

BURTON STATION STRATEGIC GROWTH AREA MASTER PLAN

Virginia Beach, Virginia ADOPTED JANUARY 27, 2009

UPDATED NOVEMBER 20, 2018





# Burton Station Strategic Growth Area Master Plan

**PREPARED FOR**  
City of Virginia Beach

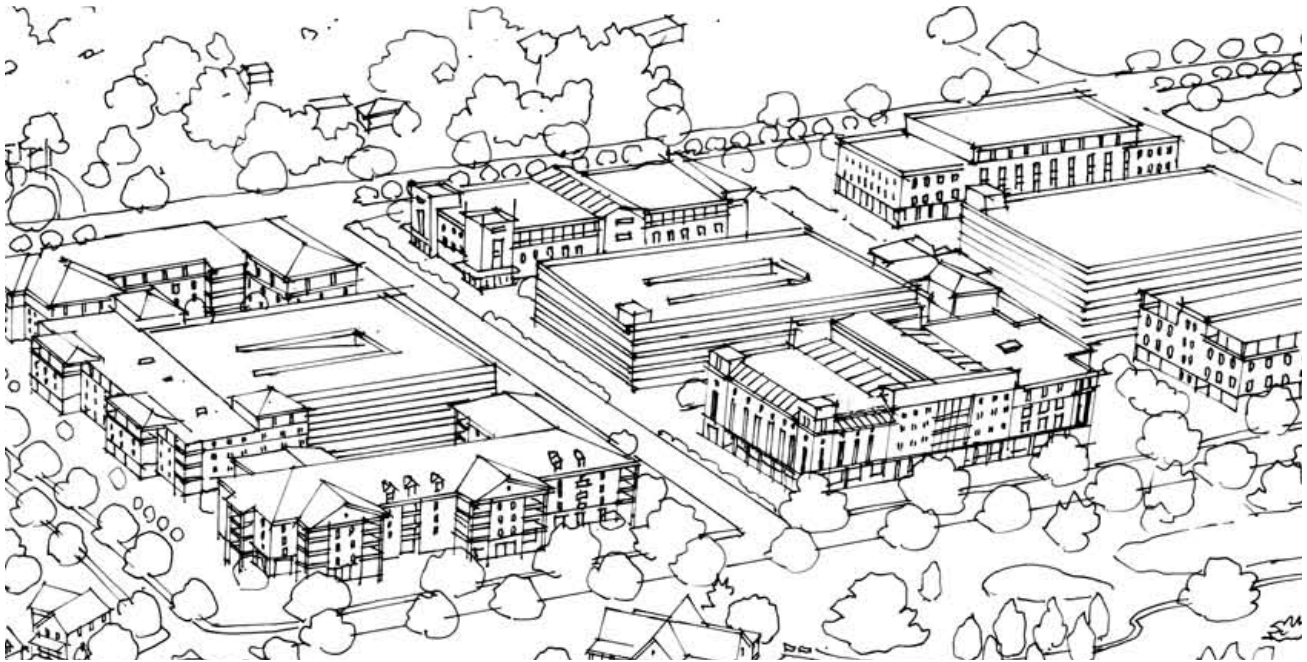
**ORIGINAL 2009 PLAN PREPARED BY**  
Urban Design Associates

The LandMark Design Group, Inc.  
Basile Baumann Prost Cole & Associates

City of Virginia Beach  
Department of Planning and  
Community Development

Department of Economic Development

**CONSULTING SERVICES FOR 2018  
UPDATE PROVIDED BY**  
WPL Site Design



# Table of Contents

EXECUTIVE SUMMARY 1

INTRODUCTION 2  
The Study Area 3

PLANNING PROCESS 4  
Public Outreach 5  
Public Input 6

DATA COLLECTION & ANALYSIS 7  
Urban Design X-Rays 8  
Existing Conditions 9  
Significant Changes 10

MASTER PLAN 11  
Land Use Plan 12  
Design Frameworks 13

DEVELOPMENT FOCUS AREAS 14  
2008 Design Exploration:Burton Station Village 15  
Burton Station Village 16  
Commercial Center 18  
Employment Center 19  
Northampton/Diamond Springs/Baker Road Corridors 20  
Airport Industrial Park 22

DEVELOPMENT & DESIGN GUIDELINES 23  
Block & Lot Size 24  
Site Layout 25  
Building Format 26

INFRASTRUCTURE 27  
Transportation 28  
Water & Sewer 33  
Drainage & Stormwater 34  
Open Space & Trails 35

PHASING & IMPLEMENTATION 37  
Phase 1: Progress on City Projects 38  
Phase 2: Short Term Projects 39  
Phase 3: Long Term Projects 40

# Executive Summary



2017 AERIAL PHOTO

IN 2009, THE CITY OF VIRGINIA BEACH adopted the “Northampton Boulevard Corridor Strategic Growth Area Implementation Plan” with the help of a consultation team led by Urban Design Associates (UDA). The process involved extensive public participation which was exceptionally critical for this area due to its distinct history and lack of basic public services even at that time. The resulting plan identified recommended land uses and development standards to guide future private development initiatives as well as a phased implementation plan for publicly funded infrastructure projects.

Even though the full Strategic Growth Area extended from the eastern edge of Norfolk all the way to the Little Creek Amphibious Base, the Core Study Area and most of the attention centered around Burton Station Road itself. The consulting team presented three options for the “Burton Station Village” core study area ranging from low density residential with limited commercial to a higher density commercial and office development with limited residential. The majority vote, which included stakeholders from surrounding areas as well, chose the low density residential option to preserve and enhance the existing community. Lake Wright Golf Course, which was predominately located on the Norfolk side of the border, was to be relocated into Virginia Beach, buffering the renewed Burton Station Village area with useable open space. A series of office buildings lined the outside of the golf course to capitalize on the view.

After the 2009 adoption, the City continued to meet with residents of Burton Station for years to provide updates and maintain a dialogue. Progress on capital projects was challenging, partly due to missing land ownership records and resulting complexities of property acquisition needed to complete these projects. Ultimately

water and sewer hookups were installed for the remaining homes on Burton Station Road in 2015, and construction on the new Tolliver Road and additional improvements to Burton Station Road began in spring 2018.

A number of other major changes in the area that were not contemplated in the plan have occurred since 2009. The most impactful change was the decision to close and not relocate the Lake Wright Golf Course, which had been a central component of the plan. This, combined with the new Premium Outlet Mall in Norfolk and a dwindling population on Burton Station Road, prompted the need for a plan update.

After another extensive public outreach process, stakeholders decided on a new direction for the Burton Station Village focus area. The updated plan, renamed “Burton Station Strategic Growth Area Master Plan,” calls for a more compact development pattern incorporating a mixture of multi-family residential and neighborhood commercial uses. The land previously intended for the golf course lined with office buildings, most of which is owned by the Norfolk Airport Authority, is now envisioned as an extension of the successful Airport Industrial Park. The 33 acres of vacant land on the northeast corner of Northampton Boulevard and Premium Outlet Boulevard now calls for a commercial center that will complement the retail outlets, offering dining and entertainment options for customers entering and exiting the outlets. Finally, the remainder of the Northampton, Diamond Springs, and Baker Road corridors allows for a greater range of redevelopment opportunities to align with market demand, provided they follow the development and design standards described in this plan.



# Introduction

THE CITY OF VIRGINIA BEACH has identified strategic growth areas that have the potential to become future areas of economic growth within the city. The City completed a series of planning studies for these areas in order to provide visions for future growth. The strategic growth area plans identify appropriate land uses, infrastructure needs, opportunities for private development, and civic amenities.

The Burton Station Strategic Growth Area is located in the northwestern part of the city, adjacent to the Norfolk International Airport, Norfolk's Premium Outlet Mall, Joint Expeditionary Base (Little Creek), and Interstate 64.

Burton Station is located in the center of the region at the convergence of major highways, rail connections, and a major portal to the region, Norfolk International Airport. Port traffic and military bases nearby are huge economic engines that bring value to Burton Station as an area for future economic development.

Burton Station is the name of a historic African-American community located in the center of the study area. Many of the current property owners are descendants of two freed slaves who were given this land for their families.

This study was prepared and later updated with a public planning process that involved residents, business owners, interested citizens, property owners, and public officials from multiple jurisdictions including the City of Virginia Beach, City of Norfolk, and the Norfolk Airport Authority.

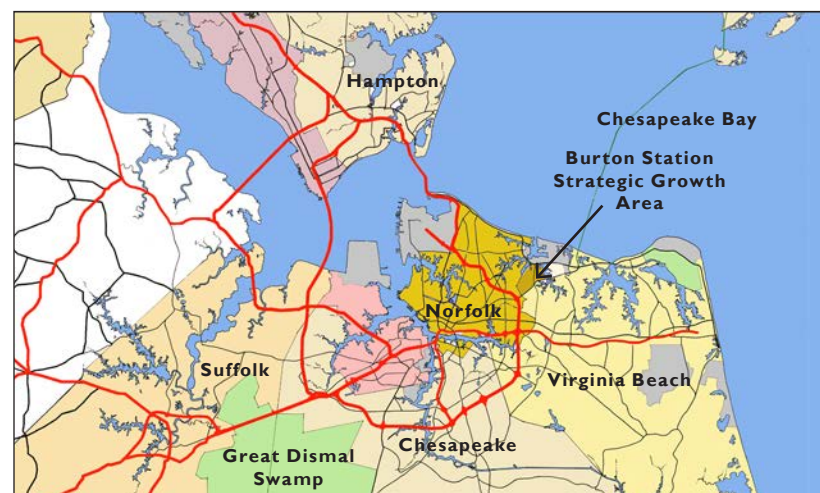
A major component of this planning process involved working with the residents of the Burton Station community to rebuild trust,

to illustrate potential visions for the future, and to arrive at a clear series of public improvements and strategies for development of their neighborhood.

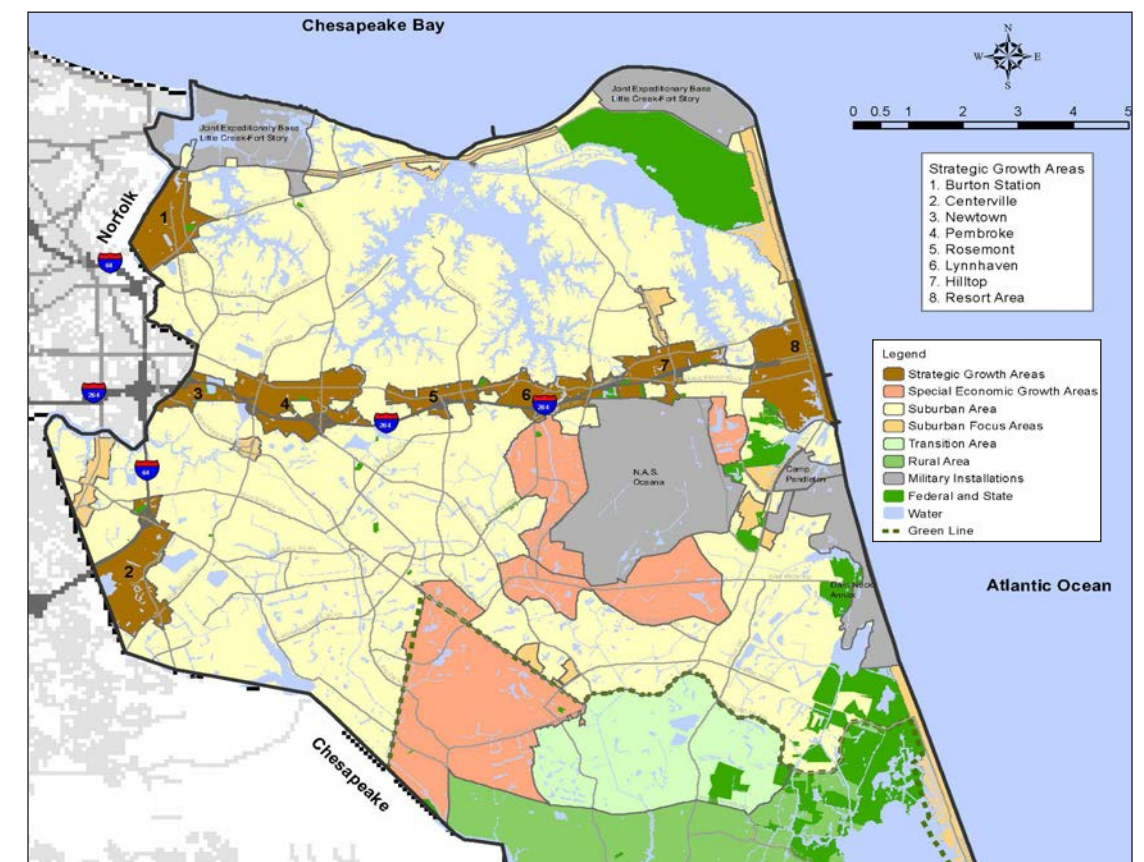
The process confirmed that development within the study area will yield great opportunities for job creation, residential living, improved public amenities and growth of the city's tax base.



Houses along Burton Station Road define a neighborhood with a long history and deep roots.



REGIONAL LOCATION MAP



VIRGINIA BEACH COMPREHENSIVE PLAN The study area is one of eight strategic growth areas.



## The Study Area

The study area is located east of the Norfolk International Airport along the Norfolk and Virginia Beach city boundaries. The study area includes part of the former Lake Wright Golf Course, the historic African-American community Burton Station, dozens of acres of undeveloped land, service-oriented retail on Northampton Boulevard, and the Airport Industrial Park.



CONDITIONS IN THE STUDY AREA (FROM 2008)



# Planning Process

THE ANALYSIS PHASE of the public process began in March of 2008 when Urban Design Associates visited the Burton Station neighborhood to kick off the project with initial stakeholder meetings and site reconnaissance. In addition to the collection of hard data – photos, street dimensions, and city mapping – UDA also gathered soft data, asking people’s opinions, impressions, and visions of the area. The Design Team continued to gather information through the beginning of the charrette, and the Public Process section of this document summarizes those findings. Input from participants provided valuable insights into the public perception of the area, as well as identifying the issues that need to be addressed. This input was combined with an analysis of the site configuration and existing conditions within the area.

With the 2018 update, City staff and WPL Site Design Consultants reassessed existing conditions and held another series of public meetings and workshops to seek feedback from current stakeholders. The City reached out to local property owners, residents, and business owners as well as representatives from nearby civic leagues, the City of Norfolk, and the Norfolk Airport Authority, many of whom participated in the previous planning process ten years ago. With this new information, the future land uses previously envisioned were adjusted to reflect current opinions and market forces.



The study area's assets include an array of native flora such as those on display at the picturesque arboretum and botanical garden of Virginia Tech's Agricultural Institute.



ABOVE The large amount of open and undeveloped land parcels in the area offers remarkable potential. Close proximity to the airport, interstate, underutilized rail lines, and large expanses of undeveloped land present a unique opportunity for economic development.

BELOW Burton Station Road is at the core of the study area. It links existing residential neighborhoods, commercial and transportation corridors, and the Norfolk International Airport.



Burton Station property owners identifying strengths, weaknesses and opportunities in 2008. The results of this exercise are shown on page 6.



# Public Outreach

RESIDENTS AND STAKEHOLDERS PARTICIPATED in a series of public meetings to kick off the planning process in 2008. Following a presentation on the site research and documentation by Urban Design Associates, participants were asked to identify strengths, weaknesses, and areas of highest priority for change in the study area. Their input served as a guide to the community and helped to define what the plan should become. This information was compiled and used as the impetus for design throughout the planning process.

Consultants and residents were also invited on a guided bus tour through the study area and the different areas encompassed by its boundary. Strong community participation and feedback not only helped in understanding the needs of the community, but also in encouraging residents to contribute their knowledge and their visions in order to create a plan that accurately depicted and provided for the constraints and possibilities of the site.

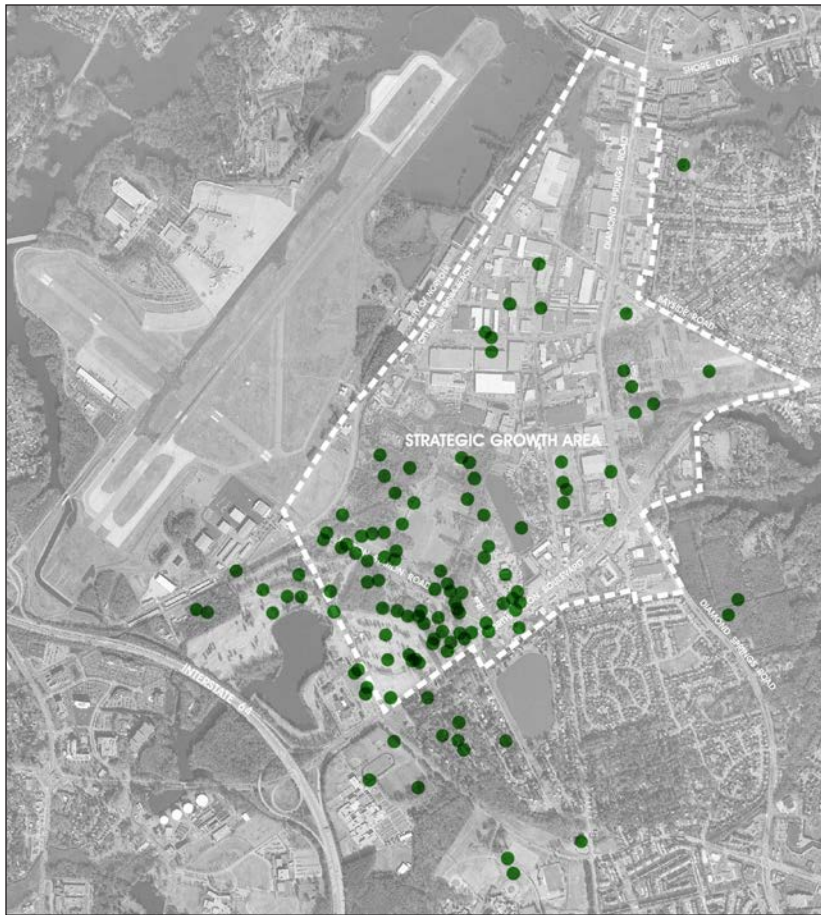
Recognizing the many land use and development changes that were taking place in the area, the City of Virginia Beach reached out to Burton Station residents and the surrounding community periodically since the Premium Outlet Mall was in its initial planning stages in 2014. In 2016, the City's new Comprehensive Plan identified updating the Burton Station SGA Plan as one of its top planning priorities. The public outreach component for the plan update began in early 2018, with additional public meetings and a public workshop. A new citizen steering committee was created to guide decision-making on how to best update the vision.





