Conceptual Development Plan

The plan depicts an urban infill model of up to 103 residential units, and incorporates a traditional neighborhood design approach. There is an integration of several housing products, promotion of strong architectural streetscapes and de-emphasis of the automobile.

The following traditional neighborhood design concepts will guide the design of H2O:

- Building locations close to streets and roadways will strengthen the pedestrian environment, contribute to the creation of a sense of place, and encourage social interaction.

- Multiple housing product types within H2O will result in a diverse community.

- Site organization/configurations will be designed to encouarage an efficient and intense use of the land and maximize community access to open space, while minimizing traffic congestion and urban sprawl.

- Setbacks, with minimum building front yard setback dimensions, will be provided to increase the sense of community and neighborhood feel. Setback dimensions will provide adequate room for porches, sidewalks and streetscape improvements.

- The neighborhood will be designed with an integration of building sites and traffic within a fine network of interconnecting streets and alleys.

- The land use pattern, street layouts, and density will make bicycling and walking viable alternatives to driving, especially for routine trips within the community. Additionally, neighborhood parks and greens are located throughout and are easily accessible.

- Architecture will respond to the character of buildings and spaces with a traditional style of architecture. Buildings will contribute to the spatial definition of streets, yards, parks, and other public open spaces, such as Newmarket Creek.


H2O
HAMPTON ROADS
Hampton, Virginia
Master Development Plan
Parcels D-4, E & E-1
Site Data
Site Area 11.5 ± Ac.
Total Units 103
Wilken Park
Armistead Avenue
Parcel E & E-1
Proposed Pump Station
Freeman
H2O Community
H2O Community
On-street parking
Proposed Greenway
Creek
Stacked Townhomes
• 4-Story
• 1-car garage/unit
Parcel D-4
(3.9 ± Ac.)
Open Space
Alleys
Private Streets
Proposed Newmarket Creek Park
Newmarket
Kimley-Horn and Associates, Inc.
GRAPHIC SCALE
0
60
120
NORTH

Residential Product

The residential products envisioned for the community expansion are Stacked Townhomes (4-Story), and 3-Story Townhomes. A third product not depicted on the plan, a 2-Story Townhome, may be incorporated at a later time, depending upon future market forces and demands. If a 2-Story Townhome is utilized, it will assume the same architectural character and detail of the other proposed products. All residential products will have some type of integrated rear-loaded garage.

The Stacked Town will have two one-car garages, and the 2/3- Story Towns will have 2-car garages. Between the garages, tandem areas, and on-street parking, two parking spaces per dwelling unit will be provided. All internal streets and alleys will be private with some on-street parking provided to accomodate visitors or overflow.

Conceptual Elevation

Conceptual Elevations

Design Criteria

Site Data

- Site Area: 11.5 ± Acres
- Existing Zoning: C-2, RM, R-11, MD-4
- Proposed Zoning: MD-4
- Residential Dwelling Units: Total not to exceed 103 dwellings
- Residential Principal Use and Product Summary:
  - Single-Family Attached (Stacked Townhomes):
  - Single-Family Attached (Townhomes):

Development Criteria

- Single-Family Attached (Stacked Townhomes and Townhomes)
  - Front Yard setbacks from property lines: 20'
  - Side Yard setbacks from property lines: 10'
  - Rear Yard setbacks from property lines: 15'
  - Front building setback from Street (back of curbs)(porches and steps can encroach into this setback): 15'
  - Side yard building setback from street (back of curb): 15'
  - Side yard building setback from alley: 10'
  - Minimum Distance Between Buildings: 12' *
  - Lot Coverage (Building Footprints Only): 60% *
  - Maximum Building Height: 55'
  - Number of Attached Dwellings in One Group: 8 *
  - Greenspace required 15% *

- Parking Requirements
  - Single-Family Attached: 2 spaces / dwelling unit (Integral garages and tandem driveway spaces (stacked townhomes), and on-street parking to be counted toward parking requirement) *

* These are contingent upon varience approval by separate body, the Board of Zoning Appeals.

