainability – Protecting property values, diversifying the city’s housing stock, promoting redevelopment and economic development, protecting and managing natural resources, investing in infrastructure, and providing world-class community facilities, while ensuring sufficient local revenue sources are some of the issues identified as key to the long term viability of the local economy.

Community Partnerships & Engagement – The long-standing tradition to seek out partnerships and engage the community in shaping the future was recognized as a source of strength and an opportunity for continued success in the future.

Community Perception/Marketing/Image – Many community assets are not fully recognized in the marketplace and by the local media. Physical enhancements and effective marketing of community assets is needed to improve the city’s image.

Preparing Citizens for Future Success – One of the most important and fundamental resources in our community is our people. One key role of a community is to provide opportunities to prepare citizens for future success. This theme includes support to traditional education - K-12, colleges and universities, libraries and research institutions – as well as workforce development, life-long learning, and effective life skills to succeed in a diverse and ever-changing world.

III. Land Use and Community Design

OVERVIEW

Purpose

The Land Use and Community Design section of the Community Plan serves as an official policy guide for City decisions about physical development. It establishes a physical framework for future growth by identifying the City's major policies concerning the type and location of future development to meet the vision and goals of the Community Plan.

The Land Use and Community Design section is a tool for steering both public and private actions. This section of the Community Plan is primarily intended to serve City boards and commissions, City staff, current property owners, and potential investors in city property and facilities. In combination with other City policies and strategies, this section of the Plan creates predictability and provides confidence for existing land owners and potential investors concerning the future development of the city.

As noted above, the Land Use and Community Design section reflects the community's vision and goals as developed in the first phase of the Hampton Community Plan process. This section of the Community Plan is also based on an evaluation and analysis of a number of data sources, including existing land use, land use plans, and economic and demographic data and trends.

Land Use and Community Design recommendations are presented both in the maps and policies contained in this section of the Community Plan. These recommendations are focused on the long range development (10 to 20 years) of the community. This extended timeframe is an acknowledgement of the long term impact of land development decisions and the high economic and social costs that are often associated with bringing about changes in land use.

This section of the Plan is also general. It identifies the general parameters for the type and location of development as a guide for more specific planning efforts, decisions about proposed uses, and the application of land development regulations.

Land Use and Community Design recommendations provide a framework for the development of more detailed implementation plans for strategic districts and neighborhoods in the city such as Coliseum Central and Downtown.

The Land Use and Community Design section has a specific relationship to the City's Zoning Ordinance and other land development controls. These relationships promote City land use policies that are consistent and predictable. The Land Use and Community Design section identifies policies and indicates broad land use categories for general areas of the city while the Zoning Ordinance delineates exact boundaries of districts and specifies the detailed regulations which apply within those districts.

Land Use and Community Design Objectives

There are a number of general objectives or best practices that apply to the Land Use and Community Design section of the Community Plan. These objectives help to promote harmonious development and the achievement of other public interest objectives, such as community facility and environmental requirements. Together with the Community Plan's vision and goals, these objectives provide the basis for Land Use and Community Design policies.

**Land Use and Community Design
Objectives**

1. Promote the efficient use of land. Recognize land as a limited resource.
2. Leverage and promote the effective use of city services, assets, and amenities.
3. Promote compatibility and synergy among different land uses.
4. Be responsive to market and demographic trends and opportunities.
5. Protect community appearance, character, and design.
6. Recognize land use and transportation relationships.
7. Be responsive to the fiscal and other tax base implications of land use and community design.
8. Recognize environmental constraints and opportunities.
9. Protect real property values.

EXISTING CONDITIONS

Structure of the City

Physical characteristics about the settlement pattern in Hampton and the Hampton Roads region provide the framework for the Land Use and Community Design section of the Community Plan. These characteristics are described below.

Hampton within the Hampton Roads Region – Hampton is one of several mid-sized cities that form the Hampton Roads region. The city is located near the geographic center of the region. Hampton Roads is a multi-centered region that is not dominated by one city or center of activity. The region is growing and becoming more dispersed. Hampton Roads is increasingly well-connected between the Southside and the Peninsula. Hampton's economic, governmental, and cultural concerns are increasingly tied to the region.

Developed City – Hampton has experienced a significant amount of population growth and land development since the consolidation of Hampton, Elizabeth City County, and the town of Phoebus in 1952. The city is nearly fully developed. In-fill development, redevelopment, and revitalization of existing developed areas will be the main source of growth and change within Hampton.

City with Multiple Activity Centers – Hampton has evolved into a city with a number of unique activity centers with distinct and often complementary functions as opposed to one single center of activity. Examples of activity centers include Downtown, Hampton Roads Center, and Coliseum Central. These centers serve both local and regional functions.

City of Neighborhoods – Residential land is the dominant land use in the city. The city is made up of many neighborhoods providing a variety of residential settings and housing options.

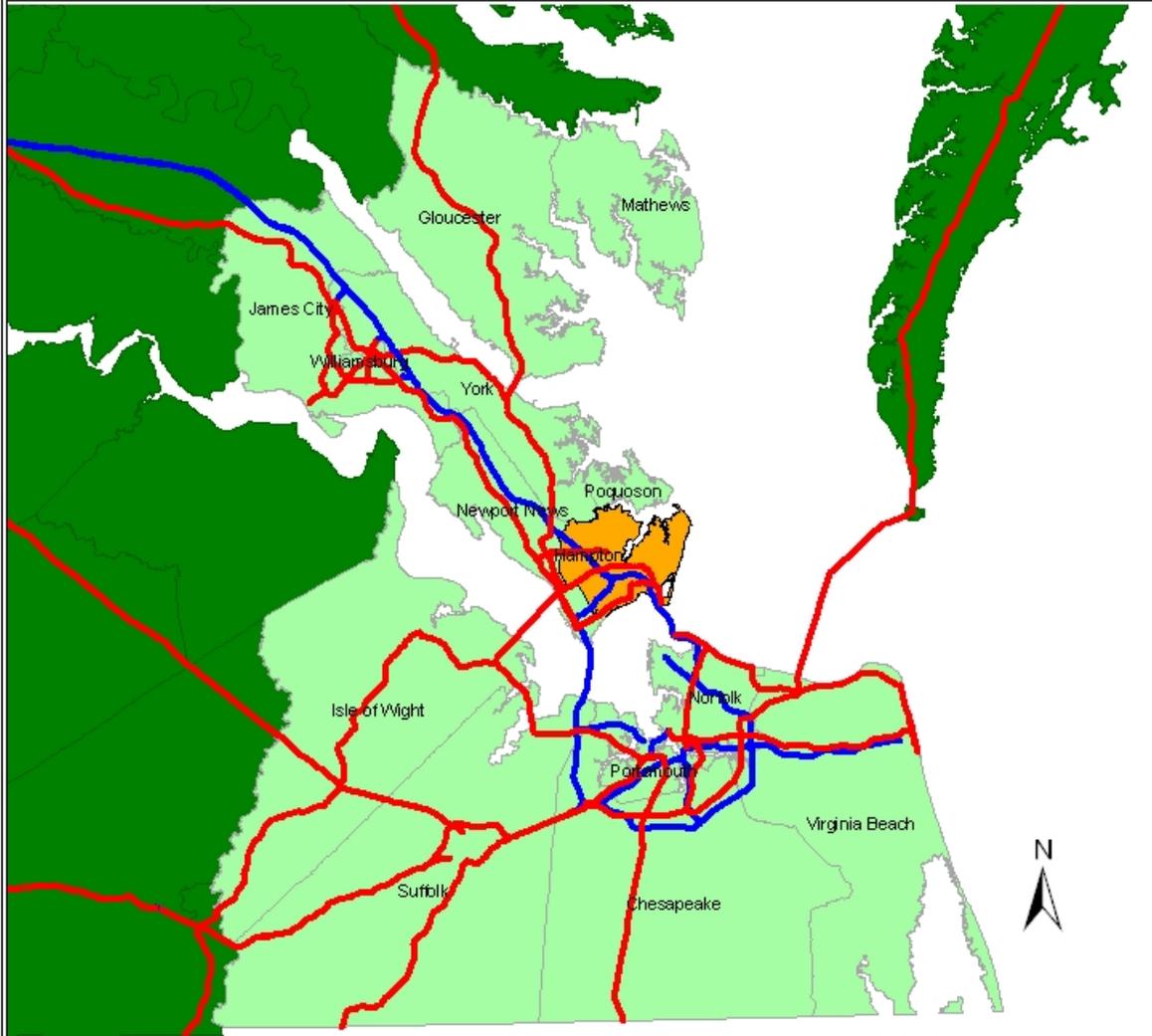
Residential land makes up about 40% of the city's land area and about 80% of the real estate tax base.

Defined by Neighborhoods, Districts, and Corridors – Hampton is a developed city with a fully evolved settlement pattern. This overall pattern of development is not likely to change significantly. The settlement pattern is defined by three types of developed areas. These areas are easily identified and they often serve as a basis for citizen ownership and sense of place. These areas also provide an appropriate scale for more detailed community planning.

- ◆ **Neighborhoods** are areas of the city that are characterized by housing, parks, and public facilities. Boundaries are based on patterns of land subdivision, access, and perceptions about where one neighborhood stops and another begins.
- ◆ **Districts** are relatively large commercial areas, mixed use areas, and institutional and employment centers. Hampton districts include: *Buckroe, Coliseum Central, Copeland Industrial Park, Downtown Hampton, Hampton Roads Center, Langley Research and Development Park, and Phoebus.*
- ◆ **Corridors** are roadways with relatively high traffic volumes that may affect the type and character of adjacent development and that may also serve as visual corridors or gateways. Some of Hampton's primary corridors include: *Kecoughtan Road, N. King Street, Pembroke Avenue, Mercury Boulevard, Big Bethel Road, Fox Hill Road, Armistead Avenue, and Todds Lane.*

Waterways – Hampton is a coastal community that is nearly surrounded by water. Water has had a strong influence on the city's development. Important local water features include the Hampton Roads harbor, Chesapeake Bay, Salt Ponds Inlet and numerous creeks and lakes. These waterways provide recreational

Hampton Roads Region



Features

-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Land Use Element

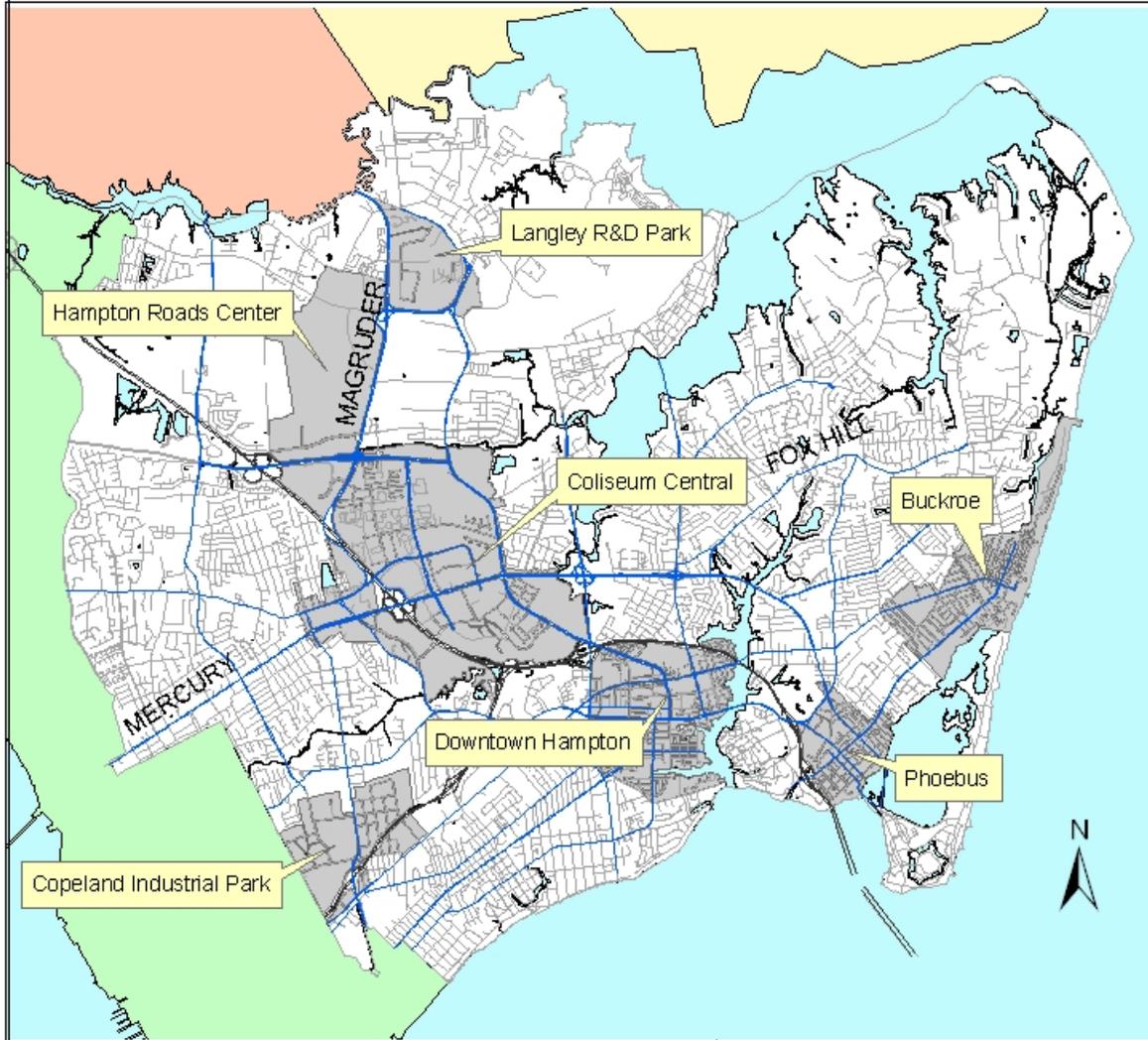
Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services



City of Hampton
Planning Department

February, 2006

Districts and Corridors



Features

-  District Boundaries
-  Corridors
-  Interstate Highways
-  Street Network

Hampton Community Plan Land Use Element

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services



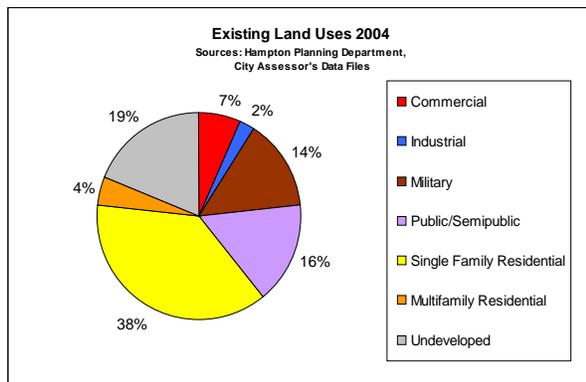
City of Hampton
Planning Department

February, 2006

and economic development opportunities. They are also a source of aesthetic beauty and community identity. Future growth and change in the city will continue to build on the value of city waterways.

Existing Land Uses

In 2004, 38% (10,936 acres) of the city’s developed land is dedicated to single family residential uses while 4% (1,277 acres) has been developed as multifamily.



Almost 16% (4,609 acres) is dedicated to public or semipublic uses. These uses include all public community facilities such as parks, schools, and government offices as well as a variety of private community service providers such as hospitals, churches, and cemeteries.

Fourteen percent (14%) of the city’s land is occupied by two military bases: Langley Air Force Base and Fort Monroe.

According to the City Assessor’s data files, 1,973 acres or 6.8% of the existing developed land is occupied by commercial buildings, including shops, offices, restaurants, and other commercial uses. Industrial uses such as manufacturing, distribution, and storage facilities occupy about 674 acres or 2.3%.

Type	# of Parcels	Acres of Land	% of Acreage
Commercial	1508	1972.91	6.8
Industrial	312	673.79	2.3
Military*	23	4167.82	14.3
Multifamily Residential	5075	1276.04	4.4
Public/Semipublic	767	4608.65	15.8
Single Family Residential	37526	10935.97	37.6
Undeveloped	3975	5544.35	18.8
Totals	49186	29179.54	100.0

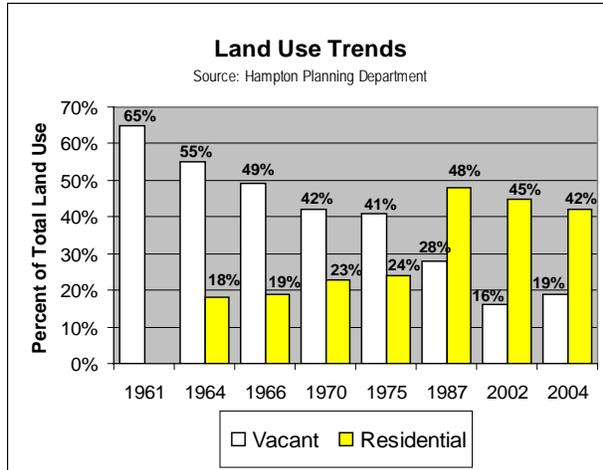
*Properties that belong only to local military bases.

Sources: City of Hampton 2004 Assessor's data files; GIS Office shape-files; and Planning Department

The table above shows 5,544 acres (18.8%) of the city land as undeveloped. Undeveloped land includes properties currently used for agricultural purposes, platted but undeveloped land, and other vacant lots or properties where the improvements were assessed at a zero dollar value in 2004.

Development Potential

The City experienced a significant increase in land development from the 1960’s through the 1990’s. Much of this development involved the conversion of vacant or agricultural land to residential uses. However, by the year 2002, Hampton’s inventory of vacant undeveloped land was estimated to be about 19% compared to 65% in 1961.



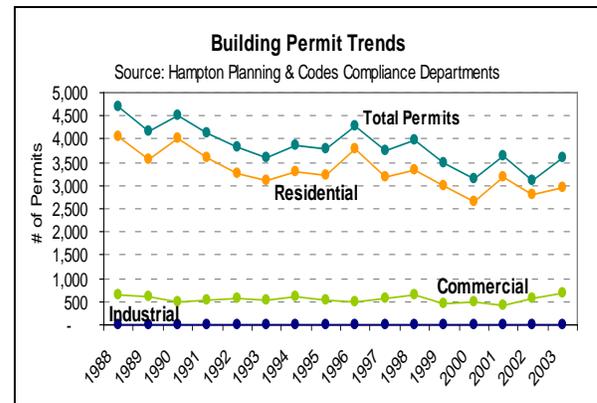
Given environmental or other development constraints, not all vacant undeveloped land can be developed. By January of 2004 it was estimated that only 9.6% (2,878 acres) of the remaining undeveloped land in Hampton is suitable for new development. About one half of the remaining developable properties (more than 1,400 acres) have been subdivided into parcels smaller than 5 acres.

An estimate of how much land is still available for new development in the city is included in Table 2.

Description	# of Parcels	% of Total Parcels	# of Acres	% of all Developable Land
Parcels under 0.5 acre	2026	72.05	391.43	13.60
Parcels 0.5 to 0.99 acre	299	10.63	206.18	7.16
Parcels 1 to 4.99 acres	379	13.48	815.97	28.35
Parcels 5 to 9.99 acres	64	2.28	418.58	14.54
Parcels 10 acres or more	44	1.56	1046.11	36.35
Totals	2812	100.00	2878.27	100.00

Sources: City of Hampton Planning Department
Development Potential Analysis

The scarcity of larger developable parcels could explain why building permit records since 1988 show a relatively higher, although declining, number of residential building permits as compared to commercial and industrial. (Industrial permits have totalled five or less permits per year over a 15 year period.)



Fort Monroe

In addition to the closing of Fort Monroe Army Base, the recent BRAC Commission revealed the importance of careful land use planning in the vicinity of military air bases. Due to the risks posed by aircraft crashes and the potential for conflicts between the community and the airbase over noise generated by the jets, it is important that residential land uses, as well as land uses that are highly sensitive to noise or that could lead to large numbers of people in an area with a high probability of jet crash, be kept from encroaching on the airbase as much as possible. The City of Hampton has worked closely with Langley Air Force Base to implement the Air Installation Compatible Use Zone (AICUZ) program in areas of the city close to the Base to ensure LAFB’s continued existence in the City. Langley is seeking funding for a Joint Land Use Study to be conducted with the City to resolve any current or future land use conflicts with the AICUZ program. The AICUZ program is described in detail in the Environmental Stewardship Chapter of this Plan. Langley is an important presence in the

community and the City will continue to view its relationship with the Base as a priority.

Tax Exempt Uses

More than 10,000 acres (35%) of the land area in Hampton is exempt from local real estate taxes. Federal government property represents the largest category of tax-exempt land in Hampton. It occupies over 4,364 acres (43% of all exempt land) which is mostly dedicated to the local military bases (4,168 acres) but also includes other facilities such as the Hampton National Cemetery and the Veteran’s Administration Hospital.

Some 3,338 acres (33%) are owned by the City of Hampton, which includes parks and other community facilities. Combined, local and federal government uses represent more than 76% of the tax exempt land in the city. Other significant exempt uses include public schools (8.5% or 865 acres), and religious and fraternal uses which represent 7.9% or 798 acres.

Type of Exempt Use	# of Properties	Acres	%Acreage
Federal Government	40	4364.0	43.1
City of Hampton	562	3338.2	33.0
Hampton City Schools	120	865.6	8.5
Religious & Fraternal	449	798.0	7.9
State of Virginia	144	314.4	3.1
Other	1413	447.6	4.4
Total	2688	10127.8	100.0

Sources: City of Hampton 2003 Assessor's data files; Planning Department

ANTICIPATED FUTURE CONDITIONS

A number of long-range trends affecting the city and the region help to define the City’s land use and community design policies. Additional detail on related trends can be found in the Economic Development and the Housing and Neighborhoods sections of the Community Plan.

Increased Emphasis on Redevelopment

Hampton’s low inventory of vacant, developable land will continue to have important implications for revenue growth, service requirements, and future community development strategies. It is expected that in-fill, redevelopment, and revitalization of existing development will be the main source of growth and change within the city.

Significant opportunities for redevelopment could be found on larger parcels (5 acres or more) with single owners that were developed more than 30 years ago.

An evaluation of the existing land uses and information collected from the City Assessor’s files led to identify some 90 parcels that fit such criteria. Initial findings, summarized on Table 4, suggest that almost 1,000 acres of land in Hampton could become candidates for redevelopment.

Table LUCD #4 City of Hampton Properties with Redevelopment Potential		
Existing Land Use	# of Properties	Total Acres
Commercial	29	364.90
Industrial	28	184.26
Multifamily Residential	30	298.50
Public/Semipublic	3	127.94
TOTAL	90	975.61

Sources: City of Hampton 2003 Assessors data files; Planning Department

To further explore and maximize the opportunities presented by these sites it is necessary to analyze market conditions, the character of adjacent properties, surrounding land uses, zoning tools, and other regulations that would encourage redevelopment.

The costs of redevelopment often require that sites be developed for high value, high density, and/or mixed-use developments. City participation in the redevelopment process may be desirable to ensure achievement of the long-term interests and goals of the community and the surrounding neighborhoods.

Public-Private Partnerships

The reduced availability of land for new development and the desire to maintain healthy neighborhoods and a healthy business climate support the need for an active role for the City in the land development process. Growth and change in the city will increasingly be the result of partnerships between the City, the private sector, and other public agencies and institutions.

Planning for Strategic Investment Areas

Strategic neighborhoods, districts, and corridors serve as the “front door” for surrounding areas of the city. These areas play an important role in defining the overall image of the city and they perform a particularly important function in the economic vitality of the city. Focusing investments in these areas can result in benefits for the entire city.

A planning process at the neighborhood, district, or corridor scale will identify and promote the desired function of these strategic areas and their character and role within the city and region. The planning process can effectively identify market opportunities, public gathering places, appropriate land uses and building forms, and important street and pedestrian connections to surrounding

neighborhoods. Plans for strategic investment areas help to leverage public investments to maximize the achievement of community objectives.

Supportive economic relationships and functional linkages should be maintained between neighborhoods, districts, and corridors. Attention to edges and borders and transition in scale and density also support land use and design compatibility.

Mixed-Use Developments

Real estate market trends indicate a growing demand for developments that are well designed, mixed-use, walkable, and higher-density. These types of developments are an important market opportunity for redevelopment, in-fill, and reinvestment within strategic neighborhoods, districts, and corridors.

High Values for Waterfront Land

Developable waterfront land will continue to be a limited and very valuable resource within the region and the city. Waterfront land provides opportunities for economic development, environmental protection, and public open space. Well planned development and redevelopment of waterfront land provides an important opportunity to advance community goals and objectives.

Expanding Opportunities for Housing

Hampton is a city of neighborhoods. Residential land is expected to remain the dominant land use in the city. The quality of the city's neighborhoods and the housing stock within them are key quality-of-life indicators. The ongoing aging of the city's housing stock and the growing demands for alternative housing types will continue to be important trends influencing land use and community design policies.

Industrial- to Knowledge-Based Economy

As noted in the Economic Development section of the Community Plan, the U. S. economy is in the midst of a major structural transformation as it moves from the industrial base of the "old economy" to the knowledge-based "new economy." Where the industrial economy favors locations with abundant resources (raw materials, cheap land, and readily available power), the new economy favors locations with abundant knowledge resources (academic institutions, research and development activities, and a skilled workforce). This economic trend will continue to affect land use and development within the city and will need to be reflected in the Land Use and Community Design policies of the Community Plan.

The Built Environment and Its Effect on Physical Activity

This concept is still being studied by research organizations. However, in general, the literature focuses mainly on the following ideas:

- ◆ The relationship of land use decisions to air quality and respiratory health; the ways that various land use decisions affect community water quality, sanitation, and the incidence of disease outbreaks.
- ◆ The built environment (including all man-made physical components of human settlements such as buildings, streets, open spaces, and infrastructure) in terms of whether it promotes or discourages physical activity – does the built environment, for example, promote walking and/or bicycling?
- ◆ The link between obesity and low density development (suburban development often discourages walking). The hypothesis that land use characteristics (e.g., grid street patterns, high density housing, and mixed uses) would encourage more walking and other types of nonmotorized travel. The

correlation of design features and aesthetic characteristics of neighborhoods with physical activity.

- ◆ The choices communities make about the built environment that improve mobility and the quality of life for their elderly and disabled residents.

- ◆ If individuals perceive their environment to be unsafe, they will be less inclined to risk exposure to harm by walking or cycling, or will only do so out of necessity. The main human caused sources of perception are crime and vehicular traffic while the main perceived environmental sources of risk are roadway design (wide, heavily trafficked streets with limited or no accommodations for pedestrians and cyclists) and infrastructure conditions (broken and uneven sidewalks).

LAND USE & COMMUNITY DESIGN POLICIES

Land Use Categories

Land use categories are used to identify the desired primary use for existing and future areas for development. Because Hampton is primarily a built-out city, proposed land uses are generally consistent with existing uses, and land use boundaries usually follow property lines. As noted above, however, the land use plan is not the same as the zoning map. For each land use category there will be at least one zoning designation and sometimes more.

Several of the land use categories may include sub-categories which are included here to provide further guidance and consistency among neighborhood, corridor, and district master plans, as well as zoning district designations where more specific land use recommendations and regulations could be made.

At the city-wide scale, only general categories will be identified and color-coded in the land use plan map. One significant exception is the residential land use. Since residential is the single largest land use for the entire city, there is more than one predominant land use sub-category where land use policies can effectively be identified at the city-wide scale. Therefore, residential land uses will appear broken down into four major categories: rural, low, medium, and high density residential. Given their significant size and particular nature, military uses will also appear as a separate category in the land use plan map.

The following is a comprehensive although general description of primary land uses.

1. Rural Density Residential – This designation is given to larger tracts of land where residential densities are restricted due to environmental features or to preserve

the character of pre-existing development. Cluster development and limited mixed uses (i.e. marina or restaurant) may be appropriate for some waterfront sites. Recommended residential development densities are less than 3.5 units per acre.

- 2. Low Density Residential** – This category encompasses most single family residential subdivisions in Hampton. Low density residential development includes areas with a recommended density range from 3.5 units to less than 9 units per acre.
- 3. Medium Density Residential** – This category includes older neighborhoods and residential areas around districts that are dominated by single family units on relatively small lots. Such may also include small scale multi-family structures. The recommended medium residential development density ranges from 9 units to less than 15 units per acre.
- 4. High Density Residential** – This category includes Hampton's large scale multi-family apartment and condominium developments. The high recommended residential development density is 15 or more units per acre.
- 5. Public/Semi-public** – This category includes existing and future areas appropriate for government buildings, public or private institutional uses, and community facilities.

5.1. Government: Local, state, and federal agencies' administrative functions with the exception of military uses. These areas accommodate a variety of non-recreational public uses and facilities that are government owned. These facilities include municipal offices, circuit courts, offices of state and federal agencies, and other related facilities.

5.2. Institutional: Quasi-public facilities including but not limited to: universities, private schools, churches, fraternal, nursing and convalescent care facilities, cemeteries, and hospitals.

5.3. Community Facilities: Service related facilities including but not limited to: safety, indoor & outdoor recreational, educational, cultural, communications, public services, and infrastructure.

5.4. Urban Form: Areas that contribute to create buffers, setbacks, street medians, and plazas.

6. **Military** – This category includes military bases and other related facilities.

7. **Commercial** – This category includes mercantile uses serving neighborhood, community, and regional areas, including retail, food, lodging, personal services, and offices.

7.1. Office: Development areas which accommodate all offices including professional and medical services.

7.2. Neighborhood Commercial: Small scale neighborhood-serving retail and limited office uses. Horizontal and vertical mixing of neighborhood commercial and residential uses is encouraged in this land use designation.

7.3. Community Commercial: Medium to large scale wholesale, retail, lodging, offices, and service establishments located along major corridors that may function independent of adjoining development and/or require individual access to public rights-of-way.

7.4. Regional Commercial: Large-scale destination retail, wholesale, tourist

attractions, lodging, and service establishments with a coordinated design, including shared parking areas and points of access to public rights-of-way. These areas include large auto-oriented commercial uses with direct access and visibility from or to the interstate highway.

8. **Business/Industrial** – This category includes existing and future areas appropriate for employment centers, business parks, research and development, and manufacturing.

Under this designation, the development of two or more compatible land uses within the same parcel, building structure, or block are encouraged to promote innovation and achievement of economic development goals.

8.1. Research and Development: Development areas that promote economic growth and business development, including office, research, trade, education, occupation, information, and technology services.

8.2. Light Industrial: Development areas devoted to research, manufacturing, storage and distribution businesses that involve minimal nuisance production processes and may or may not require large properties to build their operational facilities.

8.3. Heavy Industrial: Generally land intensive-type uses, including manufacturing, assembly, processing, distribution and storage businesses operations that involve significant nuisance processes (waste, noise, odor, traffic, emissions, etc.).

9. **Open Space**: This category includes areas of 10 acres or more, where future development is limited due to the presence

of natural features or development easements. Open space includes large wetlands and other natural areas where development is limited by local, State, and Federal regulations. This category also includes protected and enhanced natural areas that may be appropriate for educational and recreational uses.

10. Mixed-Use: This category encourages development of two or more compatible land uses and densities as the primary uses within one parcel, building structure, or the same block. Mixed uses considered potentially compatible are those that allow options for: Live/Work, Retail/Office, Residential/Retail, Tourist Attractions/Community Facilities and Light Industrial/Residential.

Land Use Plan

The proposed Land Use Plan for the city of Hampton increases the percentage of land recommended to be appropriate for residential uses to 50% of the city’s land area which is equivalent to some 14,700 acres. The range of residential densities has been expanded to provide a more accurate description of existing housing densities. This land use policy, reflected on the Land Use Plan Map, promotes Healthy Neighborhoods and Economic Sustainability by providing for a wider variety and mix of housing types and densities. It also promotes low-density, high-value housing in sensitive environmental areas.

Table LUCD #5 City of Hampton Proposed Land Use Distribution			
Land Use Plan	# of Parcels	Acres of Land	% of Total Acreage
Business/Industrial	601	2,185.98	7.5
Commercial	973	700.15	2.4
Mixed-Use	1,645	1,695.63	5.8
Rural Density Residential	1,221	2,960.57	10.1

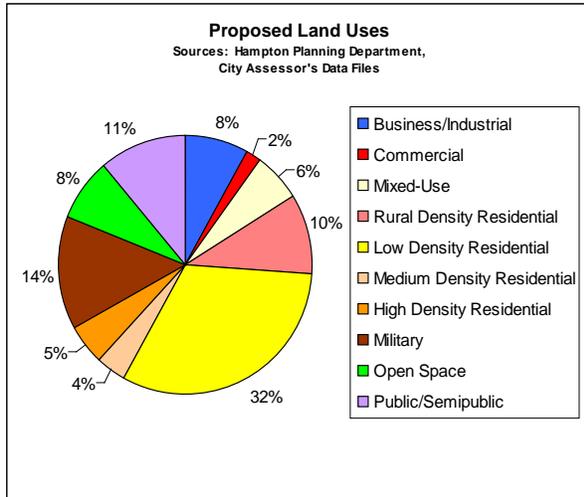
Low Density Residential	33,233	9,312.15	31.9
Medium Density Residential	5,791	1,107.14	3.8
High Density Residential	5,083	1,319.72	4.5
Military	26	4,177.47	14.3
Open Space	182	2,401.55	8.2
Public/Semi-public	592	3,319.18	11.4
Total	49,347	29,179.54	100.0

Source: City of Hampton Planning Department

Close to 6% of the city’s land has been identified to be suitable for mixed-use. This designation allows for a more efficient use of developable land in selected locations by expanding opportunities for compatible residential, commercial, and other uses in the same location, increasing the amount of land dedicated to each of those individual uses.

The Plan calls for almost 1,700 acres of mixed-use to promote the creation of true mixed-use districts – particularly in the City’s strategic investment area districts: Coliseum Central, Downtown, Phoebus, N. King Street, Kecoughtan Road, and Buckroe. This policy is intended to support a Healthy Business Climate, Healthy Neighborhoods, and Economic Sustainability by promoting a balance of residential, commercial, and public uses.

In addition, 814 acres (3%) of the city’s land continues to be exclusively reserved to commercial uses. This designation promotes a Healthy Business Climate and Economic Sustainability by encouraging commercial development within existing districts, retail centers, and commercial corridors. It also promotes Healthy Neighborhoods by discouraging incompatible land uses.



Approximately 2,100 acres (7.5%) are recommended to be used for business and industrial uses. This land use category, along with commercial and mixed-use, promotes a Healthy Business Climate and Economic Sustainability by recognizing the movement from a manufacturing to a knowledge-based economy. It provides for a wider range of employment uses and protects designated areas for creation of high-wage jobs.

Military uses represent more than 14% or 4,177 acres. This land use distinction is made to recognize the unique land use and economic implications for Hampton of these large Federal facilities: Fort Monroe, Langley Air Force Base, and the NASA Langley Research Center.

Approximately 2,401 acres (8%) of the city’s land has been designated Open Space. This land use designation recognizes that environmentally sensitive areas such as wetlands and marsh lands pose significant limitations for new development. These areas also add value and improve the quality of life in existing neighborhoods and districts – thus promoting Healthy Neighborhoods, Healthy Region, and a Healthy Business Climate.

There are 3,319 acres (11.4%) recommended to be used for public and semi-public uses. This designation promotes Healthy Neighborhoods,

Healthy Families, Image, and Community Partnerships by recognizing both public and private service providers within the community. It also promotes Economic Sustainability by encouraging multi-use/multi-purpose public facilities and a more efficient use of public land.

Land Use and Community Design Policies

The following policies serve as a guide for the City of Hampton for decisions about:

- ◆ Development Proposals
- ◆ Changes in Land Use
- ◆ Capital Improvement Projects (Community Facilities, Roads, etc.)
- ◆ More Detailed Implementation Plans (Master Plans, etc.)

The policies are organized by the scale for which they are the most applicable. City-wide policies generally apply to all areas of the city while the remaining policies are more appropriate for decision making and planning at the neighborhood, district, or corridor level.

City-Wide Policies

LU-CD Policy 1: Play an active role in the land development process.

LU-CD Policy 2: Leverage the impact of city resources by focusing on strategic investment areas (see Strategic Investment Areas Map).

LU-CD Policy 3: Encourage and maintain a diverse mix of housing types and values.

LU-CD Policy 4: Evaluate land use proposals from a regional, city-wide, and neighborhood perspective.

LU-CD Policy 5: Promote increased compatibility, interdependence, and support among the city’s neighborhoods, districts, and corridors.

LU-CD Policy 6: Support the City's economic development priorities: high wage jobs in targeted industry segments; regional retail and entertainment destination; first retail choice for Hampton residents; tourism destination; and, higher value housing.

LU-CD Policy 7: Safeguard the integrity of existing residential neighborhoods.

LU-CD Policy 8: Support opportunities for the development and expansion of educational, cultural, medical, research, and military activities that are consistent with the City's vision and goals.

LU-CD Policy 9: Promote the appropriate use and reuse of waterfront land. Encourage appropriate design of new developments in relation to the water.

LU-CD Policy 10: Encourage compact, high density/mixed-use development where appropriate to create walkable communities and promote increased physical activity.

LU-CD Policy 11: Promote high quality design and site planning that is compatible with surrounding development.

LU-CD Policy 12: Encourage building design and site planning that enhances community interaction and personal safety.

LU-CD Policy 13: Encourage public and private upkeep, preservation, and adaptive reuse of buildings and other resources that have been determined to have historic value to the community.

LU-CD Policy 14: Promote the use of community centers, libraries, City schools, parks, and other community facilities as gathering places. Ensure that they are inviting and safe places that can provide a variety of services during daytime and evening hours.

LU-CD Policy 15: Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.

LU-CD Policy 16: Promote public access, both physical and visual, to the water. Promote boating access, water uses, and dredging for recreational and commercial use of waterways.

LU-CD Policy 17: Preserve and enhance the identity and scenic qualities of city corridors and gateways.

LU-CD Policy 18: Promote the important role of trees, quality landscaping, and public open spaces in defining the image of the city. Encourage connections between open spaces and community facilities.

LU-CD Policy 19: Promote the important role of city waterways and water-related features (such as wetlands, shorelines, manmade water features) in defining the image of the city.

LU-CD Policy 20: Promote and maintain public art and cultural facilities. Ensure compatibility with the character and identity of surrounding neighborhoods.

LU-CD Policy 21: Design public buildings and other infrastructure (utility structures, signs, parking lots, etc.) to meet high quality urban design standards.

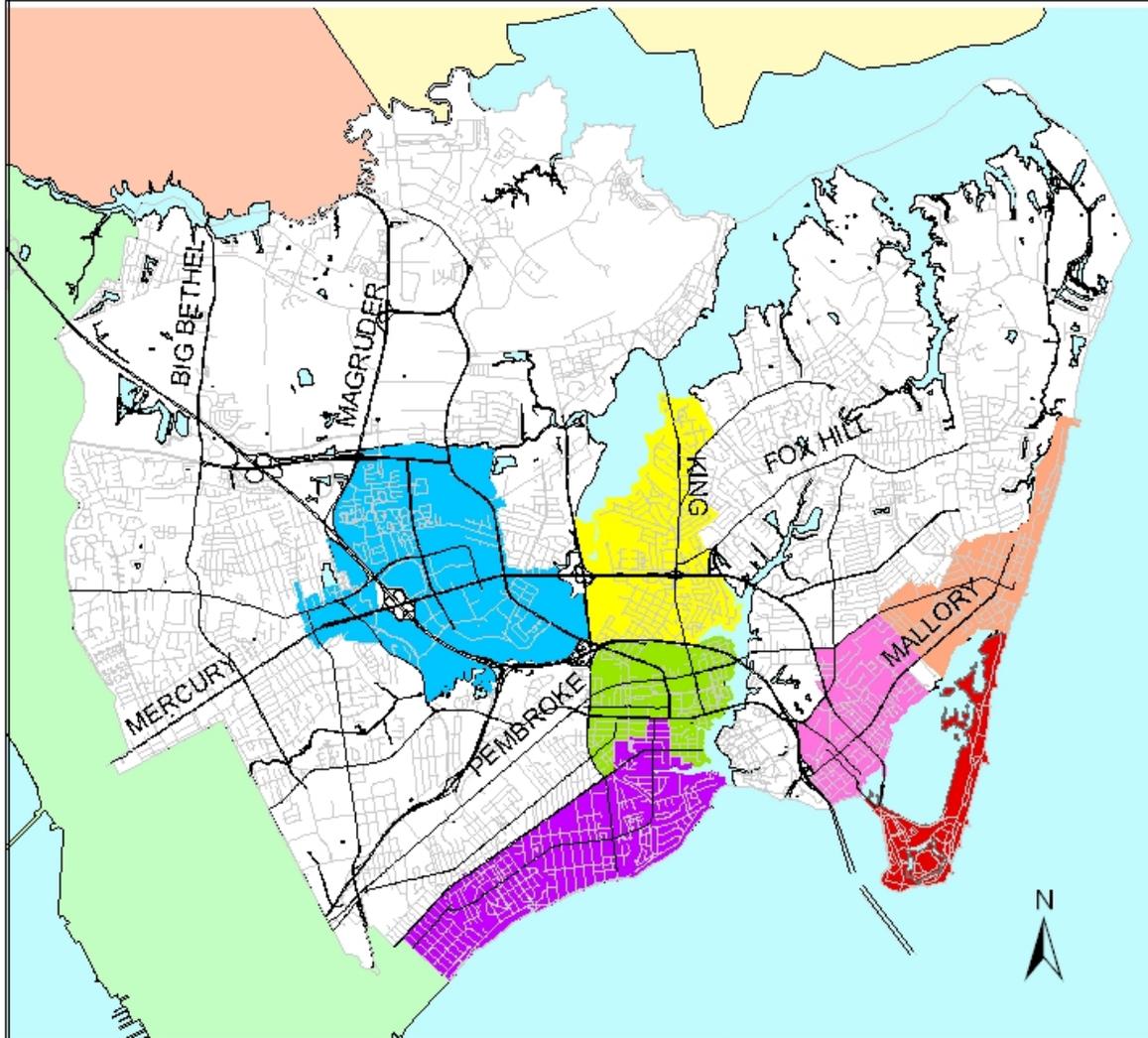
Neighborhood Policies

LU-CD Policy 22: Follow a neighborhood planning process to identify neighborhood improvement issues that are unique to individual neighborhoods.

LU-CD Policy 23: Promote family, school, and community interaction at the neighborhood level.

LU-CD Policy 24: Promote neighborhood safety.

Strategic Investment Areas



Features

- Downtown Hampton
- Coliseum Central
- Buckroe
- Kecoughtan Corridor
- North King Corridor
- Phoebus
- Fort Monroe
- Street Network

**Hampton Community Plan
Land Use Element**

Data Sources:
City of Hampton Planning Department
City of Hampton, Geographic Information Services



City of Hampton
Planning Department

February, 2006

LU-CD Policy 25: Promote community involvement in planning and implementation of neighborhood improvement initiatives such as neighborhood watch, streetscape beautification, and infill development.

LU-CD Policy 26: Promote access to educational, social, civic, recreational, and employment opportunities particularly for youth and seniors.

LU-CD Policy 27: Preserve and enhance the character of historic residential neighborhoods by encouraging new or remodeled structures to be compatible (prevailing scale, form, and materials) with the neighborhood and adjacent structures.

LU-CD Policy 28: Treat residential streets as both public rights-of-way and neighborhood amenities. Provide sidewalks, street trees, and other amenities that favor pedestrians.

LU-CD Policy 29: Encourage high quality new developments that are compatible with surrounding neighborhoods.
(See the *Housing and Neighborhoods* section of the *Community Plan* for additional policies.)

District Policies

Districts
<i>Buckroe/Salt Ponds</i>
<i>Coliseum Central</i>
<i>Copeland Industrial Park</i>
<i>Downtown Hampton</i>
<i>Hampton Roads Center</i>
<i>Langley Research and Development Park</i>
<i>Phoebus</i>

LU-CD Policy 30: Follow a master planning process for districts to identify and address land use and community design issues that are unique to individual districts.

LU-CD Policy 31: Encourage a mix of land uses that is appropriate for each district. Promote the efficient use of land and high quality urban design.

LU-CD Policy 32: Encourage the upgrading and revitalization of districts in a manner that is consistent with the character and scale of the district and is compatible with the character of surrounding neighborhoods.

LU-CD Policy 33: Enhance and set the standard for the appearance of districts with the maintenance, repair, and upgrading of City infrastructure and facilities. Set the standard for appearance and maintenance with City infrastructure and facilities.

Corridor Policies

LU-CD Policy 34: Follow a planning process for corridors to identify and address land use and community design issues that are unique to the individual corridor.

LU-CD Policy 35: Encourage corridor-oriented commercial development within specified areas to strengthen the viability of commercial uses and to protect residential uses and adjacent neighborhoods. Areas specified for corridor-oriented commercial include business corridors and commercial nodes within residential corridors.

Business Corridors - are dominated by commercial and/or industrial land uses. Business Corridors in Hampton are noted in the table below:

Business Corridors	
1.	<i>Aberdeen Road (City limits to Briarfield Road)</i>
2.	<i>Armistead Avenue (Hampton Roads Center Parkway to Semple Farm Road)</i>
3.	<i>Armistead Avenue (Settlers Landing Road to Mercury Boulevard)</i>
4.	<i>Big Bethel Road (Aluminum Avenue to Briarfield Road)</i>
5.	<i>Coliseum Drive</i>
6.	<i>Commander Shepard Boulevard (Armistead Avenue to Brick Kiln Creek)</i>
7.	<i>King Street (Hampton River to I-64)</i>
8.	<i>Mallory Street (I-64 to Mercury Boulevard)</i>
9.	<i>Magruder Boulevard</i>
10.	<i>West Mercury Boulevard (City limits to King Street)</i>
11.	<i>West Pembroke Avenue (City limits to King Street)</i>
12.	<i>Settlers Landing Road (Armistead Avenue to I-64)</i>
13.	<i>Todds Lane/Cunningham Dr. (Aberdeen Road to West Mercury Boulevard)</i>
14.	<i>Wythe Creek Road</i>

Residential Corridors with Commercial Nodes - have a mix of residential and commercial uses; they include the city’s oldest commercial corridors. These corridors may be characterized by individual commercial buildings and sites that are marginal or no longer viable in today’s market. New and expanded commercial uses are encouraged to concentrate within established commercial nodes. Residential Corridors with Commercial Nodes in Hampton are noted in the table below:

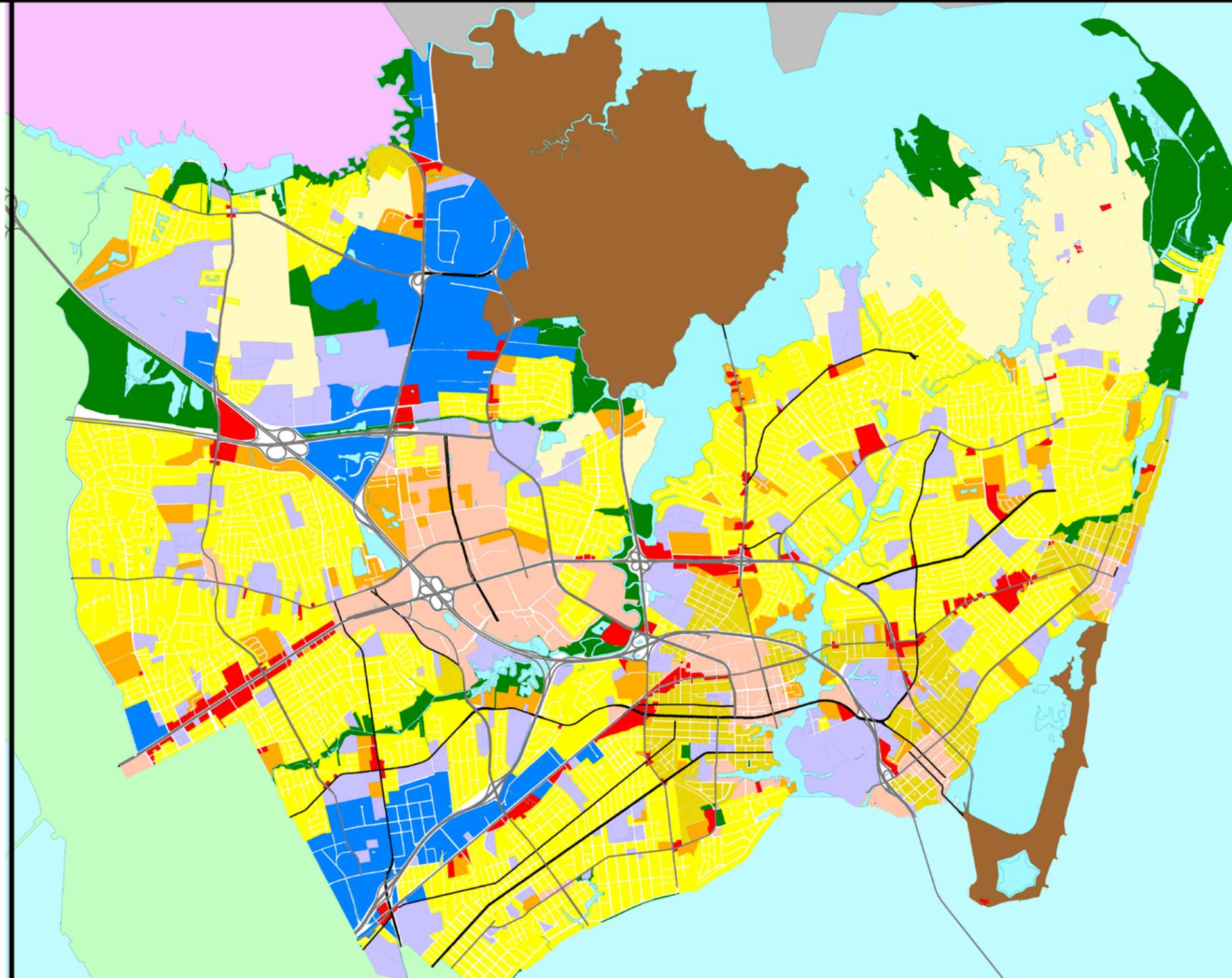
Residential Corridors with Commercial Nodes	
1.	<i>Aberdeen Road (Briarfield Road to Todds Lane)</i>
2.	<i>Armistead Avenue (Settlers Landing Road to Sunset Creek)</i>
3.	<i>Armistead Avenue (West Mercury Blvd. to Hampton Roads Center Parkway)</i>

4.	<i>Big Bethel Road (City limits to Briarfield Road)</i>
5.	<i>Briarfield Road/Queen Street/Settlers Landing Road (City limits to Armistead Avenue)</i>
6.	<i>Commander Shepard Boulevard (Brick Kiln Creek to Big Bethel Road)</i>
7.	<i>County Street</i>
8.	<i>Hampton Roads Center Parkway</i>
9.	<i>Fox Hill Road</i>
10.	<i>Kecoughtan Road</i>
11.	<i>King Street (I-64 to SW Branch of Back River)</i>
12.	<i>Lasalle Avenue</i>
13.	<i>Mallory Street (East Pembroke Avenue to Richmond Drive)</i>
14.	<i>East Mercury Boulevard (King Street to Mill Creek)</i>
15.	<i>East Pembroke Avenue (King Street to First Street)</i>
16.	<i>Power Plant Parkway</i>
17.	<i>Todds Lane (City limits to Aberdeen Road)</i>
18.	<i>Woodland Road</i>

LU-CD Policy 36: Protect adjacent neighborhoods and promote compatible land uses within the city’s residential corridors. Compatible uses include medium and low density residential. Other potentially compatible uses include: high density residential and public/semi-public uses (churches, community facilities, schools, etc.).

Residential Corridors - corridors are dominated by single family residential uses. Residential Corridors in Hampton are noted in the table below:

Residential Corridors	
1.	<i>Andrews Boulevard</i>
2.	<i>Little Back River Road</i>
3.	<i>Mallory Street (East Mercury Blvd. to East Pembroke Ave.)</i>
4.	<i>Shell Road</i>
5.	<i>Victoria Boulevard</i>



Land Use Plan

Hampton's Community Plan
Land Use Section

Features

- Rural Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Business/Industrial
- Commercial
- Military
- Mixed-Use
- Open Space
- Public/Semipublic

Data Sources:
City Assessor's Data Files
Parcel File
Land Use Map Classifications, Planning Department



City of Hampton
Planning Department

IV. Housing and Neighborhoods

OVERVIEW

Purpose

Housing and neighborhoods are closely related. Housing quality is a major factor in determining the health and stability of neighborhoods. The perceived quality of a neighborhood is also a major factor in determining housing value. Many of Hampton’s neighborhoods are stable with increasing property values. Other neighborhoods are beginning to show signs of decline and are likely to continue on that trend unless steps are taken to encourage investment in housing and neighborhood services and amenities.

The high percentage of residential land use in the city (45%)¹ and the high percentage of the city real estate tax base that is residential land and improvements (78%)² are indicators of the importance of housing and neighborhoods to the overall well being of the city. Housing also represents the single most important financial investment for most residents.

The make-up of the city’s housing stock can also be an important factor in determining long term income levels within the city. These income levels have a major influence on retail sales trends. Tax revenue from retail sales is also a significant source of funding for local government services.

Housing and neighborhoods are closely related to many other critical issues in the city that are addressed in other sections of the Community Plan. The demand for housing, for example, is ultimately driven by growth in the region’s economy and the jobs that provide incomes for

¹ Source: City Assessor’s data files and parcel data from 2003; includes both developable and undevelopable land in Hampton.

² Estimate based on City Council approved FY04 budget and the City Assessor’s FY04 Annual Report.

area residents. Housing and neighborhood quality are closely related to policies affecting land use and community design such as compatibility between residential and commercial land uses. Neighborhood and housing can also be affected by transportation plans and policies addressing access and traffic congestion.

The quality of community facilities is also an important factor in housing and neighborhood quality. Perceptions about the quality of schools are often the most important reason for choosing to live in a particular neighborhood. Finally, high-quality housing and stable, safe neighborhoods help promote healthy families - especially children and youth.

The Housing and Neighborhoods section of the Community Plan describes the basic characteristics of Hampton’s neighborhoods and housing. It also identifies critical issues affecting housing and neighborhoods both now and in the future. This section of the Plan also identifies policies for addressing these critical issues.

Housing and Neighborhoods Objectives

There are a number of general objectives or best practices that apply to the Housing and Neighborhoods Section of the Community Plan, as identified in the table below:

Housing and Neighborhoods Objectives	
1.	Preserve existing high-quality housing and encourage higher quality in new housing development.
2.	Increase the value and marketability of the city’s existing housing stock.
3.	Promote strong partnerships to improve neighborhoods and housing quality.
4.	Minimize the affects of blighted property on adjacent properties and surrounding neighborhoods.
5.	Promote increased safety and the perception of safety in neighborhoods.

**Housing and Neighborhoods Objectives
(continued)**

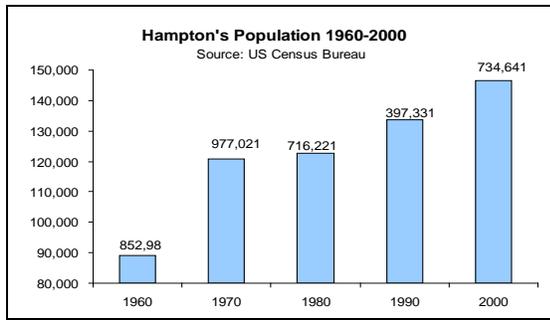
6. Support the development of healthy and compatible neighborhood commercial uses.
7. Support transportation improvements that promote healthy neighborhoods and housing quality.
8. Promote a high level of property maintenance by both public and private property owners.
9. Promote a diverse mix of housing values, types, and choices to meet the needs of different income groups, ages, and household types and sizes.
10. Promote equal access to housing without regard to race, religion, national origin, sex, or physical handicap.
11. Promote an equitable distribution of housing values at the regional level.
12. Provide community facilities and services to support healthy neighborhoods and housing quality.
13. Allocate program resources based on pre-determined measures of program effectiveness.

