



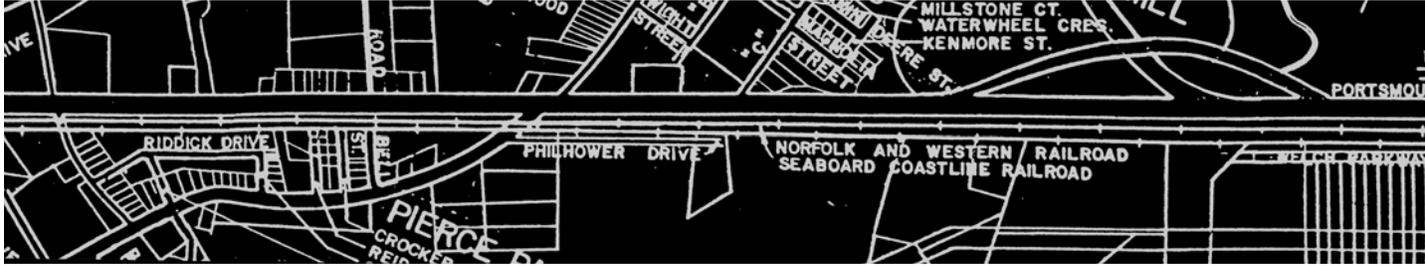
ROUTE 58 CORRIDOR

Design Guidelines



MARCH 2002

SUFFOLK



ROUTE 58 CORRIDOR *Design Guidelines*

March 2002



Acknowledgements

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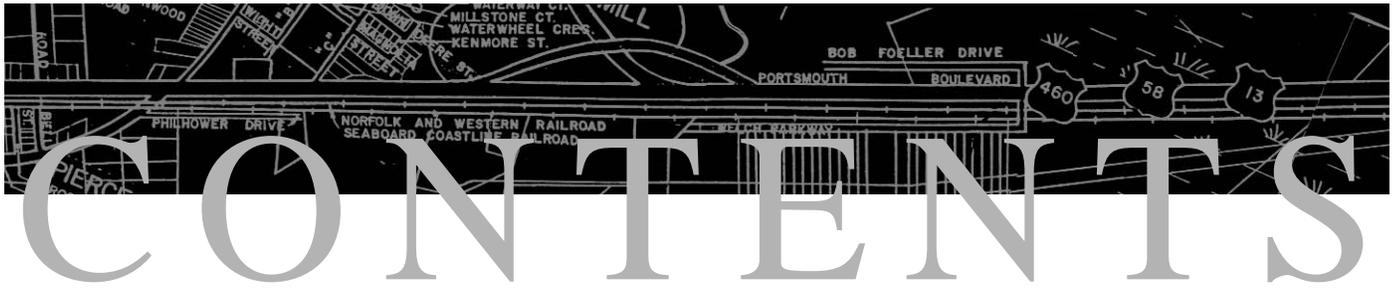
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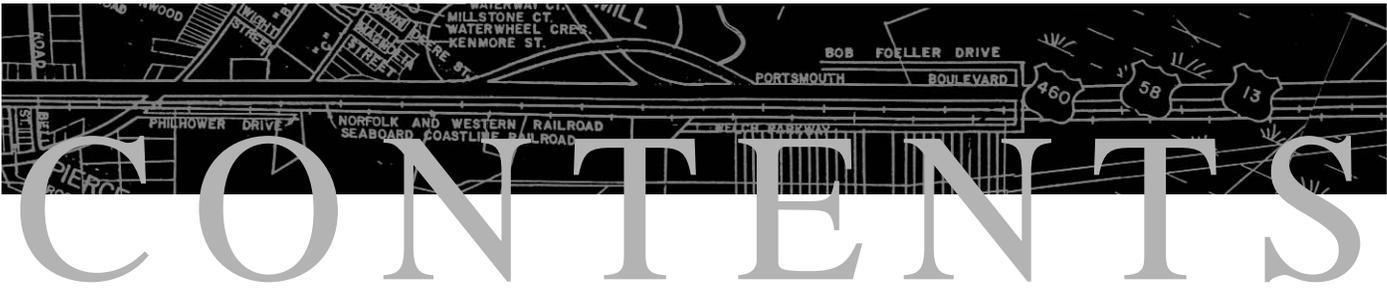
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Background and Scope of Project

In anticipation and support of the revitalization of the downtown and the Constant's Wharf development project, the City of Suffolk desired to develop and implement a series of corridor and gateway design guidelines and improvements for the Route 58 corridor.

In 1998 the City of Suffolk adopted the 2018 Comprehensive Plan (2018 Plan). A major component of the Plan is the Downtown Suffolk Initiatives Plan. Two major obstacles to downtown revitalization were identified in this Plan: 1) the lack of a connected network of streets, and 2) the lack of a coherent vision for the area.

In identifying the key initiative areas, the goal was to focus energy in the areas where public investment will foster private investment in the future. Constant's Wharf, the site

where the City of Suffolk was founded, is an important pivotal location; it is the first thing motorists see when approaching the City from the north along Main Street, or from the east or west along Constance Road (Business Route 58).

Currently, public and private efforts are underway to transform this vacant, industrial site into a significant gateway into the downtown that includes a public park and a hotel and conference center.

This plan addresses the corridor from the intersection of Main Street and Constance Road east to the City limits. Issues such as streetscape/landscape, maintenance, access, paving and so on are addressed in the public right of way. Recommendations are made for short and long term improvements as well.

The following recommendations were made after several meetings with City staff and VDOT representatives. Several driving tours were conducted and a draft set of recommendations were reviewed and edited by all parties.



Goals of the Design Guidelines

Goals were established as a framework for evaluating all of the potential recommendations. These include:

- 1 Enhance entrance and gateway to Constant's Wharf and downtown Suffolk;
- 2 Enhance heritage tourism;
- 3 Strengthen pedestrian connections to downtown and the neighborhoods;
- 4 Create a sense of place and arrival with a distinctive design vocabulary that relates to the existing historic and character-defining design vocabulary of Suffolk.



Historically styled lights used downtown.

Existing Desirable Design Features

A number of existing design features where inventoried and noted as positive features that this plan should build on. They include:

1. New entry signs;
2. Crepe Myrtle;
3. Historic light poles;
4. Decorative signal poles
5. Black color for painting streetscape poles and furniture;
6. Concrete pavers to look like brick in a herringbone pattern;
7. Attractive street signs.

Project Areas

The project area is very large and is comprised of smaller areas with their own distinct character. The one common element in the project area is the road itself. As it weaves its way from the City limits to Constant's Wharf, its size and character changes too. The challenge is to create a sense of place and continuity for the entire length of the road. To make the task easier, the project area has been broken down into distinct subareas.



