OVERVIEW

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

The over-all vision "To Make Hampton the Most Livable City in Virginia" has nineeight key elements:

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

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

> **Hampton's Vision:**
> "To Make Hampton the Most Livable City in Virginia."

Customer Delight

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

Vision: Hampton will provide unparalleled public education, neighborhood, city, and community service that will exceed its customers' expectations.

Goals:

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

Resilience

In order to fully thrive as a coastal community, Hampton must embrace the water and treat it as an asset, instead of fighting against it when it causes flooding, storms, and other concerns. Embracing resilience means bolstering Hampton's inherent strengths to reduce chronic stresses and recover more quickly from extreme weather events. To achieve our vision, Hampton must become a more resilient community.

Vision: Hampton will face the challenges of being a coastal community and build upon our assets and values to create a city where the water is not a deterrent but an attraction.

Goals:

RH 1	Hampton will address the challenge of sea level rise and resiliency in a holistic manner founded upon the best science and data available, our own set of community values, and an appreciation for the uniqueness of each place.

RH 2	Hampton will embrace the belief that a successful resiliency initiative will enhance quality of life for our citizens and create a more robust and vibrant economy and environment.
RH 3	Hampton's resiliency initiatives shall be "nimble," "adaptive," and accountable.
RH 4	Hampton will adopt higher "resiliency standards" with respect to new public projects. Adaptation of existing infrastructure will be designed and implemented to improve resiliency rather than replicate the status quo.
RH 5	Enhancing our response to sea level rise and resiliency shall be addressed at multiple scales: regional, city-wide, neighborhood, and individual parcel.
RH 6	All elements of our community (local government, business, citizens, not-for-profits, faith-based, educational institutions etc.) will become keenly aware and highly educated with respect to the challenges we face and the contributions they can make to address sea level rise and other related risks.
RH 7	In order to reach our goal of becoming a resilient city, Hampton must embrace a new way of doing business by adopting the guiding principles articulated in the Resilient Hampton Phase I report.
RH 8	Hampton will assume a leadership role in making our region a shining example of how to adapt and prosper when faced with the challenges brought on by sea level rise and other impacts of global climate change.
RH 9	Hampton will develop and utilize an "evaluation tool" as a guide to assist in making the best possible

decisions with respect to how community investments enhance our resiliency and respond to our identified community values.

Healthy Business Climate

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

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

Goals:

HB 1	Jobs - Hampton will be the community of choice for high wage jobs in targeted industry segments.
HB 2	Retail - Hampton will be a unique, regional retail and entertainment destination and the first retail choice for Hampton residents.
Goals (continued)	
HB 3	Tourism - Hampton will be the destination of choice for targeted travel industry market segments.
HB 4	Higher-Value Housing - Hampton will be a desirable community for people seeking a higher quality of life and will offer a distribution of housing competitive with regional averages.

Healthy Growth and Development of Children and Youth

Overarching Themes

The focus groups that led the community-based goal setting process also identified four themes tha4t further support the ~~eight~~ nine elements described above. It was agreed to include these "overarching themes" as a way to further define the vision and goals for the city.

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

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

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

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

Land Use and Community Design Objectives

1. Promote the efficient use of land. Recognize land as a limited resource.

2. Leverage and promote the effective use of city services, assets, and amenities.

3. Promote compatibility and synergy among different land uses.

4. Be responsive to market and demographic trends and opportunities.

5. Protect community appearance, character, and design.

6. Recognize land use and transportation relationships.

7. Be responsive to the fiscal and other tax base implications of land use and community design.

8. Recognize environmental constraints and opportunities.

9. Protect real property values.

10. Promote multiple benefits in all scales of development

11. Implement resiliency standards

~~9.~~12. Promote projects that fit its surroundings and celebrate Hampton's culture and heritage.

EXISTING CONDITIONS

Structure of the City

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

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

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

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

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

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

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

♦ **Neighborhoods** are areas of the city that are characterized by housing, parks, and public facilities. Boundaries are based on patterns of land subdivision, access, and perceptions about where one neighborhood stops and another begins.

♦ **Districts** are relatively large commercial areas, mixed use areas, and institutional and employment centers. Hampton districts include: *Buckroe, Coliseum Central, Copeland Industrial Park, Downtown Hampton, Hampton Roads Center, Langley Research and Development Park, and Phoebus.*

♦ **Corridors** are roadways with relatively high traffic volumes that may affect the type and character of adjacent development and that may also serve as visual corridors or gateways. Some of Hampton's primary corridors include: *Kecoughtan Road, N. King Street, Pembroke Avenue, Mercury Boulevard, Big Bethel Road, Fox Hill Road, Armistead Avenue, and Todds Lane.*

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

and Chesapeake Bay just before meeting the Atlantic Ocean, Hampton is also surrounded by multiple forces of water: storm surge, tidal action (which also affects local rivers and creeks), stormwater, and groundwater. Like other coastal areas, Hampton is exposed to hazards that include major storm events - such as hurricanes and nor'easters - with subsequent high winds, waves, and surges. High water levels can cause flooding as well as erosion, potentially leading to extensive damage and leaving areas more susceptible to threats from future events. Combinations of these forces of water have affected the city in different ways over time, but an increasing frequency of flood events has raised concern about what should be considered the "new normal."