- Street/Alley Design (Private Streets)
  - Private Street widths: (Measured face to face of curb)

Two-way street w/ parallel parking both sides:	30'
Two-way street w/ parallel parking one side (Residences both sides):	26'
Two-way street w/ parallel parking one side (Residences one side):	24'
One-way street w/ parallel parking:	20'

  - On-street parallel parking space: 22' length
  - Private Alley width: 18'
  - Tandem drive length.
    - Stacked Townhomes: 18'
    - 3-Story Townhomes: 5'

- Exterior Building Materials
  - The development of the building exterior elevations have been carefully crafted to accommodate the overall density and building massing of the new community. The objective is to provide alternate elevation schemes and a balancing and mix of exterior material applications to reduce the dominance of a particular building, while creating a blend of structures with continuity. The proposed residential buildings employ both vertical and horizontal banding of materials and are further articulated and accented with various window and door treatments, porches, dormers, and accent trim work. Attention has been given as to how the elevations are "broken up" as to minimize the affect or dominance of a single exterior material, whether masonry or siding.

  - The use and mix of building materials shall be used in a "pre-determined" manner by the design architect, respective of each building and its front, side and rear elevations (see Building Elevations Legend – Page 9). The materials types used shall incorporate a blend of masonry (to include brick, stucco and cultured stone) and Premium Vinyl Siding (i.e. Cedar Max or approved alternate by the City of Hampton.) Siding installation shall follow the manufacturer's recommendations and shall be applied in a manner which minimizes the impact of vertical seams for building side elevations which receive siding. The interpretation of this view shall be from the respective front building corner towards the rear building corner.

  - Exterior colors are to be aesthetically pleasing in appearance. The color motif in general will be earth tones and soft pastels in warm hues. Acceptable colors include creams, tans, browns, greens, soft blues, beiges, grays, and whites.

- Exterior Building Detail
  - The use and applications of Architectural Details shall include the appropriate size and scale for the following:
    - Exterior Outside Corners
    - Window trim for both masonry and siding elevations
    - Stucco and siding "Reverse Gables"
    - Round and Champfered Columns
    - Variety of balcony rail patterns as well as color of rails
    - Metal watertables for gables
    - Use of Brick Tack arches or pre-cast keystones
    - Frieze, Fascia, Soffit, and Rake Trim Moulding
    - Architectural 30-year Shingles
    - Incorporation of Various Styles of Roof Dormers
    - Standing Seam metal porch roofing
    - Box Bay Details shall incorporate a use of PVC or Composite trim materials, while reserving the use an applied coil wrapped trim for roof gable rake boards. Any trim details for rear building elevations may incorporate the use of coil wrapped trim as necessary.
    - Shutters shall be either a vinyl Raised Panel or Louvered-style pattern.

- Landscaping
  - Street Planting
    - Trees shall be planted in blocks of same species to provide some form of order and unification.

    - Trees shall be planted continuously within the street verge and should be of a type which provides a medium canopy at maturity.

    - A minimum of one (1) tree per 50 linear feet of street frontage shall be provided as required to fulfill the aforementioned objectives. Street trees shall be canopy in type.

  - Residential Foundation Plantings
    - Medium to low evergreen shrubs will be utilized as background material adjacent to skirting and foundations, with low flowering shrubs or ornamentals being planted in front to provide color, interest, and contrast. Care must be taken to select material that is maintainable (dwarf, slow-growing), and is hardy to our particular growing region/hardiness zone.

    - Shrubs should be used to complement architectural features and not obstruct views from windows.

Stacked Townhomes

2-A

Front Elevation with first floor masonry returning along side elevations with siding above and sideing across the rear elevation.

2-A alternate (alt)

2-B

Front Elevation with first floor masonry returning along side elevations, with siding above and siding across the rear elevation.

3-Story Townhomes

3-A

Front Elevations will be Masonry or Siding with side elevations in wither masonry or siding. Rear Elevations shall be siding. Buildings which are all siding shall recieve a beick skirt at grade level.