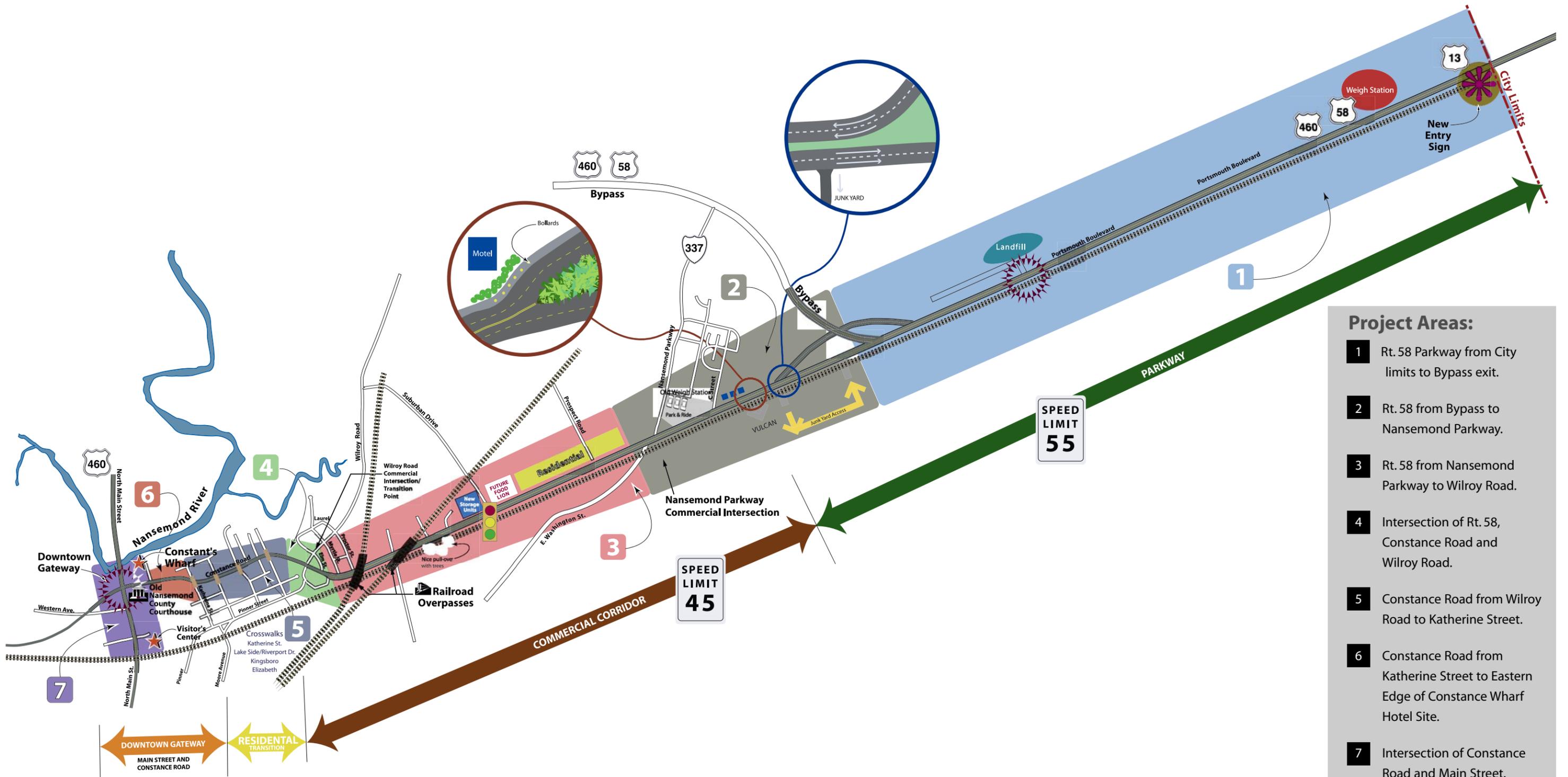
New entry signs.



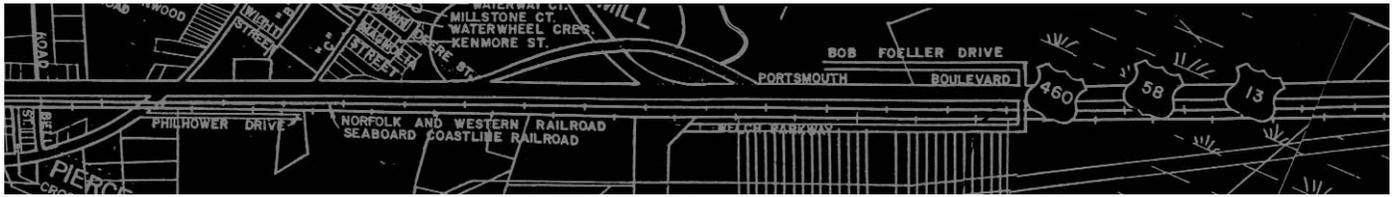
Crepe myrtle along Main Street.



Downtown crosswalks using concrete pavers.

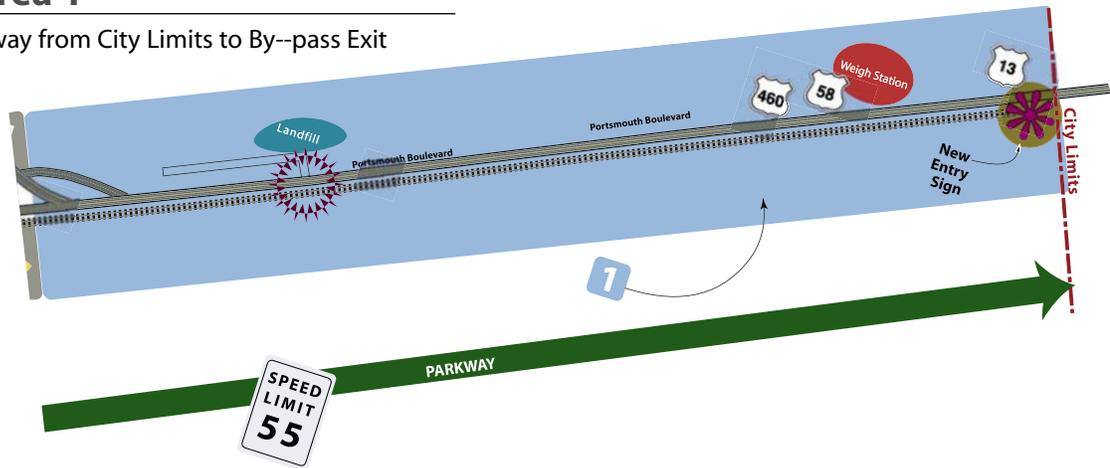


- Project Areas:**
- 1 Rt. 58 Parkway from City limits to Bypass exit.
 - 2 Rt. 58 from Bypass to Nansemond Parkway.
 - 3 Rt. 58 from Nansemond Parkway to Wilroy Road.
 - 4 Intersection of Rt. 58, Constance Road and Wilroy Road.
 - 5 Constance Road from Wilroy Road to Katherine Street.
 - 6 Constance Road from Katherine Street to Eastern Edge of Constance Wharf Hotel Site.
 - 7 Intersection of Constance Road and Main Street.



Project Area 1

Route 58 Parkway from City Limits to By-pass Exit



Typical tall lights located at weigh station.



New entry sign at City limits.

Description and Issues

- Four-lane divided highway, straight, flat, high-speed.
- New Suffolk sign marks welcome at city limits. Other highway signs direct you to landfill. The general impression left by the signs is regulatory and not welcoming.
- The only structure west bound is the weigh station with its overhead truss and tall light poles.
- Area is swampy and road is tree-lined, median is planted with trees. This is a very attractive feature of the area.
- Landfill entrance being modified and new entry ramp to Route 58 east to be added.

