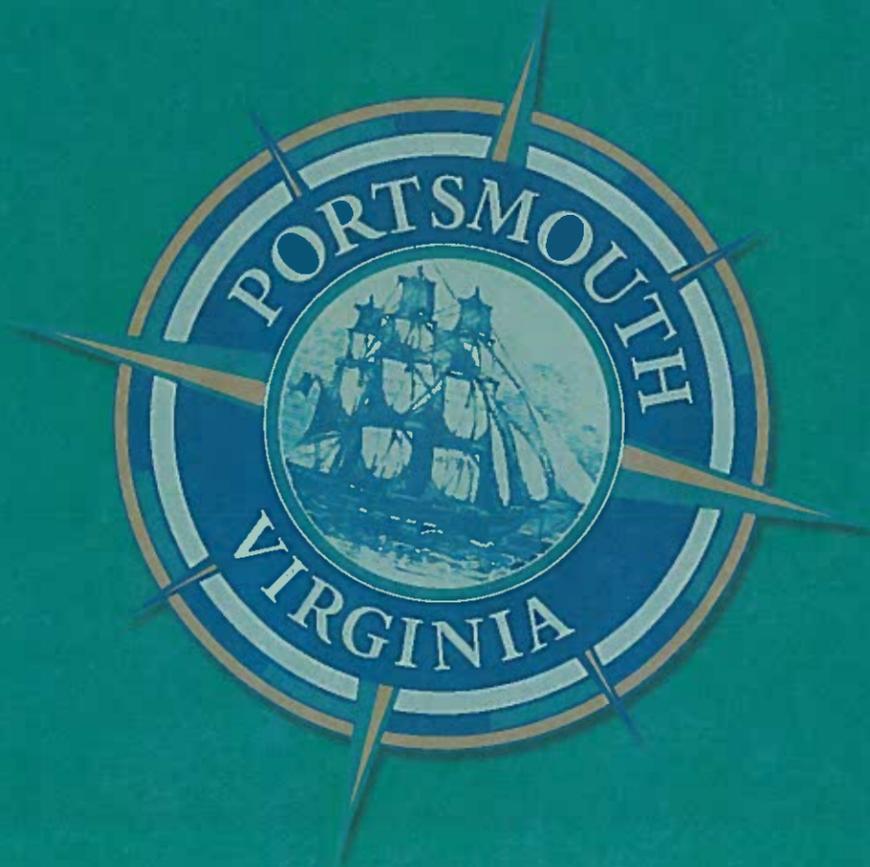




Portsmouth
Gateway and Corridor
Design Manual

January 2008



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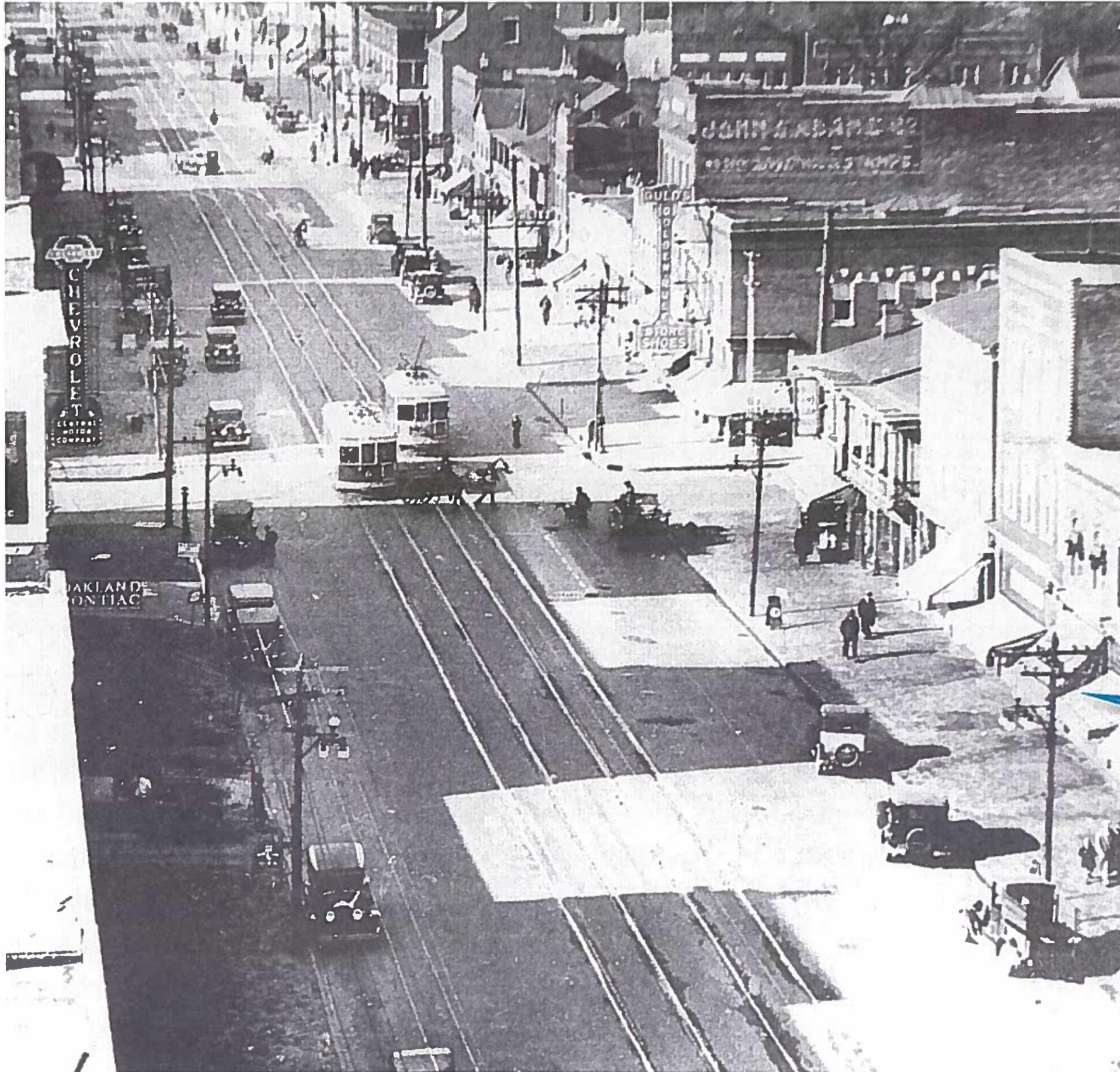
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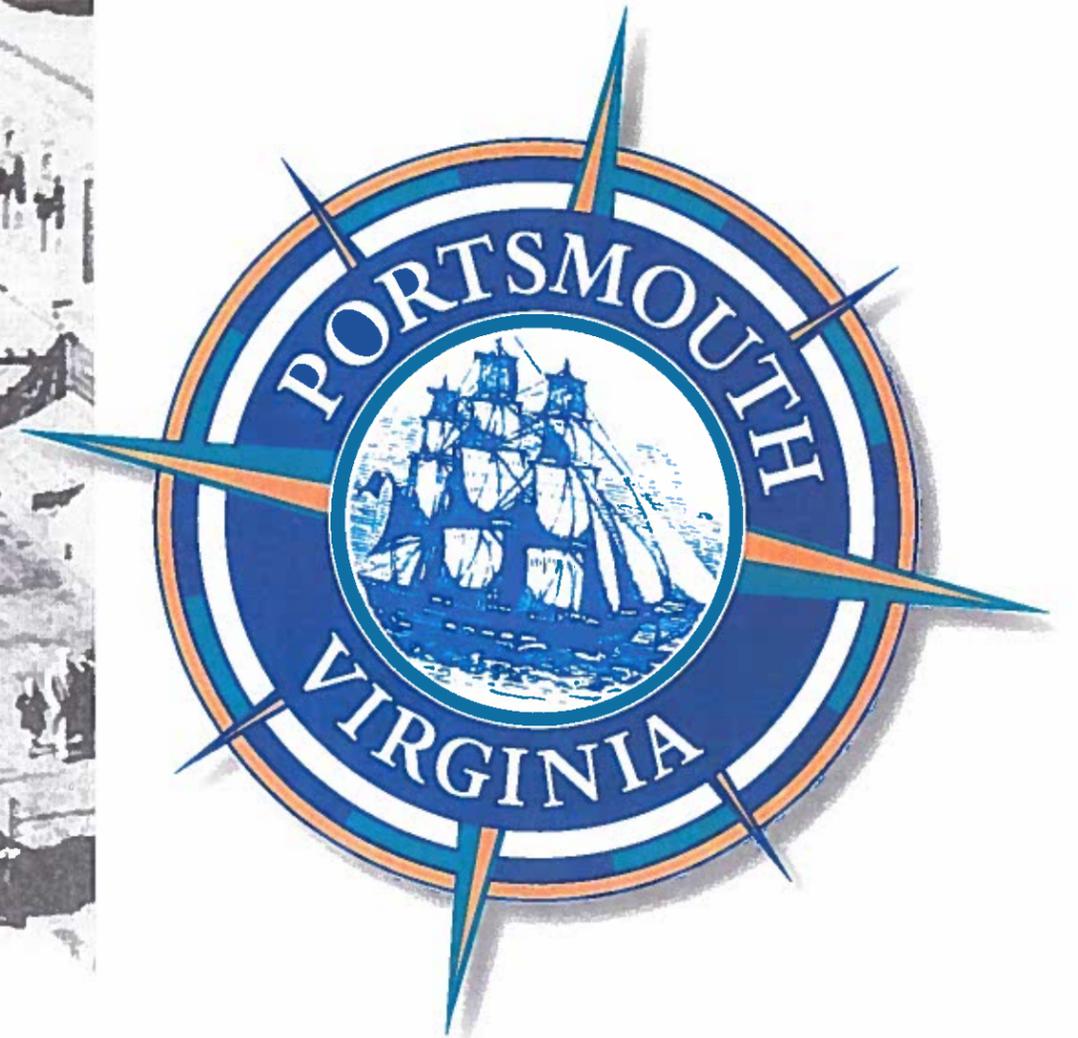
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I. INTRODUCTION





Portsmouth's first transportation corridor was the Elizabeth River, on which the City was founded. Its current corridors radiate out from the waterfront anchor.



Street View at Court and London Streets
Portsmouth, Va.

The City's original corridors typically connected newer residential neighborhoods outside the downtown to the employment centers at the waterfront.



With the rise of the automobile, corridors were upgraded to accommodate this new mode of transportation. Here, the streetcar is still in place in the location of today's landscaped medians.



A more recent view shows a newer road with modern lighting and a large landscaped median designed to accommodate the car.

A. PURPOSE OF THE GATEWAY AND CORRIDOR DESIGN MANUAL

The City of Portsmouth has completed a new comprehensive plan containing a number of exciting initiatives. Many include improving the appearance of the city.

This corridor and gateway manual is intended to "raise the bar" for aesthetics throughout the city. It creates a framework to apply different levels of enhancements to different types of Portsmouth's corridors and gateways.

The vision behind this manual is to add amenities to these areas in order to add character to them. In the process, the corridors and gateways will be improved in appearance and in function for both visitors and residents alike.

The purpose of this manual is to define a vision for Portsmouth's gateways and main corridors, by establishing a character and scale for the various types. The manual purposely does not select specific products or make very detailed design recommendations for each scenario for two reasons: to allow flexibility within the recommended character and scale, and, as the improvements may be implemented over many years, to allow for changes in product availability.

B. BACKGROUND

Portsmouth was founded because of its proximity to the Elizabeth River, and much of its history relates to its maritime heritage and its location along the water. Today the connection to the water continues to be the economic engine that is vital to the city's future. Nevertheless, its corridors have been the path for its physical growth since its founding.

As the city grew inland through time, several of its original streets extended to become more prominent corridors to connect residents with the downtown and to provide roads to neighboring settlements and communities. As Portsmouth annexed more land and the corridors extended into these areas, the city grew along these major routes.

With the rise of the automobile, the corridors were expanded and upgraded with paving and traffic signals to become the main avenues for daily commutes between home and work and to provide locations for many of the city's businesses. In more recent times, the interstate highways, I-264 and State Route 164, have become the two new regional routes to bring most of the visitors to the community.

The intersections of these highways and local roads with the city limits become Portsmouth's gateways. They may be at a major interchange, a natural boundary like a bridge or at a key intersection.

C. WHY IS CORRIDOR AND GATEWAY APPEARANCE SO IMPORTANT?

Many residents use the corridors in their daily activities and much of their time is spent on these routes. For visitors, the corridors and gateways give the first visual impression of the city and have become the “Front Door” for Portsmouth.

Gateways help establish a “sense of place” when entering the city, and provide an introduction to neighborhoods and corridors. Gateways create an opportunity to establish the image

of the city for both visitors and residents, providing an initial impression of, and orientation to, the city and the neighborhood.

Thus, attractive well-maintained corridors and gateways provide a favorable impression for visitors and become a source of pride for residents. Likewise, a poorly designed and maintained corridor or gateway creates a negative image of the city.

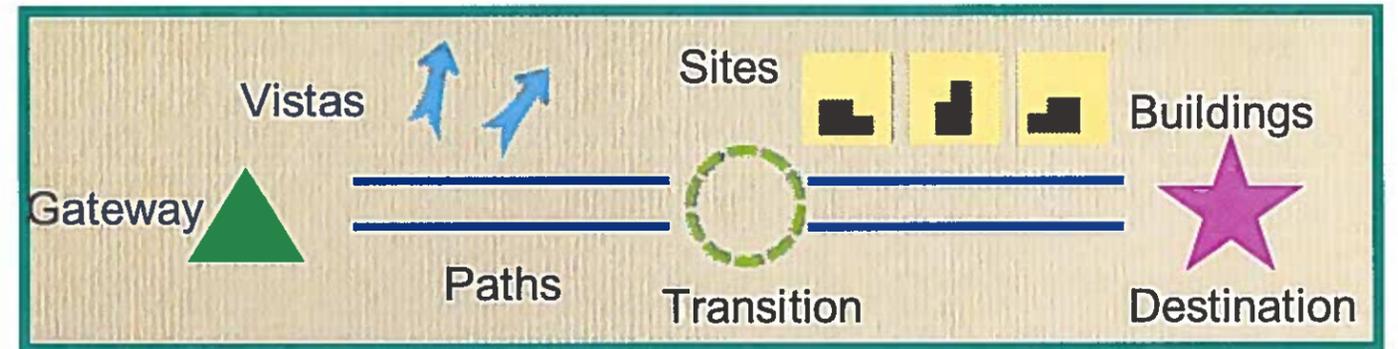


An image of the new Crawford Circle, from the Downtown Waterfront Strategic Plan completed by Urban Design Associates, illustrates a monumental civic gateway at the south end of the downtown just off the exit from I-264.

D. CORRIDOR EXPERIENCE

Corridors are key transportation corridors that have the ability to form an impression on travelers passing through the city without actually visiting. Corridors provide an opportunity to convey a positive image of the city and city life.

A person travelling along a corridor experiences the first impression of a city at its gateway. They then go along the path (road) and see views of features, sites and buildings. Corridors often have transitions in land use, building forms or other features within the experience. At some point along the corridor, it terminates to another corridor, feature or destination.



The sequence of elements that make up a corridor.

E. TYPICAL CORRIDOR SEQUENCE

While Portsmouth’s corridors vary in their character, many of them developed in a certain sequence as they radiated out from their riverfront terminus. Frequently the sequence of these corridors goes from:

- Rural to urban
- New to old
- Less to more dense
- Larger to smaller lots
- Vehicular to pedestrian
- Change to permanence



High Street extends from the urban downtown to the outlying residential neighborhoods.

F. INFLUENCES ON CORRIDOR CHARACTER

Corridors typically develop over time; and as they grow, they assume a certain physical character. Many factors affect the appearance of corridors, and they include:

- Time
- Topography and other natural features
- Amount of growth in the region
- Level of regulation at the time of development
- Architectural tastes and building technology
- Vision, or lack thereof, for the corridor



A 1950's aerial view shows a typical corridor type at that time, radiating out from the waterfront.

G. EXISTING CORRIDORS AND GATEWAYS IN PORTSMOUTH

Like many older communities that have developed for several centuries, Portsmouth has a variety of corridor types. The downtown has historic residential and historic commercial corridors that were laid out before the automobile. Since these areas were pedestrian oriented, the buildings were built close together; and the roads were used for carriages, wagons and horses. As these routes radiate out from the central business district, they may continue to be either residential or commercial or some mix of both types.

With the rise of the automobile, the existing corridors often evolved into more commercial uses since that is where the most daily traffic occurred. These early commercial strip corridors became the most common type in Portsmouth in the early- to mid-twentieth century. As housing developments continued to be created along the corridors during this era, sections became residential corridors. Depending on the uses, certain sections may also be industrial or institutional corridors.

More recently developed or redeveloped older corridors have become home to larger commercial establishments such as "big box" chains and local or regional shopping centers. Certain new corridors can be classified as planned or limited access corridors. These corridors in Portsmouth are the two sections of highways that create new gateways to the city's existing local corridors.

In most cases, however, Portsmouth's corridors are mixed use and contain several of the above listed types. This condition is so prevalent since these corridors reflect different eras of growth and responded to the needs of the time.

Because most corridors developed over a long time frame, their current appearance may reflect a lack of a vision or a lost vision. Thus these mixed-use corridors have a wide variety of physical character, design quality and likelihood of change.

The elements that make up a corridor and help define its physical character are described in Chapters II and III. The presence of some of these elements depends on a variety of factors such as original design, available space, land use, amount of vehicular and pedestrian traffic, and available funds.

Major gateways are a component of corridors and are, by definition, located at the end of a corridor where the limits of the city occur. Also there may be other gateways within a particular corridor that are created by a natural feature, a change in corridor design, or a change in land use. Any of these very visual changes may create an implied gateway whether it is consciously designed or not. For the purposes of this manual, gateways are the major entry points to the city. The types may include the surface gateway or interchange gateways.



I. INTRODUCTION

H. GOALS OF THE GATEWAY AND CORRIDOR DESIGN MANUAL

The goals of the Gateway and Corridor Design Manual and of the improvements to these areas of the public realm are to:

- ♦ Strengthen the sense of place and the visual identity of the City of Portsmouth
- ♦ Build on Portsmouth's distinctive natural, historic, and maritime character
- ♦ Create a better balance between the vehicular and pedestrian experience
- ♦ Beautify the main entrances and major routes through the city
- ♦ Improve connectivity - knit community segments together visually
- ♦ Maintain a human scale in architecture
- ♦ Encourage new development and redevelopment of underutilized or vacant land along the corridors, creating density and promoting sustainability in Portsmouth.

These goals can be achieved through a combination of methods and initiatives:

- ♦ Raise public awareness throughout the city
- ♦ Create partnerships between city government and property owners
- ♦ Create linkages in the Zoning Ordinance and use the permit process to implement desired streetscape and corridor improvements
- ♦ Create pilot project areas
- ♦ Consider business assistance program with grants/loans for improvements



I. PRIORITIES AND NEXT STEPS

This manual provides a framework for improvements which may be implemented over many years. A hierarchy is defined in the manual for both the corridors and the gateways, based on visibility, traffic, relationship to existing strengths, and proximity to economic development opportunities. This designation, along with the location of current development projects and with the consideration of need or condition, can help the city to determine the priorities for implementation.

Based on the analysis completed for this manual and the current conditions and development opportunities, a logical sequence of improvements can be designated. Due to unforeseen developments and new opportunities, these priorities may very well change over time; however, at the time of publication of this manual the priorities are:

1. Completion of Frederick Boulevard improvements
2. Improvements to the Frederick Boulevard interchange from I-264
3. Crawford Circle
4. The Downtown interchange from I-264
5. Victory Boulevard
6. The Victory Boulevard interchange from I-264
7. The London Boulevard interchange gateway from 164

In addition, the extension of development along High Street to the west of Downtown provides a unique economic development opportunity which should be considered in the near future.

Images from Portsmouth's corridors and gateways today: the Downtown gateway (top left); London Boulevard (top right); Effingham Street (above left); and High Street (above right).

II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS



II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS



Portsmouth's major corridors.

A. EXISTING CONDITIONS

Portsmouth's major corridors are the main transportation routes throughout the city, many of which lead to the downtown and others of which provide routes around it, connecting the highways to the neighborhoods and business areas. The main corridors are:

- Cedar Lane
- High Street
- Portsmouth Boulevard
- Airline Boulevard
- London Boulevard
- Victory Boulevard
- Frederick Boulevard
- Elm Avenue
- George Washington Highway
- Effingham Street



II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS

1. Cedar Lane

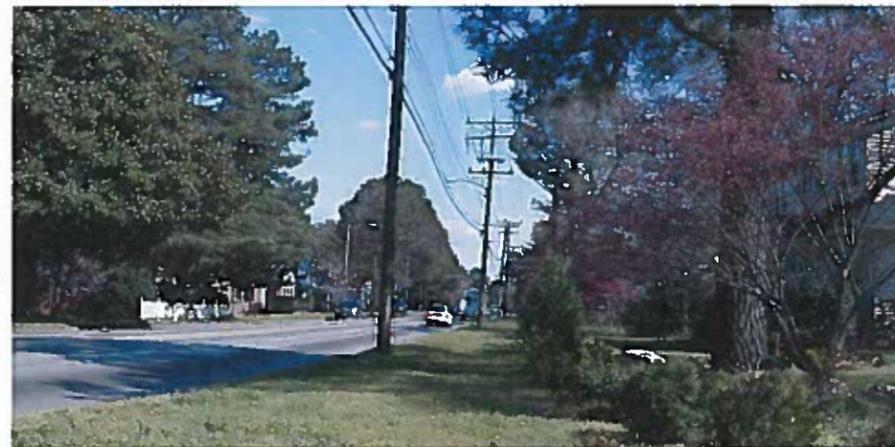
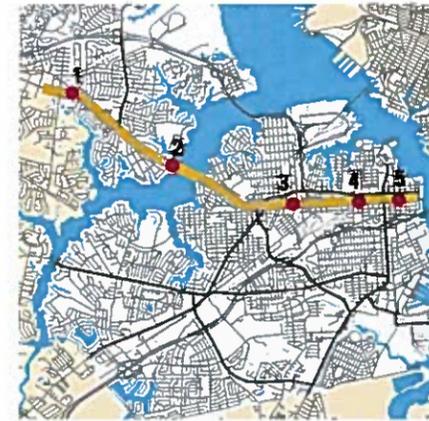
Cedar Lane is primarily residential as it travels from State Route 164 south to terminate at High Street. For most of its length, it is two lanes with no sidewalks. Large trees on the lots fronting Cedar provide shade and serve to hide the overhead utilities along most of the corridor thus creating a lush landscaped character.



1 A typical view along Cedar showing two lanes with no parking and residential frontage.

2. High Street

High Street begins at the city's western boundary as a largely suburban residential corridor. Once it crosses the Western Branch, its character changes to a mix of institutional and commercial uses. The corridor remains four lanes with no median or turn lane for its entire length until it reaches downtown, at which point the character changes to a mixed-use, urban corridor with historic streetscape amenities.



1 The western end of High Street is primarily residential.



3 High Street east of Airline Boulevard has four lanes and on-street parking.



4 East of the high school, buildings of a scale similar to Downtown sit at the property line.



2 The High Street bridge as it crosses the Western Branch.



5 The historic Downtown streetscape, with a planted median, pedestrian-scale lights, and brick sidewalks.

II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS

3. Portsmouth Boulevard

Portsmouth Boulevard begins at the city's western boundary with some commercial land use, then changes to mainly residential uses while remaining four lanes with a landscaped median. After crossing the major intersections of Airline and Victory and passing underneath I-264, the land use becomes a mix of commercial and residential before passing through the historic Truxtun neighborhood with four lanes without a median.



1 Some neighborhood commercial uses can be found at the western end of Portsmouth Boulevard.



2 The outlying residential neighborhoods with homes fronting onto Portsmouth Boulevard.



1 Just east of the intersection with Airline Boulevard, the corridor is mostly service uses.



3 East of the I-264 interchange, some residential buildings have been converted to commercial uses.



4 Portsmouth Boulevard as it passes through historic Truxtun.



5 Near the western end at Effingham, the new Brighton School faces a cemetery.

4. Airline Boulevard

Airline Boulevard begins at the city's western boundary as primarily a residential corridor. Commercial uses dominate from west of Victory Boulevard to its end point at High Street. A concrete median is evident for most its length.



1 A primarily residential section of Airline Boulevard east of Portsmouth Boulevard.



2 Airline Boulevard as it approaches Frederick Boulevard with service commercial uses and a concrete median.



II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS

5. London Boulevard

London Boulevard serves as a major entrance to Portsmouth with the State Route 164 interchange. It is a wide six lanes with landscaped median for most of its length, until it enters the downtown area, at which point its character changes to reflect the historic streetscape.



1 London Boulevard as it curves east from High Street is six lanes and is fronted by a mix of residential and office commercial uses.



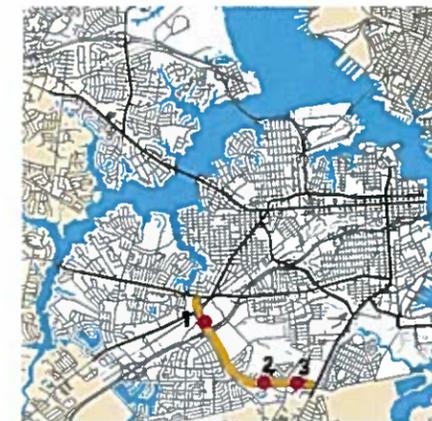
2 London Boulevard just outside the Olde Towne boundary.



3 Within Olde Towne, London Boulevard narrows to two lanes with brick sidewalks.

6. Victory Boulevard

Victory Boulevard is a largely commercial corridor with many auto-oriented uses. The northern end of the corridor has recently been upgraded with new development. The corridor is four lanes with a landscaped median, which at times accommodates open drainage ditches.



1 Many street improvements are in place on Victory Boulevard at the new Victory Crossing commercial development.



2 At the southeast end of Victory Boulevard, drainage is accommodated in the median or along the sides of the street, and the corridor is fronted largely by service commercial uses.



II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS

7. Frederick Boulevard

Frederick Boulevard runs north-south between High Street and George Washington Highway and includes a major interchange at I-264. Much of the northern half has recently been redeveloped, or is undergoing redevelopment, with newer regional commercial uses including many site improvements. The southern half is a more auto-oriented service corridor.



1 Frederick Boulevard at the new Wal-Mart development has new sidewalks and a grass median.



2 Looking south along Frederick Boulevard at the old I. C. Norcom High School site, a redevelopment area.



3 Looking north at the site of the current Wilson Homes, with mature trees scattered throughout the site.



4 South of the I-264 interchange, Frederick Boulevard consists largely of service commercial uses and is fronted on the east by a railroad right-of-way.

8. Elm Avenue

Elm Avenue extends from across the Southern Branch in Chesapeake through a largely industrial district to terminate into George Washington Highway. It remains two lanes for its entire length, although it carries large amounts of traffic at certain times.



1, 2 Elm Avenue remains industrial for its entire length.



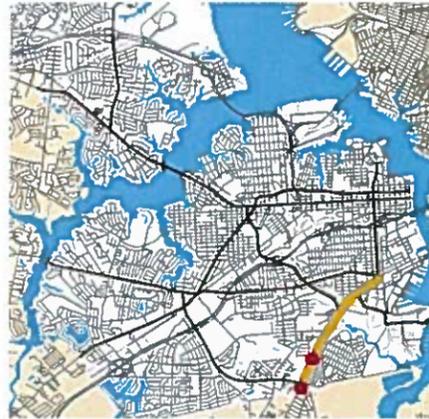


II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS

9. George Washington Highway

George Washington Highway enters Portsmouth at the southern boundary. Passing through older commercial development and past the Cradock historic district, the land use character along the corridor changes frequently, ending at the naval shipyard and other industrial uses. The right-of-way character is consistently four lanes with no turn lane or median.