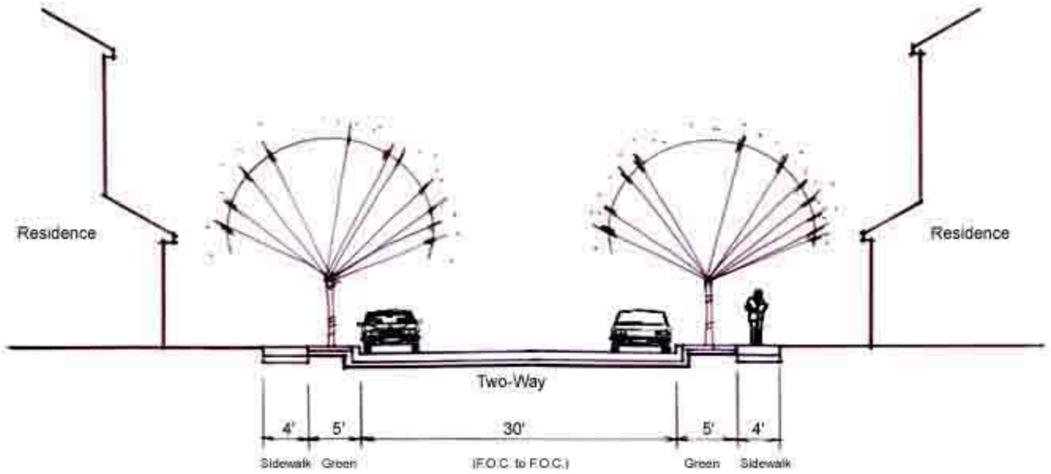
3-B

Front Elevation, with side elevations recieving masonry. Rear Elevations shall be siding. Front "recessed" siding elevations shall recieve a brick skirt at grade level.

3-B alternate (alt-1)

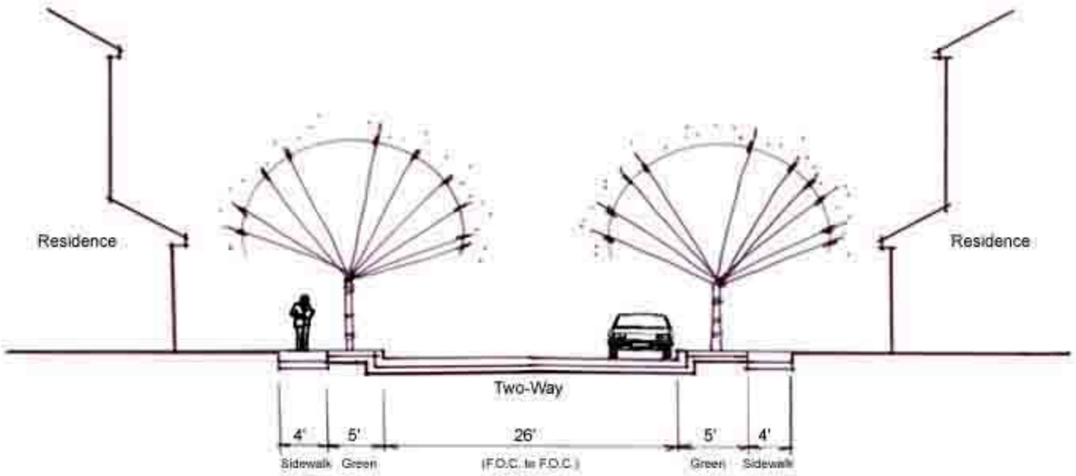
Front Elevation with side elevations in masonry and rear elevations in siding.

3-B alternate (alt-2)



