

NORTH KING STREET MASTER PLAN:

Hampton, Virginia URBAN DESIGN ASSOCIATES

MARCH 2007





North King Street Master Plan

PREPARED FOR
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FUNDED BY
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CONSULTANT TEAM
Urban Design Associates
Economic Research Associates
Kimley-Horn and Associates, Inc.
Zimmerman/Volk Associates

**NORTH KING STREET
MASTER PLAN
STEERING COMMITTEE**

Shirley Ann Atkins
Chris Ausink
Laura E. Baie
Sam "Rosie" Bryant
William Kinsley
Tom Leary
Constance R. Mason
Will Moffett
Laurie Paquin
Larry Penn
W. W. Bud Porter
Ray Puscher
Marie Stokes
Rachel Watson
Catherine Winston

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Commissioner

Jesse Wallace
City Manager/Commissioner

Terry P. O'Neill
Planning Director

A special thanks to the residents of the North King Street neighborhoods who gave their time, input, and energy to this effort.

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Executive Summary

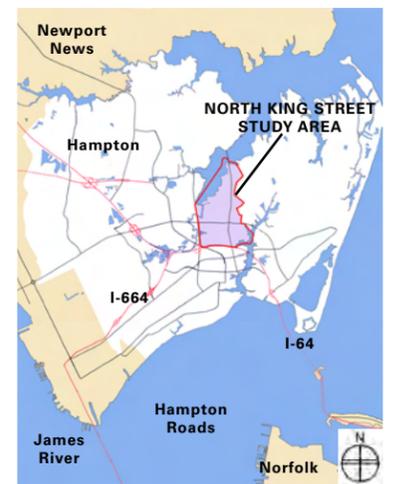


THE NORTH KING STREET CORRIDOR MASTER PLAN study area is comprised largely of a collection of unique neighborhoods clustered along one of Hampton’s oldest and historically significant streets - North King Street. King Street was one of the original streets in the early settlement of the town of Hampton. As the settlement grew, King Street was extended northward to provide a transportation connection to newly emerging neighborhoods. The roots of the area’s settlement date back to the earliest days of the Virginia Colony. For example, descendants of the Selden family came to this area around 1690 and portions of what is now known as the Old North Hampton neighborhood were the site of early African American settlements after the Civil War. Old North Hampton provided African Americans the opportunity to own their own property and build their own homes. Over the years, this neighborhood was home to many prominent African American professionals who played important roles in the history of Hampton.

One of the more significant events that shaped the modern history and character of the North King Street Corridor occurred in 1916 when the United States Government decided to purchase 1,659 acres along the northern shore of the Southwest Branch of the Back River to establish an Army aviation field and aeronautical experimentation station. This facility was originally called Langley Field and was named for Samuel Pierpoint Langley, a noted aviation pioneer and former Secretary of the Smithsonian Institute. The road leading to this Federal facility was known originally as Langley Field Road. The anchor of Langley Field to the north and Downtown Hampton to south has cemented the importance of the Corridor in both the his-



EXISTING CONDITIONS The North King Street Study Area is located between LaSalle Avenue to the west, the Southwest Branch Back River to the north, Little Back River Road to the east, and Interstate 64 to the south. The Study Area includes many City neighborhoods.



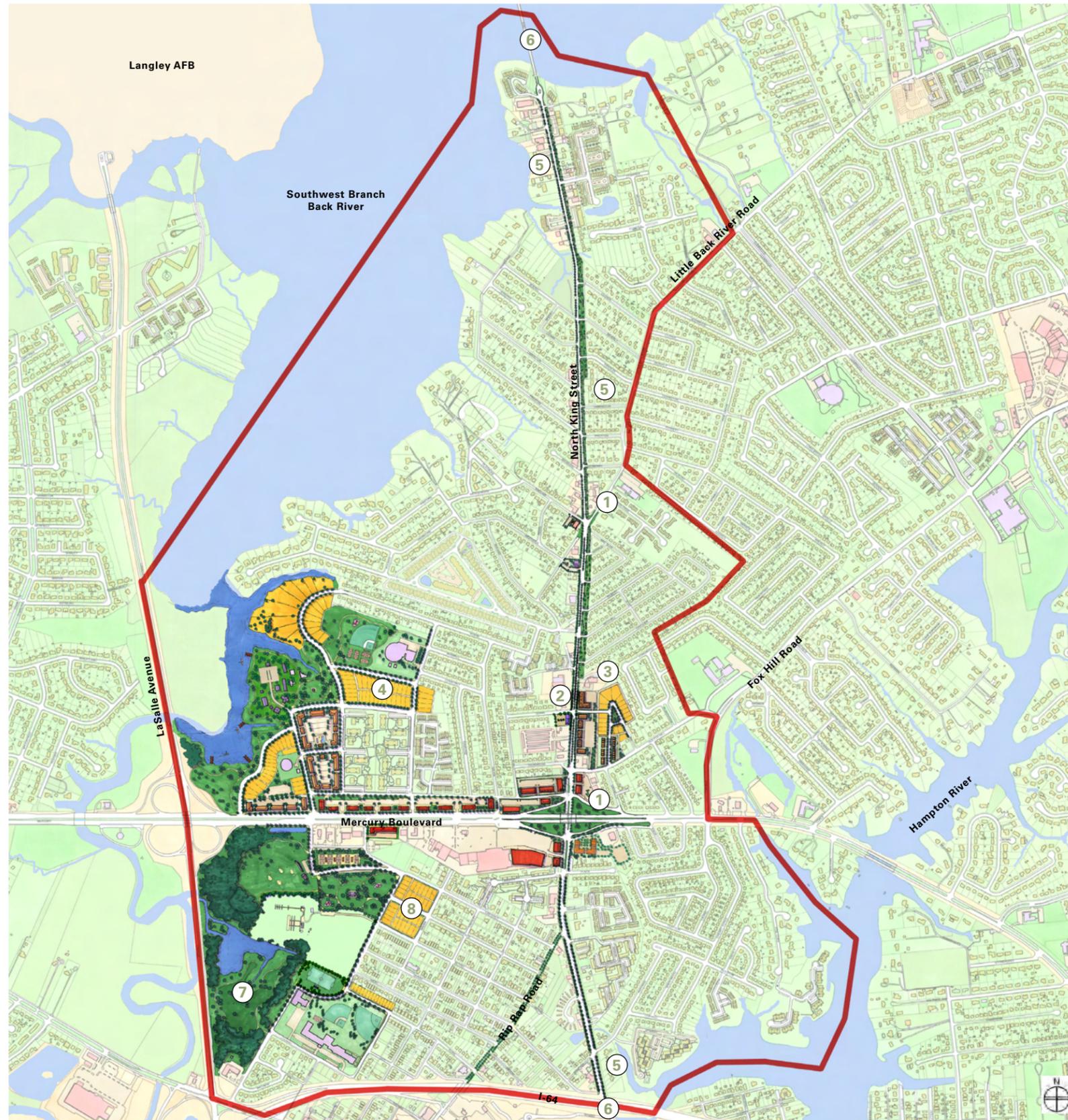
REGIONAL LOCATOR North King Street is one of the City’s historic roadways, as it connects Downtown to Langley Air Force Base.

tory and future of Hampton. Langley Field has become Langley Air Force Base and is home to the largest command in the Air Force - the Air Combat Command. Besides being one of the largest employers in Hampton, Langley Air Force Base is also a significant historic resource. More than 300 historic buildings and structures exist on the Base. Today, North King Street serves not only as the “front door” for many neighborhoods, but it also continues to be an important gateway to Downtown Hampton and Langley Air Force Base.

The character of today’s residential development patterns began to evolve in the early 1900’s. The essential framework for development in the area was further solidified when Military Highway (now known as Mercury Boulevard) was constructed during World War II to facilitate the movement of troops and supplies across the Peninsula. Military Highway bisected the study area and created opportunities for commercial development to grow along this transportation artery. After World War II, a significant housing boom occurred in and around the North King Street Corridor. Many local developers, including Paul Bickford, began developing new neighborhoods to house the troops, and their families, returning from the war. The proximity to Langley Air Force Base made the North King Street Corridor a natural location for the development of these new neighborhoods.

While the function of the street has changed significantly over time, the condition of North King Street and many of the properties along it have deteriorated to varying degrees. The aesthetic decline of the Corridor’s image has begun to adversely affect some of the otherwise stable neighborhoods in the study area. Numerous challenges exist to return the Corridor’s commercial frontage to a neighborhood-friendly asset.

In recent decades, significant population growth to the more



ILLUSTRATIVE MASTER PLAN The design initiatives proposed through the public process

KEY DIRECTIVES OF THE MASTER PLAN	
1	Devise a phased strategy to fix North King Street and its major intersections
2	Design the Corridor to complement and support adjacent land uses
3	Encourage land uses that reflect market realities and a commercial tenant mix that provides for reinvestment and future growth
4	Introduce new residential development around the Selden Farm and John Tyler Elementary School
5	Create safe and connected pedestrian and bicycle-friendly environments along North King Street
6	Celebrate North King Street’s historic significance
7	Provide open space amenities and community access to Newmarket Creek
8	Encourage infill development in the Old North Hampton Neighborhood

northern sections of Hampton, Newport News, and the surrounding counties, accompanied by new transportation arteries throughout the Peninsula, have begun to change the role of traditional neighborhood commercial corridors like North King Street. A slow but inevitable decline of many of the commercial establishments along North King Street began in the 1970's. The rapid growth of the Coliseum Business District through the '70's and 80's, for both community and regional commercial activities, added to the street's decline. As the concentration of retail and commercial activities has occurred, older commercial corridors like North King Street have been left to serve a more limited function focused almost exclusively on a small segment of neighborhood-oriented and "drive-by" convenience services.

While the supply of commercial land is relatively high and demand far less than in previous decades, reinvestment in these older commercial properties has been limited. This lack of modernization and reinvestment has led some parts of the area to be viewed as "tired," "old," and "ugly." These types of perceptions have begun to detract from the largely healthy neighborhoods located along North King Street.

The purpose of this Plan is to develop a long-term vision with associated strategic initiatives that will redefine the most appropriate role for the North King Street Corridor as we look to the future. The primary objective of this newly defined role is to set a course for North King Street which supports and enhances the overall health of its adjacent neighborhoods. This redefined role recognizes the Corridor's primary function as an important transportation artery which serves as the "front door" for many adjacent neighborhoods as well as an important gateway to Langley Air Force Base. This role



PROPOSED LINEAR PARK ALONG NORTH KING STREET North King Street as it nears Langley AFB



PROPOSED REDEVELOPMENT Potential long-term, mixed-use development along North King Street and Mercury Boulevard



PROPOSED COMMERCIAL DEVELOPMENT Potential long-term office and commercial development along Mercury Boulevard



NEW PARK EDGE OF OLD NORTH HAMPTON NEIGHBORHOOD New housing addressing a new neighborhood park

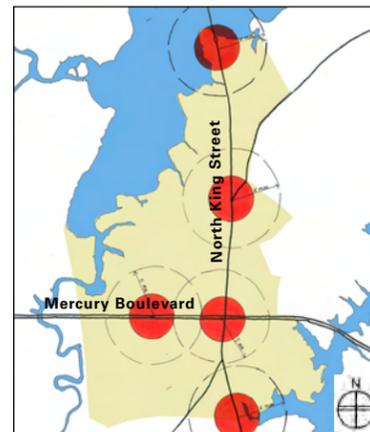
clearly recognizes that upgrading the Corridor is more about supporting the health and vitality of its neighborhoods and less about the revitalization of North King Street as a regional destination commercial district.

The Plan proposes a series of strategic directions as well as several specific recommendations. Together, these fundamental principles and directions, accompanied by specific actions, represent a vision for the future of the Corridor and surrounding areas. The Plan provides a clear set of directions to guide both future public and private investments.

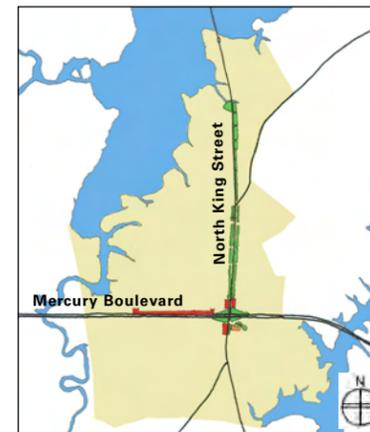
The Plan presents seven guiding principles which serve to frame the initiatives and policies of the Plan. These seven principles are diagrammed to the right. These diagrams address important issues such as land use, potential redevelopment initiatives, public infrastructure investments, as well as important frameworks to guide transportation improvements, public open space enhancements, and insuring the desired image and character. These will serve as guides to directing public investments and building private/public partnerships that will enhance the probability of achieving the vision for the North King Street Corridor set out in this Plan.



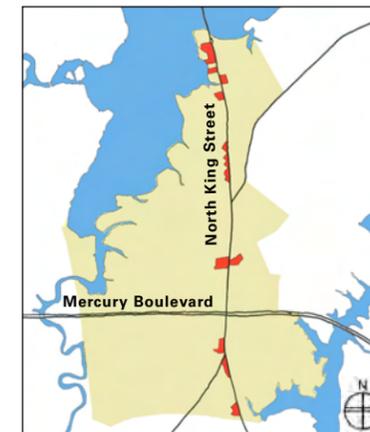
1 Redefine North King Street as primarily a neighborhood main street which will present an appropriate front door for the neighborhoods



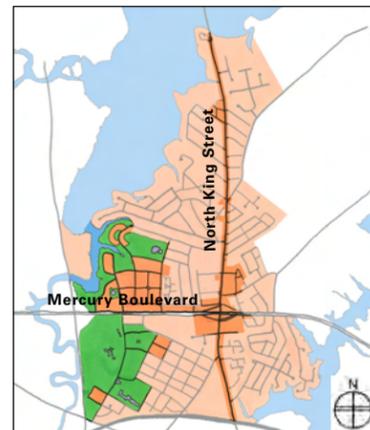
2 Create memorable places and events along the length of the Corridor which help reinforce the unique identity and history of the various neighborhoods



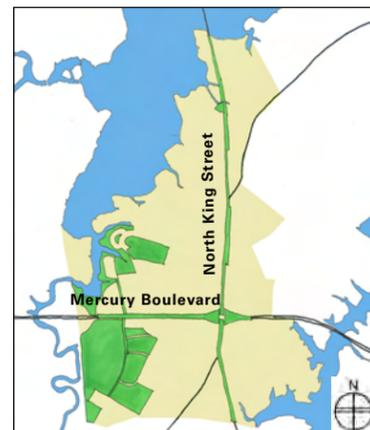
3 Consolidate commercial land uses to the two existing neighborhood shopping centers as much as possible while still supporting viable neighborhood-oriented businesses elsewhere along the Corridor



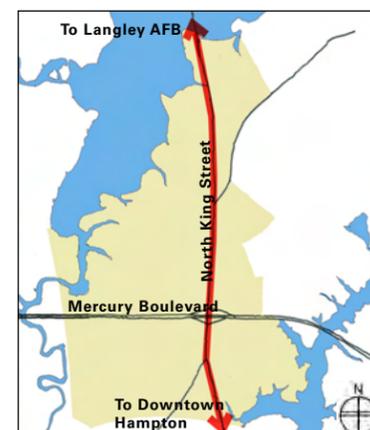
4 Encourage relocation of more intense, non-neighborhood-friendly land uses while supporting the growth and expansion of truly neighborhood-serving uses



5 Ensure that new development and redevelopment preserves and enhances the essential qualities of the neighborhoods: charm, water orientation, architectural styles, and rich history



6 Establish connections to existing and proposed open spaces, the water, schools, and other public facilities



7 Reinforce and celebrate North King Street's role as a primary link between Downtown Hampton and Langley Air Force Base

Process and Analysis

THE MASTER PLAN WAS DEVELOPED in an open and inclusive process. The public process became the foundation for building consensus and forging a vision for the future. The open process helped to assure this Plan as a manifestation of the diverse opinions of the neighborhoods and as a consensus vision for the community.