With 8 of the 11 highest storm surges occurring in the last 20 years and more than a third of Hampton lying in the floodplain, many properties are prone to repetitive damage from such events.
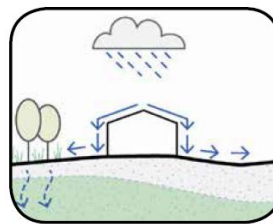
Although Hampton's experience is intertwined with these challenges, its waterways are its strongest asset. —These waterways provide recreational and economic development opportunities. They are also a source of aesthetic beauty and community identity. Future growth and change in the city will continue to build on the value of city waterways.
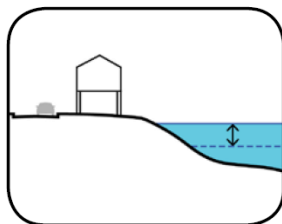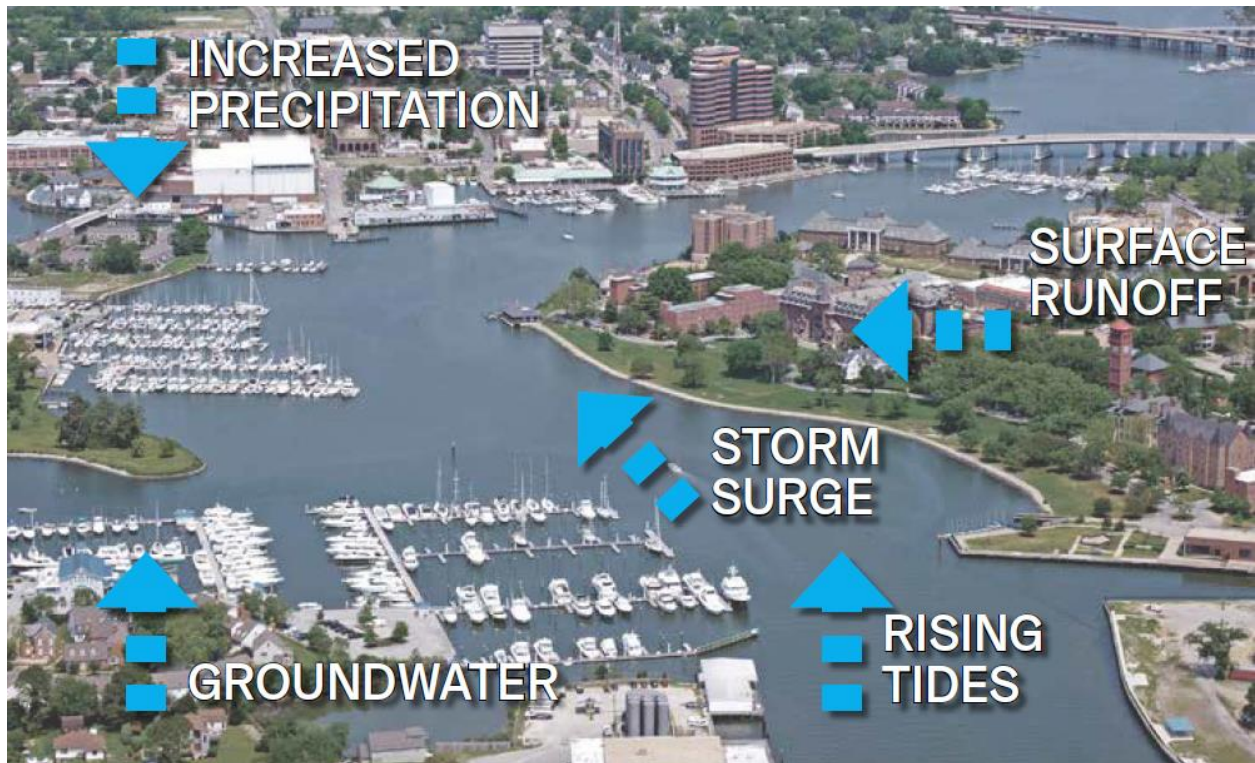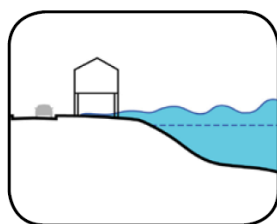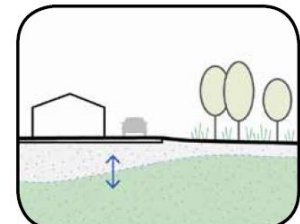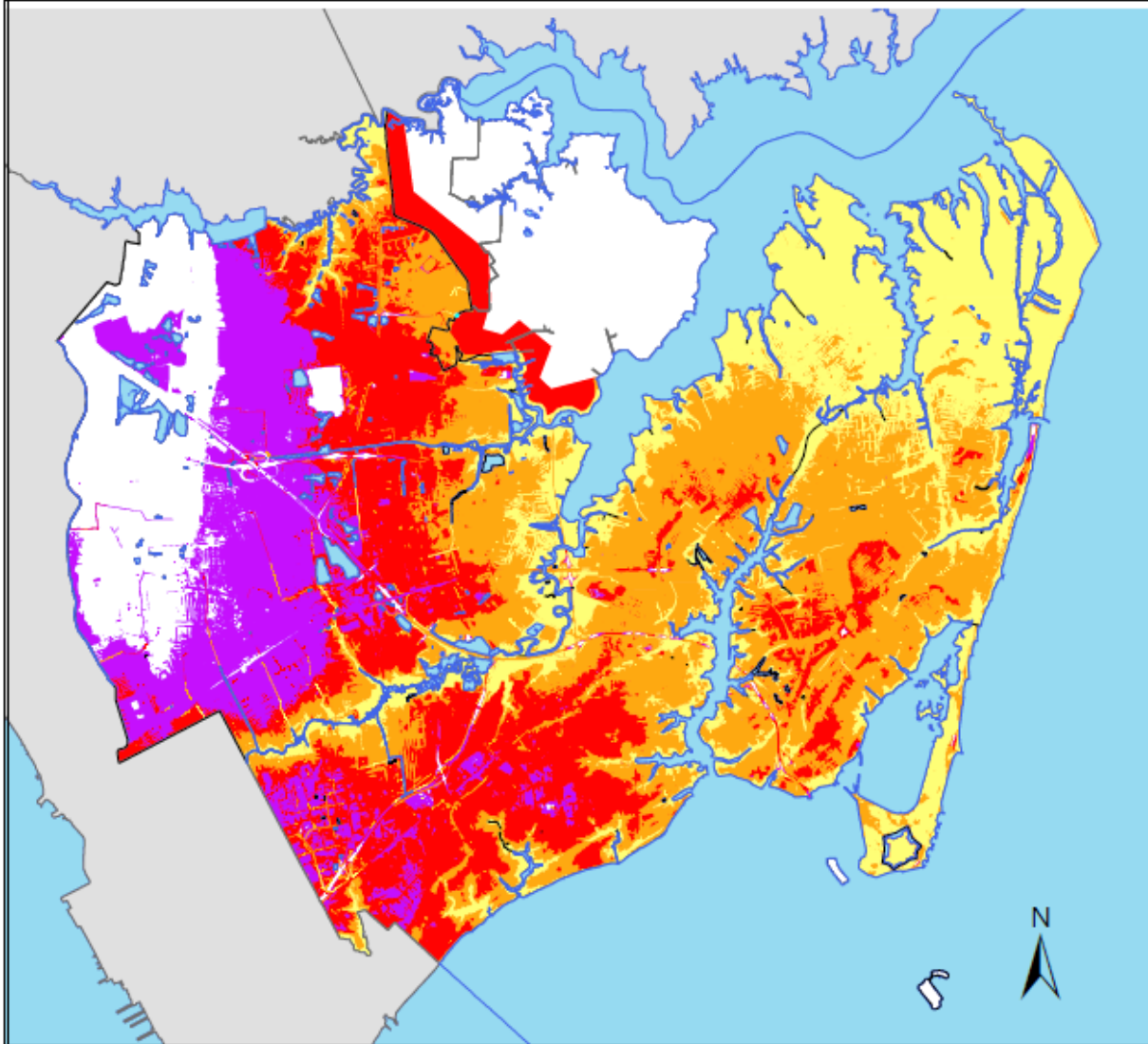