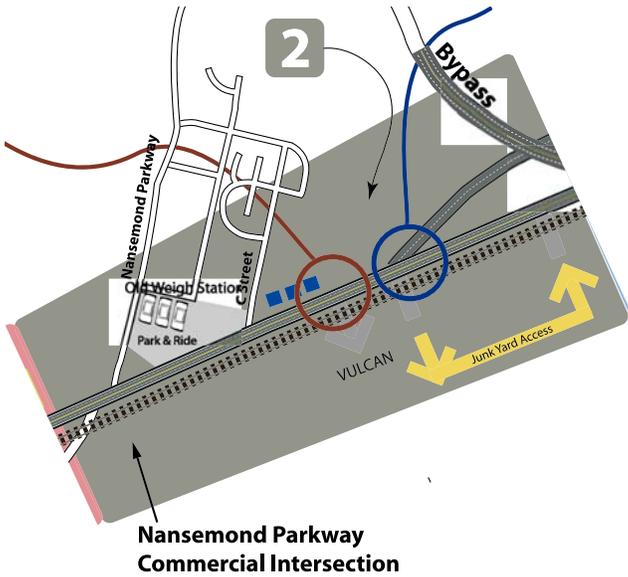
Recommendations

- 1.1 Landscaping. The landscape design at this entry is being addressed under separate project. Plantings to relate to the swamp character of the area.
- 1.2 Signs and Banners. Begin trail-blazing sign system to historic downtown/hotel/visitors center at the City Limits because there is a long distance between City limits and the downtown. Downsize regulatory/landfill signs. Add series of poles with banners after the weigh station to celebrate entry to the City of Suffolk.



Project Area 2

Route 58 from By-pass to Nansmond Parkway



Typical shoulder condition at Bypass and Rt. 58 junction.



Typical shoulder condition at commercial uses.

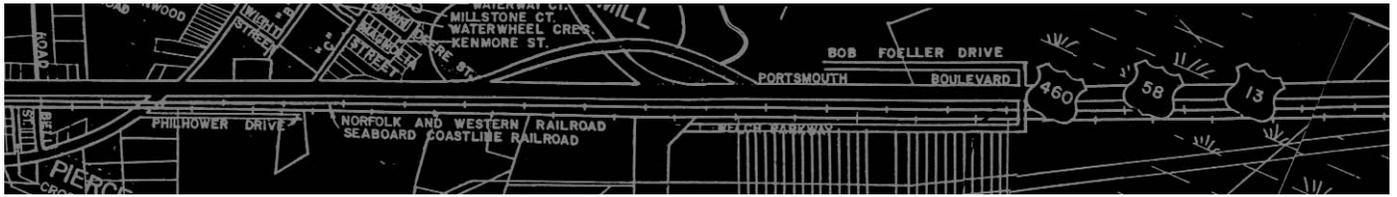
Description and Issues

- **Road:** Four-lane divided highway. Speed slows from 55 to 45 mph. The Nansmond Parkway intersection is the first signaled intersection.
- **Shoulder:** Roadway shoulder conditions vary in size and quality of maintenance. From the entry ramp off the by-pass to the edge of commercial buildings, there is a 10' +/- paved shoulder. At the point where the median disappears, the paved shoulder becomes 2' +/- with gravel between the road and grass. Striped bollards are used to signal road narrowing.

- **Median:** Median is planted with grass and a few crepe myrtle. Median is missing at the Intersection of Route 58 and C Street where there is more commercial development. The median was removed and a turn lane added.
- **Buildings:** Some building development including older motels, boat sales, gas stations, and a church. There are a few vacant warehouses. Most buildings require repair. Gas station and historic church anchor corners at the Nansmond Parkway intersection.
- **Private sites:** The old weigh station site on the north side of the west bound lane is used as a Park

and Ride. It is not well landscaped, paved, lit or maintained. The building is no longer there.

- **Access:** Salvage yard access has no means of heading west on Route 58. Currently trucks must go east on Route 58 and make a u-turn at the landfill entrance. To avoid this dangerous u-turn, trucks are driving over the planted median, a situation that is dangerous and illegal.
- **Signs:** Highway signs are abundant and unattractive. The road lacks trailblazer signs to reassure the traveler that they are going the right way to historic Downtown Suffolk.



Nansemond Parkway intersection.



Rt. 58 headed east.



Nansemond Parkway intersection planting triangle.



Current entrance to Vulcan.



Old weigh station site used for Park & Ride.



Commercial site adjacent to Park & Ride.



Existing conditions.

Photosimulation showing improved shoulder showing increased shoulder, paving, landscaping and new signs.

Recommendations

2.1 Shoulder Treatment: Provide consistent paved shoulder widths along the roadway. Where 10' shoulder narrows, provide a paved shoulder. Due to design speed of road and clear zone required, trees cannot be planted within seven feet of road, however, low landscaping should be explored at key points where road narrows or where there is a major access

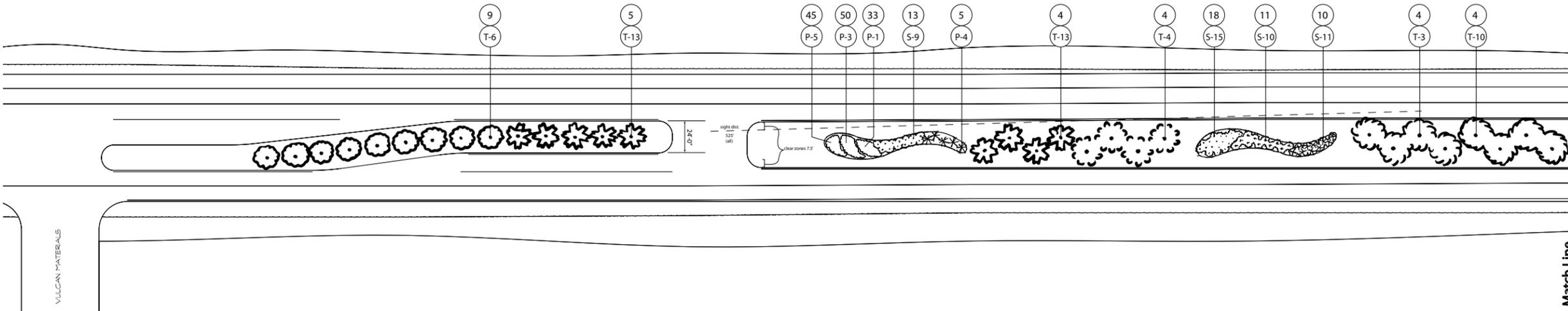
point to industries on the south side of the road. Provide consistent shoulders and acceleration/deceleration lanes on both the east and west bound lanes.

2.2 Median Planting: Provide new median plantings in this stretch of road. Cars travel between 50-60 mph before C Street so any new planting should be limited to types that are large, bold and

colorful groupings (see plan on page 9). Spring and summer blooming plants or plants with colorful foliage are recommended. Low maintenance is required. VDOT planting guide must be followed for plant height (3') maximum in the clear zone areas. Provide heavy planting and possibly a berm across from salvage yard access to prevent trucks from driving over median. Further explore a new road that will connect the salvage yard to the current Vulcan entrance which has access to a cross-over. See plant list in Appendix A.