George Washington Highway as it crosses into Portsmouth is fronted mainly by commercial uses.



The historic Cradock neighborhood fronts onto George Washington Highway across from the park and recreation center.

10. Effingham Street

Effingham Street, the continuation of George Washington Boulevard north into downtown, begins at the naval shipyard and terminates at the naval hospital. The corridor has a variety of land uses, including low-density residential neighborhoods and the mixed-use character of Olde Towne. The northern end of the corridor exhibits a wonderful example of regularly spaced shade trees in the median.



The naval shipyard faces residential neighborhoods along Effingham Street.



Newer residential neighborhoods front the corridor just south of I-264.



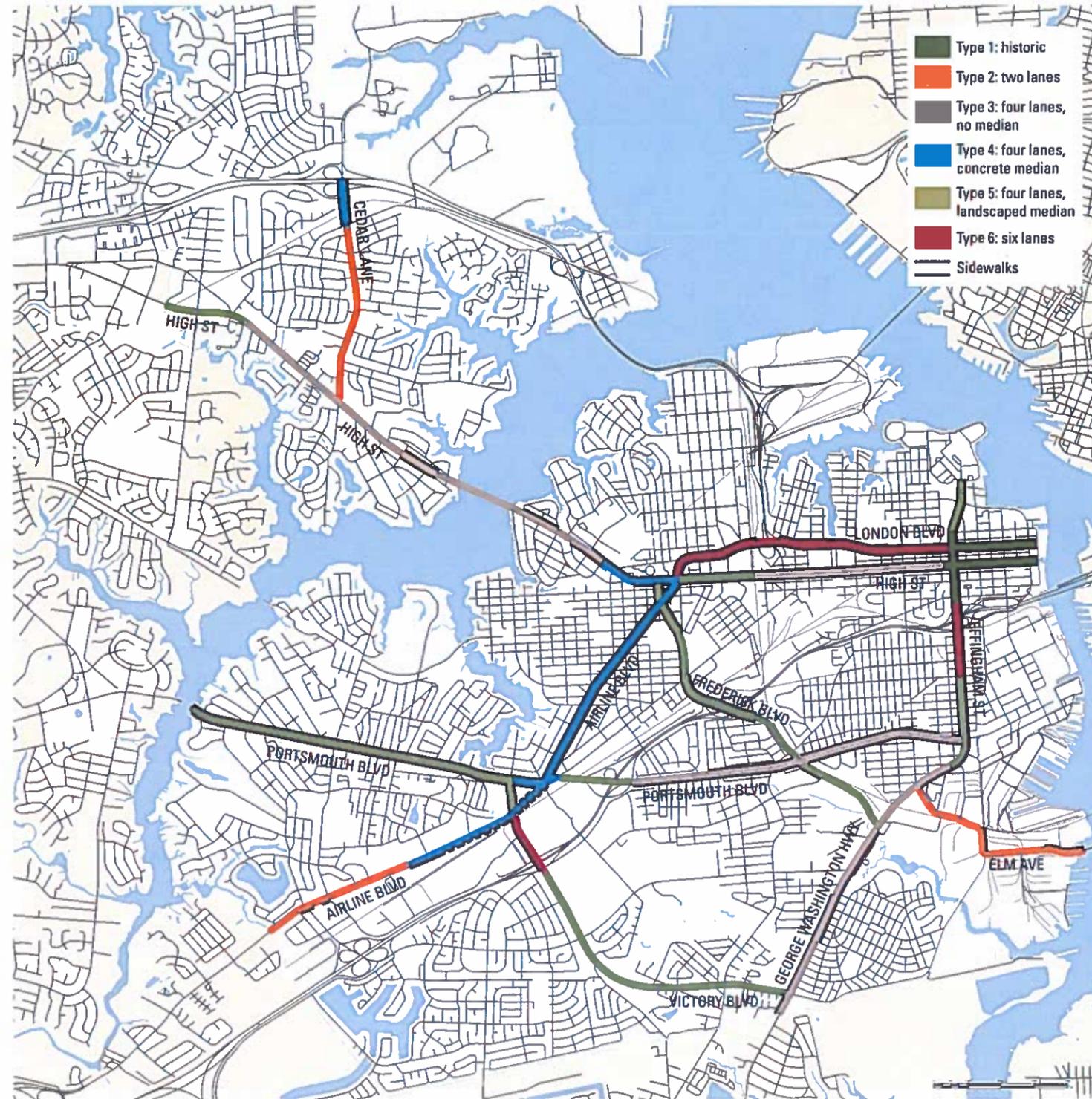
Effingham briefly passes through Olde Towne with brick sidewalks and trees planted in grates.



The north end of Effingham near the naval hospital, the corridor streetscape includes a median with regularly spaced shade trees and no overhead utilities.

II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

B. CITY-WIDE ANALYSIS



Analysis map illustrating the character of the right-of-way of each corridor. Sidewalks are indicated with black lines.

B. CITY-WIDE ANALYSIS

Analysis of the corridors began with the gathering of information through driving and walking each corridor. Each corridor's existing conditions were documented through photography, video documentation, and mapping. The information was compiled into a series of analysis maps, some of which documented the physical existing conditions, and others analyzed the context and drew conclusions from the physical conditions.

1. Right-of-Way Character

The City of Portsmouth's main corridors vary tremendously in their basic configuration of the right-of-way, from two-lane roads with no median, turn lane, or sidewalks to six-lane boulevards with landscaped medians and sidewalks on both sides. Right-of-way widths vary from less than 60 feet to over 120 feet, creating a variety of situations and possibilities.

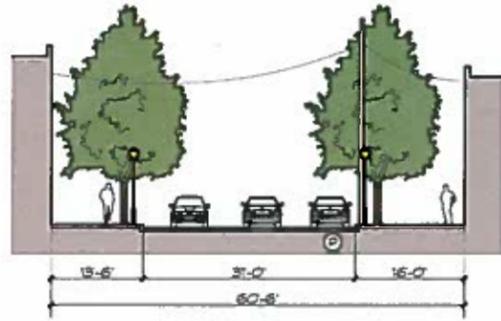
The Right-of-Way Character map illustrates the extent of the landscaped medians (indicated by the green and red right-of-way colors) already existing in the City, which provide a positive amenity already in place and which create a framework for future beautification efforts.

Sidewalks are indicated with black lines where they exist. The network is fairly extensive, but links are missing in important places. Although this illustrates basic connectivity, the lack of crosswalks is not evident on this map.

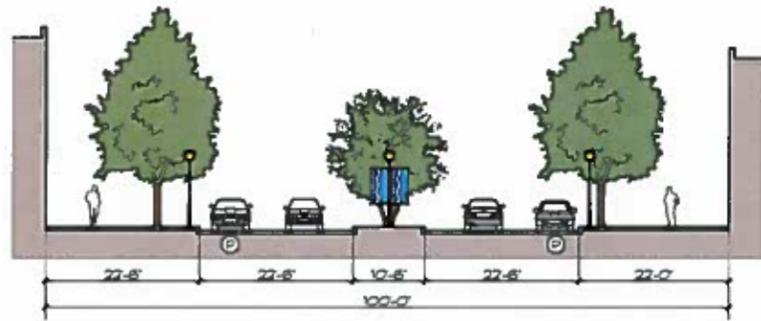
The existing sections for each type of right-of-way configuration are illustrated on the following pages.



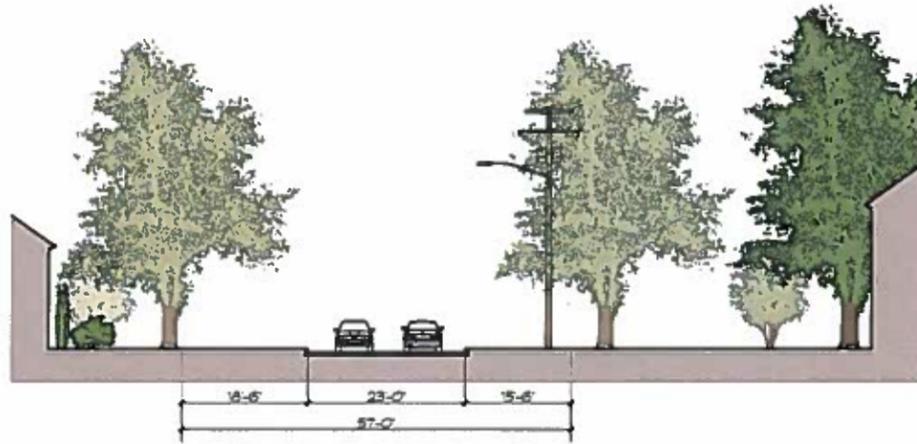
II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS
 B. CITY-WIDE ANALYSIS



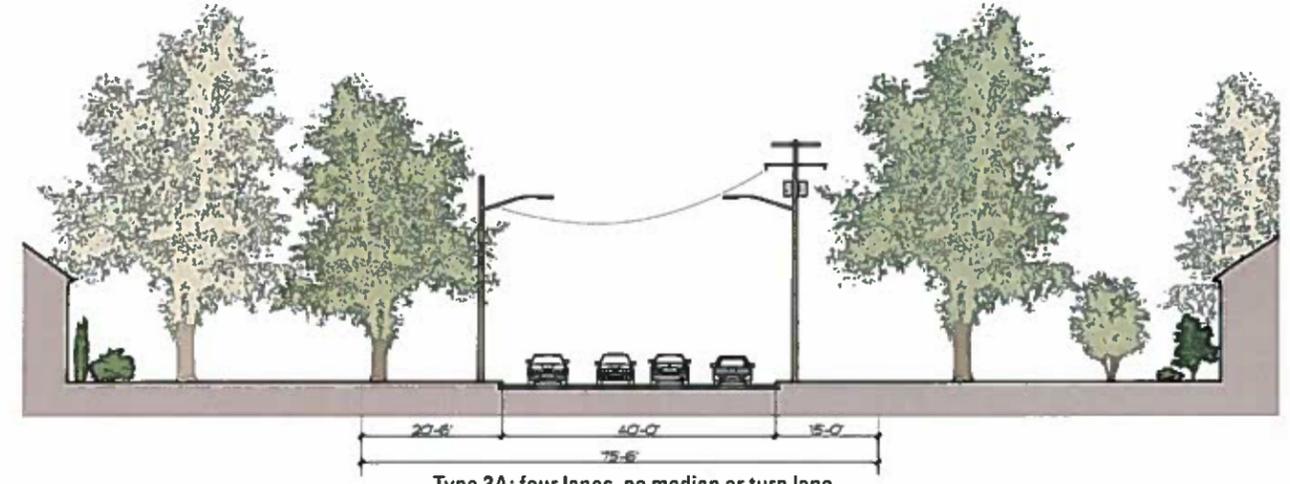
Type 1A: historic streetscape
 (London Boulevard)



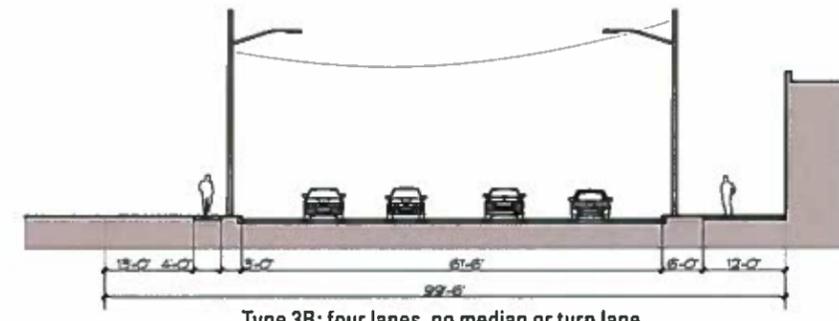
Type 1B: historic streetscape
 (High Street)



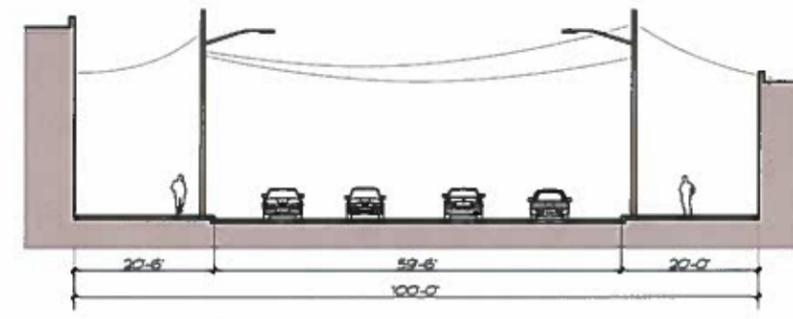
Type 2: two lanes, no median or turn lane
 (Cedar Lane)



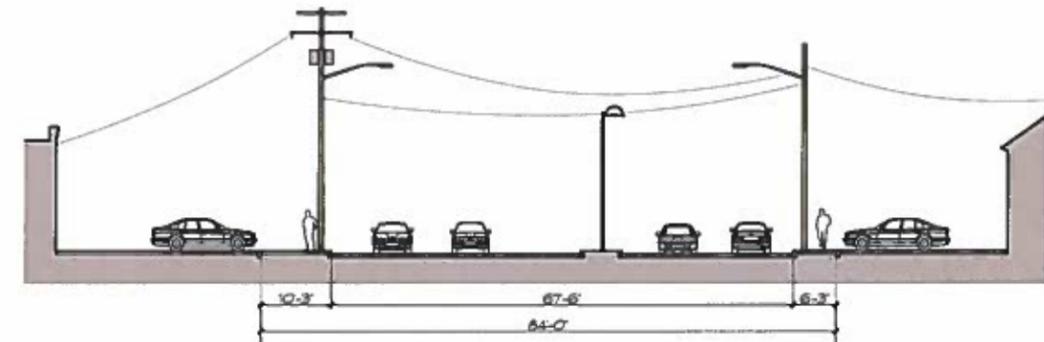
Type 3A: four lanes, no median or turn lane
 (High Street)



Type 3B: four lanes, no median or turn lane
 (High Street)



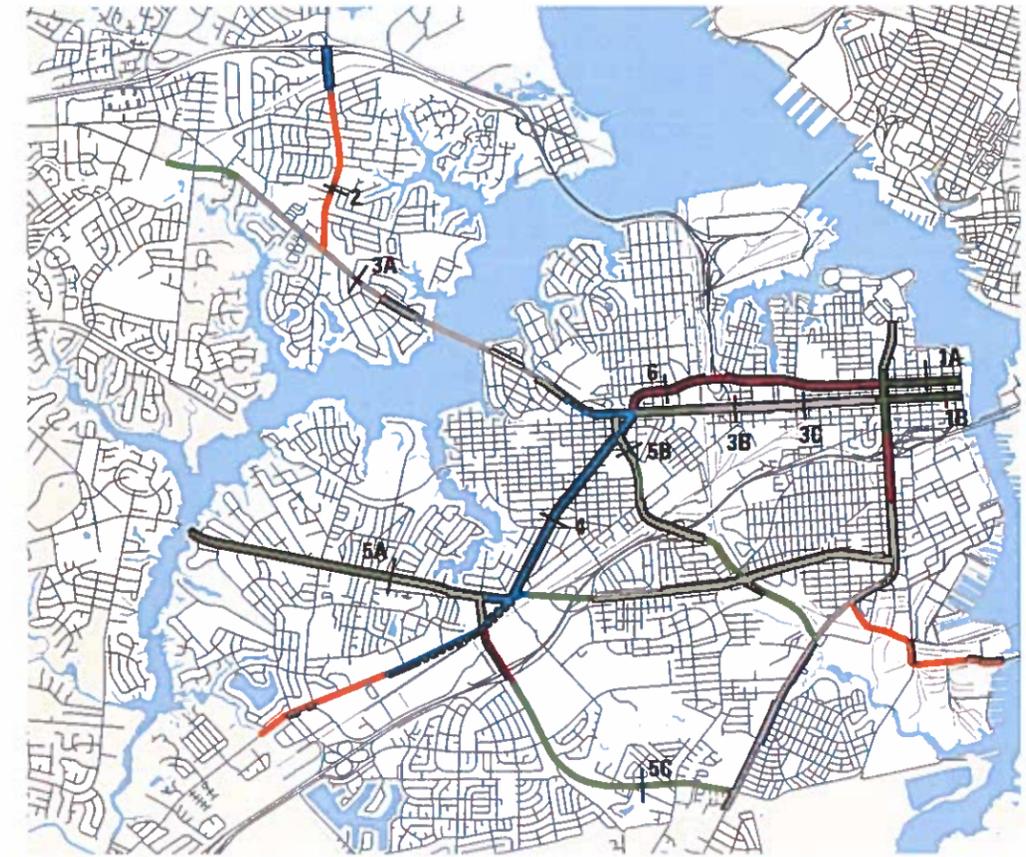
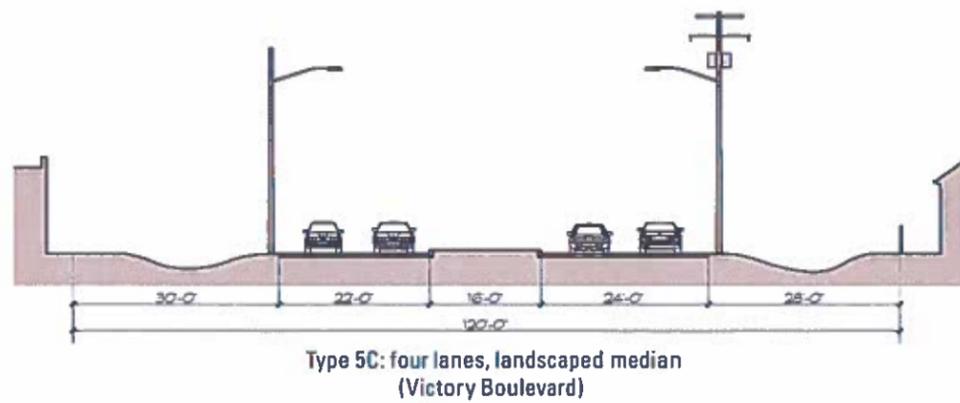
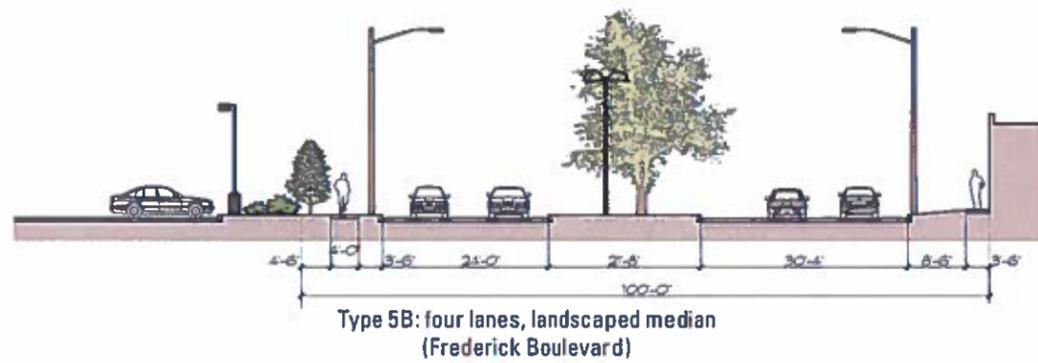
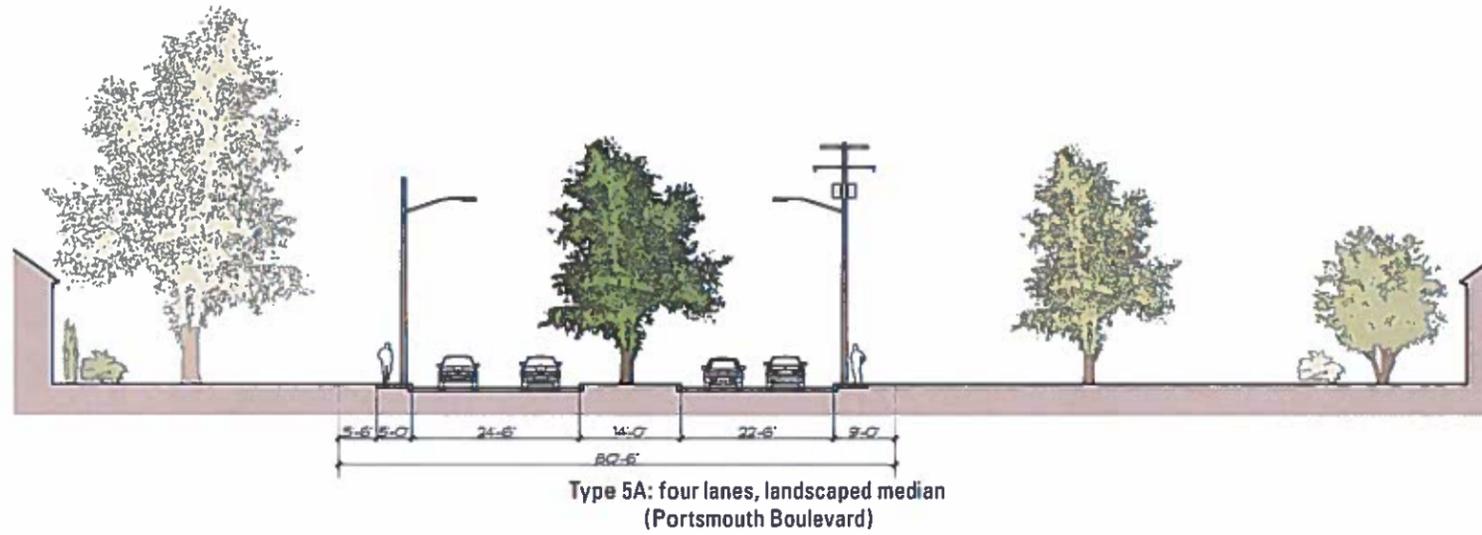
Type 3C: four lanes, no median or turn lane
 (High Street)



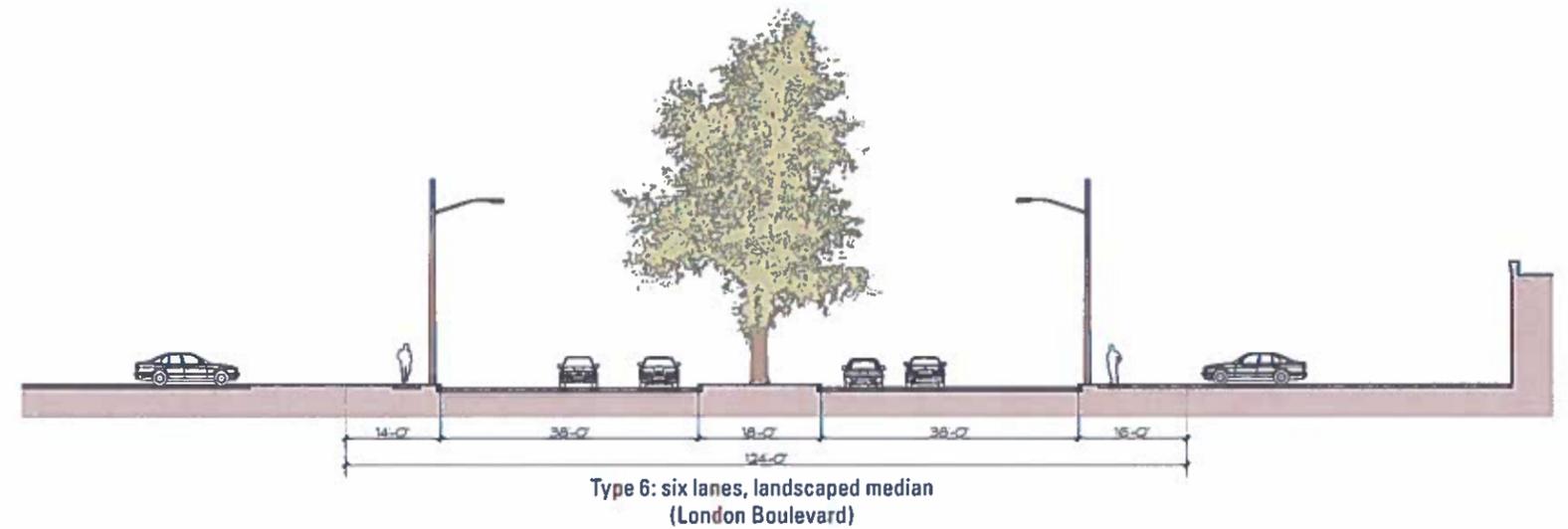
Type 4: four lanes, concrete median / turn lane
 (Airline Boulevard)

II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

B. CITY-WIDE ANALYSIS



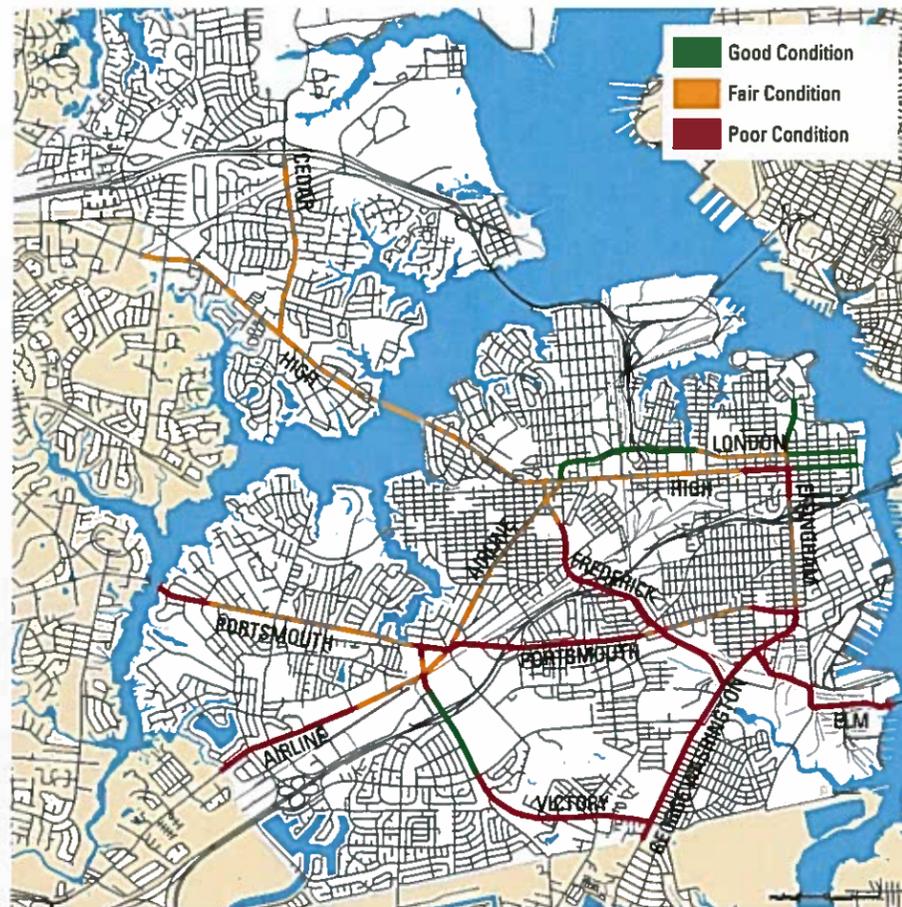
Section locations indicated on the Right-of-Way Character map.





