Newmarket Creek Park & Trail System

MASTER PLAN

Prepared for:
City of Hampton, Virginia

Prepared by:
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City of Hampton

Newmarket Creek Park and Trail System

Master Plan

Revised: August 2007

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LPDA  LAND PLANNING & DESIGN ASSOCIATES, INC.
Executive Summary

The City of Hampton’s Newmarket Creek Park and Trail System will be a primary amenity for City residents and visitors and will serve as a regional tourism destination. The Newmarket Creek Park and Trail System will improve pedestrian connectivity and provide public access to the waterfront within the City’s Coliseum Central District. The Newmarket Creek Park and Trail System will also complement and connect existing and proposed commercial and residential developments within the District. Thus, the Newmarket Creek Park and Trail System will implement policies detailed in the Hampton Community Plan, 2004 Coliseum Central Master Plan, and 1994 Mercury Central Plan.

More specifically, the Newmarket Creek Park and Trail System will construct a pocket park on the former Greenman property’s northeast end and feature a shared use path along a portion of Pine Chapel Road. Additionally, the Newmarket Creek Park and Trail System will provide public access for fishing and non-motorized boats.

To complement the District’s urban and natural landscapes, the Newmarket Creek Park and Trail System will include promenades, a raised boardwalk/upland trail network, and trailheads or waysides. Amenities will include attractive gateway treatments and landscaping, interpretive/educational elements, and public art displays. Appropriate lighting, operating hours, and signage will ensure the safety and security of pedestrians, bicyclists, and motorists within the District.

The master planning process included public meetings, a design charrette, and meetings with stakeholders. The process identified public concerns and interests, which influenced planning decisions and shaped designs included in this master plan.

Based on the master planning process, the Newmarket Creek Park and Trail System consists of eight segments. Construction will occur in six sections as adjacent areas redevelop, funds become available, and permits are obtained for certain improvements. A preliminary cost estimate for constructing the 3.3-mile Newmarket Creek Park and Trail System totals $11.5 million. The estimate does not include costs associated with acquiring right(s)-of-way, documenting hazardous materials, finalizing designs, and obtaining construction permits.

Section 1’s construction cost estimate is $1.8 million. Section 1A will construct an urban waterfront promenade featuring attractive elements that will complement the waterfront setting at Coliseum Lake. Tracking east, Section 1B will construct a raised boardwalk/upland trail network featuring active and passive recreational opportunities.
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Introduction

The City of Hampton’s Coliseum Central District is witnessing an exciting renaissance. The arrival of the Hampton Roads Convention Center, Embassy Suites Hotel, and proposed developments serving entertainment, hotel, residential, and retail purposes signals the beginning of a new chapter in the City’s history. Additionally, the Newmarket Creek Park and Trail System’s design and construction will add immeasurable benefits to the Coliseum Central District and to the City in general.

The Newmarket Creek Park and Trail System Master Plan will increase public access to and enjoyment of Newmarket Creek. As a community-scale park, the Newmarket Creek Park and Trail System will serve neighborhoods and communities and will be a regional tourism destination. The Newmarket Creek Park and Trail System will provide greater connectivity by improving pedestrian and bicycle facilities, enhancing the Coliseum Central District as a primary destination, and celebrating the natural beauty of Newmarket Creek. Additionally, the Newmarket Creek Park and Trail System will include a blueways trail featuring a dock and launches for non-motorized boats.

Figure 1 depicts the Newmarket Creek Park and Trail System project area, which includes urban and natural landscapes serving commercial, open space, and residential purposes. To complement these landscapes, this master plan envisions the Newmarket Creek Park and Trail System as a multi-use facility that will function as a primary amenity for the City.

As a tributary of the southwest branch of the Back River, Newmarket Creek extends southwest through the City of Hampton, Virginia to Newport News. Figure 2 depicts Newmarket Creek’s location in the Chesapeake Bay/Back River/Poquoson River hydrologic unit. This hydrologic unit drains an area covering approximately 108 square miles. Along its southwest-northeast course, Newmarket Creek crosses under Interstates 64 and 664 (I-64 and I-664) near the Coliseum and the Hampton Roads Convention Center.

The following section, Development Framework and Context, presents existing conditions within and adjacent to the project area. Based on public meetings, a design charrette, and meetings with stakeholders, subsequent sections present the master plan’s Needs Assessment, Vision Statement, and Design Solutions. Next, Implementation presents potential funding sources, construction sections, and construction cost estimates to realize the Newmarket Creek Park and Trail System. Maintenance details scheduled and unscheduled maintenance activities. A final section summarizes opportunities and constraints for realizing the Newmarket Creek Park and Trail System.
Newmarket Creek Park & Trail System

Figure 1 - Project Area
Figure 2 - Regional Watershed

Newmarket Creek Park & Trail System

Legend:
- C07: Hydrologic unit
- G11: (James River/Pagen River/Warwick Creek/Chuckatuck Creek)
- G15: (Hampton Roads/Elizabeth River)
- Watershed boundary
- City of Hampton
- Surrounding areas
- Water

Scale: 0 - 7200 ft
Development Framework and Context

This section presents the physical setting, natural resources, cultural resources, and parks and recreational facilities within and adjacent to the project area. A site visit, mapping resources, and state and City databases identified existing conditions.

Figure 3 depicts the project area’s development context, which consists of the following segments:

- **Segment 1** Bass Pro Lake;
- **Segment 2** Bass Pro Lake to Pine Chapel Road;
- **Segment 3** Pine Chapel Road;
- **Segment 4** Pine Chapel Road to Coliseum;
- **Segment 5** Coliseum walkway;
- **Segment 6** Coliseum to weir;
- **Segment 7** Newmarket Creek from the weir to North Armistead Avenue; and
- **Segment 8** Newmarket Creek from North Armistead Avenue to Air Power Park and Museum.

### Physical Setting

The following discussions organize physical setting by trail segment. For purposes of this master plan, physical setting includes each segment’s physical borders, view sheds, and other physical features that may shape the proposed park and trail system’s design. Where applicable, physical setting also details infrastructure including property lines, roadways, and utilities. Additionally, the following discussions present design issues for each segment.
Segment 1

Segment 1 includes the shore around Bass Pro Lake. Open space and a thin line of trees circle the lake, which includes a central fountain. I-64 borders the lake to the north. Bass Pro Shops borders the lake to the east, while restaurants and retail establishments border it to the south. A small wooded area at the lake’s north end could serve as a trailhead or wayside.

The primary design issues in Segment 1 include enabling pedestrian access to Bass Pro Lake while minimizing tree clearing. Additional design issues include constructing a canoe/kayak launch and a fishing pier at the lake’s south end, and coordinating plan designs with existing and proposed commercial development.

Segment 2

Segment 2 extends east from Bass Pro Lake to Pine Chapel Road. Landscaping along Bass Pro Shops’ north property line includes an attractive stone retaining wall. A rip-rap drainageway separates the north property line from I-64. Utilities along the north property line include ornamental lighting for the adjacent boat display area and water and gas lines in a maintained grassy area. The east property line also includes a maintained grassy area and a Verizon communication outlet.