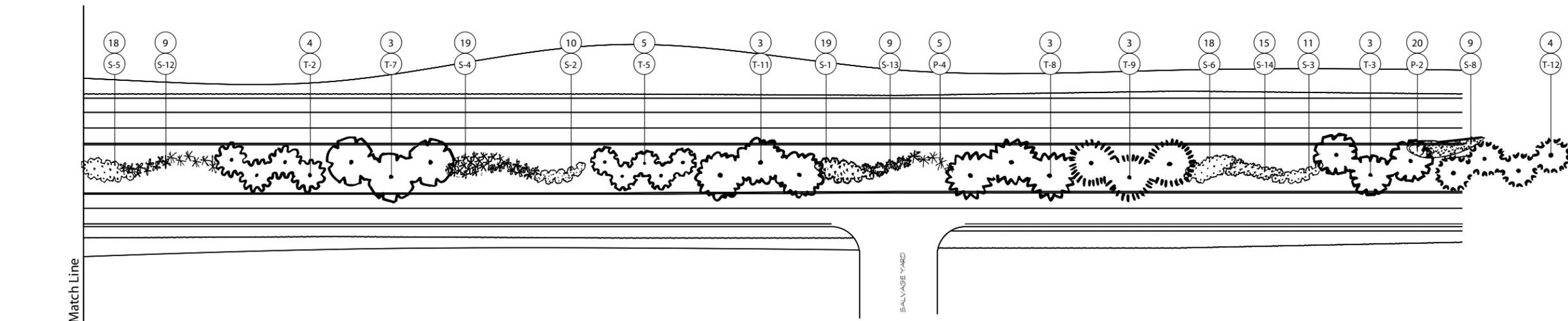
Rt. 58 median plantings.



Median Planting Plan

from Bypass to Vulcan Materials

Scale: Not to scale



PLANT KEY - TREES

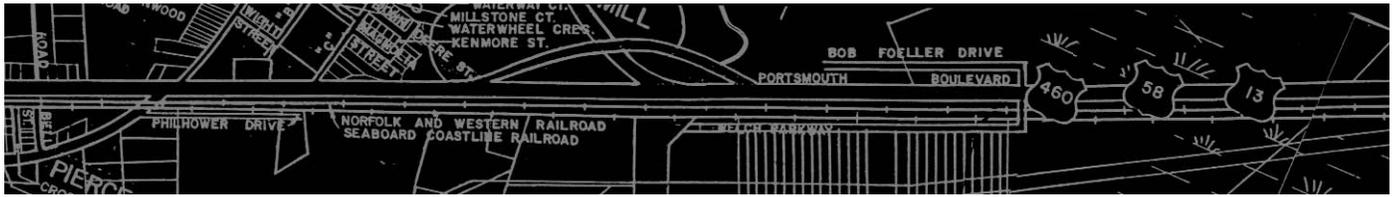
KEY QTY.	"BOTANICAL NAME"	COMMON NAME	MINIMUM SIZE	NOTES
T1 3	"Acer rubrum 'October Glory'"	OCTOBER GLORY RED MAPLE	"2 - 2 1/2" CAL."	"SINGLE LEADER"
T2 4	"Chionanthus retusus"	CHINESE FRINGE TREE	6 - 8' HT.	FULL
T3 4	"Cornus kousa"	KOUASA DOGWOOD	6 - 8' HT.	FULL
T4 4	"Cotinus coggygria 'Royal Purple'"	ROYAL PURPLE SMOKE TREE	"2 - 2 1/2" CAL."	FULL
T5 5	"Ilex opaca 'East Palatka'"	EAST PALATKA HOLLY	6 - 8' HT.	TREE FORM
T6 9	"Lagerstroemia 'Catawba'"	CATAWBA CRAPE MYRTLE	6 - 8' HT.	MATCHING
T7 3	"Liquidambar styraciflua 'Rotundiloba'"	SEEDLESS SWEETGUM	"2 - 2 1/2" CAL."	"SINGLE LEADER"
T8 3	"Nyssa sylvatica"	BLACK GUM (TUPELO)	"2 - 2 1/2" CAL."	"SINGLE LEADER"
T9 3	"Pinus taeda"	LOBLOLLY PINE *	6 - 8' HT.	"SINGLE LEADER"
T10 4	"Prunus 'Okame'"	OKAME CHERRY	6 - 8' HT.	FULL
T11 3	"Quercus shumardii"	SHUMARD OAK	"2 - 2 1/2" CAL."	"SINGLE LEADER"
T12 4	"Taxodium distichum"	BALD CYPRESS	"2 - 2 1/2" CAL."	"SINGLE LEADER"
T13 9	"Vitex agnus-castus (blue)"	BLUE VITEX*	5 - 6' HT.	FULL

Plan by Kathleen Zeren-Brown, Landscape Designer

PLANT KEY - SHRUBS & PERENNIALS

KEY QTY.	"BOTANICAL NAME"	COMMON NAME	MINIMUM SIZE	NOTES
S1 19	"Abelia x grandiflora 'Edward Goucher'"	EDWARD GOUCHER ABELIA	"18 - 24" HT."	5' O.C.
S2 10	"Calliandra dichotoma"	PURPLE BEAUTYBERRY	"18 - 24" HT."	5' O.C.
S3 11	"Cornus sericea 'Kelsey'"	KELSEY REDTIG DOGWOOD	"18 - 24" HT."	5' O.C.
S4 19	"Cytisus scoparius 'Moonlight'"	MOONLIGHT SCOTCH BROOM	"18 - 24" HT."	4' O.C.
S5 18	"Deutzia gracilis"	SLENDER DEUTZIA	"15 - 18" SPRD."	4' O.C.
S6 18	"Forsythia x intermedia 'Lynwood'"	LYNWOOD FORSYTHIA	"18 - 24" SPRD."	5' O.C.
S7 9	"Hydrangea paniculata 'Tardiva'"	TARDIVA HYDRANGEA	"18 - 24" HT."	5' O.C.
S8 9	"Ilex verticillata 'Winter Red'"	WINTER RED HOLLY (& MALE)	"18 - 24" HT."	5' O.C.
S9 13	"Ilex vomitoria 'Nana'"	DWARF VAUPON HOLLY	"15 - 18" SPRD."	4' O.C.
S10 11	"Juniperus chinensis 'Sea Green'"	SEA GREEN JUNIPER	"15 - 18" SPRD."	5' O.C.
S11 10	"Lagerstroemia 'Victor'"	VICTOR (DWARF RED) CRAPE MYRTLE	"18 - 24" HT."	5' O.C.
S12 9	"Loropetalum chinense 'Burgundy'"	BURGLINDY FRINGE FLOWER	"18 - 24" SPRD."	5' O.C.
S13 9	"Nerium oleander (red)"	RED FLOWERING OLEANDER	"18 - 24" HT."	5' O.C.
S14 15	"Raphiolepis 'Springtime'"	SPRINGTIME INDIAN HAWTHORN	"15 - 18" SPRD."	4' O.C.
S15 18	"Rosa 'Carefree Beauty'"	CAREFREE BEAUTY ROSE*	3 GAL.	4' O.C.