Forces of Water

Predicted Storm Surge

Features

▢	Category 1 Hurricane
▢	Category 2 Hurricane
▢	Category 3 Hurricane
▢	Category 4 Hurricane

Hampton Community Plan
Environmental Stewardship

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

City of Hampton
Planning Department

April 2018

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

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

Mixed-Use Developments

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

High Values for Waterfront Land

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

Expanding Opportunities for Housing

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

Industrial- to Knowledge–Based Economy

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

The Built Environment and Its Effect on Physical Activity

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

♦ The relationship of land use decisions to air quality and respiratory health; the ways that various land use decisions affect community water quality, sanitation, and the incidence of disease outbreaks.

♦ The built environment (including all man-made physical components of human settlements such as buildings, streets, open spaces, and infrastructure) in terms of whether it promotes or discourages physical activity – does the built environment, for example, promote walking and/or bicycling?

♦ The link between obesity and low density development (suburban development often discourages walking). The hypothesis that land use characteristics (e.g., grid street patterns, high density housing, and mixed uses) would encourage more walking and other types of nonmotorized travel. The

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

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

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

Sea Level Rise and Recurrent Flooding

While there is not yet consensus as to the severity and extent of sea level rise impacts, there is general consensus that sea levels are rising as a part of climate change. The frequency and intensity of storms is also expected to increase. Furthermore, Hampton Roads is widely recognized as one of the most vulnerable regions
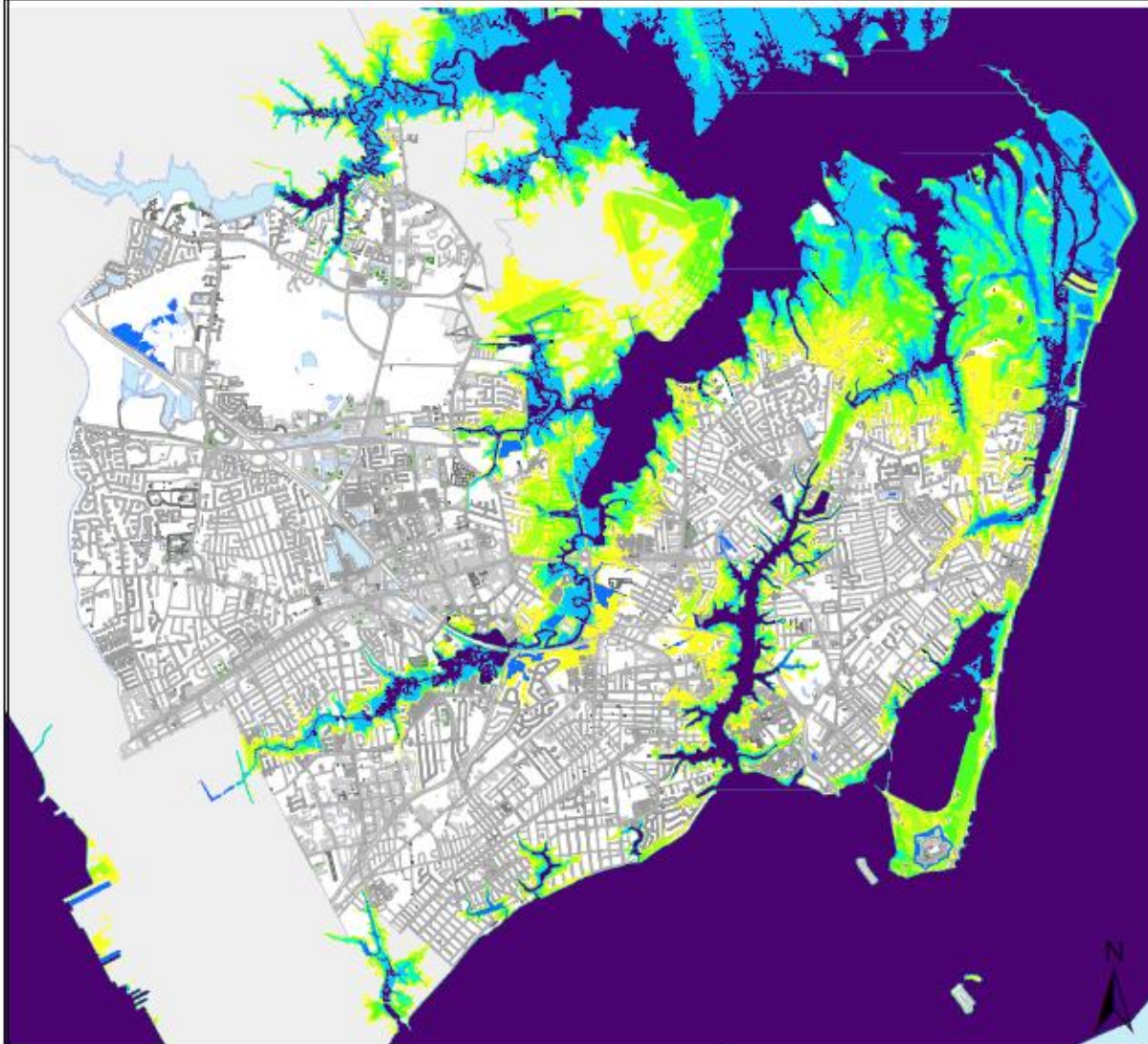
~~If individuals perceive their environment to be unsafe, they will be less inclined to risk exposure to harm by walking or cycling, or will only do so out of necessity. The main human caused sources of perception are crime and vehicular traffic while the main perceived environmental sources of risk are roadway design (wide, heavily trafficked streets with limited or no accommodations for pedestrians and cyclists) and infrastructure conditions (broken and uneven sidewalks).~~ for potential impacts from climate change.

♦ Eight of Hampton's eleven highest storm surges since 1933 occurred between 1998 and 2015.

♦ Across the water, Sewell's Point in Norfolk has documented a relative sea level rise increase of 1.45 feet over the past 100 years.

Additionally, Hampton may be experiencing an even greater relative sea level rise as parts of the city also experience subsidence, or sinking of the land. If the sea level is rising and the land is sinking, the effects of either are amplified.

Hampton experiences multiple forces of water that together create problems with flooding and infiltration that will be exacerbated by sea level rise. Tidal action, stormwater, groundwater, and storm surge impact different parts of the city to varying extents, and so future conditions may also look different. However, these effects are not limited to humans and our built environment. There are also likely to be impacts to ecosystems across our varied natural environment: aquatic, wetland, upland, coastal edge, etc. Hampton must be prepared to address these issues.

Land Impacts from Projected Sea Level Rise

Hampton Community Plan
Land Use & Community Design

Data Sources:
City of Hampton Planning Department
City of Hampton, Geographic Information Services
National Oceanic and Atmospheric Administration

City of Hampton
Planning and Zoning
Division
June 2018

Features

- 0ft sea level rise
- 1ft sea level rise
- 2ft sea level rise
- 3ft sea level rise
- 4ft sea level rise
- 5ft sea level rise
- 6ft sea level rise

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

Resilience Policies

LU-CD Policy 37: Allocate the appropriate space for water and water storage to help reduce risk to property.

LU-CD Policy 38: Recognize the water is an asset to be reinforced in land use decisions.

LU-CD Policy 39: Prioritize protecting natural systems and restore or recreate natural systems where they have been compromised.

LU-CD Policy 40: Promote best management practices and development projects that provide multiple benefits.

LU-CD Policy 42: Appreciate Hampton's culture of water and promote access to the water.