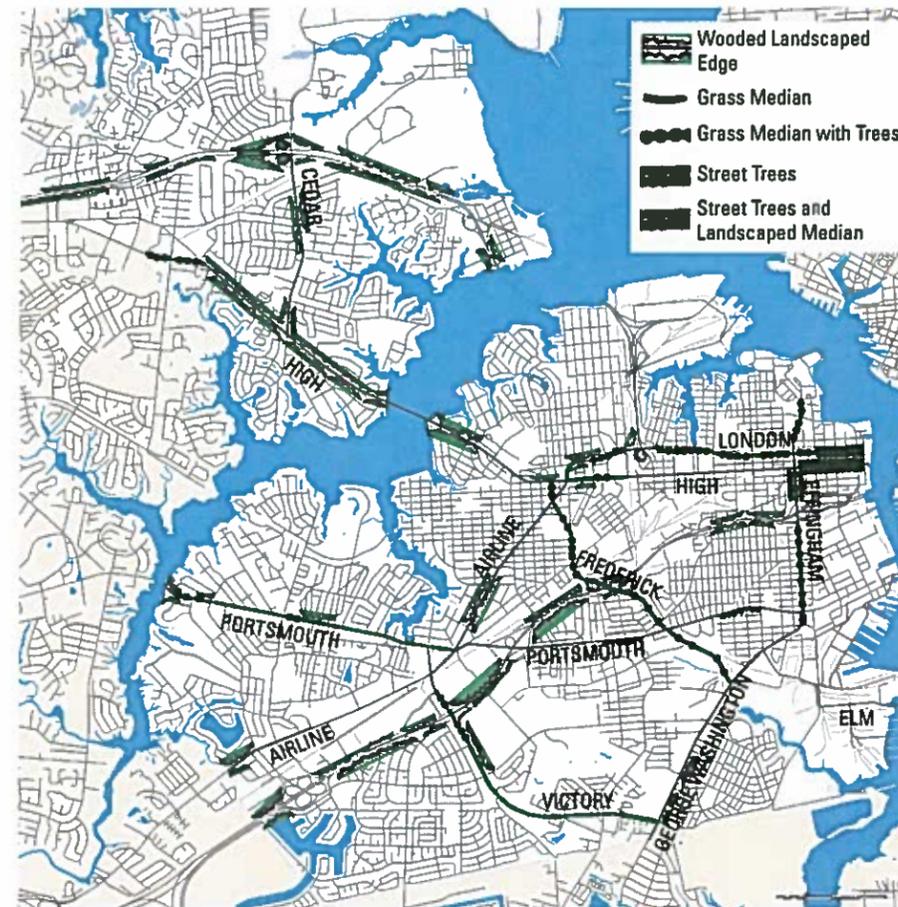
II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

B. CITY-WIDE ANALYSIS



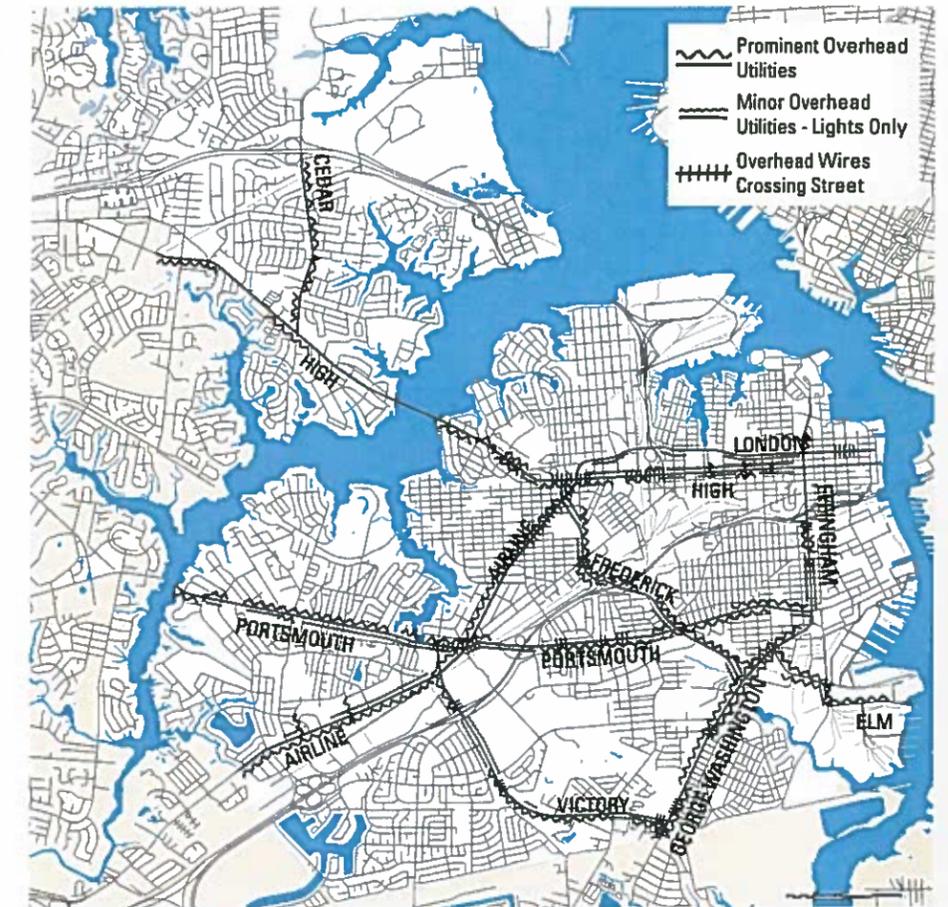
2. Right-of-Way Condition

Right-of-way condition assessments were based on the condition of the pavement, sidewalks, and utilities. Corridors given the assessment “good condition” had pavement in good condition or that had recently been repaved; no weeds; sidewalks in good condition; and utilities in good condition. “Fair condition” designates those corridors which need some improved maintenance, where the paving needs work and curbs are overgrown in places, but the road is generally serviceable. The vast majority of Portsmouth’s corridors fall under the “fair” designation. Corridors which were considered to be in poor condition had poor condition of pavement; lack of usable sidewalks; were overgrown with weeds; had indications of drainage problems; and had excessive utility poles in poor condition.



3. Landscape Character

Portsmouth’s existing character is defined largely by its landscaping, which is abundant along many of the corridors, both in landscaped public medians and on private sites. The extent of the landscape character is evident in the above map.

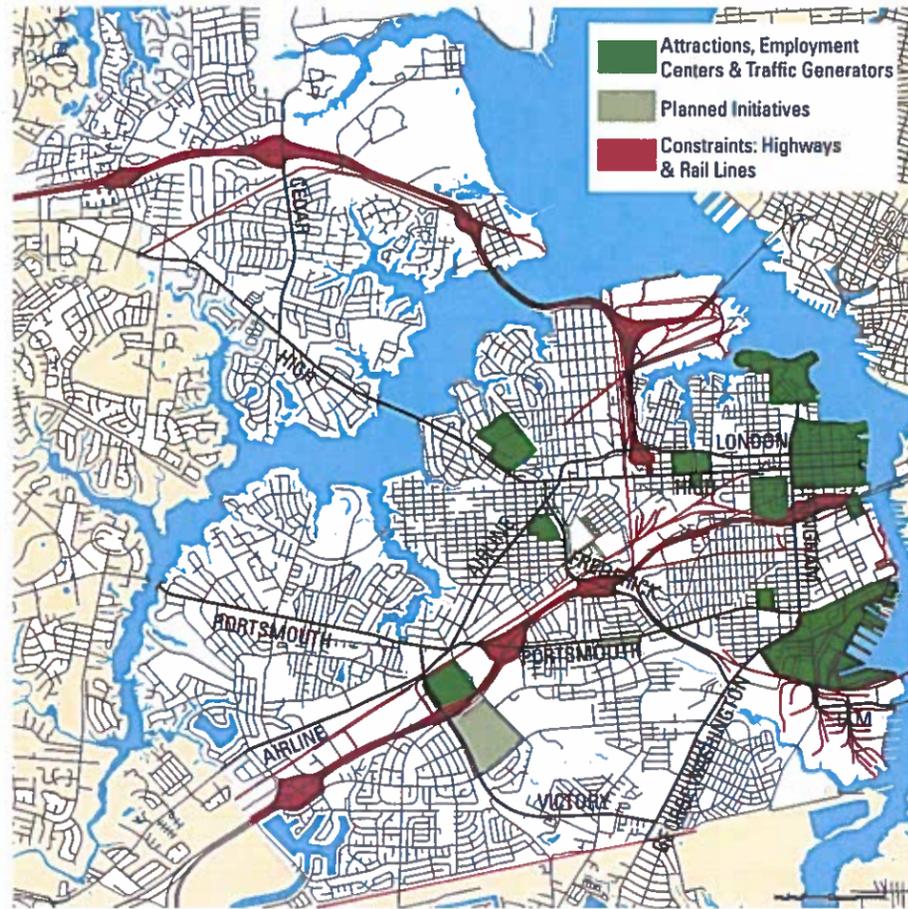


4. Utilities

Overhead utilities line many of Portsmouth’s corridors, although the size and prominence of the utilities varies. In some places, like the residential areas of High Street, the impact of the overhead wires is minimized by the extensive landscaping on private sites. In other places, such as along Airline Boulevard near Frederick, major lines line the corridors and many wires cross the corridors overhead. Some areas have only small amounts of overhead wiring for lighting. The condition of the poles also influences the aesthetic impact of the utilities. Utilities have been buried in some new development areas, such as the northern part of Effingham, and in other places occur between streets (such as between London Boulevard and High Street).

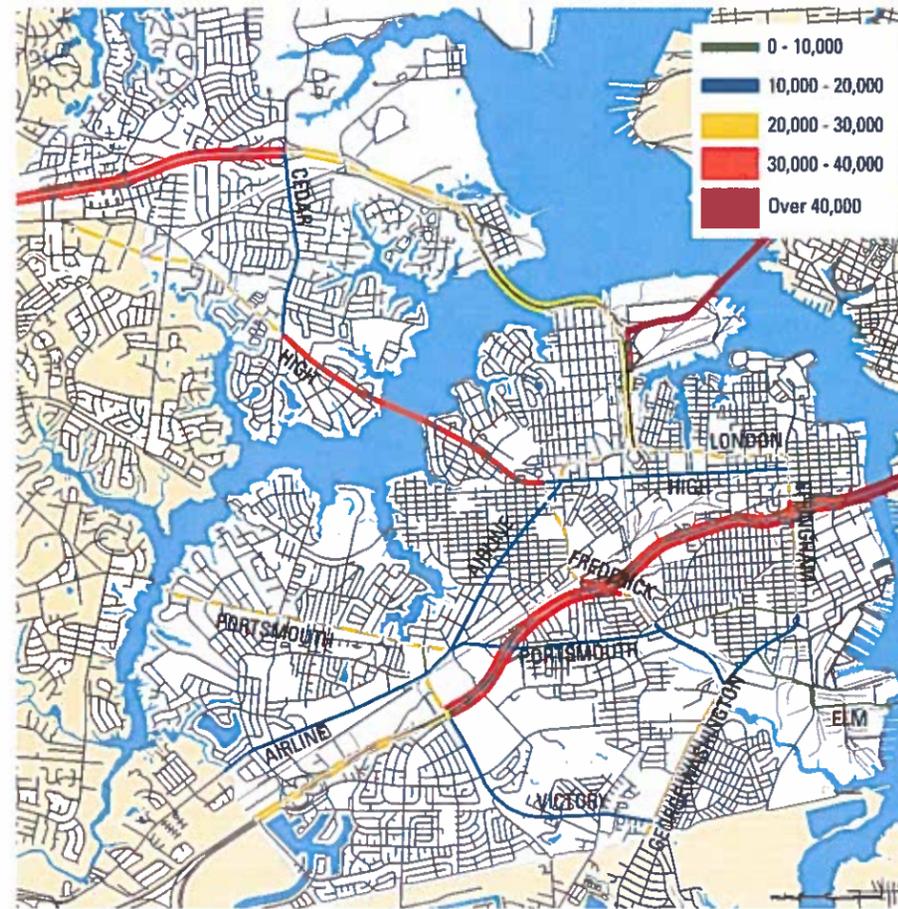
II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

B. CITY-WIDE ANALYSIS



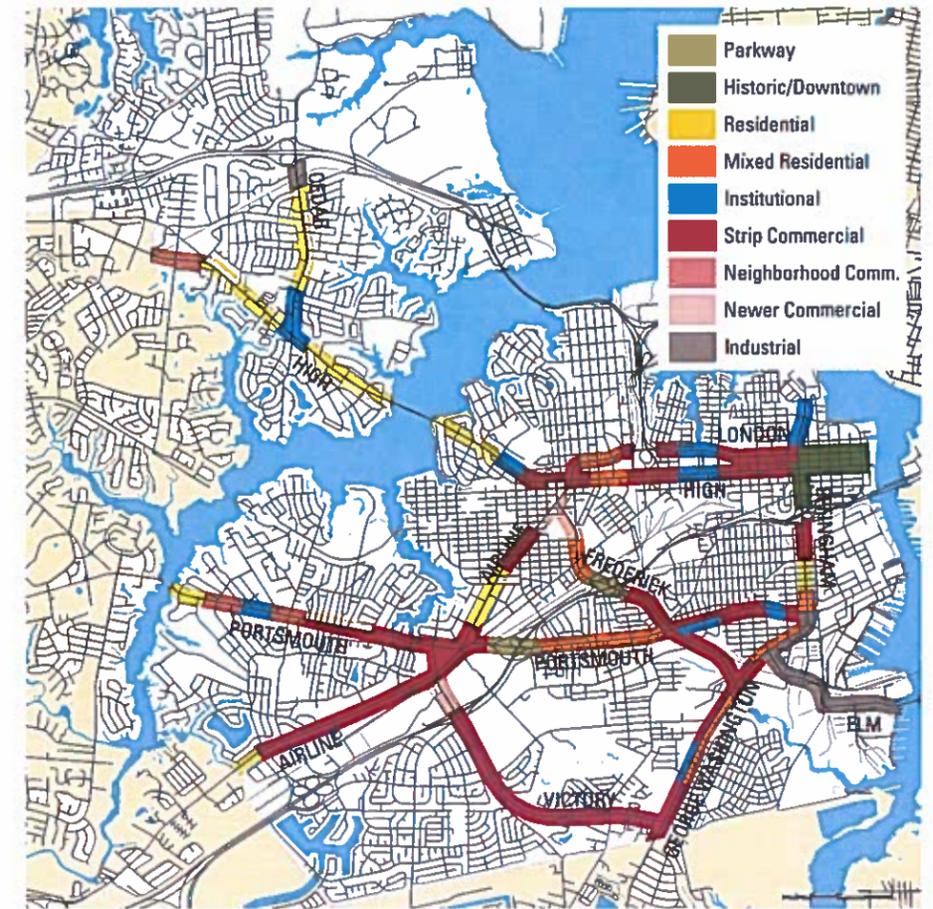
5. Planning Context

The Planning Context analysis maps shows employment centers, tourist destinations, and other traffic generators as anchors for corridor improvements. Future planned initiatives also have the potential to provide anchors. Highways and rail lines divide the corridors into segments and disrupt the continuity of the corridors, both in terms of land use and right-of-way character.



6. Traffic Counts

The traffic counts indicate a concentration of traffic in areas where other network alternatives are not available (such as along High Street where the corridor crosses the bridge) and how the traffic disperses when the network is available. London Boulevard at 164, Portsmouth Boulevard, and George Washington Highway see high traffic counts. Frederick Boulevard and London Boulevard are the highway interchanges with the highest traffic numbers, followed by Downtown and Victory Boulevard.



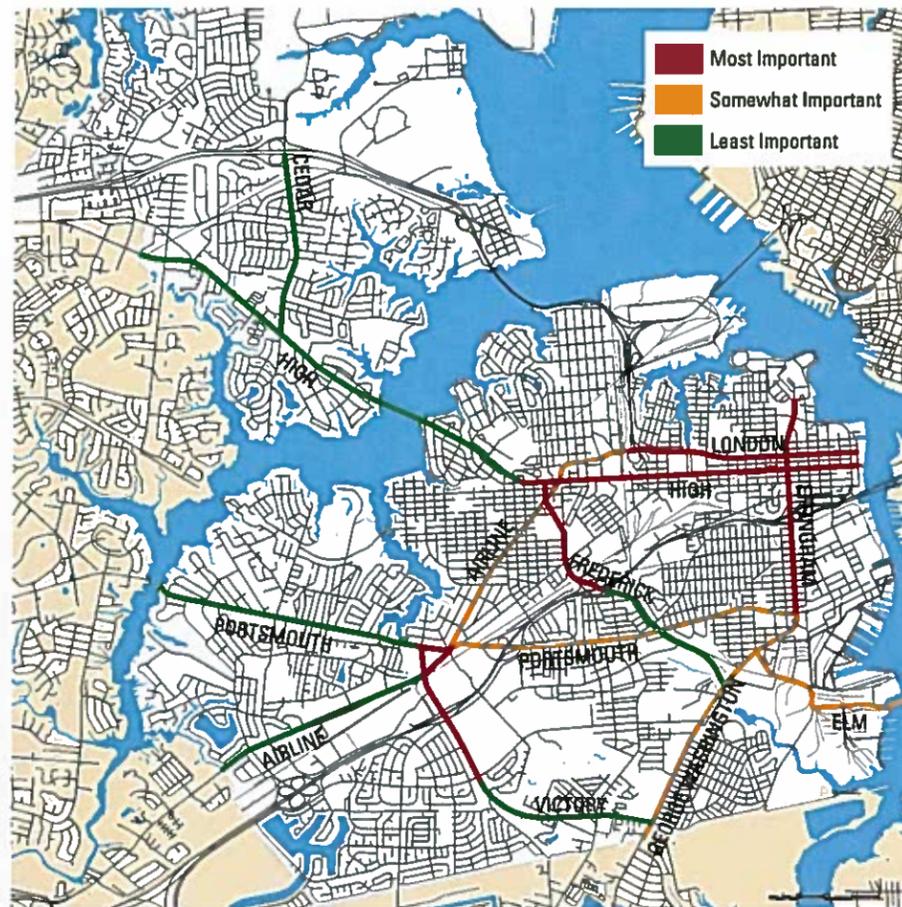
7. Land Use Character

The majority of Portsmouth's corridors support a variety of land uses. The most common land use is commercial.



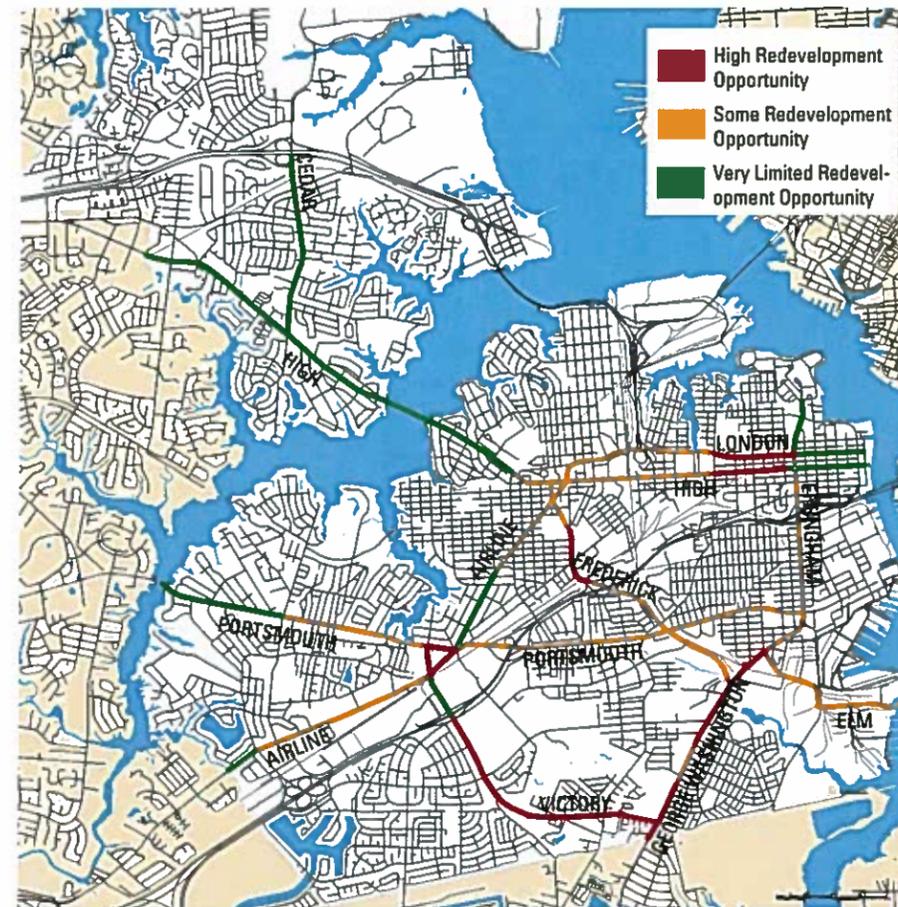
II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

B. CITY-WIDE ANALYSIS



8. Hierarchy

The level of importance rating for the corridors was assigned based on the compiled analysis and included an assessment of each corridor's visibility for tourism, relationship to existing strengths, and proximity to economic development opportunities. The most important corridors, based on this assessment, are concentrated in and around downtown and the new development along Victory Boulevard and Frederick Boulevard.



9. Redevelopment Potential

The opportunity for redevelopment impacts how much a corridor is likely to change in the near future. Those which present a complete redevelopment opportunity demonstrate a high vacancy rate and/or a high number of properties in poor condition, which may provide the opportunity for redevelopment and consolidation of smaller lots into larger parcels. Those which provide some redevelopment opportunity have some vacancy and some properties in poor condition. Those corridors which present very limited redevelopment opportunity will probably focus more on right-of-way improvements and working with property owners to improve existing uses.

The areas with an opportunity for redevelopment are concentrated just outside of the downtown and along some older commercial corridors, such as Victory Boulevard. The residential corridors are generally very stable.

II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

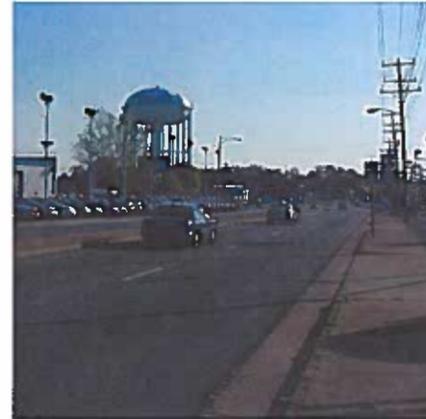
C. EXISTING ELEMENTS

C. EXISTING ELEMENTS

An inventory of existing elements, documented on the following pages, illustrates the variety of elements found along Portsmouth's corridors. The vocabulary of many of these elements can be used as a framework for recommendations for improvements. The elements surveyed here are the same as those found in the toolkit in the following chapter: roadways, on-street parking, curb cuts, the roadside zone, street furniture, crosswalks, medians, lighting, signals, utilities, and public signage.

1. Roadway

The roadway is the vehicular travel way between the curbs. Portsmouth's corridors vary in their roadway design from two fairly narrow lanes to six lanes plus a turning lane. Lane widths and configuration varies, as does the quality of the paving condition. Some parts of Portsmouth have utilized different paving materials for special streets, although most often not along the city's major corridors.



2. Parking

On-street parking currently exists in limited places, mainly in the downtown area, although some can be found along George Washington Highway and Effingham Street. On-street parking is generally designated with painted striping.



3. Curb Cuts

Curb cuts are abundant in older commercial areas of the city, impacting both vehicular traffic and pedestrian connectivity, as many wide curb cuts interrupt the sidewalk system.



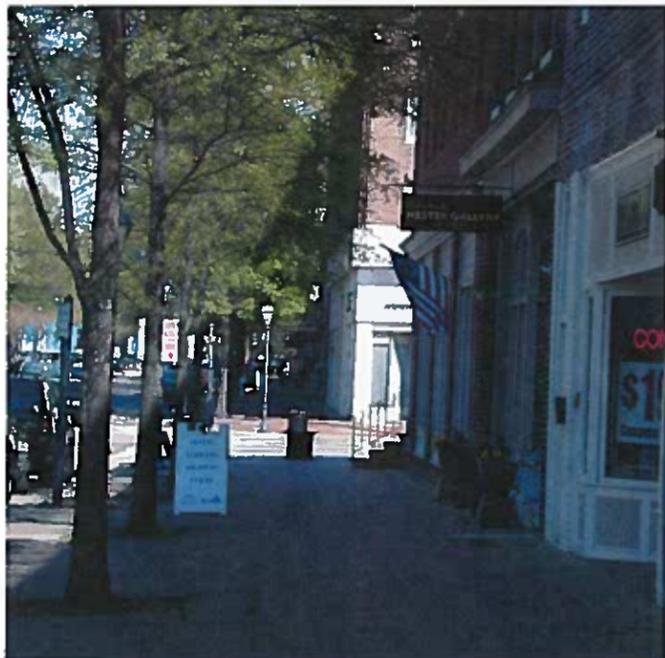


II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

C. EXISTING ELEMENTS

4. Roadside Zone

The roadside zone includes the area from the edge of the roadway to the outside of the corridor right-of-way and can include sidewalks, planting strips, street trees, and other edge landscaping. The design of the roadside zone along Portsmouth's corridors varies depending on available space and land use character, from wide brick sidewalks with trees in grates in the downtown area to narrow concrete sidewalks with narrow planting strips in many of the outer corridors.



5. Street Furniture

Street furniture is currently concentrated in the downtown area and includes a coordinated selection of benches, trash receptacles, and planters.



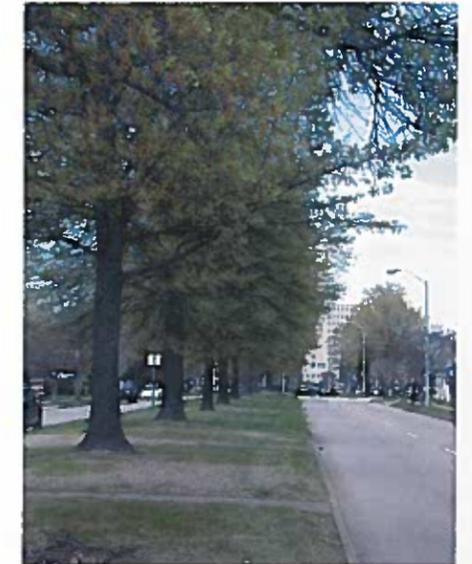
6. Crosswalks, Pedestrian Signals, and Handicap Ramps

Existing crosswalks are limited to painted striping and are concentrated in the downtown area. Many corridors lack any crosswalks, even in areas which receive a high amount of pedestrian traffic. Handicap ramps often do exist, even in places lacking crosswalks, but are not consistent.



7. Medians

Portsmouth's existing medians provide a strong framework for landscape improvements, as the network is extensive and often landscaped. A few concrete medians exist, primarily along Airline Boulevard.



II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

C. EXISTING ELEMENTS

8. Lighting

Lighting designs in Portsmouth currently include historic pedestrian-scaled fixtures, concentrated in the downtown area, and highway-scaled cobra head fixtures along most of the other corridors. Some nautical pedestrian fixtures have been introduced along the waterfront, with a complementary mid-scale fixture around Crawford Circle.



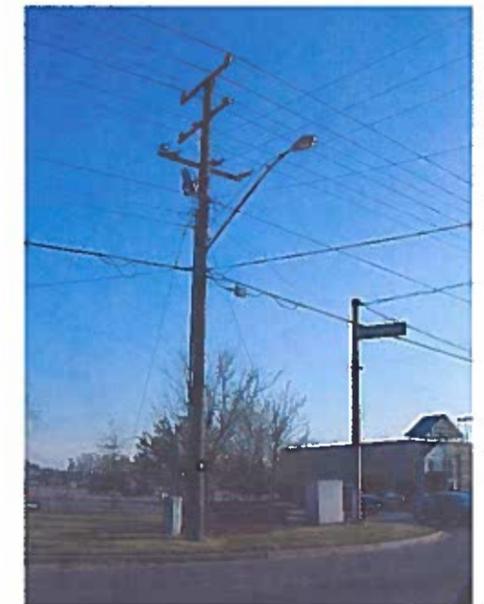
9. Signals

Many traffic signals are currently mounted on wires; newer signals are mounted on unpainted galvanized steel poles.



10. Utilities

Portsmouth's utilities are buried in some places but are typically accommodated with overhead wires, the impact of which varies. Often the wires are very visible, although in some areas heavy landscaping minimizes the impact of the wires, making them almost invisible. In some locations, only minimal wires run overhead, just for lighting.