The Master Plan process was guided by a Steering Committee. The Steering Committee consisted of representatives from Neighborhood Districts 4 and 8, and community leaders from the adjacent neighborhoods. The Steering Committee provided input to the planning team at important points in the process. In addition, the planning team solicited input from the general public through public meetings and open houses.

The first phase of the master planning process, from February 2006 to April 2006, was dedicated to analyzing the study area and listening to stakeholders. The planning team collected both hard data and soft data. Hard data consists of mapping, photography, and analysis of the physical conditions of the community. Soft data consists of the stories, the culture, and the aspirations of the stakeholders. All participated in 'dotmocracy,' a process where the strengths and weaknesses of the community and the surrounding areas are physically identified on maps. The resulting patterns help the planning team identify what elements should be supported and built upon, as well as which parts of the community represent opportunities for change.

The second phase of the process was highlighted by a charrette held in the community May 9-11, 2006. During the workshop, the planning team met regularly with stakeholders and the Steering Committee, and generated design alternatives to explore alternative futures for the community. This charrette culminated in a public meeting on May 11th where Phase II initial design concepts were presented. The public was then asked to comment on the draft ideas

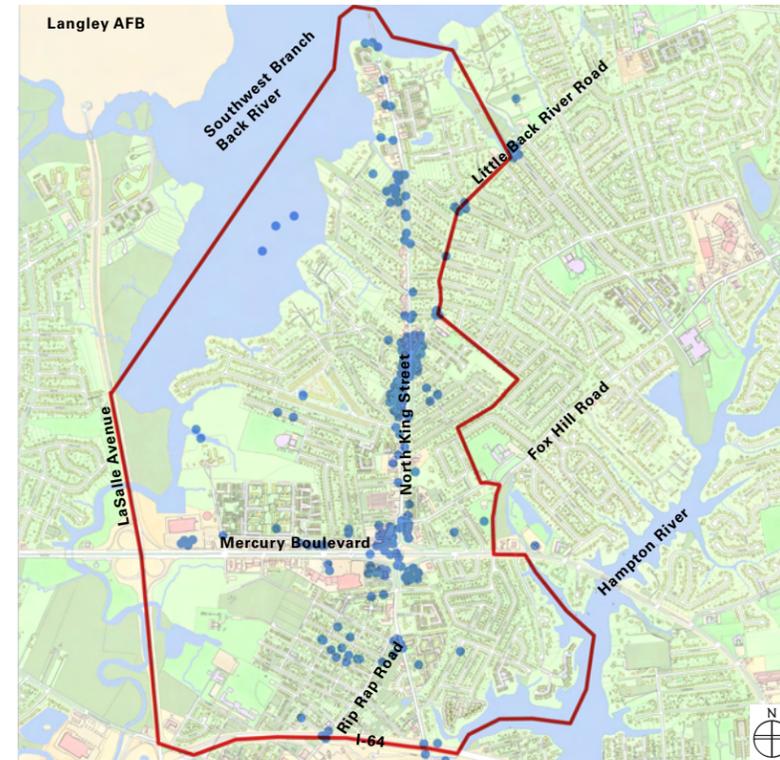
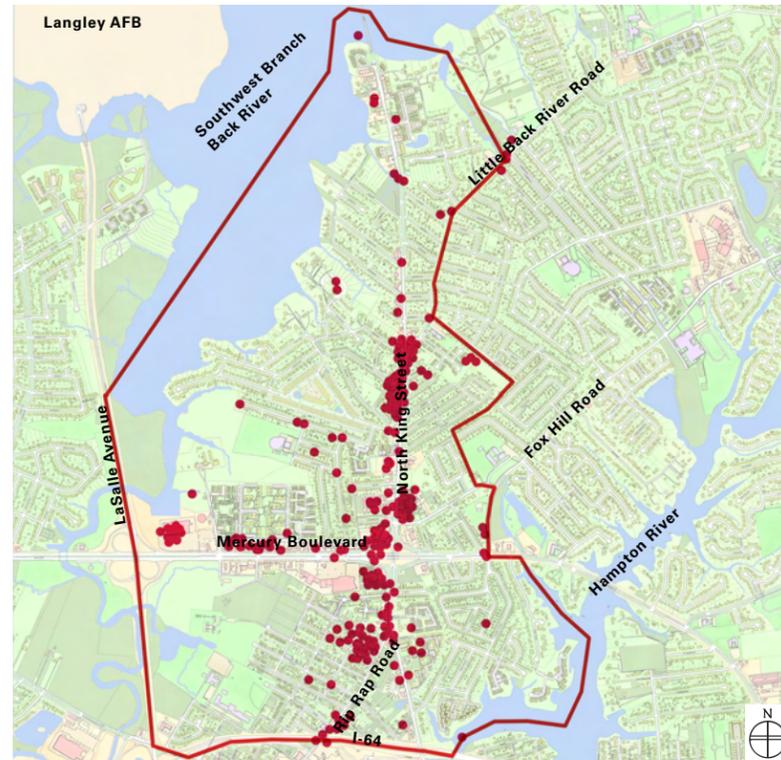
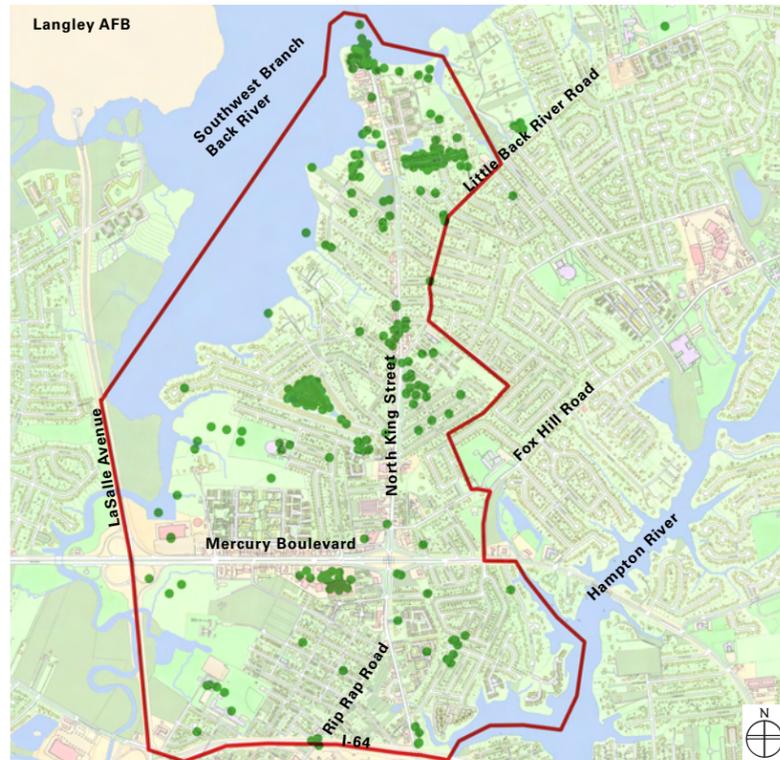
in order to further refine the Plan.

Throughout the summer, City staff engaged community groups in discussion in order to gather input on the charrette ideas. Beginning in September 2006, the planning team, together with the Steering Committee and City staff, refined the Plan and produced a draft report for public review in November. The draft report was then presented to the Planning Commission on April 9, 2007 and adopted by City Council on June 20, 2007.



PUBLIC PROCESS The master planning process engaged many residents of the neighborhoods adjacent to North King Street, as well as local business owners





STRENGTHS
Sense of community
Safe, family-oriented neighborhoods
Historical significance of King Street (Sea to the Stars)
Access to I-64 and Downtown Hampton
Central location
Active neighborhood organizations
The water



Neighborhood institutions



Area neighborhoods, such as Bailey Park

WEAKNESSES
Lack of Streetscape
Traffic, intersections, and signage
Lack of curb, gutter, and drainage
Poorly-maintained housing stock
Failing businesses on Mercury Boulevard and North King Street
No image or sense of place



The road condition of North King Street



Commercial area in need of renovation

VISIONS
An attractive, pedestrian-friendly place with proper amenities
Improve the safety of the streets in the area
Safe, attractive, cared-for residences and local businesses
Improve the connection between Langley AFB and Downtown Hampton
Become the front door to the area's neighborhoods
Public recreation and parks



A vision for North King Street



A vision for Old North Hampton

URBAN FORM

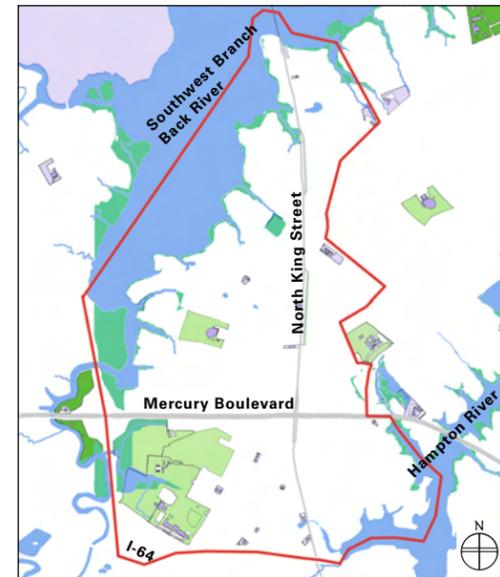
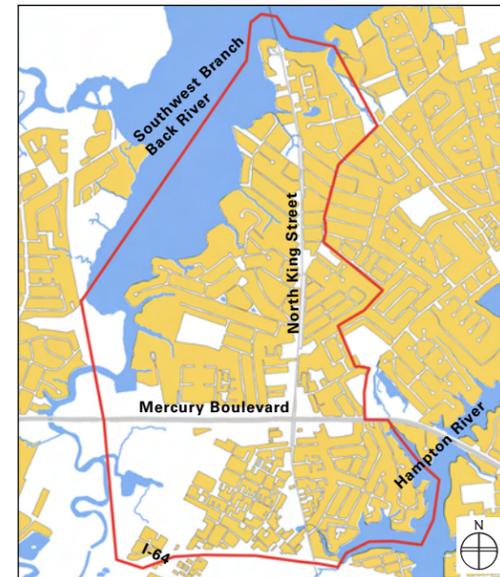
The consultant team collected hard data in order to better understand the study area, as well as to illustrate to city residents the myriad assets and natural patterns found throughout the community.

A UDA X-Ray® drawing isolates a physical element of land use, such as streets, for example, to illustrate patterns and opportunities difficult to perceive when combined in a single drawing. By studying various natural and man-made systems, the underlying patterns, problems, and opportunities of a project area are revealed. Often from these patterns, the beginnings of strategies and solutions emerge.

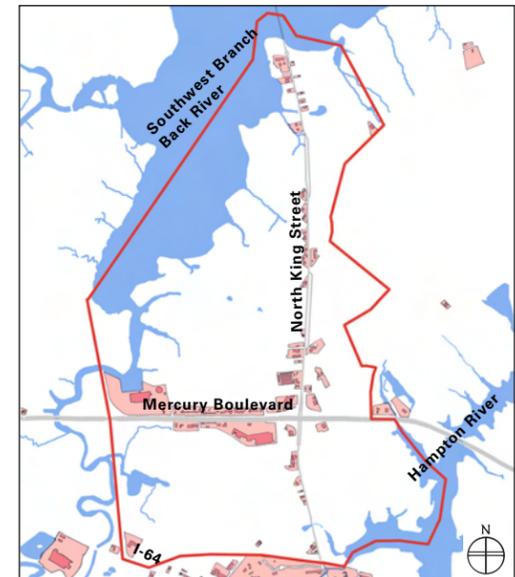
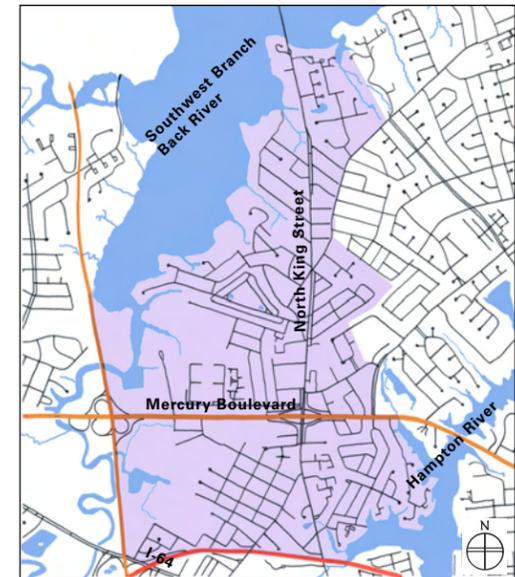
The UDA X-Ray® drawings on this page depict isolated systems of the North King Street area. The way these elements fit together begins to provide clues as to how the area functions.



REGIONAL HIGHWAYS AND ARTERIALS X-RAY (TOP) North King Street connects Downtown to Langley Air Force Base (LAFB)
 REGIONAL COMMERCIAL X-RAY (BOTTOM) Coliseum Central contains the majority of the City's commercial activity



RESIDENTIAL SETTLEMENT X-RAY (TOP) The study area is primarily residential
 INSTITUTIONS, PARKS, AND OPEN SPACE X-RAY (BOTTOM) Open space in the study area is disconnected



STREETS X-RAY (TOP) The irregular street grids are disconnected and create confusing intersections with North King Street
 COMMERCIAL X-RAY (BOTTOM) Commercial uses are scattered along the length of the Corridor creating no single concentration of activity

Residential Market Study

A RESIDENTIAL MARKET STUDY, by Zimmerman/Volk Associates, was conducted to support the North King Street Master Plan. The purpose of the study was to identify the market potential for newly introduced market rate housing units to be leased or sold within the North King Street study area. The extent and characteristics of the potential market for new housing units were identified using a Target Market Methodology. The Residential Market Analysis concluded:

- >> 47.2% of the market potential will come from Hampton, 30.6% from the region, and 22.2% from elsewhere in the nation.
- >> There is an optimum potential market for approximately 990 new households with a preference for living in an urban environment similar to that offered by the study area.
- >> The 600 households in the target residential mix would consist of approximately 45% rental units and 55% homeownership units.
- >> The new ownership units should consist of soft lofts, flats, row-houses, duplexes, and single-family houses.
- >> If appropriate housing were made available it could capture approximately 117 new units a year.
- >> Nearly half of the new households would likely move to the study area from outside the City of Hampton.
- >> Older households (empty nesters and retirees) represent 49% of the housing market for the study area, with younger singles and couples representing 38%, and traditional and non-traditional families at 13% of the market.

The biggest obstacles to achieving the potential of the housing market is the existing condition of North King Street and the lack of available land. The lack of new private investment, care for the street,

and the lack of upkeep of private properties along the Corridor degrade the image and sense of place of the area. The poor function, unsafe intersections, and general unkempt and careless appearance stand as the greatest impediments to the area's housing potential.

In addition, there is not enough readily-available property to achieve the potential of 600 new households. Relatively few large contiguous properties exist in the study area in which a critical mass of housing can be developed to impact the overall market. The most likely possibilities are along the eastern edge of Newmarket Creek, both north and south of Mercury Boulevard, and the Wilson Property located near North King Street and Old Fox Hill Road.