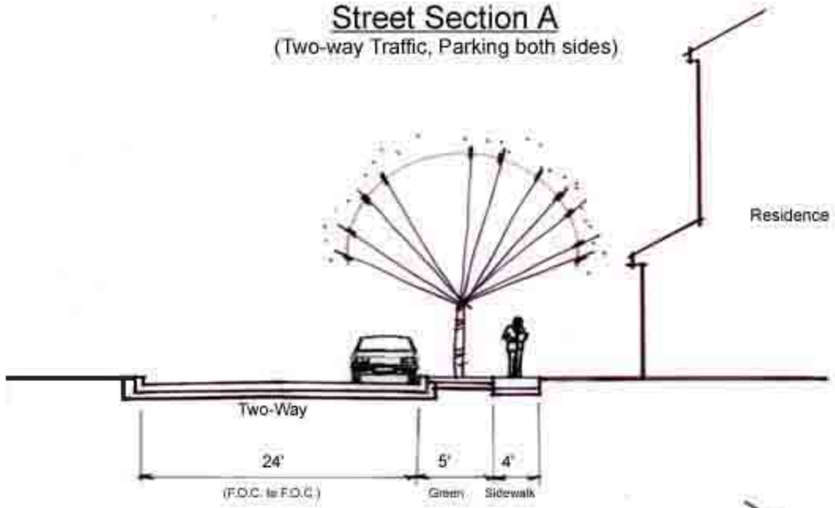
Street Section A

(Two-way Traffic, Parking both sides)



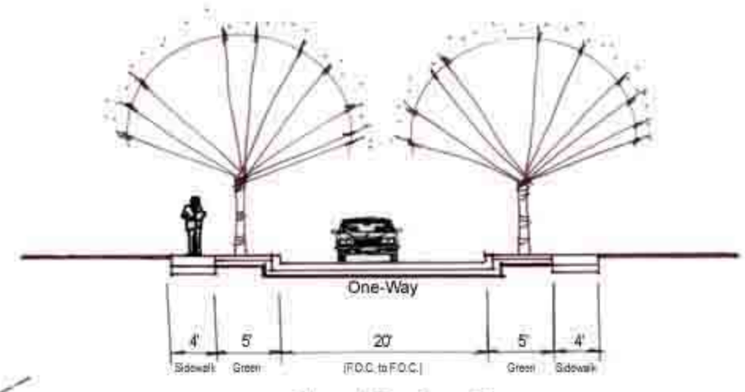
Street Section B

(Two-way Traffic, Parking one side, Residences both sides)



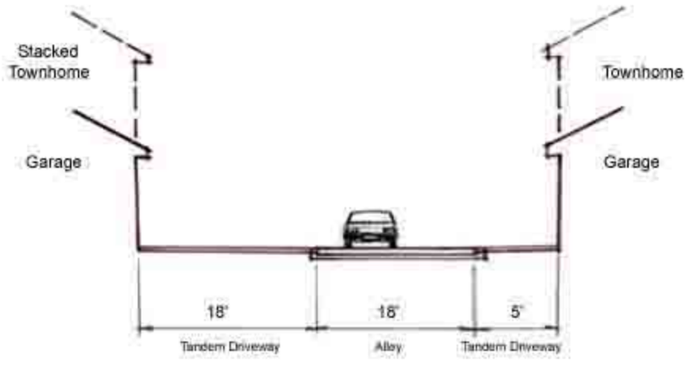
Street Section C

(Two-way Traffic, Parking one side, Residences one side)



Street Section D

(One-Way Traffic, Parking one side)