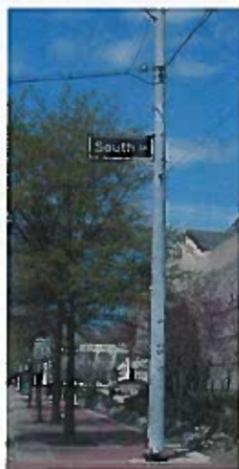
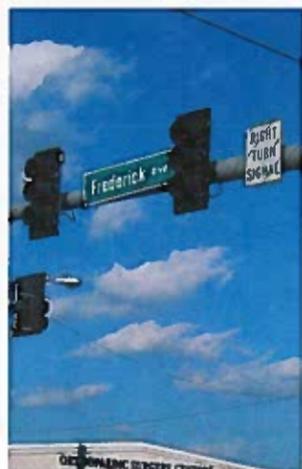


II. CORRIDORS: EXISTING CONDITIONS & ANALYSIS

C. EXISTING ELEMENTS

11. Public Signage

Public signage includes directional and wayfinding signs, street signs, and decorative banners. The existing assortment of street signs includes small and large green signs with white lettering, some dark signs with white lettering, and, in the Olde Towne area, green oval signs. Banners are scattered throughout the city on various poles, sometimes on light poles.



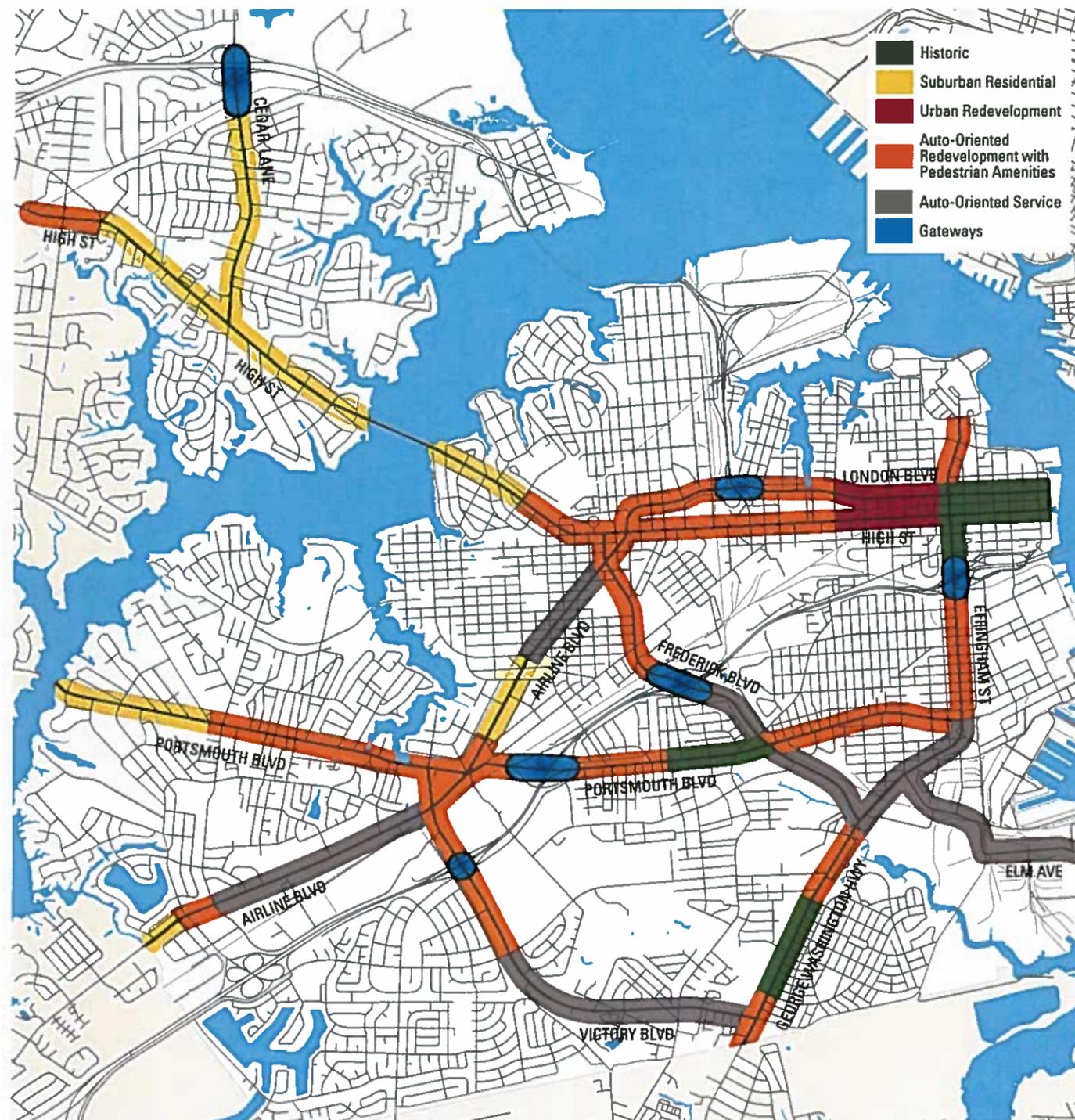


III. CORRIDOR TOOLKIT



III. CORRIDOR TOOLKIT

A. INTRODUCTION



Corridor Types for the Future: conceptual map illustrating a possible designation of future types.

A. INTRODUCTION

1. Corridor Types for the Future

Chapter I introduced the goals of this manual. Chapter II analyzed Portsmouth's specific corridors. Based on this background, five "Conceptual Corridor Types for the Future" were defined as a hierarchy for applying improvement strategies and appropriate streetscape elements. The five types, which will be explained in more detail later in this chapter, are:

- Historic Corridor
- Suburban Residential Corridor
- Urban Redevelopment Corridor
- Auto-Oriented Redevelopment Corridor with Pedestrian Amenities
- Auto-Oriented Service Corridor

A conceptual map is shown at left. It should be noted that the assignment of a conceptual corridor type for the future designation is not a concrete or permanent designation. As each corridor changes or redevelops and improvements are made, the designation should be studied to determine the best category for the application of toolkit elements.

For example, High Street, as it extends west out of the downtown area towards IC Norcom High School, has been designated conceptually as an Urban Redevelopment corridor. This designation is appropriate because much of this section of High Street is

underdeveloped and lends itself to an extension of the ambiance of the historic downtown. Recommendations would include wide sidewalks, on-street parking, street trees planted in grates, and a high level of pedestrian amenities adjacent to fairly high density mixed-use development.

In other cases, a corridor which has been conceptually designated as an Auto-Oriented Service corridor may, in the future, become a place for development which may warrant additional pedestrian amenities.

Each corridor type for the future is assigned a variety of elements. The elements which make up a corridor streetscape are:

- Roadway
- Parking
- Curb cuts
- Roadside zone
- Street furniture
- Crosswalks
- Medians
- Lighting
- Signals
- Utilities
- Public signage

Each of these elements has a variety of options, which are selected and applied by corridor type.

One main objective of this manual is to improve pedestrian comfort and safety. Different levels of

pedestrian amenities are appropriate for different types of corridors, depending on the number of pedestrians anticipated to use each corridor. A high level of pedestrian amenity occurs along streets with slower design speeds of up to 25 miles per hour, and in these cases, the pedestrian is separated from the vehicular traffic with trees planted in grates, a wide verge, and/or on-street parking.

Rarely does a corridor keep a single designation along its entire length. Therefore, there are many instances in which transitions are needed. An element should remain as consistent as possible in order to create a cohesive image for the corridor and for the city as a whole. For instance, if a corridor transitions briefly from an Auto-Oriented Redevelopment Corridor with Pedestrian Amenities, where a mid-scale light fixture is recommended, to a Suburban Residential Corridor where an auto-scaled fixture is recommended and then back again, it may be better to keep the fixtures consistent for the sake of overall continuity.

Similarly, where a transition occurs at an intersection, the higher level of fit and finish should be applied to the entire intersection.



III. CORRIDOR TOOLKIT

A. INTRODUCTION

2. How To Use the Toolkit

There are two sections to the toolkit. The first section describes the elements that are the components that make up a corridor streetscape, which can be combined in various ways along each corridor. Each element is described, and levels of quality and finish are defined moving from a higher level of fit and finish to a more utilitarian level.

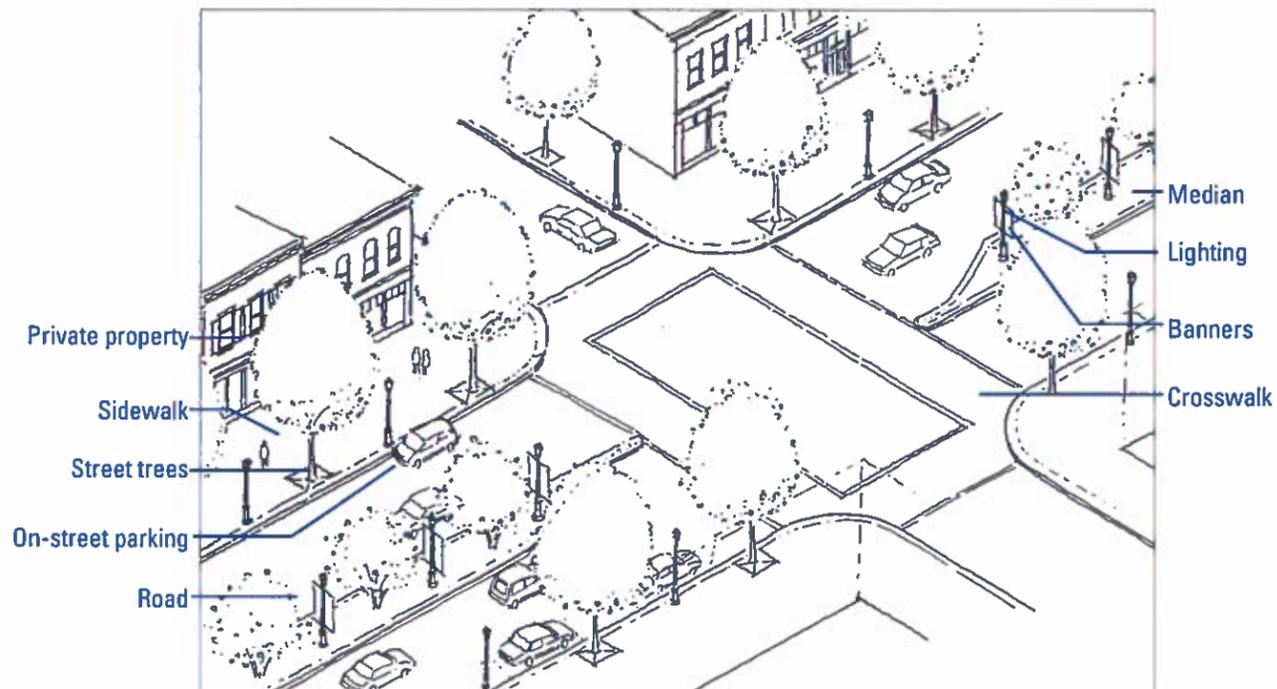
Because the goal of this manual is to raise the quality and image along the corridors, the highest level of fit

and finish should be selected where appropriate in the most prominent locations.

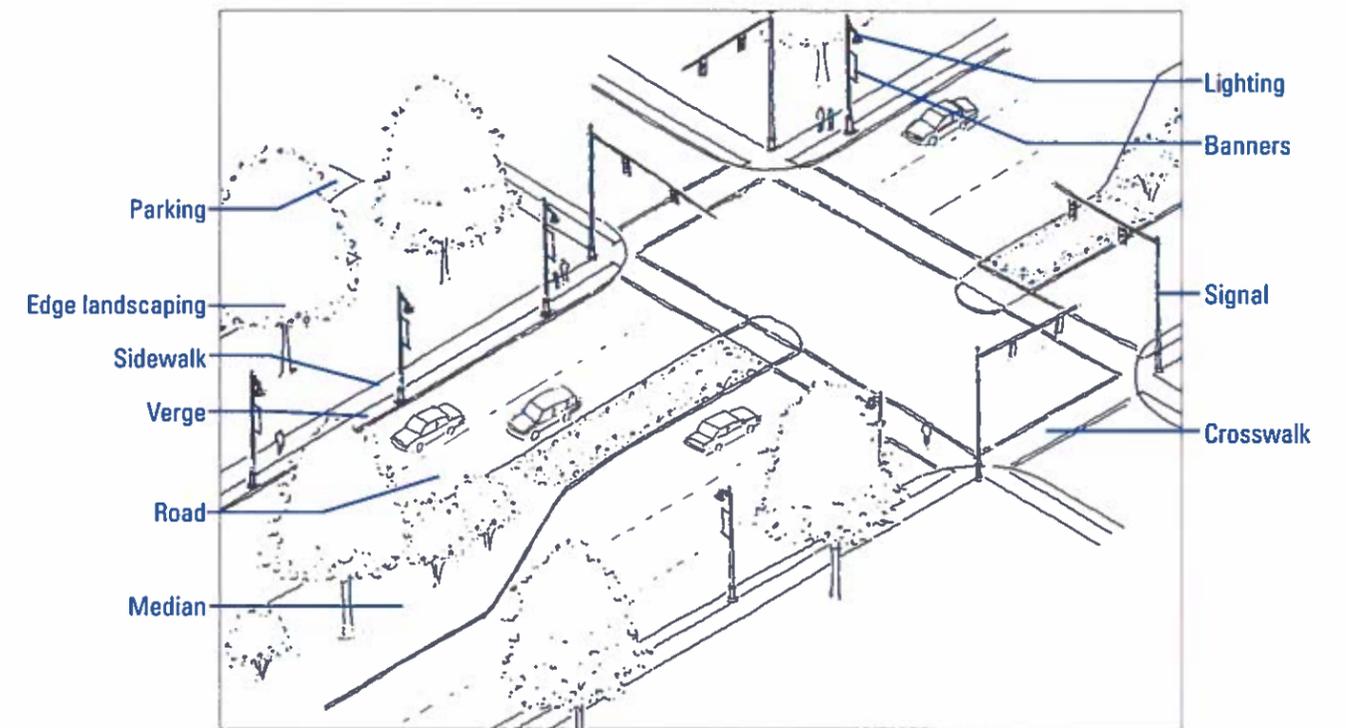
The second part of the toolkit is a description of each of the five Corridors Types of the Future with the corresponding recommended elements.

The goal is to match the level of proposed improvements with the particular corridor type and the future plans for that corridor.

Elements of the Toolkit



An example of a Historic corridor with a median in Downtown.



An improved Auto-Oriented Redevelopment corridor with pedestrian amenities added.

III. CORRIDOR TOOLKIT

B. ELEMENTS

B. ELEMENTS

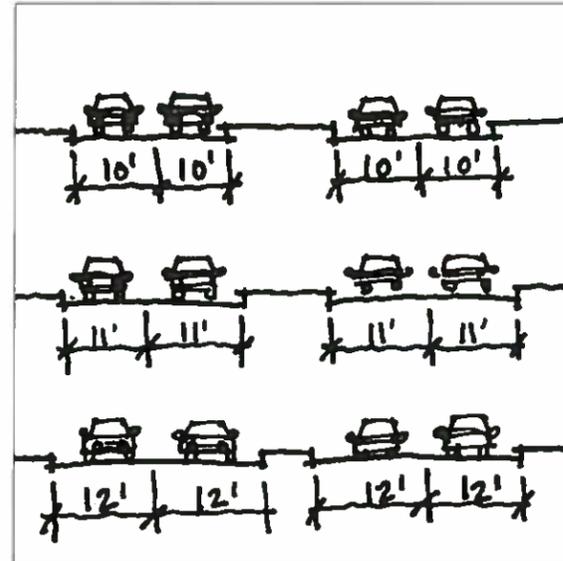
1. Roadway/Travelway/Street

This manual is intended for the existing corridors that are in place in Portsmouth. Most roads would be classified as Minor Urban Arterials or Urban Collectors. The alterations and upgrades anticipated to the roadway themselves are fairly minor; however, there are alterations that should be considered to:

- Enhance the pedestrian experience;
- Allow for alternate modes of transportation;
- Calm traffic.

Each time a corridor is upgraded, the opportunity is presented to consider changing the roadway to increase pedestrian amenities, accommodate other modes of transportation, and calm traffic. Newer, more flexible standards are being introduced to help communities meet these goals.

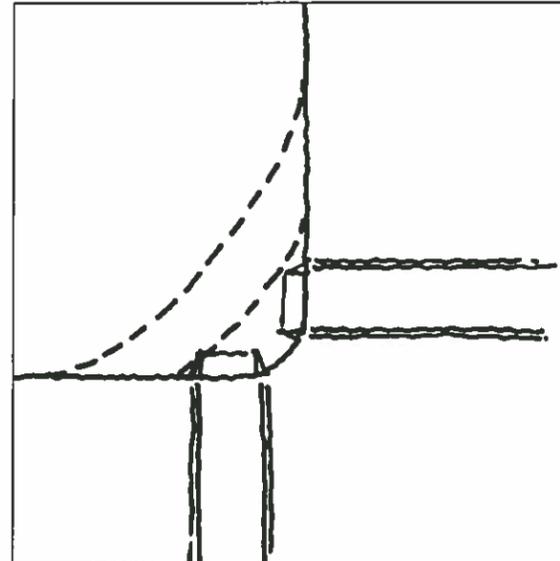
A reduction in lane widths is encouraged throughout the manual to calm traffic. Reducing the number of lanes is often possible while accommodating the same amount of traffic depending on the roadway design. When reducing the number of lanes, accommodating turning movements is an important part of maintaining the corridor capacity and level of service. Publications that provide guidance on implementing these concepts include the Institute of Transportation Engineers' *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities* and Jennifer A. Rosales's *Road Diet Handbook: Setting Trends for Livable Streets*.



a. Lane Widths

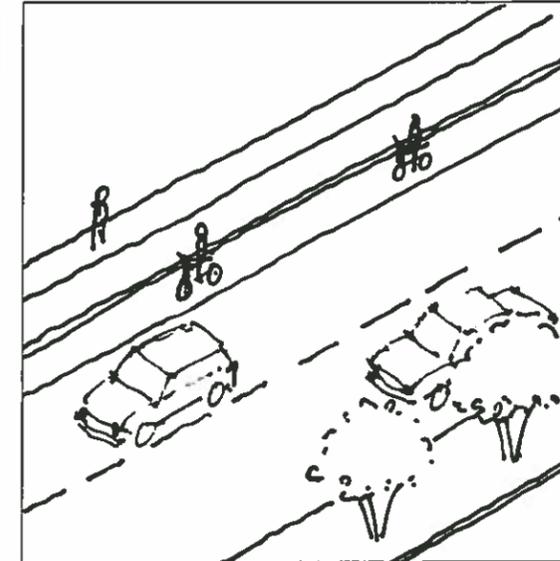
Examine the roadway to determine if there is more space than actually required or needed for travelways. Extra roadway can be used to accommodate on-street parking and bike lanes. All lane widths measure to the face of the curb.

- 10' for areas with high pedestrian traffic such as Olde Towne and Downtown
- 11' for other corridors with pedestrian amenities
- 12' for Urban Arterials



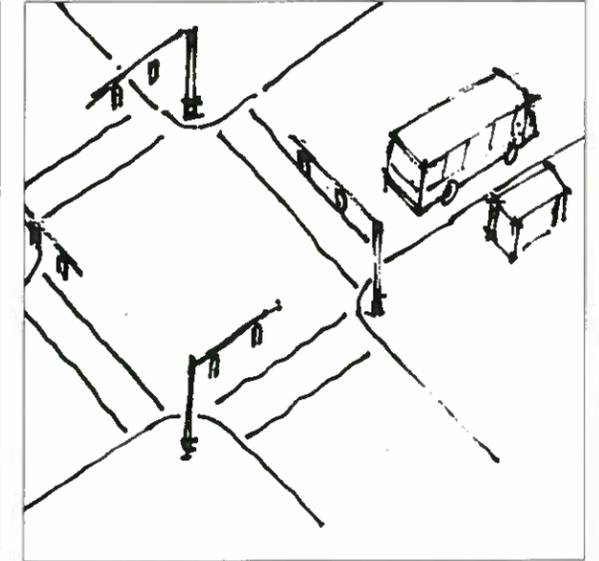
b. Channeled Right Turns

Channeled right turn lanes should be eliminated when a higher level of pedestrian movement and amenities is desired. When a right turn lane transitions to a channeled right turn, when feasible remove lane and add a sidewalk and landscaping.



c. Bike Lanes

Where appropriate, add one-way 5' bike lanes on each side. Sometimes this can be achieved if travel lanes are determined to be wider than required or travel lanes are reduced.



d. Bus Stops

Provide far side bus stops at intersections.



III. CORRIDOR TOOLKIT

B. ELEMENTS

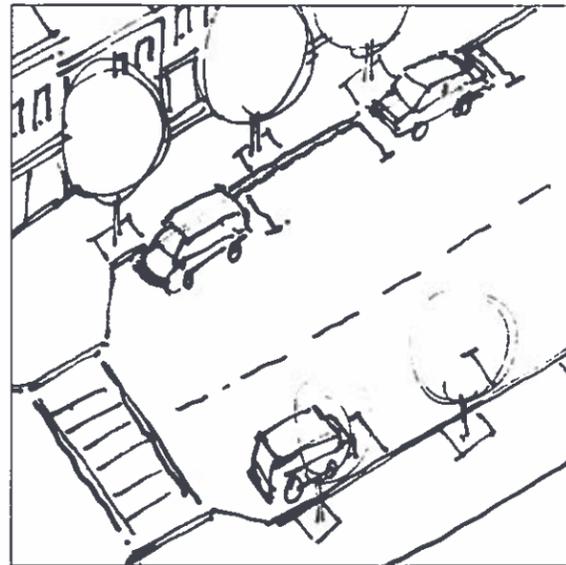
2. Parking

The majority of parking along the corridors occurs in private parking lots; however, there are some corridors with on-street parking.

When redevelopment of existing corridors includes denser development and a higher expectation of pedestrian use, on-street parking must be considered.

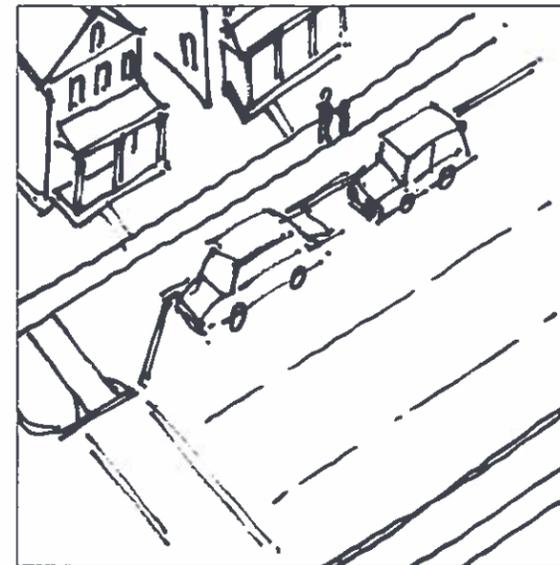
On-street parking acts as a traffic calming device and slows traffic. It also creates a safer and more pleasing environment for pedestrians. See *Roads* for recommended lane widths to determine if additional on-street parking is feasible.

On-street parking can be accommodated in slightly higher traffic areas by altering the design slightly to provide a zone between every other parking space to ease the entrance and exit process, providing less interference with the traffic flow.



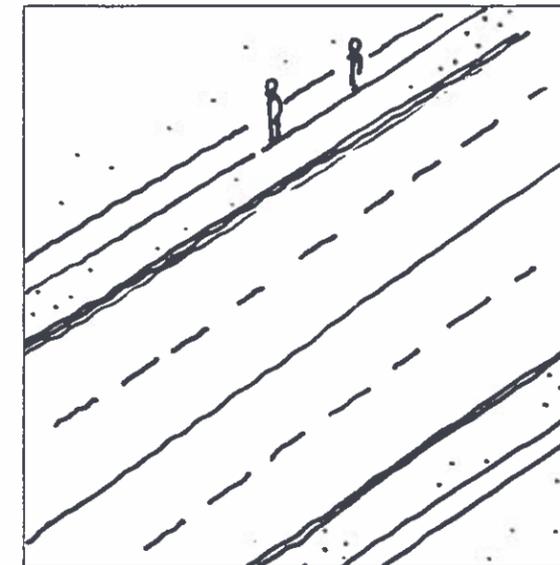
a. On-street parallel parking on both sides of street

Minimum width for on street parking space requirement is 8'-0" to the face of the curb. Include curb extensions at intersections where pedestrian crossings are added.



b. On-street parallel parking on one side of street

Whenever possible, add on-street parking to at least one side of street. Include curb extensions at intersections where pedestrian crossings are added.



c. No on-street parking

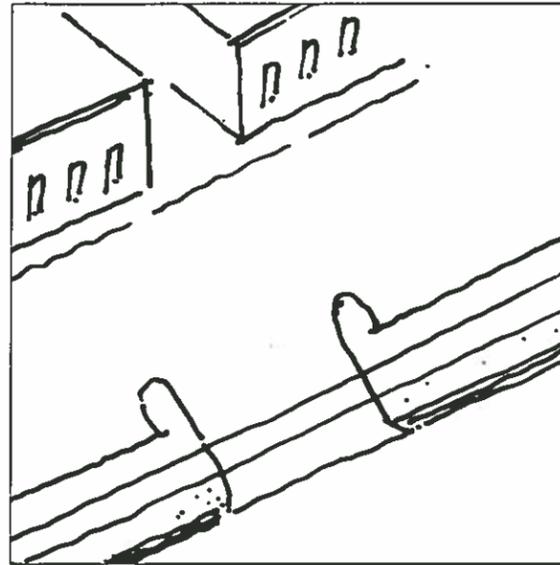
When space does not permit, the need for on-street parking should be evaluated.



3. Curb Cuts

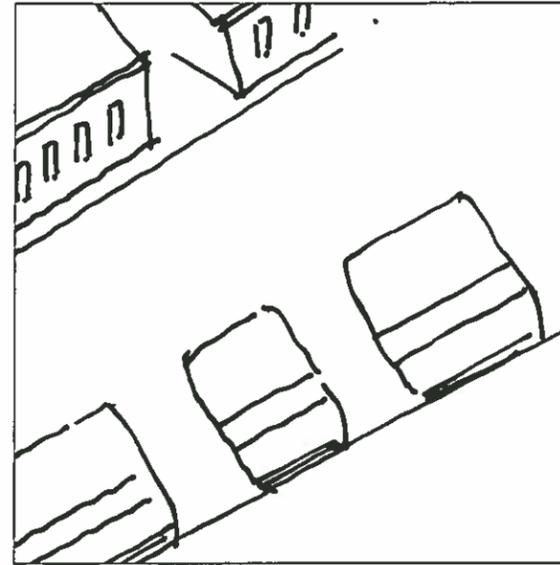
Curb cuts provide access from the street to private property along the street. Consolidation of curb cuts on existing corridors provides several advantages:

- Less confusing traffic patterns;
- More space for roadside zone enhancements, including better continuity of pedestrian circulation and increased pedestrian safety;
- Opportunity for businesses to have a more pleasing appearance;
- Opportunity for consolidated signs.



a. Consolidate curb cuts

Consolidation of curb cuts generally happens between commercial properties and requires formal agreements between property owners. Most likely it will also require improvements and realignment of the lots. In many cases, consolidation will allow for a single wider entrance, more parking spaces, additional landscaping and better areas for ground mounted signs.



b. Leave individual curb cuts

In residential areas, consolidation may not be needed or desired.