EXISTING CONDITIONS

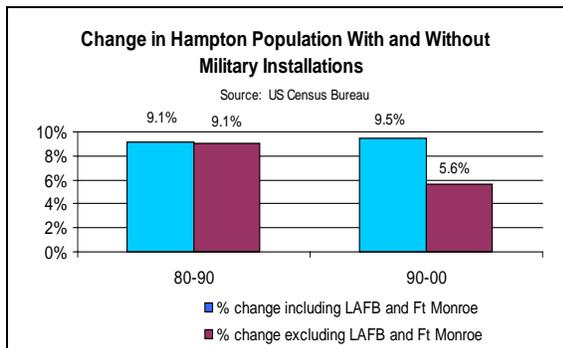
Population Growth

The number of people living in Hampton has grown significantly since the consolidation in 1952 of Hampton, Elizabeth City County, and the town of Phoebus.

From 1960 to 2000, the population grew from 89,258 to 146,437 – an increase of 57,179 people or 64%. This growth was caused mostly by migration – people purchasing new homes and moving into the city.



The population growth in the most recent decade (1990 to 2000) is notable for two reasons: the growth rate of the non-military population was less than that of the previous decade and the growth was limited to the developing portions of the city. The older areas of the city lost population during the previous decade.



The future population growth rate in the city is likely to be less than in previous decades. Some areas of the city will see stable population (no growth) while others may continue to see modest levels of decline in population.

Table HN #1 Population Projections			
Jurisdiction	1970	2000	2030
Hampton	120,779	146,437	166,500
Peninsula	333,140	489,877	658,300
Hampton Roads	1,108,393	1,575,348	2,038,900

Source: Hampton Roads Planning District Commission, 2004.

Household Composition

Growth in family households continued in the 1990's (2%) but at a lower rate than in the 1970's (7.05%) and the 1980's (10.45%). Hampton's growth in family households in the 1990's was less than the region and State. The number of Hampton family households with children has been decreasing since the 1970's. The percentage of family households in Hampton headed by single parents was higher than the region and State.

Hampton's school enrollment is projected to decrease between 2000 and 2010. Projected public school enrollment for 2007-08 is 21,448 compared to 23,077 students enrolled in school year 2001-02.³

Hampton's population is becoming older, on average, as is the population of the U. S. The percent of elderly population will continue to increase in Hampton but at a lower rate than the region and State.

Housing Size and Type

Nationally, the average house is getting progressively larger even as household sizes decline. According to the 2000 Census, 39% of Hampton's housing units have two or less bedrooms; 3% more than the Hampton Roads region as a whole. Forty-two percent (42%) of the city's housing stock has three bedrooms,

³ Historic data on Hampton City Schools' enrollment and projected enrollment data provided by School administration is included in more detail in the Community Facilities section of this Plan.

which is comparable with the rest of the region. On the other hand, 19% of the units have four or more bedrooms, as compared to 24% in the Hampton Roads region.

TABLE HN #2 NUMBER OF BEDROOMS PER HOUSING UNIT IN 2000		
# Bedrooms	Hampton	HR Region
2 or less	39%	36%
3	42%	41%
4 or more	19%	24%
Source: US Census Bureau, 2000		

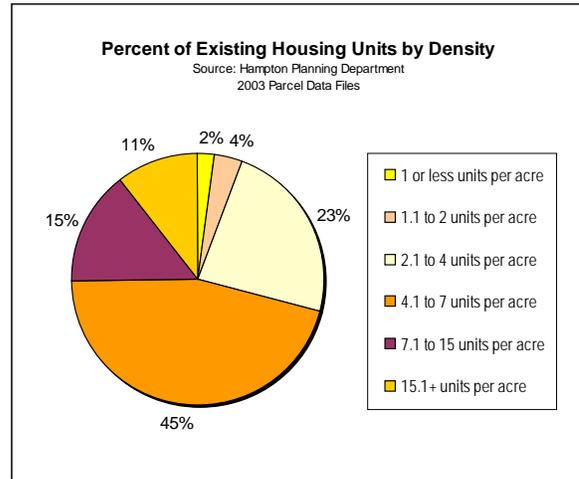
Hampton's housing stock is comprised mostly of traditional single-family homes.

Table HN #3 Housing Units by Type in Hampton	
Type	Percent of Housing Stock
Single Family, Detached	64%
Single Family, Attached	7%
Multi-family	27%
Other	2%
Source: US Census Bureau, 2000	

Hampton has a significant number of medium density residential neighborhoods. In 2002, about 61% of all residential development in the city was between 4 and 15 units per acre with lot sizes ranging from 4,000 to 10,000 square feet. Most of those lots have been developed as single-family detached residential units. Eleven percent of the total residential development has a density higher than 15 units per acre (mostly multifamily developments).

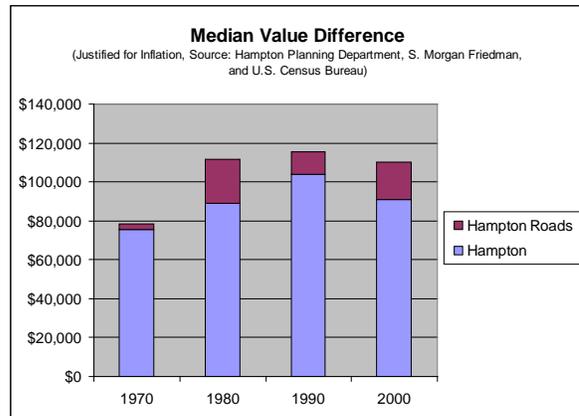
There are 980 parcels currently used for residential use that are larger than one acre. Only 190 of those parcels are larger than five acres, which total 1,776 acres or 11% of all developed residential land and 2% of the existing units. In general, all larger properties that remain as rural-residential homes are

located in the north-east and north-west sections of the city.

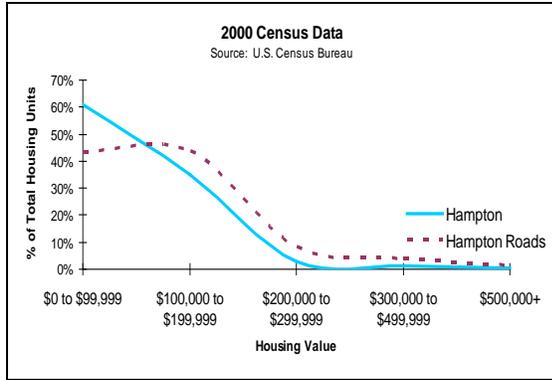


Housing Values

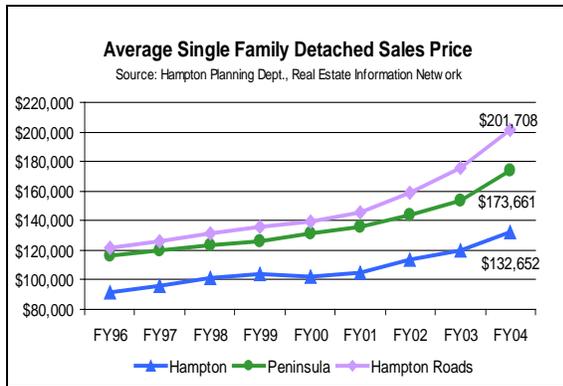
Since 1970, significant changes have occurred in the make-up of Hampton's housing as compared to the Hampton Roads region.



Hampton's median housing value has lost significant ground compared to the region in each of the last three decades. The next graph shows how Hampton's housing values are skewed toward the low to moderate end.



Increases in residential property values remained below regional averages over the last five years.



Housing Tenure (Home Ownership)

The percentage of owner occupied housing units in Hampton is comparable to the Hampton Roads region.

The city’s rental housing stock includes single family homes, apartment complexes, small townhouses, and large Victorian-style homes that have been divided into apartments. A recent survey of selected rental properties within the city indicates a relatively tight market for rental units. Occupancy rates at most complexes ranged from 98 to 100 percent. Typically, a healthy rental market would have occupancies of roughly 95 percent. The following table shows the unit sizes, rental rates, and occupancy rates.⁴

⁴ A complete version of this table which includes number of units per project, floor plans, rent per

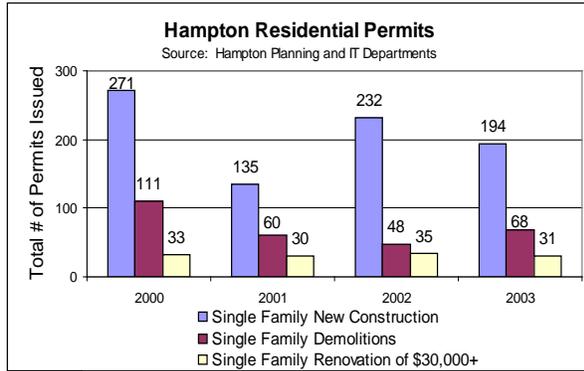
Age of Housing

TABLE HN #4 SELECTED RENTAL APARTMENT COMPLEXES CITY OF HAMPTON			
Project	Unit Size SF	Rental Rates	% Occupied
Addison at Hampton	489-1,010	\$560-\$920	98%
Armistead Townhomes	800-1,100	\$470- \$600	100%
Bridgeport	1,00-1,200	\$634- \$730	100%
Brigewater on the Lake	775-1,250	\$635-\$1,040	99%
Coliseum Gardens	525- 595	\$525- \$550	98%
Cunningham	1,100-1,140	\$685- \$690	100%
Derby Run	1,000-1,300	\$575- \$660	99%
Executive Suites	400-950	\$350- \$600	100%
Gateway Townhomes	1,000	\$650- \$725	100%
Hampton Center	689-1,475	\$587-\$1,067	98%
John Abbitt	750	\$335	100%
Kecoughtan Court	335- 410	\$330- \$465	89%
Kensington Square	660-1,440	\$620-\$1,080	98%
King Street Commons	780-1,064	\$445-\$550	97%
Lakeshore	703-1,300	\$490-\$815	99%
LaSalle Gardens	600-850	\$360-\$400	98%
Mill Creek Landing	1,216-1,334	\$810- 1,030	100%
Pinewood	800-1,100	\$550- \$695	100%
Sacramento Townhomes	936-1,655	\$625- \$860	100%
Signature Place	642-1,270	\$630 \$970	n/a
Tide Mill Farms	595-875	\$450- \$565	100%
Township in Hampton Woods	500- 1,150	\$569 \$919	98%
West Co. Townhouses	860-1,100	\$860-\$1,100	99%

Source: Rental Agent Survey, Bay Area Economics, 2002

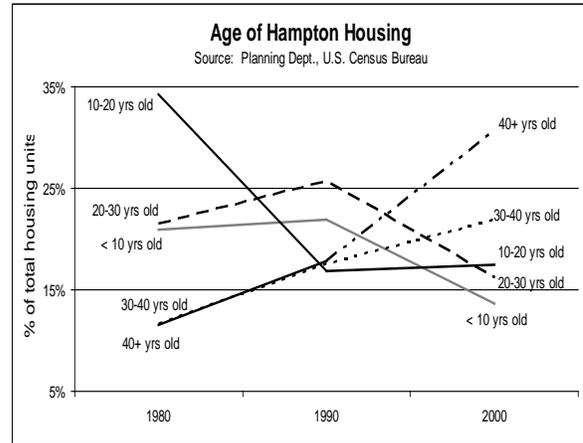
SF, and amenities can be found under Appendix Table A-21 in “Housing Market Analysis for Downtown Neighborhoods” conducted by Bay Area Economics in 2002.

The decade of the 1990's saw the construction of fewer new housing units within the city. More recent data also shows a gradual decline in the level of total and residential building permits over a four year period. These activity levels are consistent with other population trends.

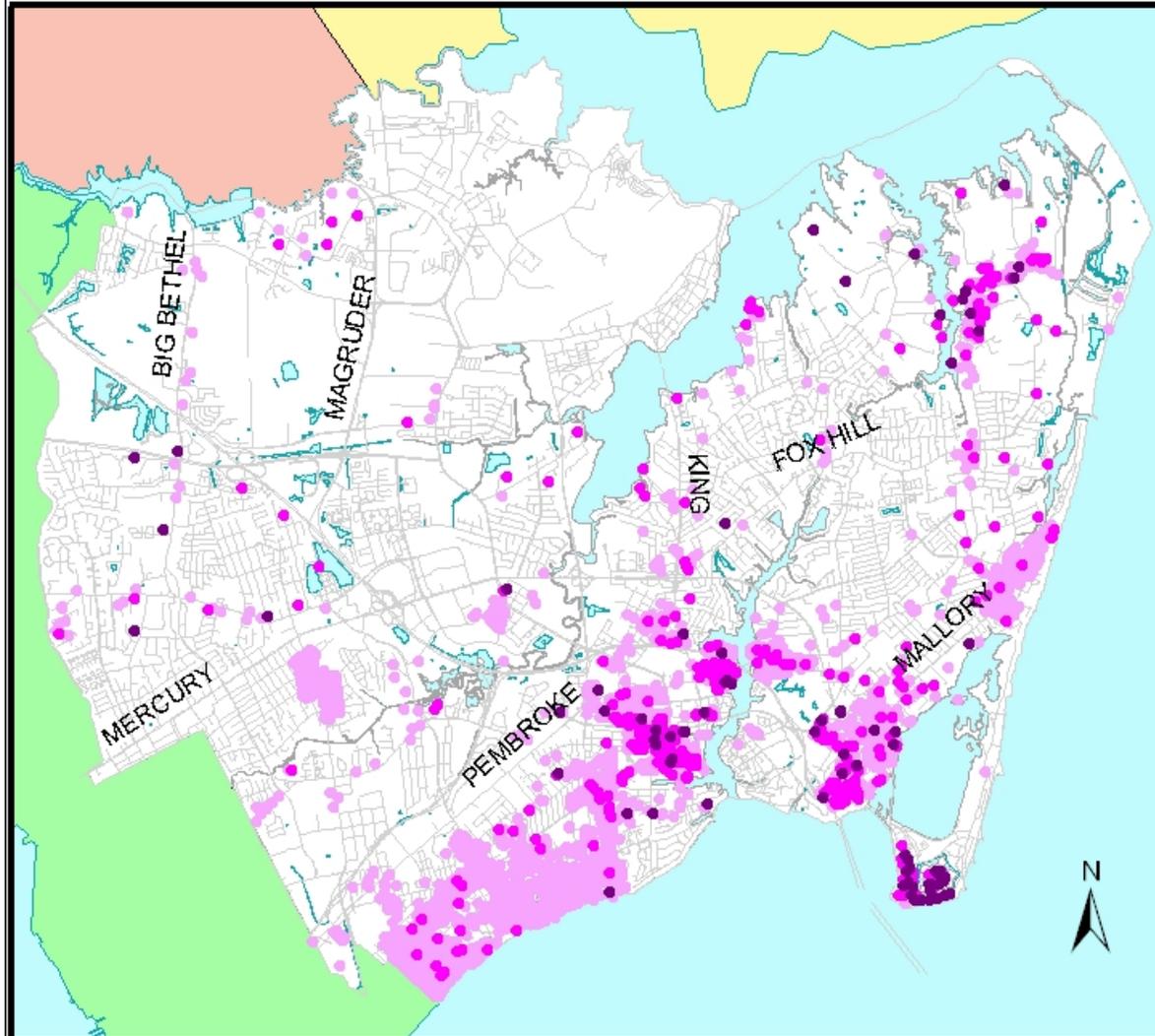


The reduced availability of land for new development will cause this trend to continue and will result in an ongoing aging of the city's housing stock. This will reverse an earlier trend of newer housing stock within the city.

Census data for the year 2000 shows that 52.6% of the city's housing units were 30 or more years old in that year. The percentage of units 30 or more years old in 1980 was 23%.



Older Housing and Neighborhoods



Features

- 1607 - 1880 Colony - Civil War
- 1881 - 1900 Reconstruction
- 1900 - 1938 Pre WWII
- Street Network

Note: A more detailed breakdown of architectural styles and historic periods for selected properties can be found in the Historic Resources Survey of Hampton, Virginia, conducted by MAAR Associates in September, 2003.

**Hampton Community Plan
Housing Element**

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
Historic Survey, MAAR Associates, 2003



City of Hampton
Planning Department
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Publicly Assisted Housing

The Hampton Redevelopment and Housing Authority (HRHA) administers the public housing and the Section 8 Housing Voucher programs in the city.

HRHA owns and manages 542 public housing units; 521 are contained in public housing developments and 21 are dispersed throughout the city. HRHA manages a Transitional Living Center in a 12 bedroom house for the mentally challenged. Queen’s Court, a property owned and managed by HRHA, also dedicates 10 units to mentally challenged persons.

As of March 2004, HRHA has authorized 2,478 Section 8 vouchers. HRHA has implemented two homeowner plans. Those plans call for the acquisition of scattered site units, to be rehabilitated and sold to low income households.

Table HN #5 Hampton Roads Publicly Assisted Housing Resources			
Jurisdiction	Households per Locality	# of Publicly Assisted Housing Units	% of Households in Publicly Assisted Housing
Chesapeake	69,900	6,321	9.04
Franklin	3,384	675	19.95
Gloucester	13,127	96	0.73
Hampton	53,887	5,778*	10.72
Isle of Wight	11,319	358	3.16
James City	19,003	663	3.49
Newport News	69,686	11,832	16.98
Norfolk	86,210	13,433	15.58
Poquoson	4,166	72	1.73
Portsmouth	38,170	6,070	15.90
Suffolk	23,283	943	4.05
Surry	2,619	1,219	46.54
Virginia Beach	154,455	8,269	5.35
Williamsburg	3,619	284	7.85
York	20,000	562	2.81
Region	572,828	56,575	9.88

* Note: total # includes housing assistance from HRHA and other entities.
Source: Community Development Department – Newport News Redevelopment and Housing Authority, May 2002.

Priority is given to current public housing Section 8 residents and applicants. Households purchasing the units receive homeowner counseling and technical support services. The homes are financed by public and private lenders.

Housing Affordability

The Department of Housing and Urban Development (HUD) uses percent of Median Family Income (MFI) as an indicator of housing affordability. In 2000, Hampton Roads’ Median Family Income was estimated at \$49,300. Table 6 shows how those definitions are applied to different income levels based on the regional median family income.

Table HN #6 Regional Housing Affordability		
MFI Level (HUD Class)	Percent of MFI	Annual Household Income
Very Low	Under 30%	Less than \$14,800.00
Low	30% to 50%	\$14,800.00 to \$24,650.00
Moderate	50% to 80%	\$24,650.00 to \$39,450.00
Medium/High	Above 80%	\$39,450.00 or more

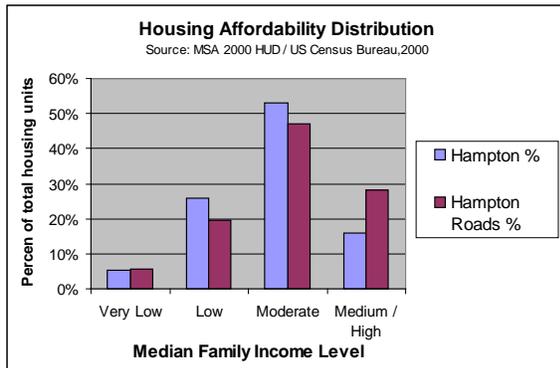
Sources: Department of Housing and Urban Development, 2004 Housing Affordability Strategy
2000 US Census Bureau

Affordable is defined by HUD as “annual owner costs less than or equal to 30% of annual gross income.” Assuming a 7.9% interest rate and national averages for utility costs, taxes, and hazard and mortgage insurance, multiplying income 2.9 times represents the value of a home a household could afford to purchase. HUD’s classifications are used to analyze the overall housing distribution both at the local and regional levels.

Table HN #7 Housing Prices Affordable to HUD Class	
MFI Level (HUD Class)	Housing Price Ranges
Very Low	Less than \$42,920.00
Low	Form \$42,920.00 to \$71,485.00
Moderate	From \$71,485.00 to \$114,405.00
Medium/High	\$114,405.00 or more

Sources: Department of Housing and Urban Development, 2004 Housing Affordability Strategy
2000 US Census Bureau

Compared to the Hampton Roads region, the city of Hampton has a similar number of housing units affordable to very low income households which is slightly above 5% of the total housing stock.

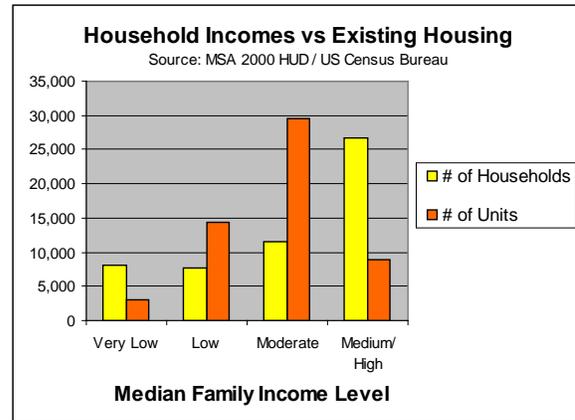


According to 2000 Census data, the supply of both single family and multi-family housing for low income households in Hampton is almost 26% of the total housing units, compared to 19% in the region. Hampton’s percentage of affordable housing to moderate income families is also 6% higher than the regional average.

In contrast, Hampton is more than 12% less than the regional average in providing housing to households above 80% of the regional median income.

Income data reveals significant differences between the types of housing that Hampton residents can afford and what is currently available to meet their needs. It is clear that while there is an over supply of housing

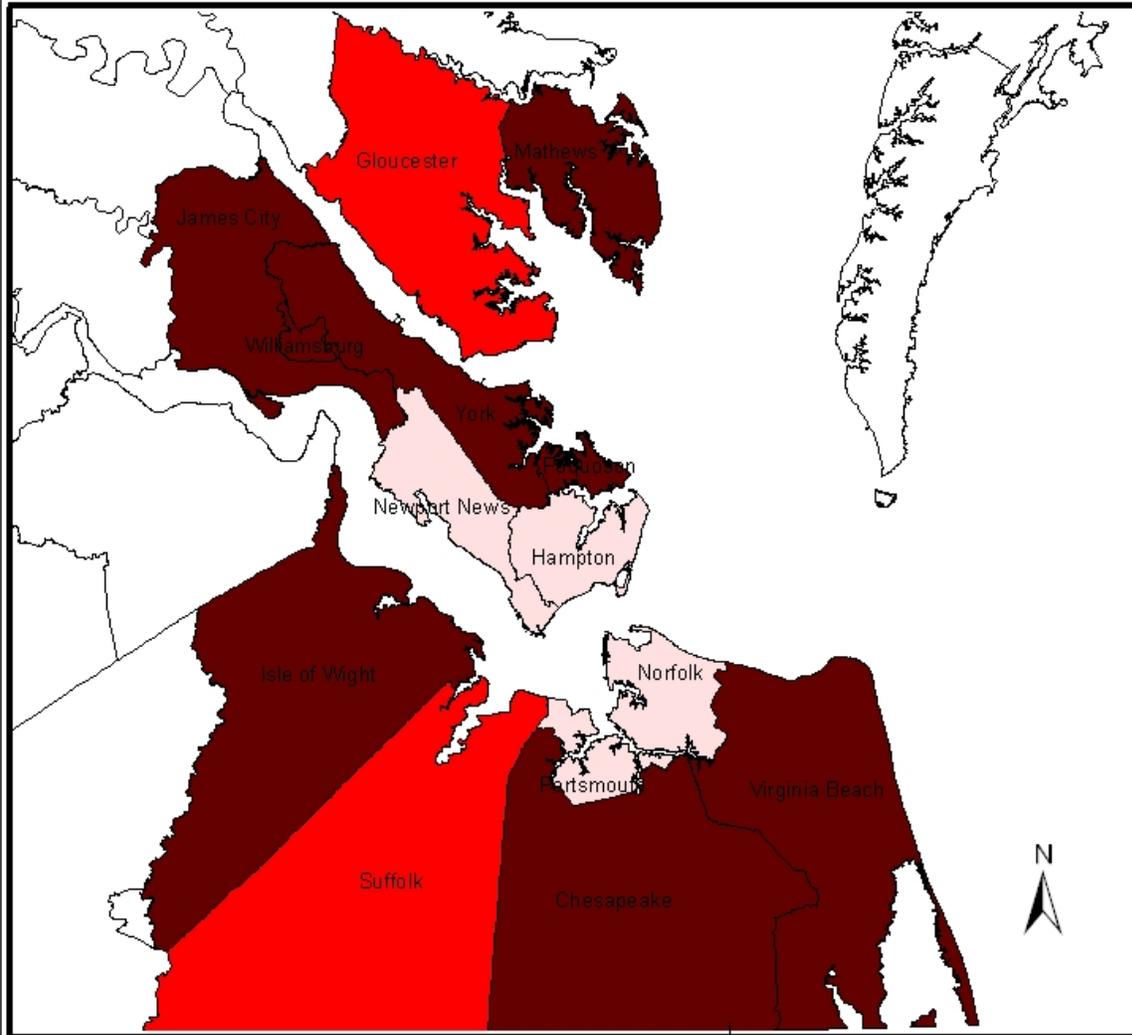
affordable to low and moderate income households, there is still an unmet demand at both ends of the household income spectrum.



The supply of housing in Hampton for medium and higher income families is not only one of the lowest in Hampton Roads, but also stands considerably below the needs of current Hampton residents. A comparison of household incomes and housing values in Hampton indicates that a significant number of households (more than 22,500) have the income to afford higher quality housing.

Hampton’s demand for affordable housing for very low income households is not significantly higher than other communities in the region. The city’s supply of housing for very low income households is among the highest percentages among jurisdictions in Hampton Roads (see Supply of Low and Moderate Income Housing by Jurisdiction Map). As shown in the table above, a comparison of household income and existing housing also shows that an unmet need for affordable housing units remains at the very low income level.

Supply of Medium and High Income Housing by Jurisdiction*



Features

- Less than region
- Equal to region
- Above the region

* Based on Hampton Roads' average distribution of affordable housing to different income levels.

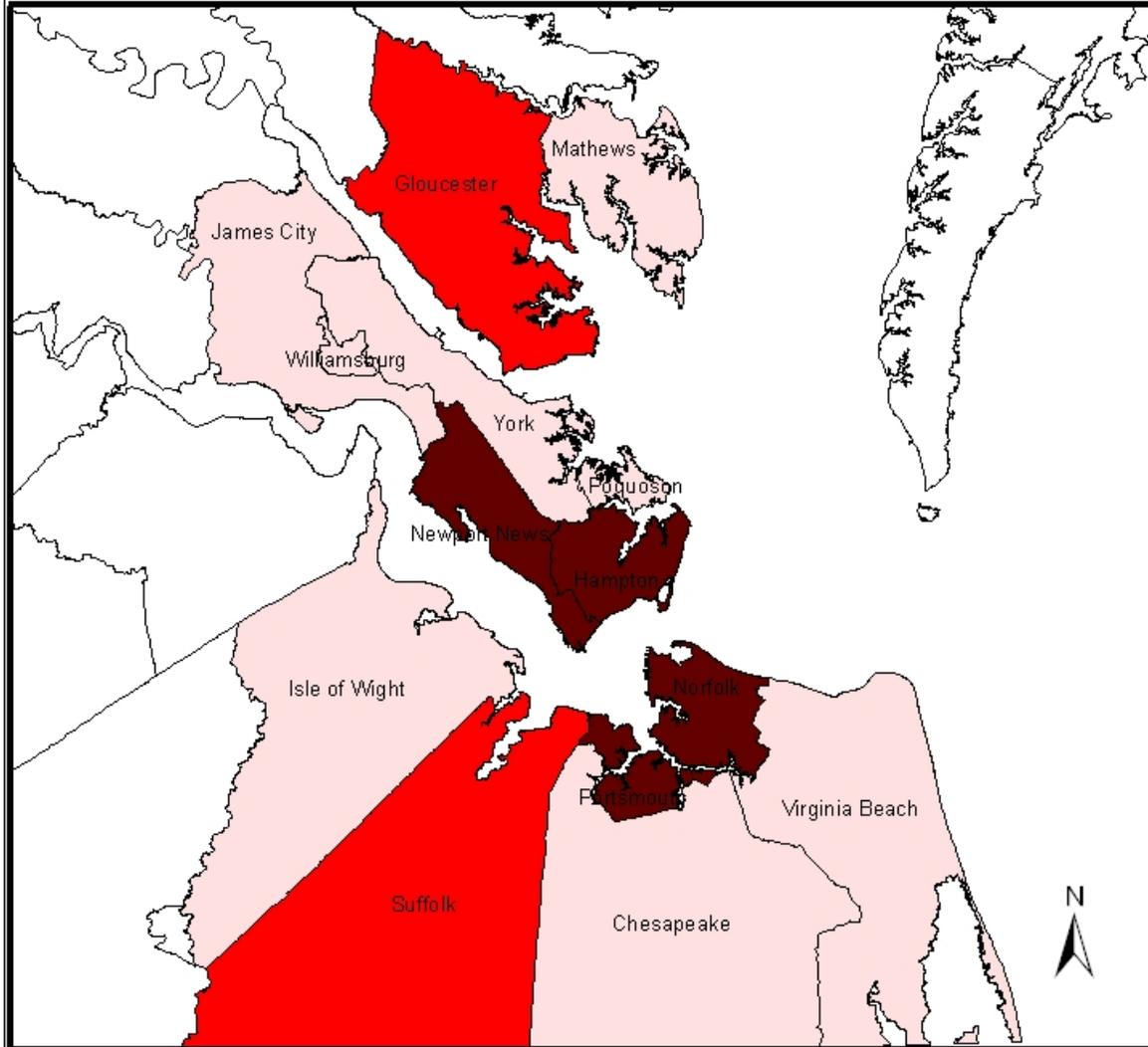
**Hampton Community Plan
Housing Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 HUD, CHAS data, 2000.



City of Hampton
 Planning Department
 February, 2006

Supply of Low and Moderate Income Housing By Jurisdiction*



Features

- Below regional average
- Equal to regional average
- Above regional average

* Based on Hampton Roads' average distribution of affordable housing to different income levels.

**Hampton Community Plan
Housing Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 HUD, CHAS data, 2000.



City of Hampton
 Planning Department
 February, 2006

EXISTING PROGRAMS

Existing housing and neighborhood programs in Hampton are a coordinated effort involving agencies and organizations at the local, regional, State, and Federal government levels. Hampton’s Consolidated Plan for Housing and Community Development is a good source of information for housing and neighborhood programs. This Plan is prepared by the City’s Neighborhood Office and submitted annually to the U. S. Department of Housing and Urban Development for the City to be eligible for funding from the Community Development Block Grant (CDBG) and Housing Opportunities Made Equal (HOME) Investment Partnership programs.

The CDBG program puts special emphasis on improving housing stock, increasing homeownership, and promoting neighborhood revitalization in low and moderate income neighborhoods. The Consolidated Plan recognizes the close relationship of social and economic issues to successfully revitalize neighborhoods. A comprehensive approach to address these issues includes economic and community development programs, anti-poverty strategies, public housing, and programs to diversify the housing stock.

The approximate average annual amount of funding available to Hampton through the CDBG program is 1.2 million. These funds are combined with other grant funds as well as significant sources of local capital and operating funds to implement a variety of housing and neighborhood programs.

The following are brief summaries of Hampton’s major housing and neighborhood program areas:

Neighborhood Office - Neighborhood Initiative

The design for Hampton’s Neighborhood Initiative was approved by City Council in 1994. The City’s Neighborhood Office coordinates the implementation of this initiative. The mission of the initiative is to bring all of the resources of the community together in a partnership to provide for healthier neighborhoods within the city.

A significant component of the Neighborhood Initiative has been to increase awareness, promote citizen participation, strengthen neighborhood organizations, and develop strategic partnerships with public and private institutions such as schools and local businesses. Specific program areas include:

- ◆ **Building Capacity** – programs such as Neighborhood College build the capacity of residents and neighborhood organizations to play a more effective role in improving neighborhoods.
- ◆ **Neighborhood Youth Advisory Board (NYAB) and Innovations for Schools, Youth, Neighborhoods, and Communities (In-SYNC) Partnerships** are tools to promote neighborhood-based partnerships that maximize and mobilize family and community resources to promote strong schools and youth development. A youth advisory board is formed from high school and college students that live in the neighborhood. In-SYNC partnerships assist individuals and organizations to synchronize the services they provide to schools, youth, neighborhoods, and communities.
- ◆ **Neighborhood Marketing and Promotions** – activities such as Neighborhood Month and neighborhood publications and conferences increase awareness and participation in neighborhood improvement.

- ◆ **Neighborhood Planning Activities** – staff works with the community to prepare implementation plans that address specific neighborhood problems and opportunities.
- ◆ **Providing Resources and Developing Partnerships** – staff leverages City resources by developing partnerships with both public and private agencies that share a common goal of improving neighborhoods.
- ◆ **Property Acquisition and Blight Abatement** – staff works with other City agencies to identify and find resources for the acquisition of blighted properties.

Hampton Redevelopment and Housing Authority

The Hampton Redevelopment and Housing Authority (HRHA) was created by City Council in 1958. HRHA is a development and real estate management organization with a mission to “support the strategic initiatives of the City of Hampton by promoting opportunities that revitalize communities, enhance the quality of life, and provide a link to housing and self-sufficiency.”

HRHA provides a variety of housing programs and services which are focused primarily on low/moderate income residents and special needs populations. Major program areas are briefly summarized below:

- ◆ **Housing Services** – provides opportunities to low-to-moderate income residents and other program participants to maintain and achieve self-sufficiency and independence. Programs include housing counseling and homebuyer assistance.
- ◆ **Housing Assistance** – provides rental housing for low/moderate income residents and special needs populations through HRHA’s ownership and maintenance of

public housing developments and provision of rental assistance for private housing (Section 8 Rental Assistance Program).

- ◆ **Housing Development** – revitalizes and stabilizes residential neighborhoods. Programs include: homeowner rehabilitation grants and loans and strategic property acquisition, rehabilitation, and demolition.
- ◆ **Redevelopment Projects** – redevelops older commercial and residential properties. Recent projects include Crowne Point and Bailey Park which converted aging, poorly maintained apartment complexes into quality single family developments and apartments for the elderly.

Property Maintenance

The City carries out code inspections and enforcement activities to protect the public’s health, safety, and welfare. These activities increase private property maintenance, improve housing quality, and promote healthy neighborhoods. The City codes that provide the foundation for these activities are:

- ◆ Housing Improvement Program (Chapter 9, Article V); Hampton City Code;
- ◆ Property Maintenance Code (Chapter 9, Article II); Hampton City Code;
- ◆ Rental Dwelling Ordinance (Chapter 9, Article VIII); Hampton City Code;
- ◆ Zoning Ordinance (Appendix A); and
- ◆ Miscellaneous Property Offenses – Inoperable Vehicles, Accumulation of Weeds and Debris, Graffiti, Mobile Toter, House Number, and Drug Blight (Chapter 24, Articles I, II, III and Chapter 34, Article IV); Hampton City Code.

The major property maintenance inspections and enforcement activities include:

- ◆ **Periodic Housing Condition Surveys** – City staff conducts exterior condition surveys of Hampton’s housing stock. The Housing Improvement Program identifies definitions and criteria for classifying housing units as: no deterioration, minor deterioration, major deterioration, and sub-standard. Survey results are used to track housing conditions and to provide a basis for targeting codes inspections and enforcement activities.
- ◆ **Codes Compliance Inspections & Enforcement** – Each of the ten neighborhood districts in Hampton is assigned a codes compliance inspector. These inspectors are responsible for inspections and enforcement of the code requirements listed above. Inspectors perform proactive inspections in their assigned areas. In addition, they rely on the housing surveys, coordination with City staff, and communication with neighbors and neighborhood organizations to target their codes compliance activities. Violations are corrected through voluntary compliance, code enforcement, or the use of outside contractors by the City (e.g. for grass cutting or vehicle towing). Vacant, unsafe structures are brought into compliance or demolished at the owner’s expense or acquired by the City and demolished using capital or CDBG funds.
- ◆ **Occupancy Inspection of Targeted Rental Properties** – Hampton has a rental dwelling ordinance to allow for the periodic inspection of occupied rental housing units. The purpose of this program is to improve the quality of rental housing and the health of surrounding neighborhoods through codes compliance and increased property maintenance. Pilot rental inspection districts include the Pasture Point and Olde Hampton neighborhoods.

Tax Abatement Program

The City of Hampton offers tax abatement for rehabilitation of houses that are more than 25 years old. To qualify for this abatement, the result must be an increase of the assessed value by at least 40 percent with the square footage of the unit not increasing by more than 15 percent. If the rehabilitation qualifies, the increase in property taxes resulting from the improvements is abated for a period of ten years.

Implementation Plans

City of Hampton staff, in partnership with residents, neighborhood, and business organizations, prepare implementation plans for specific areas within the city. These plans often include strategies and implementation actions that address neighborhood improvement and housing quality. Other implementation plans include housing revitalization plans (Hampton Housing Venture) and redevelopment and conservation plans prepared under the State’s housing authority laws (Code of Virginia, Title 36). These plans allow for the development of strategies that have a high level of community involvement and that are specific to the unique qualities and challenges of particular areas within the city.

Historic Rehabilitation Tax Credits

Since 1997, the State of Virginia has had a rehabilitation tax credit program that can be used in conjunction with the Federal historic preservation tax credit to encourage rehabilitation of historic houses. The Virginia rehabilitation tax credits are dollar-for-dollar reductions in income tax liability for taxpayers who rehabilitate historic buildings. Credits are available from both the Federal government and the State. The program is administered by the Virginia Department of Historic Resources.

ANTICIPATED FUTURE CONDITIONS

Housing Mix

Recent data indicates a limited mix of housing choices in Hampton when considering such factors as housing value, age, and size. These trends affect the ability of a diverse group of residents to find housing within the city. Hampton’s housing mix is dominated by:

- ◆ Units in the lower to middle value ranges;
- ◆ Relatively smaller units in square footage and number of rooms; and
- ◆ Aging units, with many units built prior to the 1980’s.

Growing demand in the regional market for a variety of housing options will support a more diverse mix of housing within the city.

Vacant Developable Land

As noted in the *Land Use and Community Design* section of the *Community Plan*, Hampton has a limited supply of vacant developable land. This trend will have a number of affects on housing and neighborhoods:

- ◆ Increased emphasis on in-fill development (development within existing neighborhoods and districts) for supplying new housing;
- ◆ Increased emphasis on community revitalization and redevelopment to improve housing and neighborhood quality; and
- ◆ Potential for conversion of non-residential land uses to housing and for new developments that mix residential and commercial uses.

Property Maintenance & Codes Compliance

The trend towards an aging housing stock and limited developable land will increase the importance of property maintenance and codes compliance as a means to promote healthy neighborhoods and quality housing.

Renovation and Reinvestment in Existing Housing

The trend towards an aging housing stock and limited developable land will also increase the importance of renovation and reinvestment as a means to promote healthy neighborhoods and quality housing.

Local Preservation Districts

The city currently has a number of State and nationally recognized historic properties and districts. An updated survey of historic structures in the city was completed in September of 2003. The survey includes recommendations for additional State, national, and local recognition for historic preservation. Potential new areas for historic preservation include Pasture Point, Phoebus, and Olde Wythe. Hampton also has local code provisions to promote housing preservation initiatives that are not tied to historic preservation guidelines.

Additional efforts to preserve historic and non-historic but older districts and structures will complement other public and private investments in healthy neighborhoods and high quality housing.

Community Facilities and Neighborhood Assets

As the housing in Hampton ages over time, so will the community facilities and other physical assets that support healthy neighborhoods. While these facilities and assets are often unique to particular neighborhoods, some typical examples include: schools, parks and other open spaces, storm drainage, water and sewer

utilities, and libraries. Continued public investment in these facilities will promote attractive and viable neighborhoods and encourage private property maintenance and investment.

Neighborhood Retail

Changing trends at the national level in retail markets and shopping habits have had some important affects on neighborhoods and housing quality. Many new retailers are located in larger buildings in more centralized locations that serve larger trade areas. These trends have left some neighborhoods without the convenient availability of goods and services and have sometimes left behind marginal retail uses that detract from the neighborhood. This older and often less viable retail is mostly located along roadway corridors that may serve as the “front door” for surrounding neighborhoods. Examples in Hampton include the North King Street and Kecoughtan Road corridors.

Neighborhood Safety

Aging housing stock, reduced property maintenance and investment, and conversion from homeownership to rental properties increases the potential for crime and the perception for reduced neighborhood safety. With the high value that residents place on safety, continued investment in public safety will promote healthy neighborhoods and housing quality.

Housing Market Potential

Housing market studies conducted for the City of Hampton in 2003-04 identified the following areas for potential households for market-rate housing in Hampton:

- ◆ Households living in the city and moving to another residence within the city each year represent 10 to 15 percent of the market for new housing in Hampton.

- ◆ The regional draw area includes households with the potential to move to Hampton from other Hampton Roads jurisdictions. Households moving from elsewhere in the region comprise almost 44% of total in-migration.
- ◆ The national draw area covers all households with the potential to move to Hampton from elsewhere in the United States.

Specific housing demands for strategic investment areas in the city identify the type of households with the potential to move to Hampton as well as the type of housing units that fit their needs and preferences.

Table 8 shows the overall distribution of household types with the potential to reside in three strategic investment areas in Hampton: Downtown, Coliseum Central, and Buckroe.

Table HN #8 Market Potential to Reside in City of Hampton, Virginia, by Household Type			
Household Type	Downtown	Coliseum Central	Buckroe
Empty-Nesters & Retirees	35%	28%	43%
Traditional and Non-Traditional Families	11%	25%	35%
Younger Singles & Couples	54%	47%	22%
Total	100%	100%	100%

Source: Zimmerman/Volk Associates, Inc. 2004.

Emerging trends show that traditional and non-traditional families are likely to account for less than a third of the households with the potential to move to the city of Hampton in the upcoming years.

About two-thirds of the emerging housing markets in all districts included above are

empty-nesters, retirees, younger singles, and couples without children. That poses a significant challenge for Hampton where 65% of our existing housing stock is single family detached homes. It is anticipated that changes in household composition will have a significant influence on the type of residential units that are needed to meet the new market demands.

As the market diversifies, innovative ways to tailor products to these markets have emerged in the housing industry. For example, in the past, multi-family housing in Hampton was associated almost exclusively with apartments for rent and/or low income households. The multi-family housing market is now much more diverse in terms of ownership, income levels, configuration, amenities, architectural styles, and adjacent non-residential uses. Good examples of emerging non-traditional housing types are:

- ◆ Courtyard Apartment Buildings: urban, pedestrian-oriented buildings equivalent to garden apartments;
- ◆ Mansion Apartments: small-scale apartment buildings with a street façade resembling a large detached house; and
- ◆ Loft Apartments: either adaptive re-use of older warehouse and manufacturing buildings or a new-construction building type inspired by those buildings.

All of the multi-family types described above can be accommodated in residential-only or mixed-use buildings. Such types offer great

flexibility, making their construction possible in areas where traditional single-family residential uses would not be feasible.

Table HN #9 illustrates the variety of housing units identified to satisfy demands of emerging markets in Hampton.

Table HN #9 Emerging Housing Units by Type City of Hampton, Virginia		
Housing Tenure	Housing Type	
Multi-family for-rent	Lofts, Courtyard Apartments, Mansion Apartments, Lease-holder, Mixed-Use Buildings, Retirement Homes.	
Multi-family for-sale	Loft/Apartments, Condo/Co-op Ownership, Mixed-Use Buildings.	
Single-family attached for-sale	Townhouses, Rowhouses, Duplexes, Live-work, Fee-Simple Ownership.	
Single-family detached for sale	Low range	Cottage, Zero-Lot-Line House
	Medium range	Village House, Neighborhood House
	High range	Edge Houses, Mansions
Source: Zimmerman/Volk Associates, Inc. 2004.		

The optimum mix of housing units for new residential development in three strategic investment areas is included in Table HN #10. Housing preferences and income levels of households moving from or within local, regional, and national draw areas have also been considered by Zimmerman/Volk to estimate the adequate housing mix.

Table HN #10 Market Potential For New Housing Units City of Hampton, Virginia			
Housing Type	Downtown	Coliseum Central	Buckroe
Multi-family for-rent	30.4%	43.0%	26.7%
Multi-family for-sale	10.5%	15.1%	16.9%
Single-family attached for-sale	8.3%	11.3%	15.9%
Low Range Single-family detached	22.1%	20.4%	13.8%
Medium Range Single-family detached	18.8%	10.2%	16.4%
High Range Single-family detached	9.9%	N/A	10.3%
Total	100%	100%	100%
Source: Zimmerman/Volk Associates, Inc. 2004.			

HOUSING AND NEIGHBORHOOD POLICIES

Housing Supply

HN Policy 1: Support targeted community redevelopment as part of a comprehensive approach to promote healthy neighborhoods and housing quality.

HN Policy 2: Targeted efforts to improve the city’s housing distribution in the City’s strategic investment areas and adjacent neighborhoods.

HN Policy 3: Focus housing supply strategies on the emerging markets identified in the City’s housing market studies.

HN Policy 4: Support zoning requirements and other strategies that allow for increased housing mix and density in appropriate locations.

HN Policy 5: Encourage mixed use projects as a means of increasing the housing supply while promoting diversity and the revitalization of neighborhoods and districts.

HN Policy 6: Promote infill housing and ensure that the design and quality of infill housing enhances the value of surrounding structures and the neighborhood.

HN Policy 7: Encourage the development of higher value housing. Focus higher value housing strategies within the City’s strategic investment areas and on waterfront and water-view sites that are appropriate for single and multi-family residential uses.

Housing Quality

HN Policy 8: Support housing and neighborhood marketing initiatives to create positive impressions of Hampton’s neighborhoods for current and future residents and investors.

HN Policy 9: Continue to enforce the International Property Maintenance Code and applicable City codes to promote healthy neighborhoods and housing conservation.

HN Policy 10: Continue to support programs that address deteriorating, substandard, and unsafe residential structures and properties.

HN Policy 11: Expand the use of historic and other housing preservation techniques as a strategy to promote healthy neighborhoods and higher quality housing.

HN Policy 12: Continue to support home owner rehabilitation grant and loan programs to promote healthy neighborhoods and high quality housing.

Neighborhoods

HN Policy 13: Continue to support public education and marketing programs to promote the involvement of residents and organizations in the preservation and revitalization of neighborhoods.

HN Policy 14: Continue to support the role of residents, neighborhood organizations, business groups, and other organizations in the process of preparing neighborhood, district, and corridor plans.

HN Policy 15: Continue to provide high quality community services and facilities in Hampton’s neighborhoods.

HN Policy 16: Encourage community involvement in the maintenance and enhancement of public and private properties and adjacent rights-of-way in residential neighborhoods.

HN Policy 17: Develop partnerships to improve the perception of safety in places where youth and other members of the community gather and socialize.

Housing Affordability

HN Policy 18: Continue to support the housing services and housing assistance programs of the Hampton Redevelopment and Housing Authority (HRHA) and other agencies to improve the supply and condition of housing for residents in the very low income bracket.

HN Policy 19: Work in cooperation with local governments and regional agencies to promote a regional fair share approach to providing affordable housing at a variety of income levels.

HN Policy 20: Support housing programs at the local and regional level that encourage mixed income neighborhoods and discourage the isolation of very low and low income households.

Fair Housing

HN Policy 21: Implement policies and strategies to incrementally reduce the number of publically assisted housing units in the city so that Hampton does not exceed its regional fair share distribution of publically assisted housing units in the city.

HN Policy 22: Implement policies and strategies to promote the dispersion of publically assisted housing units within the city.

HN Policy 23: Continue to support programs and agencies that seek to eliminate housing discrimination.

Special Housing Needs

HN Policy 24: Support housing opportunities for individuals and groups with special needs including seniors, youth, and persons with disabilities.

HN Policy 25: Support housing that incorporates facilities and services to meet the health care, transit, or social service needs of households with special needs, including seniors and persons with disabilities.

HN Policy 26: Support the provision of emergency shelter, transitional housing, and related services to address homelessness at both the local and regional levels.

Note: HN Policy 21 and HN Policy 22 adopted by City Council Sept. 11, 2013 (CPA 020-2013)

V. Transportation

OVERVIEW

Purpose

The Transportation section of the Community Plan identifies policies, projects, and program improvements to guide the management and development of Hampton’s network of transportation facilities and services. This network is intended to accommodate the movement of people and goods using all methods of transportation – from walking to air travel. The Plan includes recommendations to address existing priority deficiencies, future demands generated by anticipated development within the city, as well as regional transportation trends. The Plan takes a comprehensive and long term perspective on Hampton’s local, regional, national, and international travel demands. As such, the Plan is not intended to provide detailed recommendations regarding the design, construction, or operation of specific transportation facilities and services.

Hampton’s transportation system is designed to balance a number of sometimes competing interests including safety, level of service, construction and operating cost, community character, environmental impacts, system capacity, operating efficiency, and convenience. Each element of the transportation system is complementary to the others and serves the community as an integrated network. The plan for transportation must also be integrated with the other elements of the Community Plan, including plans for land use and community design, housing and neighborhoods, community facilities, and environmental stewardship.

Transportation is one of the most critical services within the community. Changes in transportation facilities and services can have an immediate and often long-lasting impact on personal welfare and safety as well as opportunities for business development and productivity. Issues related to transportation

are increasingly important factors in the quality of life of Hampton residents and visitors:

- ◆ Hampton residents depend on transportation facilities and services for access to employment, education, recreation, and shopping.
- ◆ Experiences with traffic congestion and safety concerns are daily occurrences for many residents.
- ◆ Emissions from motor vehicles are a significant factor in the region’s air quality.
- ◆ Traffic impacts and access have direct impacts on neighborhood quality and business success.

Transportation is particularly critical in Hampton and the Hampton Roads region due to the emphasis on tourism, military employment, and port operations. The region has a spread-out, multi-centered development pattern. Without a single dominant employment or activity center, the region requires convenient connections between cities and centers of activity and employment. The region is also home to numerous bridges and tunnels. These facilities are needed to span the waterways that serve important recreational, commercial, and military functions.

Transportation issues and opportunities in Hampton are greatly influenced by transportation planning at the regional level. A regional approach to some transportation issues is needed to avoid local solutions that shift the problem elsewhere within the region or that produce other unintended consequences. Some of the issues that are addressed at the regional level include planning for interstate highways, tunnels, and transit alternatives; managing air quality from transportation sources; and evacuation planning for hurricanes and other emergencies. Federal regulations require that urbanized areas with a population of 200,000 or more have a regional transportation planning

process governed by a Metropolitan Planning Organization (MPO). The Hampton Roads Planning District Commission (HRPDC) serves as the MPO for the region.

Other regional transportation organizations include the Transportation District Commission of Hampton Roads, the Virginia Port Authority, the Norfolk Airport Authority, and the Peninsula Airport Commission.

Transportation Planning Objectives

There are a number of general objectives or best practices that apply to the development of transportation plans. These objectives are listed in the table below.

Transportation Planning Objectives
1. Encourage transportation choices for city residents and visitors.
2. Promote integration among transportation methods.
3. Be flexible in response to changing future conditions including population characteristics, economic conditions, and technology.
4. Integrate the transportation plan with other elements of the Community Plan.
5. Use transportation improvements to support economic development and to implement master plans for strategic investment areas.
6. Recognize the regional, national, and international nature of transportation services and facilities.
7. Promote transportation facilities and services that are attractive, efficient, and environmentally sound.

8. Balance the needs of residents, employers, employees, and visitors for safety, convenience, and efficiency in a variety of transportation methods.
9. Minimize the impact of the transportation system on residential neighborhoods.
10. Promote a high level of safety for motorists, pedestrians, and bicyclists on the city’s road network.
11. Promote mobility for people with special needs: young people, seniors, people with low incomes, and people with disabilities.
12. In addition to adding system capacity, manage travel demand whenever appropriate.
13. Recognize the potential for transportation corridors to also function as public open spaces (i.e. linear greenways).
14. Promote aesthetically pleasing transportation corridors that are well-designed and landscaped.
15. Maintain the existing transportation system and promote efficient system management.
16. Promote transit-ready development.

EXISTING CONDITIONS

Road and Highway System

Regional – The Hampton Roads Beltway (Interstates 64 and 664) is the nucleus of the regional road network, which services the core regional cities (Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach) and provides key connections to the remaining localities. The Beltway begins and ends at the I-64/I-664 split in Hampton (“The Crossroads”). The Beltway is fed from the

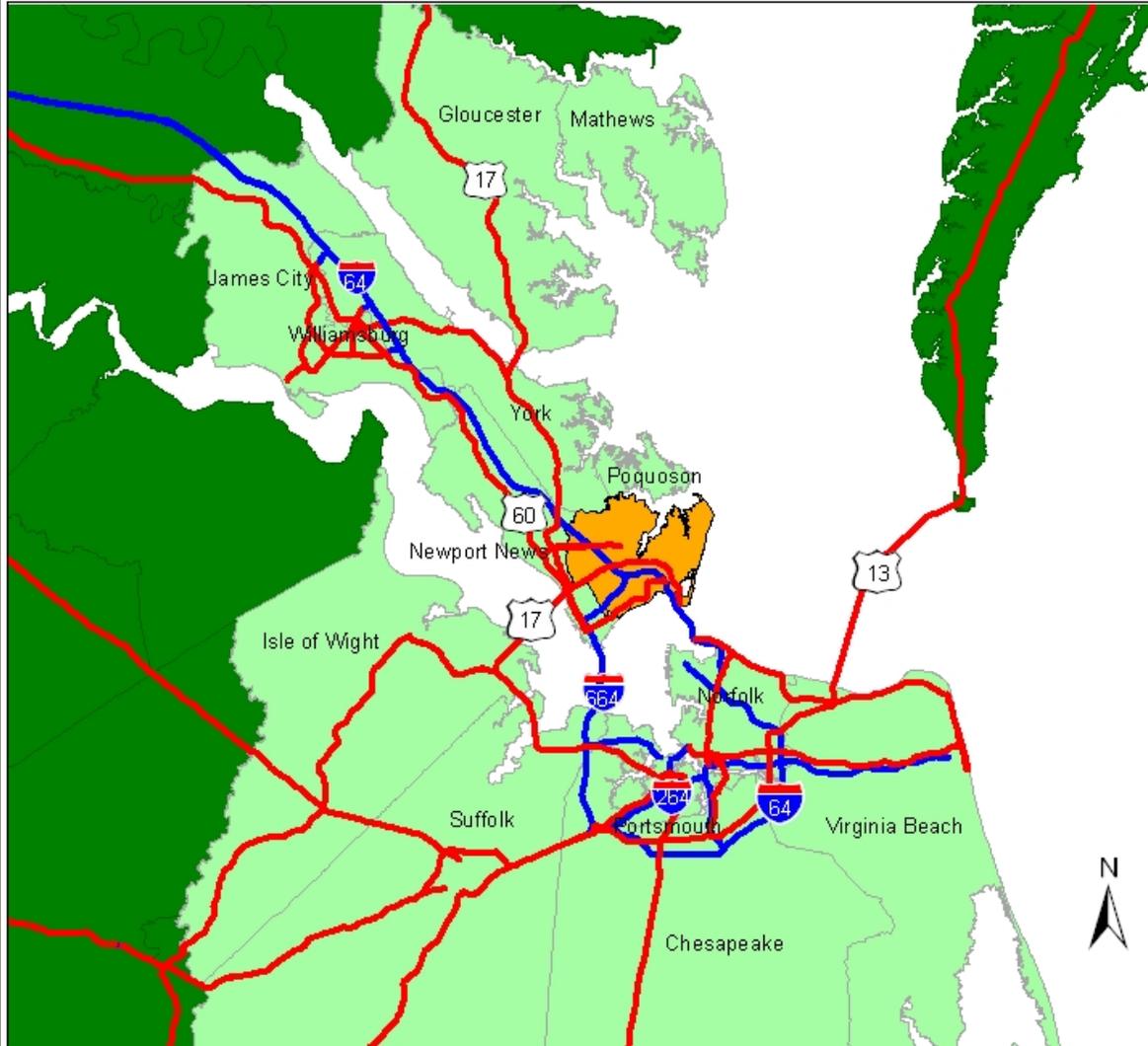
west by I-64 on the Peninsula, providing key linkages to the Cities of Newport News, Poquoson and Williamsburg, and James City and York Counties; and fed by US Routes 17, 58, and 460 on the Southside (Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach), providing links to Isle of Wight and Southampton Counties. Routes 58 and 460 and I-64 provide alternative linkages between the Hampton Roads region and I-95, the main north-south connector for the eastern seaboard. As the main artery of moving traffic in and out of Hampton, the health and efficiency of Interstate 64 is vital. The Interstate provides critical access to the north, including linkages to Newport News, Williamsburg, and the I-95 corridor in Richmond, as well as connections to the Southside and North Carolina.

