Appendix A

Hampton Bike Routes
Appendix B
Open Space Plan
Appendix C
Comments from Public Meetings
Newmarket Creek Park & Trail System
Public Meeting – March 16, 2006

Public Comments:

- Safety – lighting and security in urban areas
- Enhance connection from Hotel District to Bluebird Gap Farm/Power Plant
- Oriented to a family environment
- Picnic areas
- Recreational uses on Coliseum Lake
- Canoe launch at Air Power Park
- Pier on Bass Pro Lake for fishing
- Preserve and enhance the vista of Coliseum Lake from I-64/I-664
- Directional signage
- Interpretive park; education opportunity – identification of wildlife
- Bike paths
- Interpretive/educational
- Refuge for people and wildlife
- Public art
- Resting areas (seating)
- Concern – after hours access and security/safety
- Launch sites (rentals?)
- Environmental concerns/features
- Elevated walkways/boardwalks (minimal disturbance)
- Cleanliness; maintenance; trash
- Cigarette butt cans
- “Pooper Scooper” stations (bags)
- Natural buffers (noise); larger land areas
- Shelters; gathering spaces
- Launches
- Low-key recreational (e.g. volleyball, horseshoes, etc.)
- Need lighting in urban areas
- No lighting in natural areas
- Parking – what kind and where
- Specifics on how to connect with Bluebird Gap Farm
- LaSalle Ave. is a boundary
- Opportunity for environment/science education
- Concerns about access to rear of Coliseum (e.g. circus)
- Restrooms
- Expand canoe launch – include Bluebird Gap Farm (@both ends of the park)
- Emphasize connection to Power Plant – not just Bass Pro
- Riverwalks; cafes; hotels; environment – opening to water along ditch @ 19 acre site.
- Waterway stays as pristine as possible
➢ Access with your pet
➢ Marked distances for runners
➢ Raise planes @ Air Power Park
➢ Bird watching observation towers
➢ Get rid of Air Power Park – needs attention/renovation
➢ Information kiosk (maps, etc.) at major trail access points.
➢ Expand Air Power Park facility
➢ Bike train – family activities (not expensive)
➢ Incorporate public art/sculptures @ gateways
➢ Storage facilities for canoes
➢ Preservation ordinance – clearly marked boundaries
➢ Limited hours @ natural site; unlimited hours @ urban end – well-lit
Newmarket Creek Park & Trail System

Public Meeting – June 22, 2006

Public Comments:

- Critical to Bass Pro Lake trail – the improvements to Pine Chapel for pedestrian safety
- CCBID willing to lend funding support for various park and trail improvement
- Issue: fishing license expense for visitors (out-of-town) to fish in the various lakes and creek.
- Lake swimming? Not encouraged – post no swimming signs?
- Include improvements to north side of Pine Chapel bridge (railings, banners, lighting)
- Traffic analysis for crossroads @ full build out – look at impact to Pine Chapel Road (between Power Plant Parkway and Coliseum Drive)
- Identify nodes for public art within the park/trail system
- Concern about mixing pedestrians w/cyclists – adequate space and visibility
- Potential concern regarding crushed stone for cyclists – smooth enough surface?
Newmarket Creek Park & Trail System
Public Meeting – August 24, 2006

Public Comments:

- A question was raised regarding available city funding for implementation of the park plan. What’s the budget cycle for CIP?
- A question was raised regarding the park plan phasing – what segments/elements would be completed first. Timeline for implementation.
- What is the timing for improvements to Pine Chapel Road (from Coliseum Drive to the Power Plant)?
- There was a comment regarding the potential for seeking grants to fund the park construction.
- Is there a cost-share with the H2O residential development for park improvements?
- The park needs to be fully accessible (e.g. handicap access) for all patrons. Be sure to allow enough space for wheelchairs at site furniture (e.g. benches picnic tables, etc.).
- What are the environmental impacts of the proposed park improvements?
- What measures have been discussed regarding park safety and security? What will be the park hours of operation?
- Consider the potential impact of the park on the surrounding residential neighborhoods.
- There needs to be a park maintenance plan – who will manage the park (public or private entity)?
- Be sure to allow enough time for pedestrians to cross at the pedestrian signal at the N. Armistead Avenue/Freeman Drive intersection.
- Property acquisition for the park should be done together rather than piecemeal.
- Make park plan information available on the website.
- Consider locking dam on Newmarket Creek to control tide flow for paddlers (environmental controls do not permit controlling and/or altering flow of tidal waters).
- Include users (paddlers) in the detailed design of kayak/canoe put ins and docks.
Appendix D