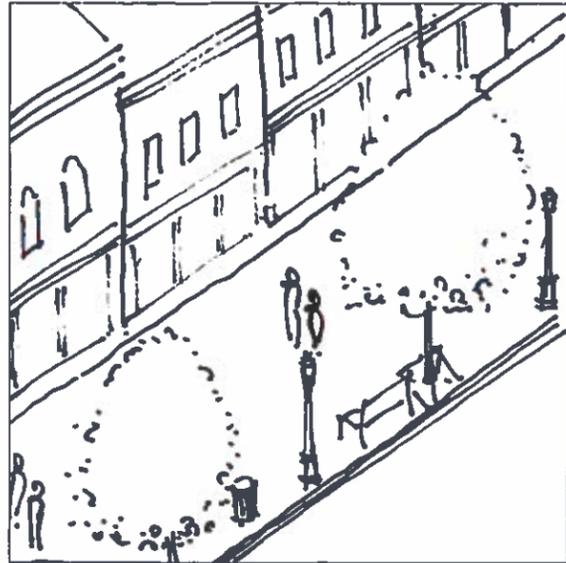
III. CORRIDOR TOOLKIT

B. ELEMENTS

4. Roadside Zone

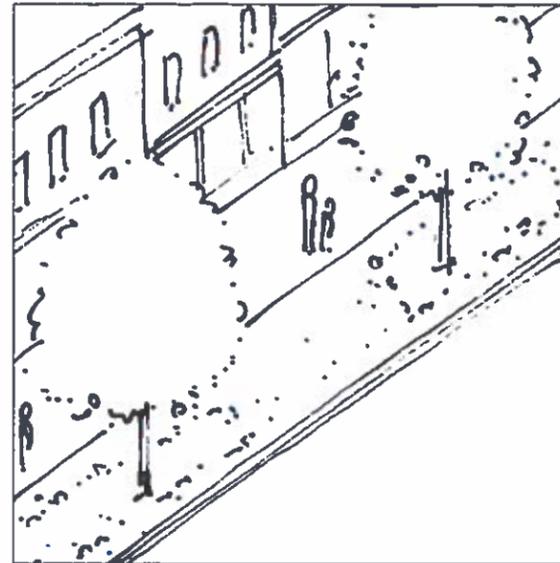
The area behind the curb, between the curb and the edge of the right-of-way can be referred to in many different ways and has a multitude of configurations along the corridors in Portsmouth. The roadside zone* may consist of a verge (landscaped edge of the street), paved walkways, utilities, landscaping, and street furniture.

Roadside zones for corridors offer opportunities for a rich variety of pedestrian amenities and activities.



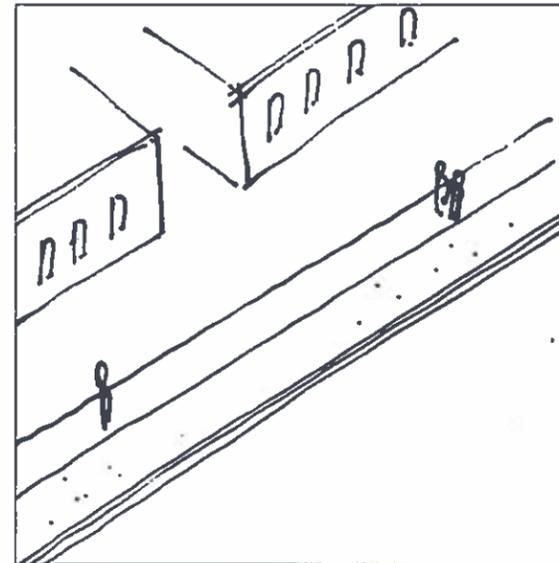
a. Wide sidewalk (10-20 feet)

Generally found in the historic Olde Towne area, this roadside zone consists of historic lights, trees in tree grates, brick or concrete pavers, decorative street furniture including trash receptacles, benches and planters and outdoor dining furniture. Buildings are generally at a zero lot line.



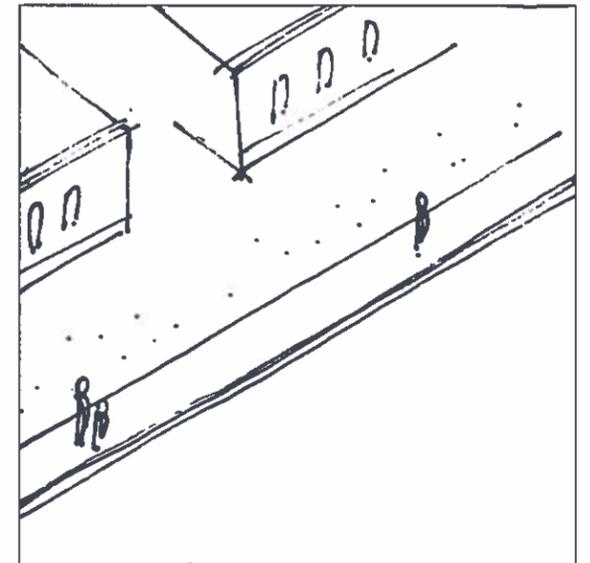
b. Wide sidewalk with verge

Generally this type of roadside zone should be no less than twelve feet wide with 5 to 9 feet for the sidewalk. This configuration should widen to allow for more pedestrian activities and more landscaping (particularly large shade trees) in higher density, mixed-use, pedestrian-oriented locations.



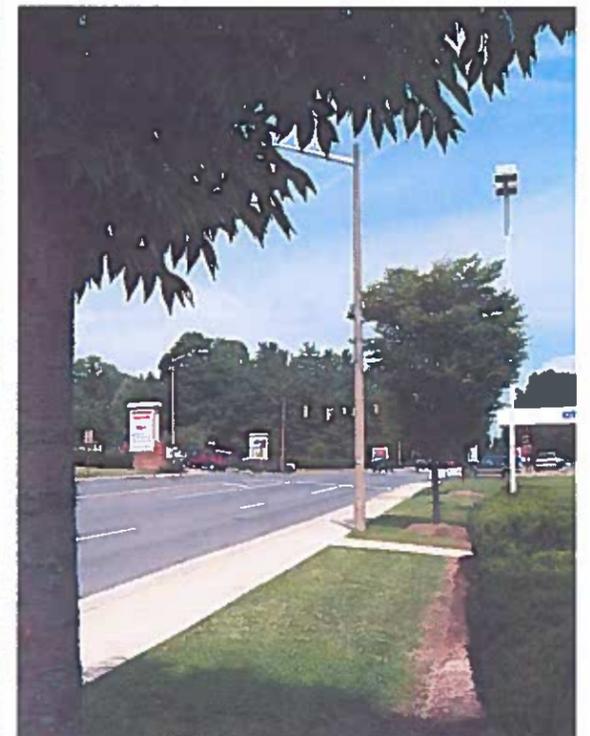
c. Medium to small sidewalk with verge

Some corridors have very little space between the curb and the right-of-way. This condition would allow for 3 to 4 foot sidewalks and a narrow verge with minimal plantings that often consists of only grass.



d. Sidewalk with no verge

On some of the corridors the right-of-way allows only for a concrete sidewalk. In these cases, private site landscaping should be encouraged.



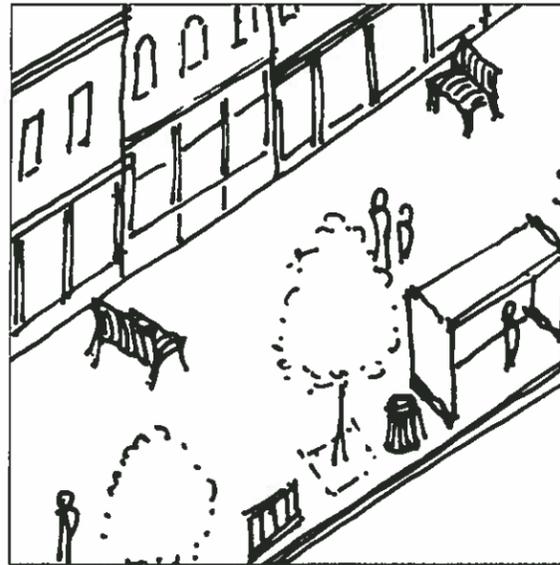
* Roadside Zone as defined in Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities published by the Institute of Transportation Engineers includes an edge zone, furnishing zone, throughway zone, and frontage zone.

III. CORRIDOR TOOLKIT

B. ELEMENTS

5. Street Furniture

Street furniture includes elements such as bus shelters, benches, trash receptacles, bike racks, and planters. When placing benches, consider where pedestrians are most likely to gather such as major intersections, plazas, busy coffee shops, entertainment venues, etc.

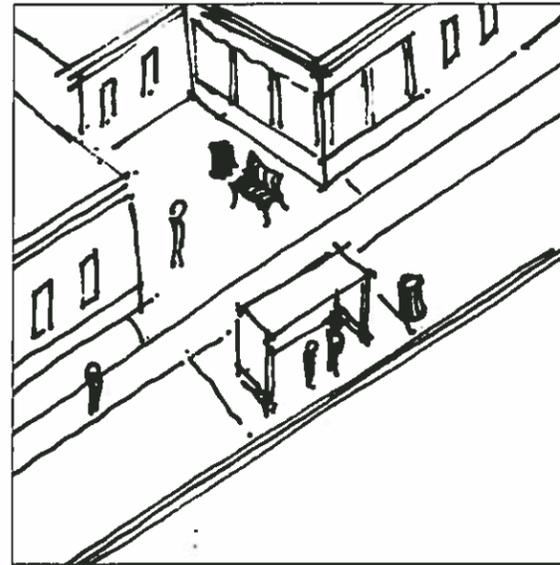


a. Benches, Trash Receptacles, Bike Parking, Bus Shelters

In the historic areas, follow the palette of furnishings already in place.

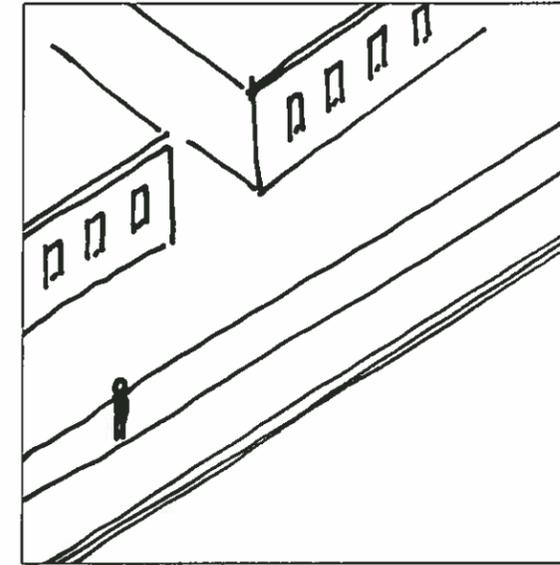
On corridors that are to become more pedestrian oriented, use elements that coordinate with the lighting and paving materials that are chosen.

Newer pedestrian-oriented areas can use more contemporary street furniture designs.



b. Limited Street Furniture Areas

Along corridors that are not designated as pedestrian oriented, provide street furniture at bus stops (benches and trash receptacles). These elements may be designed to coordinate with other elements along the corridor.



c. None

For corridors that are more auto-oriented, street furniture may not be required.

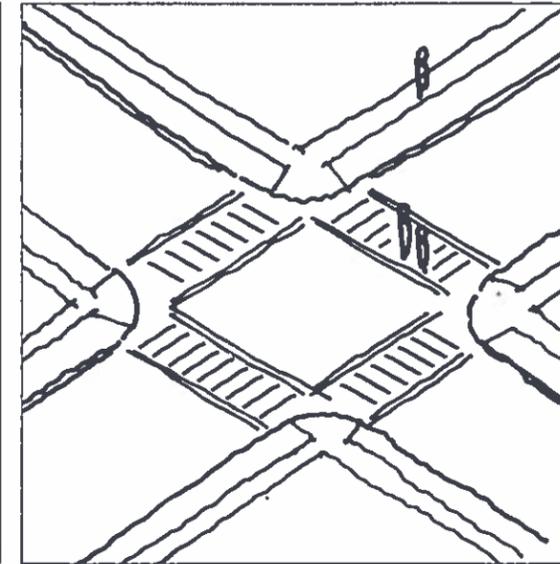
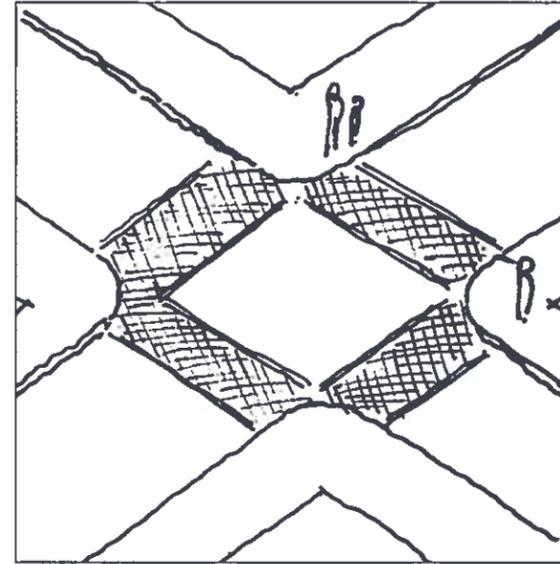
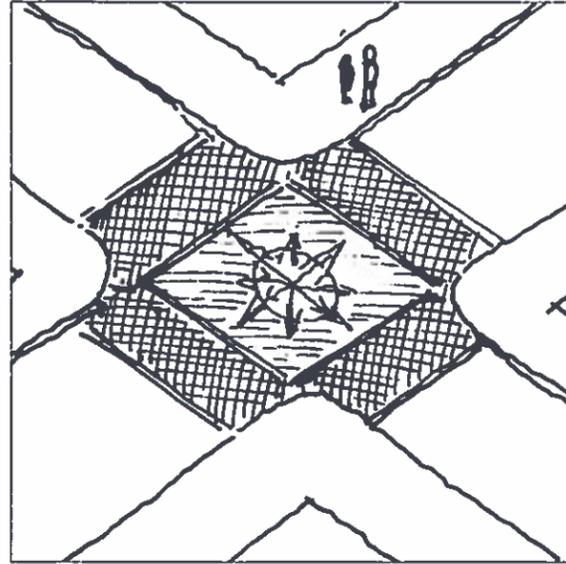
III. CORRIDOR TOOLKIT

B. ELEMENTS

6. Crosswalks, Pedestrian Signals, and Handicap Ramps

As corridors gain additional pedestrian amenities, crosswalks are an important element for connectivity, pedestrian safety and traffic calming. The level of finish in a crosswalk directly corresponds to the level of finish of sidewalks.

Crosswalks can be raised to create traffic-calming speed bumps. Large portions of a street can also be paved to create a plaza as well as pedestrian crossing. Consider adding pedestrian signals at major crossing areas. Handicap ramps are required. When a crosswalk crosses a median, provide a rest area in the median.



a. Pavers

Using unit pavers in a crosswalk conveys a high level of finish and quality and should be used in the highest pedestrian use areas. There are several options that can be considered:

- ♦ Pave the entire crosswalk area and incorporate a graphic image of the city;
- ♦ Pave a portion of the road to create a pedestrian gathering place as well as a crosswalk;
- ♦ Pave only the crosswalks with unit pavers.



b. Stamped and Stained Asphalt Crosswalks

The technology for stamping and staining concrete has dramatically improved allowing for more durability in high traffic areas.



c. Painted Lines

In areas where there is some pedestrian movement but the general character of the corridor is more utilitarian, use painted crosswalks. Often crosswalks parallel to the corridor can be provided at all intersections, with full crosswalks provided at larger intersections where a signal will increase safety.

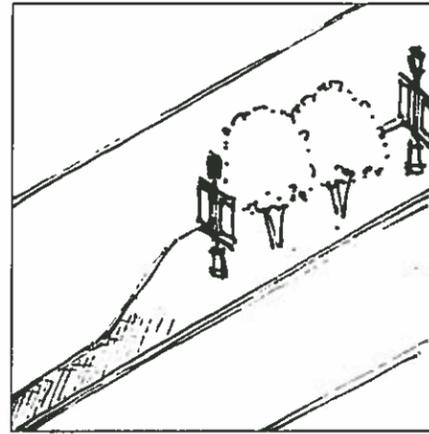


III. CORRIDOR TOOLKIT

B. ELEMENTS

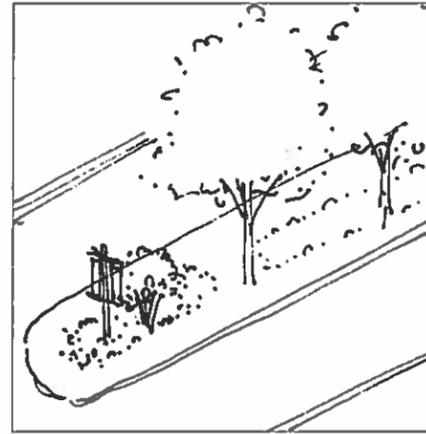
7. Medians

Medians occur frequently on many of the corridors in Portsmouth. The majority of medians are raised with a curb and are finished with grass. Some medians contain large trees that are planted in a random fashion and some medians have Crepe Myrtle. Medians offer the greatest opportunity for aesthetic improvements along the corridors in Portsmouth.



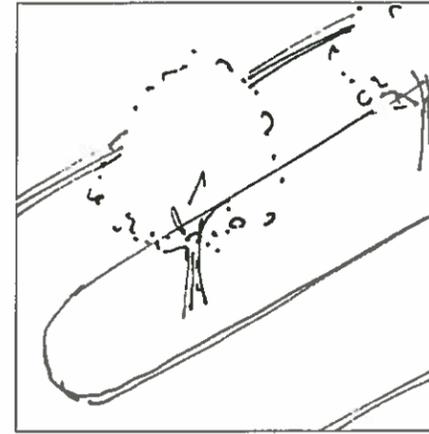
a. Downtown Median

Downtown has a very high level of finish and treatment in the medians. The finishes include historic lighting, cobble pavers at the ends, trees and banners.



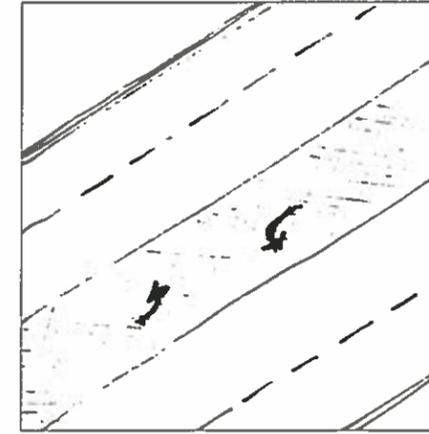
b. Landscape - High Level of Treatment

For corridors that have a higher visibility for visitors and have a higher level of pedestrian amenities, a higher level of landscape treatment is appropriate. For the most part, medians in this situation will include large shade trees with enhanced landscaping and signage at the ends of medians.



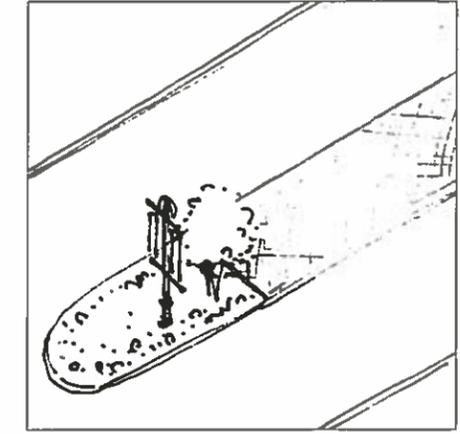
c. Landscape - Low Level of Treatment

Along corridors that are auto-oriented without pedestrian amenities and have existing raised planted medians, simple landscape improvements are recommended that require a minimum of maintenance.



d. Surface Stamp

On corridors with at grade medians that are a continuous turn lane, consider stamped and stained asphalt to create a higher level of finish and quality.



e. Concrete Medians

A portion of Portsmouth's corridors have concrete medians that give the road a stark appearance. There are several approaches to improvements:

- Analyze breaks in median to determine if all turn areas are necessary. When not needed, remove asphalt, add curb and fill breaks with landscaping;
- Create a parallel trough for landscaping either by raising the center or cutting the concrete.

III. CORRIDOR TOOLKIT

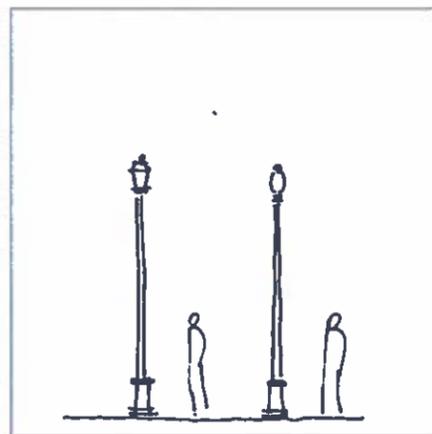
B. ELEMENTS

8. Lighting

Lighting is a key element of the corridors as it:

- Improves visibility at night;
- Helps provide a sense of security;
- Reinforces pedestrian scale;
- Contributes to the aesthetic character of the area.

The style of light should fit the character and type of corridor. The light source should be considered as well. In areas with a high level of pedestrian activity and aesthetics, use light sources that render all colors of the spectrum versus those which do not provide a true light color. Metal halide is preferred over other types of light.

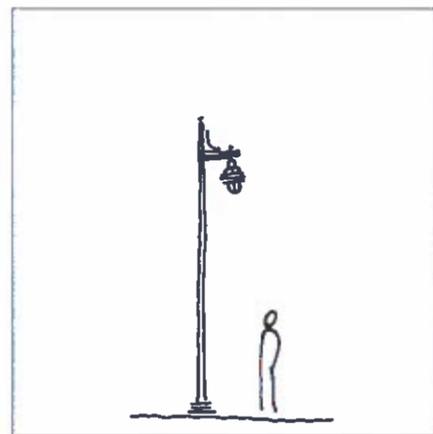


a. Historic - Pedestrian Scale

Downtown and Olde Towne have colonial-style lights that are low in height and are closely spaced. Pedestrian-scale lighting is generally low (12-14 feet total height) and spaced close together to achieve two to three foot candles of light for pedestrians. Some of these light poles carry banners.

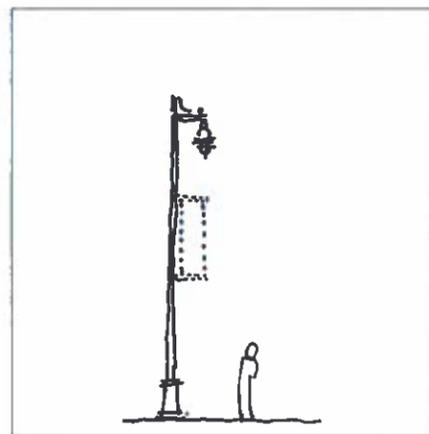
Truxtun and Cradock have a pedestrian-scale fixture of a different, later period design.

All these fixtures should be black to match the city's existing historic fixtures.



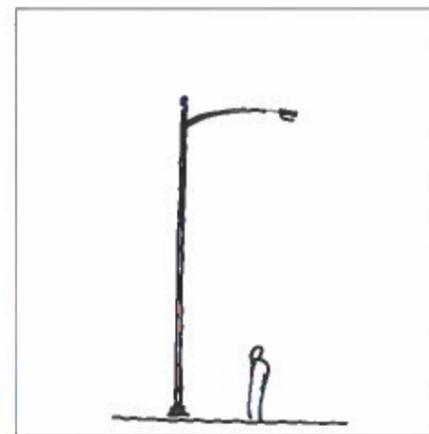
b. Contemporary - Pedestrian Scale

Along the waterfront and Crawford Street, a more contemporary shielded fixture is being used in Portsmouth. This fixture would be appropriate along other pedestrian-oriented corridors. This pedestrian-scaled fixture is black and 12-14 feet in total height.



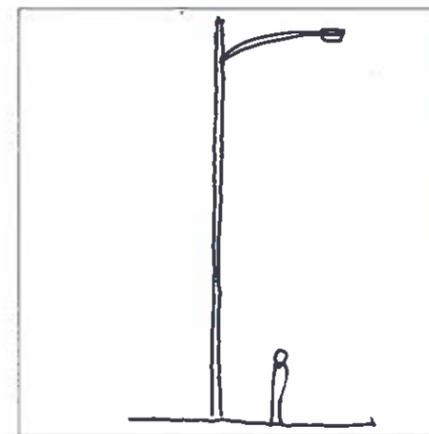
c. Contemporary - Mid Scale

For larger, pedestrian-oriented corridors that have four travel lanes and a median, a black mid-scale (24 feet) contemporary fixture is recommended. If these lights are owned and installed by the city, banners can be included on the pole. If lights are supplied by Dominion Virginia Power, banners will need to be accommodated on separate poles.



d. Utilitarian - Mid Scale

For auto-oriented corridors with a minimum level of enhancement, use utilitarian lights and poles between 25 and 30 feet tall.



e. Utilitarian - Large scale

Along corridors with no pedestrian amenities and that are completely auto-oriented, tall (40 feet) utilitarian lights can be used.

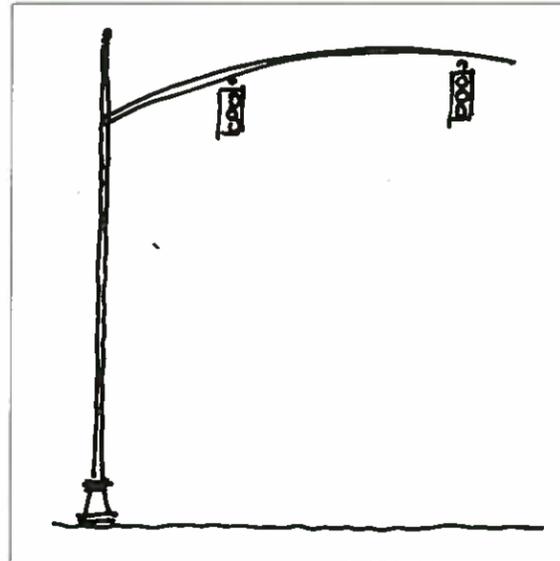


III. CORRIDOR TOOLKIT

B. ELEMENTS

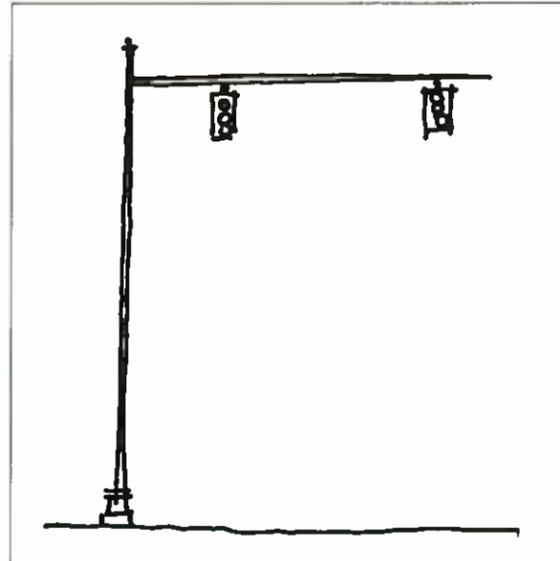
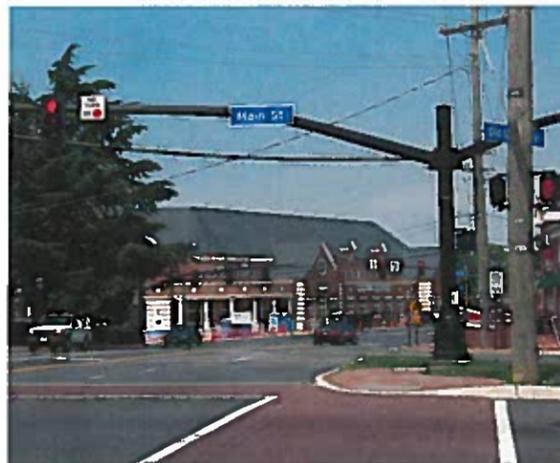
9. Signals

Traffic signals can coordinate with the style and type of light fixtures selected for a corridor. Signal poles can also carry lights, street names, and even banners when appropriate.