P1 33	"Baptisia australis"	BLUE WILD INDIGO*	1 GAL.	"24" O.C."
P2 20	"Eupatorium fistulosum"	JOE PYE WEED*	1 GAL.	"24" O.C."
P3 50	"Lantana camara 'Miss Huff'"	MISS HUFF LANTANA*	1 GAL.	"18" O.C."
P4 16	"Miscanthus sinensis 'Gracillimus'"	MAIDEN GRASS*	3 GAL.	6' O.C."
P5 45	"Santolina chamaecyparissus"	LAVENDER COTTON (GREY)*	1 GAL.	"18" O.C."



Existing conditions.

Triangle at Nansemond Parkway shown with landscaping.

2.3 Intersection with Nansemond Parkway: Consider painting signal poles black. Plant triangle on north side of the intersection with colorful plantings. Refer to plant list Appendix A.

2.4 Private Site Signs: Work with private property owners to remove obsolete and over-scaled signs. Provide incentives for more visible monument signs closer to the road. Add or improve landscaping and street amenities. Reduce and coordinate access points where feasible.

2.5 Public Signs: Reduce the number and size of regulatory signs. Continue trailblazing signs.

2.6 Old Weigh Station Site/Park and Ride: Work with VDOT to upgrade Park and Ride site. Remove old paving, grade and replant. Add trees. Repave and light lot. Consider using a decorative lighting pole, painted black, and other design elements, that are consistent with the design elements of Suffolk. Select design elements that convey the rural feel, not necessarily the historic character of downtown. Coordinate

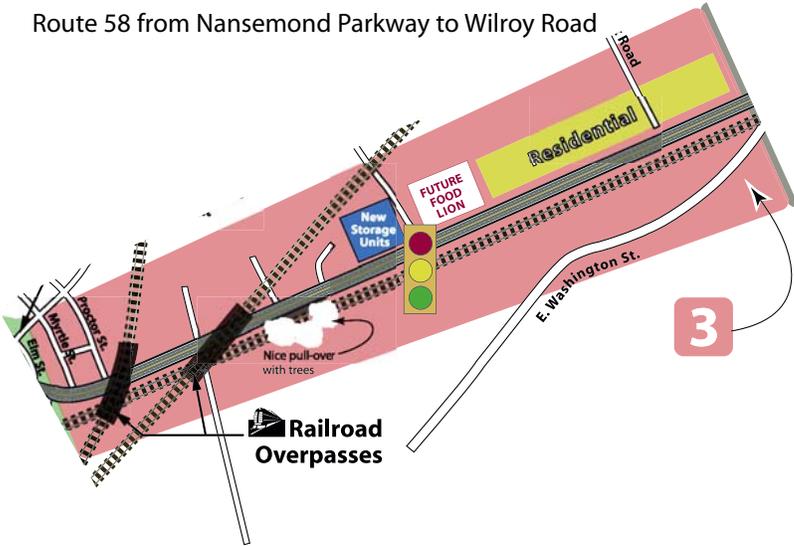
improvements with adjacent commercial property. On south side, provide consistent edge paving and add trees.

2.7 Road access from businesses: As road shoulders are improved, encourage consolidation of business access points in order to have more landscaping along the edge of the road and a neater appearance.



Project Area 3

Route 58 from Nansemond Parkway to Wilroy Road



Shoulder condition in front of residences

Description and Issues

- Road continues to be four lane divided highway with a posted speed of 45 and 55mph.
- The shoulders continue to have inconsistent treatments. New paved area has 2 feet of paved shoulder with gravel between paving and grass. Grass will eventually grow into the gravel, creating an unattractive edge. The

shoulder in front of the residences is in very poor condition and is unsafe. Curb, gutter and deceleration turn lanes are used at the entrance to the new storage building.

- A sparsely planted median occurs in this area and was once planted with crepe myrtle. There is a drainage ditch in the middle of the median and no curb. This section of the median has six cross-

over opportunities. Two are constructed with deceleration lanes. Four have no deceleration lanes and are dangerous to use.

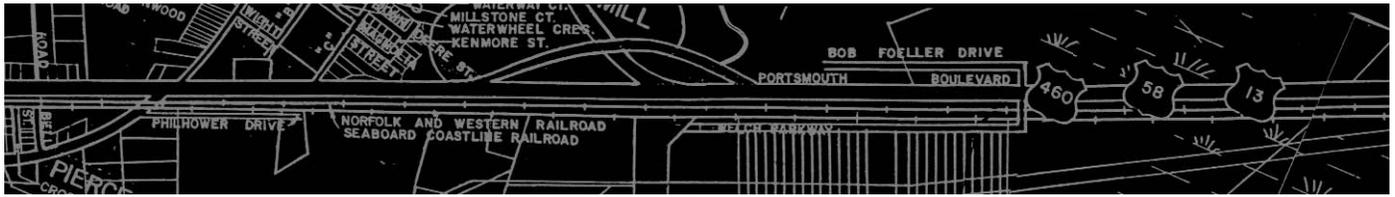
- Two railroad bridges cross the road and are rusty and dirty. The bridge in the poorest condition is regularly used.



Existing median condition.



Road edge condition at new construction.



Existing railroad bridge that requires paint.



Existing shoulder conditions.

Recommendations

3.1 Shoulder treatment: Create consistent paved shoulder that is at least four feet in width. In front of the residences, create a 10-foot paved shoulder with curb and gutter and defined entrances to allow for safer ingress and egress from driveways and to create a neater edge.

3.2 Medians: Remove four cross-overs that lack deceleration lanes. This will allow more area for plantings. Plant the median with plantings consistent with the planting plan in 2.2. However, since the median is narrower, lacks a curb, and includes a ditch, the scheme can vary. Do not use any plant that will have a trunk that exceeds 4" in diameter. Follow

VDOT guidelines for clear zones and plant heights.

3.3 Railroad bridges: Work with railroad(s) to clean and paint bridges.

3.4 Signs: Work with private site owners to remove obsolete signs and downsize freestanding signs. Add or improve landscaping and street amenities. Continue trailblazers.



Pave shoulder and add curb and sidewalk to area in front of residences.

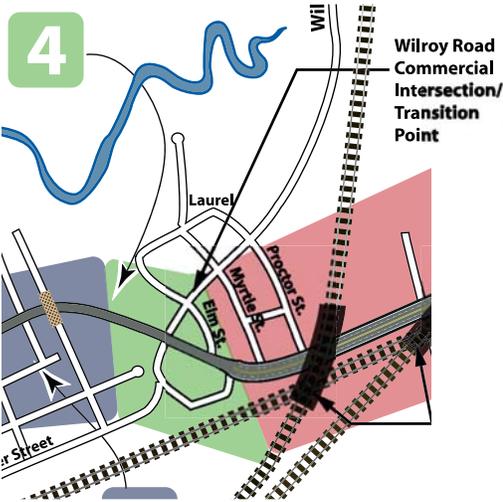


Add median plantings.