TARGET RESIDENTIAL MIX – NORTH KING STREET STUDY AREA (2006)					
	NUMBERS	HOUSING TYPE	BASE RENT/ PRICE RANGE (\$) (2006 DOLLARS)	UNIT SIZE/RANGE (SF)	ANNUAL MARKET CAPTURE
MULTI-FAMILY FOR RENT 45.5%	273	Soft Lofts*	550 – 1,200/mo.	550 – 1,300	60
MULTI-FAMILY FOR SALE 20.5%	68	Soft Lofts* (not water oriented)	125,000 – 230,000	800 – 1,500	15
	55	Flats (water-oriented)	195,000 – 375,000	1,000 – 2,000	12
SINGLE-FAMILY ATTACHED FOR-SALE 14.8%	55	Rowhouses (not water oriented)	185,000 – 275,000	1,200 – 1,800	8
	34	Rowhouses (water-oriented)	300,000 – 400,000	1,500 – 2,400	5
SINGLE-FAMILY DETACHED FOR- SALE 19.2%	81	Houses	295,000 – 350,000	1,400 – 2,300	12
	34	Houses	385,000 – 485,000	2,000 – 2,600	5
TOTAL UNITS	600				117 units/year

*Soft lofts are new buildings built in the style and character of early Twentieth Century industrial loft buildings; more information can be gathered about this and other proposed building types in the Zimmerman/Volk Study, under separate cover

Commercial Market Study

KEY FINDINGS & SUGGESTED DIRECTIONS

- Residents are the primary drivers of retail demand. As such, the Corridor is challenged by a limited trade area and thus some retail businesses will have limited opportunity to attract market inflow from beyond the natural neighborhood trade area.
- The presence of Langley Air Force Base as a northern neighbor to the study area presents a supplemental consumer base from both employees of the base and visitors to the facility.
- The North King Street Corridor is unlikely to emerge as a strong regional commercial destination.
- The health of the commercial corridor is affected by a general trend of disinvestment in both private properties and public infrastructure.
- There are limited opportunities for retail clustering along the North King Street Corridor. From a market perspective, the six point intersection at Little Back River Road has the most potential to offer sufficient foot and car traffic to explore more intense neighborhood serving commercial uses.
- Primary intersections, such as North King Street and Mercury Boulevard, should be positioned to increase the intensity of commercial/mixed uses.
- From a commercial market perspective, the current K-Mart site is best preserved as a "big box" retail site.
- Infrastructure improvements are strongly encouraged. It should be noted, however, that the return in tax revenue from these investments will probably not compete very well against other public investments in areas more likely to attract national retailers and regional draw activities. This is simply because the areas that will attract national retailers and regional draws typically generate much higher sales volumes and tax revenues. The value of these investments should be viewed largely as quality of life enhancements.

ECONOMICS RESEARCH ASSOCIATES conducted a commercial market analysis in parallel with the master planning process. A summary of key findings is found on this page. The market study concluded that there is limited market for retail and commercial development along North King Street.

Over time, the role of the North King Street Corridor has changed. What once was more of a 'destination' commercial corridor linking Downtown and Langley Air Force Base has evolved into more of a neighborhood-oriented commercial location with an oversupply of commercial properties based upon the limited market served. As a result of this evolution, the study concluded there is a reason to be cautious about either adding new commercial space or even maintaining the existing inventory.

On a sub-regional scale, there is no direct exit or access to North King Street from I-64. Though the Corridor is visible from the interstate, back-tracking to this street is not easy for motorists and, therefore, poses challenges to destination-based commercial uses.

Over time, the Coliseum Central area and the development of Downtown Hampton, to a lesser degree, have affected North King Street's commercial market potential since these other areas contain the premier nodes of commercial development. Newer population growth up the Peninsula has also served to disperse home-to-work traffic to Langley Air Force Base and NASA Langley. As a result, North King Street also lacks the activity and concentration of car trips that lead to successful marketability as a commercial/retail destination.

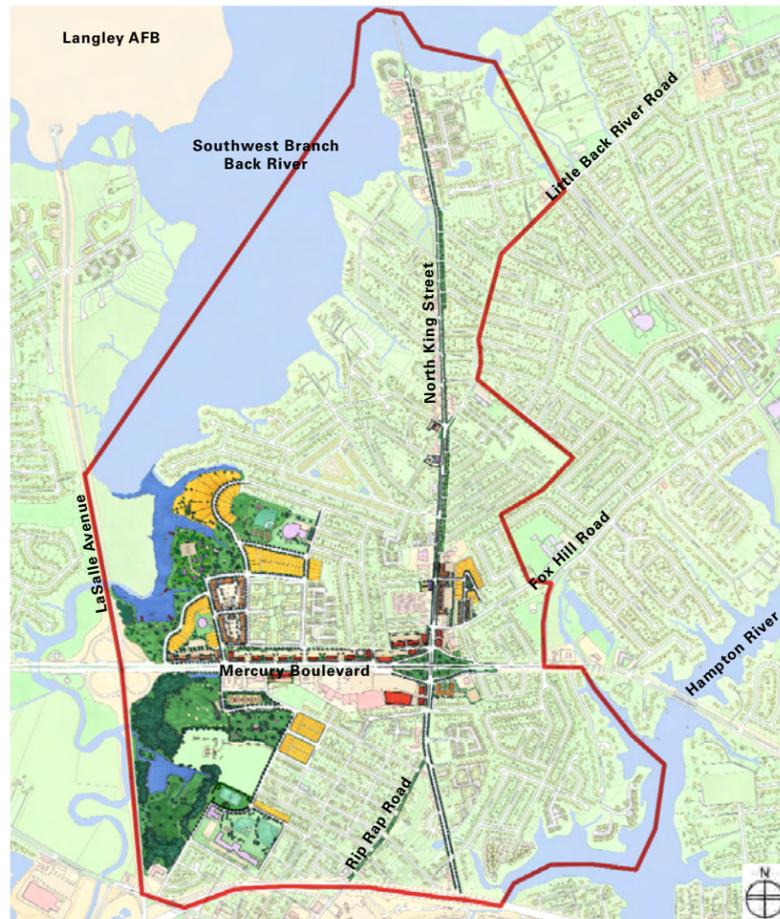
In addition to location, the North King Street area also possesses small development parcels along the Corridor. Very few of these properties are clustered, therefore the Corridor lacks enough available land to provide a viable, critical mass of commercial activity. The

street currently lacks a safe pedestrian environment due to the frequency of curb cuts along its length, as well as broken sidewalks, little landscaping, and a lacking bicycle network. There is a general sense of disinvestment by both public entities and private property owners by the look of the physical appearance of the Corridor.

In terms of its redevelopment challenges, the North King Street Corridor is surrounded by stable yet relatively low-density neighborhoods, resulting in a limited trade area. The viability of some existing businesses is marginal and yet relocation and/or significant reinvestment may further financially stress these retailers and businesses. All of these factors suggest that selective reuse of existing commercial properties for residential uses may be in the long term best interest of both the neighborhoods and the businesses that can financially prosper along this Corridor.

In terms of its redevelopment opportunities, the retail and commercial uses along North King Street should be clustered to the degree possible to force the creation of an organized critical mass of neighborhood-serving businesses. From a purely market driven perspective, the intersections of North King Street with Little Back River Road and Mercury Boulevard seem to be the best locations for this clustering of commercial activities.

Initiative Areas



Illustrative Master Plan

THE FOLLOWING SECTION describes the Master Plan recommendations in detail. These initiatives emerged directly out of the public process as overall areas of concern and study with property owners and other stakeholders. Each initiative is envisioned to build upon existing strengths and to capture the public community visions.

The Plan describes both public and private actions designed to leverage the most value out of each other. Actions include private investment in properties, new private and public infrastructure, new and relocated public facilities, and redeveloped, privately-owned vacant lands. Of particular importance for this study is the condition of North King Street itself, as well as some of its companion, arterial streets, such as Rip Rap Road and Little Back River Road. These streets have degraded over a long period of time and require the cooperation of both public funding and private development to rebuild their character and sense of place.

These overall recommendations may be implemented in 10 to 20 years, depending upon funding and their prioritization within the City's Capital Improvement Plan budget. Many parts of the initiatives can be implemented immediately, and some were underway as this Plan was being developed. Efforts were made to coordinate and integrate these ideas with the overall vision.

INITIATIVE AREAS	
1	Key Streets: North King Street, Little Back River Road, and Rip Rap Road
2	Two Key Intersections: Six-Points and North King Street/Mercury Boulevard
3	West Mercury Boulevard Development
4	Wilson Property and Quinn Street Area
5	Selden Farm and Tyler Elementary School Area
6	Old North Hampton and Y.H. Thomas Area

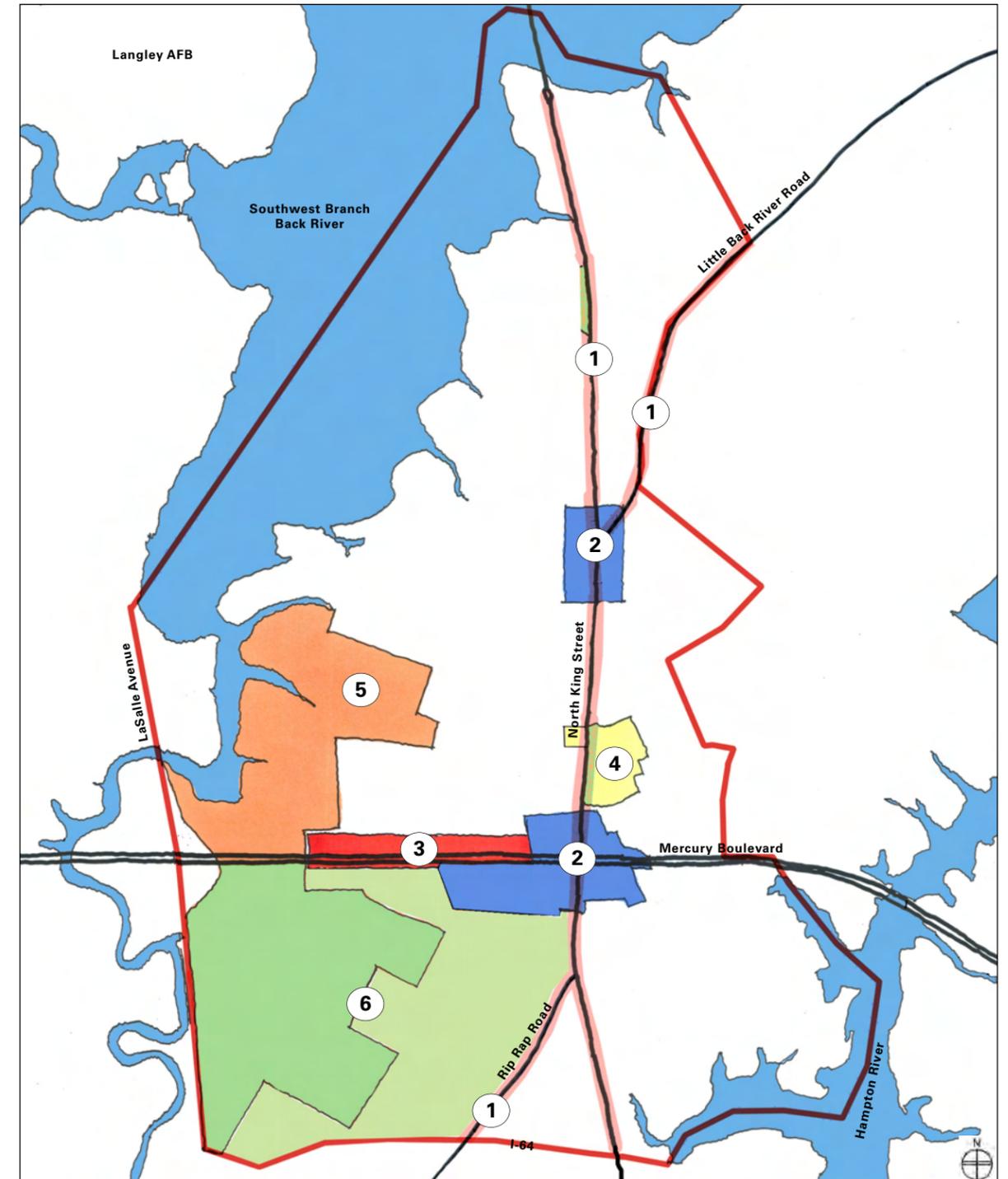


TABLE OF CONTENTS The initiative areas were developed in direct response to community input regarding strengths, weaknesses, and priorities

INITIATIVE 1: STREET IMPROVEMENTS

North King Street



Photos of existing conditions

Existing Conditions

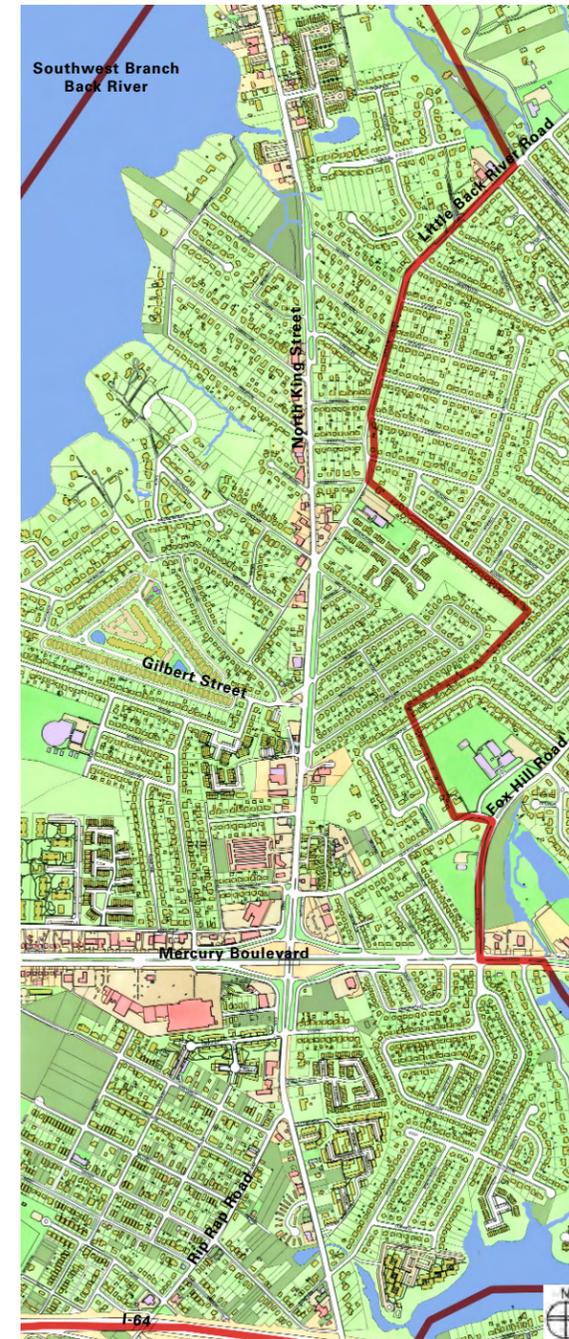
One of the most important attributes of North King Street is that it provides a direct connection between Downtown Hampton and Langley Air Force Base, as well as access to Mercury Boulevard. North King Street is also a significant collector for several large, established residential communities and neighborhood businesses, linking them to the regional transportation network.

The current configuration of North King Street reflects an evolution of development and changing land uses. In the history of the Corridor, North King Street once included a railroad connection between Downtown Hampton and the Langley peninsula. While the rail link has long been removed, there is significant right-of-way that remains. This unique opportunity will allow for modification of the street section with few if any property acquisitions. The right-of-way also provides options for potential open space amenities which may further enhance the Corridor.

Design Proposals

Residential communities built with little regard to the Corridor have caused North King Street to evolve into a series of inconsistent cross-sectional geometries. The physical character of the roadway varies from 3, 4, to 5-lanes of pavement with irregular feeder roads. To re-emphasize the importance of North King Street as the community's main street, it is recommended that it be reconstructed to create a pedestrian-friendly environment via optimized signal timing to carry traffic and establish connections for people along multi-purpose walking and bicycle trails.

A series of complementary cross-sections have been developed for the reconstruction of North King Street, depending on their geographic location, adjacent land uses, and available public rights-of-way.



EXISTING CONDITIONS North King Street is inconsistent along its length, but can be generally studied in three distinct sections: North of Little Back River Road, Little Back River Road south to Mercury Boulevard, and Mercury Boulevard to I-64.