The design issues in Segment 2 include coordinating pedestrian and bicycle access with Bass Pro Shops’ boat display area, property lines, retaining wall, and utilities. Each feature may present constraints for designing and constructing the proposed park and trail system in this location.
Segment 3

Segment 3 includes Pine Chapel Road, a five-lane facility with a center turning lane. Pine Chapel Road spans I-64 before intersecting Coliseum Drive to the north. The existing sidewalks along this section of Pine Chapel Road are insufficient to accommodate pedestrian traffic. Four distinct areas border Pine Chapel Road: the 19-acre Coliseum parking lot to the southeast, the property currently occupied by Bluebird Gap Farm to the southwest, the Power Plant development area to the northwest, and a hotel district to the northeast.

The design issues in Segment 3 include the feasibility of removing the center turning lane and the cost of bridge modifications to provide improved pedestrian facilities. Both issues would require consideration during the design phase, though widening or otherwise altering the bridge’s structure would not be financially feasible.

Another design issue is pedestrian connectivity. An improved pedestrian facility may serve pedestrian traffic between the Coliseum, the property currently occupied by Bluebird Gap Farm, the Power Plant development area, and the hotel district. Additionally, an improved pedestrian facility may serve pedestrian traffic generated by two hotels on the west side of Power Plant Parkway.

Segment 4

Segment 4 extends east from the Pine Chapel Road-Coliseum Drive intersection. Next, the proposed park and trail system extends south and includes a drainageway, a maintained grassy area featuring large pine trees, and a pump station on Coliseum Lake’s northwest end adjacent to the Coliseum’s 19-acre parking
lot. Segment 4 also includes the land between the parking lot and Coliseum Drive. The proposed park and trail system then traces the northwestern reach of Coliseum Lake before ending at the Coliseum. A stand of oak trees lines the waterfront on the Coliseum’s west side. Similar to Segment 1, Segment 4 lacks pedestrian access to and along the lake’s waterfront.

The design issues in Segment 4 include maintaining the grassy area and trees, as well as the proposed park and trail system’s relationship to the lake’s waterfront and to redevelopment plans for the parking lot. Additionally, the treatment of the drainageway and pump station also merit consideration in designing the proposed park and trail system.

**Segment 5**

Segment 5 includes the Coliseum’s elevated walkway, which provides views of Coliseum Lake. The walkway is approximately 17 feet wide and includes a 40-inch-high concrete wall. Exposed aggregate concrete forms the walkway’s surface.

The design issues in Segment 5 include the Coliseum’s loading/unloading and kitchen access areas, both at the walkway’s east end. These two areas will need to function and remain secure after implementing the proposed park and trail system. Another design issue includes Coliseum event security to ensure that park and trail users do not have access to the Coliseum’s secured areas. Walkway use will require coordination with the Coliseum manager. Additionally, the walkway’s curvature and sight distance may preclude its use by bicyclists.

**Segment 6**

Continuing east, Segment 6 provides views of Coliseum Lake. The Coliseum’s east side includes a stormwater drainage outlet to the lake. Segment 6 traces the lake’s north boundary to a weir separating the lake from Newmarket Creek. The lake’s rim features an approximate 1,000-foot-long bulkhead, with exposed shoreline present for approximately 300 feet near the weir.

The design issues in Segment 6 include coordination with The Cordish Company’s development plans and the H20 residential development. The master planning process will facilitate coordination with these properties. In concert with development plans,
Convention Center Boulevard will link North Armistead Avenue to Coliseum Drive. The boulevard will improve access and safety and relieve traffic congestion. Additionally, the boulevard will increase traffic capacity near the Coliseum and the Hampton Roads Convention Center.

Segment 7

Extending east, Segment 7 borders Newmarket Creek from Coliseum Lake to North Armistead Avenue. I-64 borders Segment 7 to the south. Segment 7 spans northeastward to include Lake Hampton and the surrounding land. Commercial and residential parcels including The Home Depot and a Race Way gas station border Segment 7 to the north along North Armistead Avenue. Open space and residential parcels line Freeman Drive, which borders Segment 7 to the northwest and will be realigned. Additionally, the City will relocate a pump station to the Freeman Drive-North Armistead Avenue intersection.

Figure 4 depicts wetlands, which dominate Segments 7 and 8. Thus, before constructing the park and trail system in these areas (as well as in other segments), the City would ensure compliance with the Chesapeake Bay Preservation Act, as well as with erosion and sediment control, land disturbance, and wetlands regulations. To this end, coordination with the Hampton Department of Public Works, Hampton Planning Department, Hampton Wetlands Board, Virginia Department of Environmental Quality, and the United States Army Corps of Engineers would occur.

The design issues in Segment 7 include complementing the natural landscape. Segment 7 features a tidal ditch that may require bridging. Additionally, Segment 7 includes the former Greenman property and mature vegetation, both of which the City envisions as a pocket park. The former Greenman property is pictured at right.
Segment 8

Segment 8 extends north along Newmarket Creek from North Armistead Avenue to Air Power Park at Mercury Boulevard. Segment 8 includes a wetland mitigation site on Air Power Park’s southeast side.

The design issues in Segment 8 include complementing the natural landscape and crossing North Armistead Avenue at a proposed traffic signal. Additionally, coordinating the proposed park and trail system’s design with Oxford Trail Apartments will be necessary. The City maintains a 40-foot easement along Oxford Trail Apartments’ north and northeast boundary. The proposed park and trail system may extend within the easement to reach Air Power Park. Newmarket Creek will require bridging to connect to Air Power Park.

Furthermore, the City’s North King Street Corridor Master Plan envisions connecting Segment 8 to a proposed park on LaSalle Avenue’s east side. Formal plans would detail the LaSalle Avenue crossing before constructing an extension to the proposed park.

Natural Resources

Natural resources within and adjacent to the project area include wetlands, wildlife, and their associated habitat. The following discussion summarizes natural resources based on information from the Virginia Fish and Wildlife Information Service (VFWIS), the Virginia Department of Conservation and Recreation’s Division of Natural Heritage (DNH), and the National Wetland Inventory. It is possible to encounter the wildlife mentioned below, including the threatened and endangered species, within and adjacent to each segment.

According to the VFWIS, various wildlife species are known or likely to occur within a two-mile search radius centered on Lake Hampton. The search radius encompasses the entire project area. Federal- and/or State-threatened and -endangered species known or likely to occur within the search radius include the State-endangered canebrake rattlesnake (Crotalus horridus) and the Federal- and State-threatened loggerhead sea turtle (Caretta caretta). According to DNH records, no conservation sites, which indicate species habitat, exist within the search radius.