Project Area 4

Intersection of Route 58, Constance Road and Wilroy Road



Rt. 58 looking west from entrance to Fresh Pride/Family Dollar.

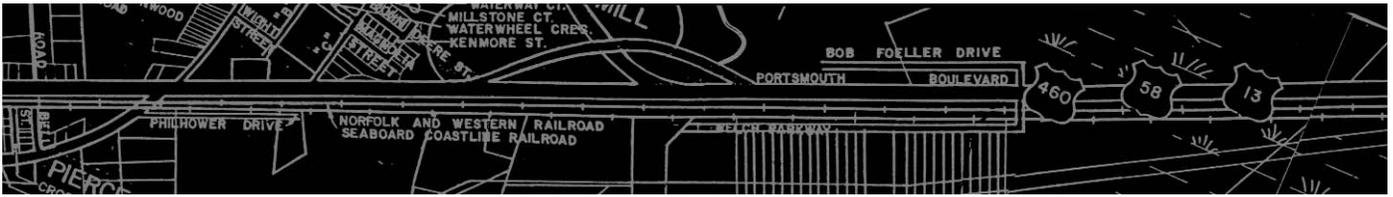
Description and Issues

- This is a large developed intersection. The road is very broad with large turning radii to accommodate truck traffic.
- More curb and gutter are used at the street edge compared to other subareas. However, there are open drainage ditches and no sidewalks.
- Planted median in place but becomes very narrow after the Wilroy intersection and includes a series of yellow and black striped bollards. Some crepe myrtle remain in the median. The medi-

an to the east of the intersection and before the railroad overpass is interrupted with numerous crossovers that create confusing traffic patterns.

- Intersection is designed for moving large volumes of traffic at moderate speed and does not accommodate any potential pedestrian traffic.
- There are a large number of signs, both private and public, including abandoned signs. The intersection lacks a wayfinding sign system that reassures traveler of direction of downtown Suffolk.

- Traffic signals are on wires, not poles.
- Buildings are utilitarian, some house retail businesses that serve adjoining neighborhoods. Many sites have multiple curb cuts. Some sites have implemented site improvements. The Fresh Pride/Family Dollar corner is large enough to accommodate new out-parcel development.



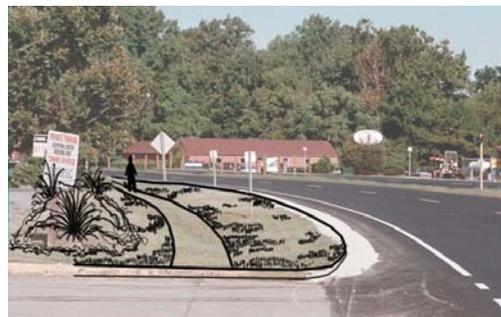
Intersection of Rt. 58 and Wilroy Road as it exists.



Photo simulation of same intersection showing street improvements, new construction and building improvements.

Recommendations

- 4.1 Road: This is the key intersection where the road shifts from being entirely auto-oriented to a mixture of auto and pedestrian orientation. Connections to adjoining neighborhoods are possible by adding sidewalks. Add stamped asphalt or pavers to create crosswalks and a traffic calming effect.
- 4.2 Shoulders: Continue curb and gutter. Add sidewalks on the south side of 58 to connect residential areas to the commercial area. Add planting triangles where lanes are very wide to allow for right turn movements. (See (a) in photo simulation above).
- 4.3 Median: Moving east on Route 58 from Wilroy Road to Elm and Myrtle Streets, remove cross-overs in median in order to make more room for landscaping and remove confusing traffic patterns. Retain left turn cross-over onto Proctor Street that occurs before the bridge. Moving west on Route 58 the median is very narrow and planted with grass. Change to hardscape curb and gutter with concrete pavers to match those used in downtown.
- 4.4 Signs: Remove abandoned signs and work with businesses to downsize site signs. Continue trailblazing sign system.
- 4.5 Utilities: When changing signals to cantilevered poles, install poles that are finished in black. Consider a pole style that is more decorative, signaling entrance into the heart of the city.
- 4.6 Buildings and Private Sites: Enhance buildings. Consolidate entrances to private sites and add landscaping.



Fresh Pride/Family Dollar entrance showing sidewalk and landscaping.



Project Area 5

Constance Road from Wilroy Road to Katherine Street



Existing conditions where median narrows.



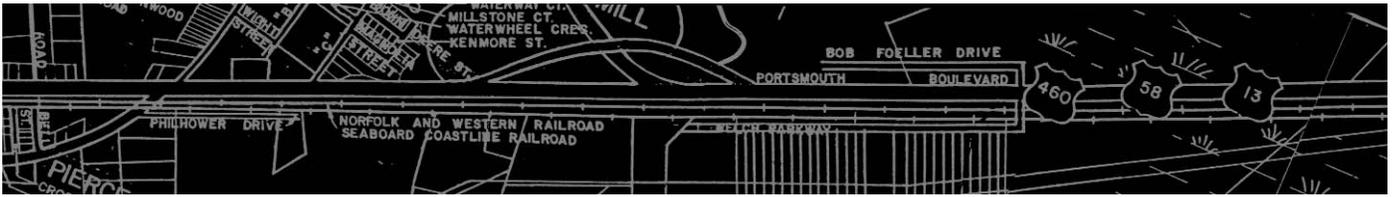
Existing conditions on Constance Road.

Description and Issues

- At this point, Route 58 is a five-lane road and the use along the road is residential. The planted median was removed and a turn lane was added to accommodate the residents. While the speed limit is reduced, the character of the road encourages cars to move quickly through the area.

- Sidewalks are inconsistent and start and stop throughout this section. The right-of-way ends at the back edge of the sidewalks. Where there are sidewalks, there is a very thin grass strip between the sidewalk and the road. Utility poles occur in this strip.

- Mature trees frame the road from private sites and tend to obscure the utility poles.



Add landscaping to median at this point where turn lane narrows.

Recommendations

5.1 Road: Future road work includes narrowing road and eliminating turn lane when southwestern portion of the bypass is complete. This will allow for a very wide planting strip between the sidewalk and the road. Plant trees in this area that will gracefully line the street but will not grow into the power lines. Add crosswalks along this section of Constance Road to

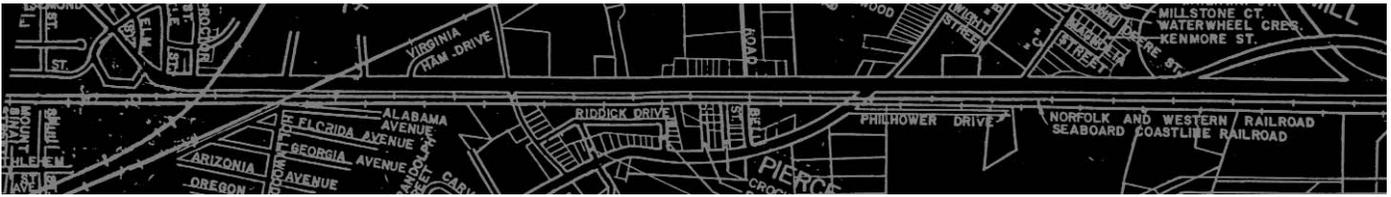
break up the straight-away feeling. Use stamped and stained asphalt or pavers. Add a two-foot flush median using either stamped and stained asphalt or pavers in a basketweave pattern.