For the purpose of this document, existing construction and proposed, funded projects are considered part of the existing road network. These projects include the Mercury Boulevard interchange modification and road widening from I-664 to ¼ mile east of the Hampton Roads

Center Parkway, and the proposed road widening of I-64 from 4 to 8 lanes from Bland Boulevard to Route 199 in Williamsburg.

As mentioned above, the Beltway is the centerpiece of the regional transportation network, providing crucial access between the Peninsula and the Southside. Interstate 64 via the Hampton Roads Bridge Tunnel (HRBT) links Hampton directly to Norfolk and Virginia Beach, and I-664 via the Monitor-Merrimac Bridge Tunnel (MMBT) links Hampton to Suffolk, Chesapeake, and Routes 58 and 460, as well as highway connections to the Outer Banks of North Carolina. In addition, Mercury Boulevard (Rt. 258) leads to the James River Bridge which links Hampton to Isle of Wight County and Smithfield. Although the impact is unknown at this time, the Third Crossing Project (proposed interstate connection between I-664, southwest of the Monitor/Merrimac Tunnel, and Hampton Boulevard in Norfolk) will likely influence the City's transportation network (see Regional Road System Map).

Regional Road System



Features

-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department

February, 2006

City-wide – The axis of the City’s transportation network from north to south is Interstate 64 and east to west is Mercury Boulevard (State Rt. 258). These roads provide the primary routes into and out of the city, providing connections to neighboring localities, and comprise the backbone of the city’s internal transportation framework. Other major inter-city road connections include the Hampton Roads Center (HRC) Parkway, Magruder Boulevard, and Pembroke Avenue. The HRC Parkway is a limited access highway that runs east to west, from N. Armistead Avenue to Jefferson Avenue, a major north/south arterial in Newport News. Magruder Boulevard, a limited access highway, is a main north/south connection between I-64 and York County. Pembroke Avenue is a major east/west arterial, extending from Buckroe Beach to downtown Newport News. North Armistead Avenue, another north/south arterial, connects Downtown Hampton to Langley Air Force Base, National Aeronautics and Space Administration (NASA), and Wythe Creek Road, which is the main connection from Hampton to the City of Poquoson. Other main north/south arterials include Big Bethel Road, LaSalle Avenue, N. King Street, and Mallory Street. Other major east/west arterials include Todds Lane, Fox Hill Road, Victoria Boulevard, Kecoughtan Road, and Settlers Landing Road/Queen Street/Briarfield Road. This road network is the basis for the entire transportation system. The economy’s vitality and the quality of life depend on an efficient network of functional and visually appealing roads.

The current city road network base map is comprised of existing roads, current road projects, and proposed projects currently funded (as indicated in the City’s CIP Plan, Virginia Urban System 6-Year Plan, and the 2026 Regional Transportation Plan). Current projects under construction and funded projects are reflected as existing, functional roads within the network (see Current City Road Network Map).

The overall road network is comprised of various types and sizes of roads based upon their designated function. Each road is classified according to the role it plays in moving traffic within the city’s network.

- ◆ **Interstate Highways** – are designed to provide access and efficient traffic flow to/from and through the city. In urban settings they provide connections between other localities; interchange accesses are generally located a minimum of one mile apart. They serve to meet the needs of long distance travelers, having typically four to eight lanes divided, 200’± rights-of-way, and have limited access.
- ◆ **Limited Access Highways** – are shorter roadway segments built to interstate standards. Both freeways and expressways have limited access points for vehicular traffic. They typically bypass urban centers to separate major through traffic from local traffic. Built to interstate standards, they consist of four to six lanes divided, 200’± rights-of-way, and have limited access.
- ◆ **Principal Arterials** – serve the main centers of activity, providing access to the interstate system and expressways. Generally the highest traffic volume corridors, they carry most of the trips entering and leaving the urban area as well as through movements and intra-area travel connecting central business districts, employment centers, and outlying residential areas. Typically, four to six or more lanes divided, they have 120’-180’ rights-of-way; sidewalks, bike lanes, and curb and gutters are optional.
- ◆ **Minor Arterials** – interconnect with and augment the principal arterial and collector systems. Such interconnections distribute traffic to smaller geographic areas. Trip lengths are moderate and traffic mobility is lower. They typically have four traffic lanes with optional medians, 80’ – 100’ rights-of-

way, sidewalk, and curb and gutter on both sides.

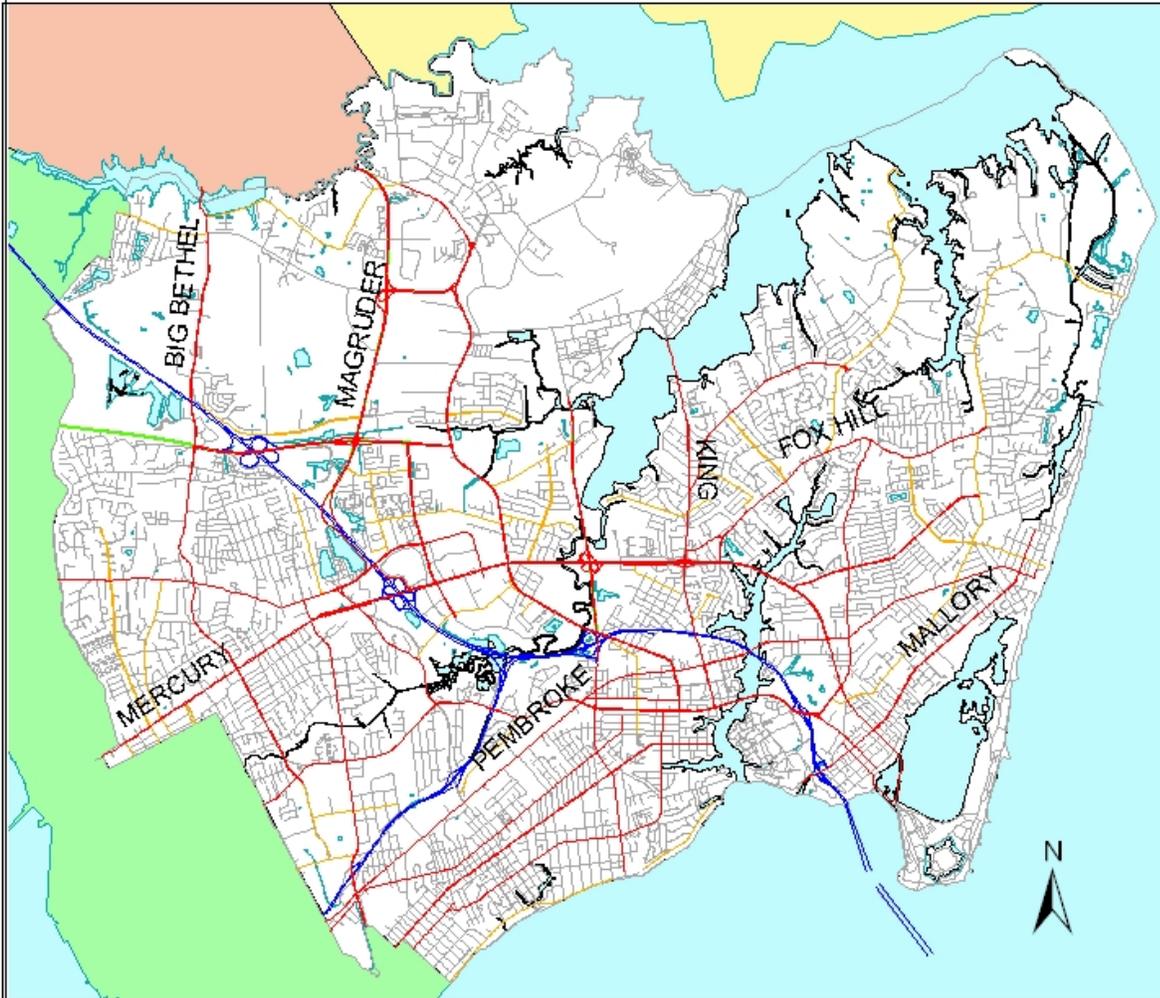
- ◆ **Collectors** – provide access to/from the arterial system and traffic circulation within residential neighborhoods and business, commercial, and industrial districts. They collect traffic from local streets in neighborhoods and districts, leading to the arterial system. In central business districts and other similar developments, the collector system may include the entire street grid. Typically these roads have two to four traffic lanes, undivided, 60' – 70' rights-of-way, sidewalk, curb and gutter on both sides; on-street parking is optional.

- ◆ **Local Streets** – comprises all facilities not in one of the other systems. They primarily provide direct access to adjacent property and connections to higher systems, ideally

collector roads. They offer the lowest level of mobility and usually do not contain bus routes. Typically these streets have two traffic lanes with sidewalks, curb and gutter, and on-street parking on both sides with 30' - 50' rights-of-way.

Individual components of the road network form the desired street system. In such a system, a hierarchy of streets is formed. Local streets move traffic to collector streets; collector streets move traffic to arterial streets; and arterial streets move traffic to expressways. The relative spacing of each street type depends on the intensity of development to be efficiently served.

Current City Road Network



Features

-  Interstate
-  Limited Access Highway
-  Arterial
-  Collector
-  Local

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton Public Works Department
 HRPDC Transportation Data
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Rail System

Passenger Rail – There are two passenger train stations in the Hampton Roads Region, one in the city of Williamsburg and the other in Newport News. The nearest facility to the City of Hampton is the one in Newport News located near the intersection of Warwick and Mercury Boulevards. Passenger services are provided by the National Railroad Passenger Corporation, known as AMTRAK. Daily schedules provide connecting services to Richmond and Washington, DC, and from there to different destinations nationwide.

Freight – Cargo is transported in and out of Hampton by motor carriers and rail. CSX Transportation, Incorporated provides freight rail service connecting with the Newport News Marine Terminal. Hampton’s existing rail line runs east/west, parallel to the West Pembroke Avenue corridor, extending from the rail yard in Downtown Newport News to North King Street, including a spur that provides convenient access to Copeland Industrial Park.

Ports and Waterways

Ports – The Port of Hampton Roads consists of three marine terminals: 1) Norfolk International Terminal (NIT), 2) Portsmouth Marine Terminal (PMT), and 3) Newport News Marine Terminal (NNMT). These terminals are owned and managed by the Virginia Port Authority, and are operated by Virginia International Terminals, Inc. (Additional information on the Port of Hampton Roads can be found in the Economic Development section.)

NNMT is the closest marine terminal to the City of Hampton. NNMT is accessible by both interstate (I-664) and the CSX rail line. Hampton also connects to NIT and PMT through the I-

64/I-664 Beltway (see Freight Transportation Map).

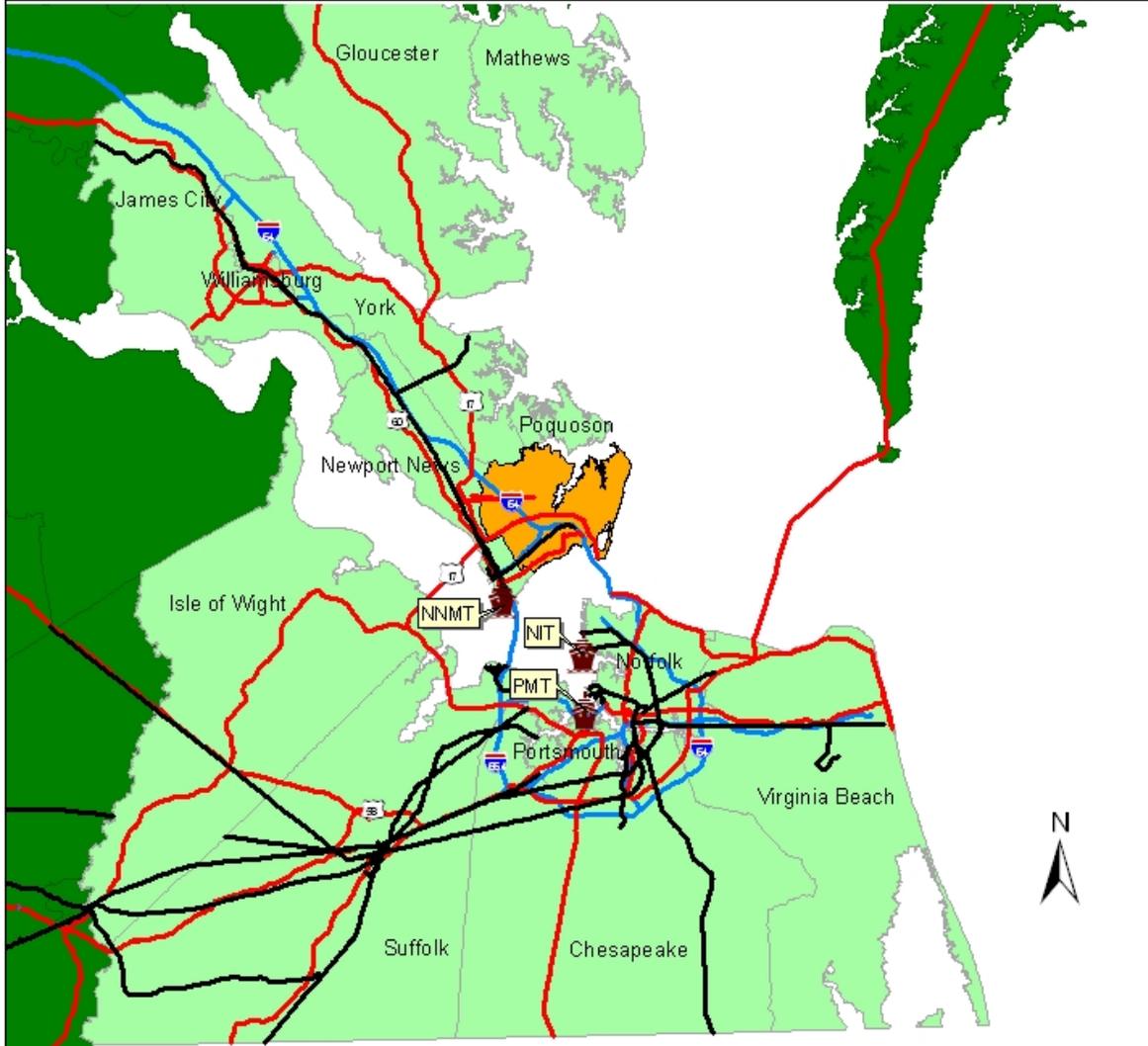
Ferry – Vehicular ferry service in the region is provided by the Jamestown-Scotland Ferry on the James River, which connects the upper side of the Peninsula with Surry County and other Southside Virginia localities. The Elizabeth River Ferry is a pedestrian ferry system of three 150-passenger paddle-wheel ferry boats. The Ferry travels Downtown Portsmouth and Downtown Norfolk. The Ferry operates every 30 minutes, with 15-minute service at peak times on weekends. The Ferry is wheelchair accessible and allows boarding passengers to walk on with their bicycles.

Waterways – There is an extensive network of navigable waterways within the Hampton Roads region. Hampton’s primary navigable waterways for commercial vessels are the Hampton River and the Back River. Hampton River and Sunset Creek handle a mixture of water traffic including commercial fishing vessels, barges and recreational craft. Commercial operations served by the Hampton River include the petroleum industry, concrete industry, and commercial fishing industry. In addition, a navigable channel is maintained leading to Mill Creek to accommodate the commercial fishing fleet based in Phoebus.

Airports

There are two airports serving the Hampton Roads region: Norfolk International and Newport News-Williamsburg International. These airports are accessible to Hampton by vehicle, located within a 30 minute drive. Taxi-cab, car rental, and private automobile are the primary means by which Hampton residents and visitors can access both airports (see Passenger Transportation Map).

Freight Transportation



Features

-  Regional Ports
-  Rail Line Network
-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 Geographic Information Services
 ESRI Geographic Data
 HRPDC
 IMS Report, 2001



City of Hampton
 Planning Department
 February, 2006

Public Transit

Intercity Buses – Hampton Roads Transit (HRT) offers daily bus service throughout the Southside and the Peninsula, including Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach. In addition, HRT offers daily service that connects the Southside and the Peninsula. Twenty HRT routes run through the north side of Hampton Roads on daily schedules, while 34 routes serve the needs of the Southside.

HRT has a fleet of over 350 buses, para-transit vehicles, trolleys, and non-revenue vehicles. This figure is expected to grow to over 500 by 2010. The HRT Regional Bus Plan adopted in 2002 projected 404,389 additional transit trips per year.

HRT also partners with Hampton City Schools to provide transportation services to all middle and high school students. Special bus service is available to students with unique needs. Fourteen regular bus routes operate within or connect to the City of Hampton.

HRT has three main transportation centers in Hampton, Newport News and Norfolk, a trolley station in Virginia Beach, one para-transit operation center in Norfolk, and two maintenance centers one each in Hampton and Norfolk.

HRT's Hampton Transportation Center is located at the corner of North King Street and West Pembroke Avenue. This Center also operates as a Greyhound bus boarding station. It provides direct and connecting services on daily schedules to Richmond, Washington, DC, and the rest of the country. Other Greyhound stops in the region are in Downtown Norfolk, Fort Eustis, and Williamsburg (see Passenger Transportation Map). The HRT Headquarters, Administration, Operations, and Maintenance Center is also located in Hampton at 3400 Victoria Boulevard.

HRT Regional Transit Services – Existing regular bus routes within Hampton City limits service educational, employment, and retail centers, such as Newmarket/Net Center, Phoebus, Downtown, the Coliseum Central area, including Sentara CarePlex Hospital, Thomas Nelson Community College, and Hampton University/Veterans Administration Hospital. Bus routes also connect educational, employment, and retail centers in other jurisdictions, such as Fort Eustis, Downtown Newport News, including Newport News Shipbuilding, Riverside Hospital, the Denbigh area, and transfer points in Norfolk, which link to the rest of the Southside routes. Other alternative regional transit services include:

- ◆ **Express Bus Service** - HRT HOV Express Buses provide direct transportation on weekdays to and from Naval Station Norfolk using the HOV lanes. HOV Express Bus service is available from several Park & Ride lots and parking is free.
- ◆ **Carpool and Vanpool** - This service allows greater neighborhood and business transit access by encouraging commuters with similar patterns to ride together. Leasing or using personal vans when the number of riders exceeds the limit of a personal vehicle allow deviating from main routes to pick up and drop off riders at locations more convenient for riders. This service is managed through Southeastern Virginia's Transportation Resource (TRAFFIX) in Hampton, Newport News, Chesapeake, and Virginia Beach.
- ◆ **Intercity Commuter Shuttle Services** - This service is designed to utilize "coach" style buses to transport commuters and tourists to major destinations. These buses are equipped for cell phones and computers and overhead storage. This service is

planned to be offered between Williamsburg and downtown Norfolk.

- ◆ **Handi-ride/Paratransit** – In the cities of Hampton and Newport News, HRT provides lift equipped van service commonly known as Handi-Ride. This service is operated through a local company, "Mini-Bus," operating 365 days a year. Service is provided during the same hours of operation as the regularly scheduled HRT buses. Handi-Ride service is available to certified passengers within 3/4 of a mile of regularly scheduled bus routes.

Bikeways

Hampton has 14 bike routes throughout the city which total 117 miles. The bikeway system includes 4 miles of bike lanes along the road, 13 miles of wide shoulders, and 90 miles of signed shared roadways (see Bike Facilities Map).

In 1995 the City of Hampton adopted a program, funded by the Federal Transportation Enhancement Program sponsored by the Intermodal Surface Transportation Efficiency Act (ISTEA) to place bike route identification signs along the City's designated bike routes. Based on a system developed by the Peninsula Bicycling Association, the Spratley Middle School Cycling Club, and City staff, signs were placed on existing or new sign poles for the purpose of identifying bike route numbers and to alert motorists.

Hampton's City-Wide Bicycle Routes program was adopted by City Council on 11/12/1995. The program recommends that bike lanes along roads that are identified as bike routes be striped or constructed as funding becomes

available or roads are improved. The Bicycle Routes Program includes a detailed map that identifies 14 primary and 2 alternative bike routes. The final report was adopted by reference as a supplement to the Transportation section of the Community Plan. The Hampton City Code addresses bicycle safety and rights-of-way for bicycling.

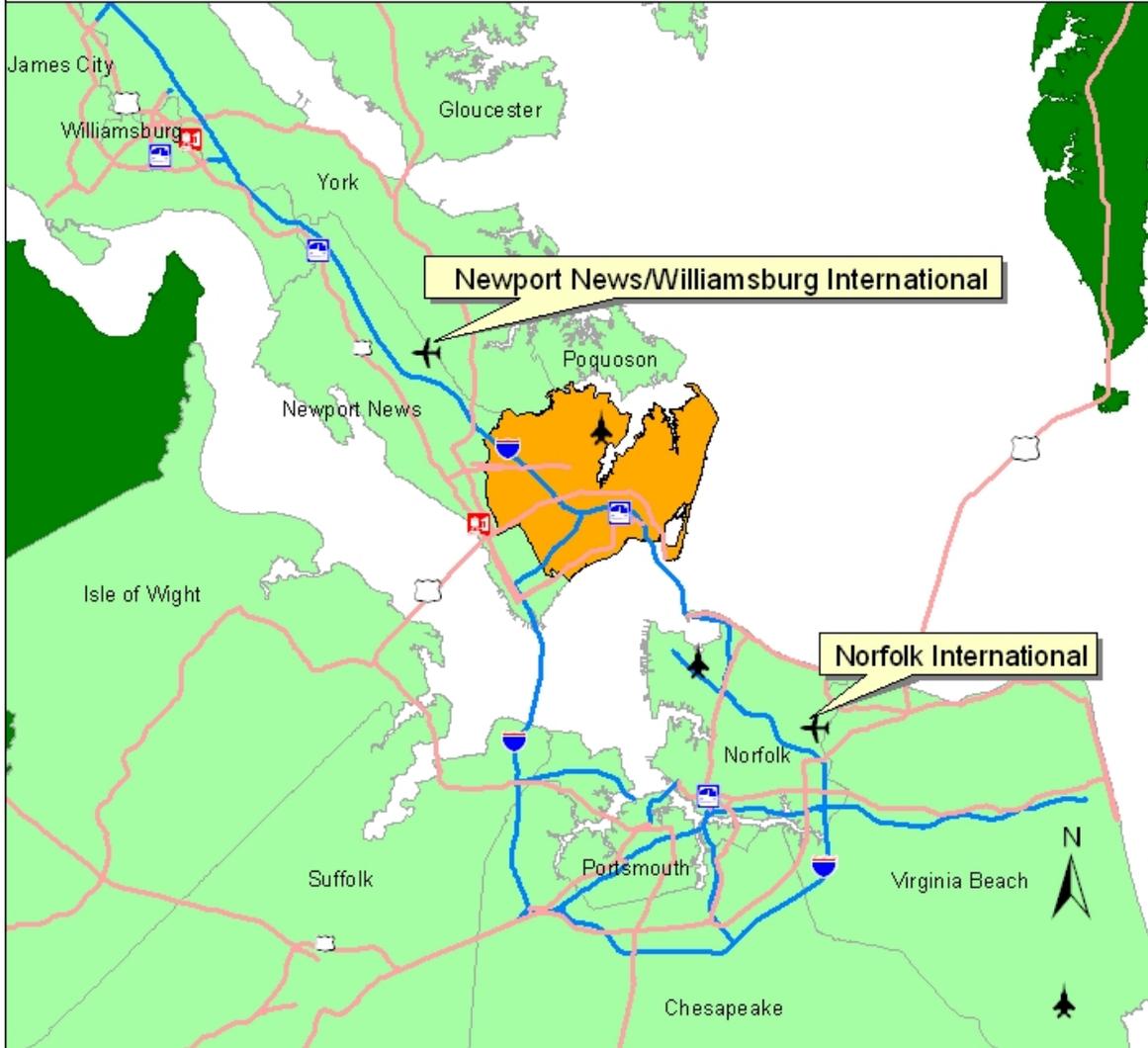
On a regional level, Hampton is currently working with the Hampton Roads Planning District Commission (HRPDC), Newport News, and York County to develop possible linkages across jurisdictional boundaries.

Sidewalks

The Land Use and Community Design section of the Community Plan recommends continued implementation of pedestrian improvements in districts such as Coliseum Central, Downtown, Phoebus, and Buckroe. In addition to these general recommendations, neighborhood, district, and corridor plans address specific needs and opportunities to expand facilities for pedestrians. The Youth Component of the Community Plan recognizes the need for sidewalk networks that connect neighborhoods and schools. Periodic updates of these plans will continue to be the primary planning documents for addressing these needs.

Sidewalks in residential areas are typically provided by private developers as required by the City's subdivision ordinance (Section 35-74). This requirement helps to ensure that the pedestrian needs generated by new developments are addressed.

Passenger Transportation



Features

-  Amtrak Train Station
-  Intercity Bus Station
-  Commercial Airport
-  Military Airport
-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 City of Hampton, Bike Routes Inventory
 ESRI Geographic Data
 VDOT Hampton Roads District Plan, 2003



City of Hampton
 Planning Department
 February, 2006

Existing Bike Facilities



Features

-  Bike Lane Along Road
-  Signed Shared Road
-  Wide Shoulder
-  Schools
-  Parks
-  Street Network

Hampton Community Plan Transportation Element

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data
VDOT Hampton Roads District Plan, 2008



City of Hampton
Planning Department
February, 2006

Existing Regional Programs and Organizations

Federal regulations require that the regional transportation planning process result in, “. . . plans and programs that consider all modes of transportation and support metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods” (23 Code of Federal Regulations 450.300 and 49 Code of Federal regulations 450.300).

The Metropolitan Planning Organization (MPO) in the Hampton Roads region is the Hampton Roads Planning District Commission (HRPDC). The HRPDC voting membership consists of the elected or appointed representatives of the region’s local governments and representatives from other regional and state agencies:

Chesapeake	Hampton
Newport News	Norfolk
Poquoson	Portsmouth
Suffolk	Virginia Beach
Williamsburg	Gloucester County
Isle of Wight County	James City County
York County	Hampton Roads Transit
Williamsburg Area Transport	Virginia Department of Transportation
Hampton Roads Planning District Commission	

Non-voting members of the Commission include representatives of the Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. The major transportation plans and programs administered by the HRPDC include:

Regional Long Range Transportation Plan - This Plan identifies future needs in the regional transportation system and proposes relevant

projects and programs designed to meet these needs. The Plan has a twenty year planning horizon that is updated every three years. Recommendations are based on the available funding over this time period.

Transportation Improvement Program - The Transportation Improvement Program (TIP) is a priority list of capital improvement projects developed for the transportation system in the region. The TIP lists all projects for which Federal funds are anticipated, along with non-Federally funded projects that are regionally significant. The TIP is multi-modal; it includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The TIP also includes projects that are funded from the Federal government through the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) Program. The MPO is responsible for allocating these funds to cities and counties in the region. Projects that improve road conditions and methods of travel are potential candidates for RSTP funds. Projects that improve traffic flow and air quality are potential candidates for CMAQ funds.

Congestion Management System - Federal regulations require the region to have a Congestion Management System (CMS). The goal of the CMS is to reduce roadway congestion and improve traffic safety in our communities through improving technology, expanding roadways, and increasing vehicle occupancy. The CMS program identifies, develops, evaluates, and implements transportation strategies to reduce traffic congestion and enhance mobility. The following activities are undertaken by the region as part of the CMS program:

- ◆ Updating traffic counts and future traffic projections;
- ◆ Updating the current level of service and determining future conditions;

- ◆ Identifying impacts of the most congested locations on other corridors, intersections, or the transportation system; and
- ◆ Analyzing crash data and depicting high crash locations for the interstate systems and intersections along the CMS roadway network.

Intermodal Management System - The Hampton Roads Intermodal Management System (IMS) Plan includes the connections and movements of goods and people over air, land, and sea, involving all forms of transportation. The IMS Plan includes:

- ◆ Inventory of Intermodal System facilities and conflict points;
- ◆ International, Domestic, and Regional freight movement; and
- ◆ Preliminary Intermodal Deficiency Plan for Freight and Passenger Movement.

Intelligent Transportation System - A system of advanced technologies, known as the Intelligent Transportation System (ITS), provides a relatively low-cost solution for reducing traffic congestion and increasing the safety and efficiency of local roadways. ITS techniques include video traffic cameras, variable highway message signs, coordinated traffic signals, on-line communications, automated toll booths, and accelerated response to vehicle accidents and breakdowns.

ANTICIPATED FUTURE CONDITIONS

Trends that will affect the future development of transportation in Hampton and the region are noted below:

Development Constraints and Opportunities

The Land Use and Community Design section of the Community Plan identifies development and redevelopment features that affect transportation patterns. With an estimated 2,900 acres (9.6% of the city’s land area) of vacant land suitable for new development, future growth is more likely to occur as a result of redevelopment and reinvestment in areas with an established road network. Focusing key transportation improvements within strategic investment areas will strengthen the economic viability of these areas and promote the continued economic development of the city as a whole.

Hampton also has important connections to the rest of the Hampton Roads region. The City is located near the geographic center of the region. Hampton Roads is a multi-centered region that is not dominated by one city or center of activity such as a single “downtown.” The region is experiencing primarily suburban growth and becoming more dispersed.

According to the US Census, the average commuting time for Hampton residents increased to 21.8 minutes in 2000 from 19.0 minutes in 1990. Automobile trips with a single occupant continue to be the dominant means of travel within the region (see Figure #1).

Development constraints and opportunities will affect transportation planning in the following ways:

- ◆ Limited opportunities for establishing new transportation corridors due to the extent of

existing developed areas and environmental constraints.

- ◆ Growing local reliance on an effective regional transportation network.
- ◆ Greater need to focus transportation investments within strategic city districts, neighborhoods, and corridors as a critical ingredient in revitalizing these areas.
- ◆ Increasing value of mixed land uses and higher density development within some city districts. These districts, such as Downtown, Coliseum Central, and Buckroe, and their surrounding neighborhoods are potential candidates for creating transit- and pedestrian-oriented environments and reducing travel demand.

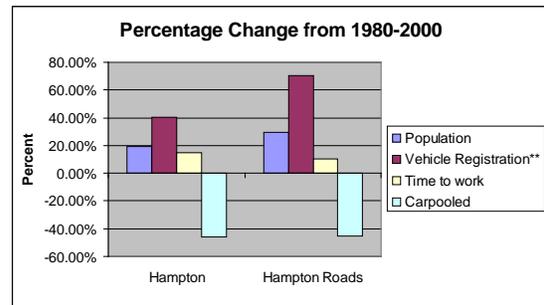


Figure #1

Increasing Household Expenditures for Transportation

According to national statistics, transportation costs are the second highest cost in the average American household. Transportation ranks just below housing as a percentage of total average household expenditures. About 19% of household expenditures go to transportation – primarily to own and operate personal vehicles. This is nearly twice the rate of household expenditures for transportation in 1935 (10%). Figure #2 shows the annual congestion costs per capita. The trend reflects the growing importance of transportation planning and

transportation choices as the cost to the average household increases.

Growth in Travel Demand

A major national and regional transportation trend is the increasing amount of travel that the average person experiences. Growth in travel on our road network continues to far outpace growth rates in population and employment. On average, people are making more trips, longer trips, and with fewer people per vehicle. Figure #1 shows the percent change in the number of vehicles relative to population growth and increased travel time to work. The graph also illustrates the decline in ride sharing habits. Reflecting the percent change in vehicle miles traveled over the past 20 years, Figure #3 indicates the number of miles traveled is outpacing the actual lane miles, resulting in an increase in traffic congestion.

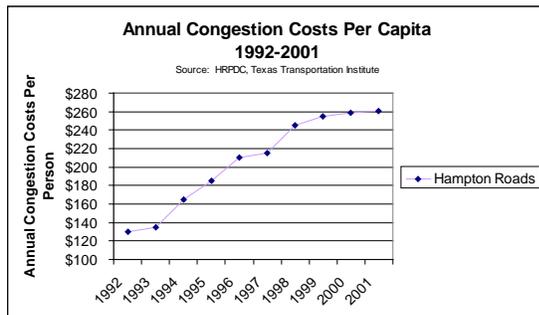


Figure #2

The trend is the demand for transportation services and facilities is out-pacing population and employment growth. A decrease in regional population growth would not necessarily reduce travel demand due to the increasing number of vehicles per home and the increased number of trips per driver.

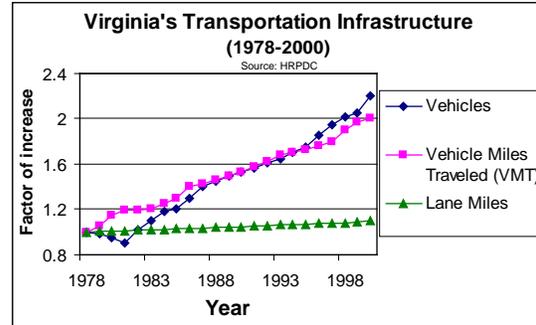


Figure #3

Transportation Funding Constraints

The Hampton Roads Planning District Commission has documented a significant funding shortage to address existing and future transportation needs within the region. According to the HRPDC:

- ◆ \$26 billion in unmet transportation needs was identified in the region’s 2026 Long Range Transportation Plan.
- ◆ No adjustments to State taxes and user fees for transportation have occurred since 1946.
- ◆ The motor fuels (gas) tax, which is the primary transportation revenue source, is growing at less than 3% per year.
- ◆ Virginia ranks 41st among the fifty states in the gas tax rate (1st being the highest).

Figure #4 reflects the decreasing trend in the State gas tax funding over the past 15 years and, in relation, Figure #5 shows the projected increase in unfunded project costs.

The trend is that limited State and Federal funding for transportation places additional pressure on local transportation budgets and increases the amount of traffic on local streets.

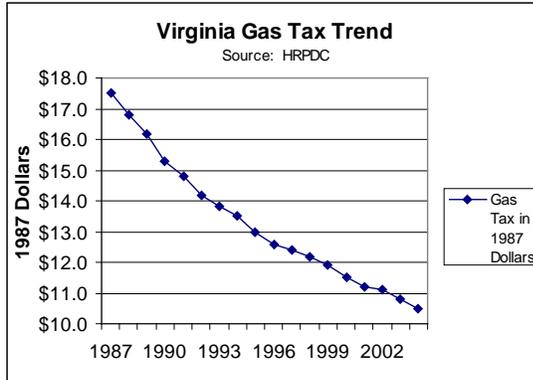


Figure #4

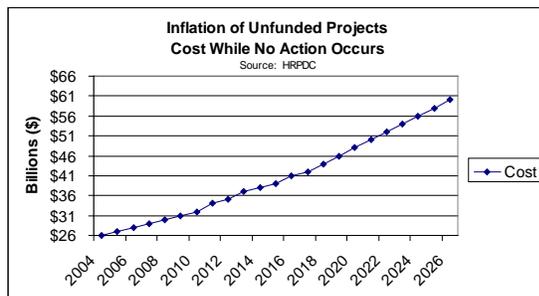


Figure #5

Increasing Focus on Efficiency and Demand Management

Traffic congestion in growing urban areas is expected to be an ongoing national problem that will not be completely eliminated by adding roadway capacity. Strategies must address traffic system maintenance, including existing system efficiency, travel demand management, and providing alternative transportation modes, as well as adding system capacity.

The trend reflects there will be an increased reliance on transportation strategies that promote the efficient use of existing facilities, seek to manage travel demand, and promote alternative modes of transportation.

Changing Demands for Street Design, Form, and Aesthetics

There is a need to restore walking as a viable mode of transportation for short trips within the city. Many city streets do not have sidewalks;

some sidewalks are either in poor condition or have gaps in providing continuous paths. Sidewalks are necessary to improve pedestrian safety, serve school children, connect major destinations or other modes of transportation, as well as support economic development and viable neighborhoods. Many streets also lack positive aesthetics and providing a “sense of place.” Creating a special place, where people want to be, streets must be walkable and safe and should include an attractive streetscape and points of interests, such as fountains, monuments, public art, etc.

Current street standards do not accommodate the creation of streets and blocks that support mixed land uses and higher density developments. Suburban style street standards do not provide for other modes of travel and are particularly unsafe and uncomfortable for pedestrians. The design, character, form, and quality of streets are changing with the implementation of various small area plans within the city. Revised street design standards are desired within the strategic corridors and districts in order to accommodate this change in philosophy. Revised street standards should include landscaping, lighting, street furniture, and gateways. Such standards should also address cost effectiveness and maintenance.

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)

SAFETEA-LU is a \$286.4 billion transportation bill signed into law in August 2005. For the first time ever there will be dedicated Federal funding for Safe Routes to Schools (SR2S). The goal of this program is to improve the health of kids and the community by making walking and bicycling to school safer, easier, and more enjoyable. The initiative examines conditions around schools and facilities, the planning, development, and implementation of projects, and activities that improve safety and reduce fuel consumption and air pollution in the vicinity of schools.

2015 State Legislation on Transportation Planning and Funding

House Bill 2 (HB2) is a new State law that requires the implementation of a process for scoring and prioritizing projects as part of the evaluation of candidate projects for State funding. The purpose of HB2 is to promote a more accountable and transparent process for allocating limited State funds. The priority setting process links funding decisions to pre-determined State-wide planning goals. These goals are identified in the State's transportation plan.

The priority setting process includes the following factors for scoring projects:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use Coordination

One of the key State-wide planning goals is to maximize the benefit of transportation investments by using these investments to promote economic development at the local level and by promoting greater coordination between transportation and land use planning. The concept of "Urban Development Areas" (UDAs) is one of the major tools created by the State to achieve this goal.

UDAs are established by section 15.2-2233.1 of the Code of Virginia. An urban development area is defined as an area that is "(i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development."

Further, UDAs incorporate principles of traditional neighborhood design, such as pedestrian-friendly road design, interconnection

of new local streets with existing local streets and roads, connectivity of road and pedestrian networks, and mixed-use neighborhoods, including mixed housing types.

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan (2006 as amended) have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of the Code of Virginia, section 15.2-2233.1. As areas important to the image and economic vitality of the city, there is increased focus and scrutiny on development and transportation projects that lead to improved mobility outcomes in all modes of travel including transit, bicycles, and pedestrians.

Projects located in Urban Development Areas and projects outside of UDAs that support UDAs are eligible for transportation funding by satisfying a screening process established by House Bill 2. These transportation projects should especially consider multi-modal transportation solutions, the "last-mile" access issue, bicycle and pedestrian circulation, and improved connections to local multi-modal and regional transportation options.

Designating the City's strategic investment or "master plan" areas and Fort Monroe as UDAs under the State framework will improve the City's ability to compete for State transportation funding while also further advancing the City's economic and quality of life goals.

In addition to Urban Development Areas, the statewide transportation plan, VTrans2040, identifies two more categories of transportation

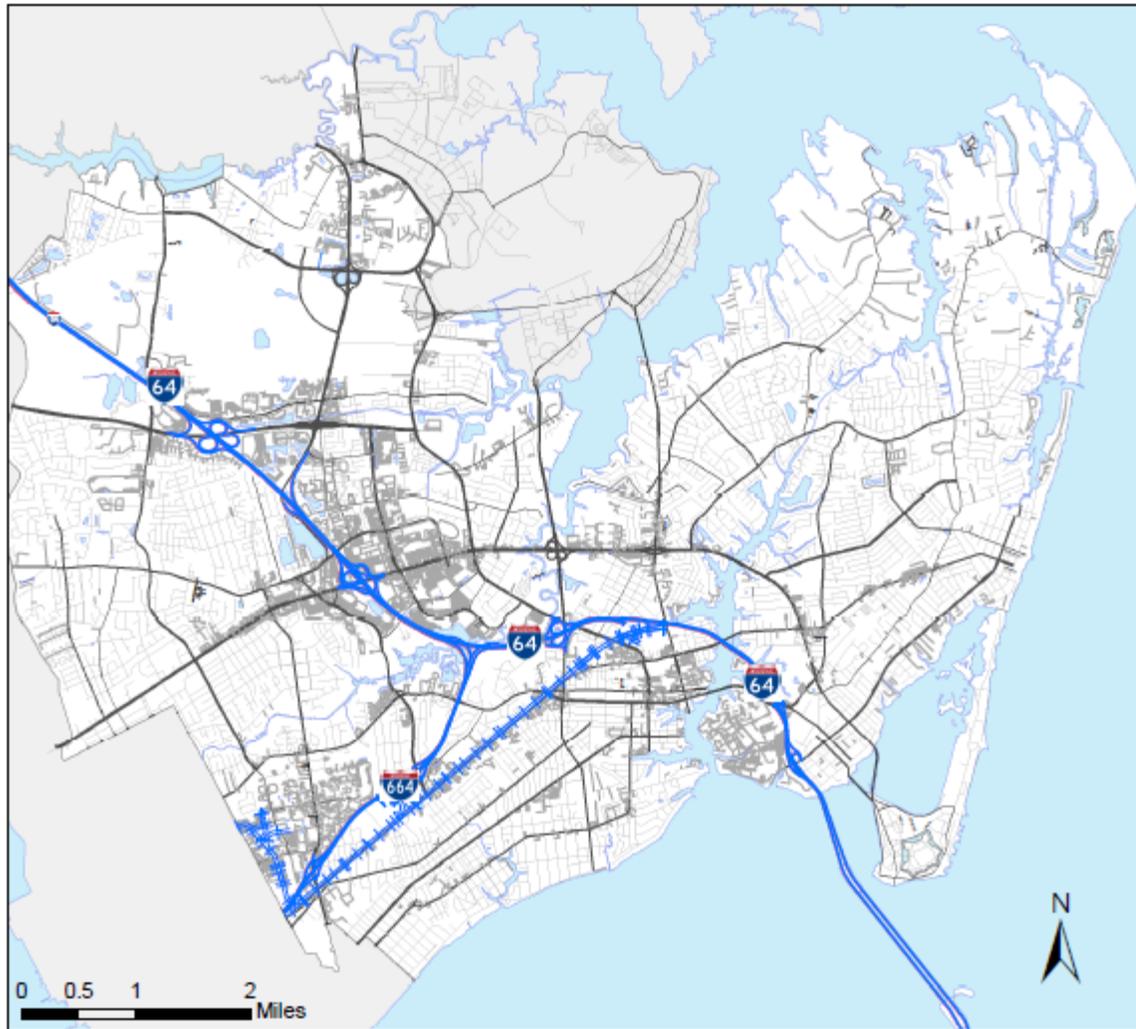
projects: Corridors of Statewide Significance and Regional Networks. Corridors of Statewide Significance represent major conveyors of people and goods throughout the entire state and between states. In Hampton, Interstate 64 is a Corridor of Statewide Significance. Regional Networks support travel throughout the Hampton Roads region with a focus on employment, job accessibility, and transportation projects that impact economic development. In Hampton, Hampton University and the VA Medical Center create a hotspot of employment and economic activity. This area, along with Langley Air Force Base and the

surrounding research and office parks, make up Hampton's Regional Networks.

Corridor of Statewide Significance and Regional Network designations are determined through input of the State, consultants, the regional planning organization, and localities. A transportation project that fits into one of these categories also satisfies the screening requirement of HB2.

Note: This section on 2015 State Legislation adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Corridors of Statewide Significance