Additionally, VFWIS records revealed no cold water stream survey reaches, threatened and endangered species waters, or anadromous fish use reaches within the search radius. Anadromous fish travel from the higher salinity waters of the Atlantic Ocean and lower
Chesapeake Bay to spawn in the Bay watershed’s freshwater rivers and streams, such as Newmarket Creek.

**Cultural Resources**

For purposes of this master plan, cultural resources include archaeological sites and architectural resources. The Virginia Department of Historic Resources’ (DHR) Data Sharing System identified cultural resources within the project area and within a one-quarter-mile buffer surrounding it. Figure 5 depicts cultural resources within and adjacent to the project area.

With respect to the project area, archaeological sites are within and adjacent to Segment 8. **Table 1** details these sites. The Data Sharing System describes the single archaeological site identified within the project area (DHR Survey #44HT0053) as an “open air” area covering approximately 45,000 square feet.

<table>
<thead>
<tr>
<th>DHR Survey #</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>44HT0052</td>
<td>18th- and 19th-century archaeological site</td>
<td>Surveyed in 1978, no current information available</td>
</tr>
<tr>
<td>44HT0053</td>
<td>Archaeological site</td>
<td>Surveyed in 1978, no current information available</td>
</tr>
<tr>
<td>44HT0083</td>
<td>Farmstead site, 18th-century artifacts</td>
<td>Surveyed in 1996, no formal determination has been made</td>
</tr>
<tr>
<td>44HT0092</td>
<td>Corduroy or plank road through marsh area along Newmarket Creek</td>
<td>Determined not eligible in 2002</td>
</tr>
</tbody>
</table>

*Source: Virginia Department of Historic Resources, 2006.*

With respect to the project area, architectural resources are near Segments 7 and 8. **Table 2** details these resources, which are all residential properties along North Armistead Avenue. Though none of the architectural resources were eligible for listing on the National Register of Historic Places in 2003, no formal determinations have been made. Though the former Greenman property lies within the project area along Freeman Drive, it did not appear in the Data Sharing System. Two of the buildings on the former Greenman property appear to be constructed during the late 19th to early 20th century. The property may qualify as an important architectural resource.
Figure 5 - Cultural Resources

LEGEND
- trail alignment
- Archaeological Resources*
- water
- Architectural Resources*

*Source: Virginia Department of Historic Resources, 2006
Table 2  Architectural Resources Near the Project Area

<table>
<thead>
<tr>
<th>DHR Survey #</th>
<th>Name</th>
<th>Address</th>
<th>Construction Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>114-5251</td>
<td>Christian House</td>
<td>1607 North Armistead Avenue</td>
<td>Circa 1950</td>
</tr>
<tr>
<td>114-5255</td>
<td>Roscoe House</td>
<td>1779 North Armistead Avenue</td>
<td>Circa 1950</td>
</tr>
<tr>
<td>114-5256</td>
<td>Ervin House</td>
<td>1781 North Armistead Avenue</td>
<td>Circa 1950</td>
</tr>
<tr>
<td>114-5254</td>
<td>Pasino House</td>
<td>1777 North Armistead Avenue</td>
<td>Circa 1949</td>
</tr>
<tr>
<td>114-5253</td>
<td>Hudson House</td>
<td>1775 North Armistead Avenue</td>
<td>Circa 1949</td>
</tr>
<tr>
<td>114-5252</td>
<td>Morgan House</td>
<td>1609 North Armistead Avenue</td>
<td>Circa 1953</td>
</tr>
<tr>
<td>114-5257</td>
<td>Hudson House</td>
<td>1785 North Armistead Avenue</td>
<td>Circa 1941</td>
</tr>
<tr>
<td>114-5294</td>
<td>Woodland House</td>
<td>1796 North Armistead Avenue</td>
<td>Circa 1953</td>
</tr>
<tr>
<td>114-5295</td>
<td>Sinclair House</td>
<td>1794 North Armistead Avenue</td>
<td>Circa 1953</td>
</tr>
<tr>
<td>114-5296</td>
<td>Hudson House</td>
<td>1616 North Armistead Avenue</td>
<td>Circa 1911</td>
</tr>
</tbody>
</table>


Parks and Recreational Facilities

In general, parks and recreational facilities lie outside the project area. Table 3 details a number of these facilities near the project area. The only park within the project area is Air Power Park at Segment 8’s north end. Air Power Park includes a canoe put-in, interpretive exhibits, a playground, and various decommissioned military aircraft, missiles, and rockets.
### Table 3  Parks and Recreational Facilities Near the Project Area

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Name</th>
<th>Address</th>
<th>Features and Amenities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Center</td>
<td>Lincoln Park Community Center</td>
<td>1135 LaSalle Avenue</td>
<td>Computer learning center, employment assistance, gym</td>
</tr>
<tr>
<td>Community Center</td>
<td>Aberdeen Neighborhood Park</td>
<td>(at Aberdeen Elementary School)</td>
<td>Basketball court, open play areas, 2 picnic shelters, playground, softball fields</td>
</tr>
<tr>
<td>Community Center</td>
<td>Burbank Neighborhood Park</td>
<td>40 Tidemill Lane</td>
<td>Asphalt walking trail, basketball court, playground, youth baseball field</td>
</tr>
<tr>
<td>Neighborhood Parks and Trails</td>
<td>The Matteson Trail</td>
<td>320 Butler Farm Road</td>
<td>3-mile nature/fitness trail at The Hamptons Golf Course</td>
</tr>
<tr>
<td>Neighborhood Parks and Trails</td>
<td>Tucker Capps Neighborhood Park</td>
<td>113 Wellington Drive</td>
<td>Asphalt walking trail, playground, youth baseball field</td>
</tr>
<tr>
<td>Neighborhood Parks and Trails</td>
<td>Y.H. Thomas Neighborhood Park</td>
<td>1300 Thomas Street</td>
<td>Basketball court, football field, open play areas, picnic shelters, playground, softball field, youth baseball field</td>
</tr>
<tr>
<td>Outdoor Recreation and Aquatics</td>
<td>Ecotours</td>
<td></td>
<td>Provides canoeing/kayaking lessons along Newmarket Creek and information about the creek's ecology</td>
</tr>
<tr>
<td>Sports and Fitness Parks</td>
<td>Boo Williams Basketball Complex</td>
<td>Eaton Middle School</td>
<td>Site includes outdoor basketball courts (lighted at night) with an electronic scoreboard and seating for 600 people</td>
</tr>
<tr>
<td>Waterfront and Feature Parks</td>
<td>Bluebird Gap Farm</td>
<td>60 Pine Chapel Road</td>
<td>Nature trails, picnic area, playground, seasonal concession stand, various animals</td>
</tr>
</tbody>
</table>

*Source: City of Hampton, Parks and Recreation Department at [http://www.hampton.va.us/parks](http://www.hampton.va.us/parks).*
Needs Assessment and
Vision Statement

The following Needs Assessment and Vision Statement will guide the master plan’s development. The Needs Assessment details City plans, potential connection opportunities, comments received during public meetings, discussions held during a design charrette, and interests expressed by stakeholders. These resources identified and refined planned improvements based on the existing conditions within and adjacent to the project area. The Vision Statement then presents goals and objectives to realize the Newmarket Creek Park and Trail System.