5.2 Sidewalks: Upgrade and complete the sidewalk system on both sides of the street.

5.3 Signs: Continue trailblazer sign system.



Future improvements showing sidewalk, wider planting strip, flush median and crosswalks.



Project Area 6

Constance Road from Katherine Street to Eastern Edge of Constant's Wharf Hotel Site

Description and Issues

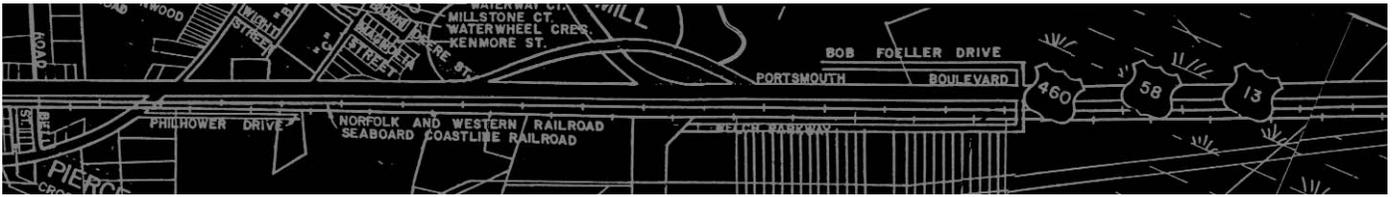
- The road is four lanes wide and includes a small raised concrete median that is full of weeds.
- There are no sidewalks connecting the neighborhood to the intersection with Main Street. There appears to be some right of way remaining that could accommodate a sidewalk.

- On the north side of the road is a large green area. The edge is planted with crepe myrtle. A drainage ditch runs behind them. The ditch is in a culvert at some points and open in others.

- The trees and the cemetery run along the south edge of the road. The cemetery lacks edge definition.



Green area on north side of Constance Road.



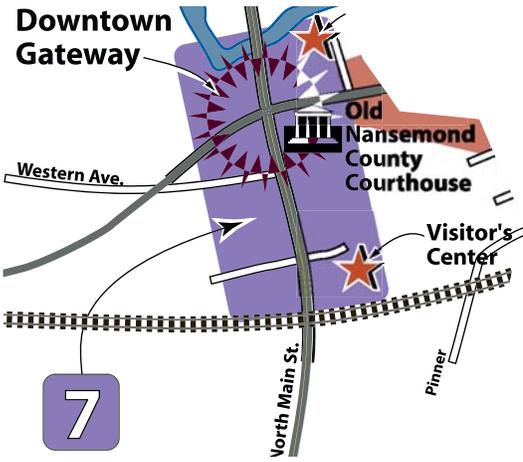
Existing conditions.



Photosimulation showing new crosswalks, sidewalk, lights and signals.

Recommendations

- | | | |
|---|---|--|
| <p>6.1 Sidewalks. (Preserve crepe myrtle on north side of street. There is insufficient street width to extend street trees in this area.) Public works is already working on a plan for sidewalks in this area. Add painted metal or decorative iron fence and sidewalk in front of cemetery. Continue stamped and stained crosswalks.</p> | <p>6.2 Landscaping: Add sidewalk on south side.</p> <p>6.3 Road: Replace concrete median with a raised median set within concrete curb. Finish with patterned concrete pavers to match existing crosswalk pavers.</p> | <p>6.4 Utilities: Add historic lights. Add historic-style signal poles.</p> <p>6.5 Signs: Add trailblazer sign system.</p> |
|---|---|--|



Project Area 7

Intersection of Constance Road and Main Street



Main Street looking north to intersection.

General Character

At this location a number of things happen:

- The commercial strip meets the historic gateway;
- Commercial one-story buildings meet historic 2-story residential buildings
- The river is the northern edge but is overshadowed by signs, buildings, and utilities;

- A pedestrian-oriented area meets auto-oriented area;
- Architectural periods, styles, forms, types and circulation collides; and
- Large business signs, overhead VDOT signs, and utilities overwhelm the view.
- However, the area is also characterized by sidewalks and Crepe Myrtle lined streets.



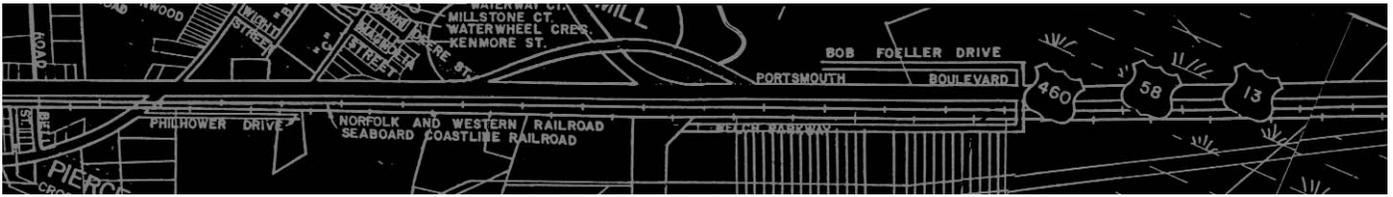
Constance Road looking east from intersection.



Intersection looking west toward intersection.



Western Avenue looking east to intersection.



Constance Road looking east to intersection.



Same view showing sidewalks and landscaping.

7.1 From the East

Description and Issues

- Road is five lanes wide.
- Sidewalks are narrow or missing. Pedestrian crosswalk occurs in an odd location.
- Concrete median has many weeds.
- Edge of Courthouse parking lot has rusting metal railing, unkempt appearance.
- Overhead VDOT signs present a highway-scaled appearance instead of a sense of arrival at a historic, pedestrian-scaled area.
- Utility poles dominate the view.
- Large-scale VDOT highway route signs and McDonalds sign dominates the appearance of the intersection in all directions.
- Signal poles are galvanized and are rusting.

Recommendations

- 7.1.a.Road: Replace concrete median with a raised median set within concrete curb. Finish with patterned concrete pavers to match existing crosswalk pavers.
- 7.1.b.Sidewalks: Add crosswalks at corners to match downtown crosswalks.
- 7.1.c.Buildings and Private Sites: Coordinate improvements with hotel development. Improve rear of Courthouse parking lot. Add painted metal or decorative iron fence and sidewalk in front of cemetery.

7.1.d.Utilities: Add historic lights. Place utilities underground or move to rear of lots. Add historic style poles or paint existing signal poles black.

7.1.e.Signs: Remove overhead VDOT signs. Remove or downsize VDOT road signs. Add trailblazer system. Identify courthouse with signs.



Billboards dominate view from the west.



Landscaping is attractive on the western approach but sidewalks are lacking.