LU-CD Policy 43: Be nimble and able to adapt to future anticipated conditions.

LU-CD Policy 44: Align land use and land development codes and ordinances to support Hampton's resiliency goals.

HN Policy 18: Promote the construction of resilient housing and neighborhoods, and focus on the unique needs of each community.

Housing Affordability

HN Policy 189: Continue to support the housing services and housing assistance programs of the Hampton Redevelopment and Housing Authority (HRHA) and other agencies to improve the supply and condition of housing for residents in the very low income bracket.

HN Policy 2019: Work in cooperation with local governments and regional agencies to promote a regional fair share approach to providing affordable housing at a variety of income levels.

HN Policy 210: Support housing programs at the local and regional level that encourage mixed income neighborhoods and discourage the isolation of very low and low income households.

Fair Housing

HN Policy 221: Implement policies and strategies to incrementally reduce the number of publically assisted housing units in the city so that Hampton does not exceed its regional fair share distribution of publically assisted housing units in the city.

HN Policy 223: Implement policies and strategies to promote the dispersion of publically assisted housing units within the city.

HN Policy 234: Continue to support programs and agencies that seek to eliminate housing discrimination.

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

Special Housing Needs

HN Policy 2~~4~~5: Support housing opportunities for individuals and groups with special needs including seniors, youth, and persons with disabilities.

HN Policy 2~~5~~6: Support housing that incorporates facilities and services to meet the health care, transit, or social service needs of households with special needs, including seniors and persons with disabilities.

HN Policy 2~~7~~6: Support the provision of emergency shelter, transitional housing, and related services to address homelessness at both the local and regional levels.

TRANSPORTATION POLICIES

Regional Leadership/Collaboration

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

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

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

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

Community Development Initiatives

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

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

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

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

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

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

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

TR Policy 11: Support transportation projects that are built to resilience standards, account for future anticipated conditions, and provide multiple benefits.

Intercity Travel

TR Policy 12~~1~~: Continue to support the management and development of Newport News - Williamsburg International Airport. Support expansion and improvement of air passenger and air cargo operations, including support for new terminal construction. Support multi-modal connections between the Airport and Hampton.

TR Policy 13~~2~~: Explore opportunities to develop heliport facilities at appropriate locations in the city and region.

TR Policy 14~~3~~: Cooperate with State and regional organizations to improve the regional highway network linking the city to the region and the country.

TR Policy 14~~5~~: Maintain and enhance intercity bus and passenger rail connections between the city and the rest of the country.

TR Policy 15~~6~~: Designate growth areas as established pursuant to the Code of Virginia, section 15.2-2223.1. Develop and maintain the local planning and policy requirements needed to meet the objectives of House Bill 2 and supporting State legislation.

Neighborhoods

TR Policy 1~~7~~6: Develop policies that encourage and create "walkable" blocks and street connectivity.

TR Policy 1~~8~~7: Work with the appropriate public and private organizations to control truck movements in a manner that balances the efficient movement of goods with the residential character of neighborhood streets.

TR Policy 1~~9~~8: Explore opportunities to reduce the impacts of through traffic on residential areas by improving the pedestrian environment within the existing rights-of-way.

TR Policy 20~~19~~: Design and maintain the City street network to provide a variety of alternative routes so that the traffic loads on any one street are minimized.

TR Policy 21~~0~~: Continue to implement traffic calming measures to slow traffic on local and collector residential streets.

Thoroughfares/Roadways

TR Policy 2~~1~~2: Maintain a hierarchy of streets that includes interstates, limited access, principal arterials, minor arterials, collectors, and local streets.

TR Policy 2~~3~~2: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

Demand Management & Efficiency

TR Policy 2~~3~~4: Protect existing transportation investments through appropriate maintenance programs.

TR Policy 2~~5~~4: Preserve, maintain, and enhance the existing transportation system by utilizing Intelligent Transportation System (ITS) techniques.

TR Policy 2~~5~~6: Support regional efforts such as "Traffix" to work with private interests and major employers to develop and coordinate trip reduction strategies.

TR Policy 2~~7~~6: Support land use decisions that reduce travel demand; encourage walking and bicycling; and, increase public transit usage.

TR Policy 2~~8~~7: Coordinate zoning, land use, and transportation policies and parking requirements.

Safety

TR Policy 2~~8~~9: Emphasize the safety of motorists, pedestrians, bicyclists, and property owners when prioritizing transportation facility and service improvements.

TR Policy 30~~29~~: Prioritize the safety and health of school children in the design of roadway, sidewalk, and trail improvement projects that affect school travel routes.

Walking & Bicycling

TR Policy 3~~0~~1: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment centers, and shopping centers.

TR Policy 3~~1~~2: Create connecting paths for pedestrians and bicyclists in new developments and existing neighborhoods. Maintain and improve existing bicycle and pedestrian paths and trails.

TR Policy 3~~3~~2: Work with the Hampton Roads Planning District Commission and other public and private organizations to develop and implement regional bicycle routes, greenways, and waterways.

TR Policy 3~~4~~3: Encourage pedestrian activity and enhance pedestrian safety along residential streets and within strategic investment areas by providing public spaces, street-facing architecture, on-street parking, sidewalks, appropriate street lighting, furniture, bicycle parking, and street trees.