Needs Assessment

Based on public input, the City adopted several plans and policies to guide its future physical development. The Hampton Community Plan details the City’s policies with respect to community facilities, environmental stewardship, land use and community design, and transportation, among others.

The Hampton Community Plan, 2004 Coliseum Central Master Plan, and 1994 Mercury Central Plan establish the following policies with respect to the proposed park and trail system.

Hampton Community Plan

Community Facilities

- Continue to provide parks and recreational facilities that promote passive and active recreational, educational, and cultural opportunities for all residents and visitors;
- Promote the creation of urban and waterfront parks to enhance the character and urban design of the city while promoting redevelopment and reinvestment; and
- 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.
Environmental Stewardship

- Promote the preservation and enhancement of functional open spaces such as greenways, blueways, and wildlife habitat corridors;
- Protect and enhance public access to waterways and waterfront areas;
- Encourage further development of boat launching and docking facilities;
- Preserve and protect existing mature trees in new development and redevelopment; and
- Promote the conservation and restoration of creeks and other waterways as open space amenities, natural habitat areas, and elements of community design.

Land Use and Community Design

- Promote the appropriate use and reuse of waterfront land. Encourage appropriate design of new developments in relation to the water;
- Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists;
- Promote public access, both physical and visual, to the water. Promote boating access, water uses, and dredging for recreational and commercial use of waterways;
- 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;
- 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;
- Encourage building design and site planning that enhances community interaction and personal safety; and
- Encourage public and private upkeep, preservation, and adaptive re-use of buildings and other resources that have been determined to have historic value to the community.

Transportation

- Promote infill development, revitalization, and higher housing densities to support transit, bicycling, and walking;
- When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians;
- Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment centers, and shopping centers;
• Promote aesthetically appealing public walkways to increase public access to waterfront and natural areas; and

• 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.

As noted in the Introduction, the Newmarket Creek Park and Trail System will help realize the transportation policies listed above by increasing public access to Newmarket Creek for pedestrians and bicyclists. Appendix A includes the City’s bicycle routes. Appendix B depicts the City’s open space plan, as presented in the Hampton Community Plan.

Related Plans and Policies

The City’s 2004 Coliseum Central Master Plan and 1994 Mercury Central Plan complement the policies above. The 2004 Master Plan seeks to enhance public access to the waterfront and establish pedestrian connections to Newmarket Creek. In this way, the 2004 Master Plan will complement proposed entertainment, residential, and retail uses adjacent to the Coliseum and the Hampton Roads Convention Center. Specifically, the 2004 Master Plan seeks to:

• Develop an extensive pathway and trail system throughout the Newmarket Creek and Tide Mill Creek watersheds;

• Establish access points and trailheads to the Newmarket Creek open space system in both existing and new neighborhoods;

• Establish “blue trails” in Newmarket Creek by creating launch sites for non-motorized craft;

• Create plazas, greens, or squares in the middle of new, mixed-use developments;

• Develop promenades and an esplanade around the Coliseum Lake and Newmarket Creek; and

• Implement site improvements on commercial properties that encourage pedestrian activity and social interaction.

Similarly, the City’s 1994 Mercury Central Plan seeks to “create a pedestrian system.”

Potential Connection Opportunities

Opportunities exist to link the Newmarket Creek Park and Trail System to parks and recreational facilities, including Aberdeen Neighborhood Park, the property currently occupied by Bluebird Gap Farm, and Y.H. Thomas Neighborhood Park. Realizing these connections could help expedite and integrate the Coliseum Central District’s future land use plans. Additionally, the connections could help implement the open space and parks recommendations presented in the City’s North King Street Corridor Master Plan.
The following discussions present specific opportunities within the Power Plant Parkway and Crossroads initiative areas.

**Power Plant Parkway Initiative Area**

In general, the Power Plant Parkway Initiative Area lies southwest of I-64, primarily between Mercury Boulevard and Pine Chapel Road. With respect to the proposed park and trail system, the Power Plant Parkway Initiative Area includes Segments 1, 2, and 3.

The Newmarket Creek Park and Trail System may reinforce development plans for the Power Plant Parkway Initiative Area. More specifically, the proposed park and trail system could capitalize on the 2004 Coliseum Central Master Plan's proposed redevelopment for this Initiative area. As additional redevelopment occurs on Power Plant Parkway's southwest side, the proposed park and trail system should include a pedestrian connection to the Aberdeen community and future housing developments along Queen's Way.

By providing adequate pedestrian and bicycle access, the proposed park and trail system could connect to the property currently occupied by Bluebird Gap Farm. Bluebird Gap Farm's existing canoe/kayak launch could provide a connection to the blueway via Newmarket Creek.

**Crossroads Initiative Area**

The Crossroads Initiative Area lies north of I-64, primarily between Pine Chapel Road and Armistead Avenue. With respect to the proposed park and trail system, the Crossroads Initiative Area includes Segments 4, 5, and 6. The City envisions the Crossroads Initiative Area as a series of mixed-use activity centers and urban neighborhoods surrounding the Coliseum and the Hampton Roads Convention Center. Additionally, the City’s redevelopment plan for the Crossroads Initiative Area would replace surface parking with structured parking, thereby shifting surface parking facilities to satellite reservoirs.

To provide a pedestrian-friendly environment, the redevelopment plan for the Crossroads Initiative Area includes entertainment venues, restaurants, and shops. The Newmarket Creek Park and Trail System will realize the synergy of providing a pedestrian connection to the proposed developments, while creating an ideal sense of community, fostering civic pride, and realizing public ownership.

**Public Meetings**

To begin planning the proposed park and trail system, the City held an initial public meeting on March 16, 2006. The City held a second public meeting on June 22, 2006. The City held a third public meeting on August 24, 2006 to present final concepts for the proposed park and trail system. The public meetings enabled community members to provide ideas and information concerning the proposed park and trail system. The
following list summarizes public comments received during the public meetings. Appendix C includes the complete list of comments.

- Consider safety and security;
- Focus on family recreation opportunities;
- Include facilities such as restrooms;
- Protect environmental features; and
- Provide connection opportunities within the Coliseum Central District.

Design Charrette

Based on the comments received during the initial public meeting, City staff and the VHB project team conducted a design charrette on April 5, 2006. The design charrette refined concerns noted during the initial public meeting. As a result, the charrette produced a set of design concepts to further the master planning process. Appendix D includes the design concepts. Appendix E includes a detailed summary of the charrette’s decisions and discussions.

Stakeholder Meetings

The City held stakeholder meetings during May 2006. The stakeholders included landowners with property adjacent to the proposed park and trail system. City staff and the VHB project manager presented stakeholders with preliminary designs for the proposed park and trail system based on the initial public meeting and the design charrette. Each meeting included discussions of stakeholder interests and priorities to ensure a complementary design for the proposed park and trail system. Appendix F includes a list of the stakeholders.