Master Plan Concepts
Appendix E
Design Charrette Notes
Meeting Notes

Attendees: See attached
Date/Time: April 5, 2006

Project No.: 32231.00

Place: Hampton City Offices
Re: Newmarket Creek Park and Trail System

City staff and the VHB project team held a design charrette to discuss design and programmatic elements of the Newmarket Creek Park and Trail System. Discussions focused on the following:

- Development context map;
- Comments received at the initial public meeting;
- Design board provided by the Hampton Planning Department;
- Design alternatives; and
- Next steps and action items.

Development Context Map

City staff and the VHB project team reviewed the development context graphic to recall important features of the project area and its surroundings. Recent revisions to the graphic included available development plans and other minor revisions. VHB provided City staff with three 24”x36” copies of the graphic.

Initial Public Meeting

City staff distributed a summary of comments received at the initial public meeting held March 16, 2006. The goals and issues identified by the public reflect those discussed to-date by City staff and the VHB project team. City staff noted that requests for restroom facilities are an increasingly important concern, not only for the proposed park and trail system, but for outdoor amenities in general. Restroom design would complement the natural themes of the proposed park and trail system. However, restroom
concerns include funding, maintenance, and staffing; all of which will require further discussions. Public comments also raised questions about plans for Air Power Park and Museum.

Design Board

City staff displayed a design board depicting the surrounding project area and photographic examples of the vision for the proposed park and trail system. Design elements included the contrast and mixed use of hard and soft landscaping, incorporation and progression of urban to natural landscapes where appropriate, an overall water/nature theme, and the use of educational/interpretive elements where possible.

Design Alternatives

Four enlarged aerial photographs presented the proposed park and trail system’s eight segments. Design alternatives for each segment focused on programmatic and design elements of the proposed park and trail system’s alignment. The VHB project team sketched preliminary design concepts. The following discussions detail design elements and decisions made concerning each segment.

Bass Pro Lake/Bass Pro Shops

The VHB project team discussed trailhead feasibility, access, and amenities near Bass Pro Lake. Uses fronting the lake include restaurants with an attached boardwalk and Bass Pro Shops. Additionally, a strip of open space exists between the lake and I-64. The City envisions the restaurant component expanding northwest toward a wholesale store, thereby extending the boardwalk along the lake.

Because the proposed park and trail system would circle the lake, discussions focused on routing trail users from the Power Plant development area parking lot to the trail. Discussions focused on an access route between the wholesale store and the restaurant expansion area. City staff envision the access route to include a vehicular plaza and green space. The plaza and green space would provide vehicular access to the trail along a promenade. The promenade would provide access to a potential parking facility. In addition to providing general access to the lake and trail from the Power Plant development area, the promenade may also appear more inviting to guests from the developing hotel area along Queen’s Way. Under this scenario, the service drive for the wholesale store could remain on the building’s northwest side, on a shared use basis with the neighboring Lowe’s.

A wooded area at the lake’s north end provides an opportunity for a trailhead or wayside. Possible facilities include a canoe rental facility, a fishing area, parking, and a picnic shelter.

City staff noted the need for outdoor amenities, which the lake would provide. A fishing pier at the lake’s south end would “open up” the lake and provide a more pedestrian-friendly environment. Bass Pro Shops may have an interest in using the lake for boat demonstrations and rentals, and fishing. Discussions with Bass Pro Shops’ manager would present this possibility.
Safety is an important concern near the lake. The area between the lake and I-64 is secluded. Although City staff and the VHB project team discussed lighting, the trail would operate as a dawn-to-dusk facility. The proposed park and trail system would include appropriate signage, lighting standards, and operating hours to relieve adjacent commercial property owners’ concerns about liability.

As originally envisioned, the proposed park and trail system’s alignment would extend from the lake along Bass Pro Shops’ northeast side. However, the boat storage area, utilities, and other infrastructure may constrain possible trail options. Thus, the proposed park and trail system should consider an alternate alignment between the lake and Bass Pro Shops’ northwest side. The alternate would connect the existing sidewalk on Bass Pro Shops’ south side to Pine Chapel Road.