ILLUSTRATIVE MASTER PLAN The Plan addresses the sections of North King Street specifically according to their available public rights-of-way and existing and proposed land uses adjacent to the Corridor

North King Street: Mercury Boulevard to I-64

This section of North King Street will be a two-lane, undivided section with a center turn lane or channelized left turn movements when warranted. Public rights-of-way on both sides of the street will contain a bike lane and multi-use path or sidewalk whenever feasible. The cooperation of individual property owners in providing continuous connectivity throughout the Corridor is encouraged.

North King Street: South of Little Back River Road to Mercury Boulevard

This section of North King Street is proposed as a four-lane divided section with channelized left turn lanes at key intersections. To improve the visual character of the Corridor, a planted median or boulevard section is proposed. The median will not only beautify this stretch of the street, but will serve to calm traffic and reduce speeds. Sidewalks are proposed on both sides of the street, as well as a linear park on the east side of the Corridor in the section where the service road exists.

North King Street: North of Little Back River Road

The street is proposed as a two-lane, undivided street with a center turn lane or channelized left turn movements where warranted. The additional public right-of-way, now used as a frontage road and drainage ditch, would be reconfigured as a linear park including a multi-purpose recreational path. Where it is necessary to provide direct access to North King Street for an individual property or a group of properties at a private driveway, right-in or right-out access should be sought. Furthermore, as redevelopment occurs in the Corridor, individual property access or driveways should be combined, closed, and relocated wherever possible, continuing the theme of preserving the capacity of North King Street and continuity of the linear park.

In addition to the linear park on the east side of the street, sidewalks will be provided and connected whenever possible on the west side of the street to provide another level of connectivity.



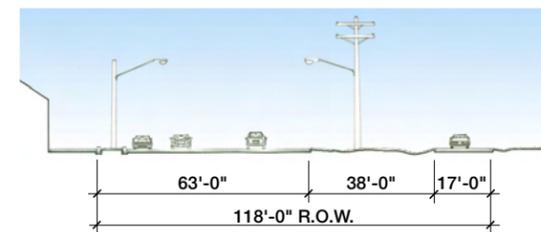
PROPOSED PLAN Street improvements on North King Street between Mercury Boulevard and I-64



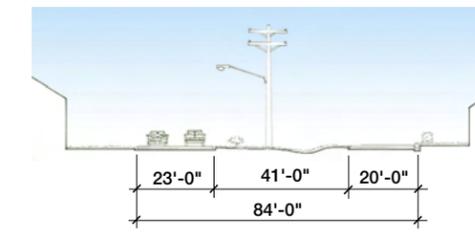
PROPOSED PLAN Street improvements on North King Street south of Little Back River Road



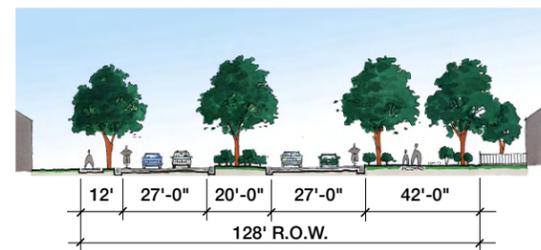
PROPOSED PLAN Street improvements on North King Street north of Little Back River Road



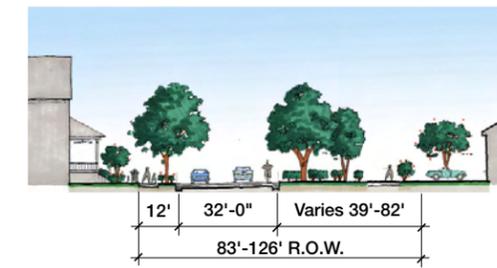
EXISTING CONDITIONS Existing North King Street section at Gilbert Street



EXISTING CONDITIONS North King Street section at Kingslee Drive, north of Little Back River Road

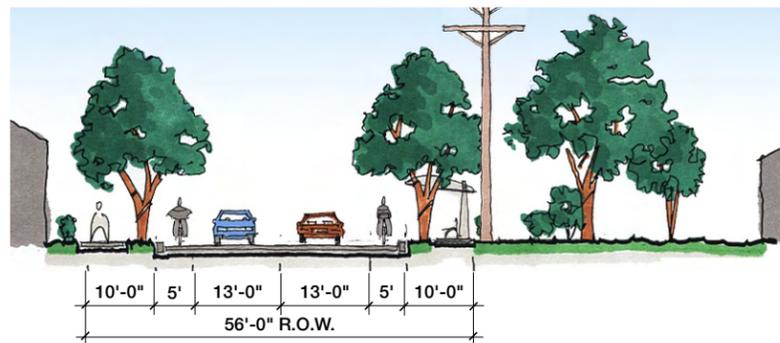
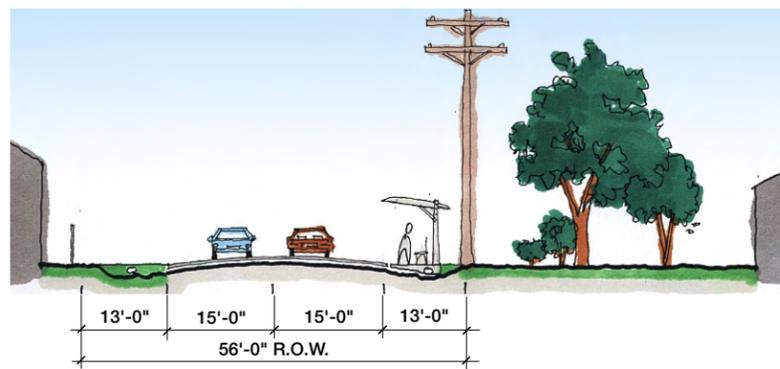
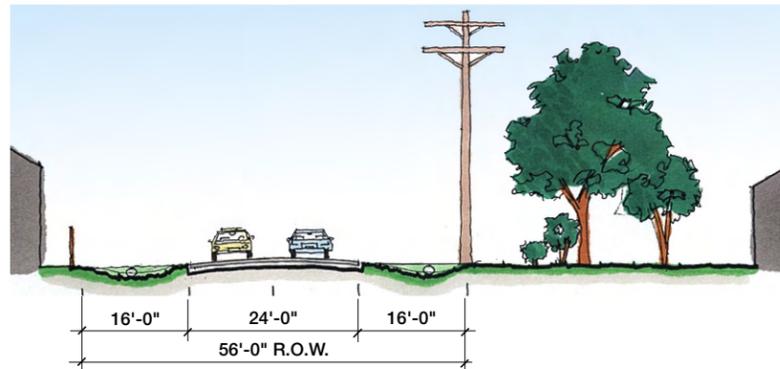


DESIGN PROPOSAL Proposed North King Street section between Little Back River Road and Mercury Boulevard



DESIGN PROPOSAL North King Street north of Little Back River Road

Little Back River Road



Existing Conditions

Little Back River Road is a two-lane, undivided local roadway that stretches from North King Street to Harris Creek Road. A section of Little Back River Road, between Westphal Drive and Wilderness Road, has a third center two-way left turn lane. At present, there are general safety concerns along this street, as voiced by the public. Little Back River Road is a two-lane street with several curves and no curb, gutters, or shoulders. The posted speed limit along the street is 35 mph, but its design encourages higher speeds.

Design Proposal

Due to the public safety concerns voiced throughout the public input process, both short-term and long-term design alternatives have been developed for Little Back River Road. Both street sections mean to improve the safety of both pedestrians and drivers alike by balancing the space reserved for each.

Short-Term Improvements

The street can be improved by widening driving lanes to add more space for safety and correction along curves. Reinforced shoulders should be built and drainage should be piped at bus stops to formalize these spaces and make them safer. Also, bus stops should be relocated away from curves in the street whenever possible to ensure safety of pedestrians from hazardous drivers.

Long-Term Improvements

Over time, the street should be widened with a landscape easement on properties along its length to create a safer pedestrian and bicycle environment. Sidewalks and street trees should be added for pedestrians, as well as wider travel lanes for drivers and roadside bicycle lanes in both directions. Trees, as well as sidewalks, will aid in traffic calming, as well as formalize the street design.

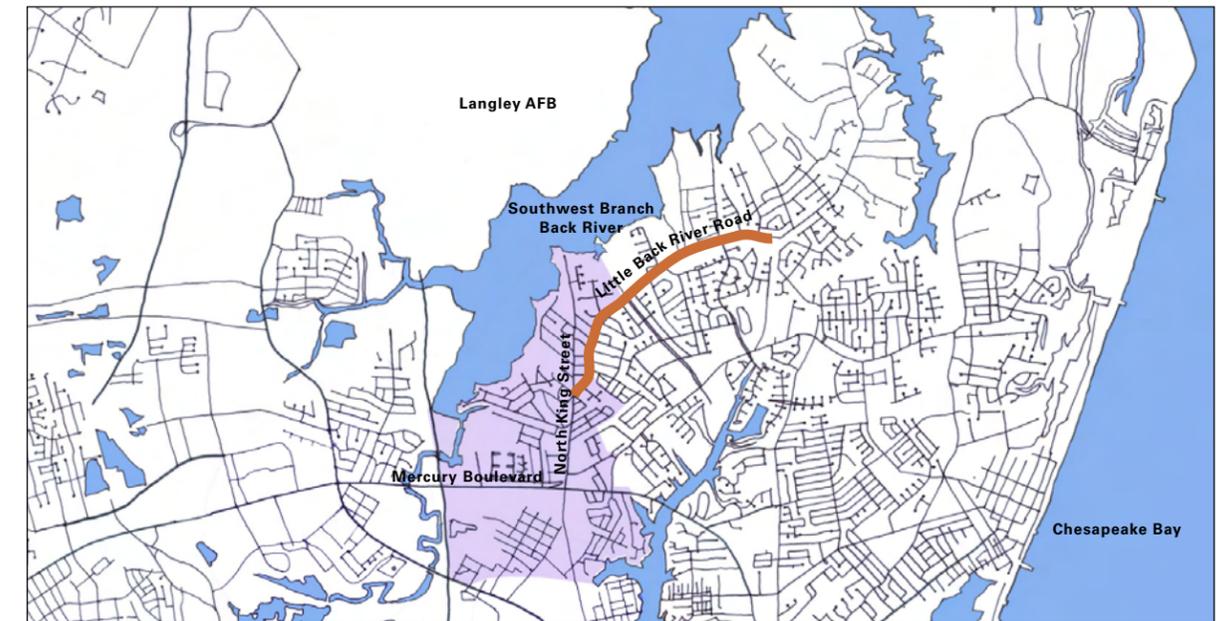
(TOP) Existing Little Back River Road street section
 (MIDDLE) Proposed short-term improvements to Little Back River Road
 (BOTTOM) Proposed long-term improvements to Little Back River Road



EXISTING CONDITIONS Due to the lack of houses facing the street, as well as its blind curves, lack of sidewalks, and speeding traffic, Little Back River Road is unsafe for vehicles as well as is unfriendly and unsafe for bicyclists and pedestrians in its current condition.



REGIONAL SIGNIFICANCE Due to the waterways that create peninsulas out of the land mass, Little Back River Road serves as an important east/west connection for the eastern neighborhoods and districts of the City



Rip Rap Road

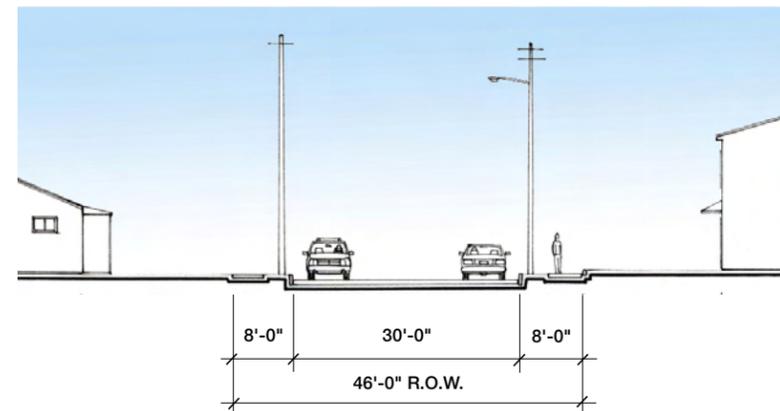
Existing Conditions

Rip Rap Road is a three-lane undivided roadway that extends from Armistead Avenue to North King Street and provides access at a signalized intersection with the eastbound off-ramp of I-64. The posted speed limit along Rip Rap Road is 35mph.

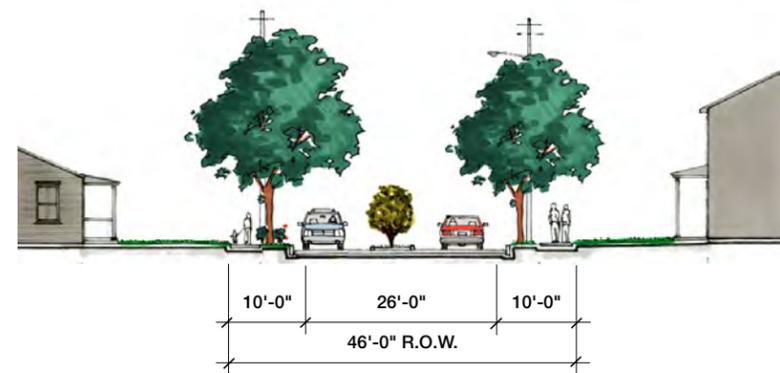
Currently, Rip Rap Road serves as a barrier, dividing two parts of the Old North Hampton neighborhood. This character is a result of arterial traffic volumes and non-local traffic being carried by essentially a neighborhood street. Rip Rap Road takes the burden of many eastbound vehicles on I-64 that wish to make a northbound movement on North King Street, with an ultimate goal of reaching Mercury Boulevard or Langley AFB. The lack of provision for this desired movement has resulted in cut-through traffic on what should be a neighborhood collector, not an arterial road, catering to through-traffic.



EXISTING CONDITIONS A wide street lacking in character, some proper sidewalks, plantings and trees, Rip Rap Road is a poor entry into the Old North Hampton neighborhood due to its carrying inappropriate, arterial types of traffic.



EXISTING CONDITIONS Existing Rip Rap Road section



DESIGN PROPOSAL Proposed Rip Rap Road section

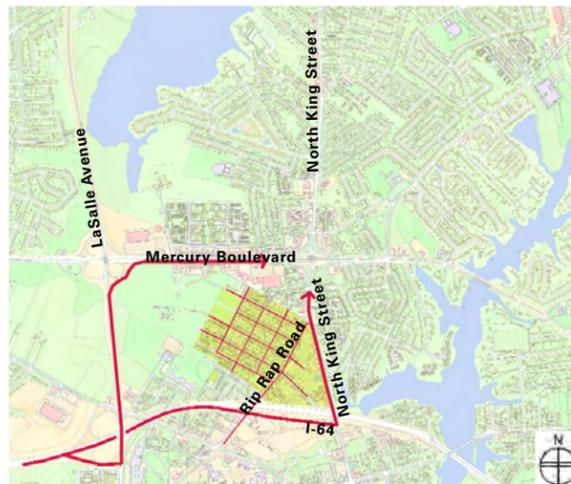
Design Proposal

A number of solutions exist to restore neighborhood function to Rip Rap Road. Some options for doing so are the following:

- 1 Allow for eastbound movements at the intersection of LaSalle Avenue and Mercury Boulevard. This solution would allow for the desire to drive east on Mercury Boulevard.
- 2 Modify the existing eastbound off-ramp of I-64 at LaSalle Avenue to allow left turns northbound. This would encourage motorists headed for Mercury Boulevard and Langley AFB to exit at LaSalle Avenue rather than at Rip Rap Road.
- 3 Modify the existing eastbound off-ramp of I-64 at Rip Rap Road to include a straight through-movement onto a proposed frontage road that will parallel I-64 and connect Rip Rap Road to north King Street. This will provide direct access to North King Street, as well as a more direct entry to Downtown Hampton (as proposed in The Downtown Master Plan)



EXISTING CONDITIONS Due to the lack of an I-64 exit at North King Street, as well as restricted movements of eastbound vehicles, Rip Rap Road takes on a large volume of inappropriate traffic.