# Public Input

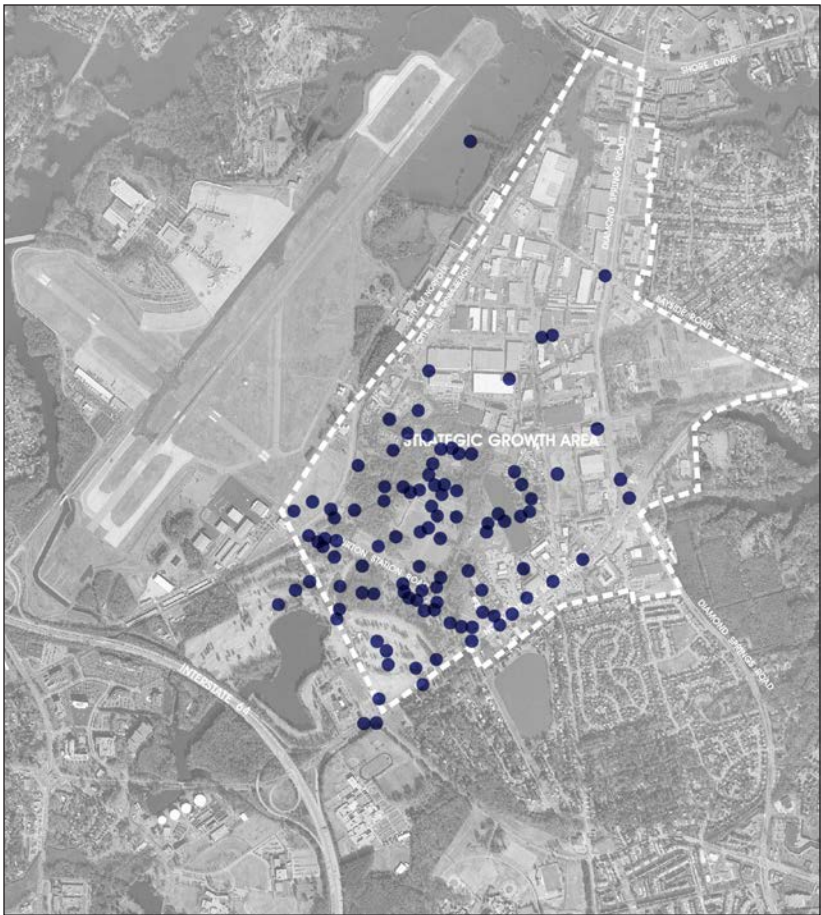
INFORMATION GATHERED  
IN 2008



Residents and stakeholders placed green dots on the strengths and assets of the site and surrounding area.



Red dots were placed on the weaknesses and problematic qualities of the site and surrounding area.



Blue dots were placed on the areas presenting particular opportunities that are ideal for immediate initiatives.

STUDY AREA STRENGTHS
<ul style="list-style-type: none"><li>» Strong history and legacy of Burton Station Road and its residents</li><li>» Close knit neighborhood is very family oriented</li><li>» Transportation hub with proximity to airport, railroad, and ports</li><li>» Academic strength of nearby schools and VA Tech Agricultural Institute</li><li>» Strong job base</li><li>» Golf course is a great local attraction</li><li>» New DLH sports facility serves the greater community</li><li>» Successful industrial park and office parks</li><li>» Attractive natural features, such as the lake, and bay</li></ul>

STUDY AREA WEAKNESSES
<ul style="list-style-type: none"><li>» Lack of proper infrastructure along Burton Station Road</li><li>» Low land value for underserved residential properties</li><li>» History of inaction and abandoned plans for the area causes distrust</li><li>» Multiple land ownership fragments the site</li><li>» Coordination required with two municipalities and the airport</li><li>» High traffic and truck routes along surrounding roads and through site</li><li>» Deterioration and illegal dumping devalue the site</li><li>» Vacancies along Northampton and within the neighborhood</li><li>» Spot zoning allows incompatible uses and blocks redevelopment</li></ul>

STUDY AREA OPPORTUNITIES
<ul style="list-style-type: none"><li>» Implement infrastructure improvements for Burton Station</li><li>» Affordable housing to allow current residents to stay</li><li>» New residential village with senior housing and community services</li><li>» Park honoring to legacy of Burton Station</li><li>» Mix of uses providing for residents, workers, and visitors</li><li>» Transform Northampton Boulevard into a gateway to Virginia Beach</li><li>» Showcase the strengths, including the sports complex, golf course, Agricultural Institute, office parks, and history</li><li>» Prepare for the future with light rail connections and green initiatives</li><li>» Tie into regional network with pedestrian friendly paths and bike trails</li></ul>

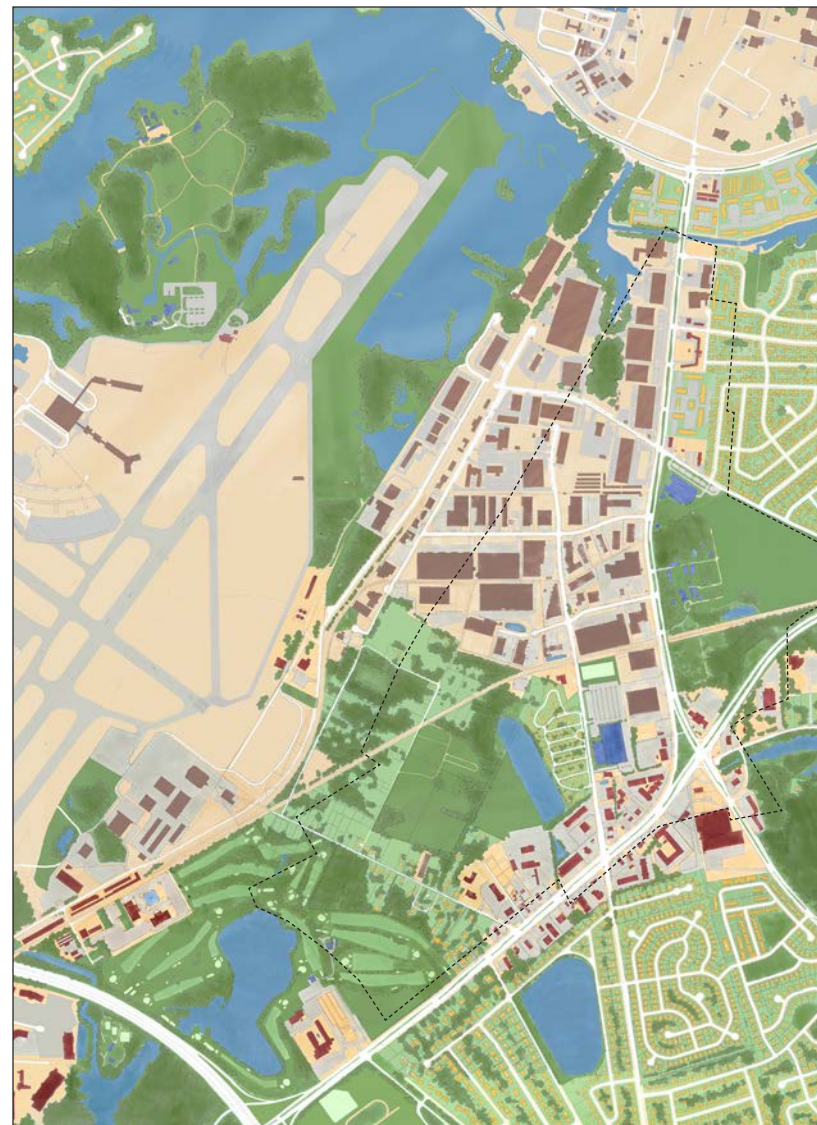


# Data Collection & Analysis

DESPITE THE IMPORTANT CHANGES that necessitated the need for this plan update, many of the land use and design factors in the SGA remain largely unchanged.

The analysis includes a plan portrait of the area which combines information from several sources to provide a base from which we can develop alternative concepts. It includes all of the elements of the area: streets, buildings, land use, vacant land, topography, and natural features.

Understanding the fabric of the site is a key part of the design process. This is accomplished through a series of diagrams called UDA X-Rays® which pull apart information so that the site can be more clearly understood. Each X-ray shown on the next page describes not only a physical element of the area, but also the issues to be resolved.



2008 PORTRAIT OF EXISTING CONDITIONS



2017 AERIAL PHOTO



# Urban Design X-Rays

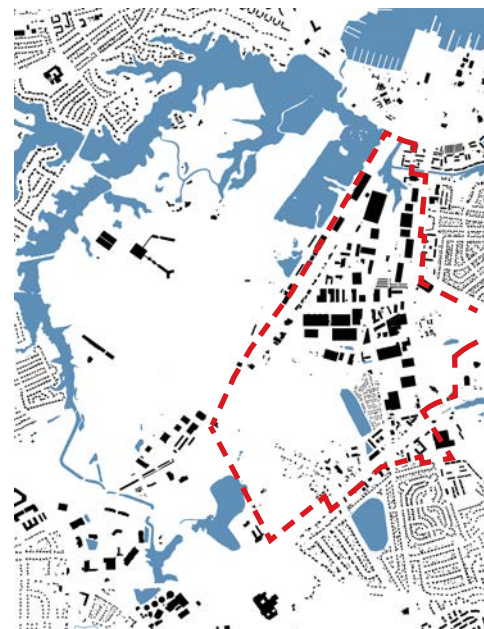
INFORMATION GATHERED IN 2008



**CONSTRAINTS X-RAY:** Constraints include airport restrictions and areas of contamination.



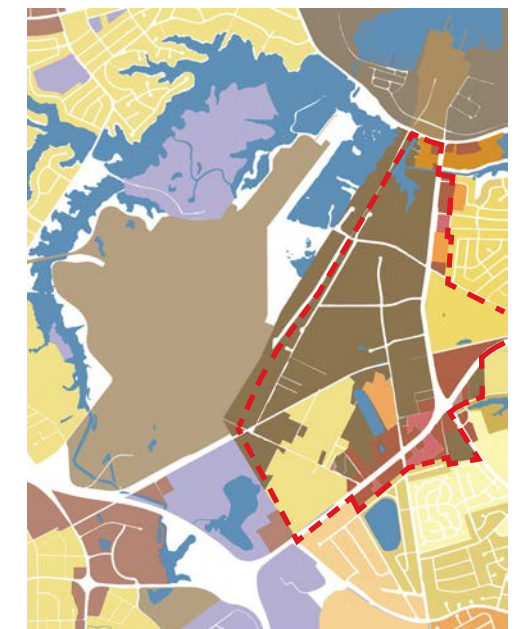
**RESIDENTIAL BLOCKS X-RAY:** Strong residential areas are adjacent to the study area.



**FIGURE GROUND X-RAY:** The site has large and small buildings and vast empty areas.



**STREET HIERARCHY X-RAY:** The site has insufficient road infrastructure for development.



**ZONING X-RAY:** The area has a predominance of industrial, residential and commercial zoning.



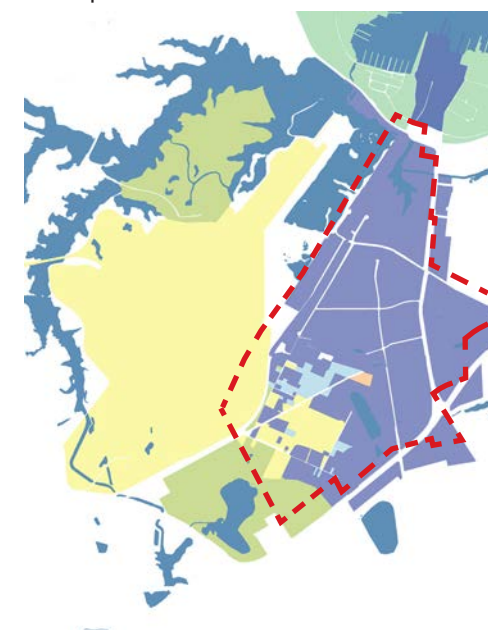
**COMMERCIAL USES X-RAY:** Northampton Boulevard is an important commercial corridor.



**COMMERCIAL USES X-RAY:** Northampton Boulevard is an important commercial corridor.



**OPEN SPACE X-RAY:** Major areas include the golf course, VT Ag center, schools and waterways.



**LAND OWNERSHIP X-RAY:** Publicly owned land is shown in yellow, private in purple.

## ZONING KEY

I-1	R-15
I-2	A-24
NORFOLK AIRPORT	A-18
R-40	A-12
R-10	H-1
R-7.5	B-2
R-5D	O-2

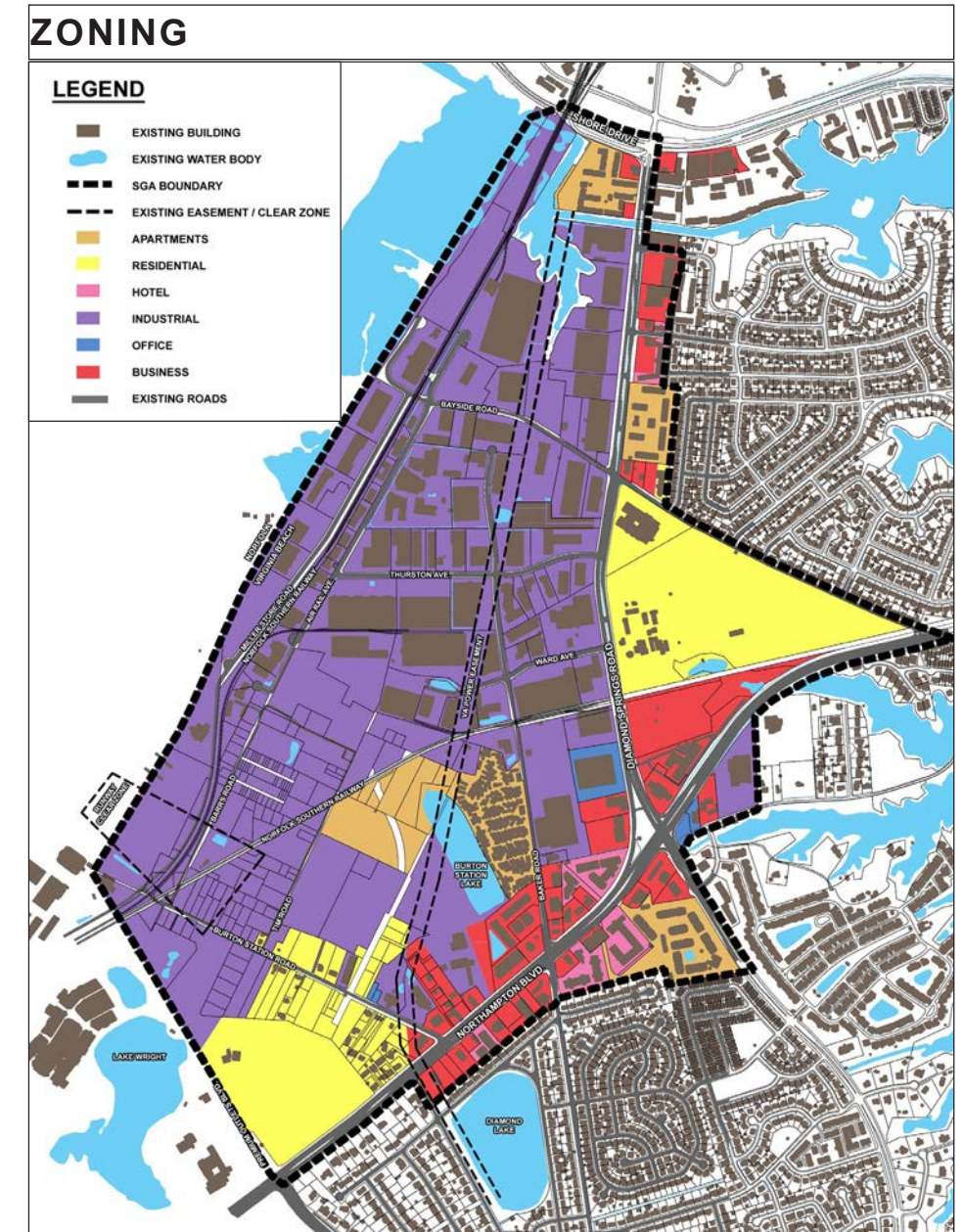
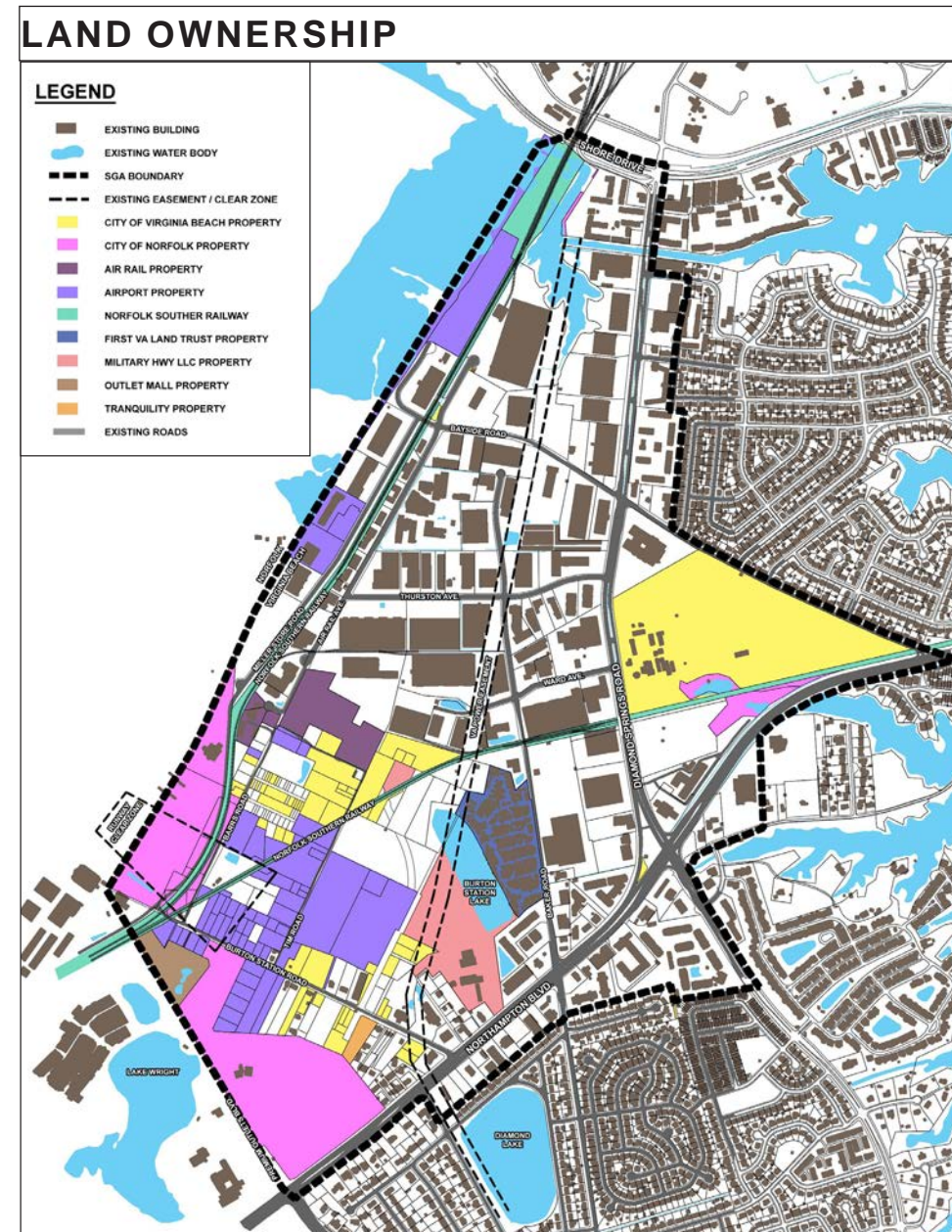
## OWNERSHIP KEY

PUBLIC UTILITY CONTROLLED
NORFOLK CONTROLLED
VIRGINIA BEACH CONTROLLED
PRIVATE
AIRPORT CONTROLLED



# Existing Conditions

INFORMATION GATHERED IN 2018





# Significant Changes

Ten years later, a number of significant land use changes have taken place in and around this Strategic Growth Area, prompting the need to update the original vision adopted in early 2009. These changes include:

- » Closing Lake Wright Golf Course, which was previously planned to be relocated entirely into Virginia Beach and serve as green space and a buffer around the Burton Station Village area.
- » Development of Norfolk’s Premium Outlet Mall and Premium Outlet Boulevard, which was previously envisioned as an extension of Wesleyan Drive, connecting through to Miller Store Road. Without a new through street connecting Northampton Boulevard and Miller Store Road, Burton Station Road will have to remain in place rather than truncating the road as previously envisioned to prevent cut-through traffic.
- » Norfolk International Airport’s plans for a new parallel runway, which could possibly lead to the closure of its crosswind runway, opening up development opportunities in what is currently a runway clear zone. In preparation for this possibility, the Norfolk Airport Authority requested and received approval to rezone all of its remaining R-5D Residential property to I-1 Light Industrial in 2016.
- » Canceling Little Creek Amphibious Base expansion plans, which had contemplated expanding into the Burton Station SGA and reinstating a vehicular connection at Ferry Road under the Shore Drive overpass.
- » Many property owners in Burton Station have sold their property, and others have stated they are ready to sell.
- » Lastly, market demand has shifted away from new office space towards multi-family development.