In general, the stakeholder meetings revealed no objections to the proposed park and trail system’s design. The Coliseum’s loading/unloading and kitchen access areas will need to function and remain secure after implementing the proposed park and trail system. 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.

Vision Statement

The following discussion details a Vision for the proposed park and trail system based on the Needs Assessment. The Vision Statement establishes goals for what the proposed park and trail system will be like in the future and intends to develop a consensus as this master plan proceeds into the conceptual design phase.
A Vision for the Newmarket Creek
Park and Trail System

The following Vision Statement presents a series of statements that could describe the proposed park and trail system after implementing conceptual designs.

Vision Statement…

The Newmarket Creek Park and Trail System preserves Hampton’s heritage and historical elements, provides public access to Newmarket Creek, and offers various recreational opportunities for bicyclists, boaters, and pedestrians. More specifically, the Newmarket Creek Park and Trail System:

- Enables public access to Bass Pro Lake, Coliseum Lake, Newmarket Creek, and Lake Hampton;
- Promotes physical exercise and healthy lifestyles;
- Provides bicycling, canoeing/kayaking, fishing, jogging, walking, and wildlife observation opportunities;
- Connects to entertainment venues, outdoor cafés, residential neighborhoods, full service restaurants, and retail shops;
- Serves as a family-oriented tourist attraction;
- Facilitates interaction among residents and visitors, and inspires a sense of community;
- Integrates public art displays as thematic elements that enhance the park and trail system’s aesthetic quality;
- Offers residents and visitors the chance to relax and enjoy the outdoors via gathering places, outdoor seating areas, and parks;
- Preserves open spaces and scenic views along Coliseum Lake and Newmarket Creek;
- Realizes a smooth transition between urban and natural landscapes;
- Features wildlife interpretation/educational displays;
- Protects wetland habitat and restores native vegetation;
- Ensures public safety and security through the use of appropriate fencing, landscape, and lighting standards;
- Reduces dependence on the private automobile for transportation within the Coliseum Central District; and
- Stimulates local economic growth.

To realize the Newmarket Creek Park and Trail System, the Vision Statement establishes the following goals and objectives:

Goal: improve public access along Newmarket Creek from the property currently occupied by Bluebird Gap Farm to Air Power Park and Museum

Objective: at the property currently occupied by Bluebird Gap Farm, provide a small parking facility at an improved canoe/kayak launch on Newmarket Creek;
Objective: construct a raised boardwalk/upland trail network from the weir at Coliseum Lake to North Armistead Avenue;

Objective: preserve the historic farm house and mature vegetation on the former Greenman property as a pocket park. Enable non-motorized boat access to Newmarket Creek north of this location along the former Prince property; and

Objective: provide trail and non-motorized boat access to Lake Hampton, and to Newmarket Creek at Air Power Park and Museum.

Goal: provide continuous bicycle and pedestrian access from the Power Plant development area to Air Power Park and Museum

Objective: bridge Newmarket Creek east of the pocket park and the H20 residential development to access an upland area/outdoor room;

Objective: bridge Newmarket Creek north of Oxford Trail Apartments to access Air Power Park and Museum;

Objective: connect the sidewalk on Bass Pro Shops’ south side to Pine Chapel Road; and

Objective: install bicycle- and pedestrian-crossing signals at the Freeman Drive-North Armistead Avenue intersection.

Goal: provide efficient movement of bicycle, pedestrian, and vehicular traffic between the Power Plant development area and the Coliseum

Objective: construct a shared use path on Pine Chapel Road’s north side; and

Objective: incorporate directional signage for bicyclists, motorists, and pedestrians.

Goal: formalize the use of Bass Pro Lake

Objective: construct a trail around the lake for use by bicyclists and pedestrians, and construct a canoe/kayak launch and fishing pier at the lake’s south end;

Objective: ensure public safety and operate the trail as a dawn-to-dusk facility; and

Objective: provide a trailhead or wayside at the lake’s north end to include an overlook, a parking facility, and a picnic shelter.

Goal: capitalize on the planned urban waterfront along Coliseum Lake

Objective: coordinate trail development with redevelopment plans on both sides of the Coliseum;

Objective: facilitate bicycle and pedestrian traffic around the Coliseum; and
This section details design solutions for each segment of the proposed park and trail system. Each discussion is based on existing conditions within and adjacent to the project area, public comments, the design charrette, and stakeholder interests.

Segment 1

In Segment 1, a loop trail around Bass Pro Lake would provide a pedestrian connection to the lake. Additionally, a trailhead or wayside at the lake’s north end would include an overlook, a parking facility, and a picnic shelter. Furthermore, Bass Pro Lake would feature a canoe/kayak launch and a fishing pier at the lake’s south end. Formal plans would detail the design for the canoe/kayak launch, the fishing pier, and the trailhead or wayside.

The canoe/kayak launch, the fishing pier, and the potential trailhead or wayside would include safety and security features, such as appropriate lighting, operating hours, and signage.

Segment 2

The design charrette envisioned two trails linking Bass Pro Lake and Pine Chapel Road: one following Bass Pro Shops’ north and east property lines and one connecting the existing sidewalk on Bass Pro Shops’ south side to Pine Chapel Road. Figure 6 depicts the existing landscape along Bass Pro Shops’ north property line and a potential design for a trail in this location. The east property line would feature an attractive stairway leading to Pine Chapel Road. Figure 7 depicts a potential design for the stairway. Additionally, Segment 2 would include a trail along the lake’s north and east boundaries connecting an extended boardwalk’s northwest end to Bass Pro Shops’ southeast corner. Further design and implementation will require coordination with Bass Pro Shops’ manager.

Comments received during the initial public meeting stressed incorporating public art displays throughout the project area. Based on these comments, providing public art displays along these trails would enhance the visual experience and help foster a sense of place.

Both trails would include safety and security features, such as appropriate lighting, operating hours, and signage. Additionally, per Virginia Department of Transportation (VDOT) requirements, Bass Pro Shops’ north property line and Bass Pro Lake’s northeastern boundary would feature a split-rail fence to separate trail users from the drainageway.
Newmarket Creek Park & Trail System

Figure 6A Bass Pro Shops Existing Conditions
Segment 3

The primary focus of the design solution in Segment 3 provides bicycle and pedestrian connections between the Crossroads area, the Power Plant development area, and the hotel district. Linkages from these areas to the property currently occupied by Bluebird Gap Farm are also important considerations.

Based on the design charrette, Pine Chapel Road would include a shared use path on its north side. Additionally, Pine Chapel Road would feature a pedestrian buffer by incorporating decorative barriers and landscaping. Furthermore, decorative banners, fencing, landscaping, lighting, and signage would create a more pedestrian-friendly environment and ensure the safety and security of bicyclists, motorists, and pedestrians.