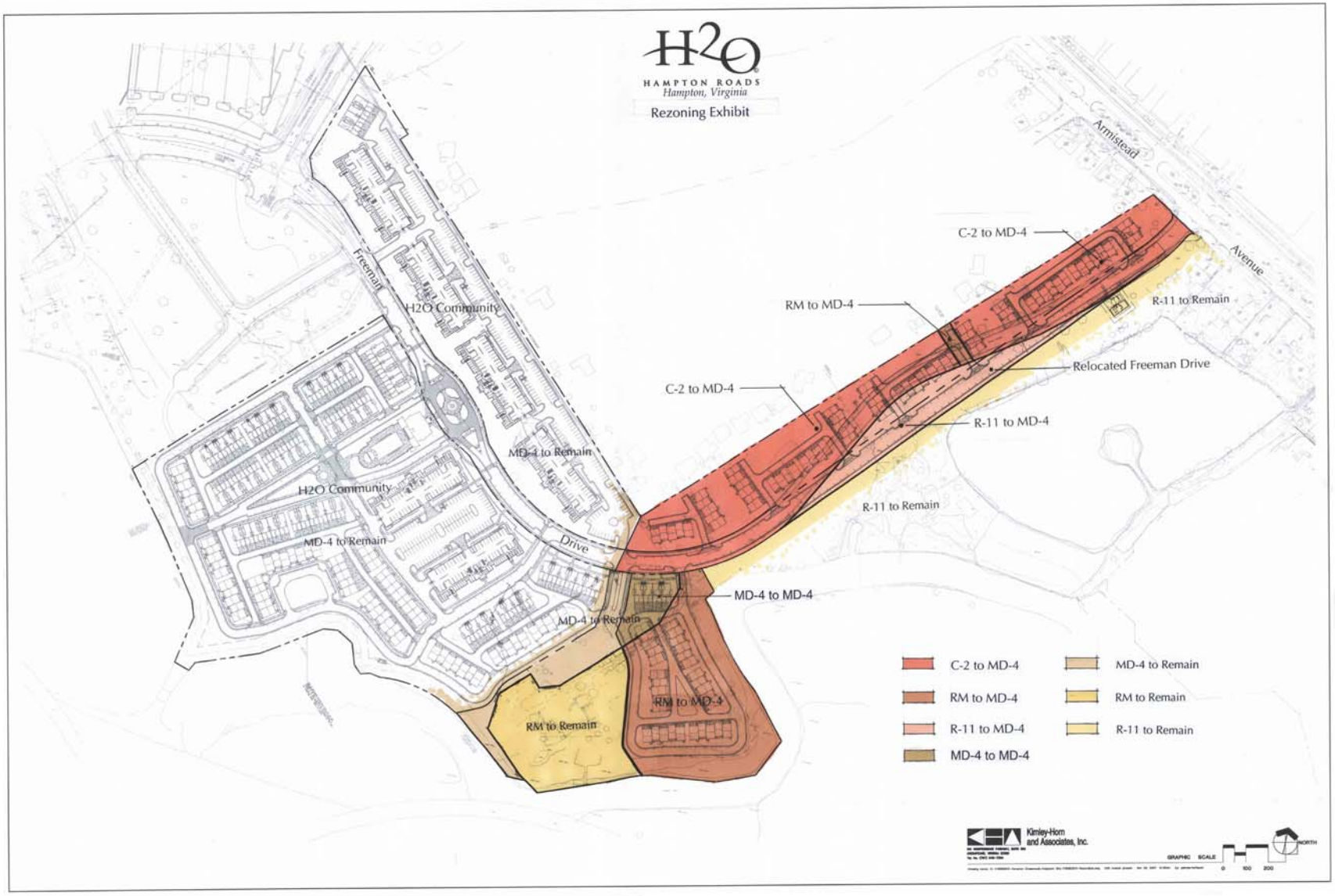
Street Section E