DESIGN PROPOSAL By allowing for an eastbound movement at the LaSalle Avenue intersection with Mercury Boulevard, as well as creating a new link over to North King Street from Rip Rap Road, arterial traffic could be alleviated from Rip Rap Road.



PROPOSED PLAN Rip Rap Road should be restored as a neighborhood street and thought of as a front door to the Old North Hampton neighborhood

North King Street and Little Back River Road 'Six Points'

Existing Conditions of the Intersection

North King Street provides access to numerous neighborhoods, with its greatest demand located at the intersection of Little Back River Road. In addition to being one of the busiest confluence of streets in the area, its geometry is challenging to navigate. This signalized intersection creates a star configuration with six intersecting roadways: North King Street, north and southbound, Little Back River Road, east and westbound, Mac Alva Drive, and Sinclair Road.

Given the current travel demand pattern, the southbound approach has the heaviest traffic volumes throughout the day and warrants a protected left-turn; however, given the right-of-way limitation this is not possible. As a consequence, residents have difficulties accessing their neighborhoods, and many unsafe driving movements are made. Also, the intersection nearly prohibits pedestrians and cyclists from moving safely through the area. The intersection of roads has also eroded the built character of the area and the adjacent commercial uses suffer from difficult access and high traffic volumes.

Design Proposal for the Intersection

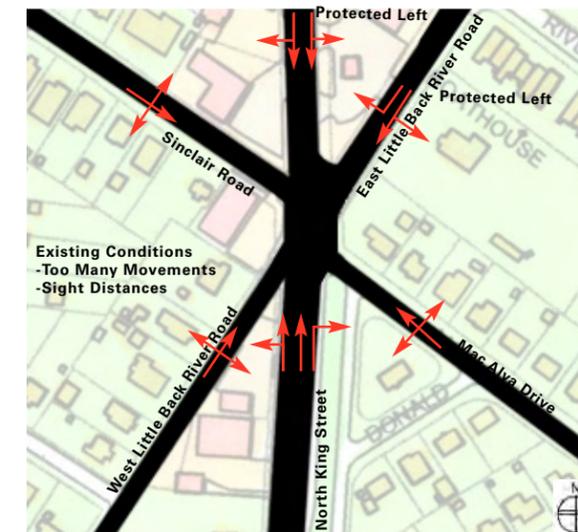
Given the current traffic patterns, operations will be improved by reconfiguring the intersection into four legs while reallocating the timing of signals to optimize operation. With the installation of a signalized intersection at North King Street and Gilbert Street, combined with the local streets, the neighborhoods located on the southern half of the intersection will have an alternate signalized access to North King Street. It is recommended that Mac Alva Drive and West Little Back River Road be blocked off from the intersection to simplify its geometry and increase driver and pedestrian safety. With the only true change being that of the behavior of resident drivers, the neighborhoods adjacent to the intersection will have access onto North King Street in a much safer, clear configuration.



EXISTING CONDITIONS Currently six local streets converge at North King Street and Little Back River Road, making for both inefficient and unsafe movements at this intersection.



DESIGN PROPOSAL By stubbing out West Little Back River Road and Mac Alva Drive, a four-way intersection is created.



EXISTING CONDITIONS (LEFT) Six local streets meet at the confluence of North King Street and Little Back River Road. **PROPOSED RECONFIGURATION (RIGHT)** With the elimination of two approaches, along with the reduced pavement width required north of Little Back River Road, the proposed intersection can be reconfigured to include the following lanes:
 Northbound North King Street: exclusive left-turn lane, exclusive through-lane, exclusive right-turn lane; southbound North King Street: exclusive left-turn lane, and shared through/right-turn lane; westbound Little Back River Road: exclusive left-turn lane, exclusive through lane, channelized right-turn lane; eastbound Sinclair Road - combined left/through/right-turn lane.



Existing Conditions of Adjacent Properties

Two properties along North King Street are going to be redeveloped by private owners in conjunction with the master planning process. The Caribbean Music Information Center is a unique retailer at the corner of Sinclair Road and West Little Back River Road. Currently, access to their parking lot and store is difficult due to its closeness to this busy intersection. The North King Street Resource Center is being planned along the street itself, with access from North King Street and West Little Back River Road. It will sit on parcels acquired privately.

Design Proposal for the Adjacent Properties

Some private investments in the community will begin to anchor this intersection. The Caribbean Music Information Center store owners intend to improve their property by adding additional parking and office space behind the current store. The North King Street Resource Center will be developed just south of the intersection in order to serve the community with meeting space and programs for residents. Both private development proposals are unique and community-serving; thus, they are wonderful additions to the area.



EXISTING CONDITIONS An assortment of properties line North King Street



DESIGN PROPOSAL Along with investment in the street itself, these private developments provide neighborhood amenities

North King Street and Mercury Boulevard

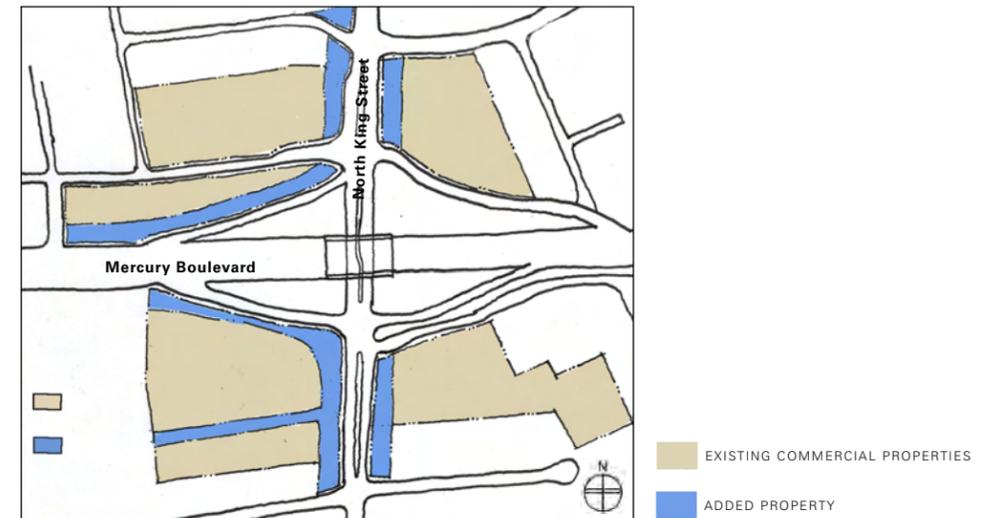
Existing Conditions of the Intersection

The two North King Street/Mercury Boulevard intersections are the primary access points between residential commuter traffic and adjacent commercial/retail developments within the study area. It is unlikely that this will change as redevelopment occurs; however, improvements that preserve and enhance the capacity of this intersection and its approach roadways will in turn preserve the access between the residential and local neighborhood services.

Given the amount of traffic Mercury Boulevard carries, development opportunities are expected between LaSalle Avenue and North King Street. However, there are numerous disconnected land uses that have resulted in multiple driveways and disconnected properties. In order to maintain access to the existing businesses, the roadway network has evolved into a mix of feeder roads, off-set median breaks, and random driveways. The resulting network has produced several underutilized roadways and confusing traffic patterns.

Design Proposal for the Intersection

Due to the amount of through traffic that travels along Mercury Boulevard (62,000 vpd), it is recommended that its grade separation with North King Street remain. However, access to the adjacent four quadrants can be slightly modified to provide direct, convenient access while having minimal impacts on the existing intersections. The design recommendations improve access and allow for more developable land at the four corners, as illustrated in the diagram on this page, adjacent to the intersection of North King Street and Mercury Boulevard (indicated in blue in the diagram at right).



PROPOSED PROPERTY INCREASE Parcels adjacent to the interchange can be increased in size by removing the repetitive frontage roads along Mercury Boulevard which are not needed for capacity.



AERIAL VIEW OF PROPOSED MERCURY BOULEVARD AND NORTH KING STREET INTERSECTION
With slight changes to the ramps and elimination of redundant frontage roads, the intersection is prepared for more development opportunities.

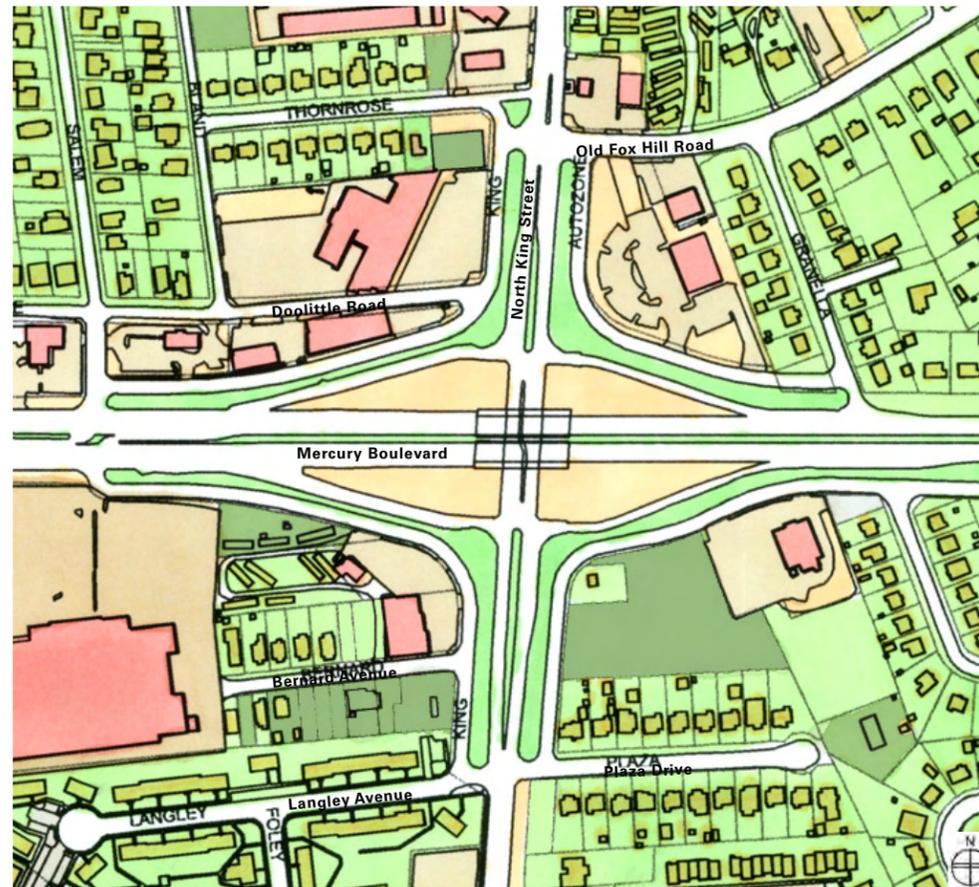
Westbound Mercury Boulevard Off-Ramp

It is recommended that the signalized intersection be shifted to the north to provide direct access to Doolittle Road. The existing westbound on-ramp would create a fifth one-way leg at this intersection. This shift would allow for the feeder roads along the northeast and northwest corners to be eliminated. The intersection of North King Street and Old Fox Hill Road would become a T-intersection to maintain a connection to the northeast parcel and provide possible residential redevelopment opportunities. The reconfigured intersection with direct access to Doolittle Road will allow for the northwest quadrant to reorient itself with commercial access directly to a signalized intersection. The shift in the intersection also creates a greater sight distance between the signal and the bridge structure which improves safety.

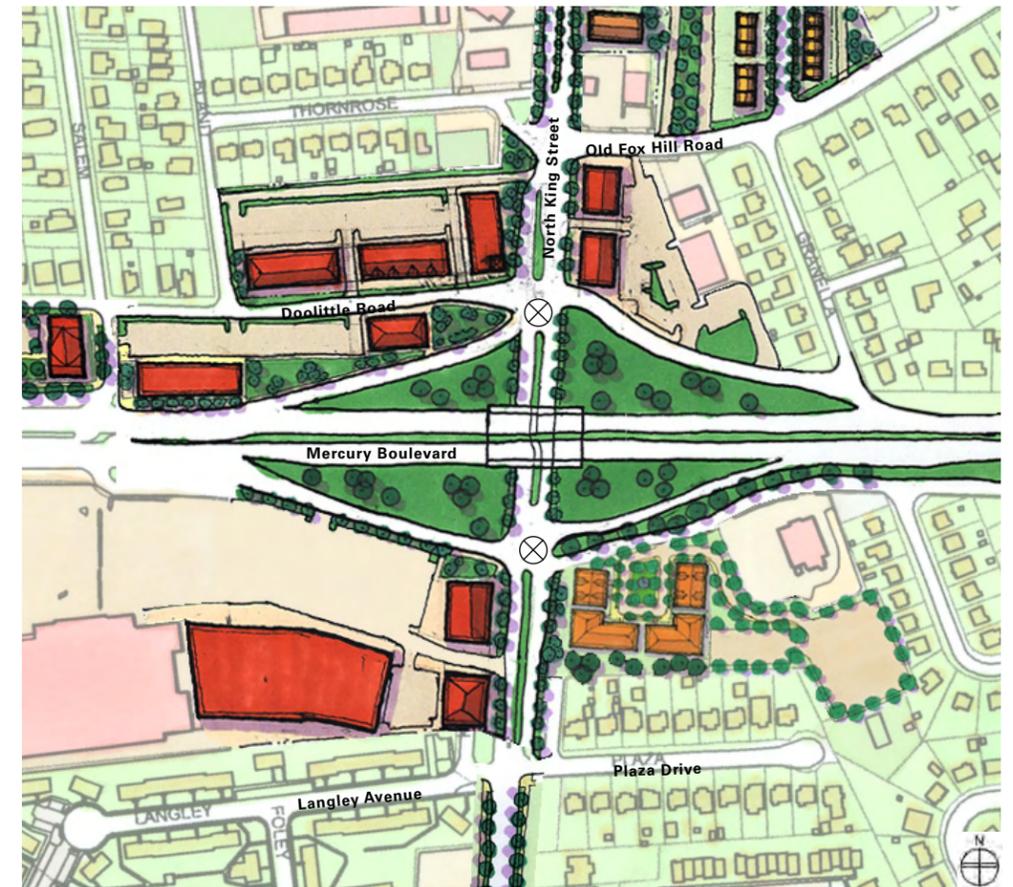
Eastbound Mercury Boulevard Off-Ramp

Similar to the north side, this intersection would shift to the south, maintaining the current signal operation but allowing full access into and out of the southeast quadrant. This allows for redevelopment opportunities without impacting the residential community along Plaza Drive.

With this modified intersection, the existing feeder roads along the southeast and southwest quadrants can be eliminated and will provide potential additional area for redevelopment opportunities.



EXISTING CONDITIONS The current ramp configurations relating to the grade-separated intersection of North King Street and Mercury Boulevard require much unnecessary real estate.