Photo of Lake Wright Golf Course (2008)



2008 Rendering of Relocated Golf Course



Port at Little Creek Amphibious Base (2008)



New connection under Shore Drive at Ferry Point considered in 2008 to accommodate base expansion.



Simon Premium Outlet Mall



Wesleyan Drive/Premium Outlets Boulevard Intersection (2016)



Renderings of apartment complex on Tolliver Road approved with 2017 rezoning



Norfolk International Airport’s Observation Tower



Aerial photo of Norfolk International Airport (2016)



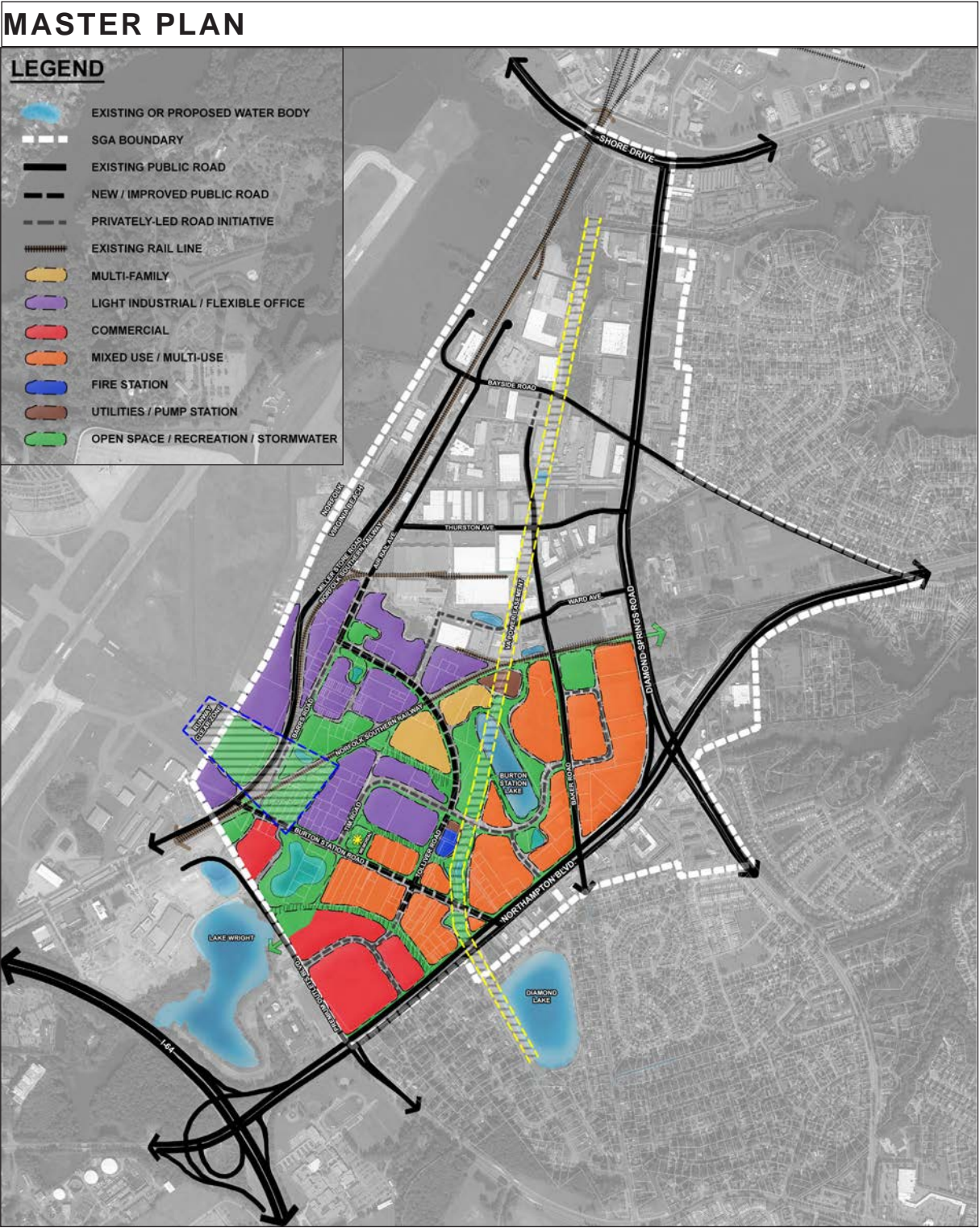
# Master Plan

THE COMBINATION OF PUBLIC INPUT and analysis throughout the planning process revealed the hopes and needs of the community. Through this input, a series of design principles were defined:

- » Respect traditions and context
- » Optimize and extend connections
- » Develop sustainable initiatives
- » Provide a mix of uses
- » Encourage economic development
- » Create an image
- » Improve the quality of life

The master plan that evolved from the design exploration merged each of these goals in order to create a cohesive vision and direction for development in this area. These same goals were reaffirmed with the 2018 update, but the vision was modified to adapt to new conditions.

- » Burton Station Village is redeveloped to create a medium density commercial and residential village, offering housing options in close proximity to the surrounding commercial and employment centers.
- » The Northampton Boulevard, Diamond Springs, and Baker Road corridors are redeveloped with commercial, traditional office, multi-family residential, or a mix of these uses to expand development opportunities that can accommodate market changes without compromising development quality.
- » The Airport Industrial Park to the north remains and a similar development pattern of flexible light industrial/office space eventually expands to the Airport Authority’s property to the south. Improved street connections link these areas and diffuse traffic from the main arterials.



**MASTER PLAN** The updated master plan provides greater flexibility in future land uses and a simplified, but still well-connected, road and open space network.



# Land Use Plan

The land use plan identifies general land uses recommended for certain areas in the SGA. Since market demand is the primary driver for new development, planned land uses are intentionally flexible to accommodate market fluctuations.

## MULTI-FAMILY RESIDENTIAL

A variety of medium density residential options are recommended to accommodate a range of household incomes.

## LIGHT INDUSTRIAL/FLEXIBLE OFFICE

Land uses sought for these areas must be compatible with the adjacent airport as well as commercial and residential uses found elsewhere in the SGA. Typical uses include any combination of office, indoor or properly screened outdoor storage, and distribution or manufacturing that does not generate excess noise or emissions. These areas are not suitable for heavy industrial, residential or neighborhood retail uses.

## COMMERCIAL

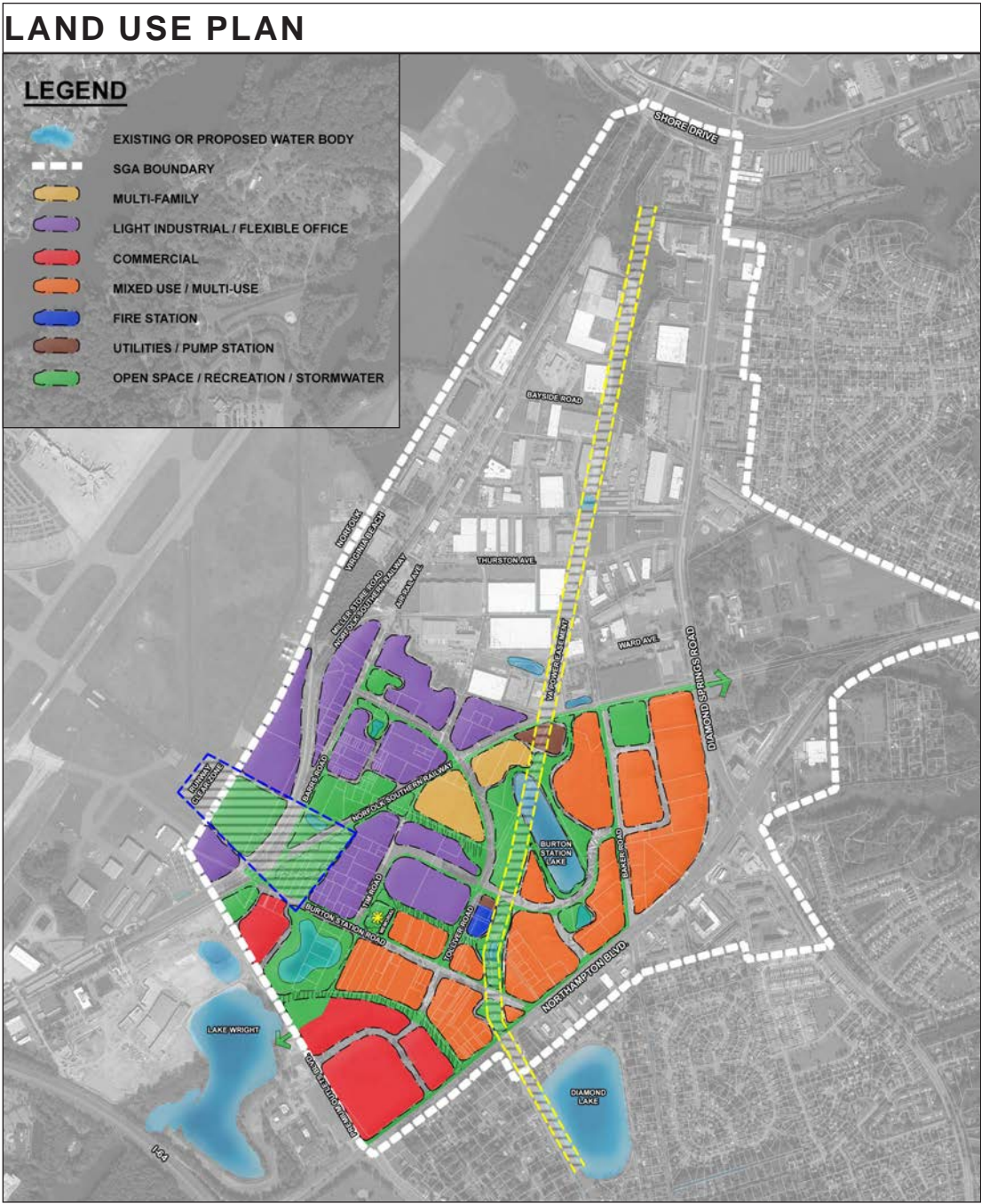
These areas are intended to serve the shopping needs for residents and employees in the area. Incorporating residential or hotel into a mixed use format is also acceptable.

## MIXED USE/MULTIPLE USE

This category offers the broadest range of uses and is intended to absorb both residential and commercial growth depending on market demand. Hotel uses are also acceptable.

## OPEN SPACE/RECREATION/STORMWATER

Combining stormwater management features with open space and recreation opportunities is an efficient land use strategy that works well in this SGA.



LAND USE PLAN The updated land use plan assigns general land uses to specific areas.



# Design Frameworks

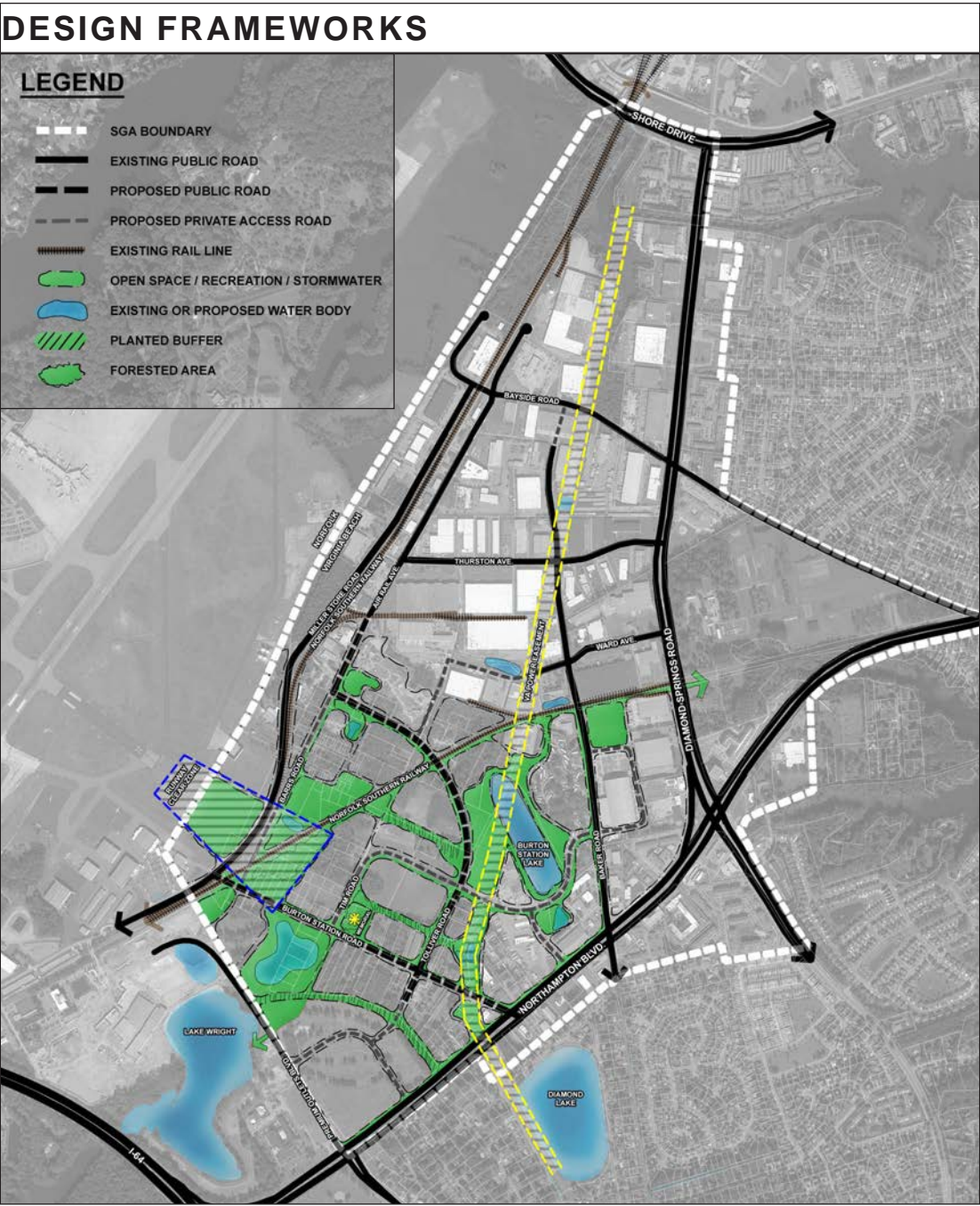
Framework improvements across the study area connect and improve existing networks for vehicular, pedestrian, and recreational traffic and outline areas for development.

## ROAD FRAMEWORK

Existing heavy traffic along all outer boundaries of the study area causes congestion. Expanding the internal street network relieves the load by providing alternate routes to diffuse traffic on the major corridors. A few well-placed new roads and new connections between existing roads expand the internal network and open up landlocked parcels for development. Tolliver Road, Barrs Road, Tim Road, and Burton Station Road are improved with sidewalks, streetlights, and street trees, creating a safer, more pedestrian-friendly environment. The intersection of Northampton Boulevard and Diamond Springs Road is reconfigured to provide a safer crossing and improved access for establishments located here.

## OPEN SPACE FRAMEWORK

Parks, open spaces, and trails add significant value to surrounding areas as sought-after amenities to attract residents and employees. A network of pedestrian and bicycle trails and greenways preserve some of the existing vegetation and connect the village, commercial centers, and employment centers to the greater regional network. The Open Space and Trails Framework presents areas, opportunities, and compatible uses that can be used to implement such a network. A new memorial pays homage to the original founders of Burton Station and the unique history of this area.



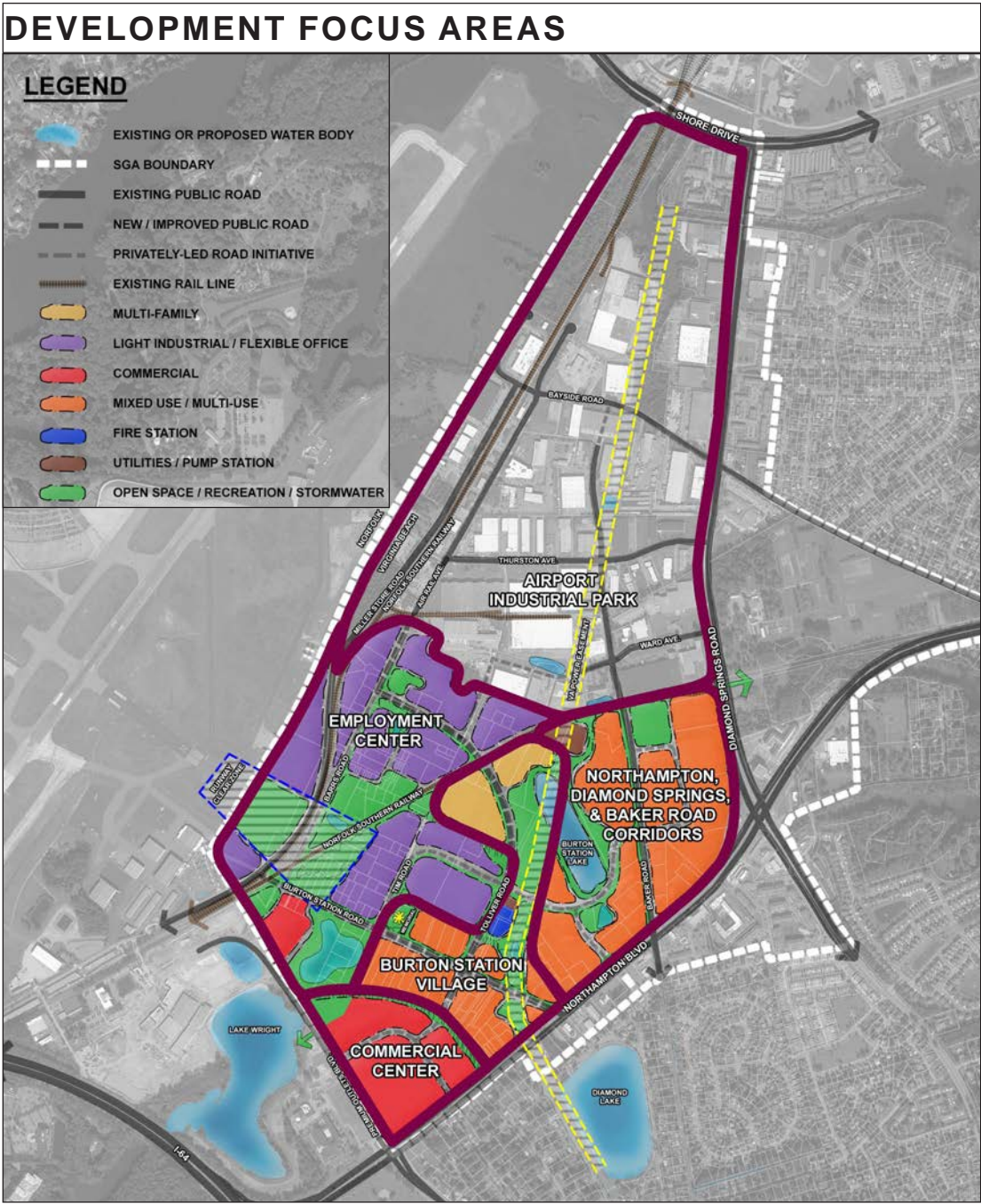
DESIGN FRAMEWORKS Road and open space networks frame areas for development.