Figure 8 depicts the existing sidewalk along the Pine Chapel Road Bridge, a photographic simulation of a potential design for the shared use path, and a rendering of a potential cross section for the path.

Segment 4

The City envisions Segment 4 as an urban waterfront promenade to complement the 19-acre parking lot’s planned redevelopment and provide pedestrian access to the waterfront. The proposed park and trail system’s design will be coordinated with redevelopment plans, which include restaurants, retail shops, and possibly a new hotel. Just south of the Pine Chapel Road-Coliseum Drive intersection, the proposed park and trail system would provide an entrance to the redevelopment and feature public art displays.

The design charrette envisioned a trail incorporated into the 19-acre parking lot’s redevelopment, with connections to the Coliseum and the Hampton Roads Convention Center. Additionally, at-grade crosswalks and/or elevated walkways crossing Coliseum Drive would link the Embassy Suites Hotel and the Hampton Roads Convention Center to the promenade. As the proposed park and trail system approaches the Coliseum, the parking lot’s southeast corner may feature a trailhead or wayside within a stand of live oak trees. This location provides views of Coliseum Lake. Furthermore, a trailhead or wayside would replace a small cul-de-sac on the Coliseum’s west side.

Collectively, the at-grade crosswalks and/or elevated walkways, public art displays, trail network, and trailheads or waysides would provide a vibrant, pedestrian-friendly waterfront environment to complement the existing landscape and proposed redevelopment. As with the segments detailed above, the proposed urban waterfront promenade would incorporate safety and security features. Such features are particularly important in this area because the promenade will be accessible 24 hours a day.
Objective: provide a trailhead or wayside including a canoe/kayak dock, interpretive displays, and seating areas at the weir separating Coliseum Lake and Newmarket Creek.

Goal: encourage social interaction and inspire a sense of community

Objective: consider adjacent commercial, residential, and retail properties and provide places to congregate such as open spaces, parks, and trailheads or waysides;

Objective: connect the gathering places to various land uses by establishing the raised boardwalk/upland trail network;

Objective: install wildlife interpretation/educational displays at the pocket park; and

Objective: provide access to an upland area/outdoor room.

Goal: protect Newmarket Creek’s aesthetic and environmental quality

Objective: allow only non-motorized boat access to Newmarket Creek;

Objective: eradicate invasive species (phragmites) along Newmarket Creek’s wetland fringe and replace with native vegetation; and

Objective: consider a series of fountains or interactive fountain in the lake to buffer the park from the interstate, provide visual interest, and serve as a tourist attraction.
Figure 8C Pine Chapel Road
Design Section A

EXISTING BARRIER MODIFIED W/ PEDESTRIAN RAILING, LIGHTS & BANNERS

14' GREENWAY (CLEAR WIDTH)

MODIFY ROAD LANES TO ACCEPT GREENWAY-CENTER LANE REDUCTION AND TRANSITION

NEW VEHICULAR BARRIER W/ RAIL AND FACE TREATMENTS

SECTION “A”
Segment 5

For purposes of this master plan, two alternatives exist to facilitate bicycle and pedestrian traffic around the Coliseum. Based on the design charrette, the first alternative envisions the Coliseum walkway as a pedestrian-only facility. The first alternative offers a cost-effective solution for the short-term as the proposed park and trail system would use the existing walkway. The second alternative would install a bicycle and pedestrian facility over Coliseum Lake parallel to the existing walkway. The second alternative offers a long-term solution due to costs associated with constructing an additional walkway.

The first alternative would route bicyclists to the Coliseum’s north side along Coliseum Drive. Additionally, the first alternative would address Coliseum event security concerns to ensure that park and trail users do not have access to the Coliseum’s secured areas.

The first alternative prohibits bicyclists from using the walkway for the following reasons. First, the walkway’s alignment does not provide adequate sight distances and stopping distances necessary to accommodate the faster-moving traffic. Second, pedestrian traffic can more easily accommodate Coliseum personnel that may be entering and/or exiting through the recessed Coliseum service doorways spaced along the walkway.

Figure 9 depicts the existing Coliseum walkway, a photographic simulation of a potential design for the walkway, and a rendering of a potential cross section for the walkway.

By providing adequate sight distance (because there would be no Coliseum wall), the second alternative would not separate bicyclists and pedestrians, and would enable a larger number of people to enjoy views of Coliseum Lake simultaneously. Additionally, the second alternative would relieve the Coliseum manager’s concerns about the loading/unloading and kitchen access areas at the walkway’s east end.

In the long-term, incorporating both alternatives would create multiple opportunities and viewpoints for visitors to enjoy the proposed park and trail system.

Based on the site visit and design charrette, City staff suggested situating a series of fountains in Coliseum Lake to complement the existing fountain at Bass Pro Lake. Fountains would buffer the sound of traffic along I-64 and I-664 and would enhance the visual experience at Coliseum Lake. The City would further explore the feasibility for a significant water feature or fountain show in Coliseum Lake as development continues in the Crossroads community.

Segment 6

With respect to the proposed park and trail system, the City owns a 40-foot easement that traces Coliseum Lake’s bulkhead, which would extend south to the weir. The proposed park and trail system would construct an urban waterfront promenade within the easement. The promenade would feature visually appealing elements such as an at-grade
Figure 9C Hampton Coliseum Design Section B

- View Towards Coliseum & Convention Center
- Low Water Feature Between Boardwalk and Coliseum
- Greenway Boardwalk Over Lake
- 14-16 Foot Pedestrian Promenade/Boardwalk
- 8 Foot Overlook Area
- Optional Seasonal Kiosk at Overlook Area
- Views to Center of Lake and Main Water Feature

LPDA
Land Planning & Design Associates, Inc.
interactive fountain, attractive landscaping, and decorative paving patterns and railings. The fountain could be turned off to provide a setting for small band concerts and wedding receptions. Attractive landscaping would complement the waterfront setting while decorative paving patterns and railings would add character to the promenade’s design. Figure 10 depicts the existing landscape along Coliseum Lake, a photographic simulation of a potential design for the urban waterfront promenade, and a rendering of a potential cross section for the urban waterfront promenade.

Views from the weir offer a striking scenic contrast from the urban landscape on the west surrounding the Coliseum, to the natural landscape on the east surrounding Newmarket Creek. Additionally, a trailhead or wayside at the weir would provide a canoe/kayak dock (as the proposed park and trail system would permit only non-motorized boats on Coliseum Lake and Newmarket Creek). The trailhead or wayside would also include interpretive displays and seating areas at the confluence of Coliseum Lake and Newmarket Creek.

Segment 7

The proposed park and trail system in this segment would complement the natural landscape by featuring a raised boardwalk/upland trail network between the weir and North Armistead Avenue. Additionally, the proposed park and trail system would enhance the stability of Newmarket Creek’s shoreline and restore the creek’s natural habitat by replacing phragmites with native vegetation.