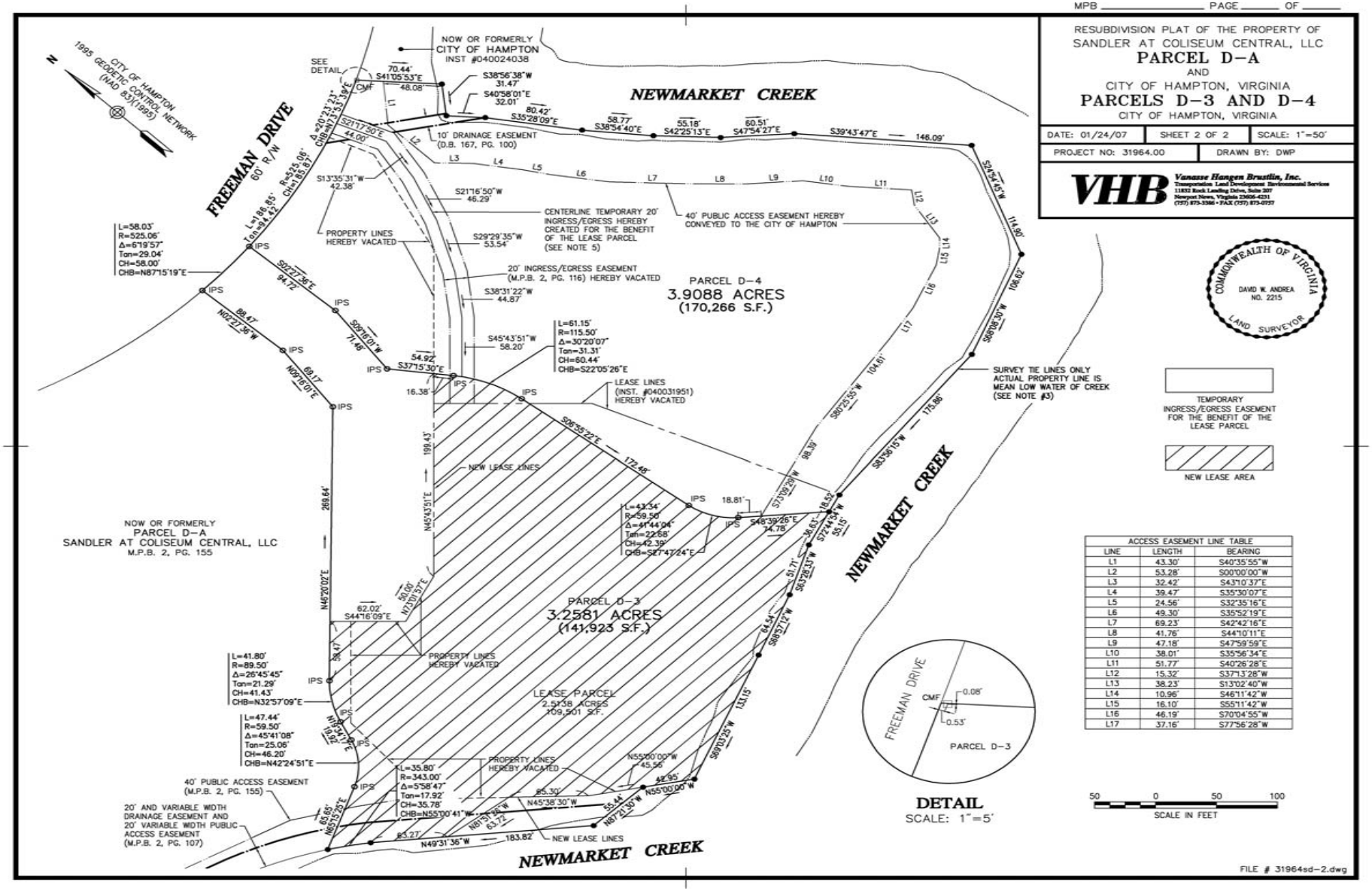
(Alley / Tandem Driveway)