# Development Focus Areas

DEVELOPMENT FOCUS AREAS have been revised slightly with this plan update to align with the new, updated master plan. The new focus areas include:

1. Burton Station Village
2. Commercial Center
3. Employment Center
4. Northampton/Diamond Springs/Baker Road Corridors
5. Airport Industrial Park



DEVELOPMENT FOCUS AREAS The updated plan defines five distinct development focus areas.



## 2008 Design Exploration: Burton Station Village

Burton Station Road and the residential areas accessed by it defined the focus of the study area. The site's long history of both thriving as a community while lacking public services make it a key location for improvement and redevelopment. Various visions presented during the public process in 2008 led to the exploration and development of three different options for the Burton Station neighborhood.

The first alternative was a low-density, primarily residential scheme. Providing for the needs and desires of current residents, this option kept all 31 homes existing at the time. The alignment of Burton Station Road was respected, and small neighborhood services such as a corner shop and community center were included.

The second alternative was a high-density residential scheme. This envisioned a larger scale redevelopment of Burton Station land parcels, creating higher land value while maintaining a residential neighborhood. Increasing density also supported the market for commercial and office uses in the area. Apartment units and a senior living complex were also included in the plan.

The third alternative proposed commercial and office redevelopment. While residential uses were limited, this option accomplished the highest land value and was explored as an alternative land use.

Although the original 2009 plan revealed a preference for option 1, a variety of factors have tested the feasibility of this vision. Only a handful of residents remain on Burton Station Road. In addition, market forces since 2009 have trended towards higher residential densities combined with commercial and other employment uses. The new direction for Burton Station Village reflects a blend of options 2 and 3 and is further described on the next page.



OPTION 1 Low density residential



OPTION 2 High density residential



OPTION 3 High density commercial



BURTON STATION VILLAGE  
IMPROVEMENTS AND VISION



CONCEPTUAL RENDERING of future Burton Station Village



# Burton Station Village



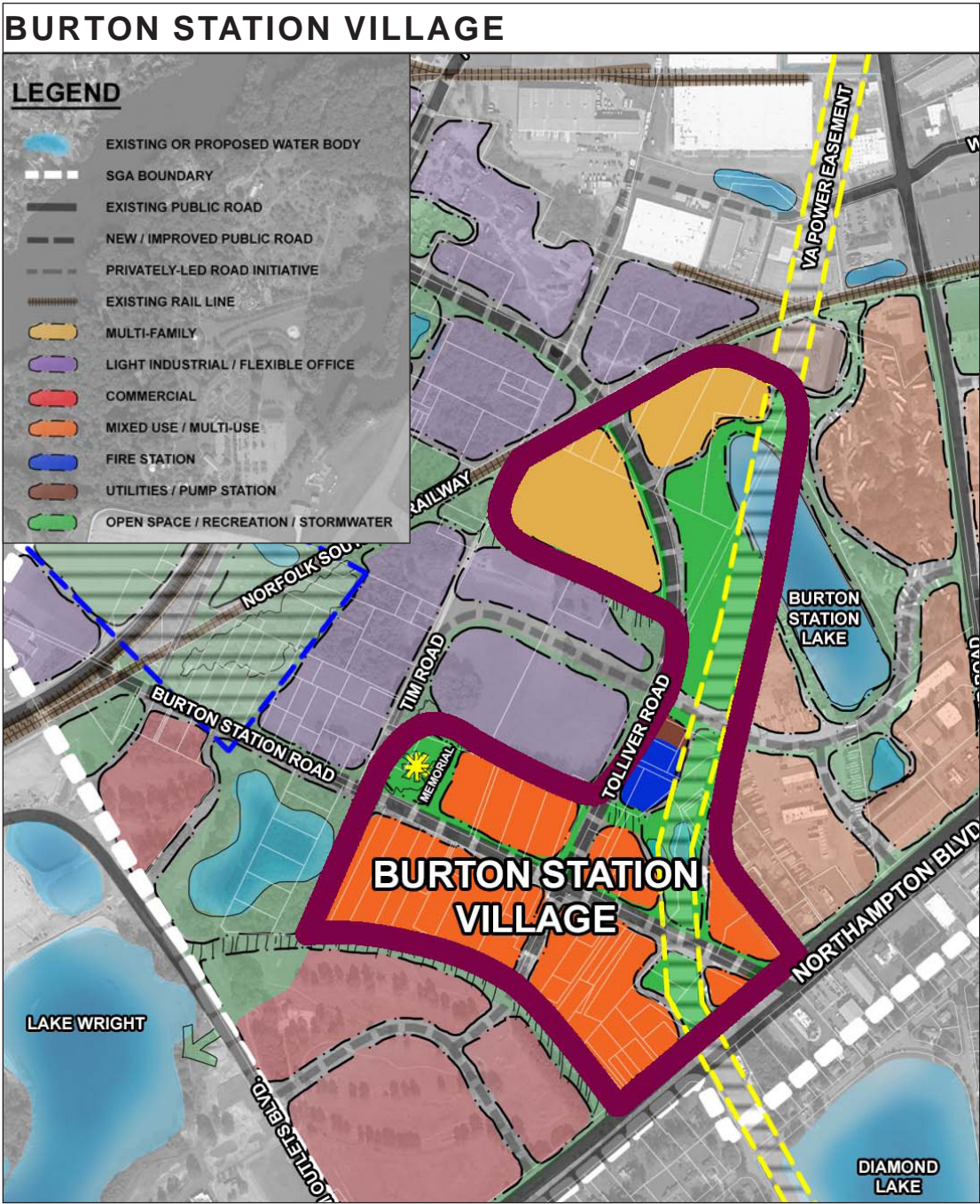
**TRANQUILITY BY THE LAKES** This new affordable housing project for seniors and the disabled is the first new development project in Burton Station Village. The multi-story building anchors the corner of what will be the intersection of Burton Station Road and Tolliver Road.



The updated vision reflects a village atmosphere where places to live, work, and shop are blended into a compact, walkable community. A variety of residential types are offered, including multi-family apartments and condominiums, single-family attached townhouses, and assisted living facilities for seniors and the disabled. Neighborhood retail and service-oriented commercial and office uses are introduced to serve residents and employees in the SGA. A new fire and emergency services station near the intersection of Burton Station Road and Tolliver Road contributes to the sense of community for the redefined village and anchors this crossroads as the heart of the Village area.

New sidewalks, street trees, and street lights provide a comfortable pedestrian environment. Medium-scale buildings of 3-5 stories anchor the Burton Station Road/Tolliver Road intersection and line the enhanced streets. Buildings can either contain a mix of uses or single-uses depending on market demand. The goal is simply to balance the mix of uses to create housing opportunities with goods and services within walking distance for all residents.

Useable open space is another key component in the land use mix to provide places for active and passive recreation, community gatherings, and historical landmarks. A new memorial is placed in a prominent and easily accessible location to commemorate and celebrate the Burton Station legacy.



FOCUS AREA Burton Station Village



# Commercial Center

As a complement to the Norfolk Premium Outlet Mall, this 33-acre property is well suited for a high quality commercial shopping center. Shoppers making their way to or from the Outlet Mall may stop in for a bite to eat or a more traditional shopping experience. This commercial center can also offer goods and services for residents in the immediate vicinity, eliminating the need to travel a great distance for groceries and household items.

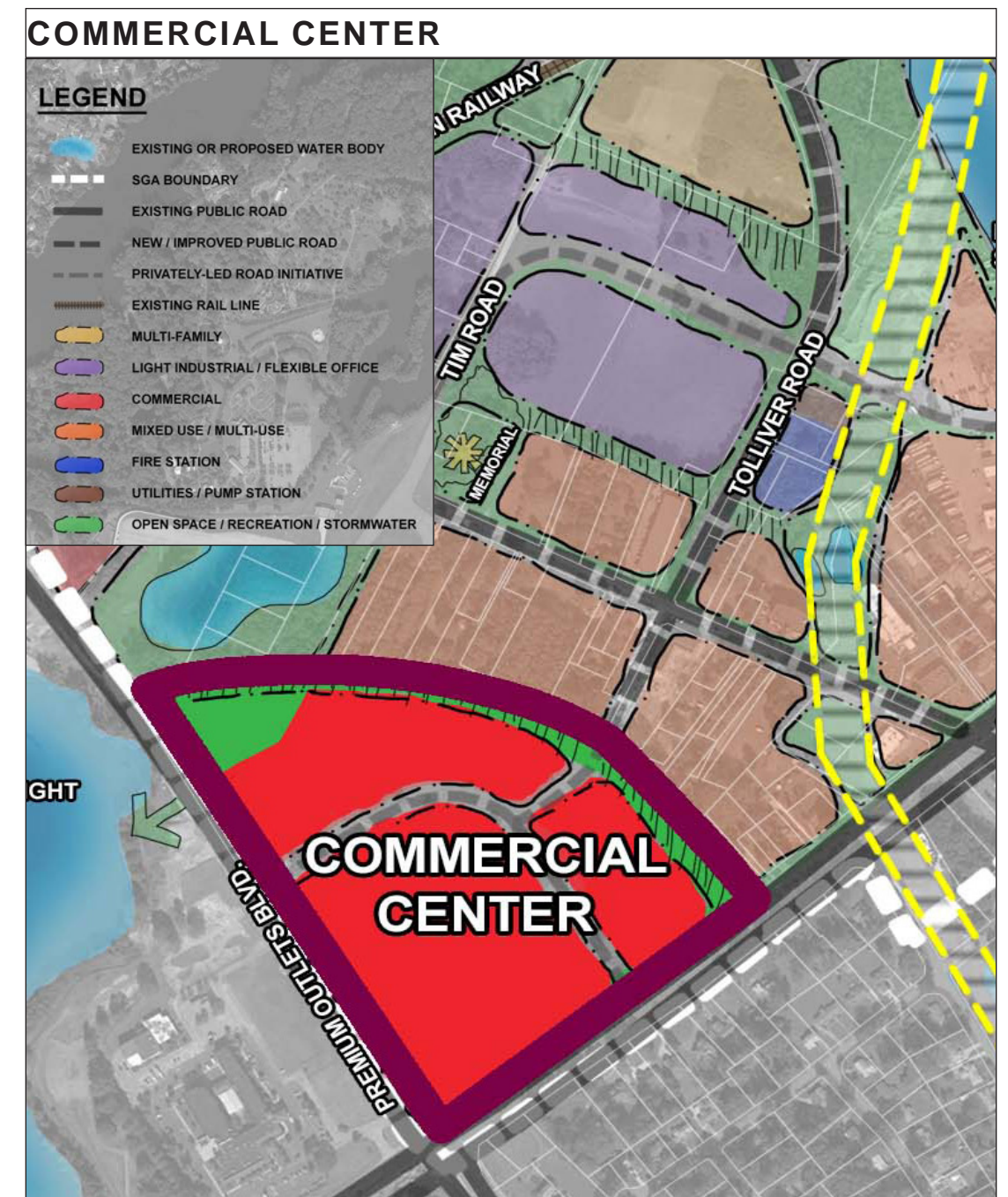
Following the example set by the Premium Outlet Mall, this Commercial Center stands out from the average shopping center. Buildings vary in height, often reaching at least the equivalent of two stories, and include architectural detail and transparency on all street-facing facades. The absence of surface parking between the buildings and the two fronting streets, Northampton Boulevard and Premium Outlets Boulevard, improve visibility of the buildings and create a more inviting street presence. Internal pedestrian enhancements linked to external sidewalks and paths accommodate customers arriving by means other than a car.

Although the new Commercial Center is accessible to and from Burton Station Village by walking, biking or car, a wide, green buffer separates it from the mixed uses in the village, defining the transition between these two distinct areas. The wide buffer includes an extension of the multi-purpose trail around Lake Wright, linking open spaces across the Norfolk/Virginia Beach border.

Should future market conditions favor a mixture of uses for this focus area instead of commercial-only, introducing office space or residential units can also be appropriate as long as the same key design principles are followed.



RENDERING of Shopping Center approved with 2018 rezoning



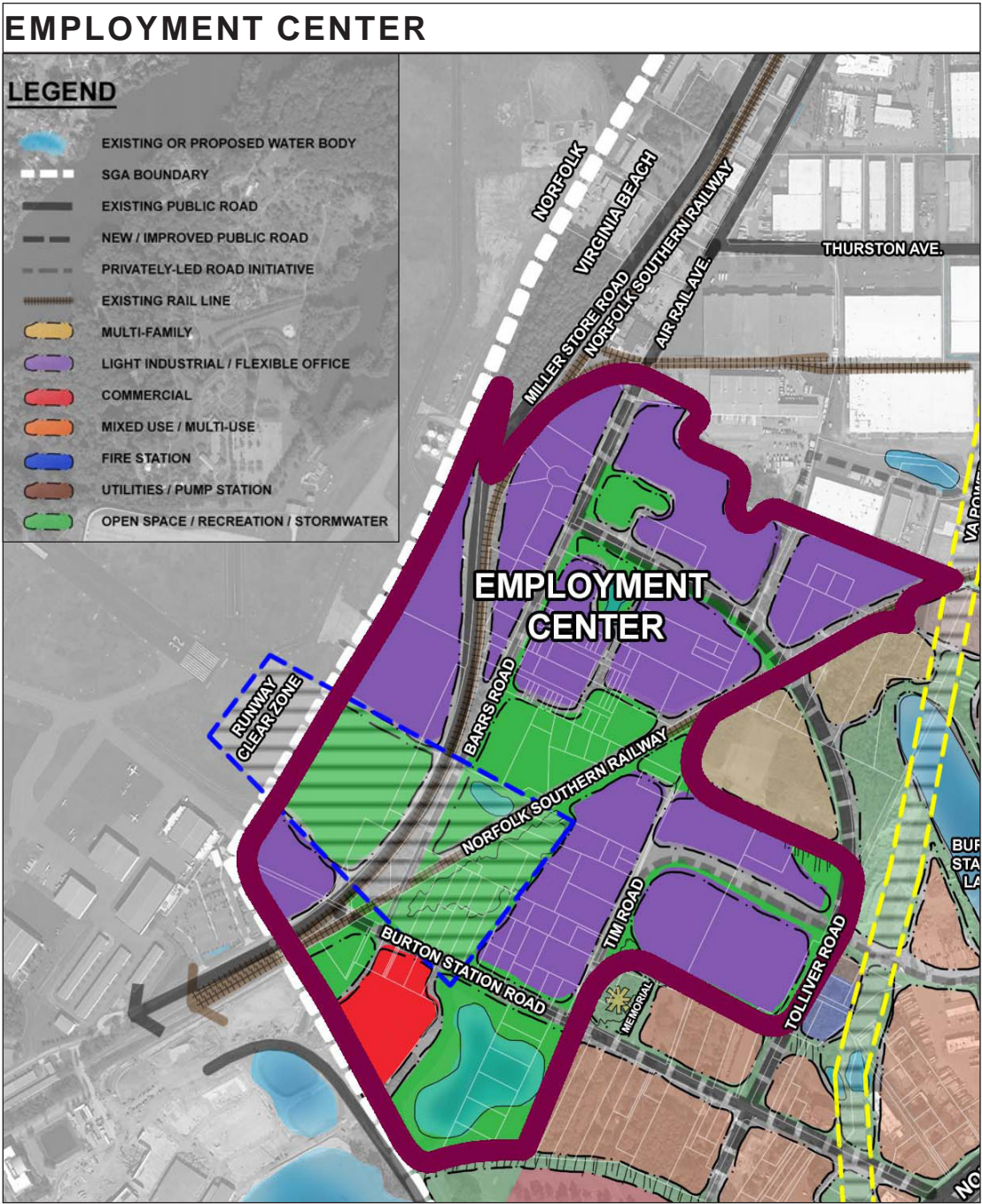
FOCUS AREA Commercial Center



# Employment Center

The large expanses of undeveloped land east of the Norfolk International Airport and south of the Airport Industrial Park present a rare opportunity for economic development. Most of this property is already zoned I-1 Light Industrial and is under single ownership, the Norfolk Airport Authority. Proximity to I-64, the Norfolk Airport, and railway connections present a trifecta of shipping opportunities for light manufacturing. A series of office, flexible use, and light industrial buildings that are compatible with the adjacent airport capitalize on these opportunities to essentially grow the Airport Industrial Park to the south.

New roads and road connections are essential to the success of this area. Tolliver Road, Barrs Road, and Tim Road provide access to previously landlocked property. These complete streets include sidewalks and bikeways or multi-purpose paths providing transportation choices beyond the private automobile, linking the employment centers to neighboring residential and commercial districts.