TR Policy ~~34~~35: Promote aesthetically appealing public walkways to increase public access to waterfront and natural areas.

Transit

TR Policy ~~35~~36: Work with HRT and other public and private organizations to promote a convenient and efficient public transit system, including special areas of unique need (e.g. convention center, regional mall, hospital complex, etc.).

TR Policy ~~36~~37: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

Special Needs

TR Policy ~~37~~38: Encourage the location of housing opportunities for the elderly and persons with disabilities in corridors where public transportation is available.

TR Policy ~~38~~39: 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.

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

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

Cultural and Civic Facilities

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

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

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

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

Public Safety

CF Policy 37: Build and locate public safety facilities using high standards of performance while providing quality services to assure the protection of human life and property.

CF Policy 38: Design public safety facilities to contribute to crime prevention, while facilitating the efficient and coordinated work of courts, law enforcement, corrections, and information and rescue services.

City Administration and Operations

CF Policy 39: Continue to seek improved methods of governmental administration that will be as cost-effective as possible. Reflect changes and improvements in technology and the best customer service practices.

CF Policy 40: Follow a planning process for the relocation of maintenance, warehouses, and other City administrative and support facilities that considers the compatibility of surrounding land uses and that maximizes the efficient provision of services and complementary functions.

CF Policy 41: Support projects that are built to resilience standards and provide multiple public benefits.

Utilities

CF Policy 4~~1~~2: Provide utility infrastructure that meets the needs of current residents and visitors, is flexible to meet changing service needs, and acts as a catalyst for continued development and redevelopment.

CF Policy 4~~3~~2: Continue to strive for an efficient, self-sustaining waste collection and disposal program.

CF Policy 4~~4~~3: Promote utility infrastructure that enhances the natural environment and is consistent with applicable environmental regulations.

CF Policy 4~~5~~4: Coordinate with service providers and plan for replacement,

maintenance, and expansion of local infrastructure such as water and sewer pipelines and street improvements to minimize disruption for city residents and visitors.

CF Policy 4~~6~~5: Encourage location of new communications towers in preferred sites through implementation of standards and procedures to be incorporated into the Zoning Ordinance.

Health and Human Services

CF Policy 4~~7~~6: Continue to work cooperatively with Federal and State agencies to address needs for health and human service facilities.

CF Policy 4~~8~~7: Expand partnerships with private health and human services providers.

CF Policy 4~~8~~9: Develop a comprehensive inventory of active and inactive cemeteries throughout the city.

CF Policy 50~~49~~: Provide a high level of maintenance to public health and human services facilities.

CF Policy 51~~0~~: Provide an adequate level of social and institutional services without overburdening neighborhoods with an excessive concentration of institutional uses aimed to meet the needs of the city as a whole.

Soils and Topography - Hampton is located within Virginia's coastal plain with elevations at or near sea level. The city has gentle slopes within a range 0 to 3%. The highest elevations are located in the northwestern area of the city and scattered throughout the southwestern section. Soils in Hampton are generally characterized as sandy loam. There are 19 different soil types in Hampton.[11] Soils are classified according to location, use limitations, and the physical and chemical properties of soil particles. Many have hydric (wet) characteristics and/or are subject to frequent flooding or inundation (see Soils map).

Urban Forest - A healthy forest is beneficial to the urban environment by reducing storm water runoff and erosion and sedimentation, improving air quality, and offering wildlife habitat. In addition, tree cover mitigates climatic effects and provides energy efficiency value (e.g. windbreak, shade, etc.) and physiological value (e.g. shelter, screen, aesthetics, etc.). By enhancing the city's appearance and increasing property values, trees are a valuable landscape resource (see Land Cover map). There are approximately 12,027 acres of forested area within the city, which accounts for 35.8% of total land area.

Water Quality - The cleanliness of our environment is directly reflected in the quality of the water in our streams, rivers, and oceans. "Clean water" refers to water that is free of chemical and solid pollutants, with natural levels of sedimentation, good oxygenation, and plentiful aquatic plant and animal life. The City is committed to protecting the water quality of the Chesapeake Bay through its Chesapeake Bay Preservation Areas and local storm water management requirements. Clean water, trees, and open spaces contribute to an improved

quality of life in our community and help attract businesses and tourists.

Natural Hazards – Hampton's coastal location creates a particular vulnerability to major coastal storms, with the most significant of these being hurricanes. On September 18, 2003 Hurricane Isabel made landfall and caused considerable damage in the city making it the most destructive natural hazard event to hit the Peninsula in recent history. While hurricanes and other storm events present the most likely risks to the city, Hampton is also vulnerable to tornadoes and has a minor risk of wildfires in drought years. Federal and State emergency management agencies are encouraging the development of hazard mitigation plans to reduce a community's vulnerability to natural hazard events through advanced planning. The City of ~~Hampton,~~Hampton is part of a ~~along with neighboring communities on the Peninsula, is currently working on a~~ the Regional Hazard Mitigation Plan that addresses changes to building regulations, education to the public on hazards, protecting City facilities from hazard damage, and other measures that will reduce the City's hazard vulnerability. Besides reducing the City's vulnerability to natural hazards, the plan ~~will also~~ leads to a potential five percent or greater reduction in annual flood insurance premiums for insurance provided through the National Flood Insurance Program (NFIP). (Additional information on the City's vulnerability to specific natural hazard events and steps that will be taken in response can be found in the *Peninsula Multi-Jurisdictional Natural Hazards Mitigation Plan*. This Plan is adopted by reference as part of Hampton's Community Plan.)