DESIGN PROPOSAL Through minimal ramp reconfiguration, more clear travel movements and additional potential real estate may be unlocked for redevelopment. X **New signalized intersection**

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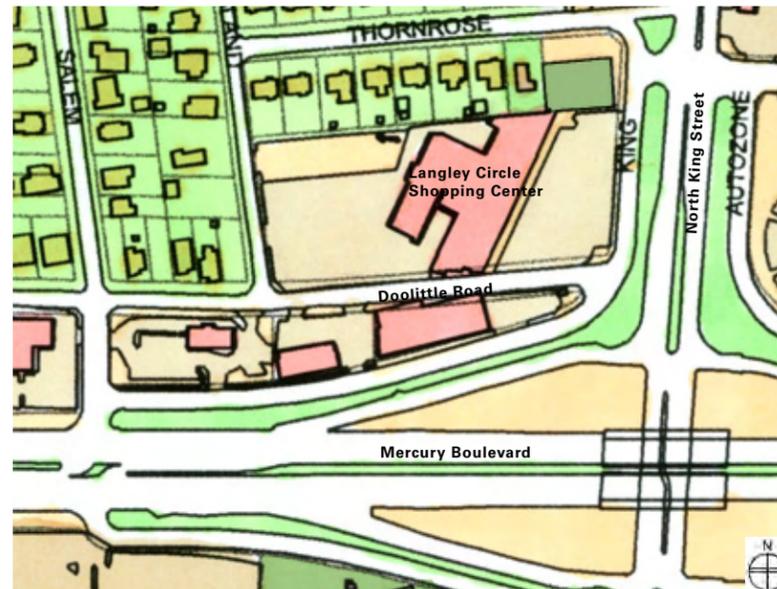
Langley Circle Shopping Center

Existing Conditions

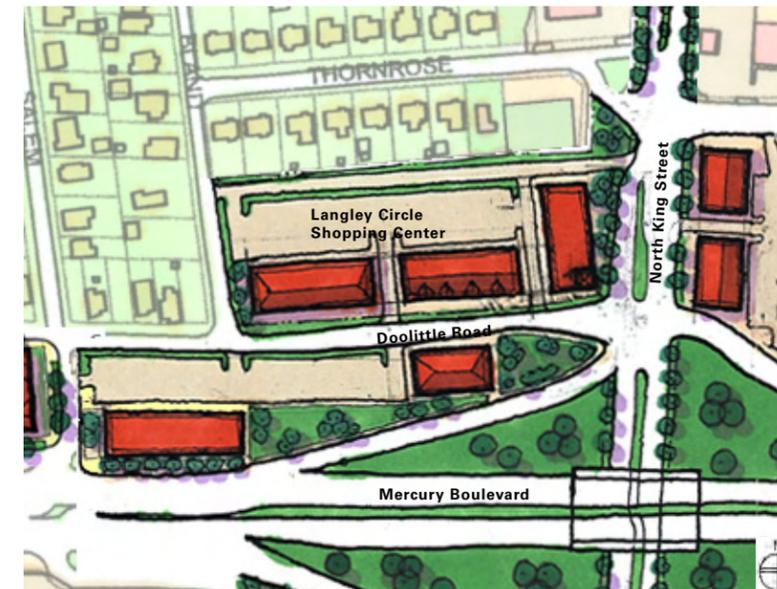
One of the area's first shopping plaza's, Langley Circle, named for and once situated alongside the traffic circle at the intersection of Mercury Boulevard and North King Street, lines the northwest corner of this highly-traveled intersection. Currently the plaza houses a number of retail uses of varying types. It suffers, however, from the disconnect between its access and the ramping resulting from the configuration of the Mercury Boulevard and North King Street intersection.

Design Proposal

Through meetings with the private property owners, design recommendations are made regarding the phased reconfiguration of the shopping center over time. By eliminating the unnecessary service roads adjacent to this property, more land may be claimed for redevelopment. In addition, most strip shopping centers across the country are reinventing themselves into more orderly, urban environments. By rebuilding more modernized retail spaces over time that address the streets and define the corner of the parcel, this center can reposition itself in the market and redefine itself and become a gateway as one moves north along North King Street. In addition, more parking may be planned that has better access to the neighborhood street network and onto Mercury Boulevard and North King Street itself.



EXISTING CONDITIONS Currently the shopping center sits at the back of its lot with parking and access off of frontage roads parallel to Mercury Boulevard.



DESIGN PROPOSAL By fronting a redeveloped center on North King Street, better building configurations and parking configurations can be achieved.



Aerial view of Langley Circle Shopping Center from the northwest

Langley Square Shopping Center

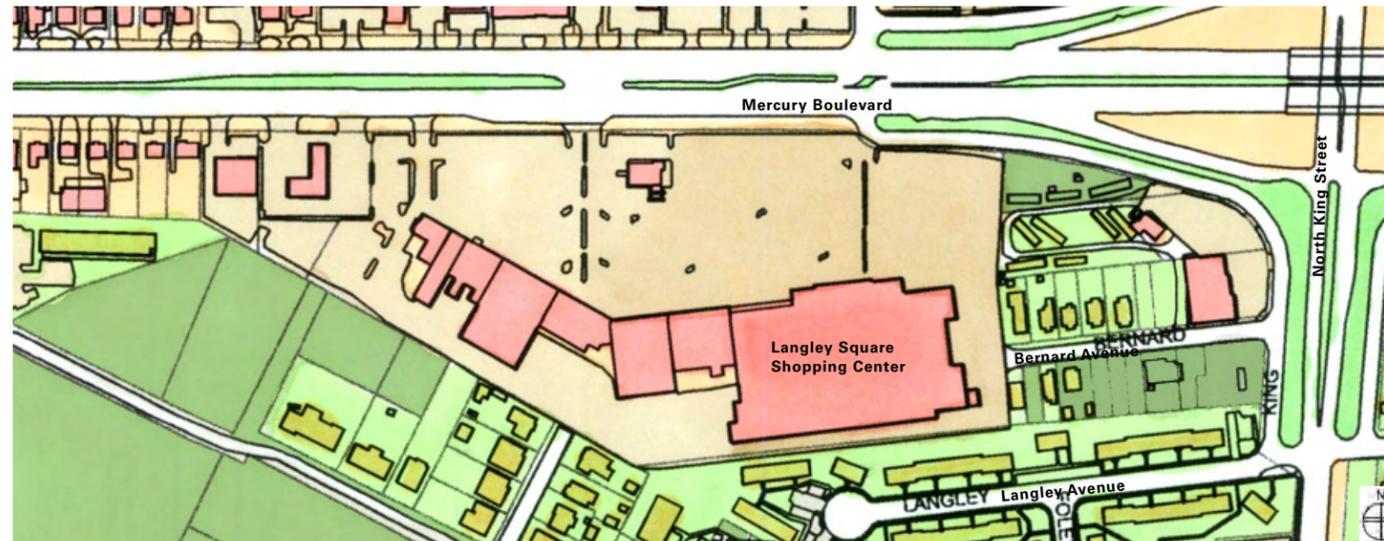
Existing Conditions

The Langley Square Shopping Center is widely regarded as a community asset. Newly renovated, it is a retail area that serves both the adjacent neighborhoods as well as passersby.

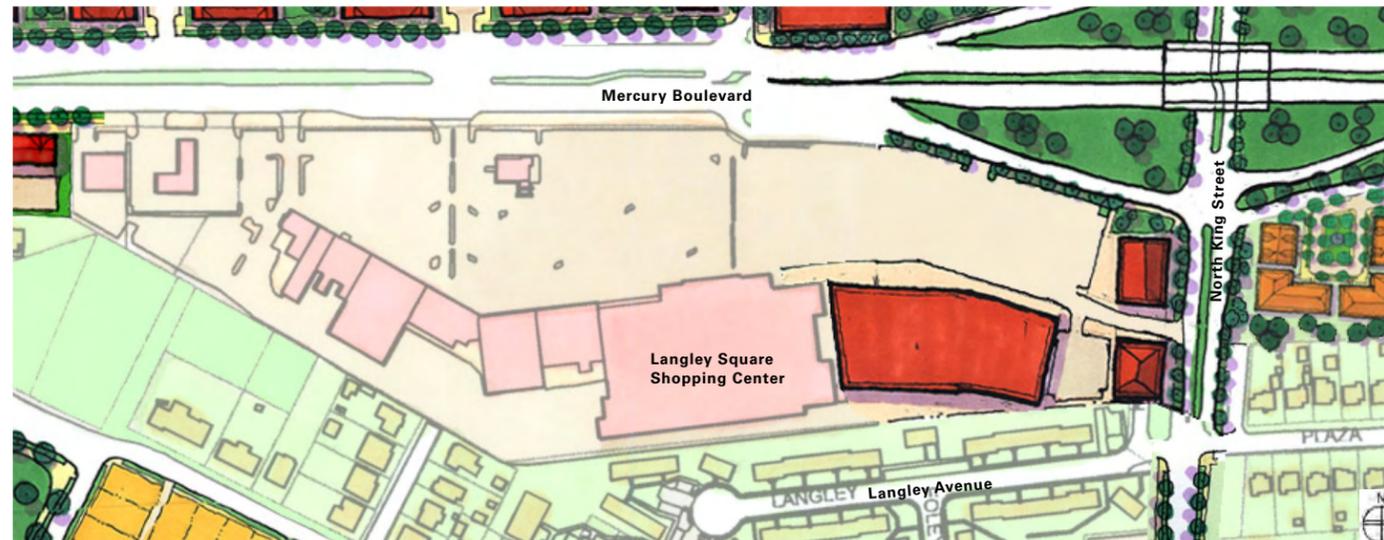
Design Proposal

Currently, this shopping center only has access onto Mercury Boulevard. Through some acquisition and redevelopment, its current retail offerings can be expanded and access gained onto North King Street as well. A new anchor store is shown, as well as outparcel buildings that address North King Street itself, thus providing frontage and a sense of arrival for the area from North King Street.

To achieve this redevelopment, residential properties along Bernard Avenue north toward Mercury Boulevard must be acquired and assembled. Such a reconfiguration should be carefully coordinated in terms of acquisition and relocation of residents over time as properties become available. Some of the failings of this residential area likely stem from its physical alienation from the rest of the Old North Hampton neighborhood, bringing into question the location of this land use and its sustainability over time.



EXISTING CONDITIONS Langley Square Shopping Center is accessed from Mercury Boulevard and contains a number of neighborhood-serving retailers such as a grocery store.



DESIGN PROPOSAL A new shopping anchor, as well as new commercial outparcels that address North King Street, provide a new face and entry into this community amenity.



Aerial view of proposed Langley Square Shopping Center

Chambers Property

Existing Conditions

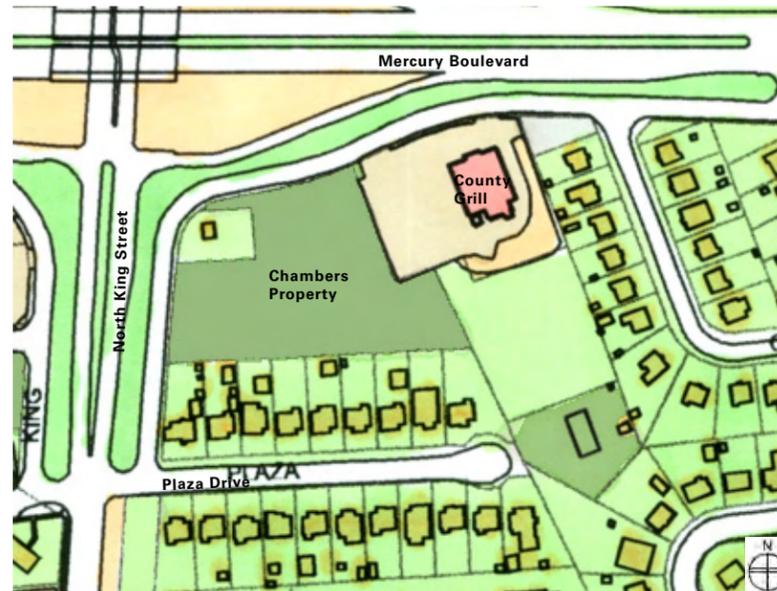
The southeast corner of the North King Street and Mercury Boulevard intersection is currently vacant with the exception of one small vacant building that remains. This parcel abuts residential neighborhoods and a popular neighborhood restaurant, the County Grill.

Design Proposal

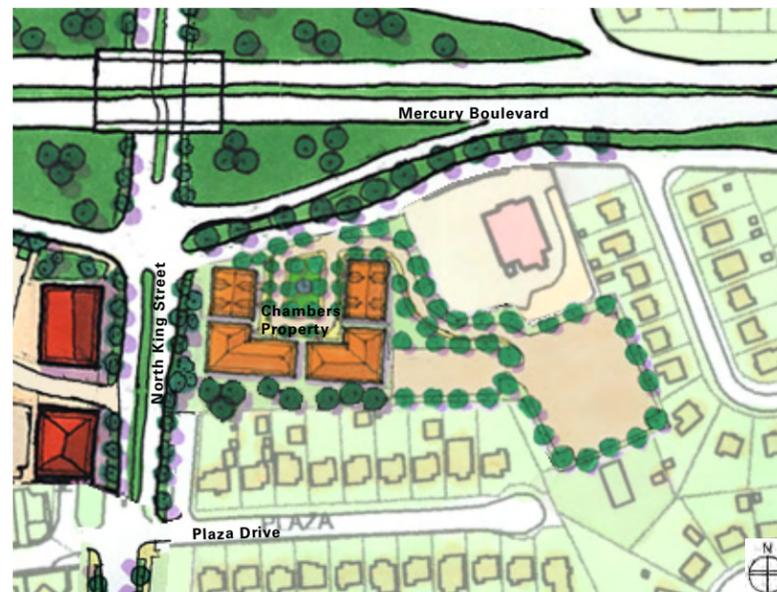
Because nearly all of the adjacent lands are used as residential neighborhoods, this quadrant of the North King Street and Mercury Boulevard intersection should be developed as the same. The redevelopment of this parcel should be residential to follow the existing land use pattern.

Currently there is a lack of diverse housing choices in the study area, and a deficit in the City of Hampton as a whole. As such, the parcel should be developed as a senior housing campus that addresses North King Street, though maintains appropriate setbacks from this street, as well as the Mercury Boulevard ramps and overpass. Access to the community will be gained from the frontage road parallel to Mercury Boulevard.

To fit in with its neighbors, the building will be scaled as a series of related, three-story buildings, possibly with the third floor in the roof mass. Buildings should be arranged to form a courtyard garden and drop-off area. Buildings should be aligned along North King Street to anchor this important corner. Architecture should take cues from Hampton's historic buildings, such as those in Downtown and other historic districts.