FOCUS AREA Employment Center



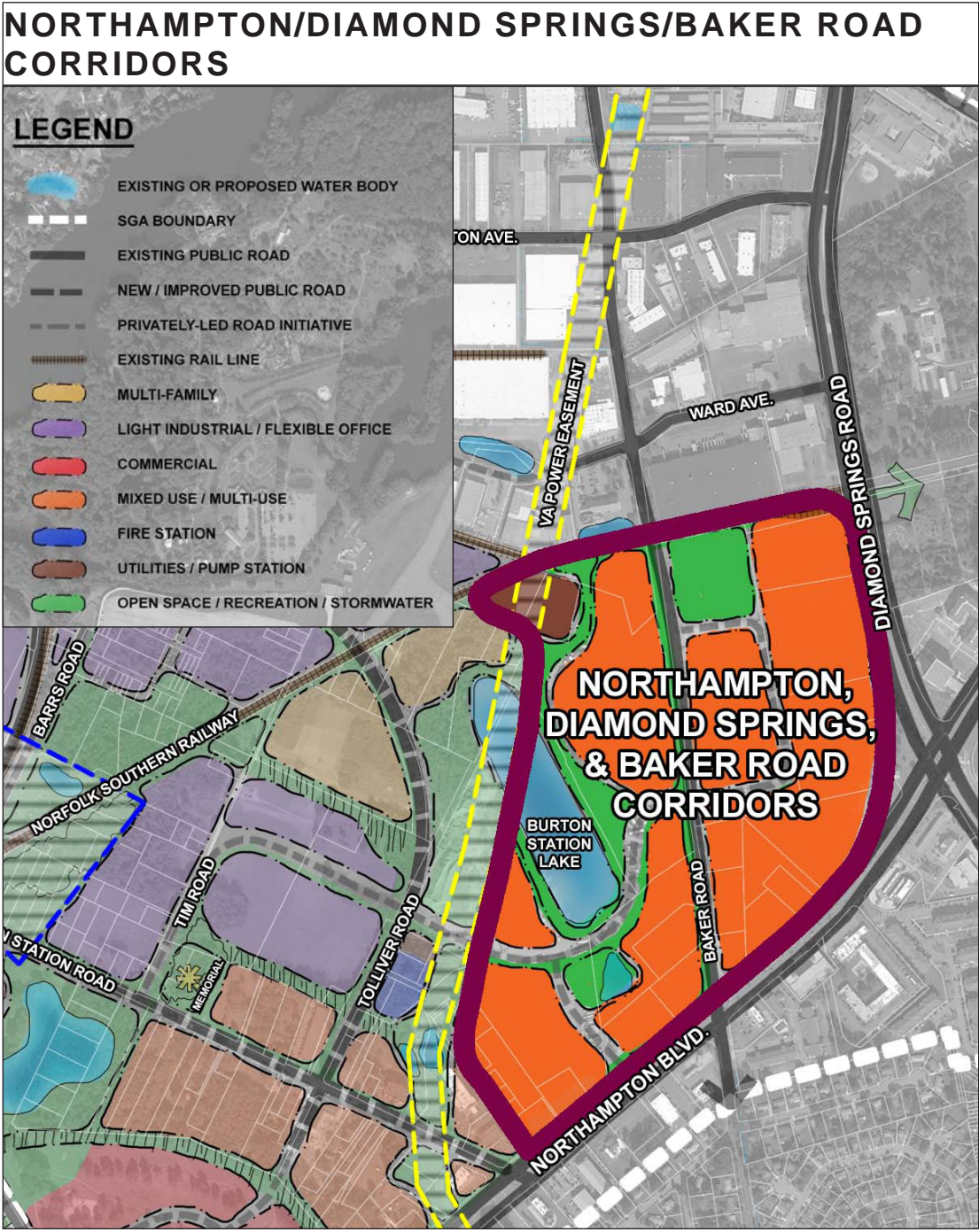
# Northampton/Diamond Springs/Baker Road Corridors



BURTON STATION LAKE

Disconnected commercial properties along Northampton Boulevard and Diamond Springs Road are combined and reconfigured along the streetfront to create a more continuous development pattern. New buildings up to five stories in height are brought towards the street, increasing their visibility and street presence. New secondary roads offer access to these properties from the interior, eliminating a series of individual driveways on the busy thoroughfares and creating more street frontage for smaller scaled buildings on the opposite side of the new streets. Existing and new streets accommodate multiple modes of transportation. The busy intersection at Diamond Springs Road and Northampton Boulevard is calmed with a simplified 4-way stoplight. The new secondary roads and connections to Baker Road lessen the load on one single intersection and help disperse the flow of traffic.

A variety of commercial uses, including retail, restaurant, office and hotel, as well as some residential uses occupy the buildings. Here again, all uses should incorporate open space as properties redevelop to continue green and pedestrian connections. New landscaping and pathways around Burton Station Lake transform this stormwater management facility into an outdoor amenity, attracting employees, customers, and residents.



FOCUS AREA Northampton/Diamond Springs/Baker Road Corridors



NORTHAMPTON BOULEVARD  
IMPROVEMENTS AND VISION



CONCEPTUAL RENDERING of future Northampton/Diamond Springs corner



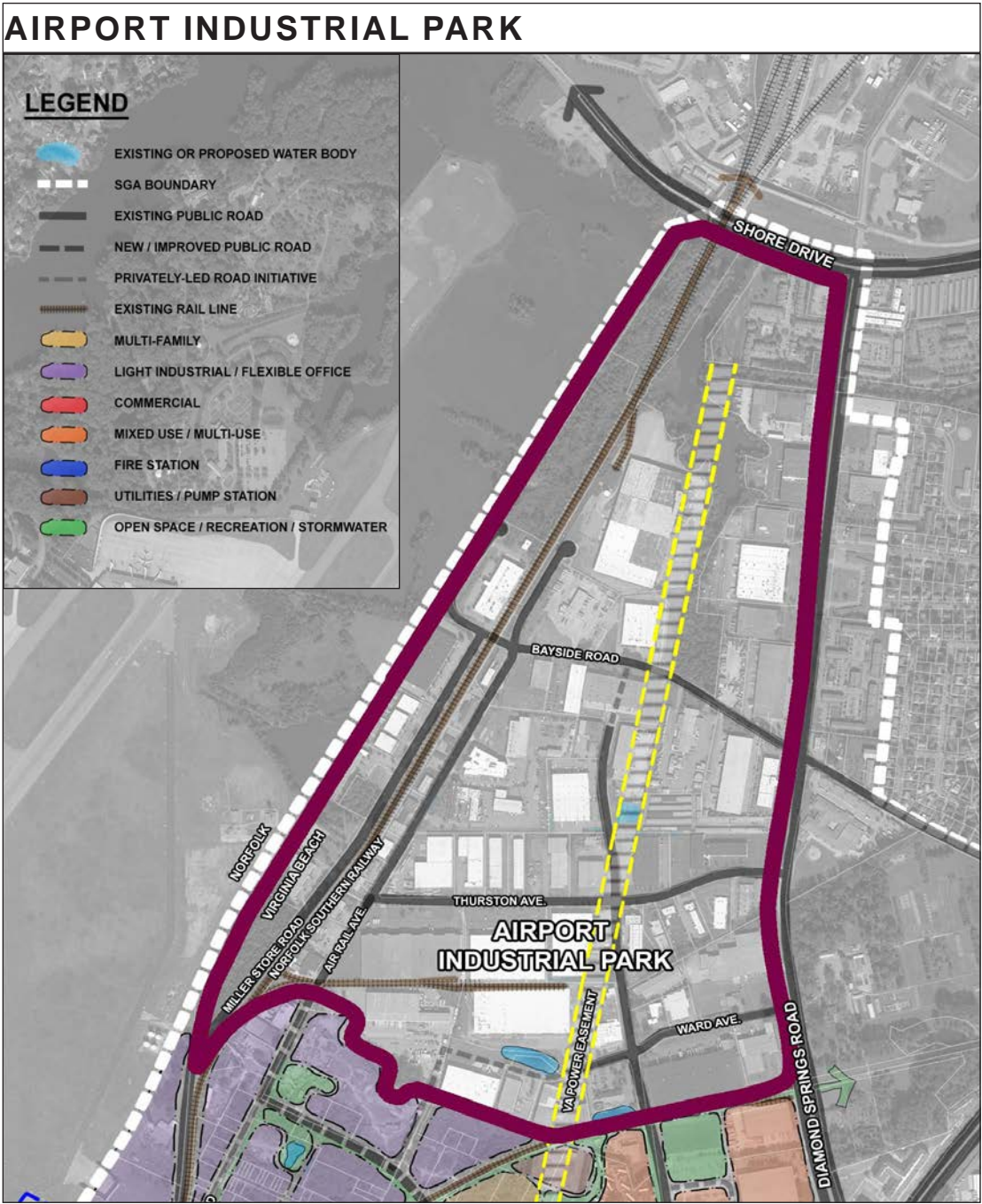
# Airport Industrial Park



HRSD HEADQUARTERS on Air Rail Avenue demonstrates design principles recommended for this focus area.

Only minor retrofits are needed in the existing Airport Industrial Park to safeguard its future success. A better connected road network with multimodal transportation features will improve upon this prime location for light industrial businesses. Sidewalks and bike facilities are introduced to existing streets to attract employees with alternative transportation options. New connections improve upon the interior road network while avoiding rail crossings. Safety features are updated at the existing rail crossings. Barrs Road is improved and extended to connect Burton Station Road to Air Rail Avenue, opening new land for development. Smaller gaps between internal roads can be eliminated as redevelopment opportunities arise. Baker Road can be extended to reach Bayside Road. Ward Court can wrap around to Tim Road, and Tim Road can extend to Thurston Avenue if the rail spur here is no longer used. Air Rail Avenue can be extended alongside the train tracks under the Shore Drive overpass to access the Joint Expeditionary Base at Little Creek should that become a need in the future.

With improved interior road access, the existing Airport Industrial Park can be expanded to the south when the Airport Authority is ready to develop its land.



FOCUS AREA Airport Industrial Park



# Development & Design Guidelines

THERE ARE A VARIETY OF OPTIONS for lot configurations, building types, and land uses for future development in the Burton Station SGA. Since many of the existing lots in the undeveloped portions of the SGA are small and narrow and some are even landlocked, they would need to be assembled and resubdivided into larger parcels with direct access to a public street if the property owner desires a higher density development.

The road and open space frameworks provide the greater block structure, which can be further subdivided with new secondary streets or shared drive aisles to create buildable blocks of land. Consistent design guidelines for building siting and massing in each focus area are important to create a unified, memorable place.



**IRREGULAR LOTS** Small, narrow and landlocked parcels should be assembled and resubdivided if higher density development is proposed.



## Block & Lot Size

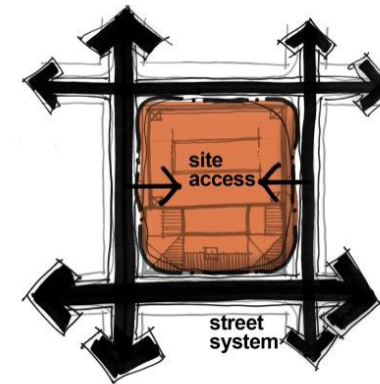
As properties are assembled and resubdivided for development, blocks and lots should be sized appropriately for their intended use. Generally, block sizes will be larger in the Airport Industrial Park and new Employment Center to accommodate a larger building footprint, on-site parking, and outdoor loading and storage areas. The Commercial Center, Northampton/Diamond Springs/Baker Road Corridors, and Burton Station Village focus areas can support smaller block sizes to increase street frontage.

For mixed use, residential, and commercial areas on streets interior to the SGA, the street edge is urbanized and defined by bringing buildings closer to the street and pushing parking to the side or rear, creating a pedestrian friendly environment. Buildings on major thoroughfares like Northampton Boulevard and Diamond Springs Road have greater setbacks to buffer uses from traffic, but areas between the building and street are not meant for surface parking.

Flexible office and warehouse buildings also have greater street setbacks, but again it's important to maintain the visibility of the building from the street by placing large parking or storage areas to the side or rear of the building along a secondary street rather than a primary street.

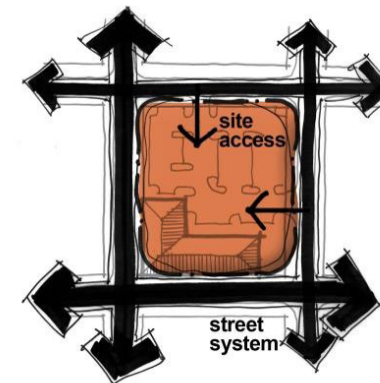
### BLOCKS ON INTERIOR STREETS

- » Smaller block sizes
- » 5-20 foot building setbacks from street and interior lot lines (side and rear)
- » Parking behind or beside building
- » Vehicular access from secondary street



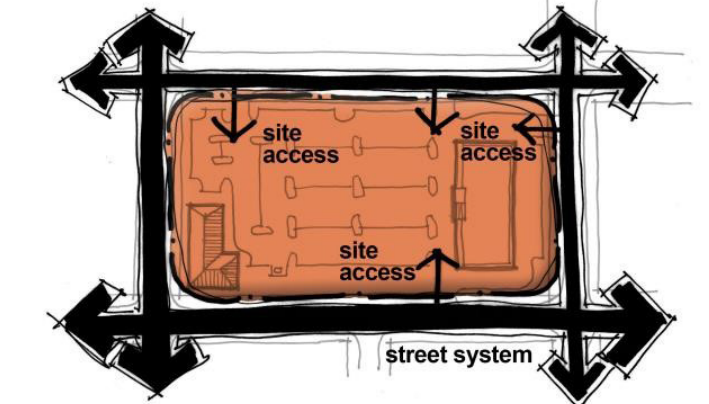
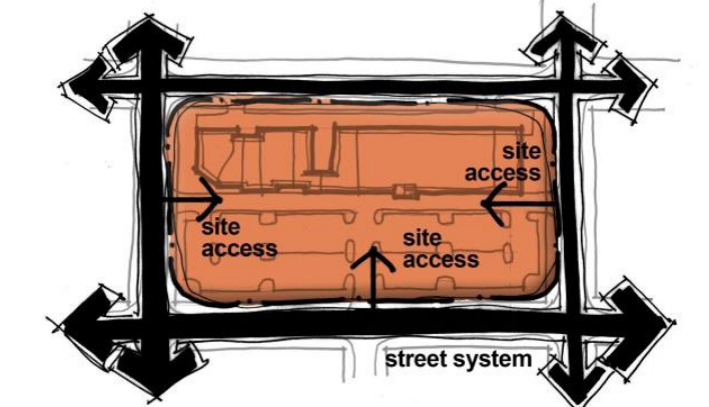
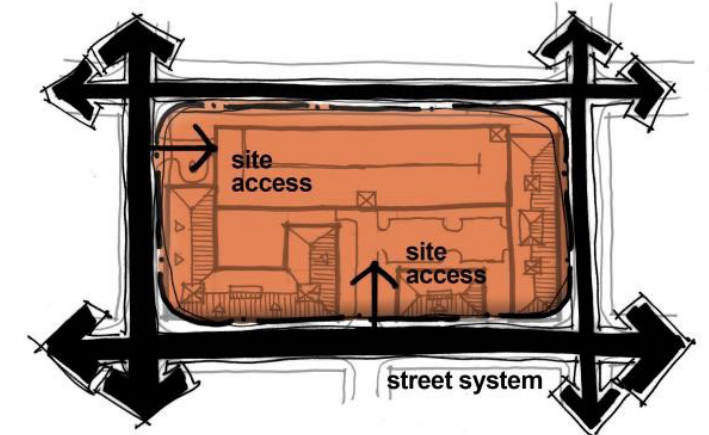
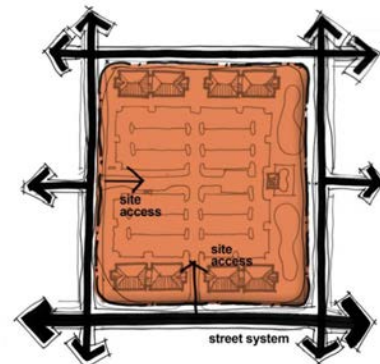
### BLOCKS ON MAJOR THOROUGHFARES

- » Medium to large block sizes
- » 15-25 foot building setbacks from major thoroughfare
- » 5-20 foot building setbacks from interior streets
- » Parking behind or beside building on interior street
- » Vehicular access from interior street



### BLOCKS IN LIGHT INDUSTRIAL AREAS

- » Large block sizes
- » Generous setbacks all sides
- » Surface parking to side or rear of building (only drop-off and limited parking areas in front)
- » Vehicular access from secondary street





## Site Layout

The placement of buildings, parking, stormwater management features, and open spaces are as important as building architecture to define the character of an area. The setting may vary depending on the type of use and street frontage.

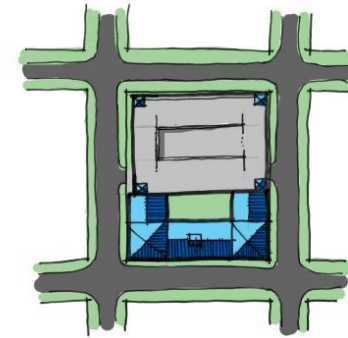
Buildings with commercial uses on streets interior to the SGA are oriented to the primary street or to a block corner. Buildings containing only residential uses can be oriented to the lot interior, but all street-facing facades have finished exteriors. Although residential uses should be avoided for buildings on major thoroughfares, all building types can be oriented to an interior, secondary street as long as street-facing facades have finished exteriors.

Flexible office and warehouse buildings are oriented to the primary street or block corner. Generous green spaces separate buildings from each other and from the street. Clear pedestrian connections lead visitors to the primary building entrance from parking areas and street sidewalks.

All lots should retain a percentage of open space, serving as either active or passive outdoor amenity spaces. Examples include courtyards, seating areas, gardens, and enhanced stormwater management features. Where possible, open spaces should tie into the surrounding open space network.

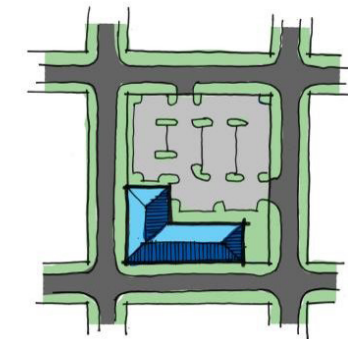
### BUILDINGS FRONTING INTERIOR STREETS

- » Buildings orient to primary street or block corner
- » Residential buildings can orient to lot interior but all street-facing facades are finished
- » Sidewalks placed close to buildings



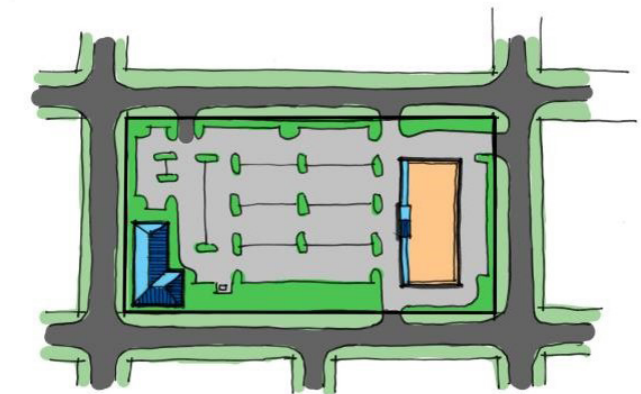
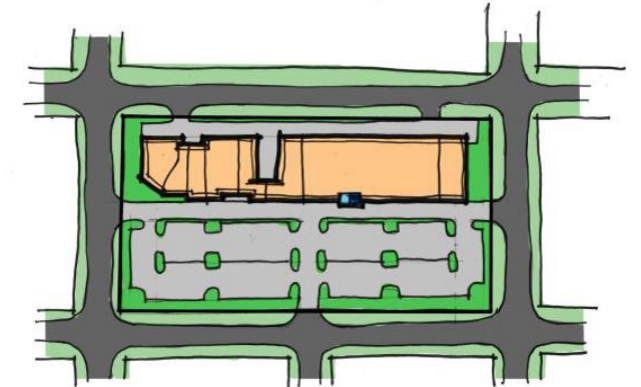
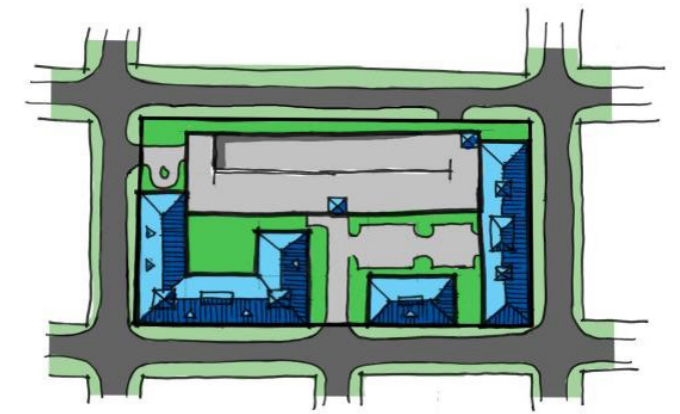
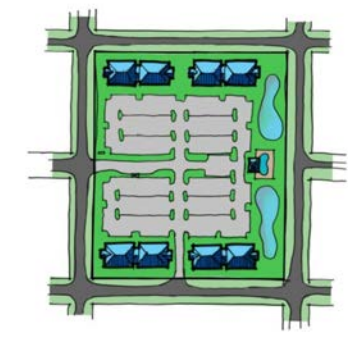
### BUILDINGS FRONTING MAJOR THOROUGHFARES

- » Buildings can orient to secondary street or block corner but all street-facing facades are finished
- » Wide sidewalks with wide landscaped verges
- » Clear pedestrian connections from building entrance to parking and secondary street



### FLEXIBLE OFFICE & LIGHT INDUSTRIAL BUILDINGS

- » Buildings orient to primary street or block corner
- » Green (pervious) front and side yards can also include courtyards, seating areas, park features, enhanced stormwater management
- » Clear pedestrian connections from building entrance to parking and street





# Building Format

Building heights, footprints, and floor area may vary depending on location and the uses within them. As a guideline, block corners and streetfronts for major thoroughfares and primary roads are best suited to buildings with greater height and footprint. Building height and size should generally taper down as you move away from busier streets.