**Programming Decisions:**
- The proposed park and trail system should provide fishing and non-motorized boat access to the lake.
- The segment should feature parking and trailhead facilities.
- A functional and visual connection should exist between the Power Plant development area’s parking lot and the proposed park and trail system.
- The proposed park and trail system’s non-commercial portions should consider dawn-to-dusk operating hours.

**Design Decisions:**
- Bass Pro Lake should feature a fishing pier near Bass Pro Shops.
- The lake’s north end should include a trailhead with a parking facility and non-motorized boat access.
- The proposed park and trail system should connect to the proposed extension of the Power Plant development area’s boardwalk near the lake’s southwest corner.
- The proposed park and trail system should provide alternate alignments around Bass Pro Shops: one along Bass Pro Shops’ northeast property line and one connecting the existing sidewalk on Bass Pro Shops’ south side to Pine Chapel Road.

**Open Issues:**
- Further discussion of the initial design concepts should include Power Plant development area landowners and Bass Pro Shops’ manager.
- Managing bank fishing along the lake is an important concern.

**Pine Chapel Road/I-64 Bridge**

City staff and the VHB project team discussed how to move bicyclists and pedestrians over I-64 via Pine Chapel Road. Additional discussions focused on providing a trail amenity on the property currently occupied by Bluebird Gap Farm.

With respect to the project area, Pine Chapel Road bridges I-64 to link the Coliseum’s 19-acre parking lot to the Power Plant development area. Pine Chapel Road includes two north- and southbound lanes, divided by a center turning lane. As it bridges I-64, Pine Chapel Road is approximately 70 feet wide.
Discussions included removing or reducing the center turning lane. Removing the center turning lane would allow adding appropriate bicycle and pedestrian facilities on either side of the bridge. However, the lane shift for turning vehicles may be too severe to remove the center turning lane. Sight distance and visibility are also concerns. Removing the center turning lane and providing adequate southbound access to the property currently occupied by Bluebird Gap Farm may require shifting the farm’s entrance farther south on Pine Chapel Road. Collecting traffic counts and associated data for this segment of Pine Chapel Road would help solidify design possibilities.

The bridge presents an opportunity to move bicyclists and pedestrians between the Crossroads area, the hotel district, and the Power Plant development area in an aesthetically pleasing environment. Options to encourage bicycle and pedestrian movement and promote trail use include appropriate signage and gateway treatments, and using the Coliseum Central logo. The proposed park and trail system’s signage should consider existing I-64 signage on the bridge’s façade.

City staff and the VHB project team discussed incorporating a cantilever design from the edge of the bridge. However, such a design would not be financially or structurally feasible.

At the property currently occupied by Bluebird Gap Farm, designs include a canoe/kayak launch on Newmarket Creek. Currently, a path leads to the creek’s edge. In this location, a launch could be feasible upon adding a small parking facility and upgrading the path.

**Programmatic Decisions:**
- The proposed park and trail system should encourage bicycle and pedestrian movement between the Crossroads area, the hotel district, and the Power Plant development area, and inspire a sense of place.
- The property currently occupied by Bluebird Gap Farm should provide non-motorized boat access.

**Design Decisions:**
- The proposed park and trail system should include a shared use path on Pine Chapel Road’s north side. The resulting cross section would include four vehicular travel lanes and a narrow median.
- The bridge parapets should include screening and signage.
- The property currently occupied by Bluebird Gap Farm should include a small parking facility and trail upgrades for a canoe/kayak launch.

**Open Issues:**
- The proposed park and trail system would examine traffic operations to determine the feasibility of the proposed cross section and the need to maintain turning lane access to the property currently occupied by Bluebird Gap Farm.
- Identifying possible structural issues would occur before making final decisions about screening and signage for the bridge’s parapets.
- Identifying property ownership would help assess the feasibility of shifting Bluebird Gap Farm’s entrance farther south on Pine Chapel Road.
19-Acre Redevelopment Site

The City’s vision for the 19-acre parking lot between Pine Chapel Road and the Coliseum includes entertainment venues, hotel, restaurants, retail shops, and structured parking facilities. The proposed park and trail system’s design will complement the redevelopment. The City anticipates selecting a developer for the site within one month and it may be possible to meet with potential developers to discuss ideas. Signed agreements would be necessary to formalize maintenance responsibilities.