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[11] For a complete list of soil types and a comprehensive description of each type, refer to the list of "Published Soil Surveys for Virginia" conducted by the National Resources Conservation Service (NRCS), U.S. Department of Agriculture.

Flood Control - Flooding can be a substantial threat to lives and property. Due to the generally flat topography and proximity to the Chesapeake Bay and its tributaries, significant land areas within the city are subject to both tidal and runoff flooding during major storms. If sea levels continue to rise, historically 6/10th of a foot per 25 years, flooding problems can be expected to increase, and sunny day flooding (flooding that is not associated with a weather event) is likely to increase as well. Nuisance flooding can have far-reaching impacts; for example, if transportation routes are routinely down due to flooding, economic development may also be impacted. Flooding may also increase pollution as floodwaters recede and carry with it fertilizer and pesticides from yards or oil, gasolines, and other pollutants found on roadways. Federal flood regulations require that a minimum ground floor elevation for new construction in flood areas be established and that regulations be placed on the type of construction allowed.

Air Installation Compatible Use Zone - Air Force bases attract development such as housing and businesses to support base operations. As development encroaches upon the airfield, more people experience the noise and accident potential associated with aircraft operations. In an effort to balance the needs of aircraft operations and community concerns, the Air Installation Compatible Use Zone (AICUZ) was developed to protect the health, safety and welfare of those living near military airfields while preserving the defense flying mission. The AICUZ guidelines define zones of accident potential and high noise and recommend uses that are compatible within these zones (see AICUZ map).

Local planning agencies are encouraged to adopt these guidelines. Hampton and Langley AFB have worked together for many years to promote compatible land use development around the base, and the City has an adopted AICUZ for Hampton. There are approximately 1,033 acres of land within the accident potential area. Noise impacts extend farther than the accident potential area. There are approximately 9,789 acres of land area affected by harmful noise levels within the city. Langley will be working with the City to update the noise area to reflect the different noise intensities generated by the new F-22 aircraft. This study is expected to be completed by October of 2006.

The location of the accident potential zone and the associated aircraft noise impact affects land uses. The Zoning Ordinance and zoning map reflect the influences of the AICUZ. The AICUZ program addresses:

- future development constraints on and off base due to noise and safety concerns,
- aircraft noise levels,
- facility height restrictions,
- maintenance of the clear zone (CZ),
- the numbers of people exposed to high noise levels, and
- the risk of aircraft accidents in Accident Potential Zones I and II (APZ I and APZ II).

Due to the higher potential for crashes in these areas, people-intensive land uses (e.g. places of assembly, residential, high density offices, etc.) are inappropriate. Land-intensive uses (e.g. warehouses, storage facilities, parks, etc.) are better suited for these areas. While certain land uses may not be excluded, they may be discouraged due to the negative impact on quality of life.