For the focus areas in which a mix of uses is recommended, uses can either be mixed horizontally (multiple uses within the same block) or vertically (multiple uses within the same building). Multiple story buildings can range in height from 2-5 stories, with a taller ground story as compared to upper stories. Single story buildings are taller than average to create a stronger street presence than a typical strip shopping center building. Parapets, tower features and strategic window placement can help achieve this goal.

Retail and restaurant uses are placed on the ground floor and include ample transparency to engage pedestrians. Awnings and pedestrian-oriented signage enhance this effect and can help direct customers to the main entrance. Hotel and apartment lobbies are also be placed on the ground floor and include some transparency, particularly at the primary entrance. Where residential or hotel units are placed on the ground floor, the finished floor should be elevated so that windows are placed above eye level for the passing pedestrian. Upper stories can contain office or residential uses with an organized pattern of windows.

Flexible office and light industrial buildings will typically have large footprints and 1-2 stories. Variations in the vertical and horizontal planes of the building help break up the mass. Prominent entrances and appropriately-scaled signage identify businesses and orient visitors.

## MULTI-STORY BUILDINGS

- » 2-5 stories in height
- » Retail, restaurant or lobby on ground story (optional); office, residential or hotel on upper stories
- » Ground story taller than upper stories
- » High transparency on ground level



## SINGLE-STORY BUILDINGS

- » 15-20 feet minimum building height with variations in height
- » Retail or restaurant uses
- » High transparency
- » Awnings and pedestrian-oriented signage indicate retail



## FLEXIBLE OFFICE & LIGHT INDUSTRIAL BUILDINGS

- » 1-2 stories in height
- » Light industrial and office uses
- » Variations in vertical and horizontal planes for large footprint buildings
- » Prominent entrance court or lobby





# Infrastructure



NEW FIRE/EMS STATION planned for Burton Station SGA

THE BASIC INFRASTRUCTURE SYSTEM for the implementation of the plan includes public vehicular, pedestrian and bicycle facilities, the improvement and extension of public water, sanitary sewer, and stormwater drainage systems, and both passive and active open space and trails. These improvements will be developed in phases. While major streets like Tolliver Road and Burton Station Road improvements will be publicly funded, private investment will be needed to fill in the street network, provide stormwater management, and create open spaces and trails that link to the greater network.

In addition to physical infrastructure, service infrastructure is also needed to support new development and a growing population. A new fire and emergency services station planned in this SGA will serve the greater area and significantly reduce response times.



TRAILS Concrete path around Lake Wright leading to Premium Outlet Mall



UNDER CONSTRUCTION Tolliver Road facing east from Burton Station Rd.



DRAINAGE Pipe under Baker Road

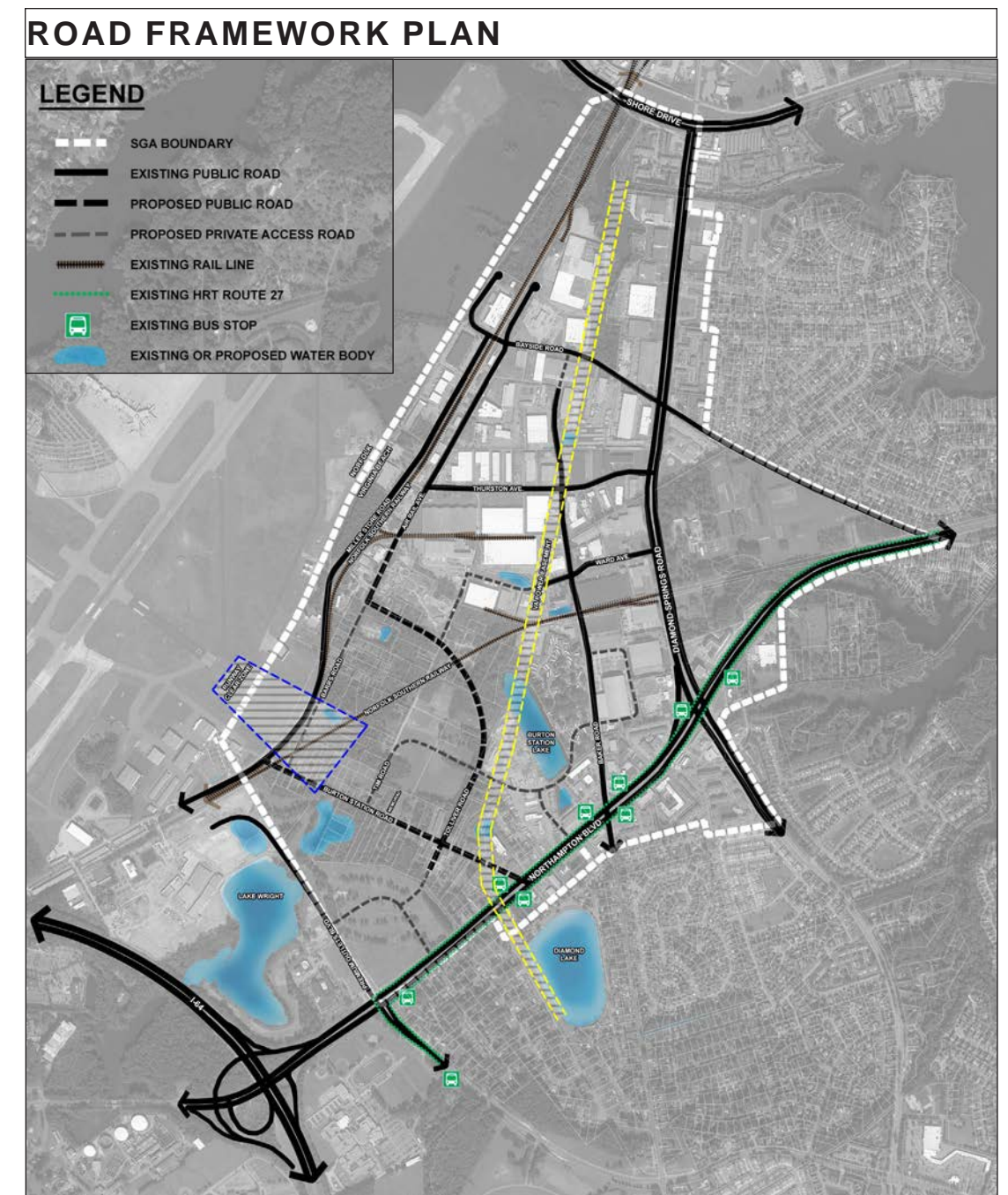


# Transportation

A critical emphasis of the plan is to provide an integrated system of multi-modal circulation throughout the strategic growth area. On a regional level, modes of transportation include roads, highways, trails, bus lines, rail lines, and air travel. The presence of all of these modes is a huge asset for the Burton Station SGA. As new development progresses, strengthening the internal road network will be critical to manage traffic and support multiple transportation options.

The Road Framework Plan identifies new roads and new road connections as well as needed improvements to existing roads to be constructed with new development. All new roads and road improvements must be consistent with the City's Complete Streets Policy. Based on the concept that roads should accommodate multiple forms of transportation, this policy includes provisions for pedestrians, cyclists, cars, and buses.

Typical sections identify specifications for pedestrian and bike facilities, street and pedestrian lighting, landscaping, and underground utilities. Specific dimensions will vary based on the planned use of the road. For example, routes in the light industrial areas of the SGA need sufficient lane width to allow truck access. Retrofits to existing roads are also needed to improve the multi-modal network. The addition of sidewalks or multi-purpose trails to roads serving the Airport Industrial Park as well as improvements to the streetscapes along Northampton Blvd., Diamond Springs Rd., and Baker Rd. are recommended to improve the appearance and character of this important gateway.



ROAD FRAMEWORK PLAN



# Interchange Improvements

## VDOT I-64 AT NORTHAMPTON BLVD. INTERCHANGE IMPROVEMENTS

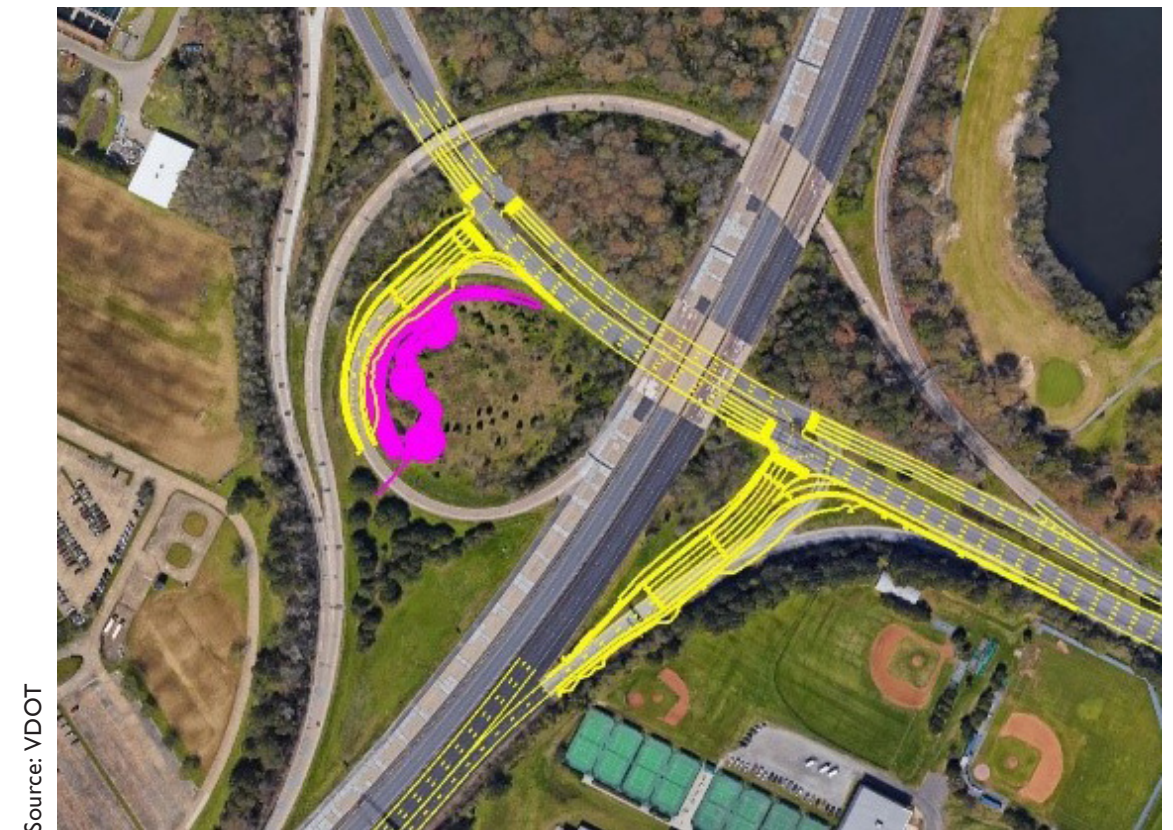
At a 2018 value of \$9.3 million, the State-funded I-64/ Northampton Blvd. Interchange Improvements project modified the off-ramp to Northampton Boulevard from I-64 and lengthened the acceleration lane from Northampton Boulevard to I-64 West. It also widened the I-64 West exit ramp to Northampton Boulevard from two lanes to five lanes, including two left turns and two right turns. The existing continuous flow lane was maintained but tightened for a more integrated movement onto Northampton Boulevard.

In addition, the I-64-East exit ramp to Northampton Boulevard was realigned to a signalized “T” and the ramp merge onto Northampton was removed. The Northampton Boulevard ramp signal was also modified to synchronize with the new ramp improvements to ensure the most efficient traffic flow during peak commuting times.

Overall, the project increased off-ramp capacity and eliminated difficult arterial weaving movements on Northampton Boulevard, greatly improving operations and safety at this location.

### TRAFFIC STUDY

VDOT required a general description of traffic impacts based on the recommended land use changes resulting from this plan update. To more thoroughly study potential traffic impacts, the City has committed to conducting a detailed traffic study as a future action step.



Source: VDOT

I-64 AND NORTHAMPTON BLVD. INTERCHANGE IMPROVEMENTS



# Road Projects

## BURTON STATION ROAD/TOLLIVER ROAD CIP PROJECTS

This project includes design and construction of an improved section of Burton Station Road from Northampton Boulevard to Tim Road as well as a segment of a new north/south road (Tolliver Road). This new road will intersect with Burton Station Road and extend 100 feet to the southeast and 300 feet northwest of the intersection to the railroad crossing. The improved road sections will include two lanes with curb and gutter, sidewalks, street trees, and street lights. Water and sewer lines will also be installed.

### TOLLIVER ROAD EXTENSION

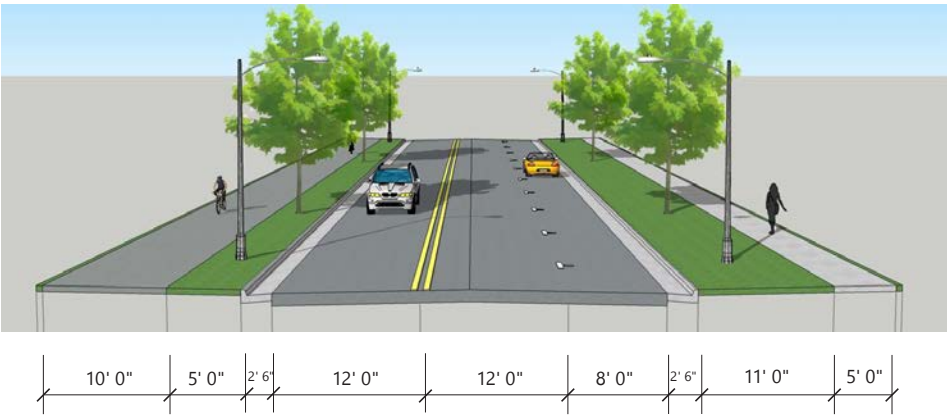
This project provides design and construction of a new street with utilities, lighting, landscaping, sidewalks and drainage within an existing neighborhood where public sanitary sewer and water service and drainage are not currently available. The alignment will provide a frontage for commercial and residential development. The project includes an extension of Tolliver Road north of the railroad to Air Rail Avenue and improvements along Air Rail Avenue to Thurston Avenue to be reconstructed in coordination with the utility work needed to provide sanitary sewer service due to relocating an existing pump station. While design will start in fall 2018, the project is not funded for construction at the time of the adoption of this Plan.

### BURTON STATION ROAD PHASE III

A future capital project will need to be identified to continue improvements on Burton Station Road between Tim Road and Miller Store Road.



BURTON STATION ROAD TYPICAL SECTION



TOLLIVER ROAD TYPICAL SECTION



# Public Transportation

## ACCESS TO PUBLIC TRANSPORTATION

The Virginia Department of Rail and Public Transportation (DRPT) requires all transit agencies in the Commonwealth that receive state funding to prepare, adopt, and submit a Transit Development Plan (TDP) every 10 years. Hampton Roads Transit (HRT) is also required to submit an annual update describing the progress with implementing the TDP and any significant changes. The TDP is designed to help HRT improve efficiency and effectiveness. It does this by evaluating capital and operating needs and required financial resources for modifying and enhancing service.

The TDP presents an in-depth and comprehensive evaluation of HRT services and operations costs. The document includes the results of demographic, socioeconomic market, and operational analyses as well as public outreach, all of which are important considerations in the creation of the TDP.

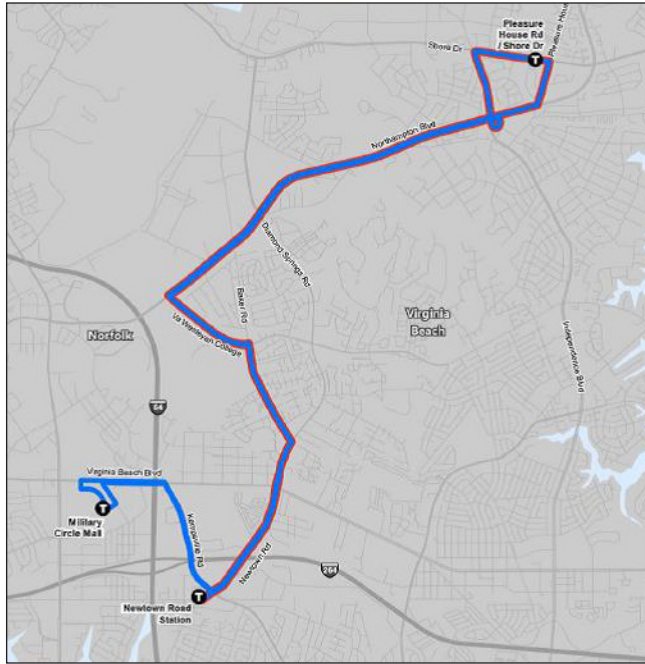
## ROUTE 27 - POTENTIAL SERVICE IMPROVEMENTS

For the Burton Station SGA and vicinity, the FY 2018 – FY 2027 TDP recommends an extension of the existing HRT Route 27 to Military Circle Mall. The extended route will link to a major transit hub as well as north/south high frequency service. The new route alignment would continue along Northampton Blvd. to eventually connect from the Newtown Light Rail Station, along Kempsville Road and Virginia Beach Boulevard, to Military Circle Mall. This would provide a direct one-seat ride between Pleasure House Road and Shore Drive and Military Circle Mall via the Newtown Road Light Rail Station.

As the Burton Station SGA builds out, future consideration should be made to extend public transportation to support circulation within Burton Station.