Programmatic Decisions:
- The proposed park and trail system should incorporate bicycle and pedestrian access into the proposed redevelopment.
- Trailhead or wayside opportunities and views along Coliseum Lake should be consistent with the overall site design.
- Trail amenities and waterfront areas should function and look as part of the redevelopment.

Design Decisions:
- The proposed park and trail system’s design will complement redevelopment plans.

Open Issues:
- City staff should meet with potential developers.
- Discussions with the selected developer will include maintenance responsibilities.

Coliseum

Discussions focused on using the Coliseum’s 17-foot-wide concrete walkway as a pedestrian facility. Additionally, City staff and the VHB project team proposed using the walkway for café-style seating associated with vendors in underused space within the Coliseum. If feasible, these facilities could delay and/or reduce traffic congestion after Coliseum events by providing a space for patrons to enjoy views of Coliseum Lake and socialize. Additionally, the proposed park and trail system’s design would address Coliseum event security concerns to ensure that park and trail users do not have access to the Coliseum’s secured areas.

Access doors along the walkway could pose a conflict for pedestrians, although the recessed doors should not pose a problem. The curvature of the Coliseum’s walkway poses a problem for bicyclists, as it does not provide adequate sight distance. Thus, discussions focused on routing bicyclists to the Coliseum’s north side along Coliseum Drive, while allowing pedestrian-only access to the walkway. The Coliseum’s lakeside face could include interpretive signage and public art displays to inspire a sense of place.

The proposed park and trail system’s alignment and use relative to the large “elephant” doors on the Coliseum’s east side also merit discussion and coordination with the Coliseum manager, as do parking, screening for the loading/unloading area, and storage concerns.

Discussions also focused on the potential reconfiguration/redesign of the fountain and front plaza at the Coliseum. The reconfiguration/redesign would complement the water features at the
Hampton Roads Convention Center while incorporating the fountain into the proposed park and trail system. Discussions also included providing fountains in Coliseum Lake.

Programmatic Decisions:
- The Coliseum walkway should be a pedestrian-only facility. The proposed park and trail system will route bicyclists to the Coliseum’s north side along Coliseum Drive.
- The Coliseum’s lakeside face should include interpretive/educational displays and public art.
- The walkway should include amenities such as café-style seating.

Design Decisions:
- The proposed park and trail system should consider interactive, lighted fountains in Coliseum Lake. Corporate sponsorship may fund such an amenity.

Open Issues:
- Separating and reconnecting bicycle and pedestrian traffic, and reconfiguring/redesigning the entrance fountain and plaza merit additional coordination and discussion with the Coliseum manager.

Coliseum Lake Bulkhead/Weir

The proposed park and trail system’s alignment follows the existing bulkhead and exposed shoreline from the Coliseum walkway to the weir separating Coliseum Lake and Newmarket Creek. To develop the proposed park and trail system, the City purchased a 40-foot easement that traces Coliseum Lake’s rim past the weir.

The proposed park and trail system would front mixed-use development on The Cordish Company’s property and the H20 residential development. The two developments should maintain a consistent waterfront setting along the bulkhead.

H20’s developers request installing an interactive fountain as the trail passes a viewshed on the property. The fountain, designed as an at-grade facility, could be a visually enhancing amenity and provide a setting for small band concerts and weddings.

The discussion then turned to a potential amenity at the weir. The bulkhead would extend to the weir, thereby completing Coliseum Lake’s urban edge. The amenity would allow the weir to function as a transition area between the proposed park and trail system’s urban and natural landscapes. The weir provides a striking contrast between the urban landscape surrounding the Coliseum to the west and the natural landscape surrounding Newmarket Creek to the east. The weir also provides an opportunity for a canoe/kayak facility.

Programmatic Decisions:
- The proposed park and trail system should provide continuous multi-modal access along the waterfront and complement adjacent developments.
- To the extent possible, the easement should feature a bicycle and pedestrian facility.
- The proposed park and trail system should feature non-motorized boat access to Coliseum Lake and Newmarket Creek.
- The weir should feature a trail amenity.
Design Decisions:
- The proposed park and trail system should feature an at-grade, interactive fountain along H20’s lakeside.
- A canoe/kayak facility at the weir could provide access to Coliseum Lake and Newmarket Creek and to developments around the Coliseum.
- The weir should include interpretive displays, seating, and other amenities.
- A possible bridge over an existing tidal ditch could further articulate the urban/natural transition.