2016 FEMA Floodplain Map
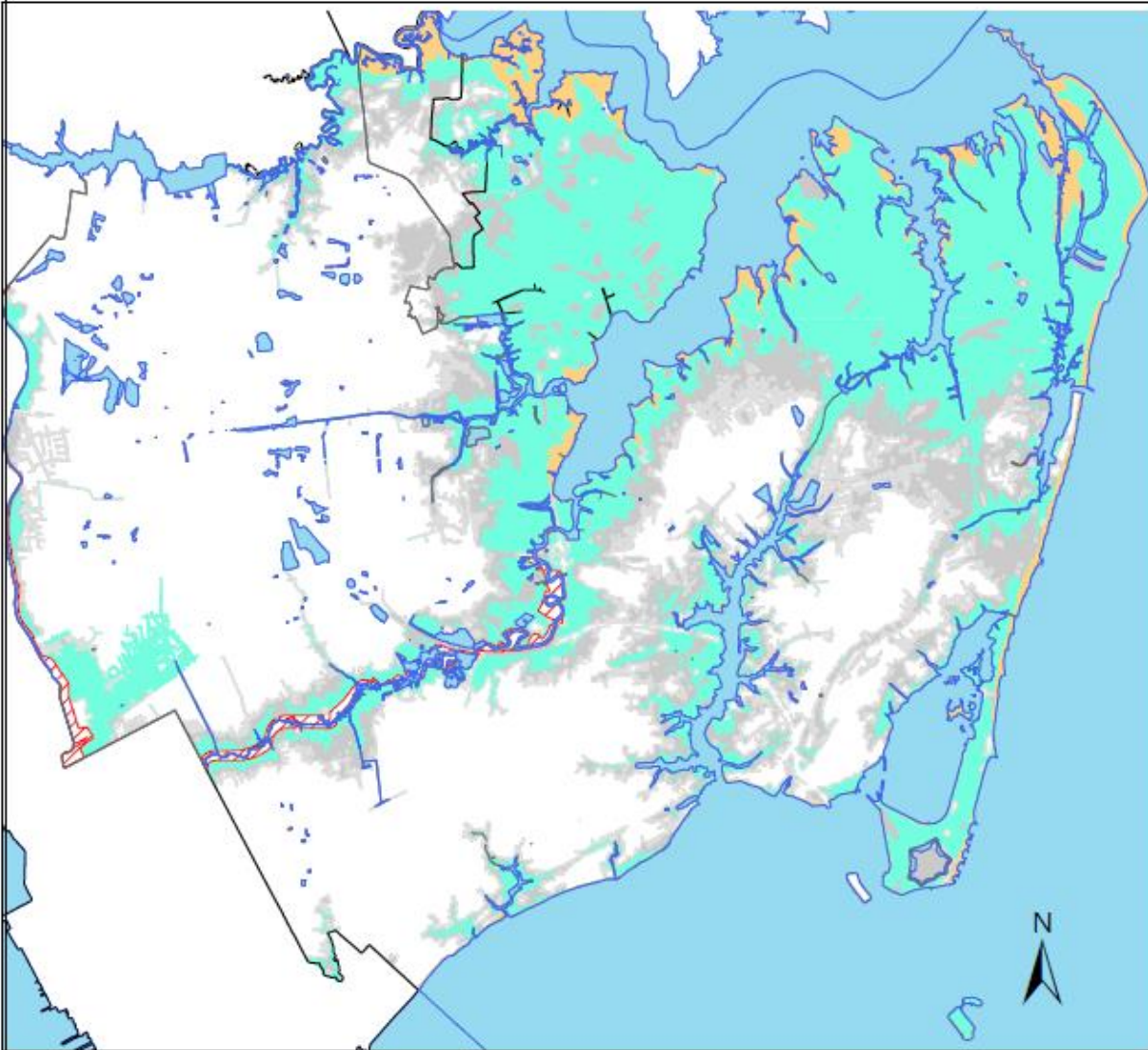
Features

- Other Special Flood Zones
- Floodway
- Special Flood Hazard Areas
- Coastal High Hazard Area
- X-500 - Other Flood Zone

Hampton Community Plan
Land Use & Community Design

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

City of Hampton
Planning Department

April 2018

redevelopment costs as compared to "greenfield" development costs and shifting market bases to other areas of the city or region. Another factor could be the decline of adjacent neighborhoods. The term greenfield is applied to "virgin" vacant land that has not been previously developed. Faced with limited greenfield sites and developable land, redevelopment of brownfield and greyfield sites is becoming a key component to Hampton's growth and economic development. Redevelopment of brownfields and greyfields is also a strategy that promotes smart growth and environmental stewardship.

Public Open Space – Hampton has an extensive inventory of parks and open spaces. The city also has over 227 miles of coastal shoreline and numerous water bodies. Redevelopment and revitalization initiatives within the city, however, will present numerous opportunities to enhance and expand the City's inventory of public open spaces. Enhanced open spaces will promote stewardship of the environment while also creating a renewed sense of place and economic vitality in the city's neighborhoods and districts.

Tree Preservation – The environmental and economic benefits of an urban forest and well-maintained city landscapes are noted above. Redevelopment and revitalization initiatives in the city will also present opportunities to protect existing trees and to enhance the city landscape. Additional incentives and development regulations may be needed to fully realize the opportunities for tree preservation.

Chesapeake Bay Preservation

The waters and shoreline of the Chesapeake Bay will continue to be one of the city's most important economic and environmental assets. Preservation and sustainable use of the Bay will be central to a number of policies and programs promoting environmental stewardship:

Shoreline Erosion – Shoreline erosion is a natural phenomenon of the water's edge that constantly changes due to tidal action and wave effects. Shoreline erosion has a negative impact on the Chesapeake Bay water quality due to the increase in sediment in the water. Erosion becomes a threat when development occurs along the shoreline risking damage to private structures and public facilities. The City will continue to monitor and manage shoreline erosion to advance environmental and other public objectives. A beach replenishment program is essential to maintaining the public beaches for residents and tourists to enjoy as well as protecting the beachfront from erosion.

Shoreline & Water Access – Locations for suitable boat access along Hampton's waterfront are limited. Large commercial and recreational vessels are restricted to the lower Hampton River and Hampton Roads near Fort Monroe. Channel depths in these areas are maintained at approximately 12 feet (mean low water). The Back River channel has similar depths; however, none of the channels that provide access to the shore have adequate depths. Continued maintenance and enhancement of the shoreline and water access is needed to support the sustainable use of the Bay and its tributaries and to promote economic development and quality of life for city residents and visitors.

Water Quality Management – Federal and State regulations require Hampton and other localities to reduce pollution from storm water before it reaches area waterways. In Hampton, these pollution controls have been funded by a storm water fee based on the amount of impervious surfaces that generate runoff. Regulations have also been developed to require localities to reduce pollution from the sanitary sewer collection system. The City's role in water quality management is expected to continue to expand as new regulations are developed and existing water quality standards are made more stringent.

Resilient Hampton

As recurrent flooding and sea level rise takes a greater place on the local, state, and federal stages, Hampton will see greater interest in protecting the coast and property from water impacts. The City pledges to respond to these impacts and lead the region in resilience planning. Resilient Hampton is a city-wide initiative led by the Community Development Department which seeks to mitigate the impacts from flooding, sea level rise, and storm events through a multi-faceted approach. "Hard" systems that keep out the water, such as tide gates, will be implemented with green infrastructure and nature-based solutions, community education, and strategies that consider future conditions. Resilient projects will have multiple benefits,