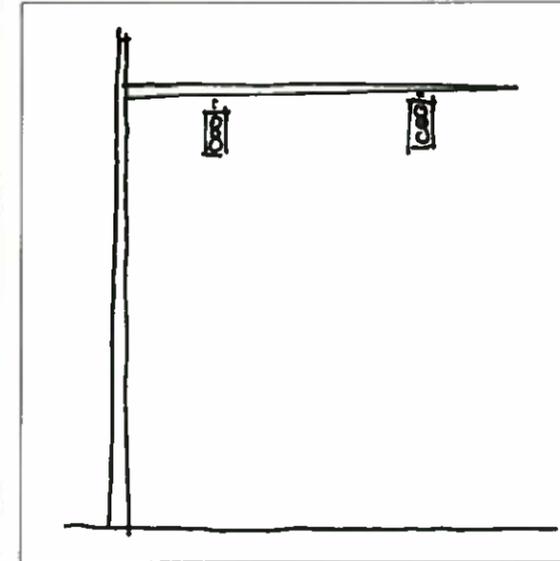
b. New Signal Poles - Decorative

For pedestrian-oriented redevelopment areas with a high level of finish, new decorative signal poles of a historic design, with a base and other decorative elements, should be selected in black.



c. New Signal Poles - Contemporary

For areas with a high level of finish which may have more contemporary light fixtures, a coordinating simple black signal pole can be selected.



d. Existing Signal Poles - Refurbished

Some of the existing poles which have been installed recently, and which are typically galvanized steel, may be upgraded with a color finish or decorative base.



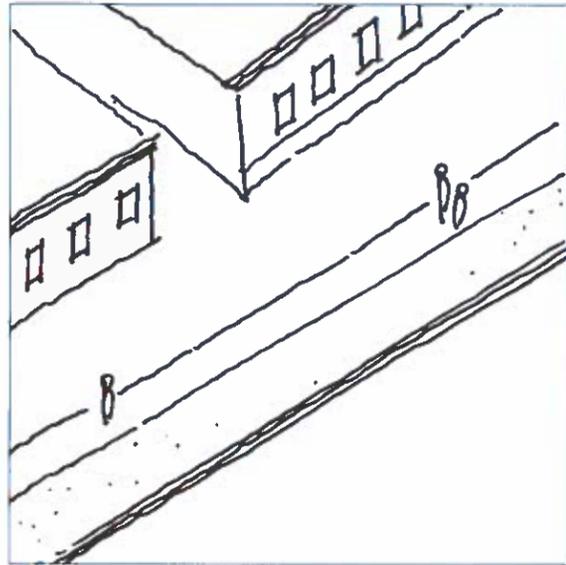


III. CORRIDOR TOOLKIT

B. ELEMENTS

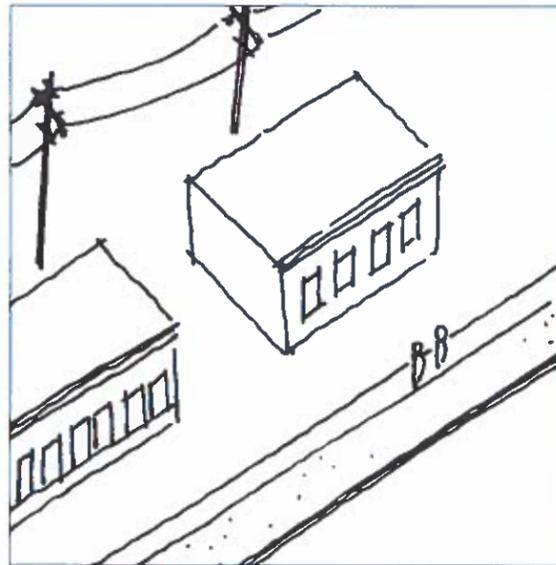
10. Utilities

Overhead utilities along corridors convey a cluttered and utilitarian image. Fortunately, utilities along many corridors have been moved or are located behind buildings. As corridors are redeveloped, utilities should be moved, buried or the corridor can be landscaped in a way that mitigates the visual overhead clutter.



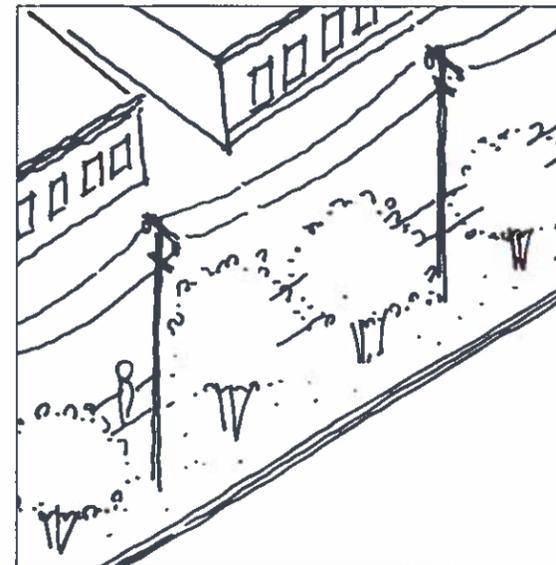
a. Bury Utilities

In areas where utilities have already been buried and where corridor improvements are planned, ensure that any remaining utilities are buried or relocated (see B).



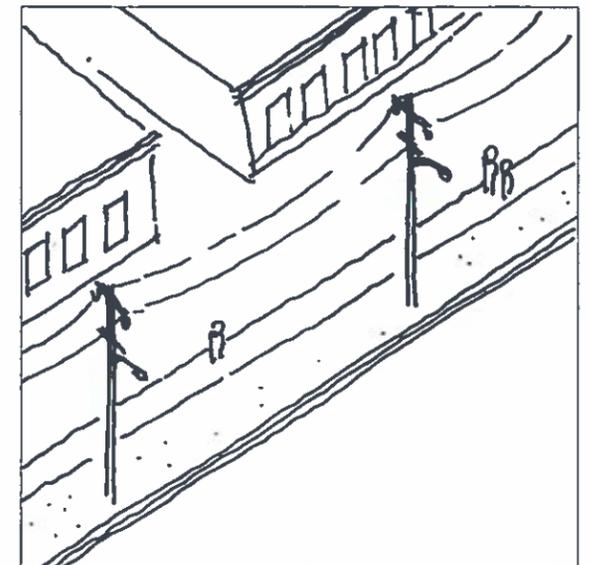
b. Relocate

Several of the major corridors in Portsmouth already have utilities located to the rear of buildings. This condition offers flexibility and ease of design when the time comes to upgrade a particular corridor. As corridors are upgraded, investigate the possibility of moving utilities to the rear of the site if burying is not possible.



c. Minimize Impact

Where burying or moving utilities is not feasible, mitigate overhead utilities with low level landscaping in the verge or on the private site.



d. Leave As Is

On corridors that are not being redeveloped, utilities may not be changed.

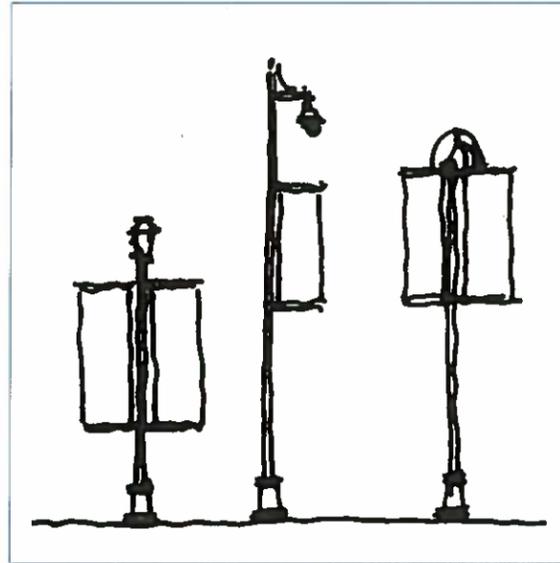
III. CORRIDOR TOOLKIT

B. ELEMENTS

11. Public Signs and Banners

Public signs and banners are currently being addressed under a separate wayfinding sign package. That system addresses gateway, trailblazer and parking directional signs.

This manual addresses banner locations and street and regulatory signs.

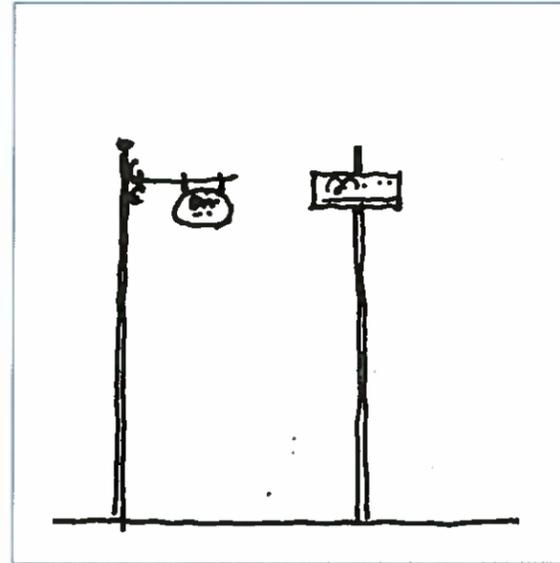


a. Banners

Location of banners on light poles will depend upon the ownership and management of the light poles.

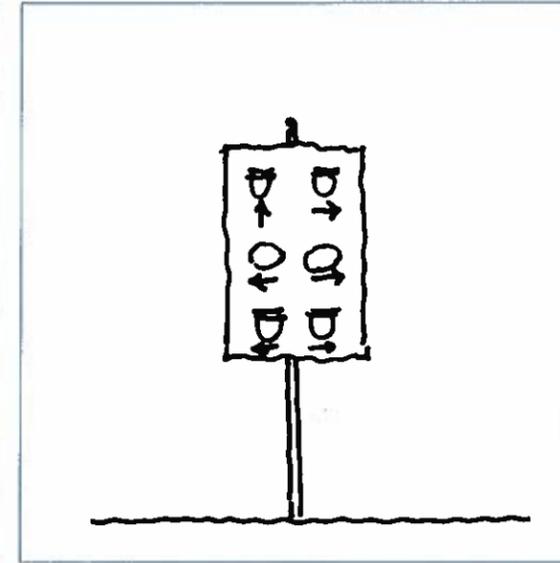
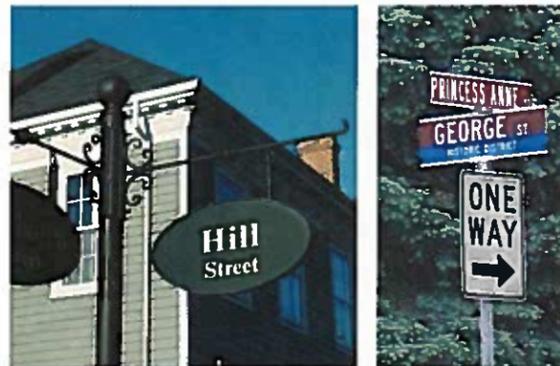
Light poles owned by the City of Portsmouth can be designed to carry banners, and this condition already exists in the city.

Light poles owned and managed by Dominion Virginia Power cannot carry banners. On these corridors, consider adding separate decorative banner poles in black to match the light fixtures, particularly in medians.



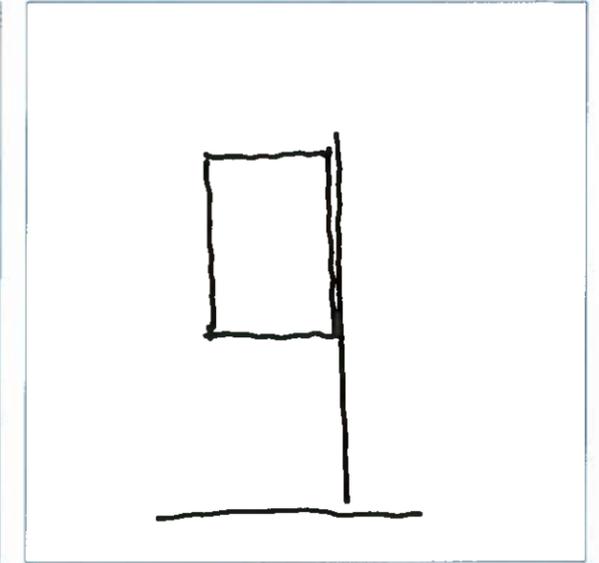
b. Street Identification Signs

The character of street identification signs vary depending upon the district. Olde Towne has oval street signs. Other districts may have their own sign type (See Wayfinding packages).



c. Route Signs

Consolidate route signs onto a single background for a neater appearance.



d. Regulatory Signs

Make regulatory signs match the wayfinding sign system.





III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

C. CORRIDOR TYPES FOR THE FUTURE

Each conceptual corridor typology for the future has been assigned an assortment of elements which correspond to its level of fit and finish and its level of pedestrian amenity.

The goal of this part of the manual is to match the level of proposed improvements with the particular corridor type and the future plans for that corridor. These are a series of general recommendations which serve as a guide but still allow for flexibility.

The corridor types vary greatly in their level of pedestrian amenity. The historic and urban redevelopment types are the most pedestrian-oriented, with wide sidewalks, street furniture, and crosswalks with pavers. The auto-oriented service corridors and the suburban residential corridors are less pedestrian oriented. The auto-oriented redevelopment corridor with pedestrian amenities attempts to bridge the gap, bringing pedestrian safety and comfort to corridors.

1. Historic Corridors

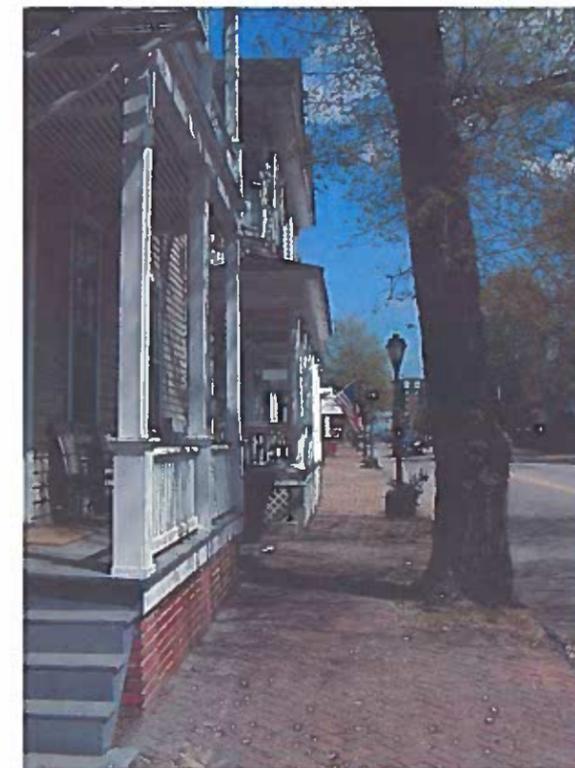
The Historic Corridor typology includes corridors which run through three distinct historic districts: Downtown/Olde Towne; Truxtun; and Cradock.

The design goal for historic corridors is to bring all the historic corridors up to a high level of finish, including crosswalks, unit pavers, street furniture, street trees, historic lighting and banners. The recommendations are based on each corridor's current right-of-way type, size, and condition, and vary by the character of each district.



High Street (left) and London Boulevard (below) run through the Downtown and Olde Towne historic districts. Each has its own distinct character but with similar streetscape amenities.

Portsmouth's historic corridors are shown in dark green.

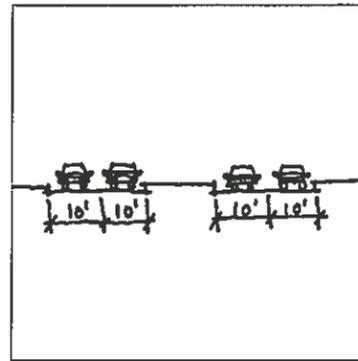


III. CORRIDOR TOOLKIT

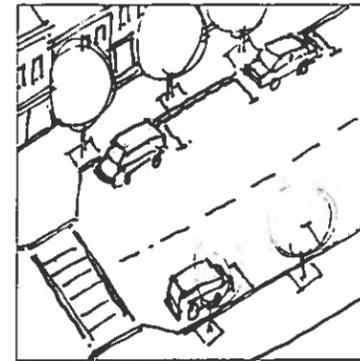
C. CORRIDOR TYPES FOR THE FUTURE

a. Downtown/Olde Towne

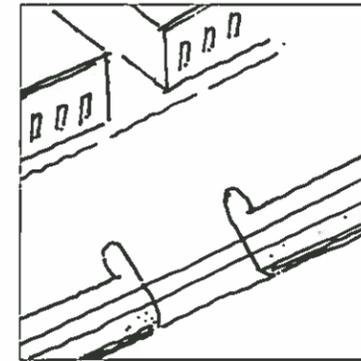
In the Downtown and Olde Towne areas, the Historic Corridor typology is defined by narrower streets with only two lanes with on-street parking. Medians exist on High Street with lower, ornamental trees and other plantings, banners, and some special paving in the medians. Sidewalks are wide and most commonly paved in brick, with trees in grates. This type has the highest level of pedestrian amenities, including benches and trash receptacles. Decorative Colonial pedestrian-scaled lighting is found throughout. Crosswalks should be added, including special paving for the higher volumes of pedestrians at major intersections, but should exist at all intersections at least as painted crosswalks. Adjacent land uses include mixed-use, commercial, and residential uses, mostly in two- to three-story buildings with no setbacks. Parking is accommodated on the streets, mid-block, or in structures. Adjacent land uses are primarily mixed-use and commercial.



1. Roadway: 10 foot wide lanes are appropriate for this type.



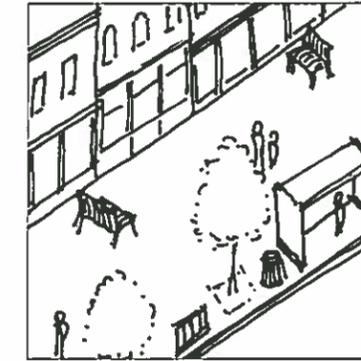
2. Parking: on-street parallel parking on both sides of the street where space permits.



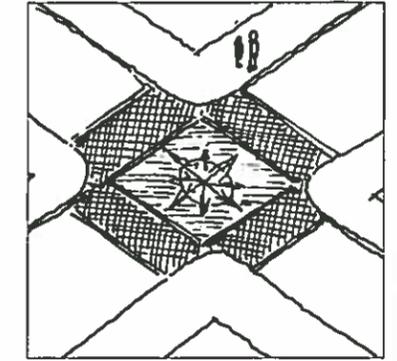
3. Curb Cuts: continue to consolidate to minimize impact on pedestrian circulation.



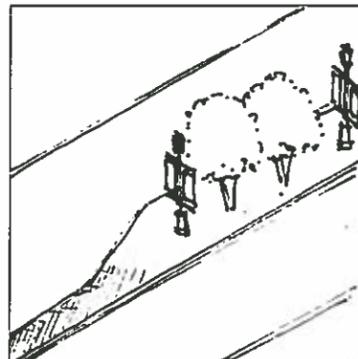
4. Roadside Zone: wide sidewalks (10-20 feet) already exist throughout.



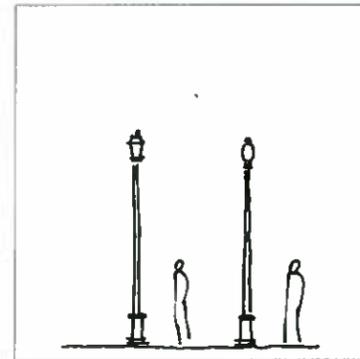
5. Street Furniture: benches, trash receptacles, bike parking, bus shelters.



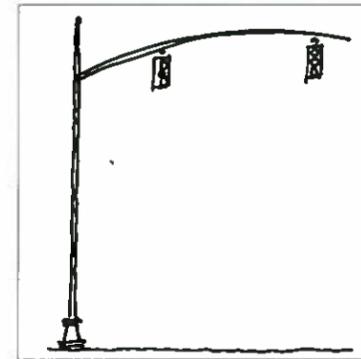
6. Crosswalks: provide pavers and pave whole intersection at key gateways or major decision nodes. Provide paved crosswalks at all other intersections. Add pedestrian signals.



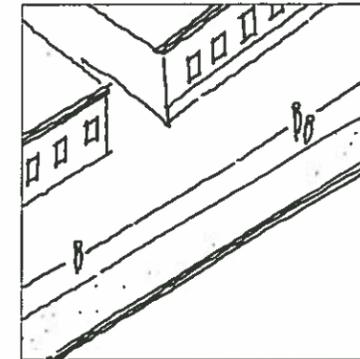
7. Medians: downtown median.



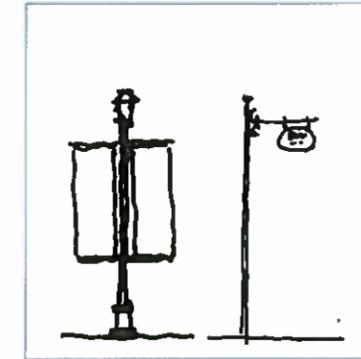
8. Lighting: historic pedestrian-scale lighting, colonial style already in use in this area.



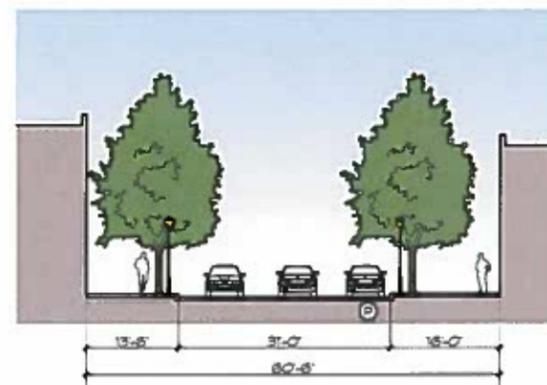
9. Signals: continue vocabulary of existing historic style decorative pole-mounted fixtures.



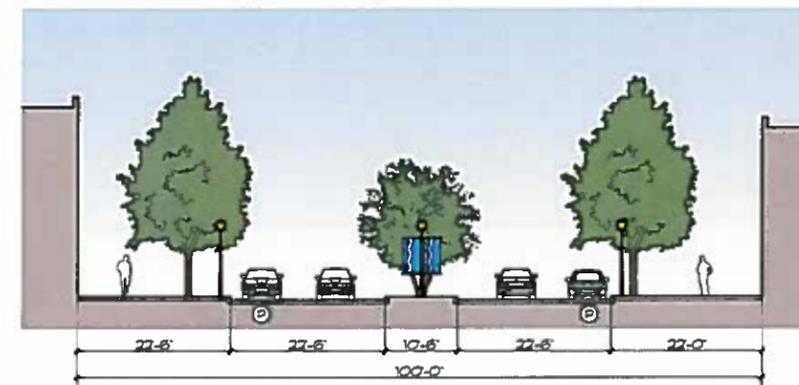
10. Utilities: bury all or relocate.



11. Public Signage: continue to place banners on light poles. Special street signage for this district.



London Boulevard with overhead utilities buried or relocated.



High Street illustrating the Downtown/Olde Towne streetscape amenities, including a planted median with banners and pedestrian-scale lights.



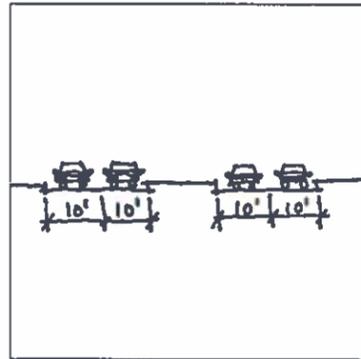
III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

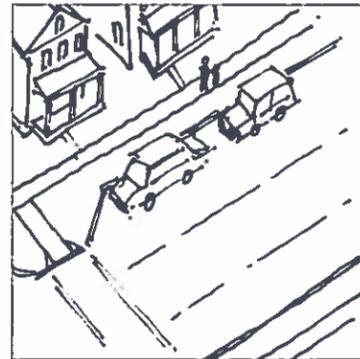
b. Truxtun

Where the Truxtun historic district occurs along Portsmouth Boulevard, the character of the corridor changes, and the historic amenities should be evident. Historic lighting and signage unique to this district indicate a change in streetscape character. The corridor is a fairly wide four-lane section, separated from the sidewalk by a wide verge planted with trees. Small-scale historic houses front the corridor, most with driveway access directly onto the corridor. The district is primarily residential, with some small commercial uses fronting Portsmouth Boulevard.

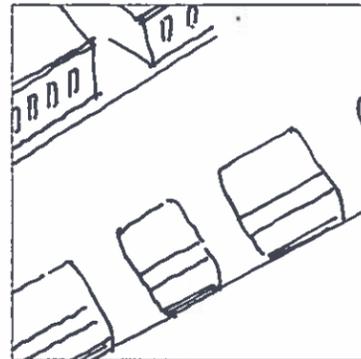
The Truxtun Strategic Plan, completed in July 2007, calls for the addition of on-street parking along Portsmouth Boulevard. The addition of parking on one side of the street should be possible without the reconstruction of the curbs while still maintaining four lanes of traffic. The parking should be provided on the side of the road with the fewest curb cuts.



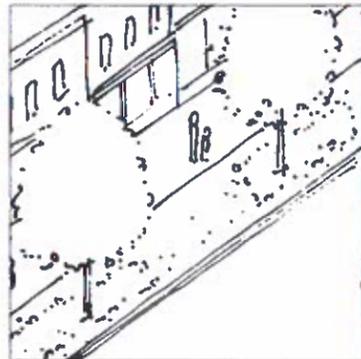
1. Roadway: 10 foot wide lanes are appropriate.



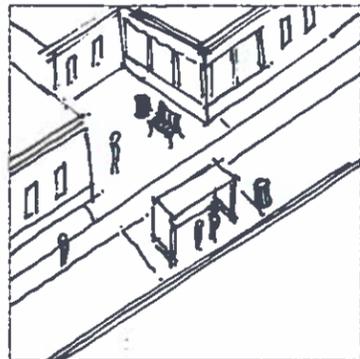
2. Parking: provide parallel parking on at least one side of the street.



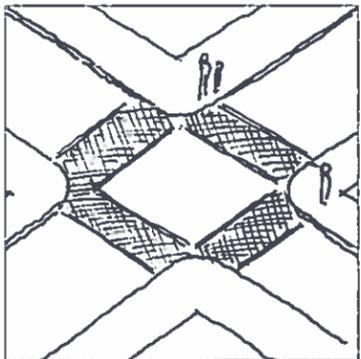
3. Curb Cuts: leave individual curb cuts.



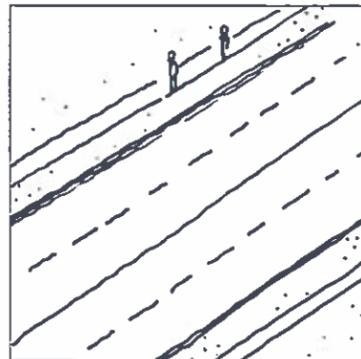
4. Roadside Zone: a medium sidewalk with wide planted verge exists; continue plantings where they do not currently exist.



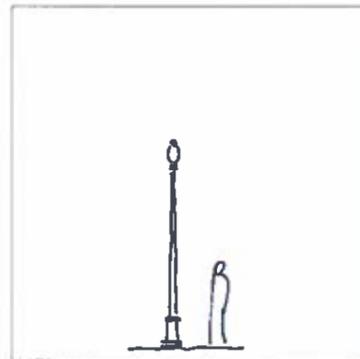
5. Street Furniture: provide street furniture (benches, trash receptacles) at bus stops.



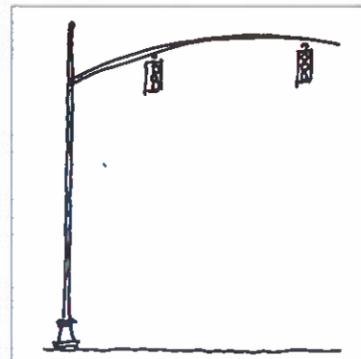
6. Crosswalks: provide stamped and stained asphalt crosswalks, especially at major intersections. Painted lines may suffice at minor crossings.