Open Issues:
- Additional coordination with adjacent developers is necessary.

Pocket Park/Newmarket Creek

Tracing Newmarket Creek east from the weir, discussion focused on the former Greenman property, which includes buildings that may be architectural resources. H20’s developers have an option to purchase the former Greenman property. Adaptive reuse of a house on the former Greenman property could include educational space and/or a visitor center. Preserving the house and/or land as part of the proposed park and trail system would expand the potential program options for a pocket park. Such a proposal would require additional discussions with H20’s developers.

On the former Greenman property’s north end, an open, grassy area could serve as a pocket park. Comments received during the initial public meeting did not support providing a playground at the park. Hampton Department of Parks and Recreation staff noted that a playground is a large maintenance responsibility for the City and the park could feature a more natural amenity. City staff and the VHB project team proposed a launch for non-motorized boats and a small parking facility on the park’s east side.

The raised boardwalk/upland trail network could include two loop trails between the pocket park and North Armistead Avenue. The loop trails could connect the pocket park, an upland area adjacent to I-64, and Lake Hampton. The loop trails could share an alignment along Lake Hampton’s south side.

The south loop could connect the pocket park to an upland area by bridging Newmarket Creek. The upland area could feature interpretive displays and exhibits and an outdoor room for environmental/wildlife education. The upland area could also provide an area to stage outdoor events for the Hampton Roads Convention Center. Additionally, the upland area could provide a setting for social gatherings such as cookouts and receptions.

The north loop could circle Lake Hampton and feature an overlook/wayside on the lake’s northwest corner. The north loop could also provide fishing and non-motorized boat access to the lake. A peninsula extending into the lake could provide additional amenities. The City would reserve the north loop’s portion along North Armistead Avenue for future expansion as the area redevelops.
The proposed park and trail system could also establish a direct hydrologic connection between Lake Hampton and Newmarket Creek. The connection would subject the lake to tidal conditions. Should the City pursue this course, opportunities may exist to establish a revenue-generating wetland mitigation bank.

Programmatic Decisions:
- The segment will include a multi-modal trail and open space/park amenities.
- The proposed park and trail system will bridge an upland area adjacent to I-64 and loop around Lake Hampton.
- The upland area (or other open space) could provide an opportunity to stage outdoor events associated with the Hampton Roads Convention Center.
- Under a best-case scenario, the City would maintain the former Greenman property as part of the proposed park and trail system.
- The proposed park and trail system’s design should consider eradicating phragmites.
- The pocket park should provide amenities for local users as well as trail facilities.

Design Decisions:
- The proposed loop trails should feature park amenities.
- Lake Hampton should feature fishing and non-motorized boat access and other amenities.
- The proposed park and trail system’s design should include a launch for non-motorized boats at the pocket park.

Open Issues:
- Retaining the former Greenman property would require discussions with H20’s developers.
- Establishing a hydrologic connection between Lake Hampton and Newmarket Creek would require further discussion and analysis.

North Armistead Avenue/Oxford Trail Apartments

Plans for the Freeman Drive-North Armistead Avenue intersection include a new traffic signal in conjunction with the ongoing construction of Oxford Trail Apartments. Pedestrian crossing signals would encourage trail users to cross North Armistead Avenue at this location. Between North Armistead Avenue and Air Power Park and Museum, the proposed park and trail system would generally follow the marsh edge on Oxford Trail Apartments’ east side. Design discussions focused primarily on locations for boardwalk spurs to allow access over the marsh and to Newmarket Creek. Plans for property near Oxford Trail Apartments’ entrance include commercial development that could provide convenience services for park and trail users.

Programmatic Decisions:
- The segment will include a multi-modal trail located primarily on the upland edge of Oxford Trail Apartments’ east side. The proposed park and trail system would develop at least one boardwalk spur to an overlook of Newmarket Creek. Plans will seek to minimize the amount of wetlands spanned.

Design Decisions:
- Installing pedestrian crossing signals at the Freeman Drive-North Armistead Avenue intersection would encourage trail users to cross North Armistead Avenue at this location.
Open Issues:

- Implementing the proposed park and trail system in this area would require additional coordination with Oxford Trail Apartments’ developers.

Air Power Park and Museum

The City-owned Air Power Park and Museum features various decommissioned military aircraft, missiles, and rockets, as well as a playground. The military owns the aircraft and loans them to the City. Moving the aircraft throughout Air Power Park and Museum is possible. It may also be possible to move the aircraft to City gateways including the Coliseum Central District.