Features

- +++++ Railroad
- Interstate
- ~~~~~ Street Network

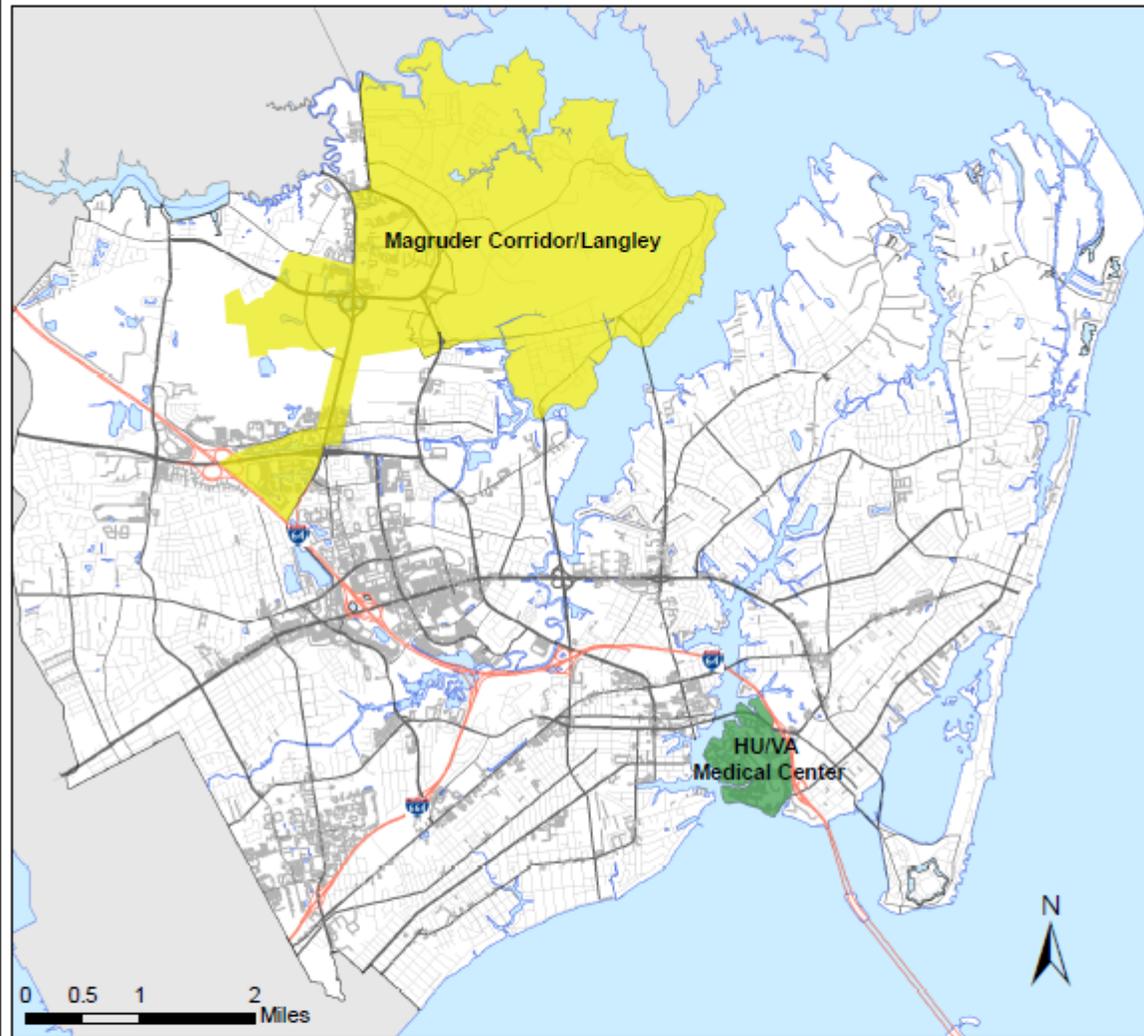
Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data

City of Hampton
 Community Development Department

Note: This map adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Regional Networks



Features

- Regional Network Areas**
- Magruder Corridor / Langley
 - Hampton University / VA Medical Center
 - Street Network

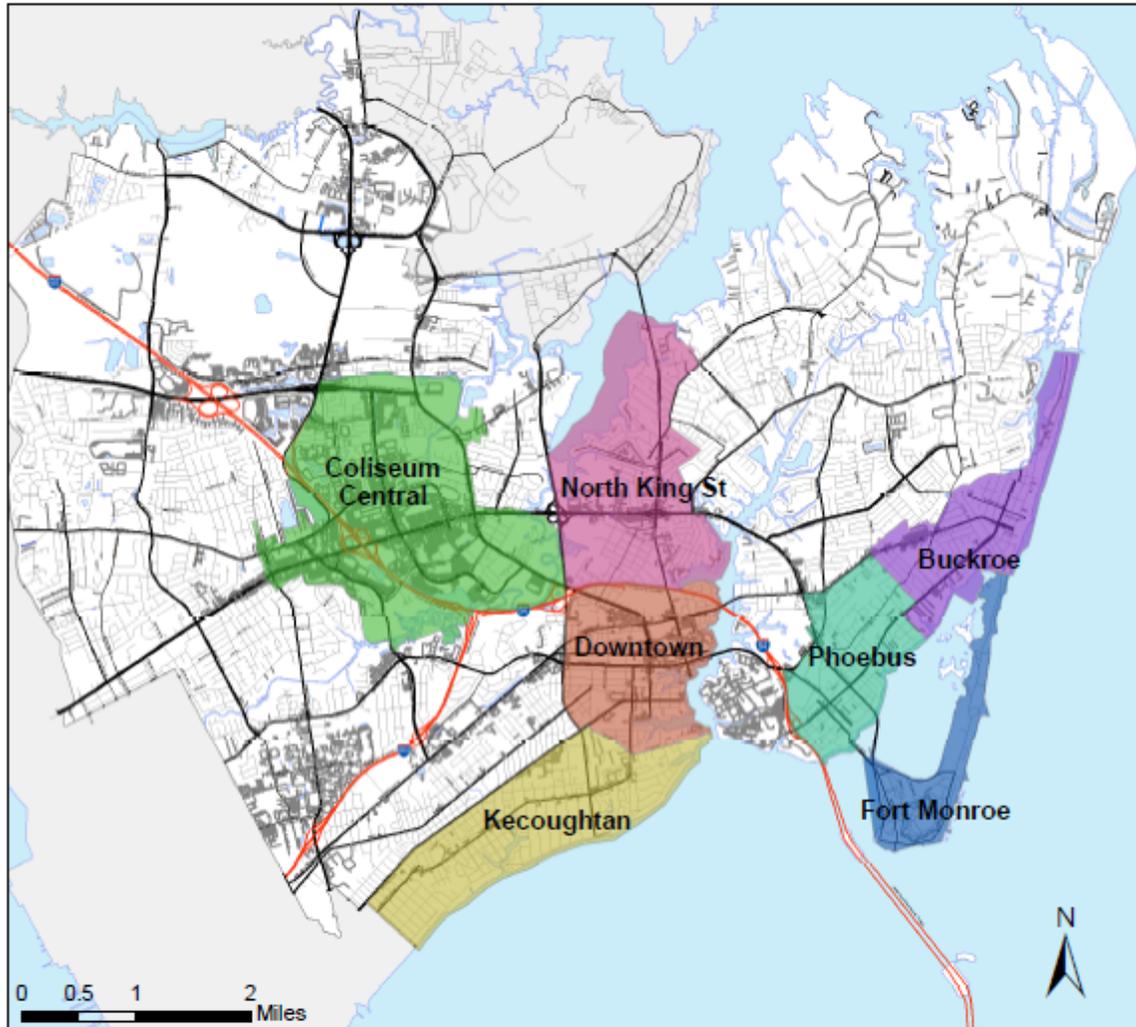
Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data

City of Hampton
 Community Development Department
 August, 2015

Note: This map adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Urban Development Areas



- | | |
|-----------------|---|
| Features |  Buckroe |
| |  Coliseum Central |
| |  Downtown |
| |  Fort Monroe |
| |  Kecoughtan |
| |  North King Street |
| |  Phoebus |
| |  Street Network |

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data

City of Hampton
 Community Development Department
 August, 2015

Note: This map adopted by City Council Aug. 12, 2015 (CPA 022-2015)

TRANSPORTATION POLICIES

Regional Leadership/Collaboration

TR Policy 1: Continue to play an active role in shaping and implementing regional transportation decisions.

TR Policy 2: Collaborate with public and private organizations to study and advocate transportation regulatory, funding, and legislative changes that promote the interests of the City and the region.

TR Policy 3: Work with the HRPDC and other agencies to promote regional “smart growth” initiatives.

TR Policy 4: Support State and Federal initiatives to reduce motor vehicle emissions, noise, and fuel consumption.

Community Development Initiatives

TR Policy 5: Coordinate transportation planning and investments with the City’s economic opportunities and priorities. Maintain and enhance access to the city’s key activity centers and strategic investment areas.

TR Policy 6: Promote internal circulation alternatives – including transit and pedestrian options - for priority city districts where appropriate.

TR Policy 7: Support continued maintenance dredging by the Army Corps of Engineers for pleasure craft, fishing, and other commercial vessels.

TR Policy 8: Promote mixed-use development to provide housing and commercial services near employment and to increase transportation options.

Note: Policy TR 15 adopted by City Council Aug. 12, 2015 (CPA 022-2015)

TR Policy 9: Promote infill, redevelopment, revitalization, and higher housing densities to support transit, bicycling, and walking.

TR Policy 10: Use landscaping and other improvements to create attractive and distinctive corridors and gateways into the city.

Intercity Travel

TR Policy 11: Continue to support the management and development of Newport News - Williamsburg International Airport. Support expansion and improvement of air passenger and air cargo operations, including support for new terminal construction. Support multi-modal connections between the Airport and Hampton.

TR Policy 12: Explore opportunities to develop heliport facilities at appropriate locations in the city and region.

TR Policy 13: Cooperate with State and regional organizations to improve the regional highway network linking the city to the region and the country.

TR Policy 14: Maintain and enhance intercity bus and passenger rail connections between the city and the rest of the country.

TR Policy 15: Designate growth areas as established pursuant to the Code of Virginia, section 15.2-2223.1. Develop and maintain the local planning and policy requirements needed to meet the objectives of House Bill 2 and supporting State legislation.

Neighborhoods

TR Policy 16: Develop policies that encourage and create “walkable” blocks and street connectivity.

TR Policy 17: Work with the appropriate public and private organizations to control truck movements in a manner that balances the

efficient movement of goods with the residential character of neighborhood streets.

TR Policy 18: Explore opportunities to reduce the impacts of through traffic on residential areas by improving the pedestrian environment within the existing rights-of-way.

TR Policy 19: Design and maintain the City street network to provide a variety of alternative routes so that the traffic loads on any one street are minimized.

TR Policy 20: Continue to implement traffic calming measures to slow traffic on local and collector residential streets.

Thoroughfares/Roadways

TR Policy 21: Maintain a hierarchy of streets that includes interstates, limited access, principal arterials, minor arterials, collectors, and local streets.

TR Policy 22: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

Demand Management & Efficiency

TR Policy 23: Protect existing transportation investments through appropriate maintenance programs.

TR Policy 24: Preserve, maintain, and enhance the existing transportation system by utilizing Intelligent Transportation System (ITS) techniques.

TR Policy 25: Support regional efforts such as "Traffix" to work with private interests and major employers to develop and coordinate trip reduction strategies.

TR Policy 26: Support land use decisions that reduce travel demand; encourage walking and bicycling; and, increase public transit usage.

TR Policy 27: Coordinate zoning, land use, and transportation policies and parking requirements.

Safety

TR Policy 28: Emphasize the safety of motorists, pedestrians, bicyclists, and property owners when prioritizing transportation facility and service improvements.

TR Policy 29: Prioritize the safety and health of school children in the design of roadway, sidewalk, and trail improvement projects that affect school travel routes.

Walking & Bicycling

TR Policy 30: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment centers, and shopping centers.

TR Policy 31: Create connecting paths for pedestrians and bicyclists in new developments and existing neighborhoods. Maintain and improve existing bicycle and pedestrian paths and trails.

TR Policy 32: Work with the Hampton Roads Planning District Commission and other public and private organizations to develop and implement regional bicycle routes, greenways, and waterways.

TR Policy 33: Encourage pedestrian activity and enhance pedestrian safety along residential streets and within strategic investment areas by providing public spaces, street-facing architecture, on-street parking, sidewalks, appropriate street lighting, furniture, bicycle parking, and street trees.

TR Policy 34: Promote aesthetically appealing public walkways to increase public access to waterfront and natural areas.

Transit

TR Policy 35: Work with HRT and other public and private organizations to promote a convenient and efficient public transit system, including special areas of unique need (e.g. convention center, regional mall, hospital complex, etc.).

TR Policy 36: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

Special Needs

TR Policy 37: Encourage the location of housing opportunities for the elderly and persons with disabilities in corridors where public transportation is available.

TR Policy 38: Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation projects and programs.

TRANSPORTATION IMPROVEMENTS

Improvements to the Road Network

The first step in identifying improvements to the road network was to identify the areas of greatest need. The objective was to address transportation challenges as well as land use and economic development opportunities. A list of critical transportation corridors and districts was developed using existing plans and studies and the City's list of strategic investment areas.

Local and regional transportation plans and studies were used to identify and evaluate existing deficiencies in the road network as well as potential future transportation challenges. The City's 2010 Comprehensive Plan, adopted small area plans, and the City's list of strategic investment areas, were used to identify land use and economic development opportunities. Strategic investment areas include: Downtown Hampton, Coliseum Central, Buckroe, Kecoughtan Road Corridor, North King Street Corridor, and Phoebus.

Proposed improvements to the road network include several different types of projects: road widening and extensions, construction of new alignments, intersection improvements, and general improvements or upgrades (e.g. pipe ditches, curb and gutter, realignments, etc.).

The list of critical transportation corridors and districts provided a conceptual framework for developing a more detailed list of proposed road improvement projects. The following details critical transportation corridors and districts, which are represented on the Critical Transportation Corridors and Districts Map.

Critical Transportation Corridors and Districts:

A. Interstate 64 Corridor – Challenge: Alleviate traffic congestion, enhance traffic

flow, plan for future traffic volume increases, and provide a more efficient connection between Hampton and Norfolk/Virginia Beach. Improve interstate access to Downtown Hampton, spurring redevelopment of the North Armistead Avenue/North Back River Road area.

B. East-West Corridor: North Armistead Avenue to King Street – Challenge: Alleviate traffic congestion and reduce volumes on N. Armistead Avenue and Mercury Boulevard (between Armistead and Fox Hill Road) and other local streets. Provide an alternative east/west connection from N. Armistead to King Street, parallel to Mercury Boulevard.

C. North-South Corridor: Big Bethel Road – Challenge: Alleviate traffic congestion and improve traffic flow on Big Bethel Road and Todds Lane. Enhance the north-south access in the Northampton section of the city.

D. North-South Corridor: Magruder Boulevard/Coliseum Drive/North Armistead – Challenge: Alleviate traffic congestion and reduce volumes on N. Armistead Avenue and Magruder Boulevard between Hampton Roads Center Parkway and the northern city limits. Provide access to developable land along Butler Farm Road and Nettles Lane.

E. East-West Corridor: Little Back River Road/Fox Hill Road/Harris Creek Road – Challenge: Increase access to the northeastern quadrant of the city from Mercury Boulevard through alternative routes. Alleviate traffic congestion and reduce volumes on Fox Hill Road and increase access to residential developments north of Fox Hill Road. Implement road strategies from the Harris Creek Small Area Plan.

F. North-South Corridor: Old Buckroe Road/Woodland Road – Challenge: Explore alternative north/south connections between N. Mallory Street/East Pembroke Avenue and Fox Hill Road and improve access to I-64 from the areas of Fox Hill and Buckroe. Enhance access to the Buckroe area and explore the potential for neighborhood revitalization in the areas bounded by Woodland Road, Pembroke Avenue, and Mallory Street.

G. Coliseum Central District – Challenge: Implement transportation strategies from the Coliseum Central Master Plan.

H. Downtown Hampton District – Challenge: Implement transportation strategies from the Downtown Hampton Master Plan.

I. Kecoughtan Road Corridor – Challenge: Address changing traffic dynamics of the Shell Road and Kecoughtan Road corridors to be more sensitive to the neighborhoods these roads serve. Implement strategies of the Kecoughtan Road Corridor Master Plan.

Candidate road projects were identified to address the challenges within the critical transportation corridors and districts. The candidate projects were evaluated and prioritized using the following criteria:

- ◆ **Community Development** – implements specific district, neighborhood, or corridor plan objectives.
- ◆ **Safety** – increases safety for vehicle occupants, pedestrians, bicyclists, and/or property owners.
- ◆ **Level of Service** - increases service level (facility or system) through improved access, convenience, and/or reduced congestion.

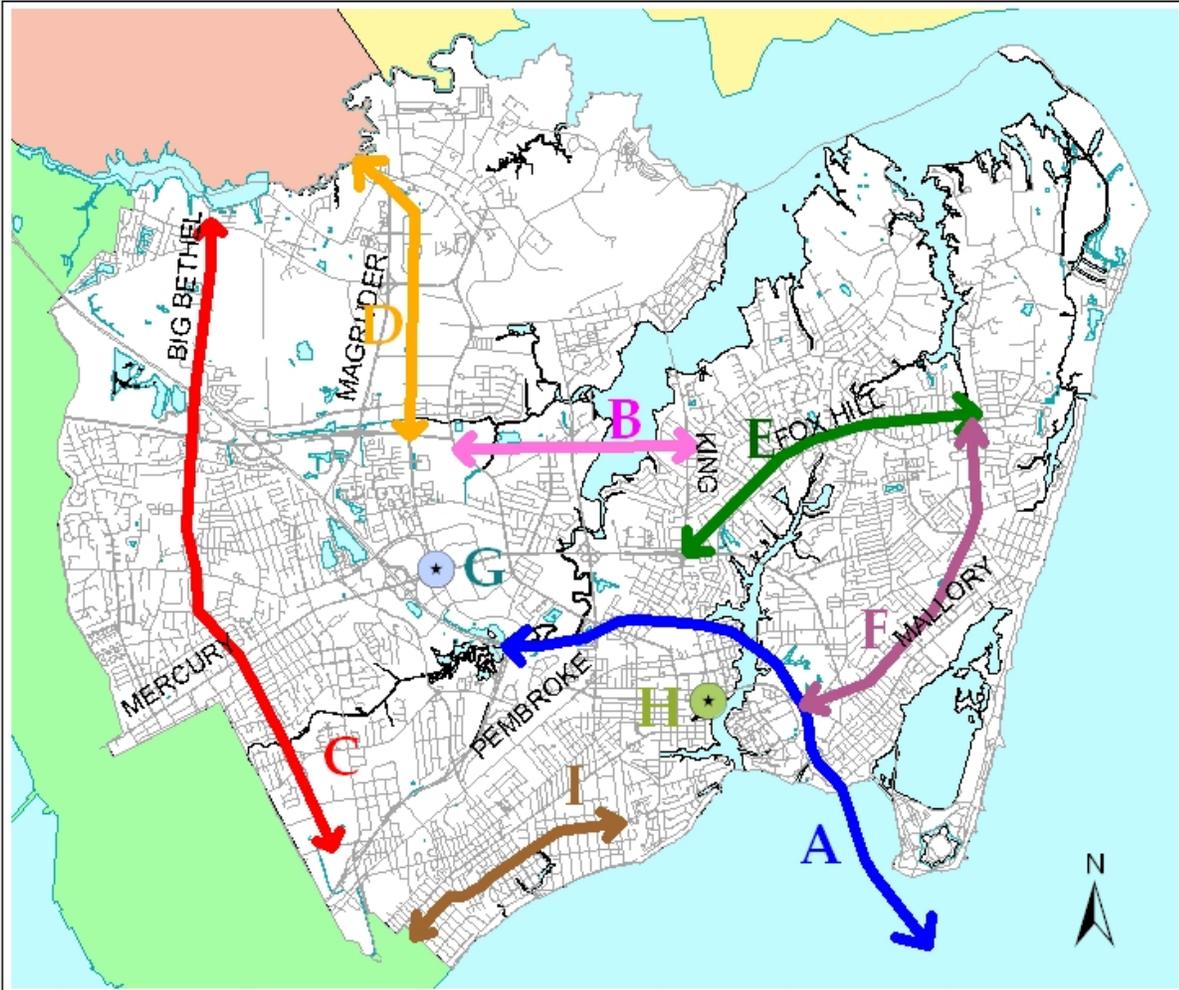
- ◆ **Regional Access** – improves regional access to City facilities, districts, and uses that have a city-wide and/or regional service area.
- ◆ **Cost Effectiveness** – provides the most cost-effective solution to the transportation problem or opportunity.

The evaluation process also considered financial constraints based on expected levels of local, State, and Federal funds. A conservative estimate of \$5 million per year over the next 20 years was assumed from State and Federal sources. (This number is based on trends over the past several years and reflects reduced State and Federal funding.) A local contribution of \$1 million per year over the next 20 years was also estimated to be available. Given the above amounts, the City would have approximately \$120 million to fund projects over the next 20 years. Imposing this funding constraint on the prioritized list of candidate projects resulted in the final recommendation for improvements to the road network. Projects are grouped in the following two categories:

- ◆ **2005-2025 Projects** – These projects are identified as being the most critical for meeting the city’s needs and as capable of being funded within the estimated 20-year financial constraint (see Transportation Plan Map).
- ◆ **Future Projects** – These are identified as key projects to the City’s future; however, funding is not expected to be available based on the estimated 20-year financial constraint.

Figures #6 and #7 show the complete list of road projects, separated into anticipated projects between years 2005-2025 and future projects. This plan will be re-evaluated and updated to address changing transportation needs and to reflect the status of available funds and funding sources.

Critical Transportation Corridors & Districts



- Features**
- Interstate Corridor A
 - East-West Corridor B
 - North-South Corridor C
 - North-South Corridor D
 - East-West Corridor E
 - North-South Corridor F
 - Coliseum Central District G
 - Downtown District H
 - Kecoughtan Corridor I
 - Street Network

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Public Works Department
 HRPDC Transportation Data
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Item Number	Road Projects (not in priority order)	Anticipated Funding Source*
2005-2025		
1	Hampton Roads Bridge Tunnel/I-64 – Widen (I-664 to Norfolk)	NHS/RSTP
2	King Street Interchange/Rip Rap Road Extension	NHS/RSTP
3	N. Armistead Avenue/LaSalle Avenue Interchange	NHS/RSTP/ Urban
4	Saunders Road – Widen (Big Bethel Road to Newport News City Limits)	RSTP
5	Commander Shephard Boulevard Phase 1	Urban
6	Commander Shephard Boulevard Phase 2	Urban
7	Fox Hill Road - Widen (Old Fox Hill Road to Nickerson Boulevard - add center turn lane)	Urban
8	Hampton Roads Center Parkway/Big Bethel Road – Grade Separation	Urban
9	Little Back River Road - Widen (N. King Street to Harris Creek Road)	Urban
10	N. Armistead Avenue Phase 1B (New Link Road to Mercury Boulevard)	Urban
11	Back River Road - Extension (Thornette Street to Kecoughtan Road)	Urban
12	Power Plant Parkway - Upgrade (Briarfield Road to Pine Chapel Road)	Urban
13	Todds Lane - Widen (Aberdeen Road to NNCL - add center turn lane)	Urban
14	Todds Lane/Big Bethel Road - Upgrade Intersection	CMAQ/Local
15	Beach Road - Straighten curves at various locations	Local
16	Beach Road - Upgrade (Canal Road to Long Creek Bridge)	Local
17	Buckroe Avenue - Upgrade (Old Buckroe Road to beachfront)	Local
18	Coliseum Drive/Mercury Boulevard – Flyover Removal & Intersection Improvements	Local
19	Coliseum Mall Redevelopment - Road Extensions on Mall property	Local
20	Commerce Drive – Extension (Convention Drive to Cunningham Drive)	Local
21	E Street - Upgrade/Widen (58th Street to Briarfield Road)	Local
22	Enfield Road - Upgrade (Von Schilling Drive to Mercury Boulevard)	Local
23	Harris Creek Road - Upgrade/Widen (Fox Hill Road to road end)	Local
24	Ivy Home Road – Upgrade (Victoria Blvd. to Blackbeard’s Point)	Local
25	Mallory Road - Upgrade (Pembroke Avenue to Buckroe Avenue)	Local
26	Pembroke Avenue - Upgrade (Old Buckroe Road to Mallory Street)	Local
27	N. King Street - Upgrade (Mercury Boulevard to Little Back River Road)	Local
28	Riverdale Shopping Center Redevelopment - Road Extensions on Center property	Local
29	Silver Isles Boulevard - Upgrade/Widen (Hall Road to Beach Road)	Local
30	Von Schilling Drive - Upgrade (Cunningham Drive to Coliseum Mall)	Local

*NOTE: NHS – National Highway System
 RSTP – Regional Surface Transportation Program
 Urban – Urban Allocation Fund
 CMAQ – Congestion Mitigation and Air Quality

Figure #6

Item Number	Road Projects (not in priority order)	Anticipated Funding Source*
Future Projects		
31	Big Bethel Interchange at I-64	NHS/RSTP
32	Big Bethel Road - Widen (Todds Lane to Semple Farm Road)	Urban
33	Briarfield Road - Upgrade/Widen (Big Bethel Road to Aberdeen Road)	Urban/Local
34	Coliseum Drive - Extension (Hampton Roads Center to Research Drive)	Urban/Local
35	Coliseum Drive/Hampton Roads Center Parkway Intersection Improvements	Urban/Local
36	Hampton Roads Center Parkway - Widen (I-64 to N. Armistead Avenue)	Urban
37	Hampton Roads Center Parkway - Widen (I-64 to Big Bethel Road)	Urban
38	N. King Street - Widen (Little Back River Road to LAFB)	Urban
39	Magruder Boulevard - Widen (I-64 to City Limits)	Urban
40	East/West Connection Study (N. Armistead Avenue @Hampton Roads Center Parkway to LaSalle Avenue/King Street/Fox Hill Road)	Urban
41	N. Armistead - Widen (Mercury Boulevard to Hampton Roads Center Parkway)	Urban
42	N. Armistead Avenue - Widen (Hampton Roads Center Parkway to Commander Shepard)	Urban
43	N. Armistead Avenue/Pembroke Avenue Intersection Realignment	Urban/Local
44	Wythe Creek Road - Widen (N. Armistead Avenue to City Limits)	Urban
45	Butler Farm Road - Upgrade/Widen (Manhattan Drive to N. Armistead Avenue)	Local
46	Cunningham Drive - Extension (Mercury Boulevard to Pine Chapel Road)	Local
47	Convention Drive - Extension (Coliseum Drive to Cunningham Drive)	Local
48	Corridor Study (Connection between Fox Hill Road/Old Buckroe Road & I-64/Woodland Road)	Local
49	Corridor Study (Connection between Fox Hill Road/Andrews Boulevard & "new corridor")	Local
50	Dandy Point Road - Upgrade (Beach Road to end)	Local
51	Floyd Thompson Boulevard - Extension (Research Drive to N. Armistead Avenue)	Local
52	Medical Drive - Extension (Marcella Road to Cunningham Drive)	Local
53	Nettles Lane - Upgrade/Widen (Magruder Boulevard to N. Armistead Avenue)	Local
54	New East/West Road (Coliseum Boulevard at Sentara to N. Armistead Avenue)	Local
55	Old Buckroe Road - Upgrade/Widen (Pembroke Avenue to Fox Hill Road)	Local

*NOTE: NHS – National Highway System
 RSTP – Regional Surface Transportation Program
 Urban – Urban Allocation Fund
 CMAQ – Congestion Mitigation and Air Quality

Figure #7

Item Number	Road Projects (not in priority order)	Anticipated Funding Source*
Future Projects		
56	Pine Chapel Road - Realign (Coliseum Drive to Cunningham Drive)	Local
57	Research Drive - Extension (Basil Sawyer Drive to Armistead Avenue/Commander Shepard Boulevard)	Local

*NOTE: NHS – National Highway System

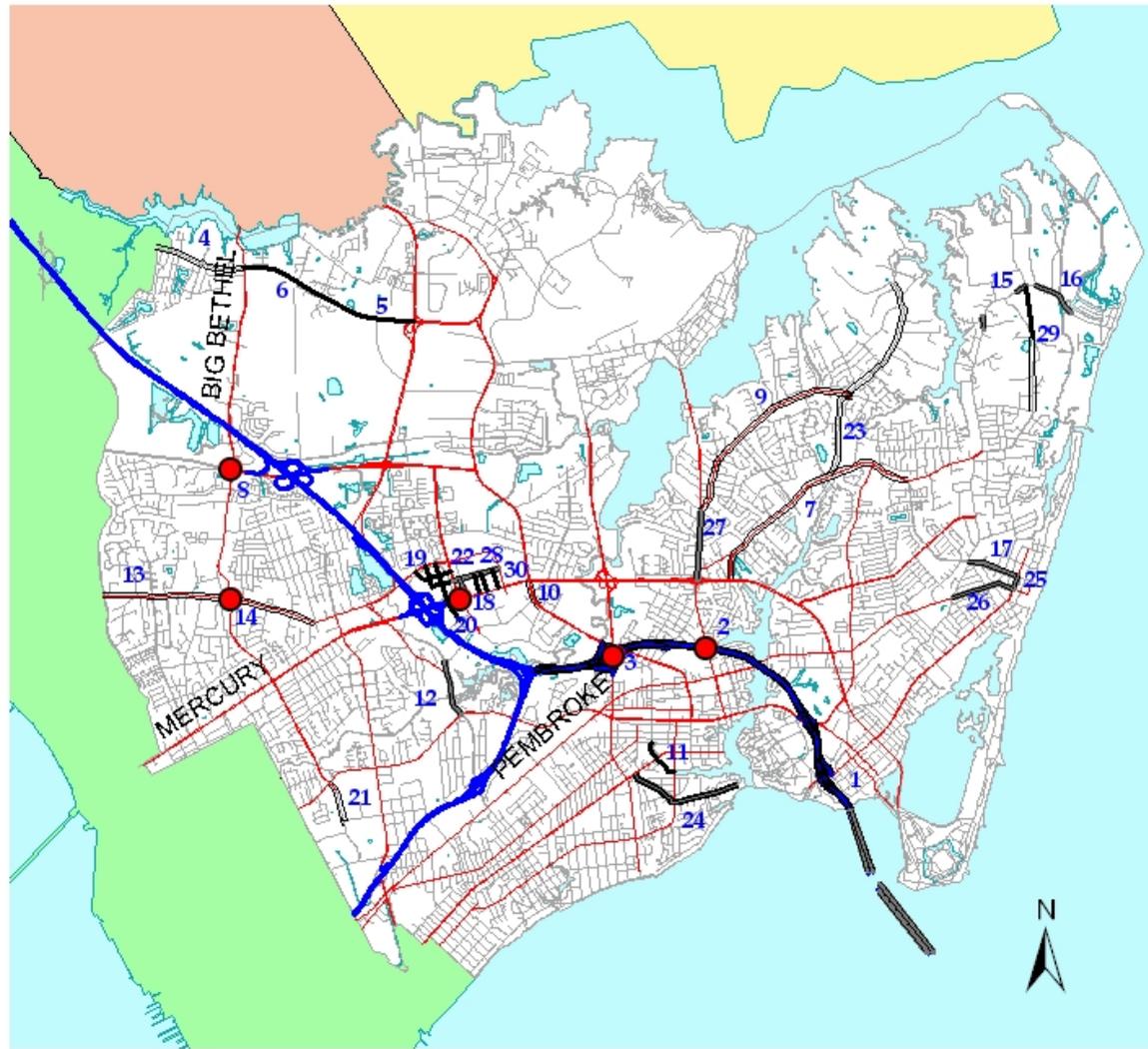
RSTP – Regional Surface Transportation Program

Urban – Urban Allocation Fund

CMAQ – Congestion Mitigation and Air Quality

Figure #7

Transportation Plan



Features

- Road Projects 2005-2025
-  EXTENSION/NEW ROAD
-  ROAD IMPROVEMENT
-  WIDEN FACILITY
-  Intersection Improvements
-  Interstate
-  Arterial
-  Local

**Hampton Community Plan
Transportation Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department
 February, 2006

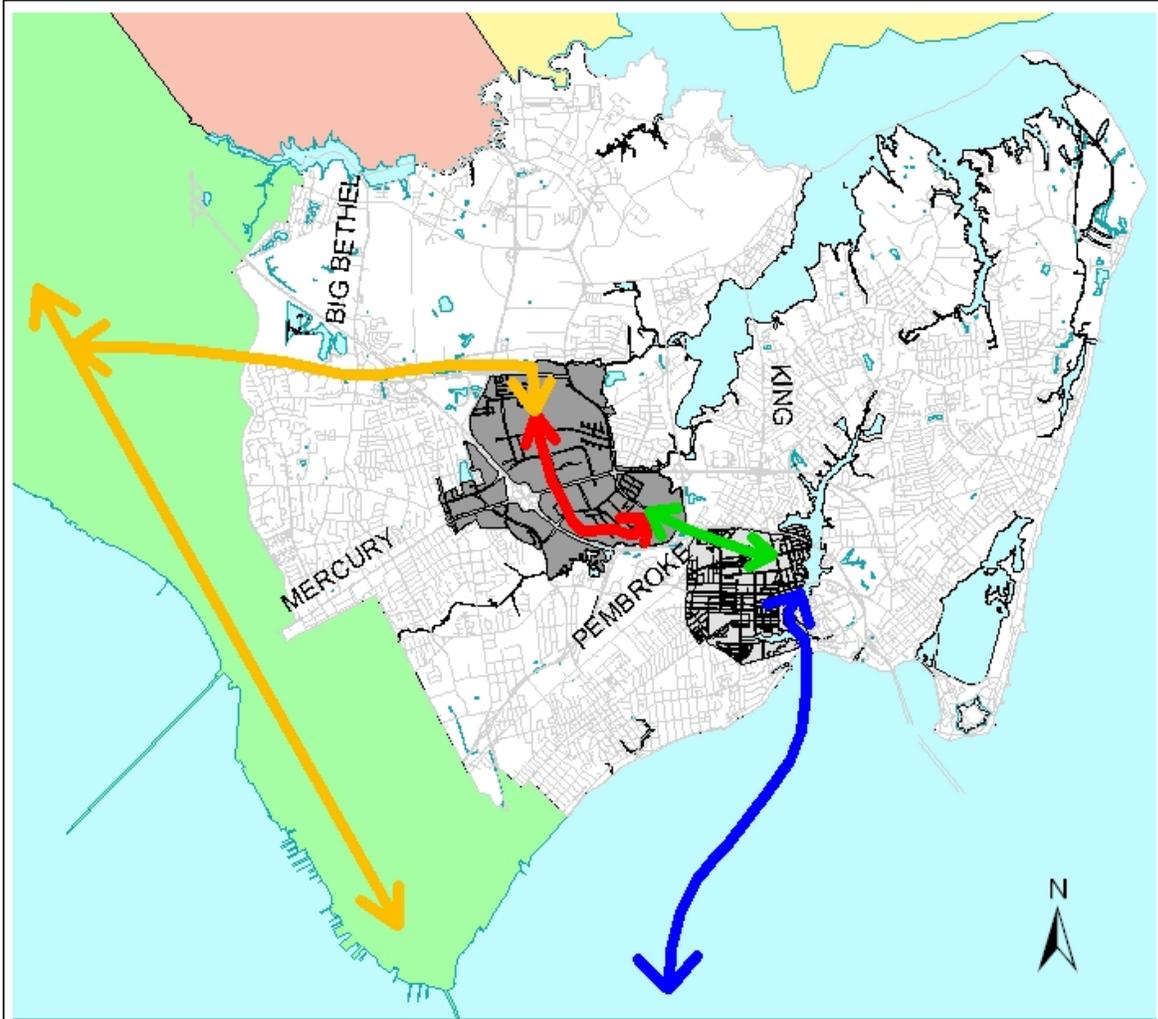
Transit Corridors and Districts

Potential transit corridors and districts are identified as a component of the City's overall strategy for addressing long-term transportation challenges and land use and economic development opportunities. Further study of transit development within these districts and corridors is recommended in coordination with the maintenance and improvement of the road network and the bus system that serves the city. Potential transit corridors and districts include:

- ◆ **Intercity Transit Corridors** – Potential transit corridors using light rail and/or bus rapid transit that would connect Hampton activity centers to the CSX rail corridor in Newport News with potential expansion to south Hampton Roads. Optional routes include Hampton Roads Center Parkway/Coliseum Drive; Mercury Boulevard; and Pembroke Avenue (existing rail rights-of-way). Potential extensions might include York County, military bases,
- the Buckroe/Phoebus area, and future improvements to I-64/HRBT.
- ◆ **Transit Circulator Service** – Fixed guideway system (e.g. monorail) and/or shuttle bus system within the Coliseum Central area. Initial phase could be developed for service during special events, conventions, and/or seasonal activity.
- ◆ **Intracity Transit Connections** – Expand shuttle bus system and/or extend fixed guideway system to provide connections between the Coliseum Central and Downtown Districts.
- ◆ **Ferry System** – Provide water access connections between Downtown and activity/employment centers in other Hampton Roads localities.

The Potential Transit Corridors and Districts Plan shows the general location of these areas and their relationship to each other.

Potential Transit Plan



Features

-  Rapid Transit Corridors
-  District Connector
-  Coliseum Central Transit
-  Ferry Connections
-  Coliseum Central District
-  Downtown District

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 Hampton Roads Transit



City of Hampton
 Planning Department

February, 2006

VI. Community Facilities

OVERVIEW

Purpose

The Community Facilities section of Hampton’s Community Plan addresses educational, recreational, cultural, public safety, utilities, health and human services, and City administrative facilities. This section of the Plan considers these facilities on a regional, city-wide, and neighborhood scale. These facilities support the services provided by the City and in cooperation with other public and private agencies, they protect the safety and well-being of the community and provide opportunities for personal growth and recreation.

This section of the Plan identifies policies and strategies to guide future investments in community facilities. These policies and strategies are intended to be comprehensive, general, and long range. This section of the Plan focuses on:

- ◆ Opportunities to strengthen the relationship between investments in community facilities and the vision, goals, and objectives identified in the Community Plan (e.g. linking investments in education to Healthy Neighborhoods).
- ◆ Opportunities for integration and coordination of service delivery from more than one City department or program area.
- ◆ Opportunities for joint service delivery with one or more agencies or municipalities within the region (e.g. coordination between K-12 educational programs and the Virginia Air and Space Center or the Hampton History Museum).
- ◆ Opportunities to encourage reinvestment, keeping high standards of maintenance, and enhancing the appearance of existing facilities.

- ◆ Providing direction for the annual preparation of the City’s Capital Improvements Plan and for the preparation of more detailed implementation plans – such as neighborhood plans and facility master plans.

The Community Facilities section identifies recommendations for major investments in community facilities that are anticipated over a period of up to twenty years. These recommendations may also be identified in earlier plans or studies. Detailed recommendations regarding facility needs and the design, construction, or operation of specific community facilities may be found in the plans and studies of individual City departments, public agencies, or private organizations.

The plan for community facilities is closely related to other sections of the Plan and to the community’s vision and goals. Examples of these relationships include:

- ◆ Community facilities are essential to the attractive physical appearance, perception of safety and high desirability, and the overall quality of life in the city.
- ◆ High quality community facilities are a key component of meeting our goals for Strong Schools, Healthy Neighborhoods, and contributing to the growth and development of children and youth.

Community Facilities Objectives

There are a number of general objectives or best practices that apply to the development of community facilities. These objectives are listed in the table below.

Community Facilities Objectives	
1.	Provide community facilities that are targeted to address the needs of both city residents and visitors.
2.	Provide community facilities that are attractive, well designed, and well maintained.
3.	Provide facilities that are responsive and adaptable to changing needs.
4.	Promote the safety and security of facility users in the design and operation of community facilities.
5.	Promote partnerships with private, non-profit, and government agencies in the provision of community facilities.
6.	Promote joint-use and multi-use community facilities.
7.	Use facility and service level standards to promote efficient and cost-effective planning for new or expanded facilities.
8.	Maximize facility access and convenience. Provide access by a variety of transportation modes.
9.	Address the needs of special populations including low income, youth, elderly, and persons with disabilities.
10.	Follow site selection guidelines when planning for new community facilities.
11.	Recognize the importance of schools and other community facilities to the social and economic vitality of the city.
12.	Locate, design, and develop conservation areas and public open spaces to create a sense of community and to define and connect neighborhoods and districts.

13.	Reinforce community identity, civic values, and a commitment to customer service in building architecture and site design.
14.	Promote maintenance, reinvestment, preservation, adaptive reuse, and renewal of existing facilities and sites.
15.	Coordinate service delivery to promote efficiency and avoid duplication.
16.	Use investments in community facilities to leverage investments from the business community and not-for-profit organizations.

EXISTING CONDITIONS

Education

Hampton Schools (Pre K-12) - The Hampton City School system (HCS) serves about 23,000 students and operates 36 school buildings. The system includes 26 elementary schools including 3 fundamental schools, 1 academy program, 7 year round, and 1 English as a Second Language (ESL) center. Additionally, a program for gifted students in grades 3 through 5 operates at Mary Peake Center. Full-day kindergarten is offered in 21 elementary schools. The remaining schools will implement full day kindergarten in the 2004-05 school year.

The Hampton City Schools Strategic Plan adopted by the School Board on October 5, 2005 is adopted by reference as part of the Hampton Community Plan.

Preschool programs include Title I preschool (APPLE), the Virginia Preschool Initiative (VPI), and the pre-kindergarten program GROW. Total enrollment in these programs in 2003 was 400. The Virginia School for the Deaf and Blind, located at 700 Shell Road, is currently shared with HCS preschool programs.

There is one charter school, Hampton Harbour Academy, which offers an alternative education setting for grades 3-12. Beginning with academic year 2004-05, the charter for Hampton Harbour Academy has been amended to serve grades 3 – 8. The high school alternative program will be housed at Phoebus High School. The enrollment for academic year 2003-04 is 196.

Table CF #1 HCS Enrollment Academic Year 2003-04	
Level	Number of Students
Elementary Schools	10,373
Middle Schools	5,694
High Schools	6,946
Total	23,013
Source: HCS Administration, May 2004	

Table CF #2 HCS Elementary Schools		
School Name	Grades	Special Programs
ABERDEEN	K – 5th	Year Round Program, Title I, Uniform Dress
ARMSTRONG	K – 5th	Fundamental
ASBURY	K – 5th	
BARRON	K – 5th	Fundamental
BASSETTE	K – 5th	Year Round Program, Title I
BOOKER	Pre K – 5th	Head Start
BURBANK	K - 5th	International Baccalaureate Primary Years Program, Title I
CARY	K – 5th	Title I
COOPER	Pre K – 5th	Year Round Program, GROW, Head Start, Virginia Pre-School Initiative, Star Achievers Academy, Title I
FORREST	K – 5th	
JANE BRYAN	K – 5th	Uniform Dress
KRAFT	K – 5th	
MACHEN	K – 5th	Title I
MALLORY	K – 5th	Title I
MARY PEAKE	3rd to 5th	Gifted Center
MERRIMACK	K – 5th	Year Round Program, Title I, Uniform Dress
MOTON	K – 5th	Title I
PHILLIPS	K – 5th	
LEE	Pre K – 5th	Year Round Program, Head Start, Title I, Uniform Dress
LANGLEY	K – 5th	ESL
SMITH	K – 5th	Year Round Program, Title I
TARRANT	K – 5th	Uniform Dress, Title I
TUCKER CAPPS	K – 5th	Fundamental
TYLER	Pre K -5th	Title I Preschool (APPLE)
WYTHE	K – 5th	Year Round Program, Title I, Uniform Dress
DOWNTOWN HAMPTON CHILD DEV. CENTER	Pre - K	Virginia Pre-School Initiative
Source: HCS Administration, May 2004		

There are six middle schools including one fundamental, one magnet, and one year-round program.

There are four high schools. The Center for High Tech is housed at Phoebus High School. Students may also access additional programming at the New Horizons Regional Education Center (NHREC). NHREC houses the Governor’s School for Science and Technology, specialized Career and Technical Education programs, and specific special education services.

In addition to the high school programs, NHREC supports an Adult Continuing Education and Apprenticeship program.

City Assessors data files show that there were 19 private schools in the City of Hampton in 2003. This includes 13 elementary, 4 middle, 1 high school, 1 special education center, and 4 technical private schools. According to HCS records total K-12 enrollment in private schools in school year 2002-2003 was 2,466 including homebound, GED, and the Downtown Hampton Child Development Center. Additionally there were 280 students enrolled in K-12 home school programs.

**Table CF #3
HCS Middle and High Schools**

School Name	Grades	Special Programs
HAMPTON HARBOUR ACADEMY	3rd to 8th	Charter School, Alternative Education, Year Round, Title I, Uniform Dress
DAVIS MIDDLE SCHOOL	6th to 8th	
EATON MIDDLE SCHOOL	6th to 8th	Fundamental
JONES MIDDLE SCHOOL	6th to 8th	Magnet School, Laptop Initiative
LINDSAY MIDDLE SCHOOL	6th to 8th	Uniform Dress, Laptop Initiative
SPRATLEY MIDDLE SCHOOL	6th to 8th	Year Round Program, Uniform Dress, Laptop Initiative
SYMS MIDDLE SCHOOL	6th to 8th	
BETHEL HIGH SCHOOL	9th to 12th	
HAMPTON HIGH SCHOOL	9th to 12th	ESL
KECOUGHTAN HIGH SCHOOL	9th to 12th	
PHOEBUS HIGH SCHOOL	9th to 12th	Center for High Technology, Blue Phantom Inn
NEW HORIZONS REGIONAL EDUCATION CENTER		Governor’s School for Science and Technology, Career and Technical Education specialized programs, Special Education (specific services)

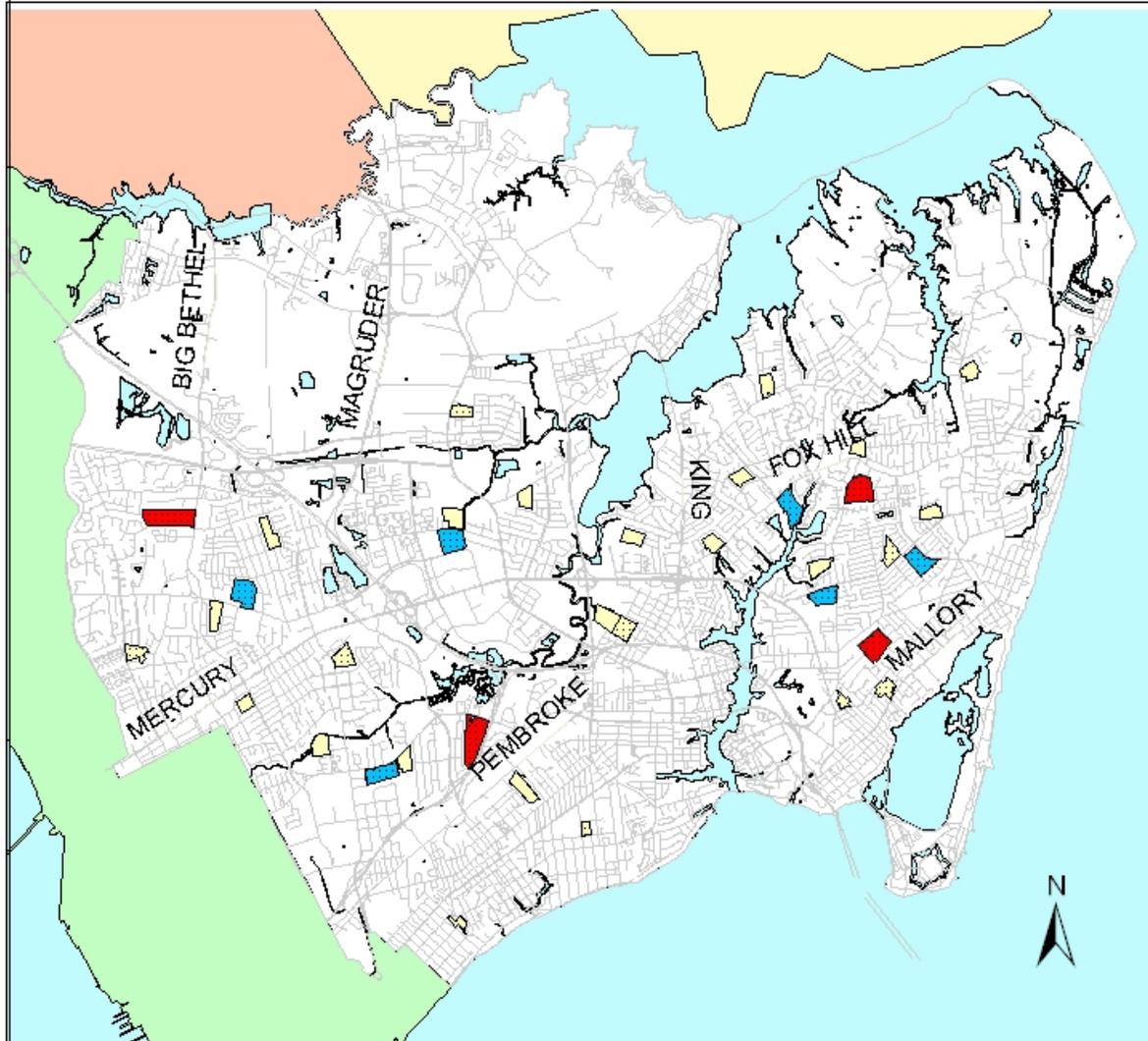
Source: HCS Administration, May 2004

Higher Education

Hampton University - Formerly known as Hampton Normal and Agricultural Institute, Hampton University (HU) opened its doors in 1868 to educate young African-Americans. Hampton University strives to promote the precepts of high academic standards while promoting efficiency, character, and service among students and faculty. Its 100 acre campus is located along the Hampton River across from Downtown Hampton. Enrollment for 2003 was 5,700 students from 49 states and 35 countries.

HU is comprised of 6 schools: Business, Engineering and Technology, Liberal Arts and Education, Nursing, Pharmacy, and Science, a Graduate College, and a College of Continuing Education. The University offers 38 bachelor's degree programs and 14 master's degree programs, as well as 4 doctoral or professional degrees.

Public Schools



Features

-  Shared Facilities
-  High Schools
-  Middle Schools
-  Elementary Schools
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department
 February, 2006

Thomas Nelson Community College - Thomas Nelson Community College (TNCC) is a two-year institution of higher education that opened in 1968.

TNCC's 86 acre main campus includes administrative offices, classrooms, auditoriums, computer labs, a library (open to the public), and a number of other specialized facilities. Current enrollment at TNCC is over 12,000 students. TNCC serves residents of the cities of Hampton, Newport News, Poquoson, and Williamsburg, and the counties of James City and York. Programs offered in other locations include the Historic Triangle campus in James City County as well as several high schools throughout the area. The college offers college transfer, occupational-technical and workforce training programs. TNCC also provide comprehensive non-credit continuing education offerings to the community.

Other local colleges include Saint Leo College and Embry Riddle Aeronautical University, both located at Langley Air Force Base.

Other Colleges and Universities in Hampton Roads - Other colleges and universities in Hampton Roads include Christopher Newport University (Newport News), the College of William and Mary (Williamsburg), Norfolk State University (Norfolk), Old Dominion University (Norfolk), Tidewater Community College (Chesapeake, Norfolk, Portsmouth, Virginia Beach), Regent University (Virginia Beach), Eastern Virginia Medical School (Norfolk), as well as various extensions from other universities and colleges.

Major Research Facilities

- National Aeronautics and Space Administration (NASA) - Langley Research Center in Hampton.

- National Institute of Aerospace (NIA) located at Hampton Roads Center North Campus.

- Thomas Jefferson National Accelerator Facility (Jefferson Lab) located in Newport News, is managed and operated by Southeastern Universities Research Association (SURA) for the U.S. Department of Energy (DOE).

Vocational Education

Peninsula Workforce Development Center - The Peninsula Work Force Development Center is administered by Thomas Nelson Community College and is located adjacent to the TNCC main campus. The Center offers a variety of workforce training and development programs as well as employer assistance for economic development. The Center also administers the Workforce Investment Act (WIA), One-Stop Career and collaborates with the Virginia Employment Commission (VEC) for employment assistance and placement. The center is part Work Force Development Services and the Continuing Learning Education System of the State of Virginia. (For additional information see the Economic Development section of the Community Plan.)

Other private vocational education centers include the Tidewater Studio of the Performing Arts and the Virginia School of Hair Design.

Public Libraries / Documentation and Information Centers

The mission of the Hampton Public Library is to provide Hampton citizens with the intellectual tools necessary for a lifetime of learning and civic participation. To this end, the library emphasizes sound early childhood development, guidance to knowledge, collections and connections, and a community place to learn. Currently there are five public library facilities and a mobile library outreach service operated by the City of Hampton:

1. **Main Library** (4207 Victoria Blvd.) – This 53,000 square foot facility replaced the adjacent Charles H. Taylor Memorial

Library as Hampton's central library in 1987. This facility offers public meeting rooms, a special collections department, a reference department, an Internet learning laboratory, a children's department, adult and children's books, magazine and audio/visual collections, a parent education and information center, and an adult literacy tutoring center. Staff provides web based services, computer training, and extensive children's and family literacy programming. Administrative and technical support offices for the entire library system are housed in the main library.

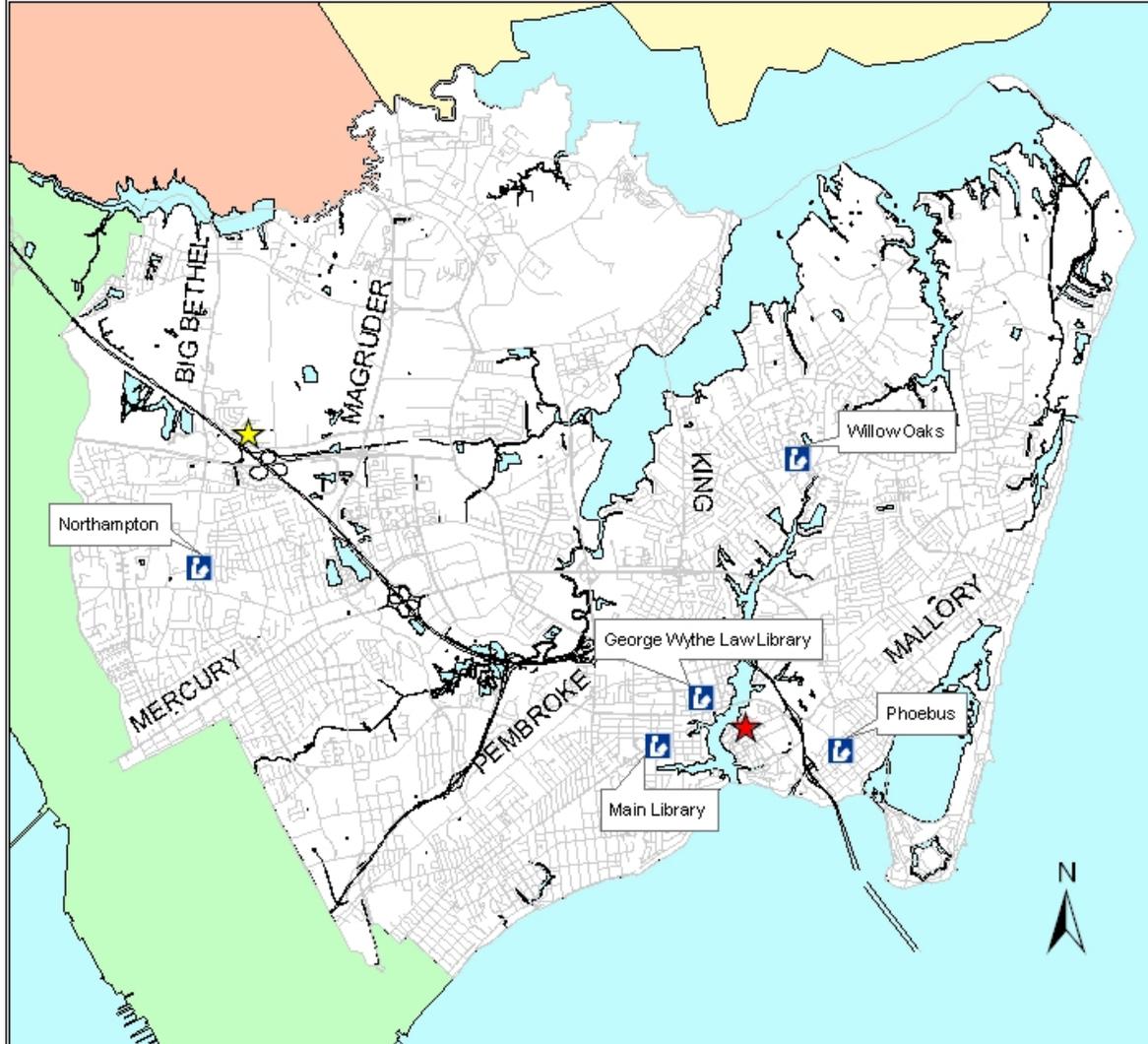
2. **Northampton Branch Library** (5936 Big Bethel Rd.) – This 8,256 square foot facility, leased in 1990, replaced a branch formerly operated in Forrest Elementary School. Prior to that, the library started in Bethel High School. This branch library provides public Internet computers, adult and children's books, magazine and audiovisual collections, a parent information and education center, reference assistance, and children's programming. It offers limited public meeting space.
3. **Willow Oaks Branch Library** (227 Fox Hill Rd.) – This 7,788 square foot facility was leased in 1990 and expanded in 2000. It replaced a 1,990 square foot branch located in the same shopping center. This branch library provides public Internet computers, adult and children's books, magazine and audiovisual collections, a parent information and education center, reference assistance,

and children's programming. It offers limited public meeting space.

4. **Phoebus Branch Library** (1 South Mallory St.) – This 6,450 square foot facility was leased in 1989. It replaced a branch library operated in the former Phoebus Elementary School. This facility provides public Internet computers, adult and children's books, magazine and audiovisual collections, a parent information and education center, reference assistance, and children's programming. This branch offers adaptive computer technology for the handicapped and houses the mobile library outreach service which provides library materials and programming to child care facilities, senior residence facilities, and after-school programs. This branch offers limited public meeting space.
5. **George Wythe Law Library** (101 Kings Way) – The law library is located on the second floor of the Hampton Circuit Court building. It is funded by court fees and provides legal reference books and online legal information services. Identical online legal information (Westlaw) is also available in the main library. This law library is operated by the public library under the direction of the Hampton Circuit Court.

Other services are provided by the Hampton Public Library Book Mobile and Book Van. Books and other materials are delivered to special populations, particularly young children and seniors.

Higher Education & Libraries



Features

-  Hampton University
-  Thomas Nelson Community College
-  Libraries
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department
 February, 2006

Parks and Recreational Facilities

Waterfront and Feature Parks - These facilities total 1,128 acres of local park land. These are large scale park facilities that serve city-wide and regional recreational needs. The uniqueness of these parks and the quality program offerings make these facilities important assets for both the city and the Hampton Roads region.

1. **Sandy Bottom Nature Park** is a 456 acre environmental education and wildlife management facility. It includes a 10,000 square foot nature center overlooking Sandy Bottom Lake as well as playgrounds, picnic facilities, camping, boating, fishing, and an extensive network of hiking and walking trails.
2. **Bluebird Gap Farm** is located on a 60 acre property and has a 12,568 square foot facility that offers a variety of farm-related attractions and picnic facilities.
3. **Grandview Nature Preserve** is located in the northeast corner of the city of Hampton. The Preserve covers over 475 acres of salt marsh, tidal creeks, and Chesapeake Bay beachfront.
4. **Buckroe Beach and Park** is a beachfront park located on the Chesapeake Bay. Facilities include a large stage, restrooms, playground, parking, and picnic facilities.
5. **Carousel Park** is located at 602 Settlers Landing Road in Downtown Hampton. This is a two acre urban park and plaza on the waterfront. Carousel Park features a restored wooden carousel from 1920.
6. **Air Power Park** is a 15 acre park and museum located near the intersection of Mercury Boulevard and LaSalle Avenue. Air Power Park features over 50 indoor and outdoor exhibits including real fighter

aircraft, missiles and rockets, and a children's playground in a park-like setting.

7. **Gosnold's Hope Park** consists of 105 acres with 4,536 square feet of recreational facilities. It offers picnic facilities, shelters, campsites, restrooms, a public boat ramp, a fitness trail, athletic fields, children's playground, and a BMX bicycle track.
8. **Mill Point Park** is a 2 acre park located on the Downtown Hampton waterfront. It includes a 300 seat amphitheater and a picturesque view of the Hampton River. The park hosts a variety of special events, concerts, and festivals.
9. **Grundland Creek Park** is located on an 83 acre property off of Beach Road. By the year 2005 this park will offer a variety of opportunities for passive out-door recreational activities such as canoeing, kayaking, and hiking.
10. **Newmarket Creek Water Trails** includes almost 2 miles of water ways connecting Air Power Park to the Hampton Coliseum facilities.

Neighborhood Parks and Trails - Neighborhood parks offer active and passive recreational opportunities. Most of these facilities are shared with Hampton City Schools. Common features of neighborhood parks include playgrounds, basketball courts, youth baseball fields, football fields, and walking trails.

TABLE CF #4 NEIGHBORHOOD PARKS	
1.	Aberdeen Elementary*
2.	Armstrong Elementary *
3.	Booker Elementary *
4.	Burbank Elementary *
5.	Cary Elementary *
6.	Jane Bryan Elementary *
7.	James M. Eason Memorial Park
8.	Machen Elementary *
9.	Ridgeway Park
10.	The Matteson Trail**
11.	Tucker Capps Elementary *
12.	Y.H. Thomas Center
13.	Grant Park (Under re-design)
* Located within school properties. ** Shared Facility with Sentara Careplex Source: City of Hampton Department of Parks and Recreation 2004	

Community/Neighborhood Centers - There are six Community Centers in the City of Hampton: Old Hampton, North Phoebus, Northampton, Lincoln Park, West Hampton, and the Senior Citizens Center.

Hampton Community Centers provide opportunities for indoor and outdoor recreation and civic activities.

Community Centers offer a variety of programs and instructional classes for all age groups ranging from piano lessons to fitness programs.

Special features include game rooms, function and meeting rooms for small to medium sized groups, and a large reception room for large group meetings or social events. Other features include gyms, arts and crafts rooms, swimming pools, fitness centers, outdoor tennis, basketball courts, and computer labs.

Table CF #5 Community Centers		
Facility	Location	Sq. Ft.
NORTH PHOEBUS	249 W CHAMBERLIN AVENUE	12,838
NORTHAMPTON	1435 A TOODS LANE	21,700

LINCOLN PARK	1135 LASALLE AVENUE	
OLD HAMPTON	201 LINCOLN STREET	51,076
SENIOR CITIZENS CENTER	3501 KECOUGHTAN ROAD	6,703
WEST HAMPTON	1638 BRIARFIELD ROAD	20,000
Source: City of Hampton Department of Parks and Recreation 2004		

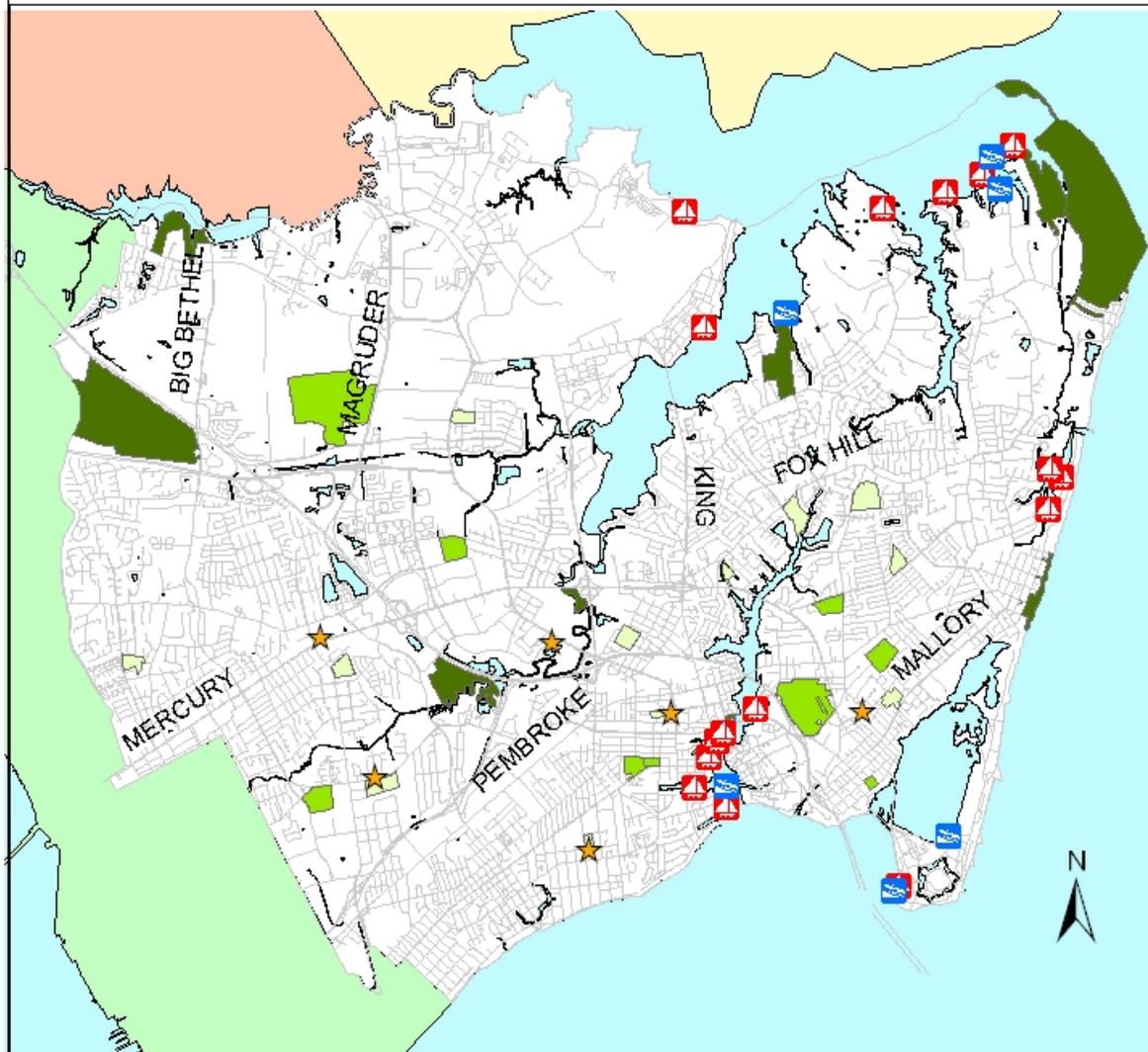
There are four Neighborhood Centers in the City of Hampton: Salina Street Center (Tyler Elementary School), Newtown Learning Center, Bassette Elementary School, and the Kenny Wallace Center.

Neighborhood centers often share facilities with schools and other community installations to provide easy access and convenience to nearby residents. In addition to recreational and educational programs, these centers are intended to provide support to neighborhood organization meetings and training needs.

Sports Facilities - The City of Hampton maintains and operates eight sports facilities: Briarfield Park, Darling Stadium, The Woodlands Golf Course, The Hamptons Golf Course, the Hampton Tennis Center, the Boo Williams Basketball Complex, the Hampton Soccer Complex, and Woodland Skate Park.

The Hampton YMCA, located at 1322 LaSalle Avenue, is a regional private club that sponsors a number of sports activities and programs for Hampton and other communities in the region. The City's Parks and Recreation Department partners with the YMCA to offer a wide variety of recreational and sports programs.

Parks & Recreation Facilities



Features

-  Boat Ramps
-  Boating Facilities
-  Community Centers
-  Feature Parks
-  Sports Facilities
-  Neighborhood Parks
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department

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Outdoor Pools - There are 14 neighborhood pools in the City of Hampton. These pools are typically operated and administrated by neighborhood associations. Indoor pools are amenities that are included in newer community centers.

Boat Ramp Facilities - There are three boat ramp facilities operated by the City of Hampton: one at Dandy Point at the end of Dandy Point Road (State owned), the Sunset Creek boat ramp off of Ivy Home Road, and Gosnold’s Hope Park boat ramps, located off of Little Back River Road. Additionally, there are 3 private boat ramps and 16 private boating facilities, such as marinas and yacht clubs (see Parks and Recreation Facilities Map).

The Parks and Recreation Master Plan - provides detailed information on existing facilities and recreational programs sponsored by the City of Hampton. The Parks and Recreation Master Plan is adopted by reference as part of Hampton’s Community Plan.

Cultural and Civic Facilities

Hampton Coliseum – The Hampton Coliseum, built in 1970, is a regional multipurpose center located in a 75 acre landscaped park-like setting adjacent to a 14 acre lake.

TABLE CF #6 HAMPTON COLISEUM MAXIMUM CAPACITIES PER AREA	
Area	Sq. Ft.
Exhibit Area	84,827
Arena Floor	26,263
North Exhibit Area	17,158
South Exhibit Area	17,158
Concourse	24,248
Source: Hampton Coliseum Administration, 2004	

The Coliseum is located about 15 minutes from the Newport News - Williamsburg Airport, 30 minutes from Norfolk International Airport, and just off Interstates 64 and 664. Since its opening, the Coliseum has undergone a number of renovations.

TABLE CF #7 HAMPTON COLISEUM MAXIMUM SEATING CAPACITIES	
Seats	Event Accommodations
13,800	Concert (General Admission)
10,761	Concert (Reserved Seating)
6,183	Concert (Stars Theater - Half House Reserved Seating)
6,900	Concert (Stars Theater - Half House General Admission)
10,491	Wrestling or Boxing
9,777	Basketball
8,300	Circus
7,988	Ice Show
7,940	Hockey
Source: Hampton Coliseum Administration, 2004	

Convention Center - Hampton Roads Convention Center is located adjacent to the Hampton Coliseum. This regional facility is expected to be operating by May of 2005. A general description of the main service areas and venues offered at the Convention Center are included in Tables 8 and 9.

Table CF #8 Hampton Convention Center Maximum Capacities per Area		
Service Area	# of Rooms	Total Sq Ft
Exhibit Hall	3	102,600
Ballroom	6	27,907
2nd Floor Mtg. Rms.	11	7,908
Junior Ballroom	4	6,962
1st Floor Mtg. Rms.	9	11,296
Boardrooms	2	962
Total	35	157,635
Source: Conventions and Visitors Bureau, City of Hampton, 2004		

The Convention Center and the Hampton Coliseum share the adjacent parking area, which includes approximately 3,000 parking spaces.

Table CF #9 Hampton Convention Center Maximum Seating Capacities				
Service Area	Maximum Seating Capacities			
	Theatre	Classroom	Banquet	Reception
Exhibit Hall	9,000	5,400	5,700	9,900
Ballroom	3,542	1,964	1,920	3,895
2nd Floor Mtg. Rms.	798	446	470	878
Junior Ballroom	900	466	500	990
1st Floor Mtg. Rms.	1,224	702	760	1,347
Boardrooms	Permanent set-ups for 8 and 20 people			
Source: Conventions and Visitors Bureau, City of Hampton, 2004				

Virginia Air and Space Center - The Virginia Air and Space Center (VASC) opened in 1992. The Center occupies an 110,000 square foot building on 2.2 acres of land. The VASC is located on Settlers Landing Road in the heart of Downtown Hampton. The VASC also serves as the visitor center for NASA Langley Research Center and Langley Air Force Base. A significant expansion of this facility was completed in 2003 to create an aviation gallery.

Hampton History Museum - Opened in Fall 2003, this museum is located in Downtown Hampton at 120 Old Hampton Lane. This facility includes six exhibit rooms, administrative offices, and a gift store in an 18,000 square foot building. Room for future expansion is available in the adjacent Legget Building.

American Theatre - The American Theatre is located at 125 East Mellen Street in the Phoebus area of Hampton. It occupies a 12,000 square foot landmark building, newly renovated to include state of the art acoustics and sight lines. It seats 400 comfortably on two levels in plush, artistically restored original seats. Performances include classical and modern dance, theatrical, musicals, and recitals.

Charles H. Taylor Arts Center - The Arts Center is located at 4205 Victoria Boulevard. This is a 15,360 square foot facility that houses the

Hampton Arts Commission and the Hampton Arts Foundation. The Center showcases the best of local and regional contemporary artists.

Fort Monroe - Fort Monroe is a National Historic Landmark that dates back to 1834. The Fort is home to the Casemate Museum with displays and exhibits that trace the history of Fort Monroe, with emphasis on its importance in the Civil War.

Fort Wool - Fort Wool is an 18th century island fortress built to protect the Hampton Roads harbor. Fort Wool is accessible by tour boat.

Aberdeen Gardens and Historic Museum - This Museum is located at 57 N. Mary Peake Boulevard. The Museum occupies a 1935 historic house, and has become a significant piece of the African-American history of Hampton.

St. John's Episcopal Church - St. John's was built in 1728 and is located at 100 Queens Way in Downtown Hampton.

Little England Chapel Cultural Complex - (Newtown Neighborhood Center): This facility, the only known African-American Missionary Chapel in the state of Virginia, is located at 4100 Kecoughtan Road.

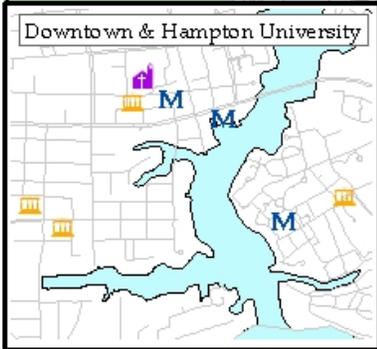
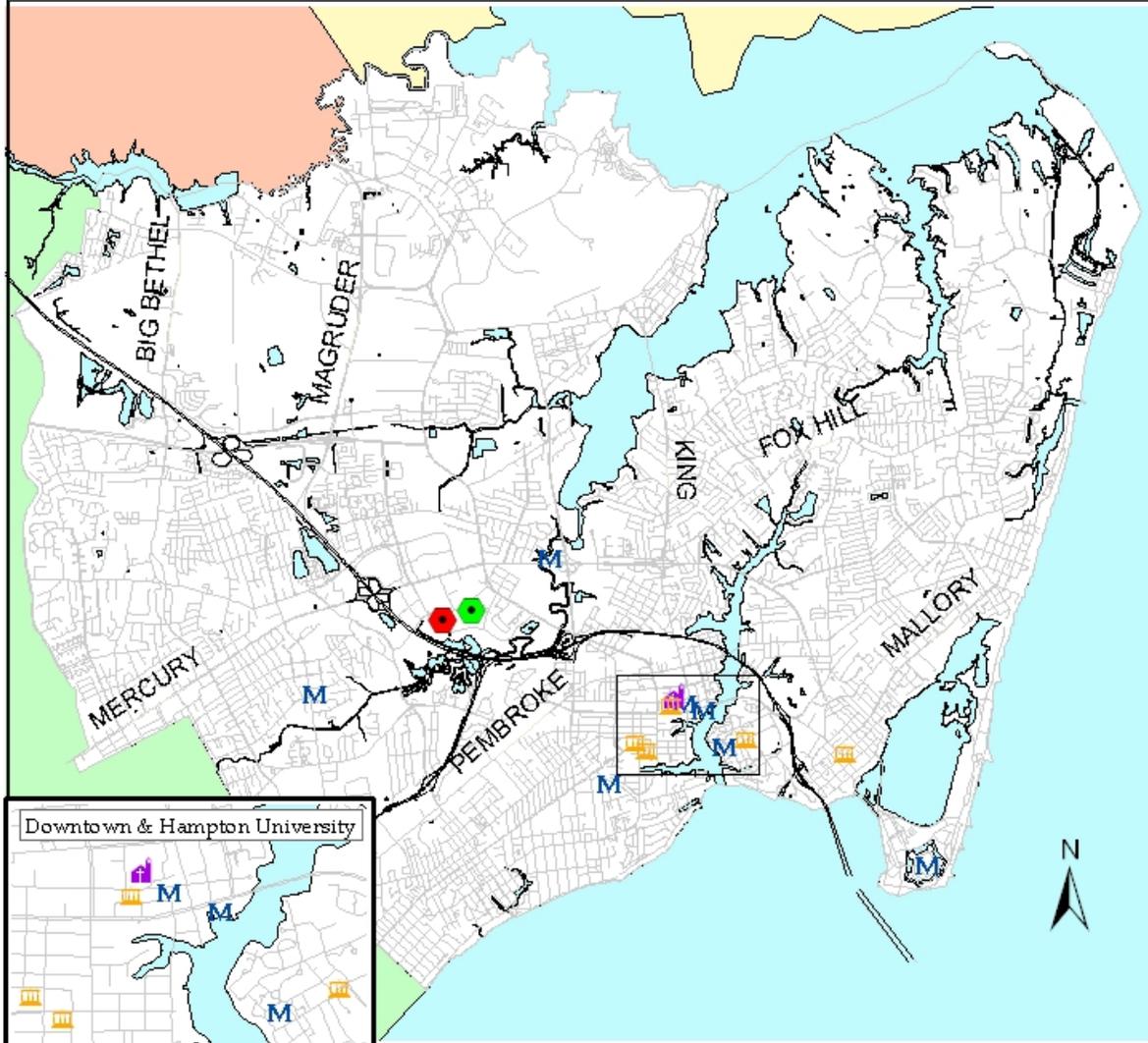
Ogden Hall and University Museum - Ogden Hall (which seats 1,868) and University Museum, the South's largest collection of ethnic art, including African and American Indian art and artifacts, are both located on the campus of Hampton University.