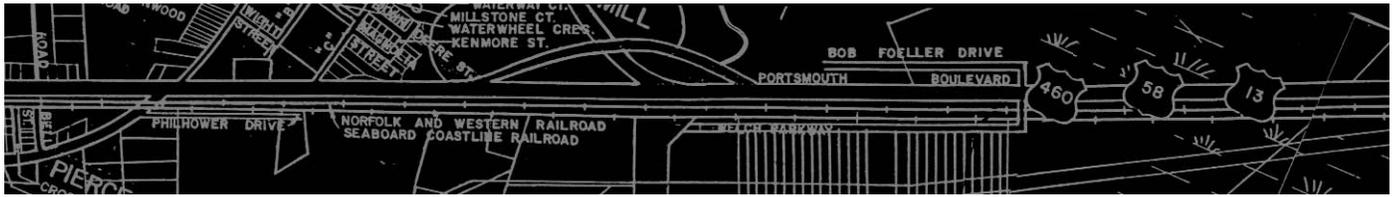
7.2 From the West

Description and Issues

- This approach is a little more attractive, includes more landscaping and less signage. The road is narrower than the east approach.
- However, there is a large billboard as the traveler approaches the intersection.
- Overhead VDOT signs, again, present a highway-scaled appearance instead of a sense of arrival at a historic, pedestrian-scaled area.
- Sidewalks are missing or poorly maintained.

Recommendations

- 7.2.a. Sidewalks: Add new and upgrade existing sidewalks. Add crosswalks to match downtown crosswalks.
- 7.2.b. Utilities: Add historic style poles or paint existing signal poles black. Add historic lights from Western Avenue. Place utilities underground or move to rear of lots.
- 7.2.c. Signs: Remove overhead VDOT signs. Remove billboards. Add trailblazer sign system. Remove or downsize VDOT road signs. Downsize McDonalds sign.



The view from downtown includes a mixture of attractive landscaping, signs, and utilities.



Underground utilities and additional street trees could greatly enhance this view.

7.3 From the Intersection to Downtown

Description and Issues

- The road is four lanes wide and appears to have no additional space for expansion.
- There is a more consistent sidewalk with a wide planting strip between the sidewalk and the street. Crepe myrtle is consistently found in the green planting strip. Sidewalks require some maintenance.
- Wood utility poles and overhead lines dominate the streetscape view.
- Overhead VDOT signs, again, present a highway-scaled appearance instead of a sense of arrival at a historic, pedestrian-scaled area.
- Historic light poles do not extend to the intersection.

Recommendations

- 7.3.a.Sidewalks: Upgrade existing sidewalks. Add crosswalks to match downtown crosswalks.
- 7.3.b.Signs: Remove overhead VDOT signs. Add trailblazer system. Remove or downsize VDOT road signs.
- 7.3.c.Utilities: Add historic lights. Place utilities underground or move to rear of lots. Add historic style poles or paint existing signal poles black.



Appendix A

Plant List - Trees				
Key	Qty.	Botanical Name Common Name	Minimum Size	Notes
T1	3	<i>Acer rubrum</i> 'October Glory' October Glory Red Maple	2-2 1/2" Cal.	Single Leader
T2	4	<i>Chionanthus retusus</i> Chinese Fringe Tree	6-8' Ht.	Full
T3	4	<i>Cornus kousa</i> Kousa Dogwood	6-8' Ht.	Full
T4	4	<i>Cotinus coggygia</i> 'Royal Purple' Royal Purple Smoke Tree	2-2 1/2" Cal.	Full
T5	5	<i>Ilex opaca</i> 'East Palatka' East Palatka Holly	6-8' Ht.	Tree Form
T6	9	<i>Lagerstroemia</i> 'Catawba' Catawba Crape Myrtle	6-8' Ht.	Matching
T7	3	<i>Liquidambar styraciflua</i> 'Rotundiloba' Seedless Sweetgum	2-2 1/2" Cal.	Single Leader
T8	3	<i>Nyssa sylvatica</i> Black Gum (Tupelo)	2-2 1/2" Cal.	Single Leader
T9	3	<i>Pinus taeda</i> Loblolly Pine	6-8' Ht.	Single Leader
T10	4	<i>Prunus</i> 'Okame' Okame Cherry	6-8' Ht.	Full
T11	3	<i>Quercus shumardii</i> Shumard Oak	2-2 1/2" Cal.	Single Leader
T12	4	<i>Taxodium distichum</i> Bald Cypress	2-2 1/2" Cal.	Single Leader
T13	9	<i>Vitex agnus-castus</i> (blue) Blue Vitex	5-6' Ht.	Full



Appendix A

Plant List - Shrubs				
Key	Qty.	Botanical Name Common Name	Minimum Size	Notes
S1	19	<i>Abelia x grandiflora</i> 'Edward Goucher' Edward Goucher Abelia	18-24" Ht.	5' O.C.
S2	10	<i>Callicarpa dichotoma</i> Purple Beautyberry	18-24" Ht.	5' O.C.
S3	11	<i>Cornus sericea</i> 'Kelseyi' Kelsey Redtwig Dogwood	18-24" Ht.	5' O.C.
S4	19	<i>Cytisus scoparius</i> 'Moonlight' Moonlight Scotch Broom	18-24" Ht.	4' O.C.
S5	18	<i>Deutzia gracilis</i> Slender Deutzia	15-18" Sprd.	4' O.C.
S6	18	<i>Forsythia x intermedia</i> 'Lynwood' Lynwood Forsythia	18-24" Sprd.	5' O.C.
S7	9	<i>Hydrangea paniculata</i> 'Tardiva' Tardiva Hydrangea	18-24" Ht.	5' O.C.
S8	9	<i>Ilex verticillata</i> 'Winter Red' Winter Red Holly (& Male)	18-24" Ht.	5' O.C.
S9	13	<i>Ilex vomitoria</i> 'Nana' Dwarf Yaupon Holly	15-18" Sprd.	4' O.C.
S10	11	<i>Juniperus chinensis</i> 'Sea Green' Sea Green Juniper	15-18" Sprd.	5' O.C.
S11	10	<i>Lagerstroemia</i> 'Victor' Victor (Dwarf Red) Crape Myrtle	18-24" Ht.	5' O.C.
S12	9	<i>Loropetalum chinense</i> 'Burgundy' Burgundy Fringe Flower	18-24" Sprd.	5' O.C.
S13	9	<i>Nerium oleander</i> (red) Red Flowering Oleander	18-24" Ht.	5' O.C.
S14	15	<i>Raphiolepis</i> 'Springtime' Springtime Indian Hawthorn	15-18" Sprd.	4' O.C.
S15	18	<i>Rosa</i> 'Carefree Beauty' Carefree Beauty Rose	3 Gal.	4' O.C.



Appendix A

Plant List - Perennials				
Key	Qty.	Botanical Name Common Name	Minimum Size	Notes
P1	33	<i>Baptisia australis</i> Blue Wild Indigo	1 Gal.	24" O.C.
P2	20	<i>Eupatorium fistulosum</i> Joe Pye Weed	1 Gal.	24" O.C.
P3	50	<i>Lantana camara</i> 'Miss Huff' Miss Huff Lantana	1 Gal.	18" O.C.
P4	16	<i>Miscanthus sinensis</i> 'Gracillimus' Maiden Grass	3 Gal.	6' O.C.
P5	45	<i>Santolina chamaecyparissus</i> Lavender Cotton (Grey)	1 Gal.	18" O.C.