The goal for Air Power Park and Museum is to provide a more prominent tourist attraction and public facility. To this end, the proposed park and trail system would bridge Newmarket Creek near an existing canoe/kayak launch at Air Power Park and Museum. Enhancing the existing launch and providing a picnic shelter could further realize the goal. The proposed park and trail system’s design would accommodate a wetland mitigation site for the H20 residential development and address drainage concerns at Air Power Park and Museum.

Designs independent of the Newmarket Creek Park and Trail System Master Plan may include a miniature golf course on the site to generate revenue and a parking facility. Additionally, plans to renovate Air Power Park and Museum would provide room for educational materials, interpretive displays, and meeting space. Renovating Air Power Park and Museum would serve the City’s need for additional meeting space.

All of the options mentioned above require further discussions among City staff in light of the Virginia Air and Space Center’s plan to annex Air Power Park and Museum.

Programmatic Decisions:

- Air Power Park and Museum should provide enhanced non-motorized boat access and trail access to Newmarket Creek.

Design Decisions:

- The proposed park and trail system will bridge Newmarket Creek near the existing canoe/kayak launch at Air Power Park and Museum.

Open Issues:

- Air Power Park and Museum’s reconfiguration will require additional discussion among City staff.

Maintenance

The proposed park and trail system should include a maintenance plan to ensure the safety of park and trail users and protect the City’s investment. To this end, the proposed park and trail system’s design should consider aesthetic enhancements and emergency/maintenance access, and feature sustainable landscapes.
The City could reduce its responsibility for maintaining the proposed park and trail system by developing a maintenance limits map and utilizing volunteer labor. The map could shift park and trail maintenance responsibilities to adjacent landowners.

The maintenance plan should also consider scheduled and non-scheduled maintenance issues. Scheduled items would include lawn care for commons/green spaces, trash removal, and weed control. Non-scheduled items would include concrete repair and graffiti removal.

Next Steps and Action Items

City:

- Coordinate stakeholder meetings;
- Discuss plans for Air Power Park and Museum; and
- Provide VHB with any additional comments on the development context graphic and draft master plan text.

VHB:

- Begin conceptual designs based on charrette discussions;
- Collect traffic data for Pine Chapel Road and Armistead Avenue;
- Develop design charrette notes; and
- Incorporate design and programming suggestions into draft master plan text.
Attendees:

City Staff:
- Shellae Blackwell, Neighborhood Office, sblackwell@hampton.gov
- Kathy Grook, Economic Development Office, kgrook@hampton.gov
- Chris Hickman, Parks and Recreation Department, chickman@hampton.gov
- Mike Hodges, Engineering Services, mhodges@hampton.gov
- Jonathan McBride, Neighborhood Office, jmcbride@hampton.gov
- Amy Merrill, Economic Development Office, amerrill@hampton.gov
- Jessica Norgren, Planning Department, jnorgren@hampton.gov
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Urban Forest Management:
- Chuck Stewart, ufm1@aol.com

LPDA:
- John Schmidt, john@lpda.net
Appendix F

List of Stakeholders
Newmarket Creek Park and Trail System
Stakeholder Group

Bass Pro Shops
Coliseum Central Business Improvement District
Cordish Company (Power Plant and 11-acre Crossroads parcel)
Embassy Suites Hotel
Hampton Coliseum
Hampton Conventions and Visitors Bureau
Hampton Roads Convention Center
Industrial Development Authority
LM Sandler and Sons, Inc. (H20 Residential Development)
Mid-Atlantic Paddlers Association (MAPA)
Oxford Trail Residential Development
XL Development (19-acre, mixed-use Crossroads parcel)
Appendix G
Construction Cost Estimates
SECTION 4

Coliseum Boardwalk (700')

Promenade Trail (315')

Promenade Trail (600')

SECTION 1A

Trail (2100')

Over Wetlands (90' & 110')

SECTION 1B

Hampton Coliseum

Coliseum Drive

Knickerbocker Circle

Creemore Court

Coliseum Drive

Freeman Drive

Newmarket Creek

Interstate 64 East Bound

Interstate 64 West Bound

Newmarket Creek Park & Trail Project

Hampton, Virginia

Appendix G - Construction Sections