Other Cultural Facilities in Hampton Roads

- ◆ Convention Centers in Virginia Beach and Chesapeake.
- ◆ Concert halls and pavilions in Norfolk, Portsmouth, and Virginia Beach.

- ◆ National historic parks and battle fields in the City of Williamsburg and James City and York Counties.
- ◆ Museums, opera houses, and theaters throughout the region.

Cultural & Civic Facilities



Features

-  Hampton Coliseum
-  Hampton Convention Center
-  Museums
-  Theaters/Art Centers
-  Landmark Church
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data



City of Hampton
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Public Safety

Fire Protection/Emergency Medical Services - There are ten fire stations and one fire training center in the City of Hampton (see table below). The Fire Administration Office is located in City Hall. Eighty-four percent of the calls to the Fire and Rescue Division are emergency medical responses and the average response time to emergencies is 4.5 minutes.

Table CF #10 Fire Stations and Related Facilities		
Facility	Location	Sq. Ft.
FIRE STATION #1 PEMBROKE	306 W. PEMBROKE AVENUE	12,150
FIRE STATION #2 PHOEBUS	122 S. HOPE STREET	12,323
FIRE STATION #3 WYTHE	1430 KECOUGHTAN ROAD	10,750
FIRE STATION #4 BUCKROE	2412 E. PEMBROKE AVENUE	9,576
FIRE STATION #5 FOX HILL	416 BEACH ROAD	7,255
FIRE STATION #6 NORTHAMPTON	1221 TODDS LANE	4,846
FIRE STATION #7 WILLOW OAKS	176 FOX HILL ROAD	4,811
FIRE STATION #8 NASA*	NASA/LANGLEY	
FIRE STATION #9 BRIARFIELD	1590 BRIARFIELD ROAD	10,857
FIRE STATION #10 MARCELLA	204 MARCELLA ROAD	10,000
FIRE TRAINING CENTER	1300 THOMAS STREET (ANNEX TO Y.H. THOMAS)	86,000
BRIARFIELD FIRE STATION WAREHOUSE	1590 BRIARFIELD ROAD	2,345
FIRE GARAGE	300 SPRINGFIELD AVENUE	2,884
Source: Fire Department, City of Hampton, 2004 *NASA – owned station.		

Emergency Call Center - Emergency Medical Services (EMS) are provided through the 911 emergency call center in coordination with the Fire Department.

Office of Emergency Management - This office includes the planning and coordination of natural or man-made disasters to protect the

lives and property of citizens. It operates from the Public Safety Building, located at 40 Lincoln Street.

Law Enforcement and Corrections -

Police Division: Currently there is one main police office located at 40 Lincoln Street and seven police substations. The main office is a 34,000 SF facility that houses the office of the Chief of Police, Central Records, Recruiting, Community Relations, Investigations, Emergency Operations/ Police Planning, Property and Evidence, and other administrative offices.

TABLE CF #11 POLICE STATIONS			
Station/ Sector	Size/ Sq. Ft.	Location	Functions
Briarfield	1,000	1587 Briarfield Road Buildings 9-16	Administrative Offices/ Meetings
Buckroe	600	Buckroe Ave.	Admin/Bike
Coliseum*	1,800	1800 W. Mercury Boulevard	Patrolling
Chesapeake	1,200	Langley Square Shopping Center	Patrolling
K. Wallace Resource Center	1,000	2315 Victoria Boulevard	Administrative Offices/ Meetings
Nickerson	1,000	Nickerson Plaza Shopping Center	Patrolling
Nickerson*	3,500	2028 Nickerson Boulevard	Patrolling
Northampton	600	Northampton Community Center	Administrative Offices/ Meetings
*Leased facilities **Homeland Security/Special Services Offices. Houses Homeland Security Unit and is utilized by the Marine Patrol Unit. Also houses the Special Services Unit. This unit is responsible for removal of abandoned vehicles and maintaining School Crossing Guards.			
Source: Police Division, City of Hampton, 2004			

TABLE CF #11 POLICE STATIONS (CONTINUED)			
Station/ Sector	Size/ Sq. Ft.	Location	Functions
LaSalle	1,000	1135 LaSalle Avenue	Administrative Offices
Special Services Offices/HS*	N/A	N/A	SSO/ Homeland Security**
Wythe	1,500	Coliseum Mall	Patrolling
*Leased facilities **Homeland Security/Special Services Offices. Houses Homeland Security Unit and is utilized by the Marine Patrol Unit. Also houses the Special Services Unit. This unit is responsible for removal of abandoned vehicles and maintaining School Crossing Guards.			
Source: Police Division, City of Hampton, 2004			

In 2004 the Police personnel included 276 sworn positions and 106 civilians. The average police response time to emergencies is 5 minutes although non-emergency cases could take 30 minutes.

TABLE CF #12 OTHER POLICE FACILITIES		
Facility	Location	Sq. Ft.
Bluebird Gap Farm Radio Tower	60 Pine Chapel Road	n/a
Buckroe Beach Radio Tower	Buckroe Avenue	n/a
Grandview Radio Tower	End of Beach Road	n/a
Police Firing Range	1501 Bethel Avenue	3500
Source: Police Division, City of Hampton, 2004		

Sheriff's Office: The Sheriff's administrative office is located at 135 High Court Lane. The Sheriff's Office maintains the custody, control, and movement of inmates; serves civil and criminal processes and court orders; maintains security for court facilities, judges, jurors, and other trial participants; and seizes and disposes of property under court order.

This facility also houses all civil processes for Circuit Court, General District Court, and Juvenile and Domestic Relations Court, as well as Court Security Services.

City Jails: The Sheriff's Office provides temporary facilities for detainees and incarcerated persons at the lock-up (Security), 236 North King Street, along with jail facilities and administration.

Hampton's Correctional Facility is also located at 135 High Court Lane. It was built in 1962 as a high security facility. The original rated single bed capacity for the jail was 92, but after three renovations, the rated capacity stands at 168.

During the mid 1990's overcrowding led to an extensive renovation project at the jail as well as construction of the Hampton Community Corrections Center.

The Hampton Community Corrections Center is a 55,000-square foot facility located on West Pembroke Avenue. This Center was designed to house 308 minimum security risk inmates with relatively short-term sentences.

Regional Jail Facilities: Regional facilities include Hampton Roads Regional Jail, Virginia Peninsula Regional Jail, and the Juvenile Detention Center, which are located in James City County on Route 143.

Courts -

Circuit Court: The Eighth Judicial Circuit Court and office of the Clerk of Circuit Court is located at 101 Kings Way.

Juvenile and Domestic Relations Court: Juvenile and Domestic Relations District Court is located at 220 N. King Street. The JDR Court includes a 33,260 square foot facility completed in 2002. The Court Services Unit, located at 35 Wine Street, provides services to children and families within the purview of the Hampton Juvenile and Domestic Relations District Court.

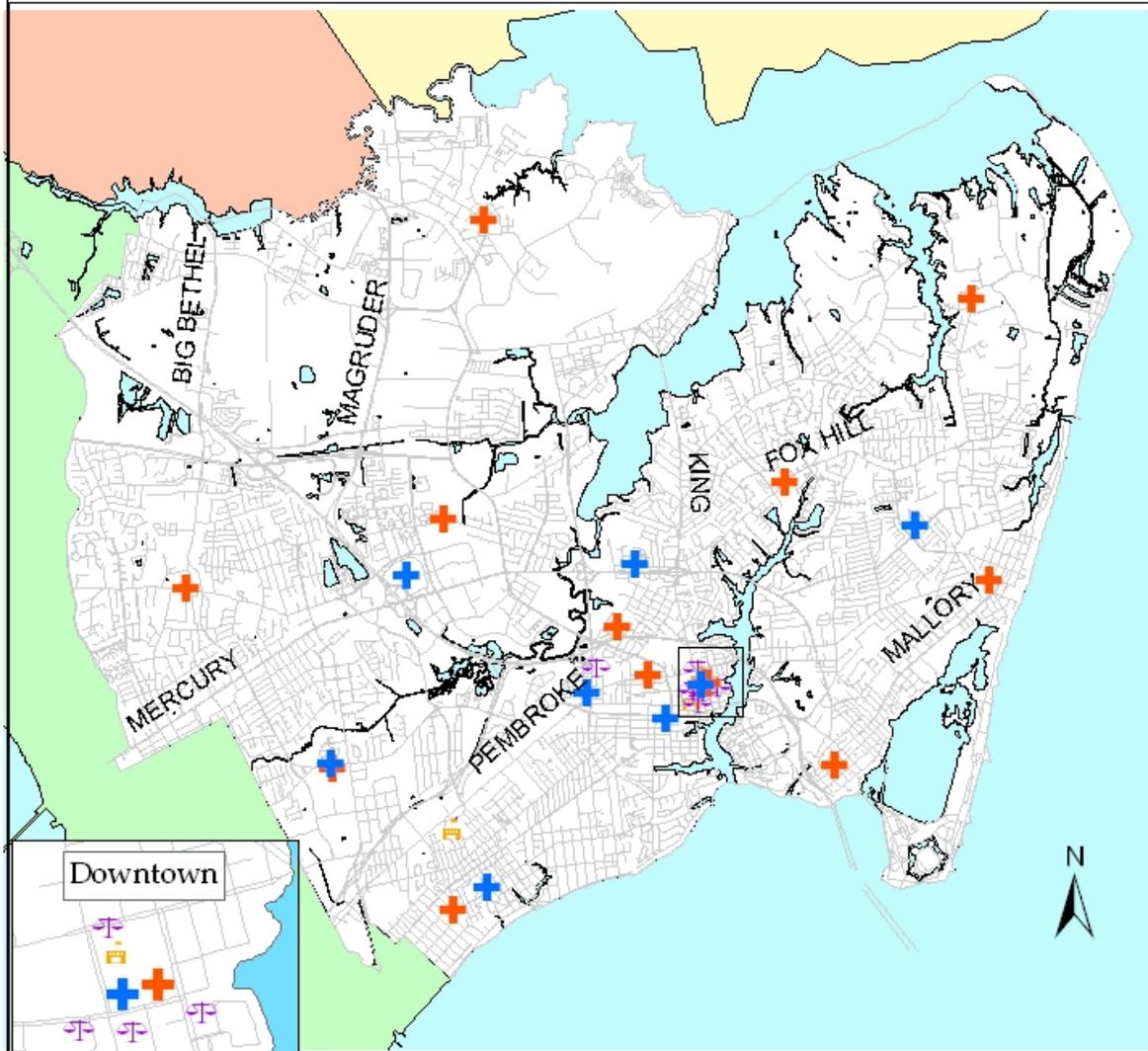
General District Court: The Eighth Judicial General District Court facility is located at 236 N. King Street. This facility serves three divisions of the court: criminal, civil, and traffic.

Probation & Parole: The Carmel Center for Justice, located 136 N. Kings Way, is shared by the Adult Probation and Parole offices. Juvenile Probation and Intake is located at 35 Wine Street. The Juvenile Probation and Parole offices and the Community Diversion Incentive Program (CDI) are sharing a facility located at

26 Queens Way. CDI provides probation supervision for misdemeanants and felons from the Hampton and Newport News court systems.

Other Court Services/Facilities: A facility located at 236 North King Street provides office space for the Magistrate, Pretrial Services, and the Victim-Witness Program. Hampton's Drug Court is located at 1320 LaSalle Avenue (see Public Safety map).

Public Safety



Features

- + Police Field Offices
- + Fire Stations
- + Court Facilities
- + Sheriff and Detention Facilities
- Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



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City Administration and Operations

City Government Offices - City Hall is located at 22 Lincoln Street in a nine-story building that houses various City departments and offices, as well as City Council’s public hearing room.

The Ruppert Leon Sargent City Administration Building is a six-story building located at 1 Franklin Street; it houses the Hampton City Schools Administration and other City offices.

Additional administrative offices for the City’s Parks and Recreation Department include a 3,750 square foot facility located at 2203 Minge Drive.

The Hampton Visitors Center is located at 710 Settlers Landing Road.

311 Call Center - The 311 Customer Call Center is a service that provides access to city services and information. The Center is located in the Carmel Center for Justice at 136 N. Kings Way, which is a shared facility with the Sheriff’s Office.

Utilities/Services

Storm Drainage - There are 5,000 curb drop inlets and yard drains in the city. There are 256 miles of outfall ditches in the stormwater system.

Sewer - Wastewater Operations is responsible for maintaining 600 miles of sewer lines in the City of Hampton. There are 98 pump stations that are maintained by the City.

TABLE CF #13 CITY OF HAMPTON STORAGE AND MAINTENANCE FACILITIES			
Facility	Location	Sq. Ft.	Current Use
FACILITIES MANAGEMENT ANNEX DOG POUND	231 SPRINGFIELD AVENUE	1,080	Facilities Management Offices
FACILITIES MANAGEMENT BUILDING	231 SPRINGFIELD AVENUE	5,429	Facilities Management Offices
FACILITIES HVAC SHOP	314 W PEMBROKE AVENUE	2,100	Facilities/ repairs
KING & QUEENSWAY LIGHTING	KING & QUEENSWAY	(New design facility almost complete)	Provide lighting for special events.
SETTLER'S LANDING ROAD GARAGE	555 SETTLER'S LANDING ROAD	112,000	Parking
HARBOUR CENTRE GARAGE	2 EATON STREET		Parking
PUBLIC WATER OPERATIONS BUILDING	419 N ARMISTEAD AVENUE	34,000	Operations Offices
PUBLIC WATER OPERATIONS	419 N ARMISTEAD AVENUE	23,100	Maintenance Facility
PUBLIC WATER OPERATIONS TRAILER	419 N ARMISTEAD AVENUE	1,400	Traffic Operations
PUBLIC WATER OPERATIONS TRAILER	419 N ARMISTEAD AVENUE	1,331	Street Operations
FLEET MANAGEMENT GARAGE	413 N ARMISTEAD AVENUE	26,769	Garage and repair facility
FLEET MANAGEMENT GARAGE	413 N ARMISTEAD AVENUE	11,679	Garage and repair facility
WAREHOUSE	550 N BACK RIVER ROAD	26,759	Hampton Sheriff
Source: City of Hampton, Department of Public Works			

Table CF #14 City of Hampton Wastewater Operations Facilities			
Facility	Location	Sq. Ft.	Current Use
PUBLIC WATER OPERATIONS TRAILER	419 N ARMISTEAD AVENUE	1,896	Waste Water
PUBLIC WATER OPERATIONS TRAILER	419 N. ARMISTEAD AVENUE	1,068	Waste Water
PUBLIC WATER OPERATIONS TRAILER	419 N. ARMISTEAD AVENUE	960	Waste Water
RALPH JOYNER BUILDING	400 SPRINGFIELD AVENUE	1,554	Waste Water
PUBLIC WATER ENTOMOLOGY BUILDING	8110 ORCUTT AVENUE	2,592	Drainage Maintenance - Entomology

Source: City of Hampton, Department of Public Works

Waste Collection and Disposal - Bethel Landfill is a 91 acre facility in service since the mid 1970's. It has been utilized for trash collection in Hampton since 1986. To date, only 15% of its total capacity has been utilized and it is expected that Bethel Landfill will continue to serve Hampton's residents for at least 50 more years.

In 2001, Solid Waste Management collected 40,187 tons of regular garbage from Hampton residents. Through the residential recycling program, Hampton residents recycled a total of 10,118 tons of material in 2001. Thanks to recycling, repacking, and reuse of solid waste, it is expected that the use of the Landfill will be extended beyond original projections. Waste management facilities serving Hampton residents include:

- Virginia Peninsula's Public Service Authority (VPPSA) serves residents in the City of Hampton for the disposal of household chemicals.

- Hampton/NASA steam plant.

- Tidewater Fiber's recycling transfer station.

Water Services - Water service to Hampton residents is provided by Newport News Waterworks.

Newport News Waterworks is the water utility for the Lower Peninsula. The service area includes the cities of Newport News, Hampton, Poquoson, and portions of the counties of York and James City. The population served is approximately 400,000.

Waterworks' primary source of raw water is the Chickahominy River. Secondary sources and storage include five reservoirs - Diascund Creek, Little Creek, Skiffe's Creek, Lee Hall, and Harwood's Mill. A sixth reservoir is currently proposed on Cohoke Creek in King William County. Waterworks operates two water treatment plants - Lee Hall and Harwood's Mill.

To meet the increasing demand on the Peninsula, Newport News Waterworks implemented a plan to meet near-term demands through desalination of brackish groundwater. In the longer term the King William Reservoir project is the cornerstone of a strategy to provide an adequate drinking water supply for all the residents of the Lower Peninsula.

The project involves constructing a 1,500-acre impoundment on Cohoke Creek in King William County and controlled pumping of water from the Mattaponi River during high flow periods. The project will provide a 25 percent expansion of the Peninsula's raw water supply.

In addition to pipe lines, Newport News Waterworks has four elevated storage tanks, one ground storage tank, and one pumping station in Hampton.

Hampton's water distribution system includes 552 miles of pipelines. About one half (236 miles) were installed before the 1950's.

Private Service Providers - Electric power for Hampton residents is provided by Dominion Virginia Power.

Local telephone service is provided by Verizon Communications and others.

Cox Communications provides cable television and high speed internet services.

Virginia Natural Gas maintains and operates all gas pipe lines throughout the city.

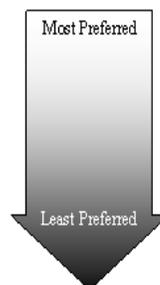
Cellular phone providers include Alltel, Verizon, Nextel, and others.

Communications Towers - Communications towers serve the growing market for mobile telephone and other personal wireless services. To provide efficient cellular communications services, more than 140 antennas have been built throughout the city over the last ten years.

The aesthetic impact of communications towers has led the City to establish a hierarchy of preferred sites to provide advice and evaluate proposals to build additional towers. City staff has created a list of possible locations ranking them based on the impact that such structures would have on existing and adjacent development.

Acceptable areas that have been determined to cause minimal impact on surrounding areas are reflected in the recommended tower “placement hierarchy” as follows:

1. Co-location on existing towers;
2. Tall buildings and structures;
3. Large industrial sites and parks;
4. Approved School Properties;⁵
5. Commercial Areas;
6. High Density Residential Areas;



⁵ A complete list of school properties approved by Hampton’s School Board to locate communications towers is available to the public at the Planning Department of the City of Hampton.

7. Low/Medium Density Residential;
8. Parks; and
9. Scenic Views; Waterfront.

Incentives are provided in preferred locations to attract providers to these sites. In areas where there are a limited number of preferred sites to locate new towers the aesthetic impact of new towers is often mitigated by providing camouflaged towers/antennae or landscaping.

Health and Human Services

Health Services - Public health care services are provided at the following facilities:

- ◆ Victoria Center (Headquarters Office) is located at 3130 Victoria Boulevard. This facility houses the administrative, management, and information technology support staff. This facility also houses the Registrar of Vital Statistics for the City of Hampton, the Public Nursing Services, the HIV/AIDS Information, Education, and Testing Program, the Sexually Transmitted Disease (STD) Clinic, the Tuberculosis (TB) Control Program, the Family Practice Clinic, Pharmacy, the Volunteer Services Program, and the Women’s Specialty Clinic (family planning). The Women’s Specialty Clinic also operates a branch at Sentara Family Careplex.
- ◆ LaSalle Center, located at 1320 LaSalle Avenue, houses services such as the Health and Safety promotion and Chronic Disease Prevention, Health Education Programs, and the Environmental Health Division.
- ◆ The Melrose Building (Healthy Start) is located at 100 Old Hampton Lane. The Healthy Start program concentrates on three areas that promote healthy families: early prenatal care, child development assessment, and parent/child interaction.

Hospitals and Emergency Centers - Four major hospitals and medical centers are located in Hampton:

- ◆ Sentara CarePlex Hospital, built in 2002, is a 396,000 square foot facility that features 194 inpatient rooms with Internet access, highly advanced surgical capabilities, and the largest Emergency Department on the Peninsula.
- ◆ The Veterans Administration (VA) Hospital is a regional facility located at 100 Emancipation Drive on a 91 acre campus.
- ◆ Riverside Convalescent Center is located at 414 Algonquin Road and has a maximum capacity of 120 residents/patients.
- ◆ Riverside Behavioral Health Center is a 125-bed facility on a private 11.6-acre campus located at 2244 Executive Drive.

*Other regional hospital facilities include:*⁶

- ◆ Riverside Regional Medical Center and Mary Immaculate Hospital (Newport News).
- ◆ Sentara Bayside and Sentara Virginia Beach General Hospitals (Virginia Beach).
- ◆ Sentara Norfolk General Hospital, Sentara Heart Hospital, and Sentara Leigh Hospital (Norfolk).
- ◆ Sentara Williamsburg Community Hospital (Williamsburg) and Sentara Williamsburg Regional Medical Center (opening 2006 in Yorktown).
- ◆ Riverside Walter Reed Hospital (Gloucester).
- ◆ Riverside Convalescent Center (Smithfield).

Social Services - The Department of Social Services shares a facility with the Health Department located at 1320 LaSalle Avenue.

⁶ This is not a comprehensive list of all hospitals or medical facilities in the Hampton Roads region.

The Social Services Department manages State and Federally mandated programs such as rehabilitation programs, adoption services, adult services, and Aid to Families with Dependent Children (AFDC), Child Protective Services, daycare services for children, emergency needs, employment services, energy assistance, food stamps, foster care, Foster Grandparents, hospitalization program, and medical assistance (MEDICAID).

Healthy Families Partnership - The Healthy Families Partnership building is located at 100 Old Hampton Lane. The partnership primarily serves Hampton residents; however, some of the services are available to anyone in the Peninsula/Tidewater area.

The Healthy Families facility includes the following:

- 2 conference rooms
- 4 parent education rooms
- 2 children's play rooms
- 1 infant room
- kitchen and laundry facilities
- meeting rooms

Cemeteries - Most cemeteries in Hampton are privately owned and operated. According to the City's data there are sixty eight cemeteries in Hampton but only eleven are actively used. Table 15 classifies existing cemeteries in Hampton based on condition and maintenance mechanism.⁷

⁷ The findings included are a summary from the Inventory of Cemeteries and Grave Sites conducted in October of 1987 by Luther Alexander.

Table CF #15 Cemetery Facilities by Type	
Code	Number of Cemeteries
Perpetual Care	8
Maintained by Volunteers or Church	17
Minimal Maintenance	26
Self Sustaining Care	3
Destroyed &/or Unmarked	14
Total	68
Source: Cemeteries and Grave Sites, City of Hampton, 1987	

Hampton National Cemetery *	West County Street and Frissell Street
Source: Cemeteries and Grave Sites, City of Hampton, 1987 Department of Codes Compliance, 2004	
*Listed in the National Register for Historic Landmarks.	

Animal Control – The City of Hampton provides the service of animal control. However, animal shelters are administrated by the Peninsula Society for the Prevention of Cruelty to Animals (SPCA); this facility is located in Newport News.

TABLE CF #16 ACTIVE CEMETERY FACILITIES	
Name	Address
Clark Cemetery	Beach Rd. across from Francis Asbury School
Greenlawn Cemetery	Shell Rd. between Maple Street & Salters Creek Rd.
Hampton Memorial Gardens	Butler Farm Road and Airborne Drive
Rosenbaum Memorial Park	Kecoughtan Road & Hill Street
Peninsula Chapel Mausoleum	Butler Farm Road and Airborne Drive
Hampton Veterans Memorial Gardens	Butler Farm Road and Airborne Drive
Oakland Cemetery	1009 East Pembroke Ave.
Parklawn Memorial Park	2539 Armistead Ave. & Downey Farm Road
Bassett Cemetery	Randolph Street
St. John’s Episcopal Church*	100 West Queensway
Pleasant Shade Cemetery	Shell Road between Maple Street and Parish Ave.
Source: Cemeteries and Grave Sites, City of Hampton, 1987 Department of Codes Compliance, 2004	
*Listed in the National Register for Historic Landmarks.	

Environmental Health Division – Located at 1320 LaSalle Avenue, this office provides a wide range of services, including inspection of all food establishments, hotels, motels, tattoo parlors, public swimming pools, and campgrounds; investigation of animal bites, and of childhood lead poisoning; the collection of dead birds for West Nile Virus testing; beach water sampling and monitoring; processing of permit applications for on-site water supply and sewage disposal systems; and advice on solid waste, insect, and rodent problems.

TABLE CF #17 HISTORIC CEMETERIES	
Name	Address
St. John’s Episcopal Church Cemetery *	100 West Queensway
Hampton University Cemetery *	Hampton University Campus

ANTICIPATED FUTURE CONDITIONS

Long term trends that will affect the future development of community facilities in Hampton are outlined below.

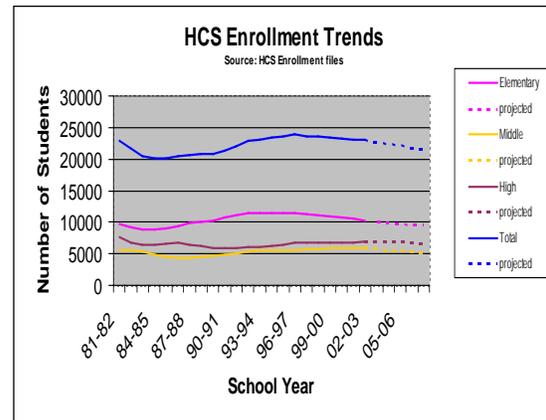
Economic and Population Trends

Community facility needs will continue to be driven, in part, by economic and population changes in Hampton and the region. Ongoing evaluation of the U. S. Census and other data sources will help the City track these changes and respond accordingly. Some general trends⁸ are identified below:

- ◆ Trends in Federal and State funding to localities will likely continue to create a challenging fiscal environment for local governments.
- ◆ Future population growth rates in Hampton will be lower than in the recent past.⁹ Some areas of the city will experience modest rates of growth while some of the older areas of the city may experience stable or slight declines in total population.
- ◆ The city’s population will continue to become more racially and ethnically diverse than the region as a whole.
- ◆ The city’s population is aging.
- ◆ It is expected that total public school enrollment will remain relatively steady with a slight decline over the next 20-25 years.

⁸ For additional details see Key Indicators & Trends, Housing Value Distribution, etc., in Appendix.

⁹ According to the latest population projections released by HRPDC, Hampton will experience a 13% increase over the next 30 years.



- ◆ Future space needs for educational facilities are likely to be driven by programmatic changes (Preschool, English as a Second Language, Vocational Education, and Technology) and the desire for smaller class sizes.

Aging Facilities and Infrastructure

As noted in other sections of the Community Plan, the land area in Hampton is nearly fully developed. The increasing age of the City’s housing stock is also an important long term trend. The City’s inventory of community facilities will begin to stabilize and age as well. Many of the City’s schools, for example, were built during the 1960’s. Eight of the City’s ten fire stations were built prior to 1971. This trend has a number of implications for community facilities plans:

- ◆ Increased emphasis on facility maintenance, renovation, replacement, and modernization versus new construction on new sites.
- ◆ Special consideration for the preservation of historically significant buildings and structures.
- ◆ More opportunities to re-program, consolidate, share, or combine facilities.

- ◆ Coordinated efforts for the replacement, maintenance, and upgrade of local infrastructure such as water and sewer pipelines and streets.
- ◆ Increased need for strategies to address surplus facilities and properties.

Strategic Investment Areas

Hampton’s Community Plan recommends a number of long term strategies to maximize the value of City investments by focusing on key city neighborhoods, districts, and corridors. Focused City investments in Downtown Hampton, Buckroe, and Phoebus, for example, will leverage private investments in the area and stabilize surrounding neighborhoods.

Community facilities are central assets in many of these areas. Public buildings, and particularly schools, community centers, parks, and libraries, are landmarks that contribute to a community’s sense of identity, safety, and cohesiveness. Targeted investments in community facilities in these areas can complement other public and private investments to bring about the successful redevelopment and revitalization of these areas. Community facilities in tourist areas – such as Downtown and Coliseum Central - may need to be targeted to the unique needs of visitors.

Regional Connections

Hampton’s growing connection to the Hampton Roads region has a number of implications for planning community facilities:

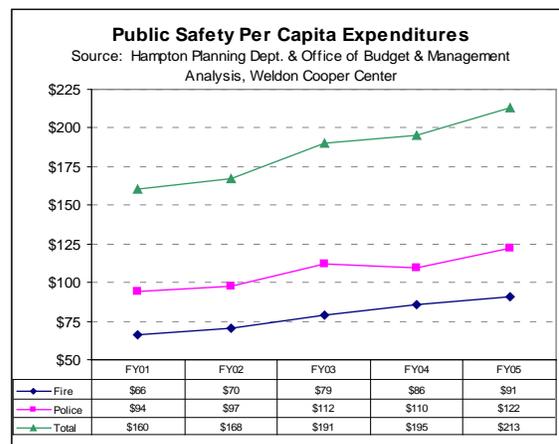
- ◆ New opportunities for shared services and facilities.
- ◆ Increased need to avoid duplication while maintaining the City’s competitive position within the region.

- ◆ Increased emphasis on planning for the transportation needs of the City’s regional scale facilities and attractions.

Safety and Security

Neighborhood Safety/Community Policing – Safety and security rank high on the list of concerns of many Hampton residents. Seniors and youth, in particular, are looking for activities where it is safe. Per capita public safety related expenditures have increased in recent years. The most effective crime prevention programs have emerged from strengthened partnerships between law enforcement and the community. The presence of police stations in neighborhood parks, recreational, and multi-use facilities to discourage and prevent unlawful activities is also an emerging trend.

Other emerging practices include the use of specific design and landscape guidelines, widely known as Crime Prevention Through Environmental Design (CPTED), have been successfully used to improve safety perception particularly in redeveloped areas.



Emergency Planning – Hampton’s recent experience with Hurricane Isabel underscores the importance of being prepared for natural and man-made disasters. Planning for pre- and post-disaster service delivery and minimizing

risks to residents and property are important considerations when planning for many community facilities. Considerations include alternative sources for power and communications, the potential for flooding of facilities and vehicles, as well as their ability to be transformed into shelters during emergencies.

Changes in flood insurance policies at the Federal level will also impact future development policies at the local level. Special incentives and new emphasis on proactive measures towards reducing vulnerability of buildings to natural hazards is also a trend that is expected to continue.

Homeland Security - Expanding the responsibilities of our local police to include Homeland Security will have implications for community facilities planning. Efficient coordination among Fire, Police, Coast Guard, and other Federal, State, and City agencies needs to be supported through adequate facility planning. An increasing trend towards clustering some of these facilities is anticipated to continue. Risk assessment and management of sensitive facilities will continue offering opportunities to leverage partnerships at the Federal, State, and local levels. Military bases and defense related facilities may continue to provide reduced access for non-military personnel.

Changes in Communications and Other Technologies

Maintaining flexibility in response to potential changes in technology is an important consideration when planning for many community facilities. Communications, energy, and transportation technologies are particularly important for facilities planning. The growing use of the internet and cell phones continue to offer opportunities for improving customer service and remaining economically competitive.

Demands for infrastructure that supports new communication and technology pose significant challenges as well as opportunities when upgrading pre-existing developments.

COMMUNITY FACILITY POLICIES**Customer Service**

CF Policy 1: Ensure community input in the decision making process of upgrading, replacing, or building community facilities and infrastructure.

CF Policy 2: Treat community facilities as broad-based community assets that are critical to maintaining a positive image of the city for both residents and visitors.

CF Policy 3: Leverage the impact of community facilities by pursuing the achievement of multiple community goals and objectives.

CF Policy 4: Continue to invest in community facilities in a fiscally responsible and cost-effective manner:

- a) Promoting facilities that achieve maximum efficiency in service delivery and control long term operating costs.
- b) Implementing cost-benefit analysis and cost-effective facility improvements.

CF Policy 5: Build community facilities using state of the art technology and design standards.

CF Policy 6: Encourage shared community facilities among City divisions, departments, programs, and local and regional partners to promote the most efficient use of the facilities.

CF Policy 7: Use citizen expertise in non-paid and special service functions. Use citizens as an extension of City staff whenever possible.

CF Policy 8: Promote the use of comprehensive long term facility master plans to ensure the most cost-effective management of community facilities and infrastructure.

CF Policy 9: Design and upgrade community facilities consistent with the requirements of the American's with Disabilities Act (ADA).

CF Policy 10: Thrive to provide gender equity while designing and upgrading community facilities.

CF Policy 11: Preserve historical landmarks and promote scenic beautification. Design, build, and renovate community facilities in a way that has a positive impact on surrounding neighborhoods and contributes to building a unique sense of place.

CF Policy 12: Promote regional cooperation and interaction with high quality regional-scale community facilities.

Site Selection

CF Policy 13: Follow a planning process to optimize site selection and identify strategic locations for replacement, upgrade, and construction of new community facilities. (See typical site selection process below.)

CF Policy 14: Use community facility investments as a catalyst for redevelopment, revitalization, place making, and community building. Focus investments within the City's strategic investment areas.

CF Policy 15: Avoid locating City facilities in flood prone areas or other locations vulnerable to natural hazards. Over time, seek to relocate or elevate existing City facilities in flood prone locations.

TYPICAL SITE SELECTION PROCESS FOR COMMUNITY FACILITIES
1. Develop a statement of need and a program description.
2. Identify all space requirements: building, parking, storage, potential expansion requirements, access requirements, loading/unloading, and delivery requirements.
3. Identify service delivery standards and applicable measures of effectiveness, applicable service areas, and response times.
4. Identify co-location and/or program coordination requirements and opportunities.
5. Identify applicable facility options: expand/renovate current facility; demolish and rebuild on current site; expand/renovate another (vacant) facility; co-locate/move to shared facility; build new facility off-site.
6. Identify alternative sites.
7. Identify criteria and evaluate alternatives. Potential evaluation criteria include: cost/benefit (including operations and maintenance); impacts on adjacent uses; implementation of strategic area plans; opportunity cost; and program measures of effectiveness.
8. Select preferred alternative.

GUIDING PRINCIPLES FOR CAPITAL IMPROVEMENT PROJECTS
1. <u>Implements the Community Plan</u> – implements the Vision and Goals of the Plan. Implements a recommendation for a strategic investment area. Is consistent with the objectives and policies of the <i>Community Facilities</i> section and other applicable sections of the Plan.
2. <u>Leverages Outside Investments that Implement the Community Plan</u> – includes direct and indirect as well as public and private sector investments.
3. <u>Meets a State, Federal, or Other Mandate for the City</u> – includes required facility and infrastructure investments determined to be a mandate by the City Manager.
4. <u>Maximizes Opportunities for Joint, Multiple, or Shared Delivery of Services</u> – includes opportunities for integration or coordination within and between City departments as well as collaboration with other public or private agencies.
5. <u>Based on a Site Selection Process</u> – follows the site selection process as outlined in the <i>Community Facilities</i> section of the Community Plan.
6. <u>Based on a Comprehensive Assessment of Facility Needs</u> – the project is part of a comprehensive long range facility master plan prepared by the requesting department.
7. <u>Based on Community and Customer Input</u> – includes input from the customers for the proposed facility as well as representatives from the areas surrounding the proposed facility.

Capital Improvements Plans

CF Policy 16: Use the City’s capital improvements budgeting process as a tool for implementing the Community Plan. Evaluate project proposals for consistency with the Community Plan. (See guiding principles identified in the next table).

Education

CF Policy 17: Provide public school facilities that support a high quality learning environment and that support educational values and practices.

CF Policy 18: Promote educational facilities that have a high degree of flexibility for broad based community use. Recognize that the world and community values and practices are in rapid change.

CF Policy 19: Design facilities to meet or exceed the physical needs of educational programs and support future academic and technological trends. Design facilities to be adaptable as needed to respond to unexpected fluctuations in enrollment or special program needs.

CF Policy 20: Improve non-vehicular access to community facilities – particularly educational and recreational facilities - to provide safe alternatives for access, increase usage, and encourage physical activity among residents of surrounding neighborhoods. Comply with SAFE-TEA recommendations contained in the Safe Routes to School initiative.

CF Policy 21: Minimize transportation time from home to school.

CF Policy 22: Maintain an on-going collaborative working relationship between Hampton City Council and the School Board to address facility planning, maintenance, renovation, replacement, redevelopment impacts, and other issues of mutual concern.

CF Policy 23: Promote and extend on-going cooperation and partnerships with Hampton University, Thomas Nelson Community College, NASA/Langley Research Center, and other local and regional, private and public educational institutions to explore opportunities and address issues of mutual concern.

CF Policy 24: Future public library facilities should be placed in strategic locations which are visible, convenient, and in proximity to other activities such as shopping and recreation. Provide facilities that have adequate space for lending and browsing collections, comfortable interaction with staff, and access to public technology, meeting, classroom, teaching, and study space.

Parks and Recreation

CF Policy 25: Expand the shared use of parks and recreation facilities with schools and other compatible community services.

CF Policy 26: Continue to provide parks and recreational facilities that promote passive and active recreational, educational, and cultural opportunities for all residents and visitors.

CF Policy 27: Increase the number of self-sustaining parks and recreation activities through appropriate fee structures.

CF Policy 28: Provide parks and recreational facilities that promote the protection of the natural environment. Manage parks and open spaces in accordance with recognized land management and environmental sustainability principles and applicable regulations.

CF Policy 29: Provide parks and recreational facilities that contribute to the health and safety of children and youth. Encourage physical activity and pedestrian and bike access to reduce the dangers of traffic and the risks associated with a sedentary lifestyle.

CF Policy 30: Encourage and cooperate with other jurisdictions and agencies to develop and maintain a unified regional trail system, including hiking, biking, and waterways.

CF Policy 31: Promote the creation of urban and waterfront parks to enhance the character and urban design of the city while promoting redevelopment and reinvestment.

CF Policy 32: Increase public/private partnerships within the community at the local and regional level for recreational programs and activities such as:

- athletic fields
- golf courses
- bikeways
- walking trails
- boat ramps
- beaches
- wildlife habitat/conservation areas
- parks
- pools
- teen and senior centers
- fishing piers
- facilities oriented to special population needs (such as disabled)

Cultural and Civic Facilities

CF Policy 33: Provide cultural and civic facilities that deliver activities and events to meet the needs of diverse age groups, cultural backgrounds, and lifestyles of community residents and visitors.

CF Policy 34: Promote cultural and civic facilities that educate and inform residents and visitors about the community, its history, and resources.

CF Policy 35: Continue to increase the number of self-sustaining cultural programs. Strengthen partnerships and sponsorships from individuals and corporations.

CF Policy 36: Continue to provide facilities that will deliver high quality world-class cultural events and entertainment to Hampton Roads residents and visitors.

Public Safety

CF Policy 37: Build and locate public safety facilities using high standards of performance

while providing quality services to assure the protection of human life and property.

CF Policy 38: Design public safety facilities to contribute to crime prevention, while facilitating the efficient and coordinated work of courts, law enforcement, corrections, and information and rescue services.

City Administration and Operations

CF Policy 39: Continue to seek improved methods of governmental administration that will be as cost-effective as possible. Reflect changes and improvements in technology and the best customer service practices.

CF Policy 40: Follow a planning process for the relocation of maintenance, warehouses, and other City administrative and support facilities that considers the compatibility of surrounding land uses and that maximizes the efficient provision of services and complementary functions.

Utilities

CF Policy 41: Provide utility infrastructure that meets the needs of current residents and visitors, is flexible to meet changing service needs, and acts as a catalyst for continued development and redevelopment.

CF Policy 42: Continue to strive for an efficient, self-sustaining waste collection and disposal program.

CF Policy 43: Promote utility infrastructure that enhances the natural environment and is consistent with applicable environmental regulations.

CF Policy 44: Coordinate with service providers and plan for replacement, maintenance, and expansion of local infrastructure such as water and sewer pipelines and street improvements to minimize disruption for city residents and visitors.

CF Policy 45: Encourage location of new communications towers in preferred sites through implementation of standards and procedures to be incorporated into the Zoning Ordinance.

Health and Human Services

CF Policy 46: Continue to work cooperatively with Federal and State agencies to address needs for health and human service facilities.

CF Policy 47: Expand partnerships with private health and human services providers.

CF Policy 48: Develop a comprehensive inventory of active and inactive cemeteries throughout the city.

CF Policy 49: Provide a high level of maintenance to public health and human services facilities.

CF Policy 50: Provide an adequate level of social and institutional services without overburdening neighborhoods with an excessive concentration of institutional uses aimed to meet the needs of the city as a whole.

VII. Environmental Stewardship

OVERVIEW

Purpose

The Environmental Stewardship section of the Community Plan identifies policies, projects, and program improvements to guide the management and protection of Hampton's environmentally sensitive areas. A holistic vision for Hampton's environment will balance human and environmental needs while meeting the challenges and opportunities of a mature city. With open space at a premium and continued pressure to expand the City's economy, it will become increasingly important to refocus on redevelopment, increase densities in strategic areas, and look for other creative solutions that protect the environment while allowing for development. Balancing human and environmental needs presents challenges in any city, especially one that is almost four centuries old and largely built out. The need for space must be weighed against planning efforts that combat urban sprawl in the Hampton Roads region. Private property rights must be considered along with State and Federal environmental regulations designed to protect air and water quality. Environmental resources must be integrated with development practices to develop a downtown waterfront, business districts, industry, and tourism attractions. The City must build an economic engine to drive its future, broaden the tax base to pay for expected public services, and at the same time provide opportunities for preserving a healthy, natural environment.

The goal is to balance growth and economic development with protection of the natural environment. Our community's health and quality of life is directly affected by its environmental surroundings and their condition. The environmental component of the Plan will identify those features (e.g. waterways, wetlands, open space, and natural areas, urban forests, etc.) and the measures for management and protection. This section will also identify

areas inappropriate for development or restricted by environmental hazards (e.g. flight approach zones, noise, flood areas, shoreline erosion, etc.). Likewise, this section will identify appropriate areas to experience Hampton's unique environmental features and amenities (e.g. open spaces, beaches, water access, etc.).

This section of the Plan provides guidance in permitting appropriate land uses to co-exist with environmentally sensitive areas. This includes facilities and services that are sensitive to natural and man-made environmental constraints and that do not create additional risk to life or property. The natural environment places certain opportunities and constraints on the way land is utilized. For instance, topography, soil characteristics, and water quality can affect the type and location of development that is safe and feasible. Sensitive areas such as wetlands, forested areas, and plant and animal habitats are vulnerable to the impacts of development. Such environmental amenities add to Hampton's unique beauty and physical characteristics, as well as its environmental health.

In addition, the Environmental Stewardship section plays a key role in shaping the form of the city's landscape. Some areas of the city are limited due to environmental constraints, while other areas are enhanced by environmental amenities. The land's ability to support certain uses or types of development are limited in particular areas due to potential hazards such as shoreline erosion, flood threats, certain soil conditions, and aircraft movements at Langley Air Force Base. The enforcement of the Chesapeake Bay Preservation Act also limits development of certain lands. As the amount of undeveloped land within the city continues to decrease, pressure increases to develop the remaining greenfields (virgin land) and environmentally sensitive areas. In addition, the issue of redevelopment within the city is key, which involves brownfield and greyfield sites. Brownfields are land areas that are potentially impacted by environmental hazards, such as

contaminated soils or water. Greyfields are typically characterized by vast areas of paved surface that are usually underutilized, such as vacant shopping centers, light manufacturing, underutilized surface parking lots, etc. A great opportunity exists in reclaiming such land areas for redevelopment to a greater potential and to reduce development pressure on environmentally sensitive land areas. This element identifies and discusses such environmental trends and issues that are relevant to the city. It also provides strategies pertaining to various environmental issues.

In general, environmental protection efforts in one direction often affect other areas. For example, urban forestry and beautification efforts have a positive impact on reducing litter. Urban forestry efforts have a positive impact on reducing energy costs and improving water quality. Protecting water quality protects recreational fishing. Protecting air quality protects human health. Educating people about litter problems has the added advantage of increasing their knowledge about their activities in other areas, such as use of household chemicals, particularly outdoors.

More specific to Hampton is its special relationship to the Chesapeake Bay and its tributaries. Water is an integral part of the city, and Hampton’s history and future is closely tied to the Bay and its tributaries. The quality of life and economic opportunities are directly related to the health of the Bay. If the quality of Hampton’s waters declines, the city’s overall quality of life will decline.

Environmental Stewardship Objectives

There are a number of general objectives or best practices that apply to environmental protection planning. These objectives are listed in the table below:

Environmental Stewardship Objectives
1. Practice waste reduction as a means to reduce environmental impacts, extend the life of the Bethel Landfill, and reduce the cost of waste management services.
2. Promote pollution prevention practices for City organizations, businesses, and residents.
3. Protect and improve water quality within Hampton and the region.
4. Practice and promote litter prevention to protect the environment and beautify the city.
5. Protect and improve the natural features found in Hampton: wetlands, forested areas, coastal dunes and beaches, and habitats for rare, threatened, and/or endangered species.
6. Practice and promote integrated pest management.
7. Practice and promote water and energy conservation.
8. Protect and improve the air quality within Hampton and the region.
9. Promote compatible land uses within high accident potential areas and high noise areas in the vicinity of Langley Air Force Base.
10. Promote a thriving “urban forest” that provides ecological, economic, and aesthetic benefits for Hampton.
11. Minimize the exposure of Hampton residents and visitors to environmental hazards.
12. Promote partnerships with private groups and other levels of government to improve environmental quality.
13. Promote environmental education as a means to increase the involvement of Hampton residents, youth, schools, and businesses in environmental protection efforts.
14. Encourage youth participation in stewardship-building activities.

Environmental Stewardship Objectives (continued)
15. Expand opportunities for enjoying the environment (connecting green spaces, waterways, walking and biking trails, etc.).
16. Promote the open space environment as an asset, valued for aesthetics, recreation, and protection of wildlife habitats.
17. Encourage the City to lead by example, with the implementation of environmentally safe practices.
18. Encourage private organizations to implement environmentally safe practices.

EXISTING CONDITIONS

Environmental Features and Assets

Existing environmental features, assets, and amenities in the city of Hampton and surrounding waters include:

Tidal Wetlands - Hampton has significant areas of saltwater marshes, vegetated tidal wetlands, and non-vegetated tidal wetlands (e.g. beaches and mudflats), which are subjected to periodic inundation by tidal activity. There are approximately 2,002 acres of tidal wetlands. Tidal wetlands serve valuable environmental functions, such as assimilating nutrients and toxins in storm water, filtering soil particles, improving water quality, and providing wildlife habitats. Vegetated tidal wetlands also help reduce shoreline erosion and buffer wave energy.

Non-Tidal Wetlands - Not regularly subjected to tidal influences, non-tidal or upland wetlands are found in many areas throughout the city. Characteristics include seasonal saturation or periodic freshwater inundation, resulting in wet soils and plant species that thrive under these natural conditions. Non-tidal wetlands comprise almost 1,416 acres of the city’s land

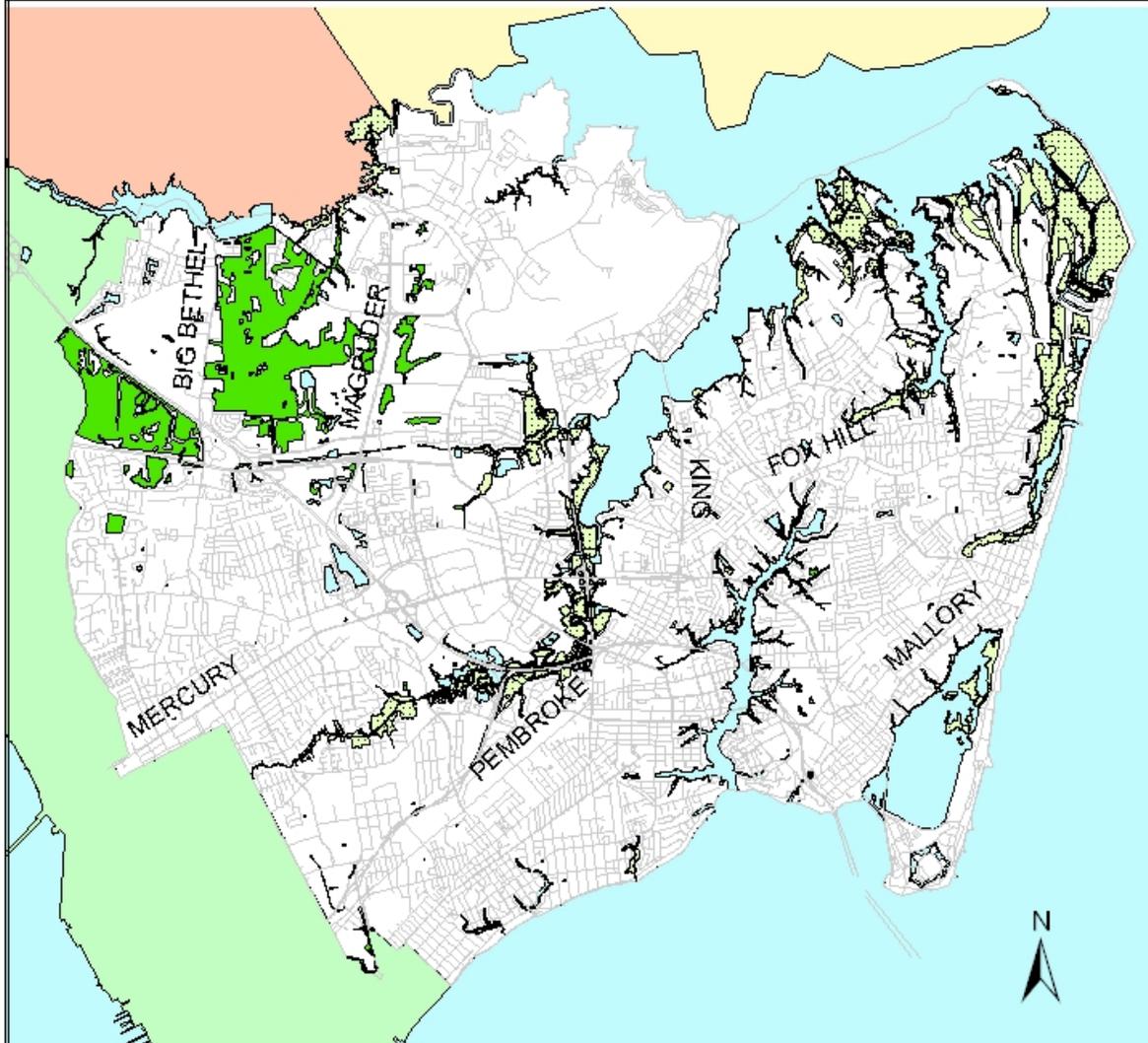
providing valuable environmental functions such as flood control, groundwater quality and recharge, and critical habitat for wildlife and plant species. Non-tidal wetlands also contribute to the natural beauty of Hampton.