Exhibits

Rezoning Exhibit : Parcels D-4, E & E-1

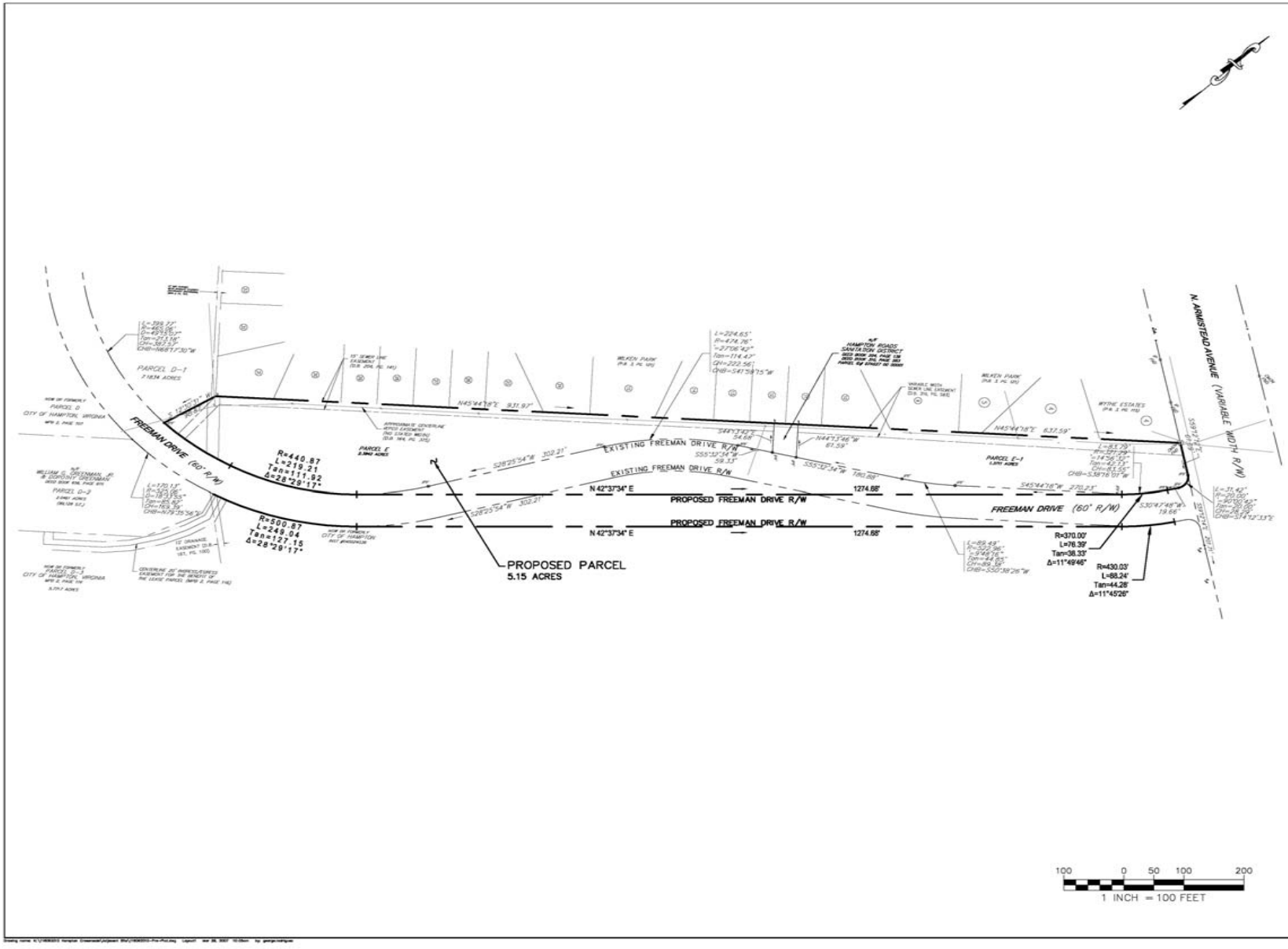
Boundary Survey: Parcels D-4,E & E-1


H2O
HAMPTON ROADS
Hampton, Virginia
Rezoning Exhibit
Armistead
Avenue
Freeman
Drive
H2O Community
H2O Community
MD-4 to Remain
MD-4 to Remain
MD-4 to Remain
RM to Remain
RM to MD-4
C-2 to MD-4
RM to MD-4
R-11 to Remain
Relocated Freeman Drive
C-2 to MD-4
R-11 to MD-4
R-11 to Remain
MD-4 to MD-4
C-2 to MD-4
RM to MD-4
R-11 to MD-4
MD-4 to MD-4
MD-4 to Remain
RM to Remain
R-11 to Remain
Kimley-Horn and Associates, Inc.
GRAPHIC SCALE
NORTH
0
100
200



ACCESS EASEMENT LINE TABLE

LINE	LENGTH	BEARING
L1	43.30'	S40°35'55"W
L2	53.28'	S00°00'00"W
L3	32.42'	S43°10'37"E
L4	39.47'	S35°30'07"E
L5	24.56'	S32°35'16"E
L6	49.30'	S35°52'19"E
L7	69.23'	S42°42'16"E
L8	41.76'	S44°10'11"E
L9	47.18'	S47°59'59"E
L10	38.01'	S35°56'34"E
L11	51.77'	S40°26'28"E
L12	15.32'	S37°13'28"W
L13	38.23'	S13°02'40"W
L14	10.96'	S46°11'42"W
L15	16.10'	S55°11'42"W
L16	46.19'	S70°04'55"W
L17	37.16'	S77°56'28"W



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H2O PHASES 3 & 4

HAMPTON VIRGINIA

PRELIMINARY PLAT

NO.	REVISIONS	DATE	BY

SCALE (H): AS NOTED
SCALE (V): NONE
DESIGNED BY: EAM
DRAWN BY: GJS
CHECKED BY: EAM
DATE: 03/28/07
KHA PROJECT NO.: 116062010
SHEET NUMBER