EXISTING CONDITIONS The parcel currently sits vacant and underutilized



DESIGN PROPOSAL Adjacent to largely residential neighborhoods, this parcel should be used for residential development as well



Aerial view of proposed senior housing addressing North King Street

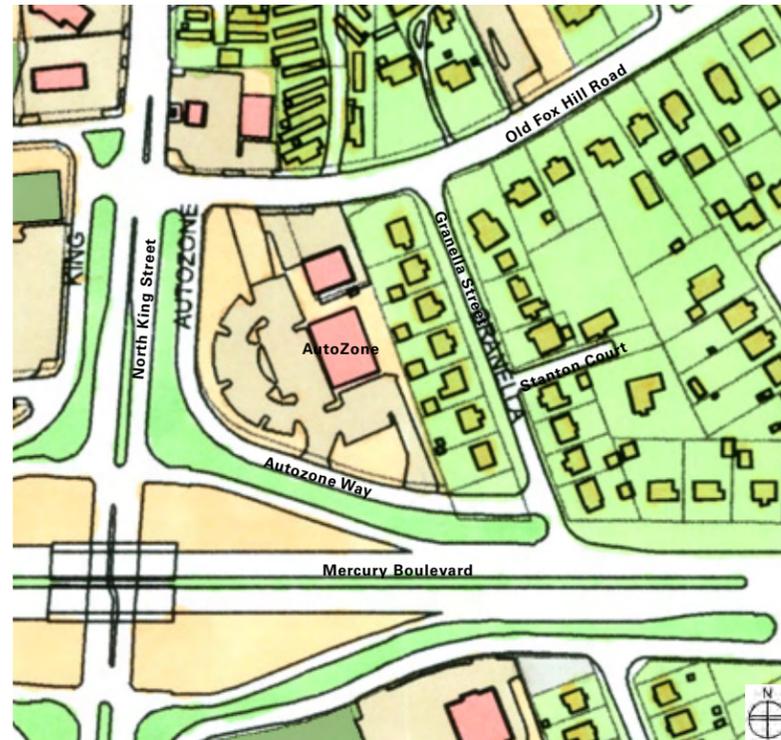
Northeast Corner

Existing Conditions

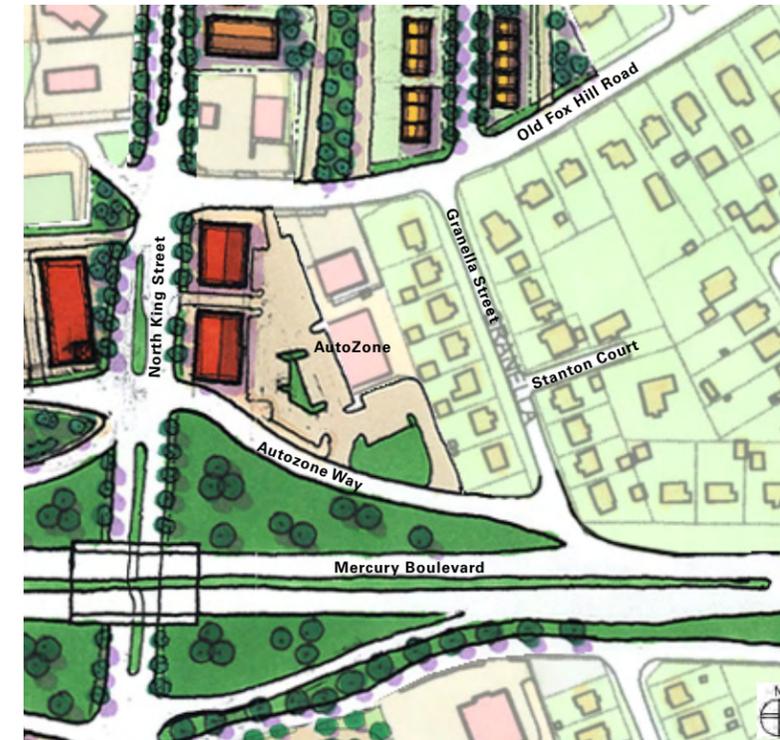
The northeast corner of the intersection is occupied by an AutoZone store, adjacent parking serving this commercial use, and residences facing Granella Street. The AutoZone parcel is accessed from both a frontage road, Autozone Way, and Old Fox Hill Road.

Design Proposal

There is much underutilized real estate in this quadrant of the intersection. In order to optimize the available commercial land, two commercial outparcels are planned along North King Street itself. By occupying a small portion of the existing AutoZone parking lot, as well as the land reclaimed by abandoning the frontage roads parallel to the Mercury Boulevard ramps, more commercial uses can be developed at this important intersection. As shown, no changes in land use or access are proposed for the houses along Granella Street, as access to the commercial uses will remain from a reconfigured Autozone Way and Old Fox Hill Road.



EXISTING CONDITIONS The AutoZone store currently sits within a large parcel bounded by a frontage road and Old Fox Hill Road.



DESIGN PROPOSAL By augmenting the corner parcel with the land gained from the abandoned frontage roads, two new commercial outparcels can be created at this important intersection.



Aerial view of proposed commercial parcels adjacent to AutoZone

Private Development



PROPOSED VIEW OF DEVELOPMENT ALONG MERCURY BOULEVARD (ABOVE)

By coordinating parcel development and curb cuts, a landscaped and safe pedestrian environment can be created along Mercury Boulevard, changing its current character tremendously.

PHOTO OF EXISTING CONDITIONS (BELOW) Currently very few buildings are street-oriented and numerous curb cuts cause difficult access to properties and unsafe driving conditions along this stretch of Mercury Boulevard. (The law office in the foreground, however, is an example of good redevelopment)



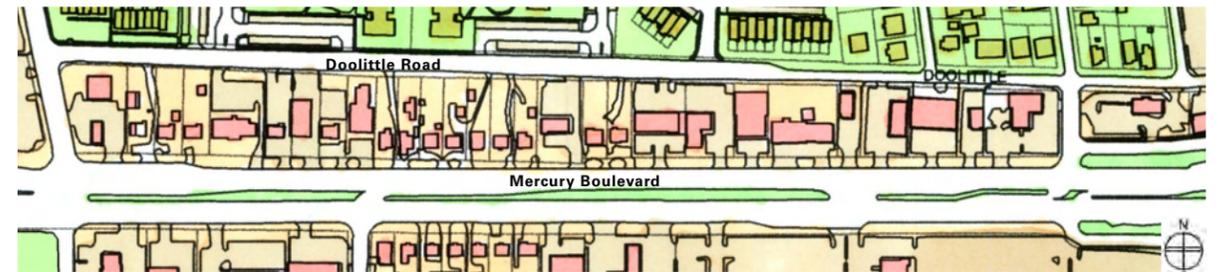
Existing Conditions

Currently parcels between Mercury Boulevard and Doolittle Road have been developed in a very piecemeal manner. Due to this approach, many curb cuts exist along Mercury Boulevard that cause the road, as well as the many travel movements needed to access properties, difficult along this length. Also, the uncoordinated development of parcels and curb cuts cause the parcels to be inflexible and thus inefficient in their development.

Design Proposal

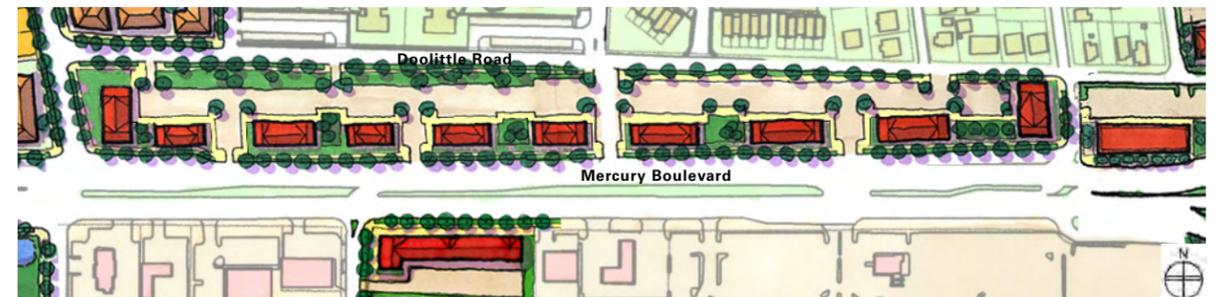
Mercury Boulevard is a valuable commercial corridor for the City of Hampton and capitalizing on development potential along this length of the Corridor makes important economic sense. A phased approach to redevelopment is recommended that provides more marketable commercial parcels and simplifies transportation movements along both West Mercury Boulevard and Doolittle Road.

Throughout the process, much concern was voiced regarding transportation safety along this length of Mercury Boulevard. To address these concerns, the area can be redeveloped over time to allow for less curb cuts along West Mercury Boulevard and Doolittle Road by grouping access to properties. In addition, more building development and parking can be achieved through an efficient use of planning parcels in a coordinated fashion. In terms of land use, commercial uses are recommended that address Mercury Boulevard with a gracious setback from that street. By creating a continuous line of redevelopment, the character of this part of the street is redefined, providing a front door to the North King Street neighborhoods to the north.



EXISTING CONDITIONS (ABOVE) Many disparate commercial parcels line Doolittle Road and Mercury Boulevard in this area with a nearly continuous line of curb cuts, making access difficult and sometimes unsafe.

DESIGN PROPOSAL (BELOW) By grouping the development of properties between Doolittle Road and Mercury Boulevard, investments can be coordinated and better, safer access can be provided to these commercial land uses. This condition creates a more cohesive and aesthetically pleasing image for the Corridor.



INITIATIVE 4: WILSON PROPERTY AND QUINN STREET AREA

Wilson Property

Existing Conditions of the Wilson Property

Currently a trailer park sits at the intersection of Old Fox Hill Road and North King Street. In addition to this parcel, the owner and his family hold a number of other lots in the immediate vicinity. Through the public process, the private owner met with the design team to discuss possible strategies for redevelopment.

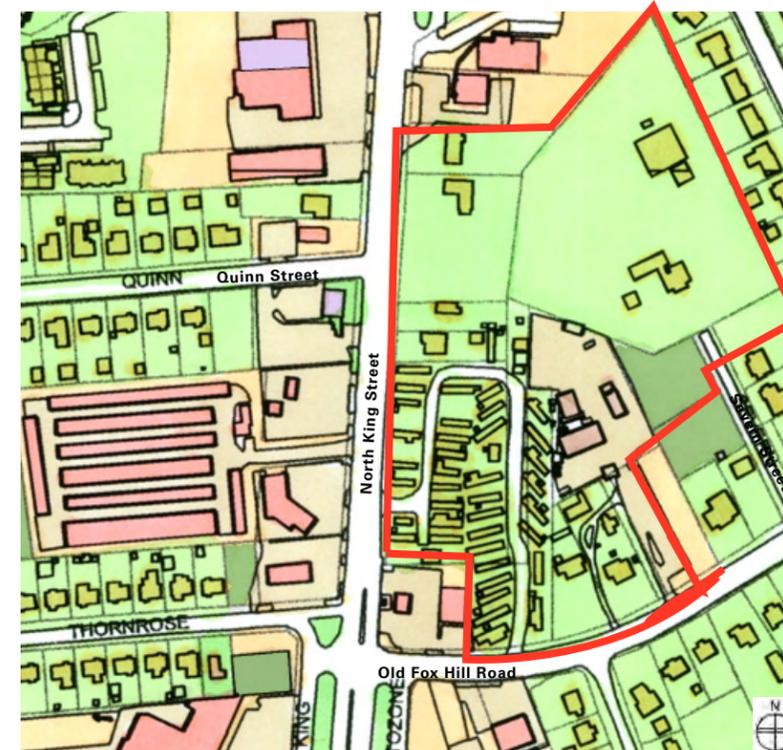
Design Proposal for the Wilson Property

In terms of both the character of the area and the use of the land, a trailer park is not the highest and best use when considering its general location, good access, and large site area. In addition, this area has an opportunity to address North King Street and become a gateway to the strong neighborhoods adjacent to it.

A connective street network will tie the new development to North King Street and to the existing street network. Larger apartment or mixed-use buildings will line North King Street itself, while a single-family and townhouse neighborhood will be developed to its east to fit in with the scale and be compatible with the residential neighborhoods surrounding it. This parcel can support a mix of uses that transition from mixed-use buildings along North King Street eastward to low density residences. Development of this property provides an opportunity to introduce diverse housing types, such as mixed-use buildings on North King Street, townhouses leading north from Old Fox Hill Road, and single-family houses nearest to those that exist.



Aerial view of part of the proposed Wilson property development



EXISTING CONDITIONS A trailer park and a number of other properties are owned in this area



DESIGN PROPOSAL Larger residential buildings line North King Street while single-family houses and townhouses are proposed in the interior neighborhood

Greater Emmanuel Baptist Church

Existing Conditions

The Greater Emmanuel Baptist Church is one of the few institutional uses located directly along North King Street. This congregation currently uses a building not best suited to its purposes. Parking for the congregation is found behind the building, and is accessed from North King Street and Quinn Street.

Design Proposal

The Greater Emmanuel Baptist Church is planning to build a new worship and community space for its congregation. This building will face onto North King Street and properly address this important street. Parking will be accessed from Quinn Street, and will be located along the back of the new, expanded building.

In terms of site arrangement, this church is addressing North King Street and applying proper site planning guidelines to its new facility by placing the front of the building at the sidewalk edge and providing landscaped parking behind the building, tucked out of view from North King Street.

The Greater Emmanuel Baptist Church redevelopment exemplifies the type of investment and site planning envisioned for uses along North King Street.

Quinn Street

Quinn Street itself will be extended across North King Street, connecting to the redevelopment of the Wilson Trailer Park parcels. This street extension is important as it provides a safe, aligned connection across North King Street. This alignment allows for access between two neighborhoods along North King Street, which is an important opportunity to link the neighborhoods on both sides of the Corridor.



EXISTING CONDITIONS Currently the Greater Emmanuel Baptist Church sits in a small building not originally suited for its purpose



DESIGN PROPOSAL Not only is the Greater Emmanuel Baptist Church constructing a new building, the existing parking will be newly landscaped

Selden Farm and Tyler Elementary School Area

Existing Conditions

The area surrounding Tyler Elementary School and Newmarket Creek is the largest contiguous parcel of land that may be redeveloped in the study area. Tyler Elementary School defines the northern edge of the area, while existing apartment communities and the K-Mart and other development along Mercury Boulevard defines its southern edge.

Today this area is largely residential, with the exception of uses along Mercury Boulevard itself, whose potential redevelopment was covered in another initiative. Since most of this land is held privately, a public/private partnership would need to be developed to carry out phased redevelopment of this area over time.

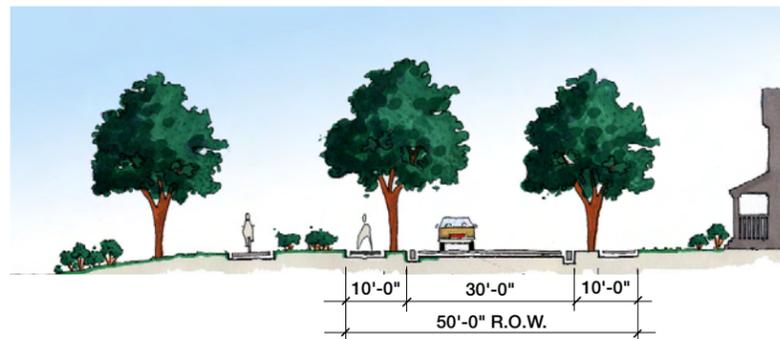
Design Proposal

This area provides amenities to the overall North King Street study area: new residential development, new public park land, public access to Newmarket Creek, and a new local street connection to Mercury Boulevard.

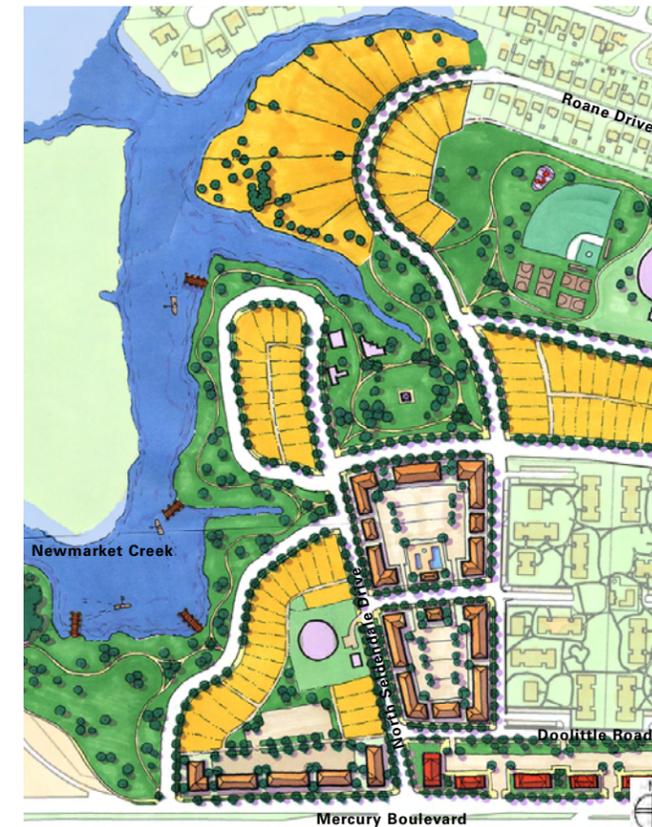
A number of single-family residential lots can be developed which will command striking views of Newmarket Creek. This is a unique residential development opportunity within the City of Hampton. Residents will have unique access to the greenway and bikeway systems planned along Newmarket Creek.

In addition to residential development, nearly all houses planned would have a park address across a public right-of-way. Public park land will connect residents of this neighborhood to the Creek.