Regulatory authority over non-tidal wetlands is primarily exercised by the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality, but also includes the U.S. Environmental Protection Agency and the U.S. Fish and Wildlife Service (see Wetland Areas map).

Coastal Dunes and Beaches - The Coastal Primary Sand Dune is the line of dunes shoreward of the high water line, commonly found along the Atlantic Ocean and lower Chesapeake Bay. Coastal dunes occur in Hampton along the eastern shoreline facing the Bay at Grandview, White Marsh, Buckroe, and Fort Monroe. The City’s public and private beaches serve as a recreational amenity for the community and visitors and provide valuable access to the waterfront. Another asset is the Grandview Nature Preserve. The dunes and beaches provide flooding and erosion protection, habitat for coastal flora and fauna, including endangered species, and sand for natural beach replenishment. The Coastal Primary Sand Dune Protection Act provides for State and local regulation of approximately 5.5 miles of Hampton’s shoreline, which is administered primarily by the Virginia Marine Resources Commission (see Wetland Areas map).

Freshwater Lakes - There are several open freshwater lakes within the city, many of which are man-made from borrow pits resulting from Interstate 64 construction. The Big Bethel Reservoir forms part of the northern boundary of the city and formerly served as the primary drinking water supply for Langley AFB and Fort Monroe. No longer serving as the primary water source for the bases, the Reservoir continues to provide recreational opportunities for the public and could be a potential emergency water source. Freshwater lakes serve

Wetland Areas



Features

-  Marsh
-  Non-tidal Wetlands
-  Tidal Wetlands
-  Street Network

Hampton Community Plan Environmental Stewardship

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 ESG Wetland Inventory Study



City of Hampton
 Planning Department
 February, 2006

as wildlife habitats, sources of groundwater recharge, and recreational and visual amenities for the community.

Shellfish Habitats - The waters of the Chesapeake Bay, Hampton Roads, and its tributaries are productive finfish and shellfish areas. Oyster grounds can be found in the Back River and its tributaries, Hampton River, Mill Creek, and along the Bay and Hampton Roads shorelines. However, some of these areas are condemned for shellfish harvesting due to water pollution and public health concerns. Condemned areas include:

- ◆ All of Hampton Roads Channel;
- ◆ Southwest Branch of Back River;
- ◆ Harris River;
- ◆ Wallace, Long, and Grundland Creeks, including Salt Ponds.

Seasonally (between April – October) condemned areas include areas of Back River, adjacent to marinas at Dandy Point and Harris Creek, and the Chesapeake Bay, adjacent to Salt Ponds Inlet.

The most productive shellfish area in the city remains along the Bay. Crabbing is still permitted within the shellfish condemned areas.

A large part of Hampton's history is centered around the fishing industry, including shellfish harvests. Hampton is best known for its ties to industry related to harvesting and processing blue crabs. Although no longer critical to Hampton's economic base, the seafood industry remains an important component to the local economy. Its protection is critical to preserving Hampton's heritage, uniqueness, and appeal. Watermen still work the Hampton waters as a trade and a number of seafood processing firms are located within the city.

Submerged Aquatic Vegetation - In the shallow waters of the Chesapeake Bay, underwater grasses play a crucial role in the development of marine life. Providing food and habitat for waterfowl, fish, shellfish, and invertebrates, the grasses serve as nursery habitat for many species of fish, which seek refuge from predators in the grass beds; additionally, blue crabs are known to hide in Bay grasses after molting, while still soft. Submerged Aquatic Vegetation (SAV) also produces oxygen in the water column as part of the photosynthetic process, filters and traps sediment that can cloud the water and bury bottom-dwelling organisms such as oysters, and protects shorelines from erosion by slowing down wave action. SAV also remove excess nutrients, such as nitrogen and phosphorus that could fuel unwanted growth of algae in the surrounding waters. Bay grasses require such nutrients for growth and reproduction.

Much of these grassy areas have been on the decline since the 1960s. Back River, once dense with SAV, lost much of this important habitat over the last few decades. Survival of SAV is dependent upon the amount of light reaching the plants. Water, clouded by suspended sediment and/or phytoplankton (algae), reduces the light levels that reach underwater grasses which inhibits vegetation growth. This results in a loss of food and habitat for many Chesapeake Bay species. Sources of sediment include runoff from agricultural areas, building sites, and lawn care practices as well as shoreline erosion. Excessive levels of nutrients also threaten SAVs. High levels of nutrients stimulate the growth of algae blooms, which cloud the water and destroy these grassed areas. Volunteer efforts to restore SAVs are underway through the Virginia Institute of Marine Science and Chesapeake Bay Foundation.

Waterways



Features

- | | | |
|--------------------|--------------------------|--------------------------|
| 1. Mill Creek | 7. Lake Hampton | 13. NW Branch Back River |
| 2. Hampton River | 8. Chisman Lake | 14. SW Branch Back River |
| 3. Brights Creek | 9. Billy Wood Canal | 15. Harris River |
| 4. Sunset Creek | 10. Tide Mill Creek | 16. Grundland Creek |
| 5. Indian River | 11. Big Bethel Reservoir | 17. Long Creek |
| 6. Newmarket Creek | 12. Brick Kiln Creek | 18. Salt Pond |

Hampton Community Plan Environmental Stewardship

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services



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Habitats – Rare, Threatened, Endangered Species - Hampton is home to many migratory, rare, threatened, and/or endangered plant and animal species. Currently, many of these species reside in relatively protected areas; however, decreasing open space lands and development pressures threaten such species. In planning for the City's future, it is imperative to recognize which species inhabit Hampton, where they are located, and the risks to each. Sensitivity given to development in such areas and the protection of such species is critical. The species of concern identified in Hampton include:

A. Vascular Plants

- ◆ Virginia Beach Pinweed (Fort Monroe)
- ◆ Longstalk Sedge (Fort Monroe)
- ◆ Southern Catalpa (Fort Monroe)
- ◆ Cuthbert Turtlehead
- ◆ Slim-Leaf Tick-Trefoil
- ◆ White-Top Fleabane
- ◆ St. John's-Wort
- ◆ Virginia Least Trillium
- ◆ Dwarf Sundew (Grandview Beach)

B. Amphibians

- ◆ Mabee's Salamander (Sandy Bottom)

C. Birds

- ◆ Great Egret
- ◆ Piping Plover (Grandview Beach)
- ◆ Perigrine Falcon
- ◆ Black Skimmer (Grandview Beach)
- ◆ Least Tern (Grandview Beach)

D. Invertebrates

- ◆ Northeastern Tiger Beetle (Grandview Beach)

E. Reptiles

- ◆ Canebrake Rattlesnake (Sandy Bottom)
- ◆ Loggerhead Sea Turtle (Grandview)

The City's Wildlife Management Plan provides an exhaustive list of wildlife species in Hampton, including species of concern, and discusses plant and animal practices and habitats in greater detail (see Natural Heritage Resources map).

Open Space/Natural Areas - Open space areas are needed to support facilities for active recreation activities (e.g. athletic fields, golf courses, playgrounds, etc.). Natural areas are necessary to preserve and conserve sensitive natural systems (e.g. wetlands, beaches, woodlands, etc.) and offer passive recreation opportunities. The City has approximately 1,128 acres of parkland.¹⁰ There are also 1,185 acres of undeveloped natural areas where development is severely restricted due to the presence of environmentally sensitive features such as marsh land and wetlands. Parkland and undeveloped natural lands represent 6.8% of the city's total geographic area.

Hampton's many parks maintain a diverse mix of natural resource areas and environmental activities. There are nine City-owned parks located along lakes, creeks, rivers, coastal shoreline, or other environmentally sensitive areas, comprising 653 acres of waterfront and/or feature parks. In addition to City property, the Grandview Nature Preserve, a State-owned park, provides approximately 475 acres of open space. Besides providing active and passive recreational amenities, these areas provide wildlife habitats, function as ecological systems, and offer environmental education opportunities (see Open Space map).

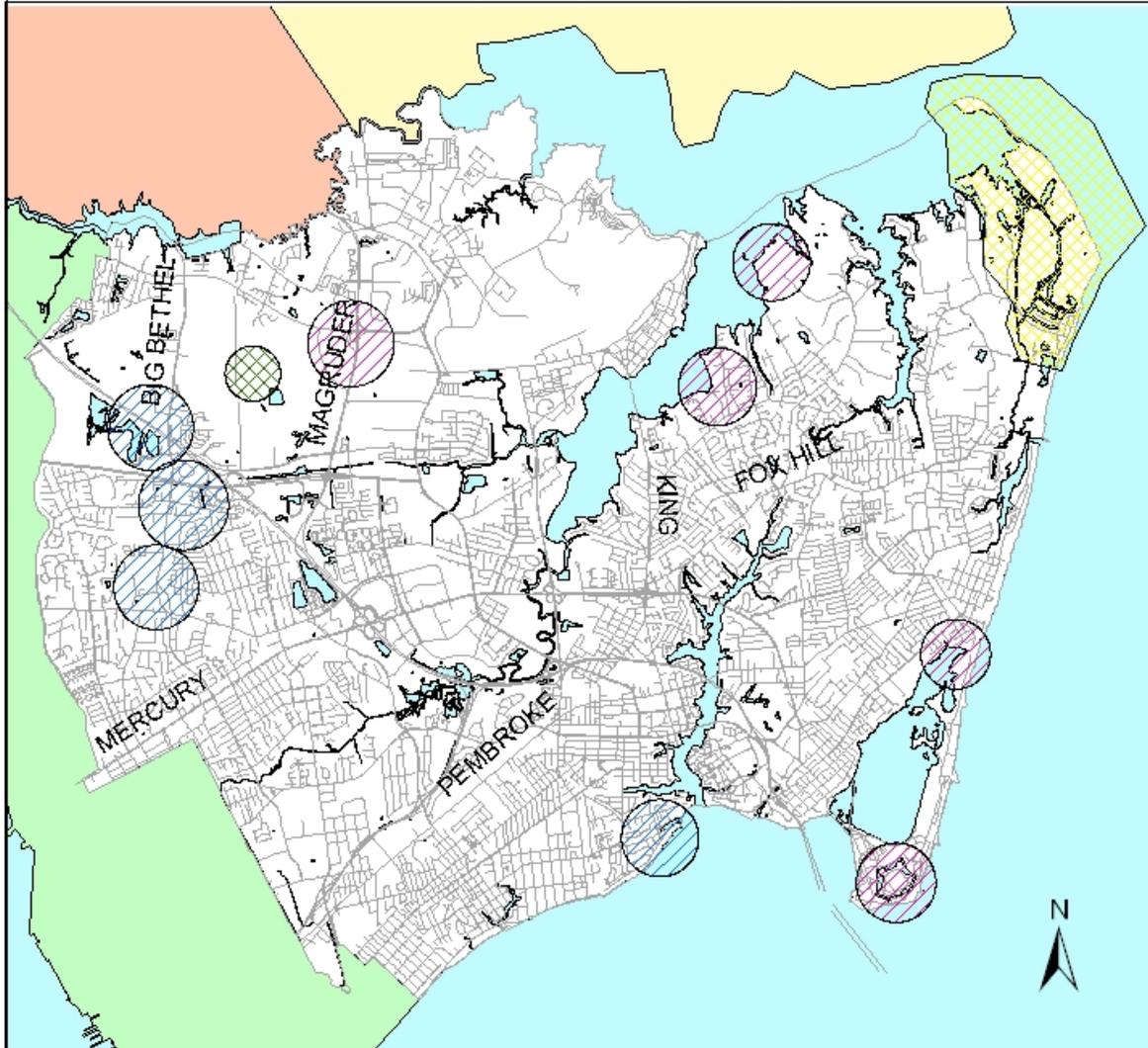
Air Quality - Air quality within the Hampton Roads Metropolitan Statistical Area (MSA) does not meet Federal standards for hydrocarbon and photochemical emissions. Within Hampton the

¹⁰ This figure does not include neighborhood park facilities that are shared with public schools and other community and neighborhood facilities.

primary source of emissions is automobile exhaust. The U.S. Environmental Protection Agency classifies the City and the region as having a non-attainment status for ozone. This has potentially serious implications throughout the region, including limits on State and Federal funding for transportation projects.

Greenways/Waterways - The city's greenways and waterways contribute to the overall open space system. There are approximately 12 miles of trails and natural walks within the city. There are approximately 30 miles of navigable water within the city's tributaries and along its shoreline (see Open Space map).

Natural Heritage Resources



Features

-  High Significance - Federal List
-  Moderate Significance - Federal List
-  General Location Natural Heritage Resource
-  General Location Natural Heritage Resource - State List
-  Street Network

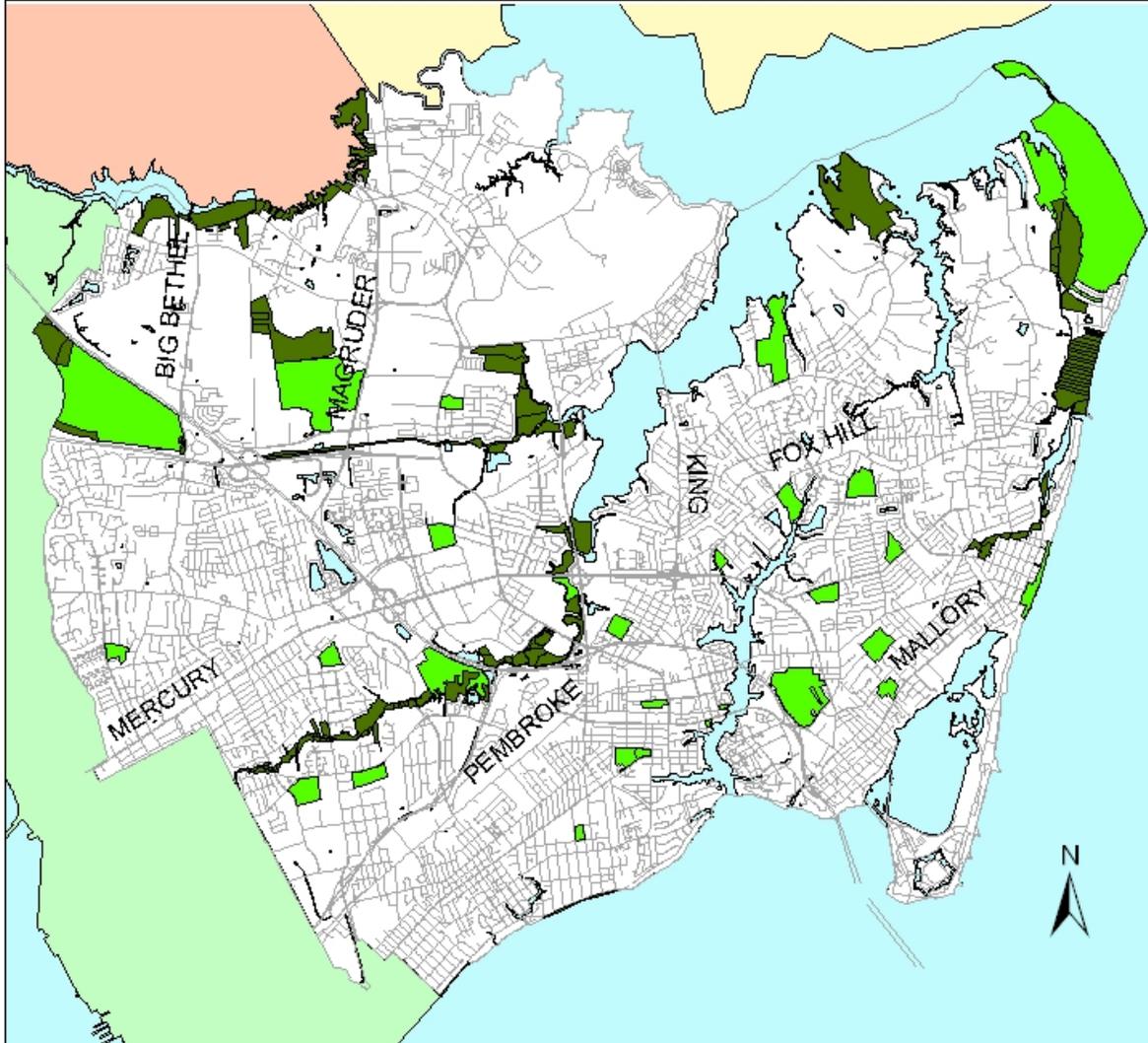
Hampton Community Plan Environmental Stewardship

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Wildlife Management Plan
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 VA Department of Conservation and Recreation



City of Hampton
 Planning Department
 February, 2006

Open Space



Features

-  Parks
-  Open Space
-  Street Network

Hampton Community Plan Environmental Stewardship

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department

February, 2006

Soils and Topography - Hampton is located within Virginia's coastal plain with elevations at or near sea level. The city has gentle slopes within a range 0 to 3%. The highest elevations are located in the northwestern area of the city and scattered throughout the southwestern section. Soils in Hampton are generally characterized as sandy loam. There are 19 different soil types in Hampton.¹¹ Soils are classified according to location, use limitations, and the physical and chemical properties of soil particles. Many have hydric (wet) characteristics and/or are subject to frequent flooding or inundation (see Soils map).

Urban Forest - A healthy forest is beneficial to the urban environment by reducing storm water runoff and erosion and sedimentation, improving air quality, and offering wildlife habitat. In addition, tree cover mitigates climatic effects and provides energy efficiency value (e.g. windbreak, shade, etc.) and physiological value (e.g. shelter, screen, aesthetics, etc.). By enhancing the city's appearance and increasing property values, trees are a valuable landscape resource (see Land Cover map). There are approximately 12,027 acres of forested area within the city, which accounts for 35.8% of total land area.

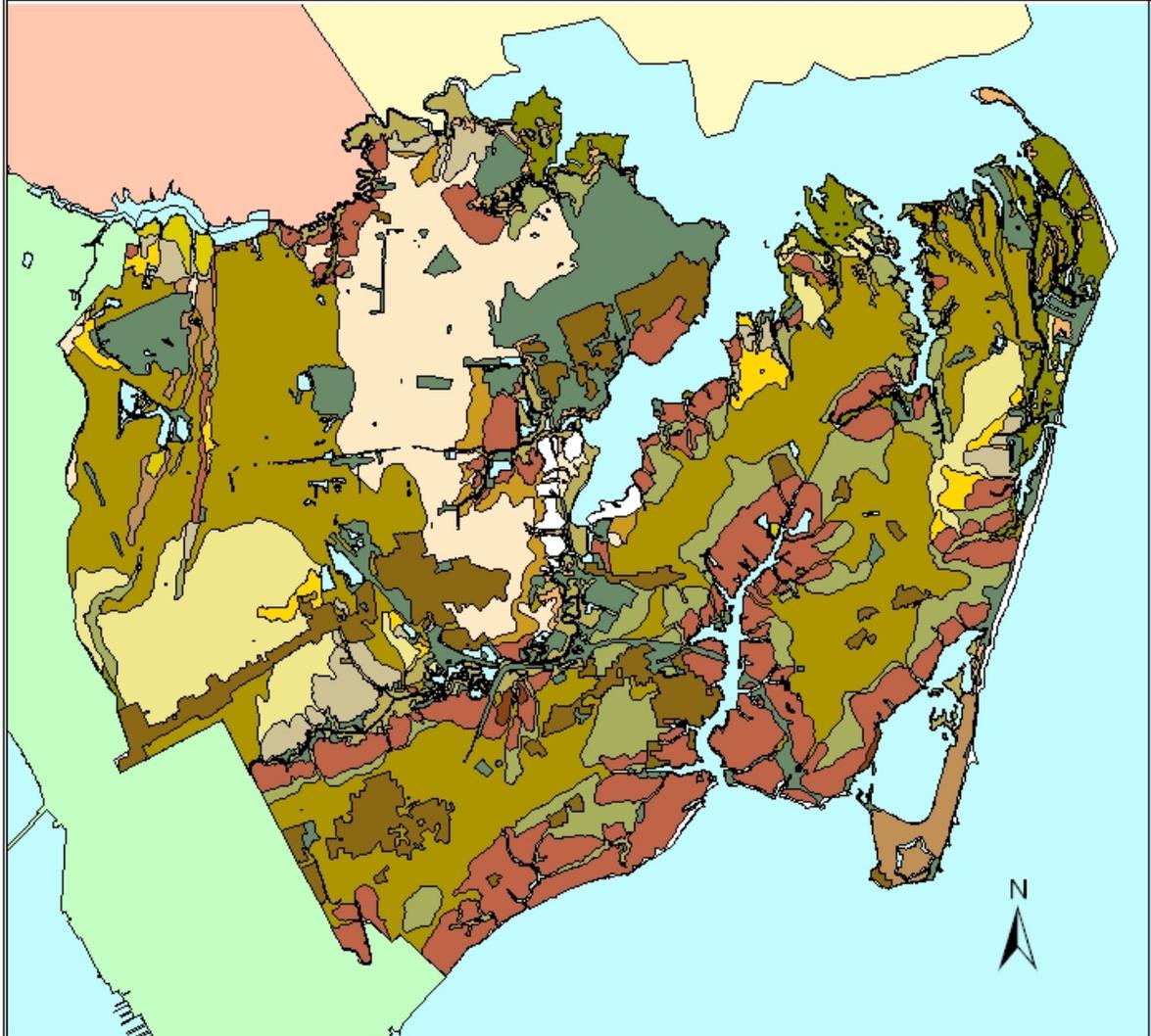
Water Quality - The cleanliness of our environment is directly reflected in the quality of the water in our streams, rivers, and oceans. "Clean water" refers to water that is free of chemical and solid pollutants, with natural levels of sedimentation, good oxygenation, and plentiful aquatic plant and animal life. The City is committed to protecting the water quality of the Chesapeake Bay through its Chesapeake Bay Preservation Areas and local storm water management requirements. Clean water, trees, and open spaces contribute to an improved

quality of life in our community and help attract businesses and tourists.

Natural Hazards - Hampton's coastal location creates a particular vulnerability to major coastal storms, with the most significant of these being hurricanes. On September 18, 2003 Hurricane Isabel made landfall and caused considerable damage in the city making it the most destructive natural hazard event to hit the Peninsula in recent history. While hurricanes and other storm events present the most likely risks to the city, Hampton is also vulnerable to tornadoes and has a minor risk of wildfires in drought years. Federal and State emergency management agencies are encouraging the development of hazard mitigation plans to reduce a community's vulnerability to natural hazard events through advanced planning. The City of Hampton, along with neighboring communities on the Peninsula, is currently working on a Regional Hazard Mitigation Plan that addresses changes to building regulations, education to the public on hazards, protecting City facilities from hazard damage, and other measures that will reduce the City's hazard vulnerability. Besides reducing the City's vulnerability to natural hazards, the plan will also lead to a potential five percent or greater reduction in annual flood insurance premiums for insurance provided through the National Flood Insurance Program (NFIP). (Additional information on the City's vulnerability to specific natural hazard events and steps that will be taken in response can be found in the *Peninsula Multi-Jurisdictional Natural Hazards Mitigation Plan*. This Plan is adopted by reference as part of Hampton's Community Plan.)

¹¹ For a complete list of soil types and a comprehensive description of each type, refer to the list of "Published Soil Surveys for Virginia" conducted by the National Resources Conservation Service (NRCS), U.S. Department of Agriculture.

Soils



Features

Soil Type

	Altavista		Udorthents-Dumps
	Dragston		Urban Land
	Johnston		Axis
	Lawnes		Beaches
	Munden		Bohicket
	Newflat		Bojac
	Nimmo		Chikahominy
	Augusta		Bethera
	Seabrook		Craven
	State		Water
	Tomotley		

Hampton Community Plan Environmental Stewardship

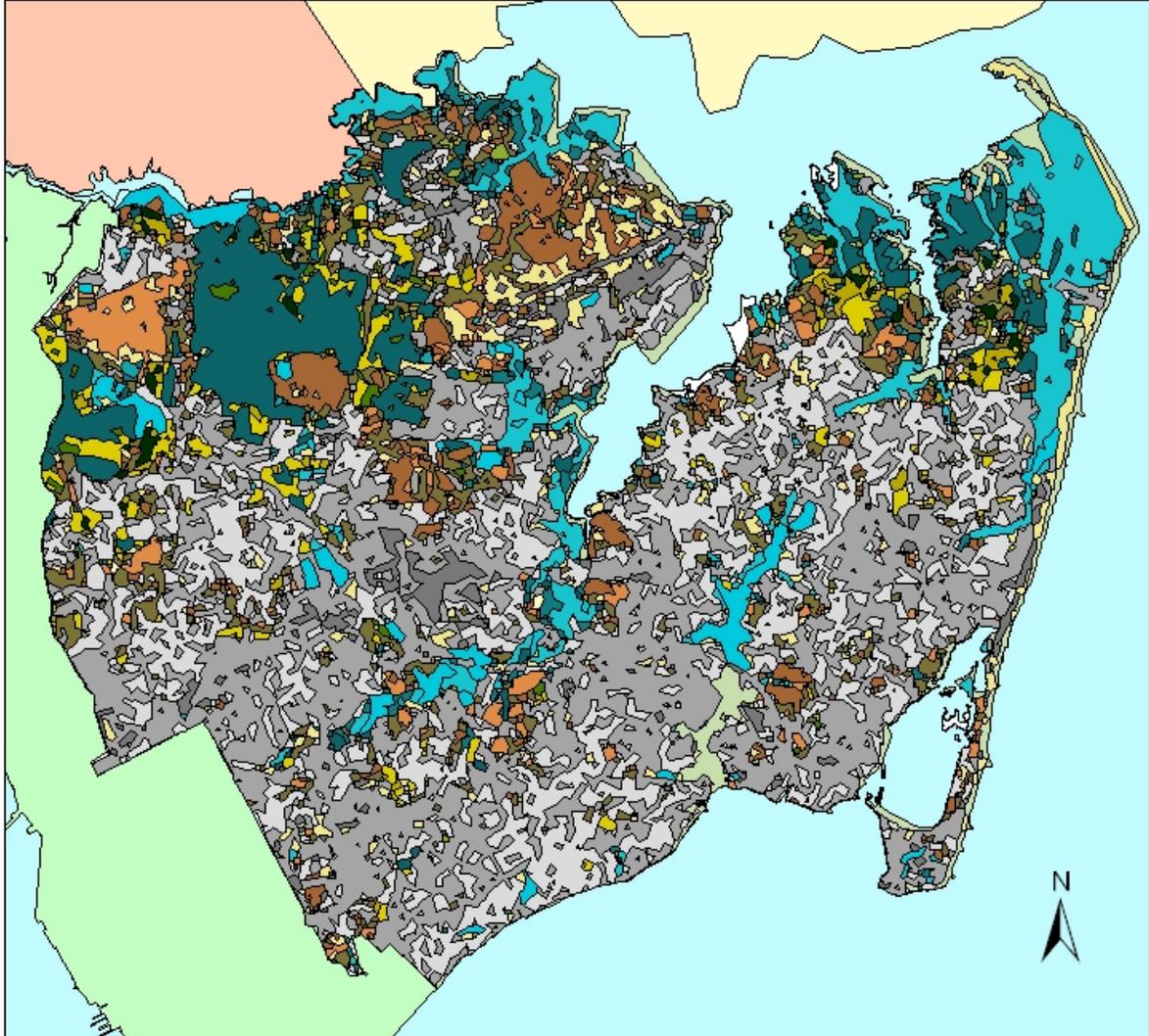
Data Sources:

City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 U.S. Department of Defense Data



City of Hampton
 Planning Department
 February, 2006

Land Cover



Features

Land Cover

	Shoreline		Recent Clearcut
	Montane Xeric Conifer		Wetland
	Submontane Yellow Pine		Herbaceous Wetland
	Mixed Herbaceous		Herbaceous Wetland
	Sparse Herbaceous/Row Crop		Forested Wetland
	Open Water		Unclassified
	Non-Vegetated		Piedmont/Coastal Plain Forest Complex
	High Intensity Disturbed/Urban		Piedmont/Coastal Plain Forest Complex
	Low Intensity Disturbed/Residential		Virginia Hardwood Complex
	High Intensity Disturbed/Urban		Virginia Hardwood Complex

Hampton Community Plan Environmental Stewardship

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 HRPDC Environmental Data



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Flood Control - Flooding can be a substantial threat to lives and property. Due to the generally flat topography and proximity to the Chesapeake Bay and its tributaries, significant land areas within the city are subject to both tidal and runoff flooding during major storms. If sea levels continue to rise, historically 6/10th of a foot per 25 years, flooding problems can be expected to increase. Federal flood regulations require that a minimum ground floor elevation for new construction in flood areas be established and that regulations be placed on the type of construction allowed.

Air Installation Compatible Use Zone - Air Force bases attract development such as housing and businesses to support base operations. As development encroaches upon the airfield, more people experience the noise and accident potential associated with aircraft operations. In an effort to balance the needs of aircraft operations and community concerns, the Air Installation Compatible Use Zone (AICUZ) was developed to protect the health, safety and welfare of those living near military airfields while preserving the defense flying mission. The AICUZ guidelines define zones of accident potential and high noise and recommend uses that are compatible within these zones (see AICUZ map).

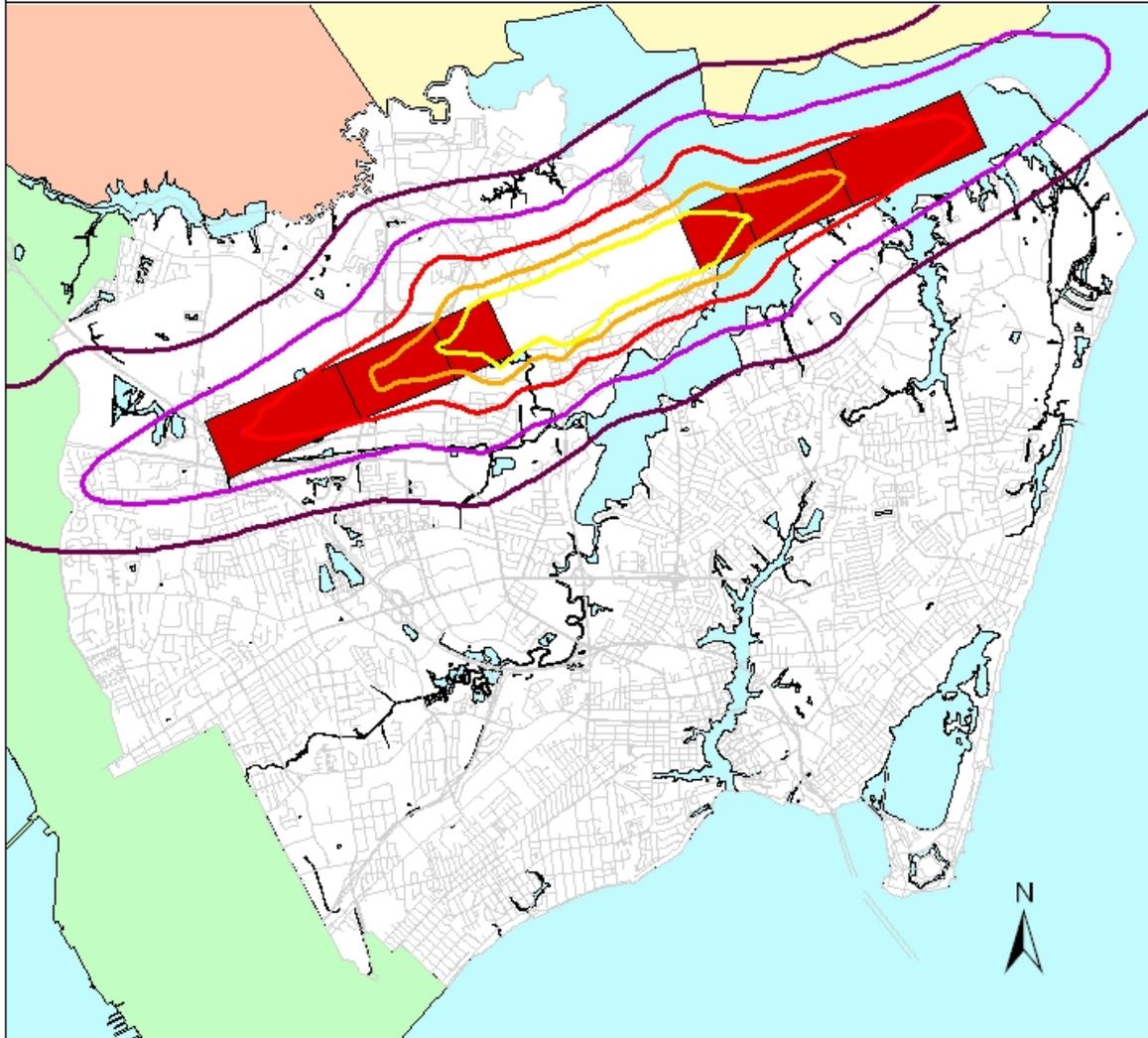
Local planning agencies are encouraged to adopt these guidelines. Hampton and Langley AFB have worked together for many years to promote compatible land use development around the base, and the City has an adopted AICUZ for Hampton. There are approximately 1,033 acres of land within the accident potential area. Noise impacts extend farther than the accident potential area. There are approximately 9,789 acres of land area affected by harmful noise levels within the city. Langley will be working with the City to update the noise area to reflect the different noise intensities generated by the new F-22 aircraft. This study is expected to be completed by October of 2006.

The location of the accident potential zone and the associated aircraft noise impact affects land uses. The Zoning Ordinance and zoning map reflect the influences of the AICUZ. The AICUZ program addresses:

- ◆ future development constraints on and off base due to noise and safety concerns,
- ◆ aircraft noise levels,
- ◆ facility height restrictions,
- ◆ maintenance of the clear zone (CZ),
- ◆ the numbers of people exposed to high noise levels, and
- ◆ the risk of aircraft accidents in Accident Potential Zones I and II (APZ I and APZ II).

Due to the higher potential for crashes in these areas, people-intensive land uses (e.g. places of assembly, residential, high density offices, etc.) are inappropriate. Land-intensive uses (e.g. warehouses, storage facilities, parks, etc.) are better suited for these areas. While certain land uses may not be excluded, they may be discouraged due to the negative impact on quality of life.

Air Installation Compatible Use Zone



Features

Noise Contours

-  65 ldn
-  70 ldn
-  75 ldn
-  80 ldn
-  85 ldn
-  Accident Potential Zone
-  Street Network

*ldn (day-night average sound level) - standard noise measurement that considers the noise levels of all events within a 24-hour period, measured in decibel units.

**Hampton Community Plan
Environmental Stewardship**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 U.S. Department of Defense Data



City of Hampton
 Planning Department
 February, 2006

Existing Programs

Programs related to environmental protection include:

Tidal Wetlands - In 1972, the Virginia General Assembly enacted the Virginia Wetlands Act. This Act required State permitting for impacts to tidal wetlands and gave localities the option to create local wetlands boards. Hampton has an adopted wetlands ordinance that created a wetlands board with the authority to regulate activities occurring within vegetated and non-vegetated tidal wetlands. The Board seeks to minimize the impacts to wetlands and works toward impact mitigation where necessary.

Chesapeake Bay Preservation Areas - In 1988, the Virginia General Assembly enacted the Chesapeake Bay Preservation Act, hereinafter referred to as the Bay Act. The Act recognizes the important relationship between land development and water quality. The two primary impacts of land development that are regulated by the Bay Act include:

- ◆ Impacts on sensitive environmental features in the landscape that naturally protect water quality such as wetlands and vegetated areas adjacent to the shoreline.
- ◆ Storm water run-off from developed areas that may contain a variety of sediments, nutrients, and other types of water pollution.

The Bay Act and the associated State regulations identify specific requirements that must be included in local ordinances and comprehensive plans in order to protect the water quality of the Chesapeake Bay. These requirements include the designation and protection of local Chesapeake Bay Preservation Areas. In 1990, the City amended the zoning and other local ordinances to meet the requirements of the Act. Additional amendments have been adopted to maintain consistency with the State regulations.

In 2002, the City also adopted an amendment to the 2010 Comprehensive Plan to meet the requirements of the Chesapeake Bay Preservation Act. (Additional information about efforts to protect the Chesapeake Bay can be found in the *Chesapeake Bay Preservation 2010 Comprehensive Plan Amendment*. This amendment is adopted by reference as part of the Community Plan.)

Soil Erosion and Sedimentation Control - While a certain amount of erosion occurs naturally, a major source of sedimentary deposit occurs from construction site erosion, which can be controlled. The typical urban construction site erodes at a rate of up to 1,000,000 tons per square mile per year. The successful implementation of E&S (erosion and sedimentation) measures can control soil movement and prevent environmental damage to our waterways. Soil is a valuable natural resource that can take hundreds of years to build. Although water quality is typically the common issue surrounding erosion, the loss of valuable soil should not be overlooked.

The Commonwealth of Virginia, through the Department of Conservation and Recreation, requires that localities have an active E&S control program. Hampton's Erosion & Sedimentation program includes development plan review and site inspection to ensure regulatory compliance with applicable regulations. From construction entrances to silt fences and landscaping standards, the City's E&S program reduces development impacts on local water quality.

Storm Water Management

Pollution from storm water runoff enters local waters through the drainage pipes, inlets, ditches, ponds, and canals that comprise the City's storm drainage system. The City's storm water management program is intended to address flooding problems, improve drainage,

and reduce pollutants in run-off as required by Federal and State water quality standards.

A series of programs have been implemented since 1993 to meet Clean Water Act Amendments when the Federal and State governments mandated that localities do more to reduce pollution carried in storm water runoff. Street sweeping, for example, removes up to 3,000 tons of grit and debris a year. Drainage maintenance clears debris from hundreds of miles of pipe and ditches on an annual basis. Capital improvement projects address drainage and pollution; best management practices (retention and detention ponds) are put in place to slow the flow of runoff.

Public education promotes cooperation with environmental services and has a hands-on volunteer component called Hampton Watershed Restoration. The goal of this program is to clean up waterways; it is coordinated by the City's Public Works education program, and includes the Adopt-a-Stream program.

Back River Water Quality

The Back River is on the State list of impaired water bodies due to levels of bacterial contamination that exceed the standards set for shellfish waters. Under the Clean Water Act, the State is required to develop a Total Maximum Daily Load (TMDL) report that identifies the sources of contamination and allocates a maximum pollutant load allowed to each source in order to achieve water quality levels necessary to reopen the shellfish beds for direct harvest. A TMDL report is currently under development for the Back River. Likely sources of contamination in this watershed include pet wastes, sewage, and storm water runoff. Once this report is complete the City will have to work with the State and neighboring localities to create a strategy for addressing these sources of contamination.

Integrated Solid Waste Management - Hampton has an integrated waste management program that includes a convenient curbside collection program, recycling, a household chemical disposal program, a refuse-fired steam plant, a landfill, and participation in a regional compost program. Curbside collection includes household waste, recycling, yard waste, and bulk trash. Scrap metal is extracted from that waste stream and sold. The City recycles oil from its vehicle fleet. As the host city to the Bethel Landfill, residents are entitled to free disposal of general household waste.

The Hampton/NASA steam plant burns up to 240 tons of household waste a day generated by Hampton residents, several Federal installations, and a limited quantity from other communities. The process creates steam which is used by NASA/Langley, offsetting their need to use fossil fuels. The award-winning facility is undergoing improvements to further reduce air pollution.

Public education efforts encourage residents to recycle more and set out waste properly at curbside to avoid pest control problems. The Hampton Waste Watchers Committee was established in 1993 as an interagency team to educate residents about Hampton's solid waste management system. The Committee also offers free tours of the city's waste management facilities.

Environmental Health/Pest Control - Like so many municipal environmental programs, pest control relies heavily on public cooperation. Since spraying for mosquitoes is a last resort, research and prevention are emphasized in Hampton's efforts. With the increasing threat of the West Nile Virus in Hampton Roads, testing for the virus is placing extra demands on the team which also does public education throughout the year. Mosquito control efforts are underway year round, with a heavy emphasis on public cooperation to remove stagnant water. Reducing breeding grounds is

critical for addressing this problem. Currently the City cooperates at a regional level with regional spray application efforts provided by Langley Air Force Base.

Citizen Advisory Groups - Hampton incorporates citizen input on numerous environmental committees. The Departments of Parks and Recreation, Public Works, and Planning have advisory groups to guide decisions on open space, wetlands, beautification, storm water, and waste management issues. There are numerous opportunities for public involvement.

Hampton Clean City Commission (HCCC) - HCCC was established in 1978 as a citizen board to address litter prevention and improvement of the physical environment of Hampton. The group is governed by nine volunteer members appointed by City Council, and consists of more than 100 committee volunteers and approximately 5,000 project volunteers. Among HCCC's programs are:

- ◆ *Adopt-A-Spot & Special Clean-ups*, which encourages litter cleanup and prevention throughout the city at more than 100 sites that include major thoroughfares, neighborhoods, parks, schools, and virtually any other public areas.
- ◆ *Keep Hampton Green*, which encourages public participation in urban forestry efforts through fundraising, planting trees, and educating residents about trees and tree care.
- ◆ *Hampton Clean Businesses*, which recognizes workplaces that maintain beautiful, clean grounds and practice sound solid waste management, including recycling, and educates businesses in regard to these practices through various means that include a regionally coordinated Virginia Peninsula Clean Business Breakfast.
- ◆ *School Pride In Action*, which uses classroom and non-traditional educational avenues to teach youth about the importance of citizen participation in environmental protection, provides training for traditional and non-traditional educators to encourage further educational efforts, and provides a number of fun programs and activities to engage youth in environmental activities.
- ◆ *Yards Are Really Distinctive Showplaces*, which is both a contest and a program, recognizes residents who maintain beautiful and environmentally sensitive yards, and provides information and encouragement to residents who are seeking to improve their landscapes.
- ◆ *LitterLine*, which encourages Hampton residents and workers to "see" litter, report it, and clean it up if possible.

ANTICIPATED FUTURE CONDITIONS

Trends and issues that will affect environmental stewardship in Hampton and the region are noted below:

Regional Planning and Partnerships

A growing number of environmental issues will continue to be addressed through planning and coordination on a regional scale:

- ◆ Solid Waste Management
- ◆ Environmental Education
- ◆ Air Quality
- ◆ Water Quality
- ◆ Hazard Mitigation Planning
- ◆ Smart Growth Practices
- ◆ Energy Conservation
- ◆ AICUZ Planning

Increasing State and Federal Mandates

Many of the recently adopted environmental programs and regulations implemented at the local government level are the result of mandates from the State or Federal government. Examples include: Chesapeake Bay Preservation Act requirements, storm water management requirements, and AICUZ requirements. Most of these mandates are not accompanied by Federal or State funding for implementation. Changing State and Federal regulations and program guidance requires that local programs be periodically reviewed for compliance and kept up to date. For example, as State and Federal efforts to improve the water quality and habitat value of the Chesapeake Bay increase, the demands made on local governments to enforce existing regulations, create new regulations, and develop local water quality improvement plans also increases without any significant funding to pay for these local efforts. In Hampton, this progression has been manifested with the requirements to adopt

a storm water ordinance, a Chesapeake Bay Protection District, an erosion and sediment control ordinance, and will require further water quality planning as the Federal deadline for reaching specified water quality levels in the entire Bay approaches in 2010. In an attempt to meet the requirements of this deadline, the State has adopted tributary strategies for each of the major river drainages in Virginia, which will have impacts on local resources.

The trend of increasing State and Federal environmental mandates on local governments is expected to continue. This trend will require that the City continue to monitor State and Federal environmental initiatives and determine their legal and fiscal impacts.

Land Development Constraints and Opportunities

As noted in the Land Use and Community Design section of the Community Plan, the City of Hampton is nearly fully developed. Much of the future growth and development within the city will be the result of redevelopment, in-fill development, and revitalization of existing neighborhoods and districts. The land development constraints and opportunities of a built-out city will affect City policies and programs to promote environmental stewardship:

Brownfields – “Brownfields” are defined by the U.S. Environmental Protection Agency as abandoned, idle, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental (e.g. soil or water) contamination. The City has initiated a process to identify potential brownfield sites and to explore opportunities for clean-up and redevelopment.

Greyfields - The term “greyfields” typically refers to vacant or under-used, aging commercial properties and centers. The revival of these centers is complicated by relatively high

redevelopment costs as compared to “greenfield” development costs and shifting market bases to other areas of the city or region. Another factor could be the decline of adjacent neighborhoods. The term greenfield is applied to “virgin” vacant land that has not been previously developed. Faced with limited greenfield sites and developable land, redevelopment of brownfield and greyfield sites is becoming a key component to Hampton’s growth and economic development. Redevelopment of brownfields and greyfields is also a strategy that promotes smart growth and environmental stewardship.

Public Open Space – Hampton has an extensive inventory of parks and open spaces. The city also has over 227 miles of coastal shoreline and numerous water bodies. Redevelopment and revitalization initiatives within the city, however, will present numerous opportunities to enhance and expand the City’s inventory of public open spaces. Enhanced open spaces will promote stewardship of the environment while also creating a renewed sense of place and economic vitality in the city’s neighborhoods and districts.

Tree Preservation – The environmental and economic benefits of an urban forest and well-maintained city landscapes are noted above. Redevelopment and revitalization initiatives in the city will also present opportunities to protect existing trees and to enhance the city landscape. Additional incentives and development regulations may be needed to fully realize the opportunities for tree preservation.

Chesapeake Bay Preservation

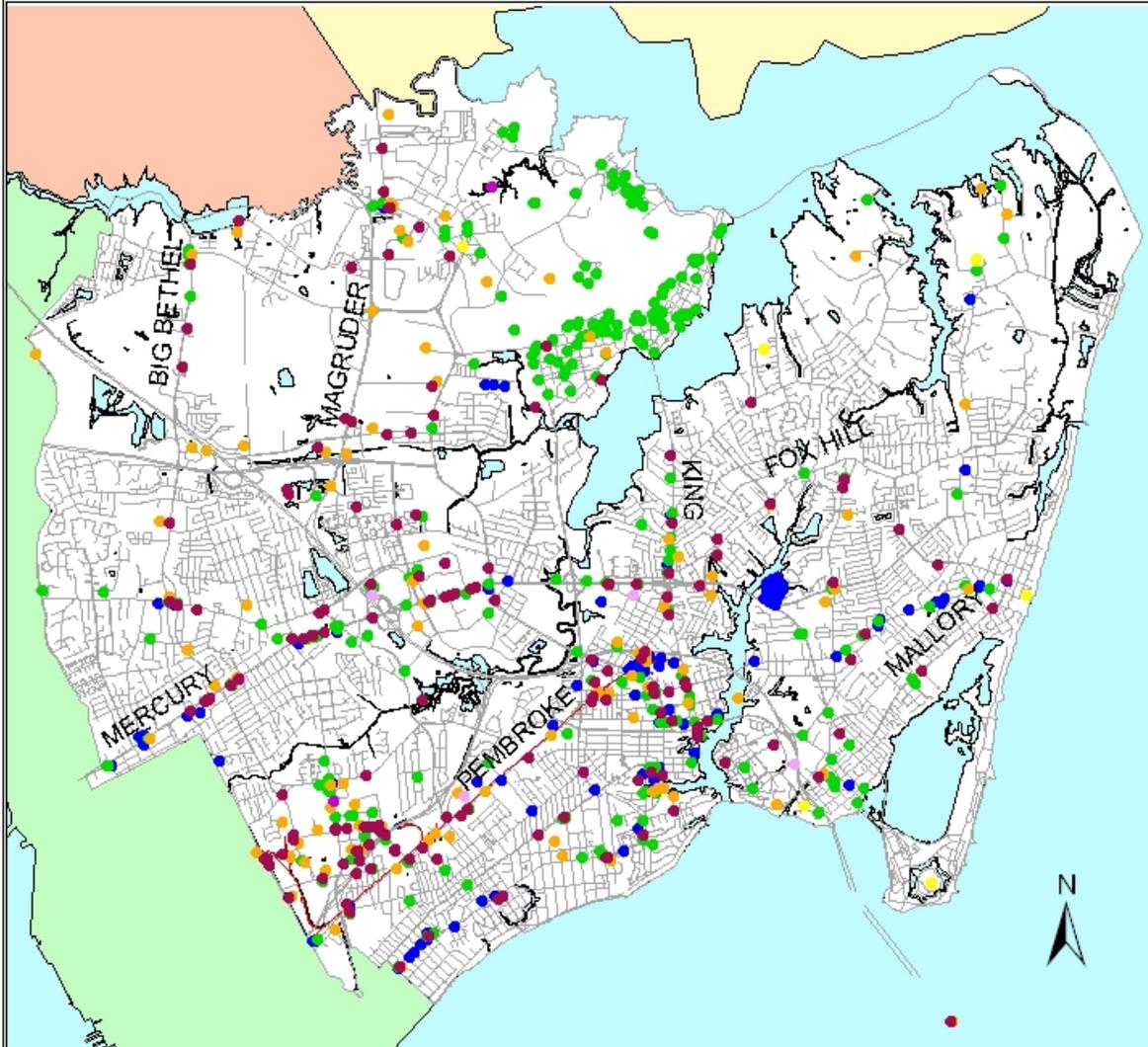
The waters and shoreline of the Chesapeake Bay will continue to be one of the city’s most important economic and environmental assets. Preservation and sustainable use of the Bay will be central to a number of policies and programs promoting environmental stewardship:

Shoreline Erosion – Shoreline erosion is a natural phenomenon of the water’s edge that constantly changes due to tidal action and wave effects. Shoreline erosion has a negative impact on the Chesapeake Bay water quality due to the increase in sediment in the water. Erosion becomes a threat when development occurs along the shoreline risking damage to private structures and public facilities. The City will continue to monitor and manage shoreline erosion to advance environmental and other public objectives. A beach replenishment program is essential to maintaining the public beaches for residents and tourists to enjoy as well as protecting the beachfront from erosion.

Shoreline & Water Access – Locations for suitable boat access along Hampton’s waterfront are limited. Large commercial and recreational vessels are restricted to the lower Hampton River and Hampton Roads near Fort Monroe. Channel depths in these areas are maintained at approximately 12 feet (mean low water). The Back River channel has similar depths; however, none of the channels that provide access to the shore have adequate depths. Continued maintenance and enhancement of the shoreline and water access is needed to support the sustainable use of the Bay and its tributaries and to promote economic development and quality of life for city residents and visitors.

Water Quality Management – Federal and State regulations require Hampton and other localities to reduce pollution from storm water before it reaches area waterways. In Hampton, these pollution controls have been funded by a storm water fee based on the amount of impervious surfaces that generate runoff. Regulations have also been developed to require localities to reduce pollution from the sanitary sewer collection system. The City’s role in water quality management is expected to continue to expand as new regulations are developed and existing water quality standards are made more stringent.

Brownfields Inventory



Features

- Formerly Used Defense Sites
- Water Releases
- Air Releases
- Hazardous Materials
- Remediation Sites
- Air/Water Discharges
- Underground Storage Tanks
- City Identified Sites
- Hampton Rail
- Street Network

**Hampton Community Plan
Environmental Stewardship**

Data Sources:
 City of Hampton Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 Malcolm Pirnie Brownfield Inventory 2003



City of Hampton
 Planning Department
 February, 2006

ENVIRONMENTAL STEWARDSHIP POLICIES

Regional Policies

EN Policy 1: Foster environmental stewardship among residents, local organizations, businesses, and institutions within the city and the Hampton Roads region.

EN Policy 2: Support regional efforts to reduce water and air pollution and to practice sustainable management of solid and hazardous wastes.

EN Policy 3: Support regional efforts to promote sustainable use of regional natural assets. Support regional and multi-state efforts to acquire, develop, operate, and maintain regional open space, greenway, and waterway systems.

EN Policy 4: Strive to increase cooperative regional management programs for reservoir watersheds.

EN Policy 5: Encourage and actively participate in partnerships with regional agencies, organizations, and educational institutions to address environmental issues.

EN Policy 6: Encourage inter-jurisdictional cooperation and communication to exchange ideas, techniques, and best practices to promote sustainable development across the region.

EN Policy 7: Support redevelopment and growth management initiatives to preserve the integrity of regional natural features and valuable rural lands.

EN Policy 8: Continue to contribute to regional efforts to preserve the water quality of the Chesapeake Bay and its tributaries. Partner with regional and State agencies that oversee and

assist localities to comply with the Chesapeake Bay Preservation Act.

EN Policy 9: Support regional efforts to promote energy conservation through the use of green building and other conservation techniques.

EN Policy 10: Support regional efforts to develop and implement a natural hazard mitigation plan in order to reduce the impacts of future natural hazard events such as hurricanes.

City-Wide Policies

EN Policy 11: Continue to cultivate cooperation with citizen organizations and increase awareness about environmental issues. Promote environmental education and stewardship at the neighborhood level.

EN Policy 12: Comply with the Chesapeake Bay Preservation Act and regulations. Continue to implement and enforce the ordinance provisions and planning policies that advance the water quality objectives of the Act and regulations.

EN Policy 13: Continue to protect streams, wetlands, floodplains, and woodlands from the impacts of new development and redevelopment as required by local, State, and Federal environmental laws and regulations.

EN Policy 14: Identify opportunities for the creation of wetlands as mitigation for City capital projects and other land development impacts.

EN Policy 15: Promote the creation and implementation of an urban forest renewal program that protects existing trees and plants new trees.

EN Policy 16: Promote the implementation of environmental stewardship policies as part of small area, district, and corridor master plans.

EN Policy 17: Promote recycling, waste reduction, the use of environmentally friendly products, and other approaches to extend the life of the landfill facility.

Environmentally Sensitive Areas

EN Policy 18: Identify and protect highly valued natural resources in order to preserve their beneficial functions for clean water, clean air, and natural habitat.

EN Policy 19: Promote the preservation and enhancement of functional open spaces such as greenways, blueways, and wildlife habitat corridors.

EN Policy 20: Support the development of storm water management plans for each major drainage basin. Promote basin-wide solutions and discourage on-site, single purpose basins.

EN Policy 21: Continue to implement non-point source pollution controls, stream restoration projects, and sanitary sewer improvements.

EN Policy 22: Partner with Langley Air Force Base to promote compatible land uses within the flight approach zones and noise areas associated with the AICUZ program.

EN Policy 23: Limit development on or in front of coastal sand dunes along the Chesapeake Bay.

EN Policy 24: Protect and enhance public access to waterways and waterfront areas.

EN Policy 25: Encourage further development of boat launching and docking facilities.

EN Policy 26: Ensure that waterfront development is sensitive to shoreline erosion, flood protection, and water quality.

EN Policy 27: Identify and protect sensitive environmental features through maintenance of appropriate surveys, mapping, and analysis.

EN Policy 28: Preserve and protect existing mature trees in new development and redevelopment.

EN Policy 29: Promote the conservation and restoration of creeks and other waterways as open space amenities, natural habitat areas, and elements of community design.

VIII. Economic Development

OVERVIEW

Purpose

The Economic Development section of the Community Plan identifies the City's efforts to promote a healthy and expanding local economy. These efforts include support for new development, redevelopment, business recruitment, retention, expansion, promotion of conventions and tourism, and investments to upgrade and maintain public infrastructure, housing, and neighborhoods.

Economic development activity is important to the city overall for many different reasons. Active work in shaping the local economy can help to diversify that economy, which leads to greater long term stability as economic conditions change. Economic stability leads to community stability as employment levels remain high and residents have quality jobs. Employment in quality jobs for city residents provides a foundation for strong and healthy communities and families. Residents are able to begin to accumulate wealth, save for the future, and reinvest in the community, contributing to the improved quality of life for the entire city.

In pursuing a healthy and attractive business climate, the City's economic development initiatives attempt to make Hampton the community of choice for high wage jobs in targeted industry segments. An important component of these initiatives is adapting to a modern knowledge-based economy. As opposed to the industrial economy of the past where the most important factors were transportation infrastructure and raw materials, this new economy seeks places with a highly educated workforce, high tech research capabilities, and access to high speed internet infrastructure. With an abundance of institutions of higher education and research facilities, Hampton and the region appear well poised for success. Planning for this kind of economic development is the essential next step.

Integral to this form of economic development planning is attracting and retaining the "knowledge workers" that drive the new economy. Knowledge workers are attracted to interesting and compelling places that exhibit modern convenience as well as a strong sense of history, an active arts community, and a unique identity. Part of the economic development strategy consists of supporting the development of a unique regional retail and entertainment attractions and promoting Hampton as an attractive tourist destination. Hampton's historic background and recent investments in targeted strategic investment areas are both strong advantages for the future.

Another important part of Hampton's economic development strategy will be a strong educational system for both the youth of the community and the adults so that both are ready to participate in the new economy. Many adults need to be retrained in the high tech industries. Meanwhile, it is essential that the youth of Hampton receive strong educations and are encouraged to stay and contribute their energy back into the City.

To make this economic development strategy work, there must be a regional perspective on the local economy that recognizes that the metropolitan area is the level at which most places are competing in the global economy. Many of the transportation, environmental, and quality of life issues affecting the local economy can only be addressed at a regional level.

The Economic Development section begins with a description of local and regional economic conditions and population characteristics. Existing City economic development programs are also identified. Information is then provided on anticipated future economic conditions and trends. This information provides the basis for long range economic development policies and strategies.

The Economic Development section of the Community Plan is implemented in a variety of ways:

City Programs and Policies – City departments and agencies involved in implementation include, for example, the Industrial Development Authority, Hampton Redevelopment and Housing Authority, the Departments of Economic Development, Public Works, Planning, the Convention and Visitors Bureau, and the Neighborhood Office. (A complete overview of existing economic development programs is included later within this section.)

Collaboration and Partnerships – Collaboration and public/private partnerships are key to many successful economic development initiatives. Partners include individual businesses and investors, business improvement districts, civic organizations, public and private institutions, and other governmental agencies.

Other Plans – Economic development initiatives are implemented through supporting policies within other sections of the Community Plan such as Land Use and Community Design, Transportation, Community Facilities, and Housing and Neighborhoods. Detailed implementation plans for strategic city neighborhoods, districts, and corridors also advance the City’s economic development initiatives. Examples include the Coliseum Central Master Plan and the Downtown Hampton Master Plan.

Economic Development Objectives

There are a number of general objectives or best practices that apply to the Economic Development section of the Community Plan. Together with the Vision and Goals, these objectives provide the basis for Economic Development policies and strategies.

Economic Development Objectives	
1.	Promote employment opportunities that provide higher family supporting incomes for Hampton’s citizens.
2.	Nurture and support established businesses as well as new businesses.
3.	Improve the skills of the city’s labor force.
4.	Encourage the use of public/private collaborations and/or partnerships.
5.	Focus business retention, expansion, and attraction efforts on companies that nurture regional economic clusters or wealth-producing businesses.
6.	Enhance economic activity within existing neighborhoods, districts, and corridors.
7.	Base economic development initiatives on an evaluation of existing and anticipated market conditions.
8.	Focus development activities on targeted industry segments.
9.	Maintain on-going cooperative relationships with key city institutions and promote opportunities for collaborations.
10.	Promote a shared agenda for regional economic development goals.
11.	Maintain a coordinated approach to economic development including jobs, retail, conventions and tourism, and housing.
12.	Promote a diverse mix of business and employment opportunities.
13.	Contribute to the successful redevelopment of strategic investment areas.

EXISTING CONDITIONS

Regional Economy

The City of Hampton is located at the geographic center of a regional economy that stretches from Virginia Beach to the Williamsburg/James City County portion of the Virginia Peninsula. In 1983, the cities and counties of South Hampton Roads were joined with the cities and counties of the Peninsula to form a single Metropolitan Statistical Area (MSA) – commonly referred to as “Hampton Roads.”

The Hampton Roads region, with a population of over 1.6 million, is the fourth largest MSA in the southeastern United States and is the largest consumer market between Washington, D. C. and Atlanta, GA. The region has a workforce of nearly 800,000 people and in 2000 had a gross regional product of \$62.8 billion.

Hampton Roads has a large concentration of military personnel. In 2003, some 134,737 people were employed in military and civilian defense related jobs in the region¹². Department of Defense expenditures and obligations in Hampton Roads totaled \$6.0 billion in 2002. In addition to the numerous military facilities located in the region there are two Federal laboratories. The Thomas Jefferson National Laboratory (JLab) is a Department of Energy facility that conducts basic and applied atomic research. The National Aeronautics and Space Administration’s (NASA) Langley Research Center conducts research in aviation and space sciences.

The Port of Virginia is also centered in the Hampton Roads region. The Hampton Roads Port is one of the largest, deepest, ice-free, and

¹² This number includes 45,000 enlisted members at sea. Distribution of Personnel by State and by Selected Locations is published annually by the Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (DoD/WHS/DIOR). This report provides information on DoD personnel by operating location as of September 30, 2003.

obstruction-free harbors in the world. The Port is called upon by 95 percent of the world’s shipping lines, offering shippers a schedule of 3,000 annual sailings. Recent estimates of the economic impact of the Port include the generation of \$30.4 million in State taxes, \$30.3 million in local taxes, and 8,525 jobs directly generated from port activity.

The region is also an important tourist destination. Hampton Roads is a coastal region with 26 miles of Atlantic Ocean beaches, the Chesapeake Bay and its tidal tributaries, and a wide variety of State parks and National Wildlife Refuges. As the site of the first landing of European settlers in Jamestown in 1607, the Hampton Roads region is also home to a collection of nationally significant historical and cultural attractions.

The City of Hampton is part of a regional economy that competes with other regions for long-term economic sustainability and growth. Among our regional competitors are Baltimore, Maryland, Charlotte, North Carolina, and Jacksonville, Florida. There are also sub-markets within the Hampton Roads region. These sub-markets are the result of the independent development of cities, towns, and districts, the geographic separation created by waterways, and the dispersion of large military facilities throughout the region. Also, as a region that is greatly influenced by the military, port, and travel-related activities, Hampton Roads is increasingly influenced by both national and international economic trends and political developments.