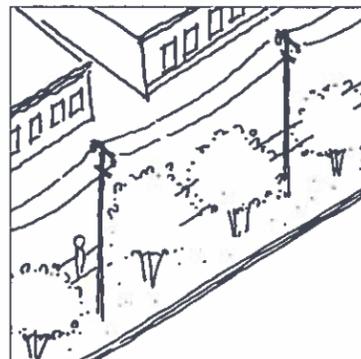
7. Medians: none; no medians exist and are not proposed.



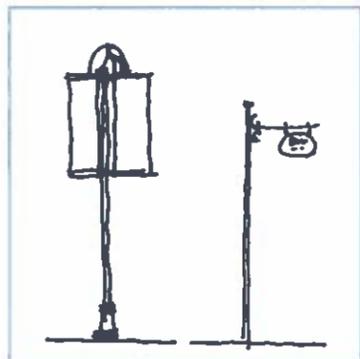
8. Lighting: a pedestrian-scale light fixture complimentary to the era of the neighborhood's development.



9. Signals: new historic style decorative signals, painted black.



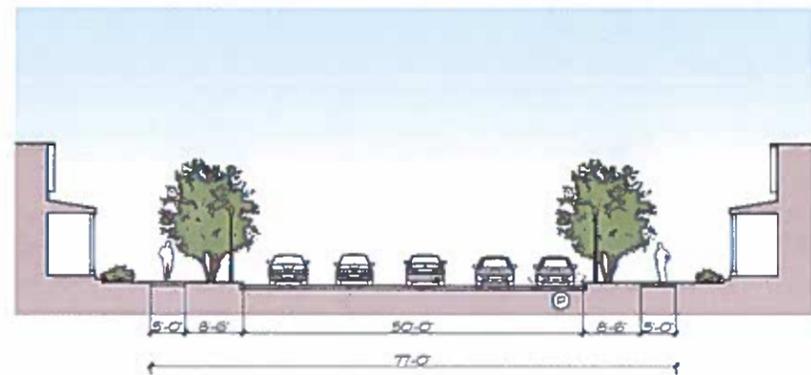
10. Utilities: minimize impact with landscaping.



11. Public signage: banners should be accommodated on separate poles from light fixtures. Special street signs will be selected for this district.



A view of the landscaping which already exists along Portsmouth Boulevard in Truxtun.



Portsmouth Boulevard as it passes through Truxtun, shown with buried utilities, on-street parking on one side, and filling out of the existing landscaping.

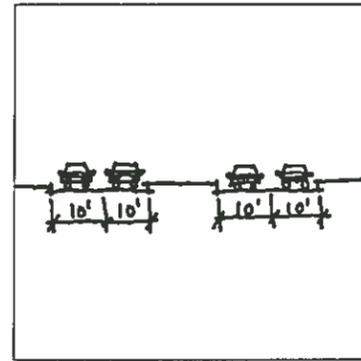
III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

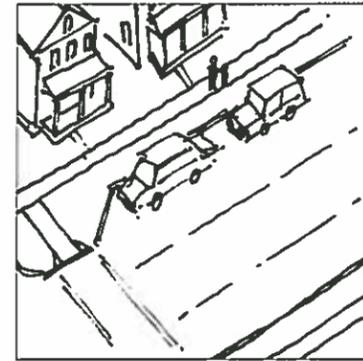
c. Cradock

The Cradock Historic District fronts onto George Washington Highway as a mixture of single-family residential and small-scale commercial buildings, across from institutional and park uses. Historic lighting and signage should be added to indicate the presence of the historic district.

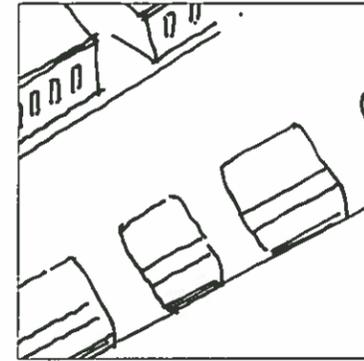
The Cradock neighborhood plan calls for the George Washington Highway roadway to be narrowed and the verge to be widened. If this recommendation is not possible, consider reducing the lane widths and adding parking on one side to calm traffic.



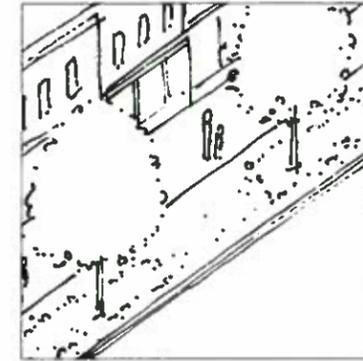
1. Roadway: 10 foot wide lanes are appropriate.



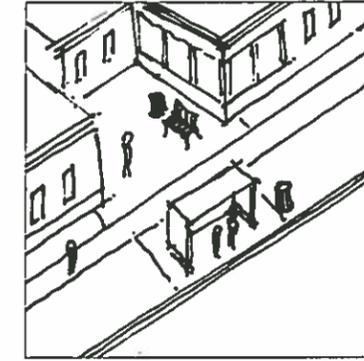
2. Parking: on-street parallel parking should be accommodated on one side of the street.



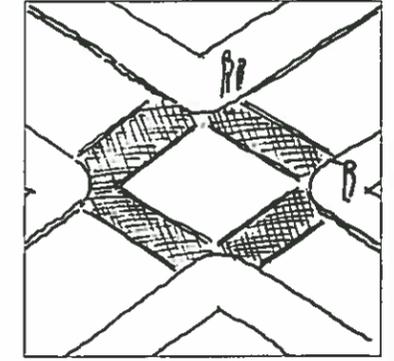
3. Curb Cuts: curb cuts should remain as they currently are.



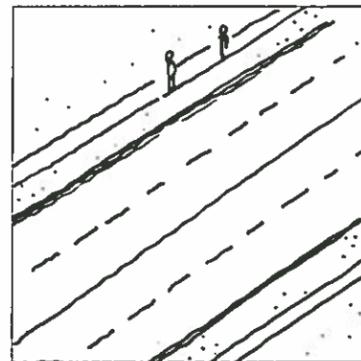
4. Roadside Zone: a wide verge should be maintained with street trees planted.



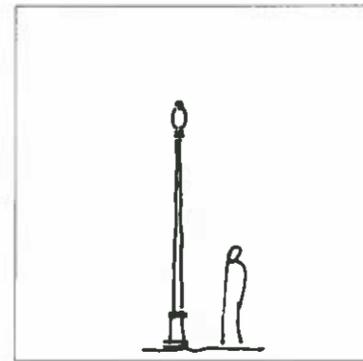
5. Street Furniture: provide street furniture (benches, trash receptacles) at bus stops.



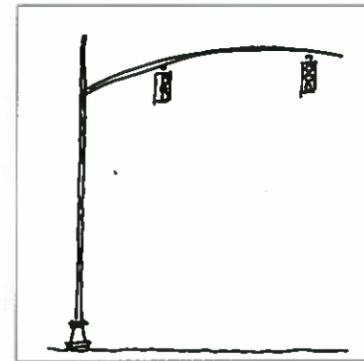
6. Crosswalks: provide stamped and stained asphalt crosswalks, especially at major intersections. Painted lines may suffice at minor crossings.



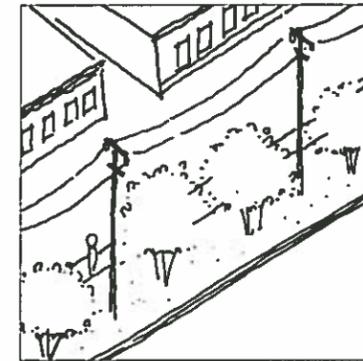
7. Medians: none; no medians exist and are not proposed.



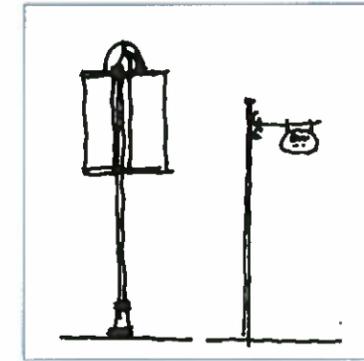
8. Lighting: a pedestrian-scale light fixture complimentary to the era of the neighborhood's development.



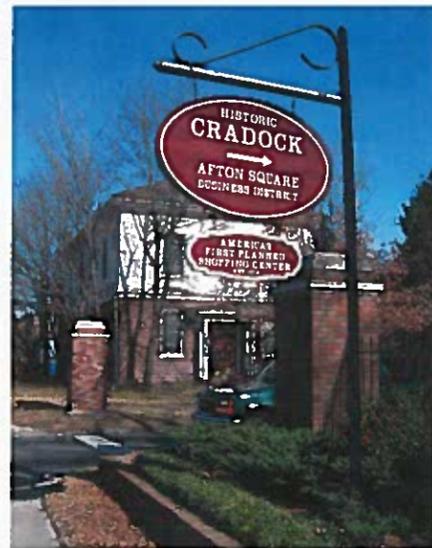
9. Signals: new historic style decorative signals, painted black.



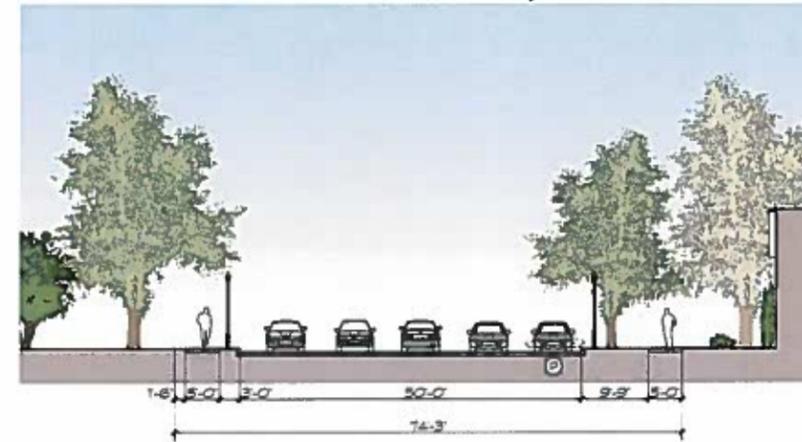
10. Utilities: minimize impact with landscaping.



11. Public signage: banners should be accommodated on separate poles from light fixtures. Special street signs will be selected for this district.



Far left, top: the sign at the entrance to the Cradock neighborhood. Far left, bottom: streetscape elements within the Cradock neighborhood which can be used along the corridor. Left: George Washington Boulevard.



George Washington Boulevard: the addition of period lighting, widening of the verge, and the addition of on-street parking, which can be made possible by reducing the lane widths, help to make the environment more pedestrian-oriented.



III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

2. Suburban Residential Corridors

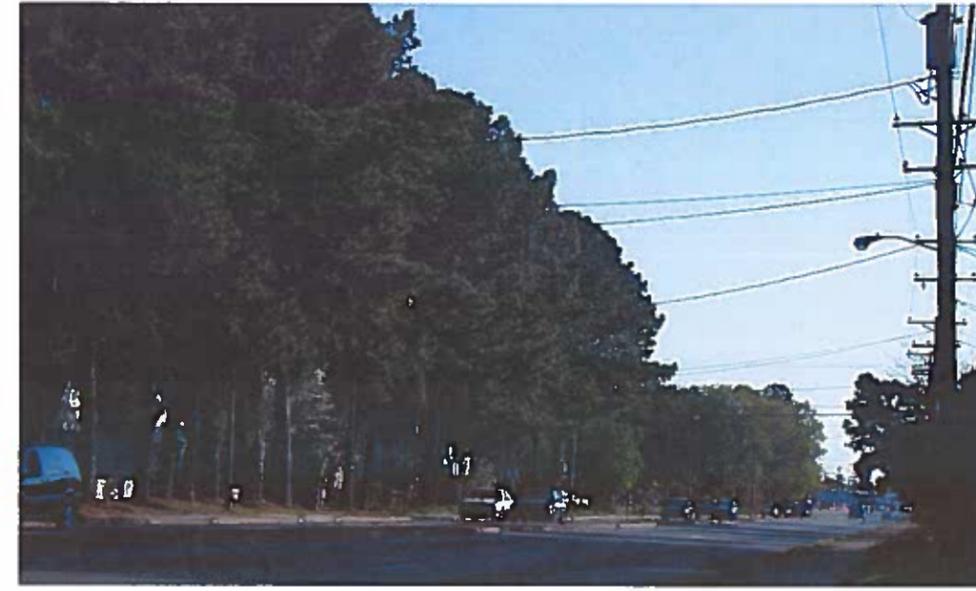
The majority of suburban residential corridors are characterized by large street trees that are either in the right-of-way, in the median, or on private sites. Lawns extend to the curb with no sidewalks in many places. Lighting is minimal and utilities are often screened by trees and plantings.

The general design goal in these areas is to maintain the lush green roadside zone and/or median. Where new sidewalks are added, a verge should be added to separate the pedestrian traffic from the vehicular traffic.

Where there is a continuous paved left turn lane, a stamped and stained decorative median can be considered.



Cedar Lane has a continuous center left turn lane for parts of the corridor and no sidewalks.



Airline near Greenway has a narrow concrete median and large trees at the back of the sidewalk.



High Street has a simple planted median and a variety of roadside zones.



Portsmouth Boulevard has a planted median and sidewalks.

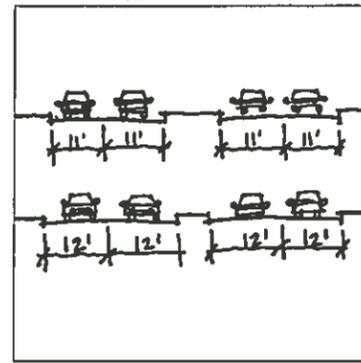


Portsmouth's suburban residential corridors are shown in yellow.

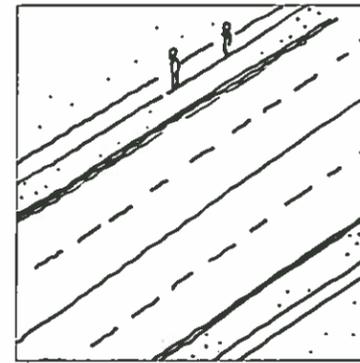


III. CORRIDOR TOOLKIT

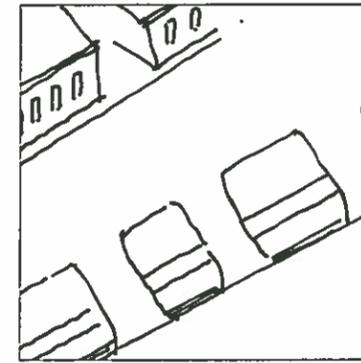
C. CORRIDOR TYPES FOR THE FUTURE



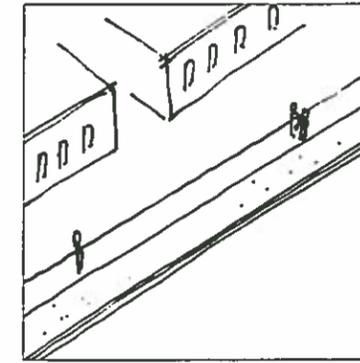
1. Roadway: 11 to 12 foot wide lanes to the face of the curbs are appropriate depending on the corridor.



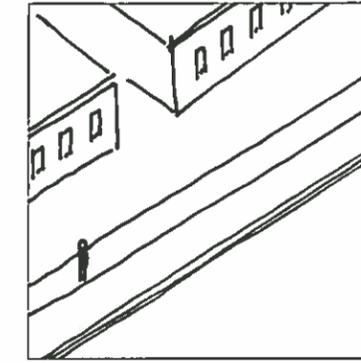
2. Parking: on-street parking may not be necessary.



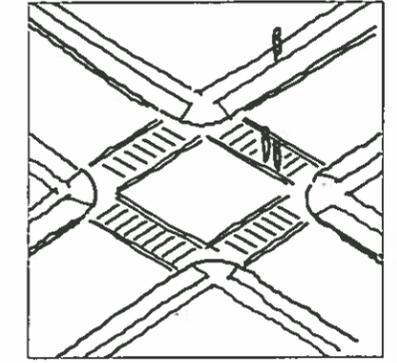
3. Curb Cuts: leave as is.



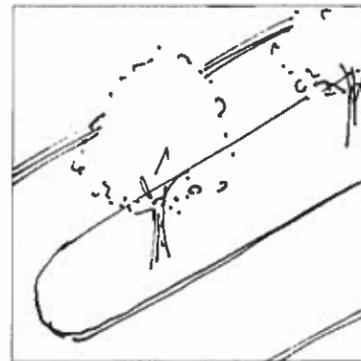
4. Roadside Zone: a narrow sidewalk and verge should be provided.



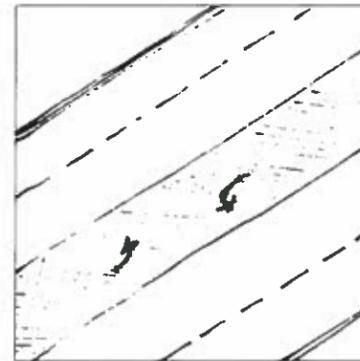
5. Street Furniture: street furniture may not be necessary.



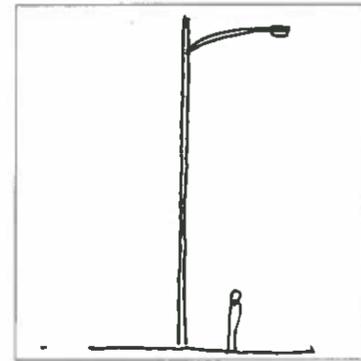
6. Crosswalks: painted crosswalks are recommended.



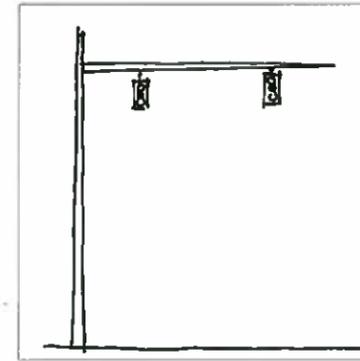
7. Medians: where a planted median exists, a low level of treatment is recommended with simple improvements.



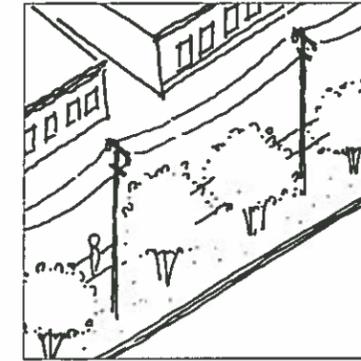
7. Medians: where a continuous left turn lane exists, a stamped and stained asphalt treatment should be considered.



8. Lighting: utilitarian large-scale fixtures should be provided, and should be on one side of the road only.



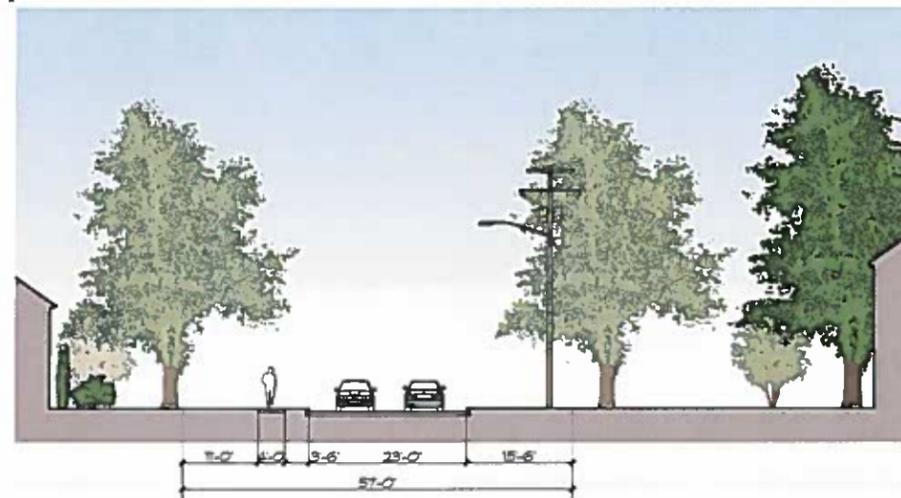
9. Signals: refurbish existing signal poles.



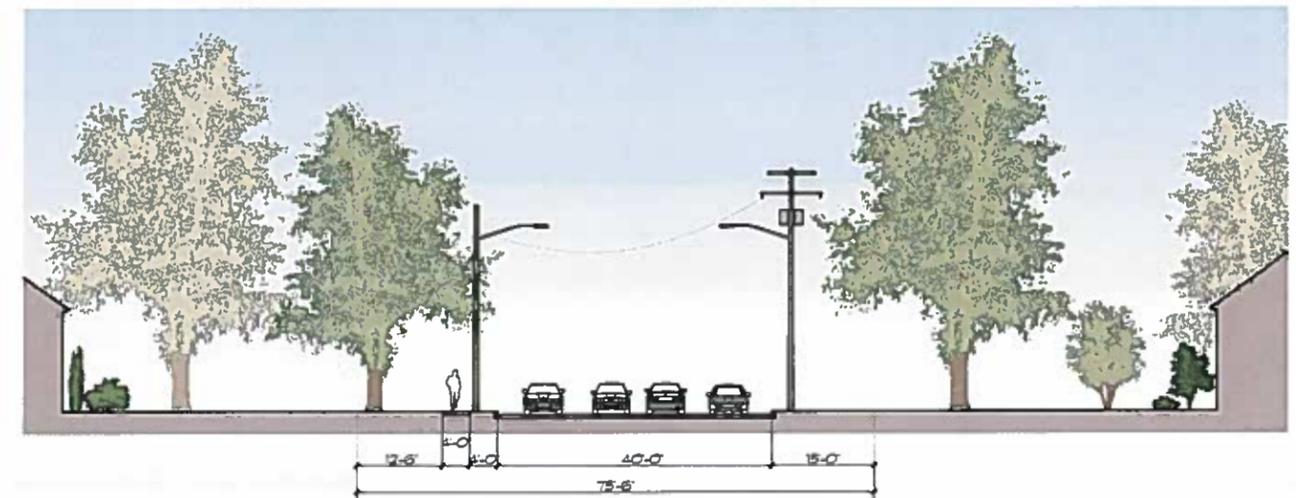
10. Utilities: minimize impact with landscaping.



11. Public Signage: no banners or special street signs are recommended for these corridors.



Cedar Lane illustrating the addition of a sidewalk on one side.



The suburban residential portion of High Street with utilities already largely screened by existing landscaping.



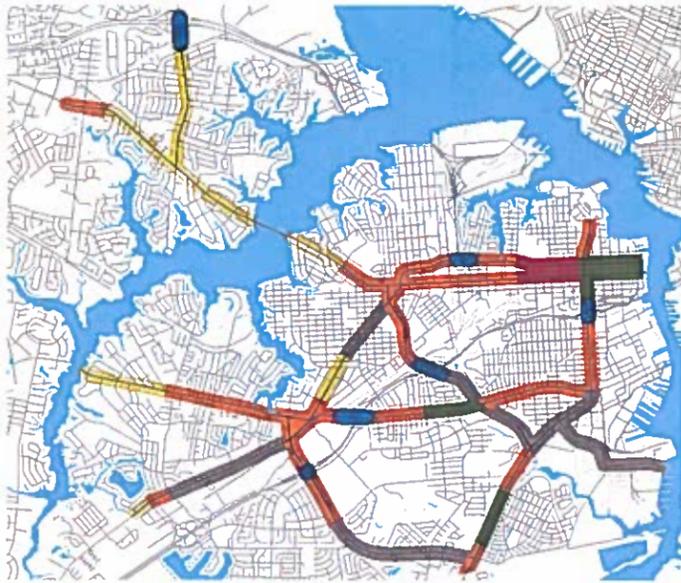
III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

3. Urban Redevelopment Corridors

There is a unique opportunity along High Street and London Boulevard to grow the historic downtown with denser, mixed-use urban infill. The corridor right-of-way should also reflect the character of downtown in the level of quality, street furniture, lighting, pedestrian crosswalks and on-street parking.

This corridor type may be appropriate in the future along other corridors where higher density, mixed-use development will take place.



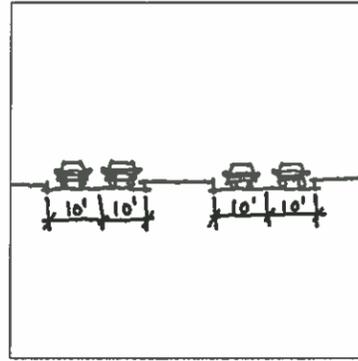
Portsmouth's urban redevelopment corridors are shown in red.



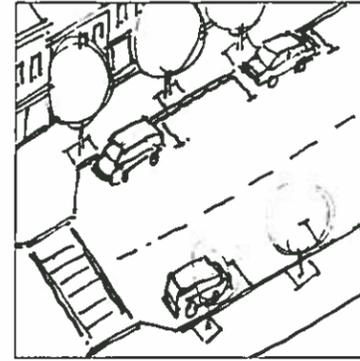
A photosimulation of High Street west of Downtown and Olde Towne, showing infill mixed-use development, wide sidewalks, on-street parking, pedestrian-scaled contemporary light fixtures, and a planted median.

III. CORRIDOR TOOLKIT

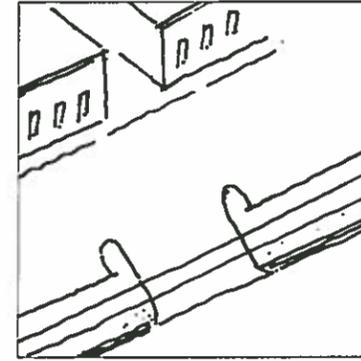
C. CORRIDOR TYPES FOR THE FUTURE



1. Roadway: 10 foot wide lanes are appropriate for this corridor type.



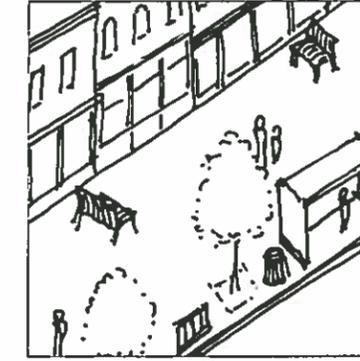
2. Parking: on-street parallel parking should be provided on both sides of the street where space permits.



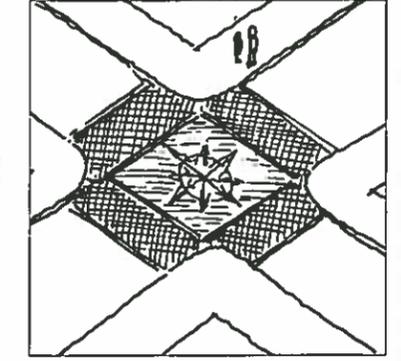
3. Curb Cuts: consolidate curb cuts to the maximum extent possible.



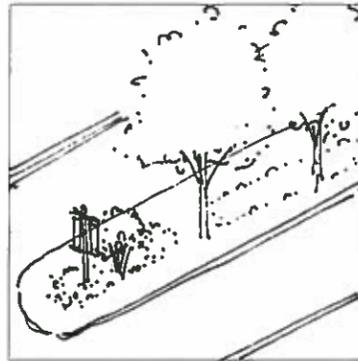
4. Roadside Zone: wide sidewalks (10-20 feet) with trees planted in grates and buildings at the property line.



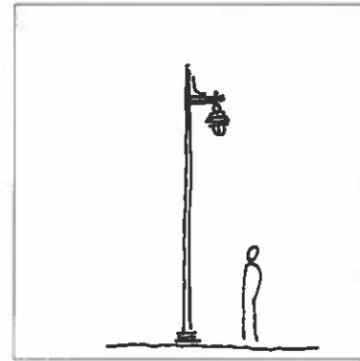
5. Street Furniture: provide benches, trash receptacles, bike parking, and bus shelters.