Finally, a new street connection to West Mercury Boulevard will provide needed access into the area without the need to go to North King Street for local trips. Though a signal could not be provided at this location due to the positioning of existing signals, local residents could make right turns out of and into the neighborhood.

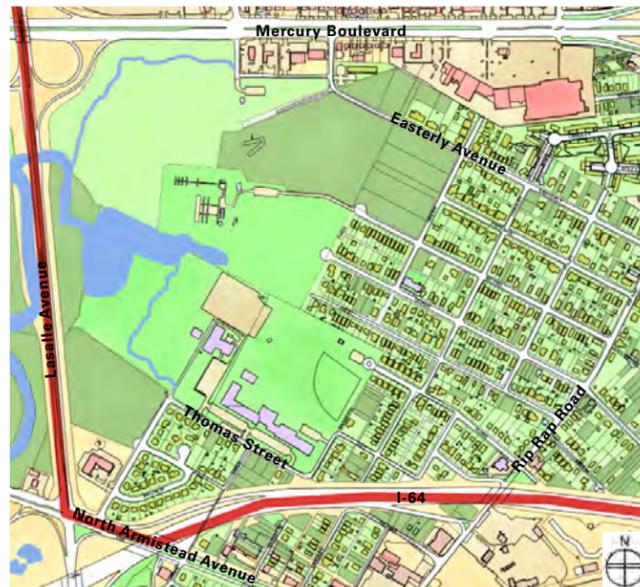


PROPOSED SECTION OF PUBLIC WATERFRONT ALONG NEWMARKET CREEK
Public access to Newmarket Creek can be developed as a promenade with new houses that face across a public street to this park and water beyond



DESIGN PROPOSAL: OPTION A (ABOVE LEFT) Residential development can be planned on the Selden Farm property as well as other lands adjacent to Tyler Elementary School
DESIGN PROPOSAL: OPTION B (ABOVE RIGHT) The Selden Farm property could also be used for the relocation of Blue Bird Gap Farm in order to create an educational and recreational destination centered on both farms
EXISTING CONDITIONS (LEFT) Currently there is much underutilized land in this area, adjacent to community amenities, such as Newmarket Creek and Tyler Elementary School

Old North Hampton and Y. H. Thomas Area



EXISTING CONDITIONS (ABOVE) The westernmost edge of the Old North Hampton neighborhood is a patchwork of land uses largely disconnected from each other and the neighborhood itself
OVERALL DESIGN PROPOSAL (RIGHT) A park edge can be created for the Old North Hampton neighborhood along Newmarket Creek by linking together disparate vacant lands and open space into active park uses.

Existing Conditions

The Old North Hampton neighborhood is bounded by Mercury Boulevard to the north, I-64 to the south, North King Street to the east, and LaSalle Avenue to the west. The northern border, which runs along the south side of Mercury Boulevard, is lined with commercial development including the Langley Square Shopping Center, anchored by a Food Lion grocery store. The Y.H. Thomas Community Center and playground are located toward the southwest quadrant of the neighborhood. The Community Center serves as a key neighborhood asset and is managed by neighborhood volunteers with resource assistance from the City of Hampton. Mary Peake Elementary School is located just west of the Community Center. Portions of Newmarket Creek and associated wetland areas form a natural boundary along the eastern side of LaSalle Avenue. Old North Hampton is a community rich in history and culture, and represents one of the oldest established neighborhoods in the City of Hampton.

The neighborhood is not without its challenges. Several conditions exist that do not necessarily strengthen the neighborhood. Challenges include code violations, land uses, an aging housing stock, vacant residential parcels, cut-through traffic from I-64 bisecting the neighborhood along Rip Rap Road, ill-defined neighborhood gateways, and low connectivity.

Design Proposal

To address these key issues in the Old North Hampton community, various options and recommendations have been explored for key parcels and uses.



The Police Firing Range

Both near-term and long-term strategies have been explored to create an appropriate environment for the Police Firing Range within the context of the Old North Hampton neighborhood.

Near-term scenario

The near-term plan illustrates the potential for this area given the near-term reality that the Police Firing Range will continue to operate for some period of time. The Firing Range is a unique, important training asset to the Hampton Police Division. This facility provides essential, convenient, and cost effective training to assist the Hampton Police Department in providing a safe community for the residents of Hampton.

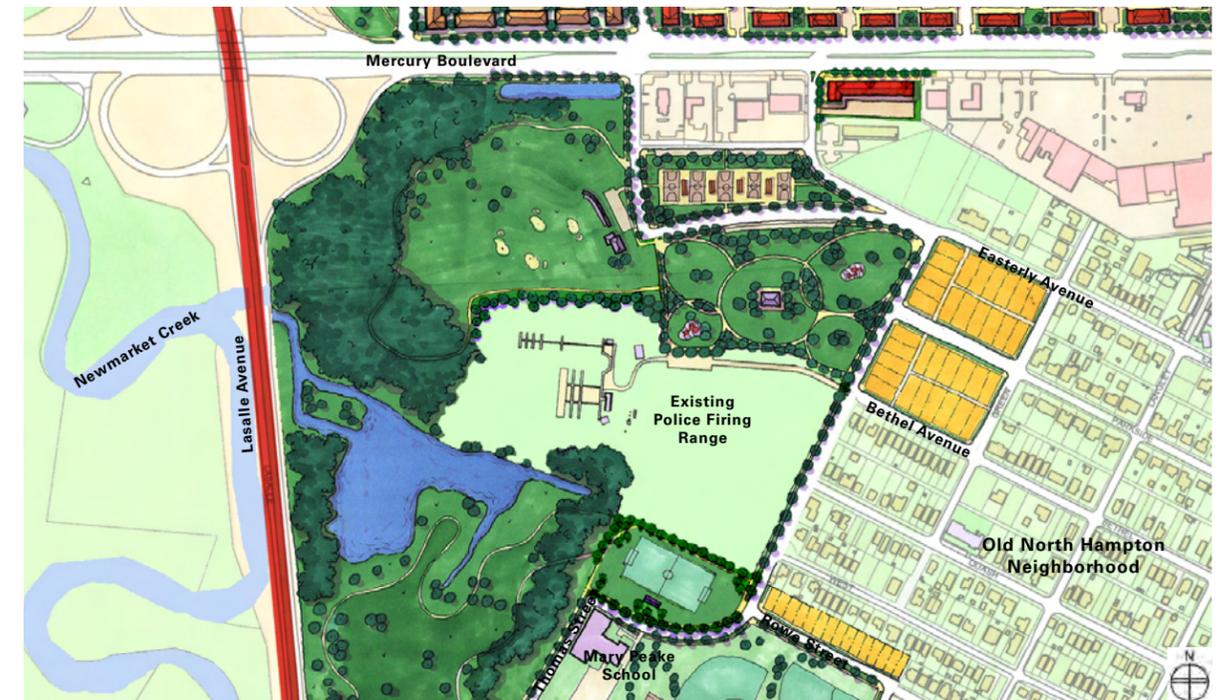
Moving and rebuilding this facility in another location in the near-term will be challenging and expensive. The neighborhood has long recognized the public safety value of the Firing Range, but at the same time has had to deal with this rather unique land use in close proximity to homes, recreation fields, and the Community Center. While the neighborhood and the Police Division continue to have a productive working relationship to manage the Firing Range in as 'neighborhood friendly' a manner as practical, it is generally conceded that an active firing range in a residential setting is not an ideal mix of land uses. The neighborhood understands that the Firing Range would not be easily relocated but wishes to work with the City, and in particular the Hampton Police Division, to explore possible long term solutions that would relocate this facility out of their neighborhood and allow re-use of the Firing Range site for

open space and recreational amenities for the neighborhood. The neighborhood, the Hampton Police Department, as well as other City departments, have agreed to cooperatively pursue the following strategies related to the Firing Range:

- 1 The Hampton Police Division will continue to cooperate with the neighborhood in order to maintain firing range operations that minimize impacts to the neighborhood to the extent practical without compromising mission critical training.
- 2 The City of Hampton, led by the City Manager, will study and evaluate potential relocation options which shall include, but not be limited to, other sites within the City of Hampton as well as sites outside the City of Hampton that might serve as a regional training facility for multiple Hampton Roads jurisdictions.
- 3 Upon completion of this study, the findings shall be reported to the Hampton City Council and the neighborhood. If the study identifies viable options, the cost ramifications of these options shall be presented to City Council for their consideration of future funding.

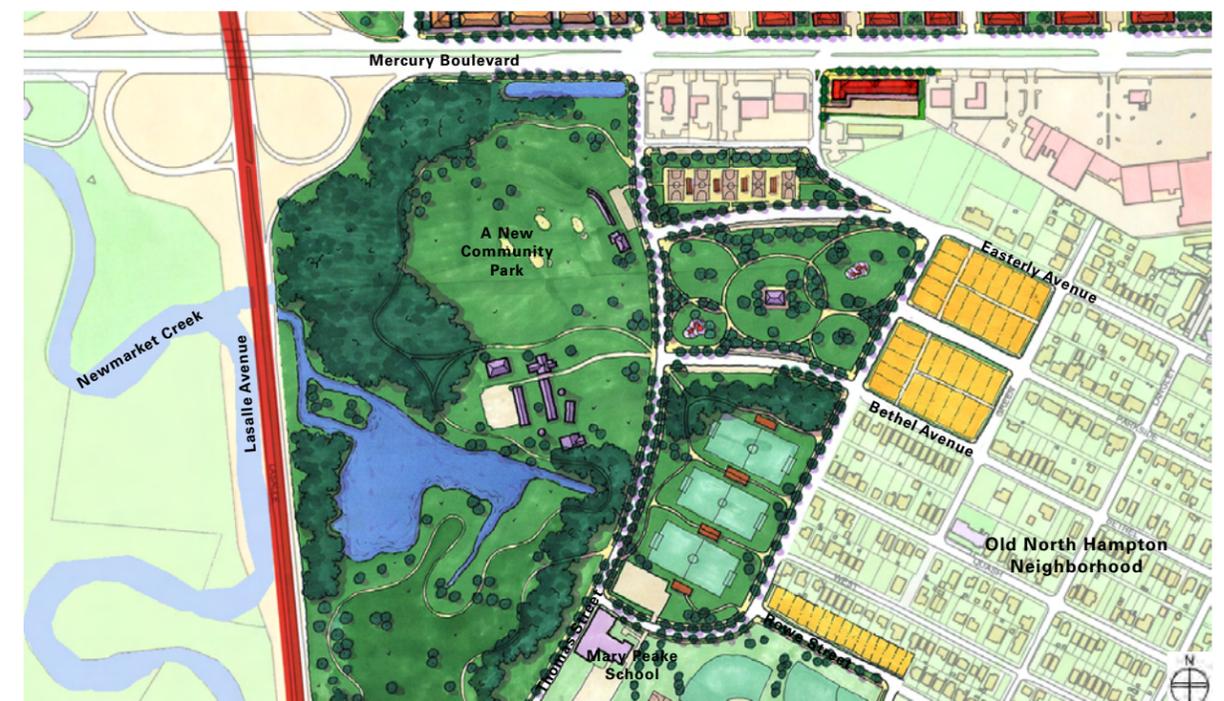
Long-term scenario

The long-term scenario illustrates what might be possible if the Firing Range is relocated. If and when the Firing Range is relocated, this strategy would be revisited and explored in more detail to be more reflective of the neighborhood and City needs at that time, whether five, ten, or fifteen years in the future, when implementation may become a reality.



POLICE FIRING RANGE: NEAR-TERM (ABOVE) Strategies will be implemented to aid the close proximity of training and residential uses.

POLICE FIRING RANGE: LONG-TERM (BELOW) If another location is found for this unique facility, the Old North Hampton neighborhood can recapture this land for a community park opening up to the Newmarket Creek watershed.



Although there are two scenarios, both near-term and long-term proposals offer the same general strategies to address all of the key issues determined for Old North Hampton. They are:

Improving the Housing Stock

- Encourage new infill housing to diversify the housing stock in the neighborhood and enhance the attractiveness of the neighborhood to new families
- Explore programs to encourage modernization and curb appeal to existing residents
- Continue enhanced code enforcement focused on specific issues which impact the appearance and perception of the neighborhood
- Work toward enhancing the curb appeal and quality of public facilities in the neighborhood such as the Y.H. Thomas Community Center building and grounds.

Addressing Traffic on Rip Rap Road

- Through traffic should be discouraged and re-routed to the extent practical as described earlier under the Rip Rap Road section of the Plan
- The street cross section itself should be re-designed to present the visual and functional image of a residential collector street with generous sidewalks, landscaping, residential scale lighting, and perhaps a well landscaped median.

Improving Gateways, Entrances, and Connections

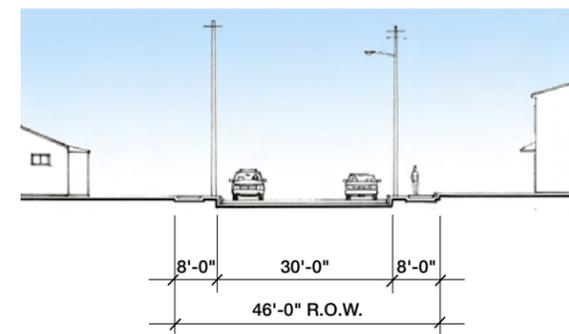
- To enhance the neighborhood's image and marketability, it is important to re-establish connections to North King Street, Mercury Boulevard, and Downtown
- These connections should announce the arrival to the neighborhood through tasteful entry treatments with signage, landscaping, and lighting framed by either new homes or renovated structures
- Additional "internal" street or pedestrian connections should be explored to assist in making the community more walkable while improving connections to nearby services.



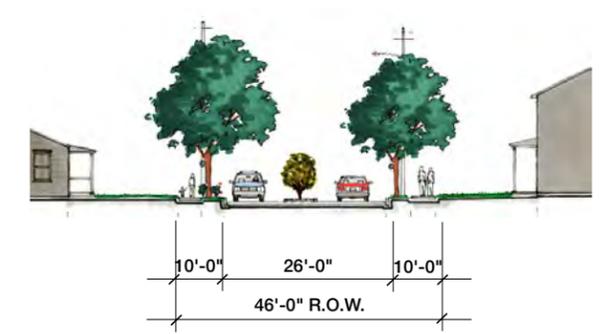
DIAGRAM OF EXISTING AND PROPOSED STREETS
Making a few key street connections (shown in red) would aid with connectivity and access within the Old North Hampton neighborhood (existing streets in black).



View of proposed Old North Hampton housing across the street from a new park



EXISTING CONDITIONS Existing Rip Rap Road section



DESIGN PROPOSAL Proposed Rip Rap Road section

Implementation

THE 2007 NORTH KING STREET MASTER PLAN, adopted by City Council on June 20, 2007, is the official policy for the City of Hampton for this general area. Adoption of this Plan is considered an amendment to the City's Community Plan. All public and private actions within the Plan area shall be consistent with the policies articulated through the illustrations and text contained in this Plan. Change or deviation from the adopted Plan must go through the formal Community Plan amendment process outlined in the Code of Virginia, 1950 as amended.

This Master Plan replaces the December 1995 North King Street Corridor Study in its entirety. The 2007 North King Street Master Plan may not address all aspects contained in other planning and policy documents. In cases where recommendations conflict, the recommendations contained in the 2007 North King Street Master

Plan prevail. Recommendations contained within other planning and policy documents, which are not specifically addressed in the 2007 North King Street Master Plan and yet are consistent with the overall objectives of the 2007 North King Street Master Plan, will continue to be valid policy guidance for both public and private actions.

Once adopted by City Council, additional actions will be required to facilitate implementation in accordance with the recommended plans and policies. Public implementation of the Plan may include changes to various codes and ordinances including the Zoning Ordinance, funding through the Capital Improvement Plan, and other local, State, and Federal funding sources, as well as evaluation of private development proposals for consistency with the adopted plans and policies.