Economic Base

The region’s geography and history are the source of important economic advantages that largely define the “basic” or export sector of the regional economy. This is the sector of the economy that exports goods and services and imports money from outside of the region. Basic sector activities typically include major manufacturing industries and corporate

headquarters. Healthy basic industries often branch out, evolving into economic clusters that allow diversification of the regional economy and increased productivity. A relatively small manufacturing sector and the strong influence from the military and tourism make Hampton Roads' economic base somewhat unique. The major components of the region's basic economic clusters include:

- ◆ Military and Defense-Related Activities (including Homeland Security, Aerospace, and Defense);
- ◆ Research and Information Technology (including Communications Equipment and Software Development);
- ◆ Port and Maritime-Related Activities;
- ◆ Tourism and Travel; and
- ◆ Professional Services (including Medical Services, FIRE Headquarters, and Engineering and Architectural Services).

A successful basic economic sector generates an extensive range of supporting economic activities. These supporting or "non-basic" economic activities include, for example, personal and business services, retail, and construction. These activities are important since they ensure that part of the wealth produced by our basic economic sector is re-invested locally.

Land Use & Development

Population and employment growth in the city has historically been closely related to the availability of developable land. In 1961 more than 65% of the city's land was still undeveloped.¹³

In 2004, only 9.6%, or 2,878 acres, of the city's land area remained undeveloped and suitable

¹³ Extensive discussion on land use trends and existing conditions can be found within the Land Use and Community Design section.

for new development. About one-half of this land has been divided into relatively small parcels (less than 5 acres) scattered throughout the city.¹⁴

Over 40% of the city's land area is devoted to residential uses. In addition to making up a large portion of the land area in the city, residential land and improvements make up about 79% of the City's real estate tax base.¹⁵

Analysis of the City's residential land and housing stock has indicated a number of key trends.¹⁶ Hampton's housing mix is dominated by:

- ◆ Traditional Single-Family Housing;
- ◆ Housing in the Lower- to Middle-Value Ranges;
- ◆ Relatively Smaller Housing; and
- ◆ Aging Housing (pre-1980's).

Other land use and development trends include:

- ◆ An aging inventory of retail, manufacturing, and other commercial buildings and properties;
- ◆ Strong potential for redevelopment and reinvestment in waterfront properties and water-oriented neighborhoods and districts; and
- ◆ A relatively large inventory of tax exempt or non-taxable properties (currently, almost 35% of the city's land, or 10,127 acres).

¹⁴ More detailed information on existing development potential and anticipated future land uses is covered within the Land Use and Community Design section.

¹⁵ Based on FY03-04 data provided by the Budget Office of the City of Hampton.

¹⁶ Housing trends are described in greater detail within the Housing and Neighborhoods section.

Population and Economic Trends

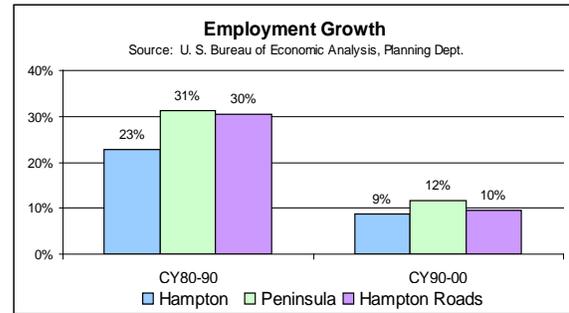
Maintaining a good understanding of how our regional economy works and how it is expected to change can help the City be prepared for these changes and to take advantage of the economic opportunities that will advance the community’s vision and goals. Key population and economic trends are identified below based on staff analysis of the U. S. Census and other data sources, and reliance on local and regional market studies and surveys. Understanding these trends supports the Community Plan in a number of ways:

- ◆ Helps us to form a general understanding of the local and regional economy;
- ◆ Supports the formation of economic development policies and strategies; and
- ◆ Identifies the need for more detailed market research and surveys.

Population & Employment Growth - The number of people living in Hampton has grown significantly since the consolidation in 1952 of Hampton, Elizabeth City County, and the town of Phoebus. From 1960 to 2000, the population grew from 89,258 to 146,437 – an increase of 57,179 people or 64%. This growth was caused mostly by migration – people purchasing new homes and moving into the city. The most recent population growth (1990 to 2000) has been limited to the northern, developing portions of the city.

The older areas of the city have experienced stable population levels or slight declines during the previous decade. Population projections for Hampton indicate that overall population growth will continue to increase although at a slower rate.

Growth in employment has continued since 1980, but employment growth during the 1980s was at a significantly higher rate than during the 1990s.



Comparing employment growth to total population growth over time, the rate of growth in employment in Hampton exceeded the population growth rate between 1970 and 1985; however, from 1990 to 2000, the rate of employment growth began to lag behind the rate of population growth, reflected by 9 percent and 9.5 percent, respectively. In contrast, during the same time period, the region’s employment growth rate (10%) was faster than the population growth rate (9%).

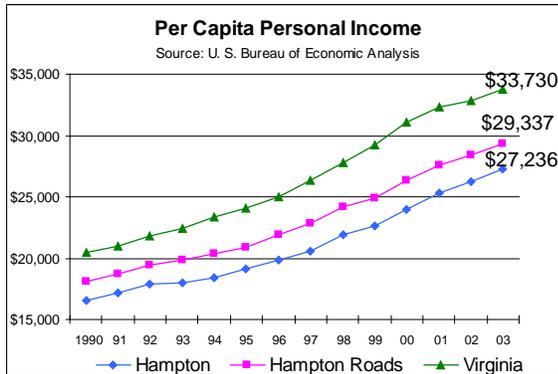
Table ED #1			
Employment: Hampton, Peninsula, and Hampton Roads			
1980-2000			
	1980	1990	2000
Hampton	56,979	69,899	75,949
Peninsula	176,584	231,976	258,856
Hampton Roads	599,566	781,963	856,334

Source: U. S. Bureau of Economic Analysis, 2000

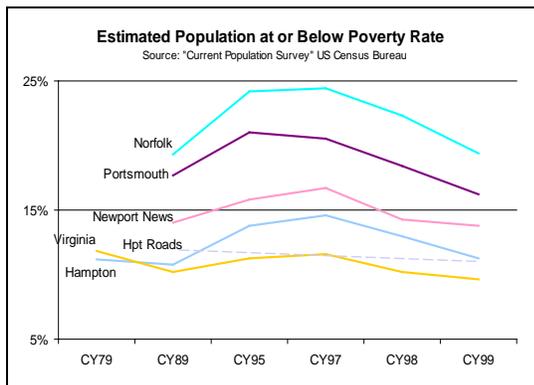
As shown in Table 1, Hampton’s total employment (75,949) represents 29% of the total employment on the Peninsula. The Peninsula is home to 30% (258,856) of the jobs in the Hampton Roads region. Hampton’s total employment represents 9% of total jobs in the Hampton Roads region.

Per Capita Income – Hampton’s per capita personal income (PCPI) in 1999 (\$22,250) was lower than the Hampton Roads region and the

State. PCPI in Hampton grew during the 1990's but at a slower rate than the region and State.¹⁷



Poverty Rate - The percent of Hampton's population living at or below the poverty level has varied from 10.34 percent in 1970 to 11.30 percent in 2000. The 2000 poverty rate in Hampton was slightly higher than the rates for the region and the State.



Labor Force - The labor force is categorized as civilian and armed forces. The total labor force in Hampton in 2002 was 82,399; 87.9 percent civilian, comprising 72,438 persons. There were 9,961 persons employed in the armed forces, or 12.1 percent of the labor force.¹⁸

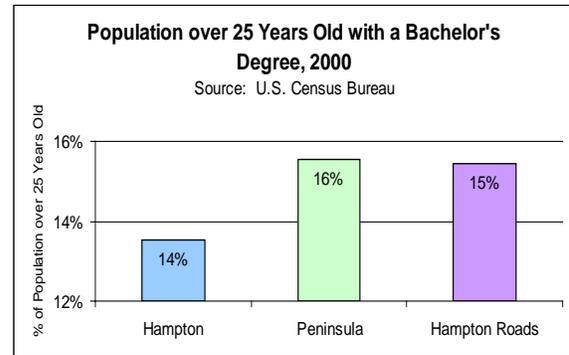
Women comprise 59.5 percent of Hampton's labor force. Women with children under 6 years

¹⁷ Additional information on regional Per Capita Personal Income and other key economic indicators can be found in the Hampton Roads Partnership Development Action Plan, June 2004, Tables 1-7.

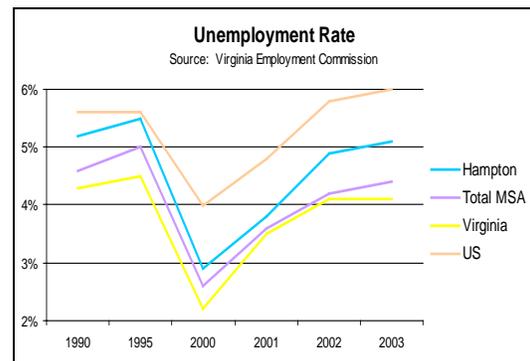
¹⁸ Source: U.S. Bureau of Economic Analysis Total Employment.

of age, who also work outside of the home, make up 31.3 percent of the civilian labor force.

Levels of educational attainment among 25 year-olds with a high school diploma in Hampton (28%) are comparable to the Hampton Roads region as a whole (27.6%). However, Hampton shows a lower percentage of residents with a bachelor's degree.



Unemployment Rate - The rate of resident unemployment in Hampton during the 1990's was generally lower than the rate in the U. S. but higher than the Hampton Roads region and the State.



Commuting Patterns - In 2000, there were 34,274 persons who lived and worked in Hampton, a decrease of almost 8% from 1990. Hampton remains a primary employment center on the Peninsula, with 34,399 in-commuters from surrounding localities and 30,383 out-commuters to jobs elsewhere, for a net difference of 4,016; a significant increase compared to 271 in 1990. The greatest number

of in-commuters came from the neighboring jurisdictions of Newport News and York County. Out-commuter residents were traveling most to jobs in Newport News and Norfolk.

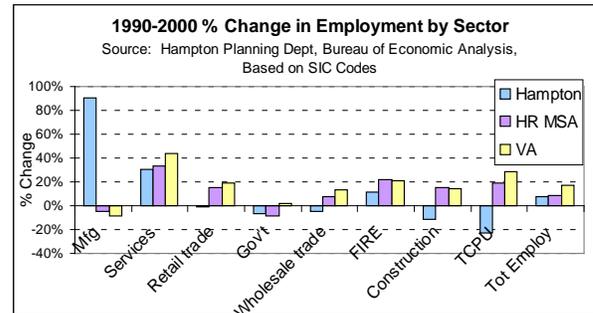
Table ED #2 Workers Employed in Hampton		
Jurisdiction of Residence	# of Workers	% of Local Jobs
Hampton	34,274	49.9%
Newport News	16,109	23.5%
York	6,880	10.0%
Virginia Beach	2,020	2.9%
Poquoson	1,614	2.4%
Norfolk	1,576	2.3%
Isle of Wight	1,160	1.7%
Chesapeake	1,095	1.6%
Gloucester	1,003	1.5%
Suffolk	915	1.3%
James City	893	1.3%
Portsmouth	623	0.9%
Other	511	0.7%
Total	68,673	100.0%

Source: U.S. Census Bureau 2000

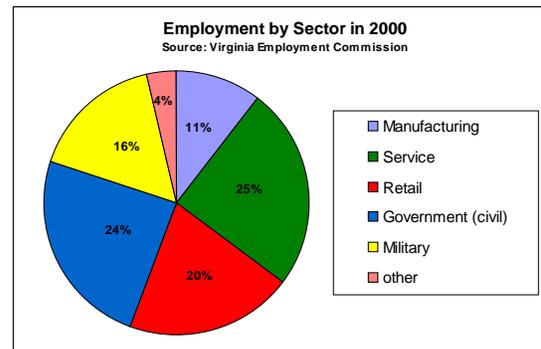
Table ED #3 Workers Residing in Hampton		
Jurisdiction of Work	# of Workers	% of Employees
Hampton	34,274	53.0%
Newport News	16,713	25.8%
Norfolk	5,703	8.8%
York	1,673	2.6%
Virginia Beach	1,490	2.3%
James City	935	1.4%
Portsmouth	915	1.4%
Chesapeake	868	1.3%
Williamsburg	620	1.0%
Isle of Wight	358	0.6%
Poquoson	330	0.5%
Suffolk	308	0.5%
Other	470	0.7%
Total	64,657	100.0%

Source: U.S. Census Bureau 2000

Employment Sector Trends - In 2000, 60 percent of total jobs in Hampton were non-government jobs. Since 1990, non-government jobs as a percent of total jobs in Hampton have been increasing. A similar trend has been occurring in the Hampton Roads region.



Within non-government employment, there are three main employment sectors for Hampton: manufacturing, service, and retail.



Manufacturing - The manufacturing sector made up 11 percent of Hampton’s employment base in 2000. This was slightly higher compared to the Hampton Roads region. Hampton has a lower percentage of manufacturing jobs as a percent of total jobs than both the Hampton Roads region and the State.

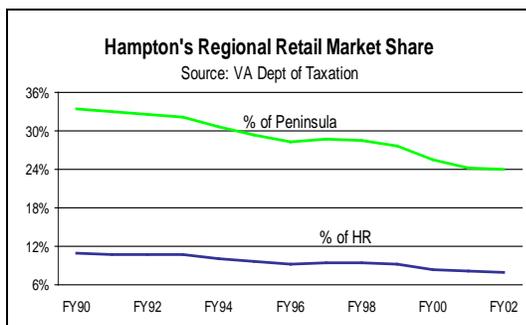
Service - In 2000, the service employment sector made up 25 percent of the total jobs in Hampton, which was lower than the percentages for both the Peninsula and the Hampton Roads region. This employment sector has been growing as a percentage of the

total employment base in Hampton, the Peninsula, and the Hampton Roads region since 1980.

Retail - In 2000, the retail employment sector made up 20 percent of the total jobs in Hampton, which was slightly higher than the percentages for both the Peninsula and the Hampton Roads region. Growth in the retail employment sector has increased over the last 10 years in the Hampton Roads region. The growth in retail as a percentage of total jobs in Hampton has been relatively flat.

Retail activity in Hampton includes both a basic sector component and a non-basic sector component. The basic sector component includes the unique entertainment and destination retail activities which attract new shoppers and visitors to the region. The non-basic or support sector component includes goods and services that are provided to residents of Hampton and the adjacent cities within the region.

Both sectors are important. Entertainment and destination retail is a relatively small but growing segment of the market that complements the City's efforts to attract visitors and conventions to Hampton. The non-basic or support sector of the retail market contributes to healthy neighborhoods by providing convenient and diverse shopping choices for Hampton residents.



Taxable retail sales in Hampton are declining as a percentage of the total retail sales in the

Hampton Roads region and the Peninsula portion of the region.

The 2003 Market Survey by the Old Dominion University Center for Real Estate and Economic Development shows that Hampton Roads has an average of 30 square feet of retail space per capita, which is significantly higher than the 20 square foot national average. The survey also shows that Hampton retail submarkets generally have a higher vacancy rate than the Hampton Roads regional average and the Peninsula portion of the region.

Conventions and Tourism - Direct travel employment in Hampton Roads was 42,048 people in 2001, generating a \$682 million payroll and \$85.3 million in tax revenues. Travel expenditures have been particularly significant for Virginia Beach (\$708.8 million), Norfolk (\$446 million) and the greater Williamsburg area (\$723.2 million) followed by Newport News (\$164.5 million), Chesapeake (\$153.1 million), and Hampton (\$136.3 million). According to the Virginia Employment Commission between 2002 and 2003 Hampton was among the localities with the largest gains in travel employment. Hampton had a 14.5% increase compared to a 0.6% decline for the region as whole.

Major Local Employers - According to the 2000 U.S. Census, there were 2,398 companies or government agencies operating in Hampton. The highest number of firms in Hampton (886) was in the service sector. This was followed by retail (623), construction (298), finance/insurance/real estate (210), wholesale (105), government (102), manufacturing (93), and transportation/public utilities (81).

By 2000, the total number of employers increased from 1990 by 196 or 8.9 percent, when there were 2,202 employers. In 1990, again, the highest number of employers was in the service sector.

Shifts in number of employers by sector between 1990 and 2000 were as follows: service (20.05 percent), retail (1.30 percent), construction (-8.31 percent), finance/insurance/real estate (12.90 percent), wholesale (0.96 percent), government (32.47 percent), manufacturing (13.41 percent), and transportation/public utilities (8 percent).

TABLE ED #4 CITY OF HAMPTON MAJOR EMPLOYERS IN 2004*	
Employment Range	Product/Service
5,000 +	
Langley Air Force Base	U.S. Air Force operations
1,000 – 4,999	
Ft. Monroe Army Base	U.S. Army operations
Hampton University	Private - historically black college and university
Sentara Careplex Hospital	Hospital and medical services provider
West Corporation	Customer service center
500 – 999	
Alcoa's Howmet Castings	Precision castings, gas turbine components
Northrup Grumman Newport News Shipbuilding	Shipbuilding design and engineering
Wal-Mart	Discount retailer
TeleTech	Customer service center
Thomas Nelson Community College	Education
250 – 499	
Measurement Specialties, Inc.	Precision measuring instruments manufacturer
Raytheon Corporation	Defense and aerospace technologies solutions
Employment Range <i>(continued)</i>	Product/Service

100 – 249	
Bass Pro Shops	Specialty retailer
Catalina Cylinders	Aluminum precision products, high-pressure cylinders
Computer Sciences Corporation	Defense and homeland security technologies solutions
Hampton Towne Center 24	24 screen movie theater and shopping complex
Holiday Inn Hampton	Full service hotel
Home Depot	Retailer
Lockheed Martin	Defense and aerospace technology solutions
100 – 249	
Lowe's	Lowe's
Radisson Hotel Hampton	Radisson Hotel Hampton
Zel-Technologies	Zel-Technologies
*The companies listed do not reflect a comprehensive list of all employers in the City of Hampton.	*The companies listed do not reflect a comprehensive list of all employers in the City of Hampton.
<i>Source: Department of Economic Development, City of Hampton.</i>	<i>Source: Department of Economic Development, City of Hampton.</i>

EXISTING PROGRAMS

As noted in the overview to this section, there are a number of City departments and agencies that directly and indirectly support Hampton’s economic development initiatives. The main programs are implemented by the Department of Economic Development and the Convention and Visitors Bureau. These programs are summarized in the paragraphs below.

Federal Programs

HUB Zones - Federal Historically Underutilized Business (HUB) Zones encompass areas throughout Hampton including Phoebus, Downtown, Copeland Industrial Park, and sections of the Coliseum Central area (see HUB Zones map). HUB zones are designated based on poverty and unemployment criteria. From this program there are two levels of benefit: Federal contracts and specialized assistance.

State Programs

Hampton Enterprise Zones – There are two Enterprise Zones within the City of Hampton, both of which encompass the majority of the city’s business and industrial parks (see Enterprise and Technology Zones map).

Four incentives are available to existing and new businesses to aid the expansion and relocation of facilities:

1. Ten-year general income tax credit against a business's State tax liability.

2. Real property improvement tax credit.
3. Investment tax credit against a business's State tax liability.
4. Job grants to companies for new permanent full-time positions created by business start-ups and expansion by existing firms.

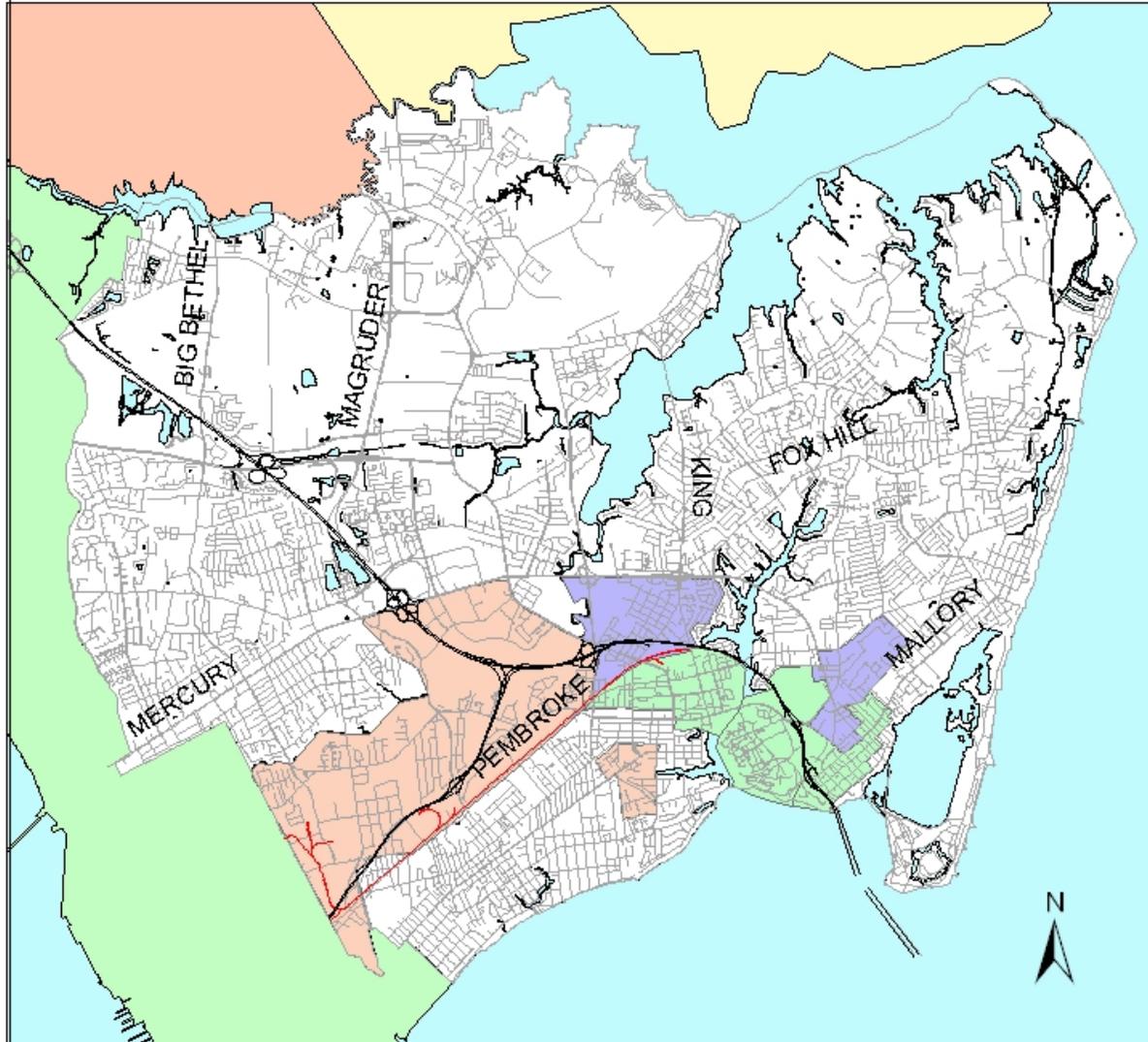
Major Business Facilities Tax Credit - Companies locating or expanding in Virginia can receive a corporate income tax credit for each new full-time job created over a threshold number of jobs.

Recycling Equipment Tax Credit - Manufacturers that purchase certified machinery and equipment for processing recycled materials can earn an income tax credit.

Exemption for Rehabilitated Commercial or Industrial Real Estate - Commercial and industrial structures that are 25 years or older are eligible for a 6-year exemption of the increased assessed value of the property after a substantial rehabilitation.

Foreign Trade Zone - The City of Hampton is in close proximity to Foreign Trade Zone (FTZ) #20 and is the general purpose zone for the region. Companies that import raw materials and then export much of the finished product can greatly benefit from the FTZ designation.

HUB Zones



Features

- 1990 Redesignated till 2010 Census
- 2000 Census Tract Qualified
- Redesignated till 2010 Census
- Interstate Highways
- Hampton Rail
- Street Network

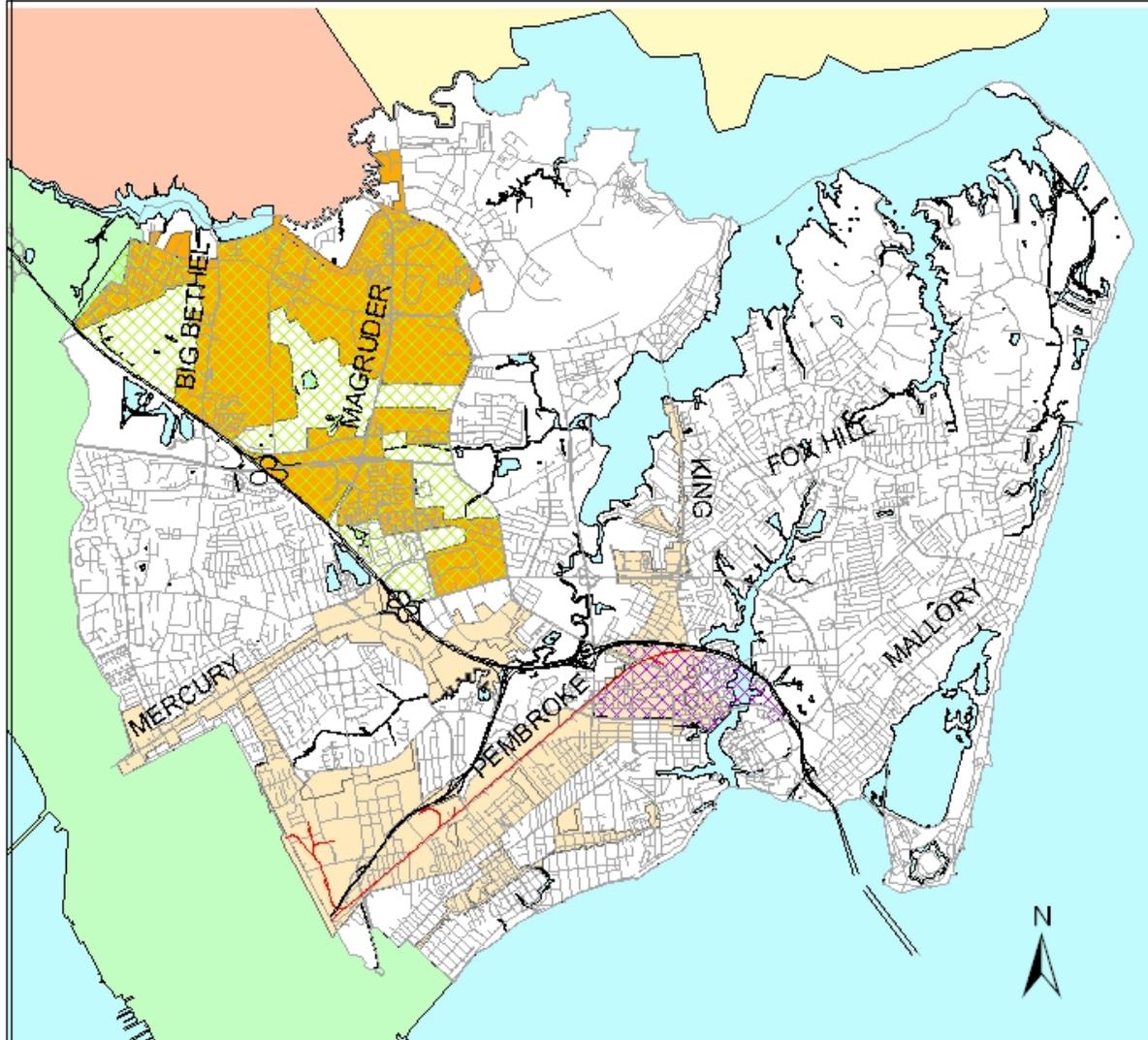
**Hampton Community Plan
Economic Development Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Economic Development Department
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Enterprise and Technology Zones



Features

-  Downtown Technology Zone
-  HRC Technology Zone
-  HRC Enterprise Zone
-  Urban Enterprise Zone
-  Interstate Highways
-  Hampton Rail
-  Street Network

**Hampton Community Plan
Economic Development Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Economic Development Department
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City of Hampton
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Local Programs

Hampton Technology Zones - Hampton provides local incentives to encourage qualified technology businesses to expand, relocate, or start up operations within these designated areas. The City of Hampton has designated three Technology Zones: Downtown, Hampton Roads Center, and Netcenter (see Enterprise and Technology Zones map).

Reduction in Business License Tax - A five-year reduction of business license fees to qualified technology businesses.

Capital Investment Grants - A five year grant provided to qualified technology businesses. This grant is based on the net increase in capital investment made within the technology zone.

Hampton Rehab Credit - Commercial and industrial structures that are 25 years or older are eligible for a 6-year exemption of the increased assessed value of the property after a substantial rehabilitation.

Rebate of City Fees - Including fees for building, mechanical, gas, plumbing, electrical, signage, conditional use permits, sewer connection fees, and Zoning Ordinance fees.

Retail Revitalization Program - To promote revitalization of retail properties, the City of Hampton offers 5 programs:

1. Financial assistance;
2. Design assistance for exterior elements of the revitalization projects;
3. Assistance with City processes and codes;
4. Special Retail Revitalization Projects - matching funds may be expanded if the retail project is located in the Pembroke Avenue, Kecoughtan Road, or King Street corridors; and

5. Additional credits may be applied toward the debt service based on:
 - a) Use of Hampton-based businesses.
 - b) Use of minority businesses.
 - c) Use of businesses in jurisdictions which participate in the Peninsula Alliance for Economic Development.
 - d) Investment in community assets.
 - e) Renovation of historic buildings.

Downtown Hampton/Phoebus Business Loan Program - This program is designed to increase access to capital for small businesses opening or expanding in the Downtown and Phoebus areas of the City of Hampton.

The Hampton Redevelopment & Housing Authority created a 501(c)(3) corporation to issue the loan guarantees or interest rate buy-downs. The loan can be used to acquire:

- ◆ Machinery and Equipment
- ◆ Inventory
- ◆ Leasehold, Renovation, and Facade Improvements
- ◆ Working Capital
- ◆ Line of Credit

Facilities and Infrastructure

A summary of business parks, industrial parks, and major commercial districts is presented in the text, table, and map below.

Centrale Park - This 17-acre park, located across from the Hampton Roads Center Central Campus on Magruder Boulevard and within one mile of Interstate 64, offers a natural setting with contemporary Class-A office buildings.

Copeland Industrial Park - This 423-acre industrial park is adjacent to the convergence of

Interstates 64 and 664 and only minutes away from the Newport News and Portsmouth marine terminals. This park is ideal for warehouse/distribution and heavy and light manufacturing.

Coliseum Central Business District – This is one of the major retail centers within the Hampton Roads region. Regional facilities such as the Hampton Coliseum and the new Convention Center are located here. It is also home to numerous office and medical services buildings and the Sentara Careplex Hospital.

Downtown Hampton – Located on the Hampton River at the mouth of the Hampton Roads Harbor, Downtown Hampton is a historic, picturesque, mixed-use district. There are a number of small, quaint office buildings, as well as Class A office buildings. Downtown Hampton is also a regional tourist destination with a variety of specialty retail, restaurants, and museums. The Downtown district is also a boating destination and the host of seasonal festivals and special events.

Hampton Industrial Mall – Located near Downtown Hampton at the corner of Pembroke Avenue and Queens Way, this is a 7-acre facility used for warehousing and as a distribution center.

Hampton Roads Center Central Campus – This 148 acre park is located off of Hampton Roads Center Parkway and Magruder Boulevard and is just one mile from Interstate 64 and NASA/Langley AFB. It is an ideal location for office users, flex office, and educational facilities.

Hampton Roads Center North Campus – This 470-acre business park is an extension of the Hampton Roads Center Campus and is in close proximity to NASA/Langley AFB. As the site of the National Institute of Aeronautics (NIA), this is an ideal location for companies involved in aerospace, software development, light manufacturing, and other research and development activities.

Hampton Roads Center South Campus – This 137-acre park is located off of Interstate 64, just one mile from the junction of Interstates 64 and 664. This Park is ideal for office users.

Hampton Roads Center West Park – Located near Thomas Nelson Community College and the Peninsula Workforce Development Center, this 55-acre park is located on Big Bethel Road and close to Hampton Roads Center Parkway. It enjoys visibility from Interstate 64 and is ideal for light manufacturing and commercial office uses.

Table ED #5 City of Hampton Business Districts and Industrial Parks	
Business Parks	Activity
Centrale Park	Commercial Office & Light Manufacturing
Copeland Industrial Park	Industrial & Heavy Manufacturing
Coliseum Central Business District	Mixed-Use Retail & Commercial Office
Downtown Hampton	Mixed-Use Retail & Commercial Office
Hampton Commerce Center	Light Manufacturing & Warehouse Distribution
Hampton Industrial Mall	Light Manufacturing & Warehouse Distribution
Hampton Roads Center Central Campus	Commercial Office & Light Manufacturing
Hampton Roads Center North Campus	Commercial Office & Light Manufacturing
Hampton Roads Center South Campus	Commercial Office & Light Manufacturing
Hampton Roads Center West Park	Commercial Office & Light Manufacturing
Langley Research & Development Park	Commercial Office & Light Manufacturing
NetCenter	Commercial Office and Research & Development
Newsome Place Industrial Park	Industrial & Light Manufacturing
Wythe Creek	Construction & Light Manufacturing
<i>Source: Department of Economic Development, City of Hampton, 2004.</i>	

Hampton Commerce Center – This 12-acre park is ideal for light manufacturing and warehouse and distribution and is within one mile of Interstate 664.

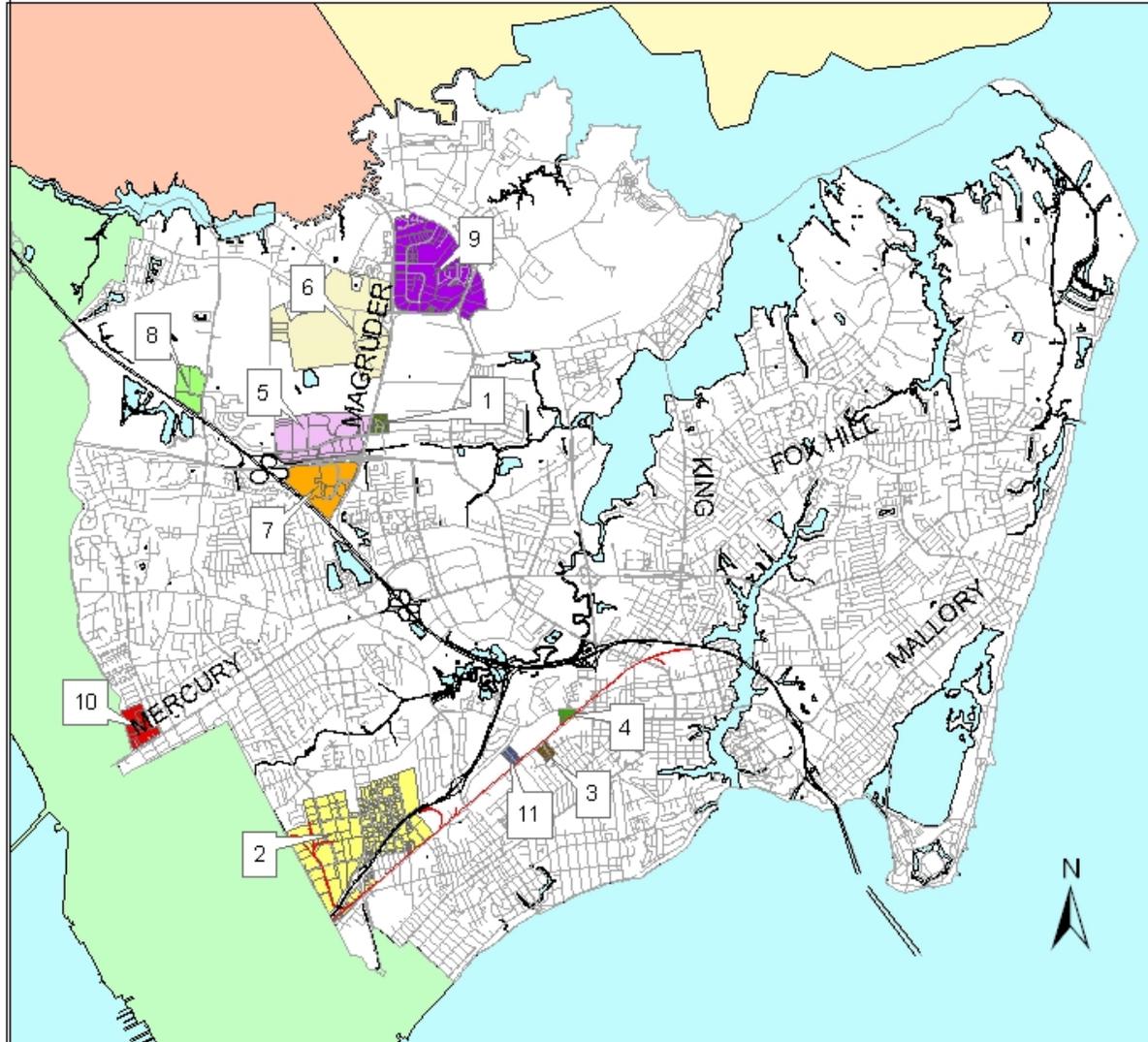
Langley Research & Development Park – Located just outside of NASA/Langley's southern gate and just one mile from Interstate 64, this 150-acre business park is an ideal location for firms engaged in light manufacturing and research and development activities.

Newsome Place Industrial Park – This is a 12-acre facility located along Pembroke Avenue near the Copeland Industrial Park. It is used for warehouse/distribution and manufacturing.

NetCenter – NetCenter is a former retail mall that has been converted into the largest single office building in the Hampton Roads area. At 900,000 square feet, it is ideal for data and customer support centers, engineering, and training centers. The complex is easily accessible from Interstate 664, Jefferson Avenue, and Mercury Boulevard.

Wythe Creek Commerce Park – Located just outside of NASA/Langley's north gate and just 2½ miles from Interstate 64, the 50-acre business park is an ideal location for businesses engaged in construction and light manufacturing.

Business and Industrial Parks



Features

- | | |
|-----------------------------|-----------------------------------|
| 1. Centrale Park | 8. HRC West |
| 2. Copeland Industrial Park | 9. Langley R. & D. Park |
| 3. Hampton Commerce Center | 10. Netcenter |
| Street_Labels | 11. Newsome Place Industrial Park |
| 4. Hampton Industrial Mall | Interstate Highways |
| 5. HRC Central | Hampton Rail |
| 6. HRC North | Street Network |
| 7. HRC South | |

Hampton Community Plan Economic Development Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Economic Development Department
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Conventions and Tourism

Visitors spend more than \$100 million each year in Hampton which accounts for more than \$3 million in local tax revenue. Through a coordinated marketing effort to generate this revenue for the City, the Convention & Visitors Bureau promotes Hampton as a destination for convention and meeting groups, group tours, and individual travelers.

The target markets for Hampton are primarily the religious, military, fraternal, hobby, and education markets. Hampton is a drive destination that is located within a one day drive of the majority of Americans.

Recently the City of Hampton constructed a new convention center to expand the infrastructure available to local and regional travelers. The Hampton Roads Convention Center is a 157,635 square foot facility, located adjacent to the Hampton Coliseum. This regional facility is expected to be operating by May of 2005.¹⁹

Workforce Development

Building a strong human capital is a priority for Hampton and the Hampton Roads region.

Peninsula Workforce Development Center – State of the art facilities and custom programs are available to address the needs of corporate clients and private citizens. This 92,000 square foot facility is equipped with a flexible manufacturing lab, one-stop Career Resource Center, hi-tech computer and research labs, career and employment programs, and a telecommunications center. The Peninsula Workforce Development Center provides customized training, professional and industry certifications, and skill assessments.

¹⁹ A general description of the main service areas and venues offered at the Convention Center along with local and regional tourist attractions and facilities are included in the Community Facilities section of this Plan.

Workforce Development Programs -

- Virginia Consortium of Engineering and Science Universities (VCES)
- Virginia Quality Institute
- Workforce Services
- Virginia Department of Business Assistance.

Regional Business, Technical, and Industrial Trade Schools – Advanced Technology Institute, Bryant & Stratton, ECPI College of Technology, ITT Technical Institute, KEE Business College, Tidewater Tech, World College, Newport News Shipbuilding Apprentice School, and the National Joint Apprenticeship and Training Committee.

Colleges & Universities – The Hampton Roads Region has the highest concentration of institutions of higher learning in Virginia and one of the highest concentrations in the United States. Presently there are 24 colleges and universities providing quality education to both the region's businesses and residents. This allows them to have access to numerous associate, graduate, postgraduate, and doctoral level courses in a variety of areas of study including the areas of liberal arts, applied sciences, engineering, business, and technical trades.

TABLE ED #6 COLLEGES AND UNIVERSITIES LOCATED IN HAMPTON ROADS	
Name	Location
Christopher Newport University	Newport News
Eastern Virginia Medical School	Norfolk
George Washington University Graduate Center	Norfolk
Hampton University	City of Hampton
Norfolk State University	Norfolk
Old Dominion University	Norfolk
Paul D. Camp Community College	Suffolk, Franklin, and Smithfield
Rappahannock Community	Gloucester County

College	
Regent University	Virginia Beach
Thomas Nelson Community College	City of Hampton and James City County
Tidewater Community College	Chesapeake, Norfolk, Portsmouth, and Virginia Beach
Virginia Institute of Marine Science	Gloucester
Virginia Wesleyan College	Norfolk and Virginia Beach
The College of William and Mary	Williamsburg
<i>Source: Virginia Peninsula Alliance for Economic Development, 2004.</i>	

Other local higher educational institutions with extension campuses include:

- ◆ Saint Leo College (branch campuses at Hampton Roads military bases including LAFB);
- ◆ Embry-Riddle Aeronautical University (LAFB);

- ◆ Atlantic University (Newport News);
- ◆ Averett University (Newport News & Virginia Beach);
- ◆ Bluefield College (Norfolk);
- ◆ Florida Institute of Technology (Fort Eustis branch campus);
- ◆ Strayer University (Newport News);
- ◆ Troy State University (Norfolk Naval Base); and
- ◆ Old Dominion University’s Peninsula Higher Education Center at the Peninsula Workforce Development Center (Hampton).

ANTICIPATED FUTURE CONDITIONS

A number of long range trends affecting the region's economy and the City of Hampton help to define the City's economic development policies.

Global Connections

A number of factors will continue to make the Hampton Roads regional economy increasingly connected to national and international economic trends and political developments:

- ◆ The region's dependence on military employment and defense spending, port activities, and tourism.
- ◆ The increasing globalization of many product and service markets.
- ◆ A continued reduction in the relative importance of military spending in the region will produce stronger ties to national business cycles.

Regional Economic Growth

According to the latest projections from the Hampton Roads Planning District Commission, the gross regional product (GRP) is expected to nearly double by 2030, from \$62.8 billion in 2000 to \$114.6 billion in 2030. The prospects for the region's basic economic sectors are expected to remain strong in the long run.

Within the service sector significant gains in tourism, recreation, and cultural entertainment are expected to continue to be an important source of employment growth.

Federal government employment, and in particular the military, is expected to continue to be a significant component of the regional employment base and a key asset to future development of economic clusters.

Structural changes within Federal agencies such as the National Aeronautics and Space Administration and the Department of Defense towards outsourcing and subcontracting will continue to open opportunities and attract new private investment. The flexibility of private companies to tap into wider and more diverse markets, both military and non-military, presents great opportunities for a sustainable healthy economy. Among those are the commercialization of patents and the development of new technology for private uses.

Tourism has become increasingly important to Hampton's economy. The infusion of dollars into the economy from visitors to the region is an important component of hospitality, entertainment, and retail market activity. To increase our share of the tourist market the City contributes to regional efforts to develop and promote Hampton Roads attractions. Local cultural and recreational attractions such as the Hampton Coliseum, the Virginia Air and Space Center, and complementary infrastructure provided by the new Convention Center, contribute to the future growth of this industry at the local level.

Industrial- to Knowledge-Based Economy

The U. S. economy is in the midst of a major structural transformation as it moves from the industrial base of the "old economy" to the knowledge-based "new economy." Where the industrial economy favors locations with abundant resources (raw materials, cheap land, and readily available power), the new economy favors locations with abundant knowledge resources (eminent scholars, research and development, and a skilled workforce).

Recent projections from the Virginia Employment Commission anticipate growth in such "new economy" sectors as professional and technical occupations, marketing and sales,

service occupations, and management and administrative positions.

Among the challenges posed by the “new economy” are not only producing but attracting and retaining a healthy pool of skilled and highly educated human capital. Skilled and knowledgeable people tend to locate in places that offer quality services, along with strong social, cultural, and natural assets.²⁰

Many important issues affecting our competitiveness in the new economy cannot be properly addressed at the local level. Issues associated with quality of life such as transportation, environmental management, workforce development, housing, and social inclusion, which have become increasingly important to maintain a healthy economy, demand regional solutions.

The Hampton Roads region will continue to remain competitive in the knowledge-based economy through developing and maintaining a strong human capital, enhancing and promoting our various social, cultural, and natural assets, and constantly improving the attractiveness and overall quality of life within the region.

The City of Hampton will continue to support and collaborate in regional solutions to this and other challenges.

The City of Hampton enjoys many social, cultural, and natural assets. Opportunities to transform and enhance those assets through the redevelopment of strategic investment areas are expected to continue over the next decade.²¹ The City’s focus on improving and diversifying the housing stock, and upgrading educational

and community facilities and infrastructure are also a significant part of this effort.²²

Growth Through Redevelopment

As illustrated by the population and economic trends, the period of suburban growth experienced by the City of Hampton that continued through the 1990’s is giving way to a period of stability where Hampton will be characterized as a mature city. As the city has matured, some of its older commercial and industrial areas have experienced an increase in the number of poorly maintained, vacant, or underutilized properties. These properties represent a significant financial cost in unrealized property tax revenue and jobs and they can have a negative affect on surrounding areas. Due to their location, existing infrastructure, urban and natural amenities, or other advantages, many of the properties continue to have significant market potential.

Economic growth and development in the city will increasingly come about as a result of redevelopment, revitalization, and reinvestment in these existing business districts and commercial corridors. Economic development policies and strategies will increasingly reflect the challenges and opportunities of a mature city:

- ◆ Increased emphasis on existing developed areas versus new development on large, previously undeveloped sites.
- ◆ Increased emphasis on mixed-use developments and place-making.
- ◆ Increased coordination between tourism, job creation, retail development, and housing and neighborhood development.

²⁰ For more on this topic see Alliance for Regional Stewardship, Monograph series, October 2000, pp 3-7.

²¹ A detailed description of Hampton’s Strategic Investment Areas can be found in the Land Use and Community Design section of this Plan.

²² More information on these efforts can be found in the Housing and Neighborhoods and Community Facilities sections of this Plan.

- ◆ Increased efforts to monitor and respond to economic obsolescence in commercial and employment uses.
- ◆ Increased alignment between economic development initiatives and City policies on land use, community design, transportation, community facilities, housing, and neighborhoods.

Public - Private Collaboration & Partnerships

Partnerships between the City of Hampton and private investors, business organizations, and civic associations will continue to be a significant source of city growth and revitalization.

Other public agencies and facilities will also continue to provide opportunities for collaborations to promote economic development. Langley Air Force Base (LAFB), the National Aeronautics and Space Administration’s (NASA) Langley Research Center, Fort Monroe, Hampton University, and Thomas Nelson Community College have a significant economic impact on the city and region. Promoting the long term stability and growth of these facilities and expanding partnership opportunities will contribute to economic sustainability and growth.

For example, given the significant research and technological activity that is involved with NASA and LAFB, the City will continue to support the recruitment and expansion of businesses such as: aeronautics, aerospace, and software development that could benefit from the convenience and location advantages offered by Hampton’s industrial parks.

Also, the presence within the region of more than 24 colleges and universities along with more than 14 workforce training centers offer a competitive advantage in providing a strong labor pool. Significant investments in Hampton’s public schools, along with an active

working relationship with all educational and training centers, will remain a key to ensure the preparedness of our local workforce.

In the service sector the medical and health-related services could find the location near the Sentara Careplex Hospital to be highly desirable. Medical and health care related services could also provide potential opportunities for partnerships for supportive residential development and workforce development and training.

Challenging Fiscal Environment

The City of Hampton, like most cities and counties in Virginia, is providing local government services in an increasingly difficult fiscal environment. According to Virginia’s Commission on Local Government, when compared to other Virginia localities, older urban areas like Hampton typically rank low in revenue capacity, high in revenue effort, and high in fiscal stress.

Factors that contribute to this challenging fiscal environment include the built-out nature of the older urban areas in the State and the increasing, often unfunded, mandates from the State and Federal government. These fiscal realities challenge the ability of local governments to provide high quality schools and other local services that are competitive within the region. Successful economic development initiatives are needed to help maintain a balance between local revenues and demands for local government services.

ECONOMIC DEVELOPMENT POLICIES

General Policies

ED Policy 1: Retain, expand, and attract businesses that provide jobs with family-supporting wages.

ED Policy 2: Focus business expansion and attraction efforts on basic sector companies to strengthen industrial clusters that bring new wealth into the city and region.

ED Policy 3: Diversify and strengthen the region's economic base through the development of economic clusters around existing basic industries.

ED Policy 4: Nurture small and start-up businesses.

ED Policy 5: Promote the development and commercialization of technology-based products and services.

ED Policy 6: Expand tourism, entertainment, and cultural opportunities within the city.

ED Policy 7: Promote tourism and cultural attractions as assets for business retention and recruitment.

ED Policy 8: Promote Hampton as a retail destination for travelers and as the first retail choice for residents.

ED Policy 9: Ensure that the City's implementation plans, physical infrastructure, and land use regulations support the City's goals for economic development and growth.

ED Policy 10: Foster the successful redevelopment of well-situated vacant and underutilized commercial and industrial properties within the city.

ED Policy 11: Ensure that employment centers, industrial parks, and business districts continue to receive the infrastructure necessary to attract new investment.

ED Policy 12: Focus special attention on strengthening the ability of older commercial and industrial areas to support new and expanded business activity.

Collaborations, Partnerships, and Regional Cooperation

ED Policy 13: Support the development of a shared agenda of regional economic development goals.

ED Policy 14: Cooperate with regional agencies to successfully market Hampton and the Hampton Roads region.

ED Policy 15: Maintain a close liaison with Fort Monroe, Langley Air Force Base, and the NASA Langley Research Center.

ED Policy 16: Monitor trends in defense and space research contracting, spending, and organizational change.

ED Policy 17: Expand economic development partnerships with business associations, governmental organizations, and educational and research institutions.

Workforce Development

ED Policy 18: Maintain a top-notch workforce through close coordination among key institutions: employment and training agencies, the business community, Hampton City Schools, Thomas Nelson Community College, Hampton University, and other local educational and research facilities.

ED Policy 19: Foster strategic partnerships with local military bases to create a successful mechanism to absorb and retain former military

personnel to enhance our local highly trained labor pool.

ED Policy 20: Facilitate greater participation in the workforce by promoting quality daycare services, flexible job schedules, job sharing, home occupations, increased accessibility of jobs, and other creative solutions.

IX. Community Plan Strategies

OVERVIEW

The Community Plan includes recommendations that will advance the vision and goals adopted in the early stages of the planning process. These recommendations are intended to provide both specific directions in the form of strategies, and more general direction and guidance in the form of vision statements, goals, planning principles, and policies. Basic definitions for these terms are provided below:

Vision: a guiding image of success; description of an ideal future with a grand purpose.

Goal: a general end towards which the community will direct its efforts.

Planning Principle or Policy: a specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory; direction that will lead to meeting adopted goals and objectives.

Strategy: an action, activity, or program that is carried out in response to an adopted policy to achieve a specific goal or objective.

The purpose of this section of the Community Plan is to present a comprehensive list of the plan strategies (see Community Plan Strategies – Summary Table). Strategies are organized according to the key themes that were identified in the goal setting process:

Economic Sustainability - Protecting property values, diversifying the city's housing stock, promoting redevelopment and economic development, protecting and managing natural resources, investing in infrastructure, and providing world-class schools and other community facilities while ensuring sufficient local revenue sources, are some of the issues identified as key to the long-term viability of the local economy.

Community Partnerships and Engagement-

The long-standing tradition to seek out partnerships and engage the community in shaping the future was recognized as a source of strength and an opportunity for continued success in the future.

Community Perception, Marketing and Image -

Many community assets are not fully recognized in the marketplace nor by the local media. Physical enhancements and effective marketing of community assets is needed to improve the city's image.

Preparing Citizens for Future Success -

One of the most important and fundamental resources in our community is our people. One key role of a community is to provide opportunities to prepare citizens for future success. This theme includes support to traditional education - K-12, colleges and universities, libraries and research institutions – as well as workforce development, life-long learning, and effective life skills to succeed in a diverse and ever-changing world.

The Summary Table also identifies timing, financing, the lead agency responsible for implementation, and references to other sections of the Community Plan whenever appropriate.

As noted in the Introduction section, Community Plan policies and strategies can also be summarized in the following general categories:

Plan for Future Land Use: the updated Land Use Plan will protect residential neighborhoods, encourage commercial investment in established centers and districts, promote revitalization in strategic areas of the city, and protect environmentally sensitive areas.

Plan for Transportation Improvements: the updated Transportation Plan recognizes the financial constraints on construction of new projects, promotes balance between

automobile and non-automobile trips, and links transportation investments with proposed land use and development.

Focus on Strategic Areas of the City: the Community Plan recommends that the City focus planning and implementation efforts within selected strategic areas. The Community Plan also provides the city-wide policy direction that supports the strategic area plans.

As of May 2005, strategic area plans or “master plans” are being implemented for Downtown, Coliseum Central, and Buckroe. A plan is being prepared for the Kecoughtan Road corridor and plans are scheduled to be prepared in FY06 for Phoebus and the North King Street corridor.

Strategic neighborhoods, districts, and corridors serve as the “front door” for surrounding areas of the city. These areas play an important role in defining the overall image of the city and they perform a particularly important function in the economic vitality of the city. Focusing investments in these areas can result in benefits for the entire city.

Diversify Housing: the Community Plan contains a number of recommendations and policies that will help the city to diversify its housing stock. These recommendations will encourage housing that meets the needs of the current market and that strikes a healthy balance of housing values.

Maintain and Enhance Community Appearance: the Community Plan places a high priority on maintaining and creating a sense of community in the city’s neighborhoods, districts, and corridors. Major policies and strategies include updating the Zoning Ordinance, strengthened policies on property maintenance and community design, and master plans for strategic areas.

Build on Assets and Leverage New Investments: the Community Plan includes policies and strategies to build on existing assets such as educational, medical, cultural, and recreational facilities and Langley Air Force Base. Other assets include waterways and waterfronts, natural areas, and parks. Key public sector interventions and investments in community facilities, transportation, and schools can build on our existing assets while generating private sector investment and investor confidence.

Forge Effective Partnerships: the Community Plan recognizes that while our local government has limited resources, we are fortunate to have many strong civically minded neighborhoods, businesses, and community organizations. Plan policies and strategies support existing and encourage new partnerships among community and regional leaders, including the City of Hampton. Many major policies and strategies actually depend on effective partnerships to ensure successful implementation.

Hampton’s Community Plan will be implemented through the actions of City staff, the Planning Commission, other City Boards and Commissions, and the City Council. Plan recommendations will be carried out through the revision and adoption of the City’s Zoning Ordinance, annual operating budget, and the capital improvements budget. The Plan will also be implemented through the many on-going actions of neighborhood, community, and business organizations, as well as the individual actions of home owners, business owners, and investors.