Based on the initial public meeting, design charrette, and subsequent City decisions, the plan would locate a pocket park on the former Greenman property to provide space for passive recreational activities. The pocket park would include interpretive elements to provide users with a history of the local area and Newmarket Creek. The plan also envisions a raised boardwalk/upland trail network circling the former Greenman house and providing docks.

Additionally, the plan provides a parking facility on the former Greenman property’s west side. The plan provides vehicular access to and from the former Greenman property via Freeman Drive to the north and an access road to the west. However, it is important to note that traffic operations affecting motorists en route to and from the former Greenman property would be reviewed prior to adopting and approving a final plan for the site.

Continuing east, the raised boardwalk/upland trail network would include two loop trails between the pocket park and North Armistead Avenue. The loop trails would connect the pocket park, an upland area adjacent to I-64, and Lake Hampton. The loop trails would share an alignment along Lake Hampton’s south end. A launch for non-motorized boats and associated parking would be situated south of Lake Hampton.
Figure 10C: Waterfront Promenade

Design Section C

ROADWAY EDGE
SIDEWALK

10' PLANTING ZONE/BUFFER

14-18' PEDESTRIAN PROMENADE/GREENWAY

8' WATERFRONT ZONE

40' GREENWAY PROMENADE AREA ALONG COLISEUM LAKE

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

The north loop would circle Lake Hampton and feature a wayside/overlook on the lake’s northwest corner. The north loop would also provide fishing and non-motorized boat access to the lake. A peninsula extending into the lake would provide additional amenities. The City would reserve the north loop’s portion along North Armistead Avenue for future expansion as the area redevelops.

**Segment 8**

The proposed park and trail system would complement a proposed traffic signal at the Freeman Drive-North Armistead Avenue intersection by installing safety improvements and bicycle- and pedestrian-crossing signals. The safety improvements and signals would encourage trail users to cross North Armistead Avenue in this location. Continuing northeast, an at-grade trail would connect the North Armistead Avenue crossing with the raised boardwalk/upland trail network along Oxford Trail Apartments’ northeast side.

For purposes of this master plan, two loop trails could access Air Power Park from Oxford Trail Apartments’ northeast side. Figure 3 depicts one loop, which would bridge Newmarket Creek and connect to Air Power Park’s southeast side. A second loop would extend the raised boardwalk/upland trail network along a proposed residential development’s east side, north of Oxford Trail Apartments. The proposed park and trail system would then bridge Newmarket Creek to access Air Power Park near an enhanced canoe/kayak launch. Air Power Park also provides an opportunity for a trailhead or wayside.

Additionally, the Newmarket Creek Park and Trail System could connect to a proposed park on LaSalle Avenue’s east side as recommended by the City’s North King Street Corridor Master Plan. Connecting to the proposed park could occur by extending a raised boardwalk/upland trail network around a commercial development at Oxford Trail Apartments’ entrance. The raised boardwalk/upland trail network could then extend east parallel to North Armistead Avenue. After bridging Newmarket Creek and extending around another commercial development, the raised boardwalk/upland trail network could cross the North Armistead Avenue-LaSalle Avenue intersection’s north side. The raised boardwalk/upland trail network could then extend north parallel to LaSalle Avenue to reach the proposed park.
Implementation

This section presents potential funding sources, park and trail sections, and construction cost estimates for realizing the Newmarket Creek Park and Trail System.

Potential Funding Sources

Grants

Detailed below are grant programs available to fund the proposed park and trail system. Additionally, the Transportation and Community Systems Preservation Program represents a potential funding source.

Transportation Enhancement Program

VDOT administers the Federally-funded Enhancement Program, which distributes up to $1 million for non-highway projects such as bicycle and pedestrian facilities. The Federal government provides 80 percent of the funding with the remainder requiring local and state contributions.

Recreational Trails Fund

The Virginia Department of Conservation and Recreation (DCR) administers the Federally-funded program, which distributes $20,000 to $100,000 to provide and maintain trails and trail-related facilities. The Federal government provides 80 percent of the funding with the remainder requiring local and state contributions. This program may be useful to construct the trailheads or waysides and maintain the proposed park and trail system.

Virginia Outdoors Fund

DCR administers this program, which distributes Federal land and water conservation funding to provide outdoor recreation areas and facilities. Available funds range from $50,000 to $100,000. The Federal government provides 50 percent of the funding with the remainder requiring local and state contributions. The Fund requires recipients to maintain funded facilities in perpetuity for recreational use.

Trail Advocacy Groups

Many trail advocacy groups assist fundraising and maintenance. Activities include fundraising efforts by existing organizations and establishing non-profit trail groups. A well-known non-profit group is Friends of the Washington & Old Dominion Trail in
Northern Virginia. The group provides educational, fundraising, and promotional services to enhance and preserve the trail. The group also includes a volunteer trail patrol to assist trail users, promote safe trail use, and provide information.

Interagency Partnerships

The City could work with neighborhood/community groups and recreation organizations to establish cooperative funding, maintenance, and/or promotional agreements. Potential partners include:

- United States Army Corps of Engineers;
- United States Fish and Wildlife Service;
- Virginia Department of Game and Inland Fisheries;
- Virginia Department of Historic Resources;
- VDOT; and
- Virginia Tourism Corporation.

Park and Trail Sections

Pending final decisions by the City, constructing the Newmarket Creek Park and Trail System will occur in six sections as adjacent areas redevelop, funds become available, and permits are obtained for certain improvements.

The six sections are described below and are depicted with construction cost estimates in Appendix G.

- **Section 1** (1A) Construct the urban waterfront promenade along Coliseum Lake between the H20 residential development and the weir; (1B) construct the raised boardwalk/upland trail network between the weir and North Armistead Avenue, to include a launch for non-motorized boats, a small parking facility, and the pocket park;

- **Section 2** Construct the raised boardwalk/upland trail network between North Armistead Avenue and Air Power Park and Museum;

- **Section 3** Construct two loop trails around Lake Hampton and an upland area to connect to the pocket park;

- **Section 4** Construct a trail between the Pine Chapel Road-Coliseum Drive intersection and the H20 residential development;

- **Section 5** Construct the shared use path on Pine Chapel Road’s north side; and

- **Section 6** Construct a trail network to link Bass Pro Lake, Bass Pro Shops, and Pine Chapel Road.
Section 1

Section 1 would construct an urban waterfront promenade along Coliseum Lake between the H20 residential development and the weir. The promenade’s design would complement the H20 residential development. Additionally, Section 1A would extend the existing bulkhead to the weir separating Coliseum Lake and Newmarket Creek. A lakeside and creekside public dock at the weir would enable canoeists, kayakers, and others in non-motorized boats to stop and enjoy the promenade, as well as the Coliseum and the Hampton Roads Convention Center.

From the weir’s public dock, Section 1B would extend a raised boardwalk/upland trail network along Newmarket Creek to North Armistead Avenue. Section 1B would also construct a pocket park on the former Greenman property’s south end. A park area, south of Lake Hampton would include a launch for non-motorized boats and a small parking facility.