Span		
	Existing	Proposed
Weekday	5:48 AM - 11:54 PM	5:48 AM - 11:00 PM
Saturday	5:48 AM - 1:03 AM	5:48 AM - 1:03 AM
Sunday	-	-
Origin and Destinations		
	Existing	Proposed
From	Newtown Road Station	Military Circle Mall
To	Pleasure House Road	Pleasure House Road
Headway		
	Existing	Proposed
Weekday	Early	30
	AM Peak	30
	Midday	60
	PM Peak	30
	Evening	60
	Late Night	60
Saturday	60	60
Sunday	-	-

EXISTING & PROPOSED LEVEL OF SERVICE



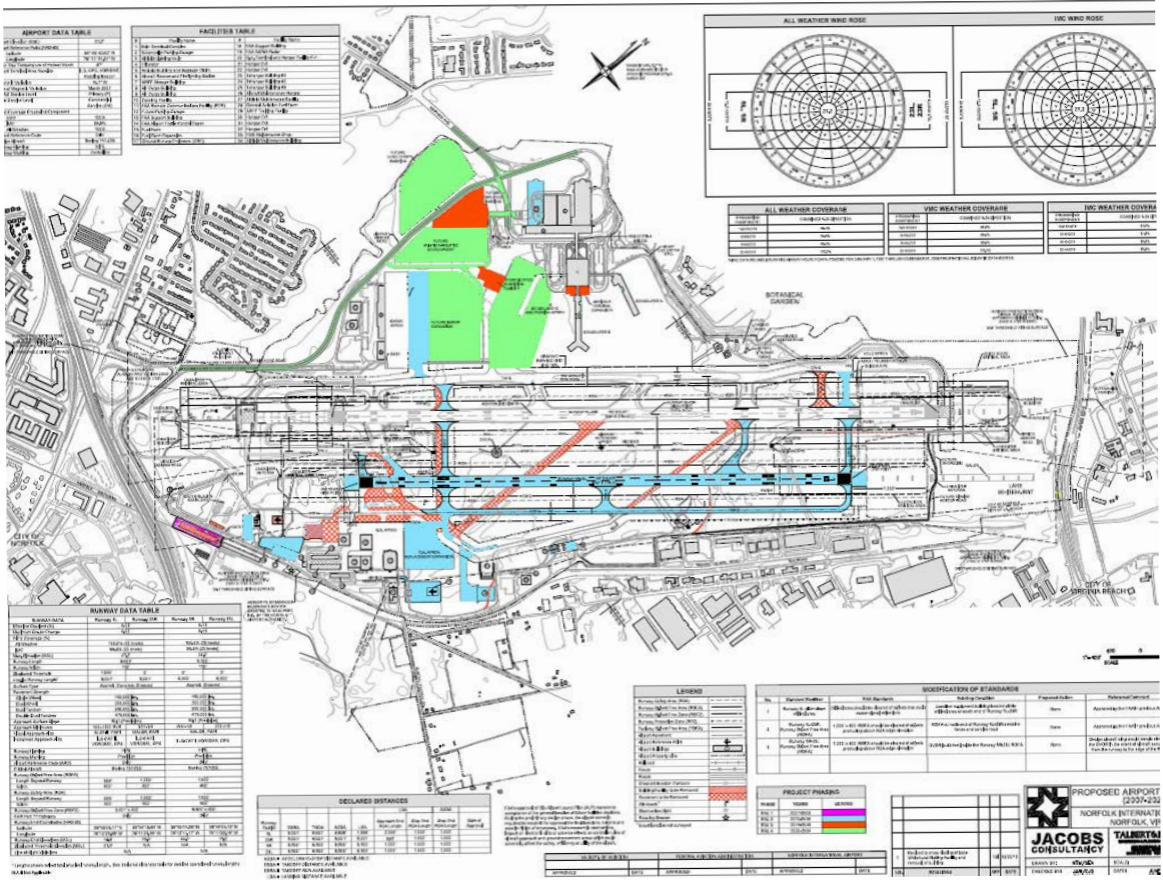
ROUTE 27 ALIGNMENT MAP



# Airport Master Plan

The Norfolk Airport Authority is updating the Master Plan for Norfolk International Airport (ORF) to account for changes at the Airport, in the aviation industry, and in the region since the Airport’s 2008 Master Plan. The Master Plan Update (MPU) will include projects that will extend the useful life and value of the Airport to meet the air transportation needs of the region over the next 20 years. Airport Master Plans are updated every 10 years to analyze market trends, assess facility requirements to accommodate anticipated growth, and guide future airport development.

The key context for the ORF Master Plan in relation to the Burton Station SGA Plan Update is to ensure that the Plans and associated future development are compatible with each other and, optimally, complement each other. Key issues to coordinate through the ORF 2018-19 Master Plan process are the contemplation of the removal of the existing North-South smaller runway and the development of a parallel East-West runway. Both of these actions could affect the existing clear zone designations as well as the land uses permitted within those properties adjacent to the airport.

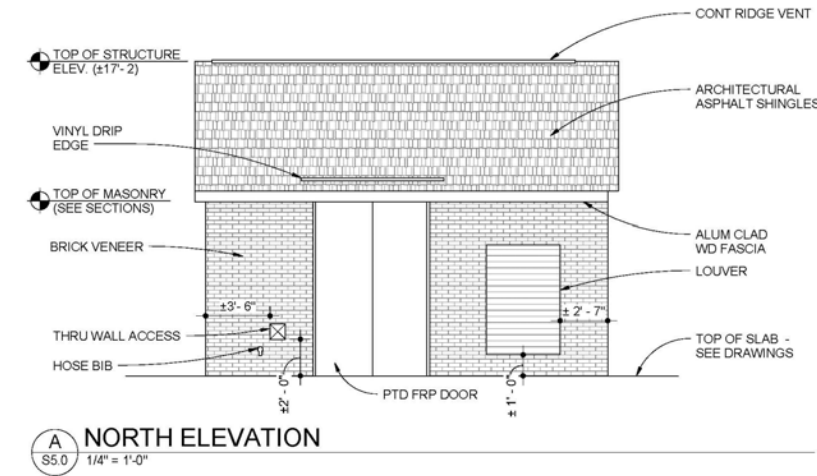




# Water & Sewer

Public water and sewer services are currently available to properties in the Airport Industrial Park and those adjacent to Northampton Boulevard, Diamond Springs Road, and Baker Road. Service was finally extended to the residential properties on Burton Station Road between Northampton Boulevard and Tim Road in early 2016 by use of an temporary sewer lift system. This interim solution will be replaced when public utilities have been extended on Tolliver Road and the new permanent sewer pump station has been constructed adjacent to the new fire station. Construction of these projects is anticipated to be finished in spring of 2020.

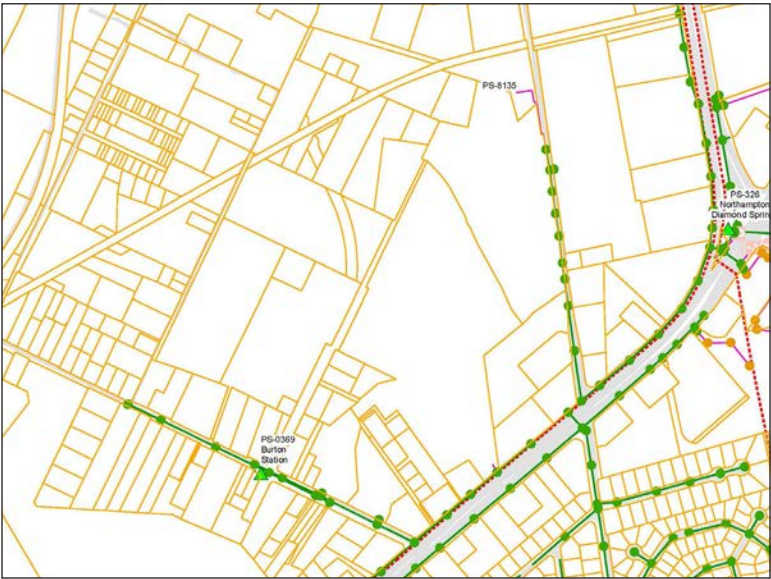
As new roads are constructed or improved, the water and sewer system can extend farther into the undeveloped areas in the SGA. The existing sanitary sewage pump station on Air Rail Avenue requires replacement due to its age and projected sewage flows from the expanded service area. The new pump station along with a relocated pump station on Air Rail Avenue will provide additional capacity for future growth in the area. As new development takes place, the Comprehensive Water and Sewer Master Plans will be reviewed to ensure support for the area at buildout.



PUMP STATION SHELTER ELEVATION



EXISTING PUBLIC WATER LINES



EXISTING SANITARY SEWER LINES



# Drainage & Stormwater

## DRAINAGE AND STORMWATER MANAGEMENT

The Burton Station area is located in the Chesapeake Bay watershed and is subject to strict stormwater management regulations due to the Bay’s water quality impairments for nutrients and sediment. Additionally, the Little Creek Reservoir and Lake Smith, also located in this vicinity, are used for drinking water supply managed by the City of Norfolk. Therefore water quality improvements are particularly important within the area to protect these drinking water reservoirs and the Chesapeake Bay.

Stormwater in the Burton Station SGA flows to the Chesapeake Bay via Little Creek. Stormwater reaches Little Creek by way of manmade lakes, primarily Lake Wright, located in the City of Norfolk, and Burton Station Lake, which was created by the former borrow pit west of the mobile home park. As new development takes place, additional stormwater facilities will be necessary to provide water quality and quantity controls consistent with stormwater management regulations. The Master Drainage Plan will be reviewed to ensure support for the area at buildout.

Combining stormwater features with open space is a sensible strategy to add value to an otherwise strictly utilitarian space. This practice is already in use on a larger scale by Burton Station Lake and Lake Wright, two manmade water retention basins that also provide an aesthetic amenity to adjacent properties. This also works on a smaller, site specific scale. As individual development projects take place, stormwater features should be designed and supplemented to also serve as passive or active recreation spaces.



LAKE WRIGHT



POTENTIAL DRAINAGE BASINS for Burton Station Lake and Lake Wright



# Open Space & Trails

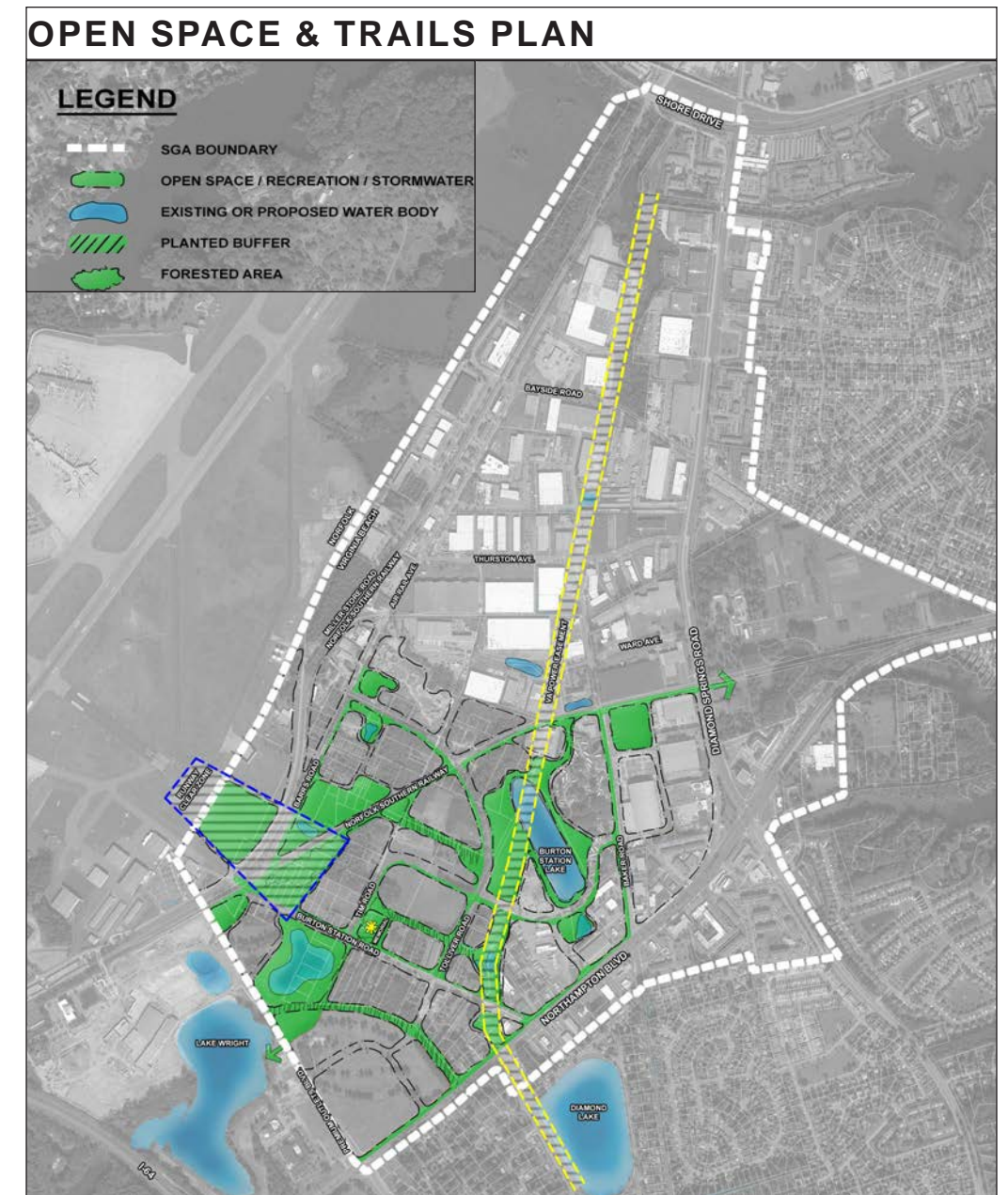


LAKE WRIGHT TRAIL

Parks, open spaces and trails are essential to building community character, enhancing historic and cultural value, and connecting residents to local heritage and the natural environment. Establishing an open space system, including parks, trails, amenities and aesthetic enhancements, is an integral component of sustainable development and the vision for the Burton Station SGA. Throughout the public input process, stakeholders consistently expressed a desire for open space to be included in the plan. To date, Burton Station has not been considered a high need area for parks and recreation facilities due to its relatively low density population. Integrating open space and recreational opportunities with new development, the multi-modal transportation network, and stormwater management facilities will help create a greenway framework throughout the area.

## PRESERVATION

Natural or historic features should be identified and preserved as open space. A suitable location will be chosen to commemorate Burton Station history through a memorial. The memorial site will likely be a park setting and accessible from the trail system. The existing mature tree stands and urban canopy in the Burton Station SGA represent a dwindling resource in our city. If possible, some stands of this forested area should be identified and preserved as significant natural features and integrated into the greenway network.



OPEN SPACE & TRAILS PLAN



TYPES OF OPEN SPACE

Open Space can and should take a variety of forms depending on the context. Town Greens and Urban Plazas offer centralized open space and amenities within mixed-use and other medium density developments. These features create focal points and useable community spaces, helping to enhance a place’s identity and attract businesses, shoppers and visitors.

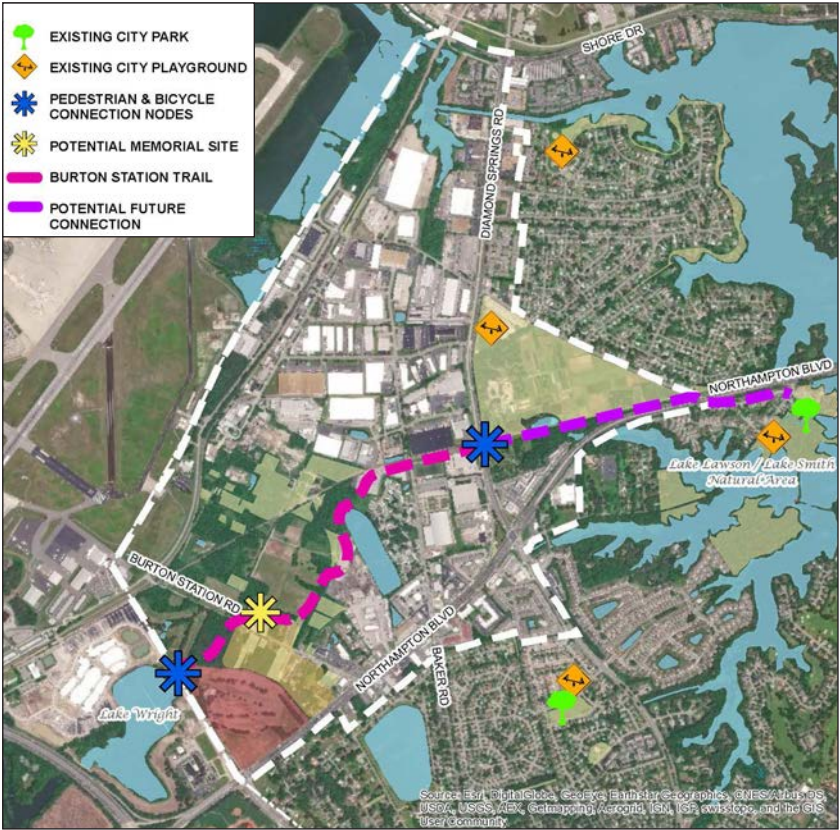
A Community Park of approximately 10 acres in size, unencumbered by utility easements, should be identified and preserved in close proximity to the planned mixed/multi-use areas to serve future residents in the community. In addition, smaller neighborhood parks should be included with each new development project containing residential uses.

Trails should connect to create a network, linking open spaces with homes, places of employment, recreation, entertainment, shopping and dining. Trails should be enhanced to include park amenities such as benches, shelters and interpretive signage to allow the opportunity for picnicking, enjoying an appealing viewshed, or taking a break from a jog or bike ride.

Eco-Gardens combine function and aesthetics by designing stormwater facilities with infrastructure technology that mimics natural ecosystems while providing a secondary recreational component. Examples include a cohesively designed linear bioretention bed parallel to a trail or an educational raingarden adjacent to a play structure.

REGIONAL TRAIL SYSTEM

This area offers a rare opportunity to fulfill the City’s goal to develop a predominantly off-road pedestrian and bicycle route. The route would extend across the northern section of the City from Norfolk to the Atlantic Ocean. The initial spine would span from the Virginia Beach and Norfolk City line to the Lake Lawson/Lake Smith Natural Area primarily along or parallel to the Norfolk-Southern Railroad right-of-way. Ideally, this Burton Station segment of the route will pass by historic landmarks and include commemorative and interpretive enhancements to increase awareness of Burton Station’s history. The trails should be coordinated functionally with the overall transportation system within the SGA. Some trail segments will utilize the multi-use trails along roadways for improved continuity. All the designated road crossings will include safety enhancements to ensure safe pedestrian and bicycle travel.