Long-range planning in Hampton does not end with the adoption of this document. It is important to continue with the steps necessary to bring about the vision of the Plan. The Plan is intended to be a living document that is changed and updated as local conditions

change. In fact, State regulations require that the Plan be reviewed at least once every five years to determine the need for amendment.

Only through continuing to use, evaluate, and amend the Community Plan will Hampton reach towards the vision and goals identified by the many dedicated people who contributed to the development of the Plan.

IX. Community Plan Strategies – Summary Table

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Economic Sustainability								
City-Wide	ES-1	<p>Update the City Zoning Ordinance and related development regulations.</p> <p>1. Explore the development and application of historic district, pedestrian overlay, and other zoning district overlays to implement the community design policies.</p> <p>2. Explore zoning and other regulatory approaches to enhance community design, signage, transition between conflicting land uses, and open space.</p>	Planning	Short	Operating		HB, HN	LUCD
	ES-2	Evaluate the use of fiscal impact analysis as a tool for evaluating selected land development proposals.	Planning	New	Operating		CD	LUCD
	ES-3	Evaluate and revise as necessary the objectives and approach of the Strategic (property) Acquisition Review Committee.	Neighborhood Office	New	Operating		HB, HN	LUCD
	ES-4	Prepare and maintain an inventory of City-owned land. Prepare and implement a marketing and asset management plan for City-owned land.	Planning and Economic Development	New	Operating		HB, HN	LUCD, ED, HSN
	ES-5	Evaluate and implement options to improve building and zoning code compliance and to improve property maintenance throughout the city.	Codes Compliance	On-going	Operating		CD, HB, HN	LUCD, HSN
	ES-6	Identify and evaluate opportunities for housing development and redevelopment on larger parcels (5 acres or more) with single owners that were developed more than 30 years ago.	Planning and Economic Development	New	Operating		HN	LUCD, HSN
	ES-7	Conduct additional historic inventories and surveys to promote the preservation of existing historic neighborhoods and structures. Ensure that new development becomes a contributing element to the identity of these neighborhoods.	Planning	New	TBD	Federal, State, Grants	HN	LUCD, HSN
	ES-8	Evaluate and implement programs to preserve existing and to create new mixed income neighborhoods.	Neighborhood Office and Planning	On-going	Operating		HN, DC	HSN
Legend	<p>Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth</p> <p>Type: Short: Existing Strategy – Up to Five Years Ongoing: Existing Strategy – Continuing Beyond Five Years New: New Strategy, timing TBD</p>		<p>Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development</p> <p>TBD – To be Determined N/A – Not Applicable</p>					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-9	Work with the Hampton Redevelopment and Housing Authority (HRHA) to monitor, and when necessary, align the number of publically assisted housing units in the city with the regional fair share percentages for publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-10	Work with HRHA to develop a policy that governs the use of its bonding authority used in partnership with the private sector for Virginia Housing Development Authority Low Income Housing Tax Credit (LIHTC) projects to ensure that the HRHA's exercise of this authority aligns with the City's policy limitation of not exceeding its regional fair share of publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-11	Use the City's authority to review private applications for LIHTC projects to ensure that the City's policy limitation with respect to the number of publically assisted housing units is not exceeded.	CDD	New	Operating	City General Funds	HN, HR, DC	HSN
	ES-12	In cooperation with HRHA, develop detailed procedures to promote dispersion of individual publically assisted housing units and/or to limit the number of assisted units in a particular multi-family complex or project.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-13	Evaluate initiatives currently underway such as in-fill housing opportunities in master plan areas and the redevelopment of Lincoln Park to ensure that these initiatives promote the dispersion of publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-14	Conduct research to determine "best practices" in comparable communities to promote the dispersion of publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Note: ES-9 through ES-14 adopted by City Council Sept. 11, 2013 (CPA 020-2013)

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-15	<p>Focus transportation improvements in strategic corridors (see Transportation section for details):</p> <ol style="list-style-type: none"> 1. Interstate Corridor 2. East-West Corridor (Between N. Armistead and NE quadrant of the city) 3. North-South Corridor (Big Bethel Road) 4. North-South Corridor (Magruder/Coliseum/N. Armistead) 5. East-West Corridor (Little Back River/Fox Hill/Harris Creek) 6. North-South Corridor (Old Buckroe/Woodland) 	Planning and Public Works	On-going	CIP	Federal, State	HB, HN	TR
	ES-16	<p>Focus transit improvements to serve key corridors and districts (see Transportation section for details):</p> <ol style="list-style-type: none"> 1. Inter-city Transit Corridors 2. Transit Circulator (Coliseum Central) 3. Intra-city Transit Connections along corridors 4. Ferry System 	Planning and Public Works	On-going	CIP	Federal, State	HB, HN, CY, Y	TR
	ES-17	Implement a program to coordinate an efficient multimodal transportation service and encourage usage of alternative means of transportation such as public transit, ferry, bicycling and pedestrian and improve transportation safety among youth.	Planning and Coalition for Youth	On-going	CIP	State, City General Funds	CY, Y	CF
	ES-18	Develop a sidewalk construction program for the city. Incorporate sidewalks into design plans for all transportation improvements when feasible. Focus on areas with high concentrations of jobs and housing and around educational and other public facilities and where there are pedestrian safety hazards. Require sidewalks where appropriate in all new developments. Encourage curb cut consolidation to minimize pedestrian and automobile conflicts. Encourage the use of private alleys or drives to access parking and loading areas.	Planning and Public Works	On-going	CIP	Federal, State	HB, HN, CY, Y	TR, LUCD
	ES-19	Expand existing computerized traffic management systems (signal controls) to improve traffic flow as part of all future roadway improvements.	Public Works	On-going	CIP	Federal, State	HB, HN	TR
Legend	<p>Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth</p> <p>Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD</p>		<p>Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development</p> <p>TBD – To be Determined N/A – Not Applicable</p>					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-20	Move forward with the preparation and implementation of a master plan or plans for non-school related City facilities. Develop a process to ensure coordination between the Facilities Master Plan and the Community Plan.	Public Works	On-going	CIP	State, City General Funds	CD	CF
	ES-21	Develop and annually update an inventory (map, list, and description) of planned transportation facility and service improvements in the city.	Planning	On-going	Operating	State, City General Funds	HB, HN, CD	TR
	ES-22	Evaluate the need for a new (or improved) traffic impact analysis process for certain development proposals (generating 100 trips or more during AM or PM peak hours).	Public Works and Planning	Short	Operating	State, City General Funds	CD	TR, LUCD
	ES-23	Design and construct a Teen Center.	Planning and Coalition for Youth	Short	CIP	State, City General Funds	CY, Y	CF
	ES-24	Prioritize Brownfield and Greyfield sites for redevelopment and execute necessary studies to ascertain presence of hazardous substances. Pursue State and Federal grants to assist in verifying potential sites and their clean up.	Public Works	On-going	Both	Federal, State, Grants	HB, HN	EN
	ES-25	Adopt a waste reduction program that addresses cost reduction of City operations by reducing waste in all departments through the use of environmentally-preferred products and services; reduction in the amount of hazardous wastes generated; and efficient use of energy, water, and other resources.	Public Works	Short	Both	Grants	CD	EN
	ES-26	Prepare and adopt a tree preservation ordinance that protects existing trees, provides a plan for planting new trees, and includes a maintenance program.	Planning, Parks and Recreation	On-going	TBD	Grants	HN, HB	EN
	ES-27	Maintain an up-to-date beach management plan and continue to support beach nourishment.	Public Works	On-going	CIP	Federal, State	HN, HB	EN
	ES-28	Hampton City Schools will develop and implement an effective process to provide timely and reliable information to assess management and performance.	HCS	Short	Operating	State, City General Funds	SS	
	ES-29	Develop and implement a plan to increase the accessibility and public enjoyment of Grandview Nature Preserve and Grundland Creek Park.	Parks and Recreation	Short	TBD		HN, HB	EN
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-30	Evaluate and modify codes, ordinances, and policies that foster green building and green development. Adopt an integrated, conservation-based green building program that promotes resource-efficient building and sustainable site design practices throughout the city.	Planning, Public Works	On-going	Both	Federal, State, Grants	HN, HB, CD	EN, CF
	ES-31	Support actions recommended on HSC Strategic Plan to manage and maximize Fiscal and Physical Resources Effectively and Efficiently.	Hampton City Schools	On-going	CIP	Federal, State	SS, CY, Y	CF
	ES-32	Develop and implement a long range capital improvement plan process for Public Schools.	HCS	Short	Operating	State, City General Funds, Bonds	SS	CF
	ES-33	Develop and implement a comprehensive five-year facility maintenance plan for Hampton City Schools.	HCS	Short	Operating	State, City General Funds, Bond	SS	CF
	ES-34	Provide student transportation services that are safe, orderly and timely.	HCS	On-going	Operating	State, City General Funds	SS	
	ES-35	Develop a comprehensive program to provide an efficient school meal program.	HCS	On-going	Operating	State, City General Funds	SS	
Strategic Areas	ES-36	Prepare and implement master plans for strategic investment areas of the city. The following strategic investment areas have been identified: Downtown, Coliseum Central, Phoebus, Buckroe, Kecoughtan Road Corridor, Phoebus, and N. King Street Corridor.	Planning	On-going	Both	Private	HB, HN	LUCD
	ES-37	Develop an approach to target community resources in key city neighborhoods. Prepare and begin implementation of neighborhood master plans, conservation plans, redevelopment plans and other pilot programs in key neighborhoods.	Neighborhood Office	On-going	Both	Private, Federal	HB, HN	LUCD, HSN
	ES-38	Evaluate the need for a strategic area master plan in connection with the proposed closure of Fort Monroe.	City Manager	New	TBD	TBD	HB, HN	LUCD, HSN
	ES-39	Implement road and transit improvements in the strategic investment areas. (See the Transportation section of the Community Plan for a description of recommended improvements.)	Public Works and Planning	On-going	Both	Private, Federal, State	HB, HN, CY, Y	TR
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
<i>Strategic Areas</i>	ES-40	Focus higher value housing initiatives in the strategic investment areas and on waterfront properties.	Economic Development	On-going	Both	Private	HN	LUCD, HSN
	ES-41	Coordinate the CIP and master planning processes to identify opportunities to coordinate investments in community facilities with implementation of the City's strategic investment area plans.	City Manager	On-going	Both	City General Funds	HB, HN, CD	CF
	ES-42	Increase inventory of convention-quality hotels.	Convention & Visitors Bureau	On-going	Both	Private	HB	ED
	ES-43	Identify potential retail and office development opportunities as part of the master planning process.	Economic Development	On-going	Both	City General Funds	HB	LUCD, ED
	ES-44	Leverage investments in retail projects and support the attraction of neighborhood, traditional, and destination retailers. 1. Provide incentives and programs that encourage private investment in shopping centers and neighborhood commercial corridors. 2. Develop pedestrian-friendly environments in retail districts and along neighborhood commercial corridors.	Economic Development	On-going	Both	Private	HB, HN	ED
	ES-45	Improve demographics by developing a larger selection of higher value housing for families and young professionals including mid- to high-rise waterfront housing.	Economic Development	On-going	Both	Private	HB, HN	HSN
	ES-46	Develop new attractions to complement the Virginia Air and Space Center.	Convention & Visitors Bureau	On-going	Both	Private	HB, HN	ED
	ES-47	Implement bikeway and walkway improvements in the strategic investment areas. Sidewalks and walking trails provide safe and attractive opportunities to encourage pedestrian activity in residential and mixed-use areas. These improvements strengthen connections between district cores and surrounding neighborhoods. Street improvements should include expanded shoulders to accommodate bike lanes. Implement the Safe Routes to Schools Program (SR2S) in the City of Hampton school districts to encourage walking and bicycling to school. Give priority to schools in the strategic investment areas.	Planning and Public Works	New	Both	Private, Federal, State, Grants	HN, CY, Y	TR
<i>Legend</i>	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Strategic Areas	ES-49	Increase the diversity and quality of the inventory of restaurants in the city.	Economic Development	On-going	Operating	Private	HB, HN	ED
	ES-49	Expand the bikeway system to improve connections to activity and employment centers within the city. Include expanded shoulders to accommodate bike lanes in new roadway improvements.	Planning and Public Works	New	CIP	Federal, State	CY, Y	TR
Community Partnerships and Engagement								
Regional	PE-1	Advocate for a shared regional vision. Advocacy should occur at all levels of the community not just at the highest levels of local government.	City Manager	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-2	Work with the appropriate regional entities to develop meaningful regional benchmarks and indicators that measure the region's progress.	City Manager	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-3	Advocate for critical city issues at the Federal, regional, and State level. Key areas include: 1. Regional and Local Governance 2. Urban Reinvestment 3. Transportation 4. Economic Development 5. Affordable Housing 6. Smart Growth 7. Environmental Planning	City Manager	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-4	Develop an organizational structure which insures organizational accountability for achieving the regional goals and strategies.	City Manager	On-going	Operating	Federal, State, Grants	HR, CD	LUCD, ED, TR, EN, HSN
	PE-5	Develop and implement a broad-based education and public awareness program centered on the relevancy and importance of regional issues to the well being of Hampton.	Public Communication	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-6	Support an expanded bikeway system plan to connect to other bike facilities in neighboring jurisdictions.	Planning	On-going	Operating	Federal, State, Grants	HR, HN, CY, Y	TR
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development					
	Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
<i>Regional</i>	PE-7	Work with the Metropolitan Planning Organization (MPO) and the Hampton Roads Planning District Commission (HRPDC) to develop and implement solutions to reduce traffic congestion on I-64 and the Hampton Roads Bridge Tunnel.	Planning, Public Works	Short	Operating	Federal, State, Grants	HR, HB, HN	TR
	PE-8	Develop and implement an internal planning process to coordinate staff input to the HRPDC, MPO, and other transportation boards & commissions (including planning for transit, airport facilities, and other modes).	Planning	Short	Operating	Federal, State, Grants	CD	TR
	PE-9	Explore opportunities to connect local and regional tourism initiatives with the city's natural features and open spaces. Determine the potential for promoting "eco-tourism" as a regional tourist attraction.	Planning, Conventions and Tourism	On-going	Operating	Federal, State, Grants	HR, HB	EN, ED
	PE-10	Participate in regional long-range planning efforts to site a new regional landfill.	Public Works	On-going	Operating	Federal, State, Grants	HR	EN
	PE-11	Work with city residents and the appropriate State and Federal agencies to expand public access to Chesapeake Bay beaches and other area waterways.	Parks and Recreation, Planning	On-going	Operating	Federal, State, Grants	HR, HN, HB	EN
<i>Institutional and Community</i>	PE-12	Explore opportunities to develop formalized on-going partnerships and cooperation agreements with key institutions within the city such as Hampton University, Thomas Nelson Community College, NASA, Langley AFB, and Fort Monroe.	City Manager, Planning	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED
	PE-13	Continue to encourage strong community involvement to develop and update master plans for strategic investment areas of the city.	Planning, Neighborhood Office	On-going	Operating	Federal, State, Grants	CD	LUCD
	PE-14	Continue to work closely with Langley Air Force Base to study the impacts of the F-22 Raptors on the city and to maximize the compatibility between aircraft operation and the surrounding community.	Planning	On-going	Operating	Federal	HN	EN
	PE-15	Work with public agencies and private organizations to identify and gain control of ecologically sensitive land areas within the City.	Planning, Parks and Recreation	On-going	Operating	Federal, State, Grants	HN	LUCD, EN
<i>Legend</i>	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development					
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Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
<i>Institutional and Community</i>	PE-16	Promote neighborhood to neighborhood partnerships, positive interactions between the City and neighborhoods, school, family, and community partnerships, and partnerships with faith-based organizations.	Neighborhood Office	On-going	Operating	Grants	HN, CY, Y, CD	HSN
	PE-17	Create coalitions of large industries to develop a program to promote and encourage vertical integration, business-to-business interaction, and partnerships in Hampton.	Economic Development	On-going	Operating	Grants	HB	ED
	PE-18	Support the creation of community development authorities, business improvement districts, tax increment financing, and other similar techniques to facilitate implementation of the Community Plan.	Economic Development	On-going	Operating	Grants	HB, HN	LUCD, ED, HSN
	PE-19	Support students, teachers, and other school staff in their efforts to promote multicultural school events.	Schools, Unity Commission, Youth Coalition	On-going	Operating	Grants	SS, DC, Y	
	PE-20	Recognize businesses, organizations, schools, and individuals that exemplify diversity awareness, appreciation, and celebration.	Citizens Unity Commission	On-going		Grants	DC	
	PE-21	Support Hampton City Schools in establishing a cultural diversity initiative.	Schools, Unity Commission	On-going		Grants	DC, SS	
	PE-22	Develop a process to ensure ongoing coordination between the City and Hampton Public School administrations on community facilities planning.	City Manager, Schools	On-going	Both	General Funds	CD, SS	CF
	PE-23	Continue to implement the Land Development Services initiative and other approaches to improve City policies and procedures for evaluating land development proposals.	Codes Compliance	On-going	Operating	General Funds	CD	LUCD
	<i>Internal City</i>	PE-24	Coordinate interdepartmental implementation efforts of master plans in strategic investment areas.	City Manager, Planning	On-going			HB, HN
PE-25		Work with the Planning Commission and City Council to revise the process for coordinating the annual preparation of the City's CIP with the Community Plan and other adopted plans and policies. Periodically update key economic and demographic trends as an input to the CIP process.	Planning, Budget & Management Analysis	New	Both	General Funds	CD	CF
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Internal City	PE-26	Develop and implement a site selection process for community facilities. Form ad hoc site selection committees that would include the agency sponsor for the facility and staff from the Public Works and Planning Departments.	Planning	New	Operating	General Funds	CD	CF
	PE-27	Develop and implement an asset management plan to identify surplus City buildings and properties and to make recommendations for their reuse.	Economic Development	On-going	Both	General Funds	HN, HB	ED
	PE-28	Institute an energy policy that provides the foundation for setting performance goals and integrating energy management into the City's culture and operations.	Public Works, Planning	New	Operating	Grants	CD	EN
	PE-29	Establish a work group within the City administration consisting of various offices that work in environmental protection and communication to meet and share information to facilitate smoother operations in regard to the environment within the City government.	Public Works, Planning	New	Operating	General Funds	CD	
	PE-30	Create a system of community partnerships and volunteer opportunities within Hampton City Schools that will increase sense of ownership among citizens, parents, and students.	HCS	On-going	Both	Grants	SS	
	PE-31	Continue to promote a strong working relationship between Hampton City Schools and City Council to ensure timely and adequate allocation of resources. Ensure that budgets are consistent with that of the Hampton City Schools, and Hampton's Community Plan, goals, objectives, and policies.	HCS	On-going	Both	General Funds	SS	
	PE-32	Youth Adult Partnerships: Expand the system of opportunities for meaningful youth engagement in neighborhood, school, local government, and community decision-making and service.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	EN
PE-33	Preschool Partners: Expand the preschool partnership to coordinate and support all City approaches to the early childhood population, including emphasis on strengthening partnerships, leveraging resources, evaluation, sharing best practices, and centralizing volunteer recruitment.	Healthy Families Partnership; Human Services	New	TBD	Grants	CY, Y, SS		
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Internal City	PE-34	Healthy Children and Youth: Expand programs and partnerships designed to insure the healthy physical development of all children pre-natal through early adulthood.	Healthy Families Partnership, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
Community Perception, Marketing, and Image								
	PM-1	Develop and implement community design and property maintenance policies that promote "curb appeal" at the district, neighborhood, and corridor planning levels: 1. Develop and implement design guidelines for public buildings and infrastructure. 2. Expand and update landscaping requirements. 3. Prioritize key city gateways and corridors for landscape enhancement improvement projects.	Planning, Codes Compliance, Public Works, Neighborhood Office	On-going	Both	General Funds	HB, HN	LUCD, HSN, CF, ED
	PM-2	Improve information access to businesses about the city's assets through effective marketing campaigns, business networks, and state of the art websites.	Economic Development	On-going	Both	General Funds	HB, CD	ED
	PM-3	Promote a "green" City government; implement best practices that save money and improve the health of residents and the environment.	Public Works, Planning	On-going	Both	CIP	CD, HB, HN	EN
	PM-4	Develop and expand marketing strategies that are targeted to potential new residents, businesses, and visitors.	Public Communication	On-going	Operating	General Funds	CD	
	PM-5	Work closely with neighborhood organizations to develop more effective marketing and communications campaigns.	Neighborhood Office, Public Communication	On-going	Operating	General Funds	CD, HN	HSN
	PM-6	Promote Hampton's human diversity as an asset for attracting businesses, residents, and visitors.	Unity Commission, Public Communication	On-going	Operating	General Funds	DC	ED
	PM-7	School facilities will be maintained to promote safety, functionality, and enhance community appearance and perception.	HCS	On-going	Both	Federal, State	SS, HB	
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
	PM-8	<p>Increase awareness of the existing opportunities and resources for youth, including opportunities to:</p> <ol style="list-style-type: none"> 1. Strengthen relationships with the community. 2. Share leadership. 3. Acquire and develop essential life skills. 4. Be prepared for a career. 5. Go from one place to another. 6. Attend youth friendly places, programs, and events. 	Coalition for Youth, Public Communications	On-going	TBD	Grants	Y, CY, SS, HB	
Preparing Citizens for Future Success								
	PC-1	Implement a comprehensive system of opportunities, programs, and activities that promote career exposure and the development of essential life skills.	Schools, Coalition for Youth	On-going		Federal, State, Grants	Y, CY, HB	ED
	PC-2	<p>Support Hampton City Schools' efforts to:</p> <ol style="list-style-type: none"> a. Ensure that all schools meet or exceed all State and national accountability benchmarks. b. Increase the number of students that read on grade level by the beginning of grade 3. c. Ensure that scores of Hampton City School students in pre-collegiate standardized tests meet or exceed the national averages and near to a half of the students graduate with an advanced diploma. d. Increase graduation rates and offer transition opportunities having coursework needed to fulfill a focused life plan. e. Increase the number of Advanced Placement, Dual Enrollment courses, and Honors courses. f. Increase the participation of minority students in the gifted program. g. Expand the City's preschool program. 	HCS	On-going	Both	Federal, State	SS, HB	CF, ED
Legend	<p>Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth</p> <p>Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD</p>		<p>Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development</p> <p>TBD – To be Determined N/A – Not Applicable</p>					

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	PC-3	Support efforts by Hampton City Schools to attract and retain highly qualified teaching and administrative staff. Develop strategies to encourage teachers to obtain National Board Certification, pursue advanced degrees, increase the retention of teachers, and the percent of new teachers that return the following school year. Additionally the employees in non-teaching positions are also encouraged to pursue advanced degrees or industry certifications. Promote professional development opportunities, a positive working environment, and create an effective system to identify and develop future leaders.	HCS	On-going	Both	City General Funds	SS, HB	CF, ED
	PC-4	Target recreational and entertainment opportunities to a diverse population.	Parks and Recreation	On-going			DC	CF
	PC-5	Develop a holistic approach to ensure that Hampton City Schools provide a safe and nurturing environment in which teachers, parents and students express satisfaction with the safety of our schools and all students report that their school provides a caring environment	HCS	On-going	Both	City General Funds	SS, HB	CF, ED
	PC6	Promote civic pride through community recognition and award programs, publication of community achievements, and enhancement of public gathering places.	Coalition for Youth, Neighborhood Office, Public Communication S	On-going			HN, CD	
	PC-7	Continue to develop and support the City's "Diversity College."	Unity Commission	On-going		Grants	DC	
	PC-8	Promote and support increased inter-generational interaction within the community. Create and enhance programs and events that encourage communication and interaction between youth and adults.	Citizens Unity Commission, Coalition for Youth	New	Operating	Grants	DC	
	PC-9	Provide cultural diversity education for employers, educational leaders, and providers of city services, including public safety and criminal justice.	Citizens Unity Commission	On-going	Operating	General Funds, Grants	DC, HN, HB	ED, EF
	PC-10	Build developmental assets within school, neighborhood, and community settings.	Coalition for Youth	On-going	TBD	Grants	DC, SS, CY, Y	
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	PC-11	Parent Awareness: Create an information system as well as expanded communication strategies for parents to include web-based resources, print and insert materials, and events.	Healthy Families Partnership, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-12	Parenting Capacity: Expand existing parent education programs and create a parenting educational system with a focus on expecting and new parents, parents new to the area, and parents of children and youth in transition. Increase the number of family-centered activities and expand the number of Parent Involvement Facilitators in Hampton City Schools.	Healthy Families Partnership, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-13	Early Childhood Reading and Literacy Skills: Insure the development of high quality literacy development and reading programs for young children by expanding existing partnerships and linking early childhood curriculum and resources to create excellence in early childhood educational programs.	Healthy Families Partnerships, HCS, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-14	Teen Center: Ensure the successful opening and ongoing operation of the Hampton Teen Center and incorporate expanded out-of-school time opportunities for high school-aged youth.	Coalition for Youth, Parks and Recreations	New	TBD	Grants	CY, Y, SS	CF
	PC-15	Access to Quality Childcare: Expand and increase the availability and accessibility of comprehensive, high quality, early childhood care and educational programs. All programs should include superior early childhood educational experiences, developmentally appropriate curriculum, and affordable childcare options.	Healthy Families Partnership,	New	TBD	Grants	CY, Y, SS	
	PC-16	Out-of-school time Opportunities: Expand the quality and number of out-of-school-time activities (to include inter-session and high school) focused on arts, service learning, literacy, healthy lifestyles, civic engagement, life skills, career exploration and development, as well as wrap-around services. Expand the rate of after-school slots at one site per year.	Parks and Recreations, Coalition for Youth	New	TBD	Grants	CY, Y, SS	CF
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Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
	PC-17	Real World Initiative: Create a comprehensive approach to ensuring that all young people have a career plan by the time they graduate, and are prepared for employment, enlistment, or enrollment in higher education.	HCS, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-18	Out-of-school-time Task Force: Create a task force to coordinate and support all City approaches to the school-age population, including emphasis on strengthening partnerships, leveraging resources, evaluation, sharing best practices, and centralizing volunteer recruitment.	ACM- Public Safety and Human Services Cluster	New	TBD	Grants	CY, Y, SS	
	PC-19	Capacity Building: Create an expanded and specialized training system in order to enhance youth development services and the developmental assets mobilization throughout the community, including connection of services to in-school supports and mandatory training for school personnel.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-20	Bring Them Back: Create and invest in a system that recruits, encourages, and supports an ever-increasing number of young adults who make up the 'Creative Class' to choose to return to, or locate in, Hampton.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-21	Information Systems for School-age Youth: Create a comprehensive information system for young people regarding activities, opportunities, and important transitions including activity and web-based strategies. Ensure that strategies are inclusive and reach out to all youth and families.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

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APPENDICES

APPENDIX I

FOCUS GROUP MEMBERS AND STAFF

CUSTOMER DELIGHT FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
A. G. Womble	Hampton City Schools
Alice Rosen	Community Member
Andre' McCloud	Neighborhood Commission
Andy Bigelow	Neighborhood Commission
Charlie Fullman	Retired Employee/City of Hampton
Geoff Tennille	Comprehensive Plan Advisory Committee
Jesse Wallace	City of Hampton
Joan Charles	Community Member
John Ishon	Industrial Development Authority
Susan Cutler	Community Member
Thommy Thompson	Harrison & Lear

<u>Staff</u>	<u>Role</u>
John Eagle	Convener/Information Tech. Director
George Gaten	Facilitator
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Tammy Waldroup	Recorder/Neighborhood Office
Caroline Butler	Planning Department Support
Greg Goetz	Planning Department Support
Irayda Ruiz	Planning Department Support
Keith Cannady	Planning Department Support

HEALTHY BUSINESS FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Bob Panholzer	Remarque Manufacturing
Charlie Daniels	Raytheon
Darrell Hill	Tourism Advisory Committee
Frank H. Cowling, Jr.	Coliseum Central Business Improvement District
Lynne Moore	Industrial Development Authority
Mamie Locke	Hampton City Council
Mary Bunting	City of Hampton
Perry Pilgrim	Hampton Planning Commission
Ralph A. Heath, III	Hampton Planning Commission
Raymond Tripp	Coliseum Mall
Rick Bagley	Downtown Business Improvement District
Robert Carsey	Holiday Inn
Ross Kearney, II	Hampton City Council
Stephanie Short	Short Commercial Acquisitions

HEALTHY BUSINESS FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Steve Cooper	S. L. Nusbaum Realty
Tommy Thompson	Harrison & Lear

<u>Staff</u>	<u>Role</u>
June McPartland	Convener/Economic Development Department
Bob Trahan	Facilitator/City of Hampton
Michelle Woods Jones	Facilitator
Angela Freeman	Recorder/Economic Development Department
Donald Whipple	Planning Department Support
Keith Cannady	Planning Department Support
Shelly Weidenhamer	City of Hampton Support
Terry O'Neill	Planning Department Support

Healthy Business Industry Focus Group: Higher Value Housing

<u>Name</u>	<u>Affiliation</u>
Ann Bane	Hampton Resident
Ann Stephens	Hampton Public Schools
Donna Campbell	Wachovia Mortgage
Jack Shiver	Olde Hampton Hotel Associates
Karen Bohlke	ReMax Select
Kim Georges	William E. Wood & Associates
Laura Ross	William E. Wood & Associates
Michael D. Newsome	Clark Whitehall
P. J. Mallicott	Mallicott & Associates
Rick Bagley	Wachovia Securities
Ross A. Kearney, II	Hampton City Council
Sondra Deibler	GSH Real Estate
Stephen Cooper	S.L. Nusbaum Realty Co.
Steve Adams	Pomoco Group, Inc.
Terri Feild	Hampton Resident
Terri Stickle	Rose and Womble Realty
Tommy Thompson	Harrison & Lear, Inc.
Verna Brundin	Coliseum Central Business Improvement District

<u>Staff</u>	<u>Role</u>
Brian DeProfio	Convener/Assistant to the City Manager
Dan Seachord	Facilitator/Downtown Hampton Development Partnership
Annette Oakley	Recorder/City Manager's Office
Irayda Ruiz	Planning Department Support
Shelly Weidenhamer	Economic Development Department Support

Healthy Business Industry Focus Group: Jobs

<u>Name</u>	<u>Affiliation</u>
Bob Panholzer	Remarque Manufacturing Corp.
C. Michael Fox	Newport News, Inc.
Carol Kleemeier	Universal Laboratories
Charles H. Mitchell	Zel Technologies, LLC
Charlie Daniels	Raytheon Company
Chuck Akers	Gateway, Inc.
David Staley	Nextel
E. Richard White	Vigyan, Inc.
Greg Grootendost	Hampton Roads Planning District Commission
Lynne S. Moore	Hampton Industrial Development Authority
Marty Kaszubowski	Hampton Roads Technology, Inc.
Matthew James	Peninsula Alliance for Economic Development
Ralph Patrick	Newport News, Inc.
Randy Edwards	Wyle Labs, Inc.
Steve Mallon	Craig Davis Properties
Tom Atherton	MEB General Contractors
William Lennon	Howmet Corporation

<u>Staff</u>	<u>Role</u>
Ray White	Convener/Economic Development Department
Von Gilbreath	Convener/Recorder/Economic Development Department
James T. Carroll	Facilitator
Shelly Weidenhamer	Recorder/City of Hampton
Keith Cannady	Planning Department Support

Healthy Business Industry Focus Group: Retail

Focus Group Members

<u>Name</u>	<u>Affiliation</u>
Bettie L. Sirine	Blue Skies Gallery
Dan Kelleher	Coliseum Central Business Improvement District, Inc.
Daniel E. Seachord	Downtown Hampton Development Partnership
Frank H. Cowling, Jr.	S.L. Nusbaum Realty Co.
John Katsias	The Katsias Company
Judy Younger	Hampton City Schools
Lewis Wood	Hampton Chevrolet-Mazda
Raymond J. Tripp	Coliseum Mall Office
Robert M. Thornton	Morton G. Thalhimer
Ross A. Kearney, II	Hampton City Council
Stephanie Short	Short Commercial Acquisitions
Steven D. Hussell	Old Point National Bank
Stuart Goodman	Goodman & Sons Jewelers
Susan Borland	Phoebus Improvement League

Healthy Business Industry Focus Group: Retail (continued)

<u>Name</u>	<u>Affiliation</u>
Toni DeBose	A Time 4 U
Victor W. Sparber	Infinity Realty Company
<u>Staff</u>	<u>Role</u>
June McPartland	Convener/Economic Development Department
Mike Canty	Facilitator/Neighborhood Office/INSYNC
Angela Freeman	Recorder/Economic Development Department
Shelly Weidenhamer	Recorder/Economic Development Department
Kathy Grook	Economic Development Department Support
Keith Cannady	Planning Department Support
Terry O'Neill	Planning Department Support

Healthy Business Industry Focus Group: Tourism

Focus Group Members

<u>Name</u>	<u>Affiliation</u>
Alicia Brower	Tourism Advisory Committee
Betty Wood	Tourism Advisory Committee
Bob Vines	Hampton Brass Shop
Darrell Hill	Tourism Advisory Committee
Joe Tsao	Hampton Coliseum
Lewis Allen	Allen, Sink & Hastings
Marie Collins	Tourism Advisory Committee
Mark Smith	Quality Inn & Suites
Mary Bunting	City of Hampton/Assistant City Manager
Rhet Tignor	Hampton City Council
Robert Bonner	Tourism Advisory Committee
Robert Carsey	Holiday Inn Hotel & Conference Center
Todd Wellbrock	Hampton Courtyard by Marriott

<u>Staff</u>	<u>Role</u>
Sallye-Grant Divenuti	Convener/Conventions and Visitors Bureau Department
Valerie Blackman	Recorder/Conventions and Visitors Bureau Department
Donald Whipple	Planning Department Support

HEALTHY DIVERSE COMMUNITY FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Amy Van Schagen	Kecoughtan High School/Citizens Unity Commission
Becky Betz	Literacy/ Citizens Unity Commission
Bill Adams	City of Hampton
Carol Godley	Retired SSA/ Citizens Unity Commission

HEALTHY DIVERSE COMMUNITY FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Chris Bowman	Thomas Nelson Community College
Elizabeth A. Pfeiffer	Peninsula Catholic High School/Citizens Unity Commission
Enrique Zapatero	Norfolk State University/Citizens Unity Commission
Ivy Lee, Dr.	Hampton City Schools/Citizens Unity Commission
Johnny L. Parker	Realtor/Citizens Unity Commission
Kristina Walden	Hampton High School Student/Citizens Unity Commission
Mary K. Wallace	Retired Hampton City Schools/Citizens Unity Commission
Maurice Halfhide	Hampton University/Citizens Unity Commission
Mildred B. Sexton	Hampton City Schools
Patricia Lay	Hampton City Schools/Citizens Unity Commission
Ronald V. Davis	Hampton Police Division/Citizens Unity Commission
Shahid Siddiqi	NASA Contractor/Citizens Unity Commission
Shawn O'Keefe	Alternatives/Citizens Unity Commission
Steven L. Brown, Rev.	Faith Community/Citizens Unity Commission

<u>Staff</u>	<u>Role</u>
John L. Johnson	Convener/Citizens Unity Commission
Anthy Hall	Convener Assistant/Citizens Unity Commission
George Gaten	Facilitator
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Cheryl Copper	Recorder/Public Works-Environmental
Shellae Blackwell	Recorder/Neighborhood Office
Donald Whipple	Planning Department Support
Irayda Ruiz	Planning Department Support
Keith Cannaday	Planning Department Support
Terry O'Neill	Planning Department Support

HEALTHY GROWTH AND DEVELOPMENT OF CHILDREN AND YOUTH FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Bob Lehmann	Center for Child & Family Services
Cindy Carlson	Hampton Coalition for Youth
Debra Anderson	Neighborhood Commission
Eileen Kulp	Riverside Heath Systems
Freddie Simmons	Newport News/Hampton Community Services Board
Hank Lewis	Kids Tech
Kathy Johnson	Alternatives, Inc.
Marcy Wright	Transitions
Margaret Causby	Old Point National Bank

HEALTHY GROWTH AND DEVELOPMENT OF CHILDREN AND YOUTH FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Martha S. Tennile	Comprehensive Plan Advisory Committee
Mary Curran	Hampton Parent Teacher Association
Matt Asay	Neighborhood Commission
Patricia Johnson	Hampton City Schools
Paul Babcock	ARC of Virginia Peninsula
Rhet Tignor	Hampton City Council
Robert Shuford, Jr.	Old Point National Bank
Walt Credle	City of Hampton Department of Social Services
Welborn Preston	New Life Community Development Corporation

<u>Staff</u>	<u>Role</u>
Mike Monteith	Convener/City Manager's Office
Bob Trahan	Facilitator/City of Hampton
George Gaten	Facilitator
Michelle Woods Jones	Facilitator
Sydney Mason	Recorder/Neighborhood Office
Donald Whipple	Recorder/Planning Department
Irayda Ruiz	Planning Department Support
Terry O'Neill	Planning Department Support

HEALTHY NEIGHBORHOODS FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Amy Hobbs	Buckroe
Billy Massey	Peninsula Agency on Aging
Chuck Jordan	Hampton Police Division
Cynthia Cooper	Hampton City Schools/Adult Education
Eddie Anderson	Elizabeth Lakes Association/McDonald's Garden Center
Frank Grossman	Real Estate/Long & Foster
Frank Lofurno	Hampton Redevelopment & Housing Authority
Fred Mallory	Wythe-Phenix
Harold Johns	Hampton Planning Commission
Judy Carey	Olde Wythe
Katherine Glass	Hampton Planning Commission
Kathy Crocker	Youth/Parent
Maria Perkins	Youth/Alternatives, Inc.
Mildred Sexton	Hampton City Schools, Title 1
Moses Meadows	Farmington Civic Association
Paige Washington	Hampton City Council
Sharon Russell Hunt	Real Estate/Realty World Home Sales
Susan Borland	Phoebus Improvement League
Will Moffett	Old Northampton Office Director

HEALTHY NEIGHBORHOODS FOCUS GROUP (continued)

<u>Staff</u>	<u>Role</u>
Joan Kennedy	Convener/Neighborhood Office
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Mary Holup	Recorder/City of Hampton
Theora Rankins	Recorder/City of Hampton
Keith Cannady	Planning Department Support
Shelly Weidenhamer	Planning Department Support
Terry O'Neill	Planning Department Support

HEALTHY REGION FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Anna McNider	Digital Images
Art Collins	Hampton Roads Planning District Commission
Jimmy Eason	Hampton Roads Partnership
Don Blagg	Hampton Neighborhood Commission
Gary Price	NASA
Jay Joseph	Advantis Real Estate Services
Joseph Spencer	Hampton City Council
Neal McElhanon	Langley Air Force Base
Rondra Matthews	Daily Press
Suzanne Allan	Langley Air Force Base
Terry O'Neill	Hampton Planning Department
Timothy Smith	Hampton Planning Commission
Turner Spencer	Hampton City Council
Wallace Arnold	Hampton University

<u>Staff</u>	<u>Role</u>
Joe Tsao	Convener/Hampton Coliseum Director
Michelle Woods Jones	Facilitator
Bob Trahan	Facilitator/City of Hampton
Angela Freeman	Recorder/Economic Development Department
Beverly Thomas	Recorder/City of Hampton
Shalini Bansal	Economic Development Department Support
Donald Whipple	Planning Department Support
Keith Cannady	Planning Department Support

STRONG SCHOOLS FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Carmen Brown	Hampton City Schools Parent/Special Education

STRONG SCHOOLS FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Denise James	Hampton City Schools Parent/Title 1
Greg Buckley	Hampton City Schools Parent/Middle School
Jami Brill	Hampton City Schools Parent/Elementary School
Jaynelle Oehler	Hampton City Preschool
John Ishon	Community Member
Johnny Pauls	Hampton City Schools
Kim Hannah	Hampton City Schools Parent/High School
Mary Bunting	City of Hampton/City Manager's Office
Mike Montieth	City of Hampton/City Manager's Office
Pat Leary	Hampton City Schools
Pauline Snider	Real Estate Broker
Ron Davis	Thomas Nelson Community College
William Brown	Community Member

<u>Staff</u>	<u>Role</u>
Linda Shifflette	Convener/Hampton City Schools
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Cheryl Copper	Recorder/Public Works-Environmental
Cynthia Yuille	Recorder/Parks & Recreation
Bob Trahan	City of Hampton Support
Irayda Ruiz	Planning Department Support
Terry O'Neill	Planning Department Support

YOUTH FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Andrea Pippins	Kecoughtan High School Student
Anne-Marie English	Kecoughtan High School Student
Elmo Robinson	Bethel High School Student
Kevin Curran	Kecoughtan High School Student
Kristin Durette	Hampton High School Student
Max Ellison	Kecoughtan High School Student
Meaghan Mixon	Bethel High School Student
Megan Conway	Peninsula Catholic High School Student
Samantha Archey	Kecoughtan High School Student
Scott Riggs	Kecoughtan High School Student
Shaughanasee Williams	Hampton High School Student

<u>Staff</u>	<u>Role</u>
Rashida Costley	Convener/Bethel High School/Planning Department Support

YOUTH FOCUS GROUP (continued)

Staff

Alicia Tundidor

Bob Trahan

George Gaten

Irayda Ruiz

Terry O'Neill

Role

Recorder/ Bethel High School/Planning Department

Support

Facilitator/City of Hampton

Facilitator

Planning Department Support

Planning Department Support

Appendix II: Documents Adopted by Reference
(updated 5/17/2007)

The Hampton Community Plan adopted by City Council on February 8, 2006 is official policy for the City of Hampton. This plan replaces the 2010 Comprehensive Plan and the 1998 Hampton Strategic Plan except for the documents listed below which are incorporated by reference as part of the Community Plan.

There are a number of other City Council adopted planning and policy documents which guide public and private actions within the city. The Community Plan may not address all aspects contained in these other documents. In cases where recommendations may conflict, the recommendations contained in the Community Plan prevail. Recommendations contained in other adopted documents which are not specifically addressed in the Community Plan and yet are consistent with the overall objectives of the plan will continue to be valid guidance for both public and private actions.

The following documents and any related amendments to them are hereby adopted by reference as part of the Hampton Community Plan:

- Buckroe Master Plan (2005)
- Chesapeake Bay Preservation – 2010 Comprehensive Plan Amendment (2004)
- Coliseum Central Master Plan (2004)
- Downtown Hampton Master Plan (2004)
- Fox Hill Small Area Plan (1992)
- Foundation for the Future (2003)
- Hampton Parks and Recreation 2020 Master Plan (1998)
- Hampton Roads Center Master Plan (1986)
- Hampton Roads Center: North Campus Master Plan (2005)
- Harris Creek Small Area Plan (2000)
- Kecoughtan Corridor Master Plan (2006)
- North King Street Corridor Study (1995)
- Phoebus Business District Master Land Use and Development Plan (1987)
- Todds Lane/Big Bethel Road Corridor Study (1992)
- Wildlife Management Plan- Sandy Bottom Nature Park (1999)
- Youth Component of the Community Plan (2006)
- Peninsula Hazard Mitigation Plan (2006)

**Appendix III – Chronological Listing of Hampton Community Plan Amendments
(updated 5/17/2007)**

- Downtown Hampton Master Plan* adoption, Page A-11, 1/14/2004
- Coliseum Central Master Plan* adoption, Page A-11, 9/22/2004
- Buckroe Master Plan* adoption, Page A-11, 3/23/2005
- 001-2005 *Coliseum Central Master Plan* Amendment, Tide Mill Creek Initiative, 5/25/2005
- 002-2005 *Buckroe Master Plan* Amendment, Buckroe Bayfront Initiative, “Streets & Open Space” and “The Bayfront Development Blocks,” 1/11/2006
- Hampton Community Plan* adoption, 2/8/2006
- Youth Component of the Community Plan* adoption, Page A-11, 2/8/2006
- Kecoughtan Corridor Master Plan* adoption, Page A-11, 1/25/2006
- 003-2006 *Downtown Hampton Master Plan* Amendment, Armory District, 6/14/2006
- 004-2006 *Hampton Community Plan* Amendment, Land Use Map, 701 Aberdeen Road, Page LU-21, 9/13/2006
- 005-2006 *Hampton Community Plan* Amendment, Peninsula Hazard Mitigation Plan, Page A-11, 9/13/2006 (next CPA number is 007-2006)
- 007-2006 *Youth Component of the Community Plan* Amendment, Strategies, 11/15/2006
- 008-2006 *Coliseum Central Master Plan* Amendment, Tide Mill Creek Initiative, Marcella Road and Medical Drive (Community Services Board & Armory properties), 1/10/2007
- 009-2006 *Buckroe Master Plan* Amendment, Bayfront Initiative, 1/24/2007
- 010-2006 *Hampton Community Plan* Amendment, Land Use Map, Northwest Corner of Magruder Blvd & Semple Farm Road (Falcon Creek), 1/24/2007
- 017-2009 *Hampton Community Plan* Amendment, Peninsula Multi-Jurisdictional Hazard Mitigation Plan, Appendix L, 2/10/2010
- 018-2011 *Hampton Community Plan* Amendment, Peninsula Multi-Jurisdictional Hazard Mitigation Plan update, 10/12/2011
- 022-2015 *Hampton Community Plan* Amendment, Transportation Section – Urban Development Areas, 8/12/2015

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Community Development
Department
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www.hampton.gov/community-plan