Section 2

Section 2 would extend the proposed park and trail system across North Armistead Avenue via an at-grade bicycle and pedestrian crossing. Continuing northeast, an at-grade trail would connect the North Armistead Avenue crossing to a raised boardwalk/upland trail network along Oxford Trail Apartments’ east side.

At the proposed park and trail system’s north end, two loop trails could access Air Power Park and Museum. One loop trail would bridge Newmarket Creek near a proposed overlook. A second loop trail would align the raised boardwalk/upland trail network on a proposed residential development’s east side before bridging the creek. Either loop trail would provide a trailhead or wayside and an enhanced canoe/kayak launch at Air Power Park and Museum.

Section 3

Section 3 would construct two loop trails around Lake Hampton and an upland area to connect to the pocket park.

Section 4

Section 4 would require coordination with redevelopment plans on both sides of the Coliseum, as well as further discussions with the Coliseum manager concerning walkway use.

Section 5

Section 5 would construct a shared use path on Pine Chapel Road’s north side. Decorative banners, fencing, landscaping, lighting, and signage along this corridor would create a more pedestrian-friendly environment. Section 5 would provide residents
and visitors with access to the Crossroads area, the property currently occupied by Bluebird Gap Farm, the Power Plant development area, and the hotel district.

Section 6

Section 6 would connect Bass Pro Lake to Pine Chapel Road by constructing a trail network. One trail would extend along Bass Pro Shops’ north and east property lines. The east property line would feature an attractive stairway leading to Pine Chapel Road. Another trail would connect the existing sidewalk on Bass Pro Shops’ south side to Pine Chapel Road. Additionally, Section 6 would construct a trail along the lake’s north and east boundaries connecting an extended boardwalk’s northwest end to Bass Pro Shops’ southeast corner.

Connecting Bass Pro Lake to Pine Chapel Road would enable residents and visitors to enjoy various amenities at the lake. Amenities would include a canoe/kayak launch, fishing pier, loop trail, and a trailhead or wayside with an overlook, a parking facility, and a picnic shelter.

Construction Cost Estimates

Presented below are cost estimates for constructing the proposed park and trail system. Appendix G provides itemized costs for each park and trail section. It is important to note that Sections 1 and 2 do not include costs for proposed fountain elements.

- **Section 1** $1,818,600
- **Section 2** $2,070,189
- **Section 3** $1,645,020
- **Section 4** $2,816,540
- **Section 5** $1,129,240
- **Section 6** $1,489,510

Thus, the total cost estimate is $10,969,099. It is important to note that Section 1’s cost estimate does not include constructing the launch, parking facility, and the pocket park.
This section presents the Newmarket Creek Park and Trail System’s maintenance program. The program’s goals are to ensure park and trail user safety and promote public involvement in maintaining the park and trail system.

To ensure user safety, the park and trail system should be inspected periodically to identify, assess, and catalog maintenance concerns, including repairs. Periodic inspections will help prioritize maintenance concerns and budget repairs.

To promote public involvement, three complementary methods can be employed. First, the City could mail community groups and residents self-addressed, stamped forms requesting repairs and suggestions for the park and trail system. Such a method could strengthen the public’s sense of ownership. Second, a neighborhood park and trail watch composed of users and adjacent property owners could ensure “eyes and ears” on the park and trail system. Third, an Adopt-a-Trail program composed of volunteers could help maintain and support the park and trail system.

To implement the maintenance program, the following discussions detail scheduled and non-scheduled maintenance activities. Scheduled activities would occur on a regular basis. Unscheduled activities would occur as needed.

### Scheduled Activities

#### Park and Trail Inspection

The condition of all bridges, park and trail surfaces, and railings should be checked periodically to ensure user safety.

#### Trail Sweeping

Machines should be used to sweep the park and trail system’s asphalt and/or concrete surfaces. Where practical, brooms or blowers could be used to sweep portions of the trail that experience greater use. Only brooms or blowers should be used to sweep the park and trail system’s boardwalks and pervious surfaces.

#### Debris/Trash Removal

For purposes of this master plan, debris includes fallen tree limbs, litter, and other debris that may impair use of the park and trail system. After significant storm events, all damaged and/or downed trees adjacent to the trail should be identified and removed as
necessary to ensure user safety. Trash receptacles should be emptied periodically, or at accelerated intervals, depending on park and trail use.

**Tree and Shrub Pruning**

The park and trail system’s trees and shrubs should be pruned periodically to ensure user safety and to preserve the system’s aesthetic qualities.

**Mowing Vegetation**

The park and trail system’s vegetation should be mowed periodically. Maintenance personnel should mow only areas where mowing is not performed by other agencies/organizations.

**Trail Resurfacing**

The park and trail system’s impervious surfaces should be resurfaced on a 10-year cycle.

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**Unscheduled Activities**

**Park and Trail Repair**

The severity and type of repair needed should determine whether the City, its agents, and/or contractors repair the park and trail system.

**Trail Resurfacing**

Resurfacing the proposed park and trail system should utilize the same, or similar, materials as were originally featured along each segment. For example, the promenade should feature brick pavers, the upland trail crushed stone. Resurfacing concerns are important because the roots of trees adjacent to the promenade may cause surface buckling and cracking.

**Snow and Ice Removal**

Snow and ice should be removed from trail surfaces as soon as possible. Areas where grade changes and curves are featured are important because they may trap snow and ice.

**Weed Control**

Weed control within the proposed park and trail system’s natural areas should be limited to areas where weeds create hazards for park and trail users.
Trail Edging

Over time, berms may form along trail edges as a result of erosion. Removing the berms will help to maintain trail width and ensure proper drainage.

Trail Drainage Control

In places where low spots along the trail trap water, trail surfaces should be raised or drains built to carry away water.

Revegetation

Areas adjacent to the trail that have been disturbed for any reason should be revegetated to minimize erosion. Revegetation can also provide wildlife habitat.

Habitat Control

Habitat control should involve mitigation of damage caused by wildlife. An example includes protecting trees along waterways from damage caused by beavers.

Graffiti Control

During park and trail inspections, any and all graffiti should be noted. The graffiti should then be removed as soon as possible.
Conclusion

The Newmarket Creek Park and Trail System will help complete the renaissance occurring in the City’s Coliseum Central District. The proposed park and trail system will provide public access to the District’s waterfront and improve bicycle and pedestrian connectivity within the District. The proposed park and trail system will also complement urban and natural landscapes by incorporating attractive amenities and facilities. In doing so, the proposed park and trail system will encourage social interaction, promote healthy lifestyles, and provide recreational opportunities for District residents and visitors alike.

Community members’ ideas and interests helped shape designs included in this master plan. Their ideas and interests also influenced decisions made during the master planning process. Such community support ensures that the Newmarket Creek Park and Trail System will inspire civic pride and public ownership for years to come.