POTENTIAL BURTON STATION TRAIL SEGMENT

- BURTON STATION TRAIL
- POTENTIAL FUTURE CONNECTION
- SHORE DRIVE & LESNER BRIDGE PEDESTRIAN IMPROVEMENTS
- CAPE HENRY TRAIL
- PLEASURE HOUSE POINT NATURAL AREA



POTENTIAL REGIONAL TRAIL stretching across the northern width of Virginia Beach



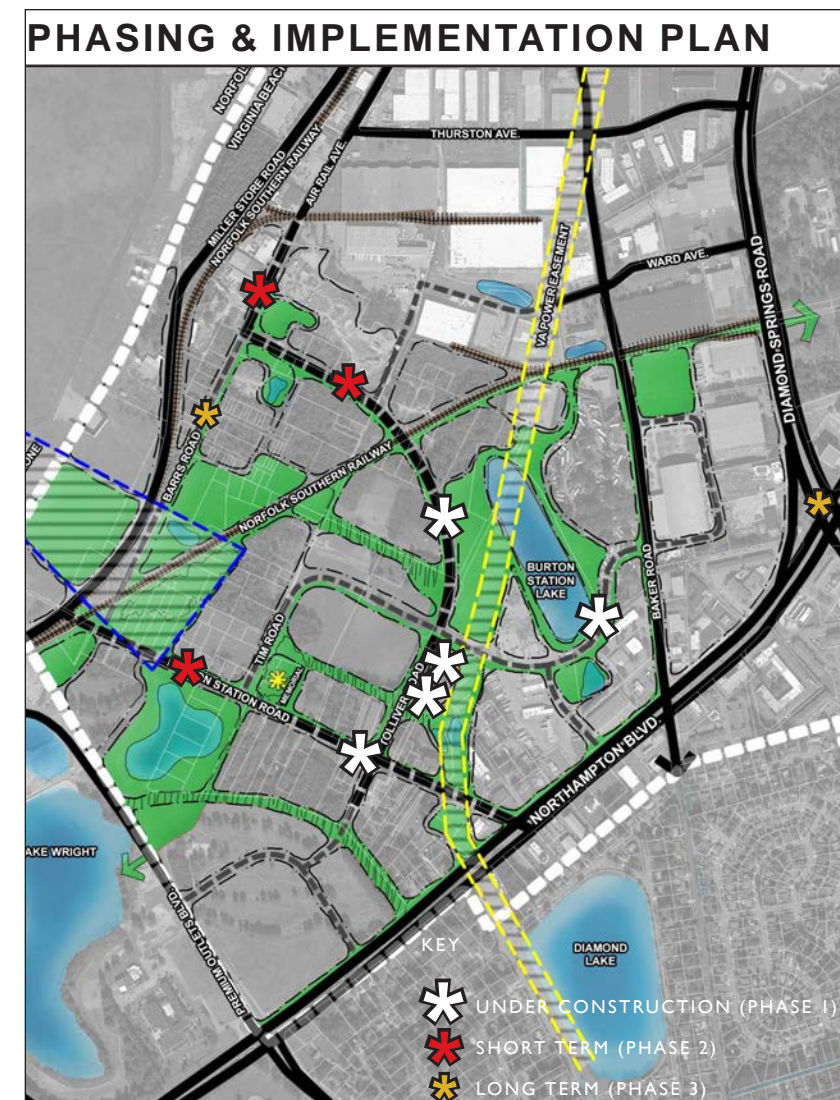
# Phasing & Implementation

ALTHOUGH IMPLEMENTATION OF THIS PLAN is largely dependent on private initiatives and market forces, public infrastructure projects can be phased strategically to incentivize private investment in the area. These projects can be divided into three phases:

Phase 1 is already well underway in the Burton Station Village and Commercial Center focus areas. Improvements to the southern segment of Burton Station Road and construction of the southern half of Tolliver Road are anticipated to be complete during the summer of 2019. Public water and sanitary sewer extensions will be constructed in conjunction with these road projects. A new outfall is under construction for Burton Station Lake, and a new pump station is anticipated to be operating by late 2019. Finally, a new Fire/EMS station should open up in the spring of 2020.

Phase 2 includes continuing improvements to the northern segment of Burton Station Road, construction of the northern half of Tolliver Road, and improvements to Air Rail Avenue up to Thurston Avenue.

Phase 3 projects will focus on integrating new private initiatives into the fabric of the SGA. The larger landholders in the area, including the Airport Authority, the Norfolk Redevelopment Authority, and the owners of the truck stop and mobile home park properties, have significant redevelopment potential and will need to tie in to the public infrastructure network for roads, utilities, stormwater, and open space. A new connection between Tolliver Road and Baker Road as well as improvements to Barrs Road will be instrumental in the success of these initiatives.

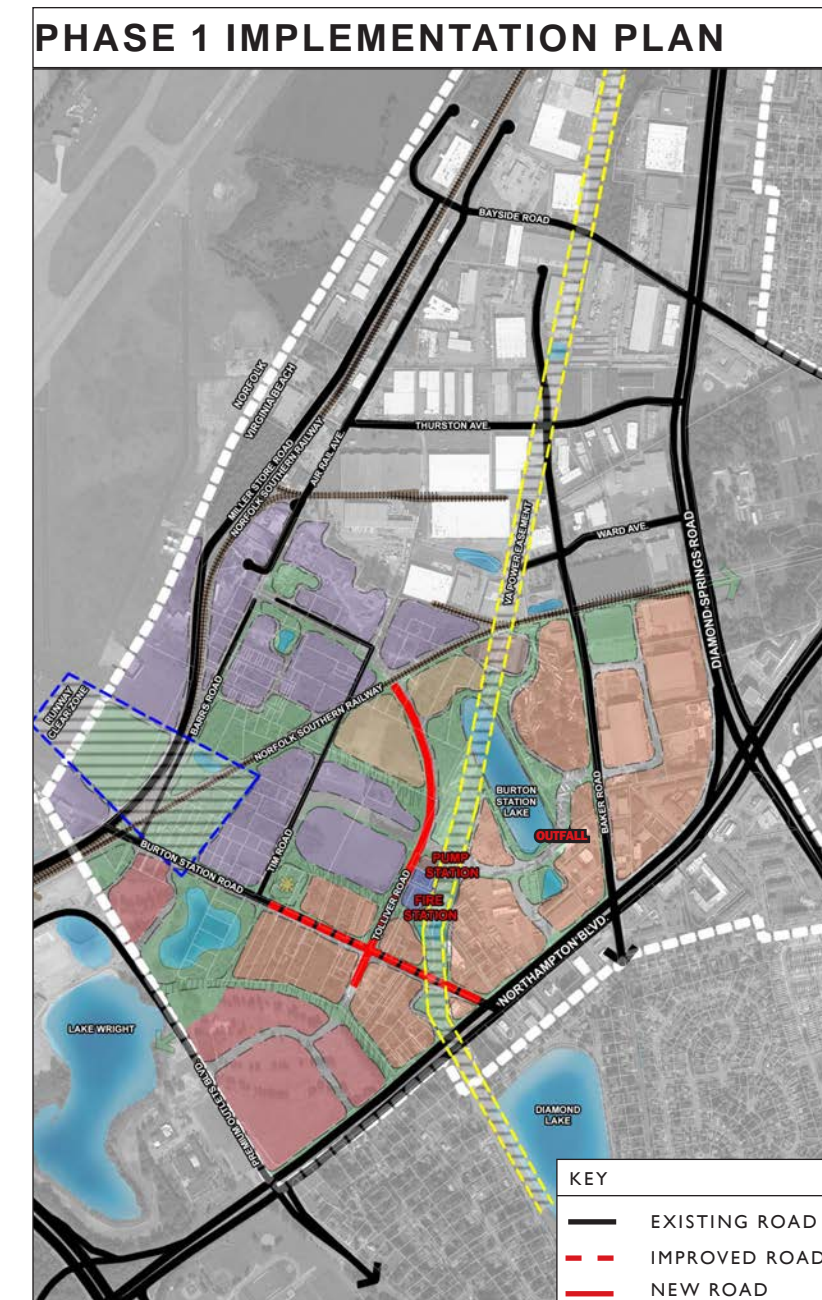




## Phase 1: Progress on City Projects

The City of Virginia Beach has made progress on several infrastructure projects called for in the original 2009 plan. These include projects for roads, utilities, and stormwater management facilities, plus an additional capital project for a new fire station.

- » Water and sewer lines and hookups were provided on Burton Station Road in 2015.
- » Design and acquisition are complete and construction has begun on Tolliver Road, which will cross Burton Station Road just north of the new Tranquility by the Lakes housing development and extend west and north to the Diamond Springs rail line.
- » This same capital project will also improve Burton Station Road with curb and gutter, sidewalks, LED streetlights, and street trees from Northampton Boulevard, past the new Tolliver intersection, to just before Tim Road.
- » A new outfall for Burton Station Lake is under construction, which will expand capacity and improve functionality of this regional stormwater management feature.
- » Plans are complete for a new sanitary sewer pump station designed to accommodate future development for most of the Burton Station SGA south of the Diamond Springs rail line.
- » A new fire/EMS station has been designed for Burton Station and construction plans are underway. Adding this station is projected to significantly reduce service response time in the area.



PHASE I IMPLEMENTATION PLAN shows projects underway

### PHASE I

- » New Tolliver Road connecting Burton Station Road to Norfolk Southern rail line
- » Improved Burton Station Road from Northampton to Tim Road
- » Extend public water and sanitary sewer lines in conjunction with road projects
- » New Burton Station Lake outfall
- » New pump station
- » New Fire/EMS station



# Phase 2: Short Term Projects

## FACILITATE DEVELOPMENT IN BURTON STATION VILLAGE

The City of Virginia Beach can facilitate private development in the Burton Station Village area by continuing to purchase property from willing sellers in order to gradually assemble land, communicating the updated vision and connecting experienced developers with land owners interested in selling their property.

## TRAFFIC ANALYSIS

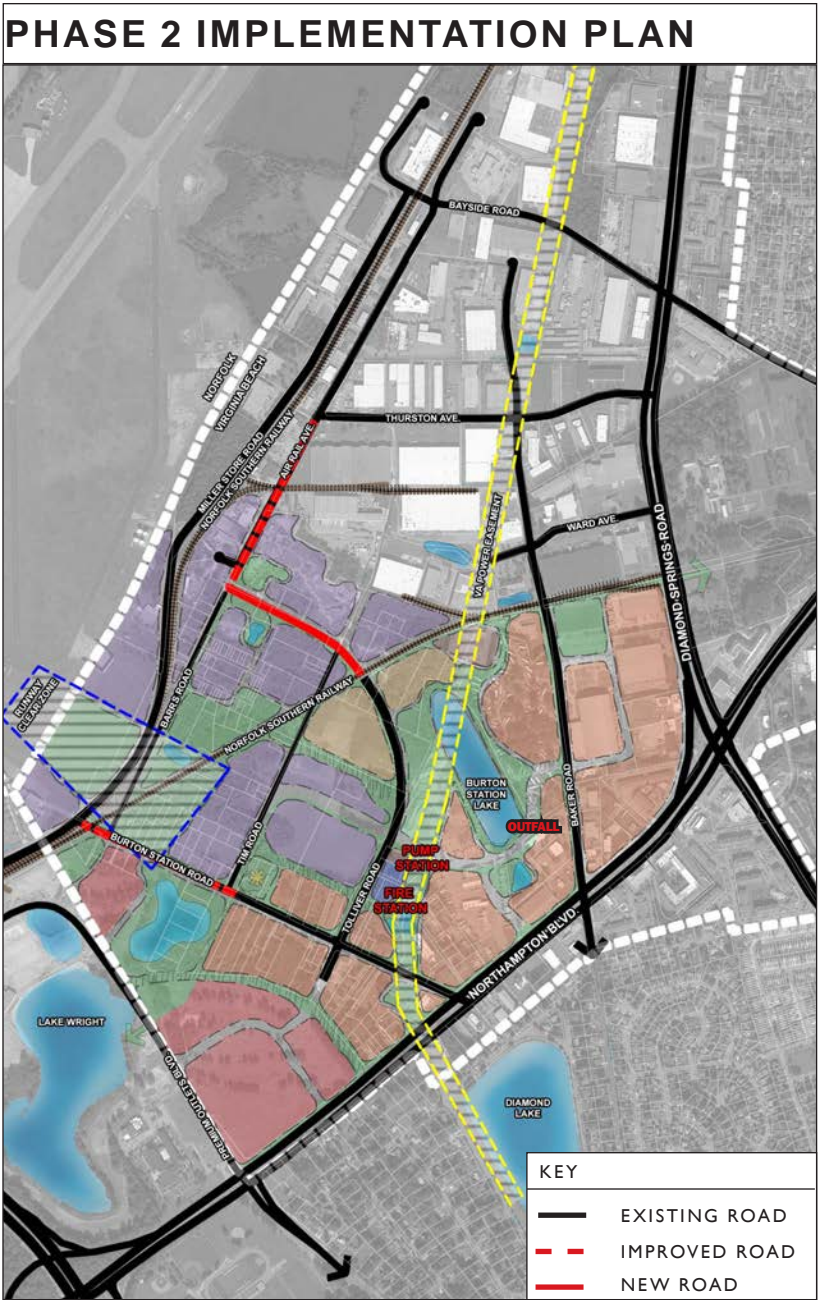
The City will conduct a detailed traffic study to measure traffic volumes once new development in the immediate vicinity in Norfolk and Virginia Beach is complete. The new interchange improvements to the exits from I-64 onto Northampton Boulevard are expected to have improved traffic flow considerably.

## CIP FOR NORTH BURTON STATION ROAD IMPROVEMENTS

A Capital Improvement Plan (CIP) project should be sought for utility and roadway improvements to continue on the northern half of Burton Station Road. Improvements should match those provided between Northampton Boulevard and Tim Road and include water, sewer, curb and gutter, lighting, and sidewalks.

## CIP FOR NORTH TOLLIVER ROAD

Design is already underway to construct the northern segment of Tolliver Road and improve Air Rail Avenue to Thurston Avenue. The City will need to identify funding for construction in a future CIP budget. In addition to design and construction of the road, the City must continue the approval process to relocate the Tim Road crossing of the Diamond Springs rail line to the intersection with Tolliver Road.



PHASE 2 IMPLEMENTATION PLAN shows short term projects

## PHASE 2

- » Improve Burton Station Road from Tim Road to Miller Store Road
- » Complete Tolliver Road from Norfolk Southern rail line to Air Rail Avenue
- » Improve Air Rail Avenue from Tolliver Road to Thurston Avenue
- » Extend public water and sanitary sewer lines in conjunction with road projects



## Phase 3: Long Term Projects

## ALIGNMENT STUDY FOR TOLLIVER ROAD/BAKER ROAD CONNECTION

The internal network will benefit greatly from a new road connecting Tolliver Road to Baker Road. This will also open up access for two potential redevelopment projects should those landholders decide to redevelop. The new road connection would have to be phased with each project in order to be successful. The City can facilitate this process by conducting an alignment study to determine the feasibility and cost for the road.

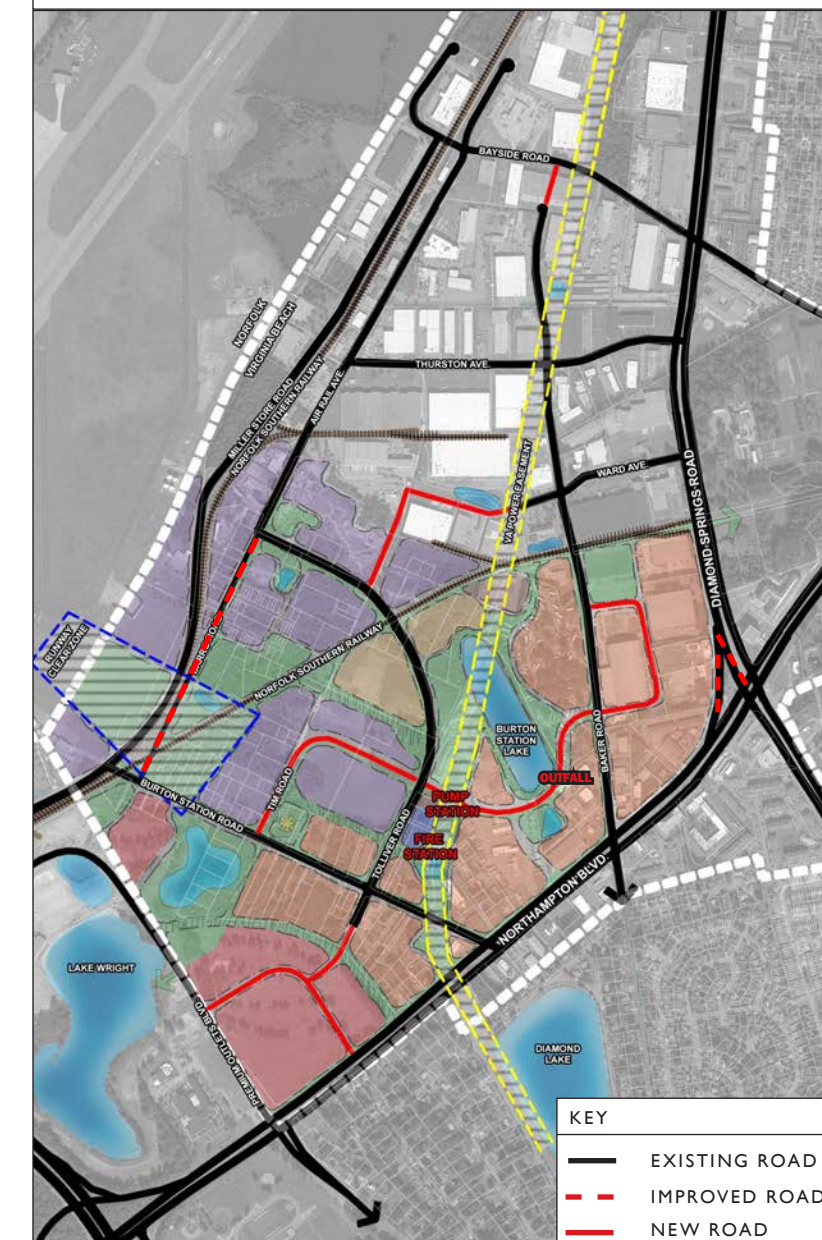
## ALIGNMENT WITH NORFOLK AIRPORT AUTHORITY GROWTH PLAN

A potential new parallel runway at the Norfolk International Airport may eliminate the need for the crosswind runway and open up new areas for development. A strategy for future development of the Norfolk Airport Authority's property as an expansion of the existing Airport Industrial Park should be established. An internal road network and stormwater management plan will be needed to connect to existing public roads and stormwater facilities.

## BARRS ROAD AND AIRPORT INDUSTRIAL PARK ROAD IMPROVEMENTS

An improved Barrs Road extended slightly to join Air Rail Avenue will unlock isolated properties and create new development opportunities for light industrial or flexible office space. Eliminating roadway gaps and cul-de-sacs within the Airport Industrial Park will also increase connectivity and relieve congestion on the major thoroughfares. When properties in these gap areas seek redevelopment, the City should seek a public-private agreement for the new road connection.

## PHASE 3 IMPLEMENTATION PLAN



PHASE 3 IMPLEMENTATION PLAN shows long term projects

### PHASE 3

- » Alignment Study for connection between Tolliver Road and Baker Road
- » Alignment with Norfolk Airport Authority Growth Plan
- » New Barrs Road extension and improvement between Burton Station Road and Tolliver Road
- » New road connections for improved network in existing AIP
- » Improve Northampton-Diamond Springs intersection



CIP FOR NORTHAMPTON/DIAMONDS SPRINGS INTERSECTION  
IMPROVEMENTS

Once properties fronting the west side of Diamond Springs and north of Northampton Boulevard begin to redevelop, a CIP project should be sought for the redesign of the western side (Diamond Springs Road southbound) of the intersection to include removal of the slip lane and addition of a right turn lane at the intersection. Enhanced sidewalks lined with street trees and signalized pedestrian crosswalks should be added where they do not already exist. The area between the slip lane and road should be retained to house utilities and serve as useable green space.



SIGNALIZED PEDESTRIAN CROSSWALK