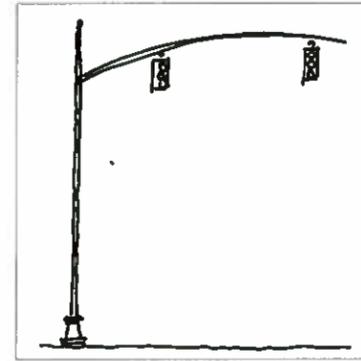
6. Crosswalks: provide unit pavers and pave whole intersection at major intersections.



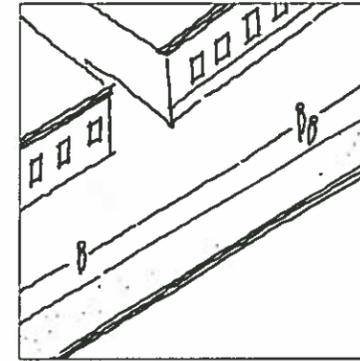
7. Medians: a high level of landscape treatment is appropriate.



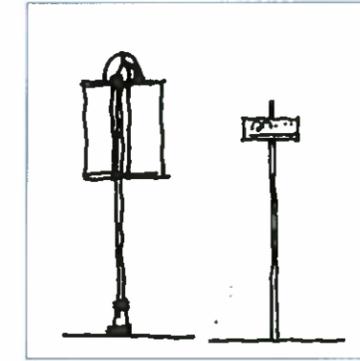
8. Lighting: contemporary pedestrian-scale fixtures. Historic fixtures could be used depending on the character of the development.



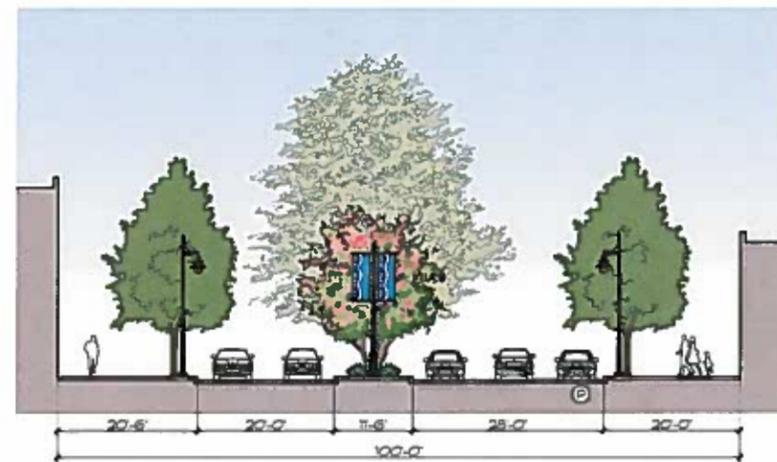
9. Signals: decorative signal poles.



10. Utilities: bury all overhead utilities where possible.



11. Public Signage: provide banners on poles separate from lighting; special street sign designs are not necessary.



High Street west of Downtown, redeveloped with urban mixed-use buildings and an urban streetscape, including street trees in grates and on-street parking.



III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

4. Auto-Oriented Redevelopment with Pedestrian Amenities

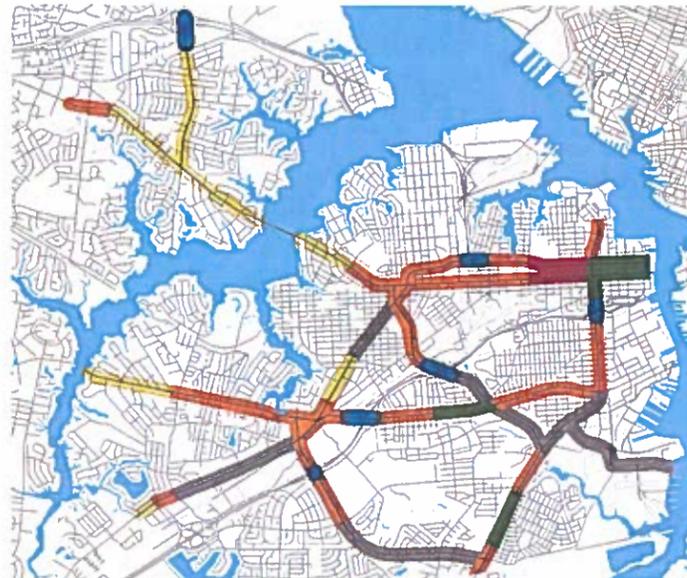
Some corridors will undergo some level of redevelopment and will add pedestrian amenities and beautification but will remain more auto-oriented in nature. These corridors provide the place for big-box and medium-box retail, and provide transportation corridors alongside, although typically not through residential neighborhoods. The land uses adjacent to these corridors vary, including commercial and sometimes larger-scale institutional uses. Often these corridors are near residential neighborhoods which provide some pedestrian traffic to the commercial uses along the corridor, necessitating provisions for pedestrian safety and comfort. Some multi-family residential uses are found adjacent to these corridors.

Beautification along these corridors will focus on building on and enhancing the landscape ameni-

ties that already exist, including beautification of the medians and enhancement of the landscaping at the corridor edge. Increasing the level of pedestrian amenity is the overriding goal along this corridor type. Adequate, safe, and well-maintained sidewalks should be provided. The safety of pedestrian crossings should be increased. The comfort of the pedestrian zone should be enhanced with shade and, where appropriate, furnishings and shelters for public transportation. Much of the effort along this type of corridor will be dependent on private initiatives, including standards for building and site design, which will allow for increased screening and landscaping of surface parking areas and a general increase in the quality of development.



Photosimulation looking north on Frederick Boulevard at new Wal-Mart development showing new edge landscaping, median plantings, light fixtures and banners.



Portsmouth's auto-oriented redevelopment corridors are shown in orange.

III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE



Photosimulation looking south along Frederick Boulevard at Scott Street showing new linear park and commercial development with street improvements, including median landscaping, lighting, and banners.





III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

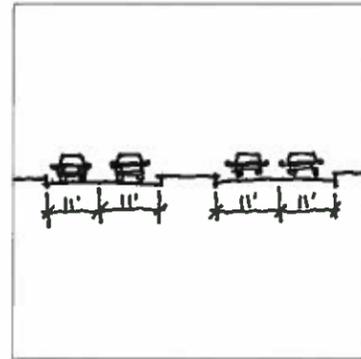


Photosimulation looking north along Frederick Boulevard at Turnpike, illustrating the new development on the Norcom site on the right, and showing new signage, median landscaping, lighting, and crosswalks.

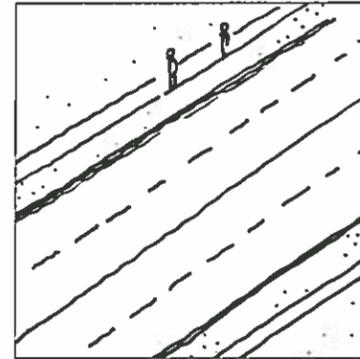


III. CORRIDOR TOOLKIT

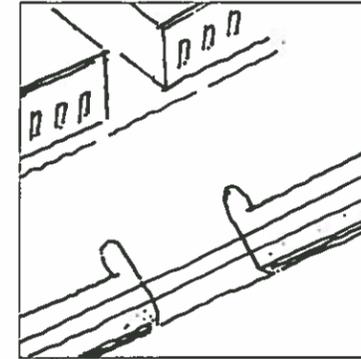
C. CORRIDOR TYPES FOR THE FUTURE



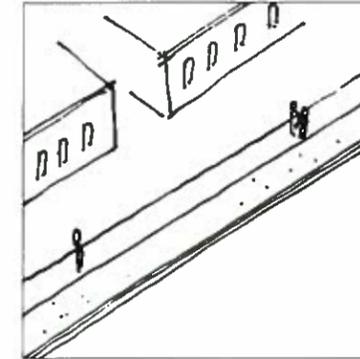
1. Roadway: 11 foot wide lanes (measured to the face of the curb) are recommended.



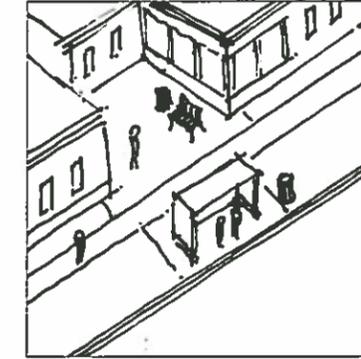
2. Parking: on-street parking may not be necessary.



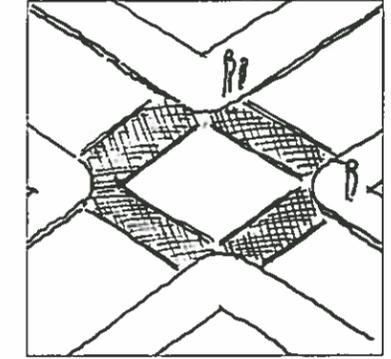
3. Curb Cuts: consolidate curb cuts where possible to enhance the pedestrian environment.



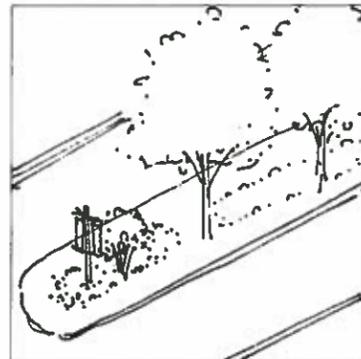
4. Roadside Zone: a medium-to-small sidewalk is recommended with a verge when space allows.



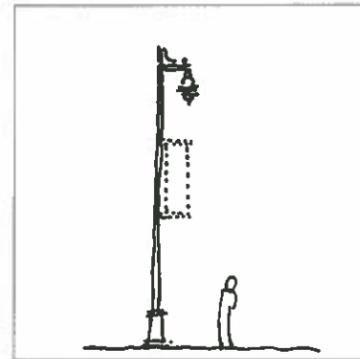
5. Street Furniture: benches and trash receptacles should be provided at bus stops.



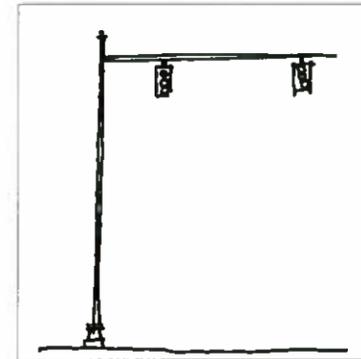
6. Crosswalks: stamped and stained asphalt crosswalks are recommended especially at major intersections.



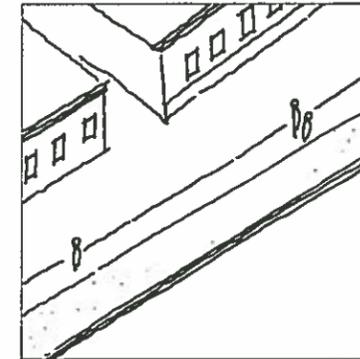
7. Medians: a high level of landscape treatment is recommended. A variety of design alternatives are possible.



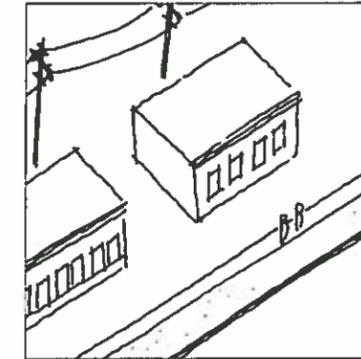
8. Lighting: mid-scale contemporary light fixtures are appropriate.



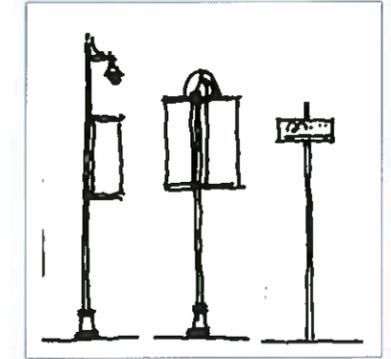
9. Signals: new contemporary signal poles should be provided.



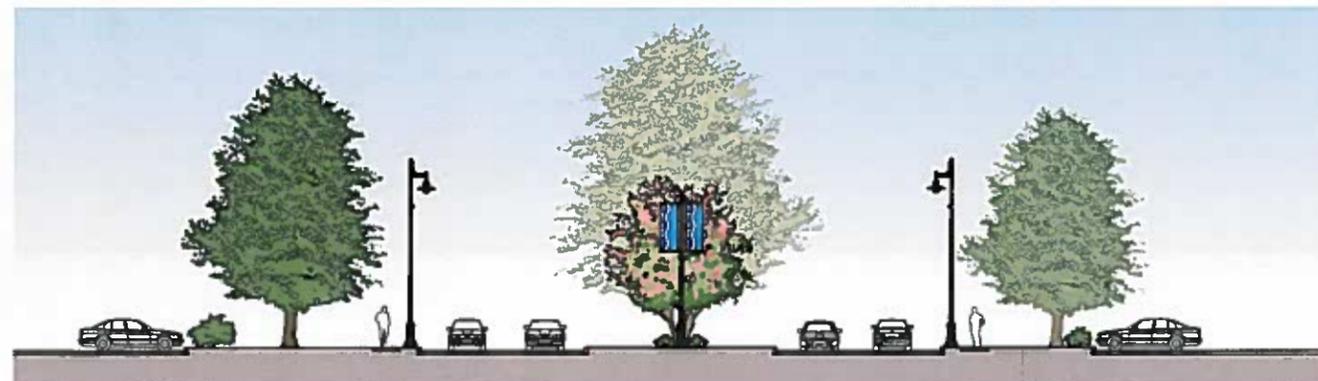
10. Utilities: bury overhead utilities where possible.



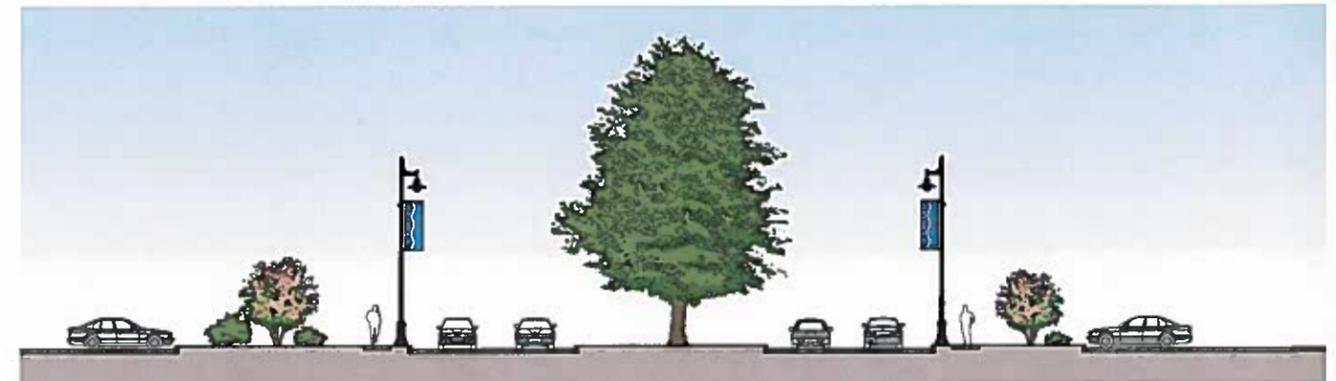
10. Utilities: alternatively, relocate overhead utilities to be located mid-block where possible.



11. Public Signage: provide banners on light poles or on separate poles depending on light ownership. No special street signs are recommended.



One alternative for streetscape improvements with a variety of landscape along the median and street trees at the edges.



A second alternative illustrating a regular planting of median trees with smaller ornamental plantings along the street edge.



III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE

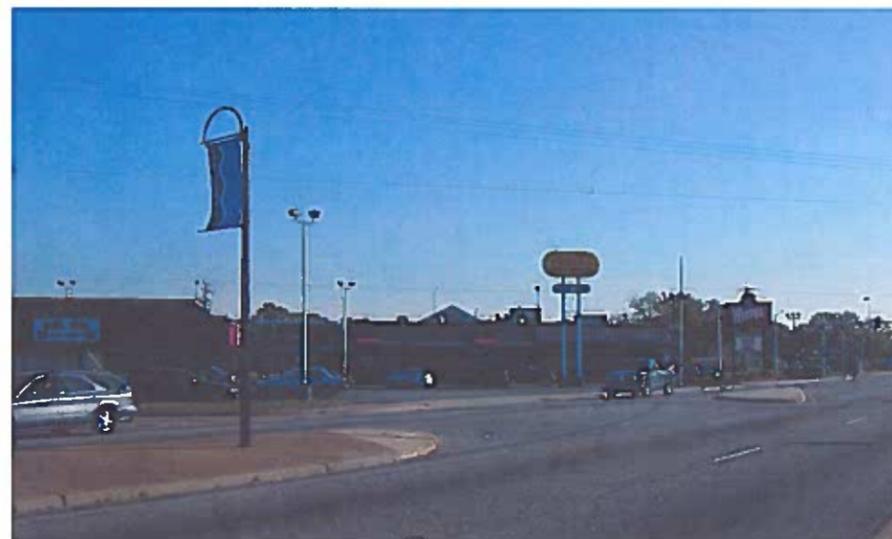
5. Auto-Oriented Commercial/Service Corridor

Some corridors will remain more auto-oriented in nature. The uses along these corridors include service, commercial, and sometimes industrial uses. They often carry large amounts of traffic and are seen by residents daily.

In some cases medians can be improved, and this can make a big impact. The other key to the upgrading of the image of these corridors is a partnership with the private sites which front them. The achievement of private site upgrades, such as curb cut consolidation, landscape improvements, and sign standards, can have a dramatic impact on the image of the corridor.



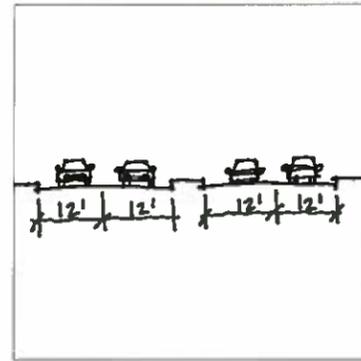
Portsmouth's auto-oriented service corridors are shown in grey.



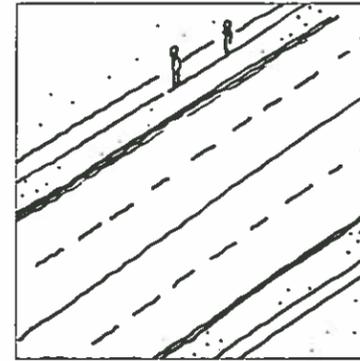
Photosimulation of Airline Boulevard illustrating recommended changes to concrete medians, with small planting areas and stained or stamped finish between. Small planting areas are recommended along Airline Boulevard as the median concrete is over a foot deep. Also shown are site improvements, including landscaping and signage changes, along with curb cut consolidation.

III. CORRIDOR TOOLKIT

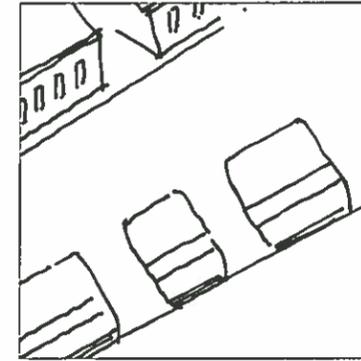
C. CORRIDOR TYPES FOR THE FUTURE



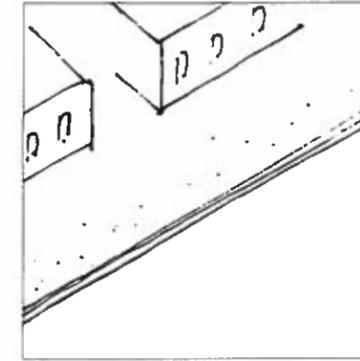
1. Roadway: 12 foot wide lanes (measured to the face of the curb) are appropriate for this corridor type.



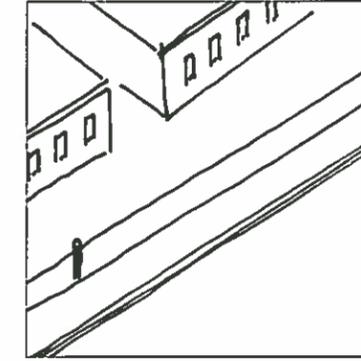
2. Parking: on-street parking may not be necessary.



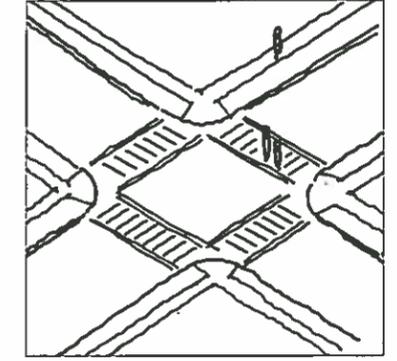
3. Curb Cuts: leave as is.



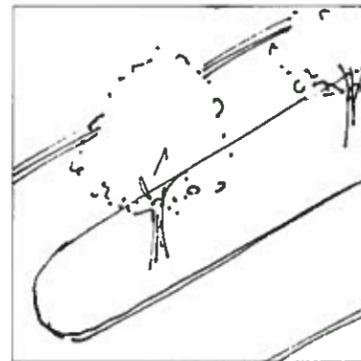
4. Roadside Zone: no sidewalks will be added.



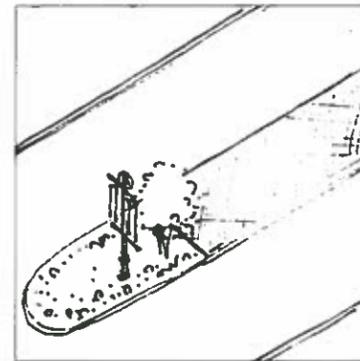
5. Street Furniture: street furniture may not be necessary.



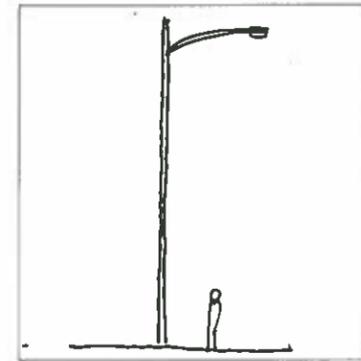
6. Crosswalks: painted crosswalks are recommended.



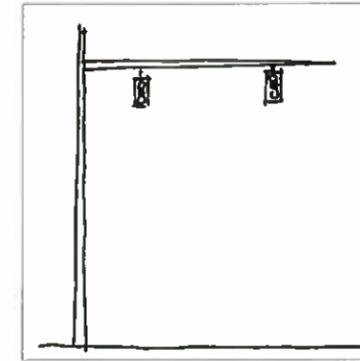
7. Medians: where planted medians exist, a low level of landscape upgrades is recommended.



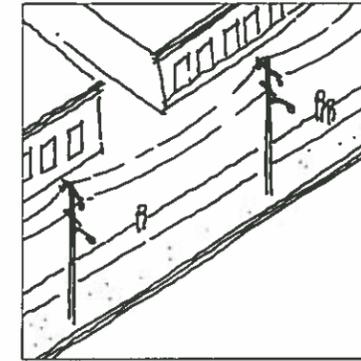
7. Medians: where concrete medians occur, changes just at portions of the median are recommended with planting areas and stained concrete.



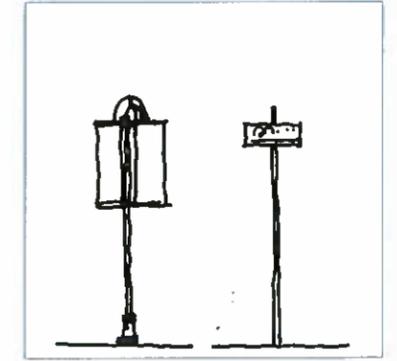
8. Lighting: large-scale utilitarian light fixtures should continue to be used.



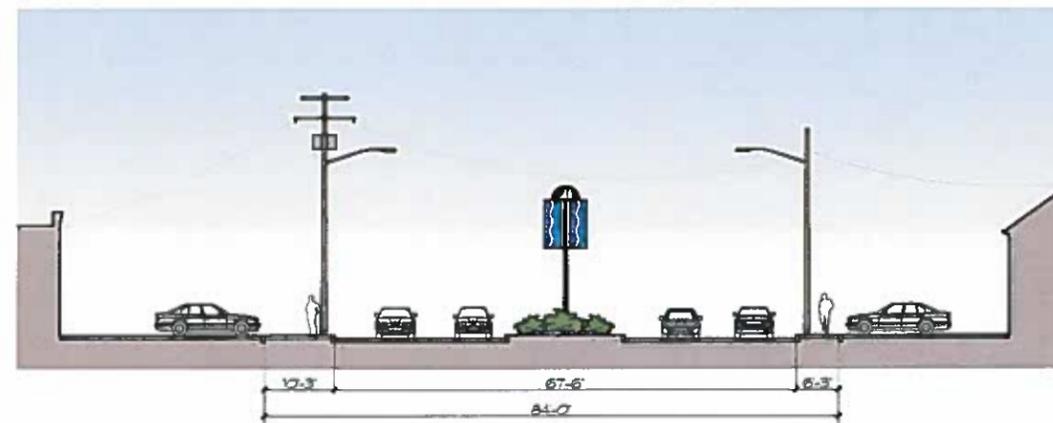
9. Signals: refurbish existing poles.



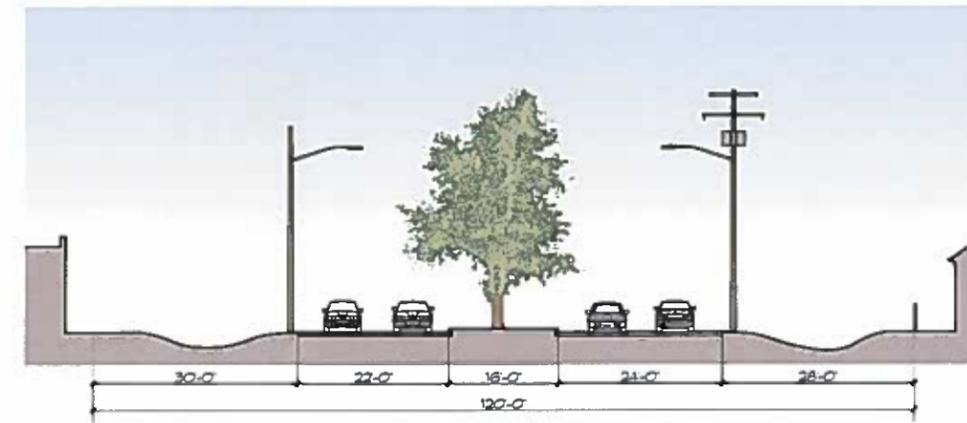
10. Utilities: leave as is.



11. Public Signage: banners on separate banner poles are recommended in commercial areas; no special street signs are recommended.



Airline Boulevard: showing median improvements and banners.



Victory Boulevard: illustrating simple landscape improvements along the grass median.



III. CORRIDOR TOOLKIT

C. CORRIDOR TYPES FOR THE FUTURE





IV. GATEWAYS & INTERCHANGES:
EXISTING CONDITIONS & ANALYSIS



IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS

A. EXISTING CONDITIONS

Gateways can be defined as the major entry points to a city. Portsmouth's gateways include both surface entrances to the city and the interchanges from both State Route 164 and Interstate 264. Portsmouth's water gateways provide entrances to the city by boat.

Portsmouth's main surface gateways occur mainly along the major corridors, and generally accommodate local traffic from Chesapeake and Suffolk. The surface gateways are:

1. High Street
2. Portsmouth Boulevard
3. Airline Boulevard
4. Cavalier Boulevard
5. George Washington Highway
6. Elm Avenue

State Route 164 connects Interstate 664 into Portsmouth. The character of the highway as it enters into Portsmouth is heavily landscaped, with no development visible from the highway from the city line till the West Norfolk exit. At the West Norfolk exit, the character of the road changes to have little to no landscaping, with views of the waterfront and of industrial areas until the London Boulevard exit. Portsmouth's interchanges from State Route 164 are:

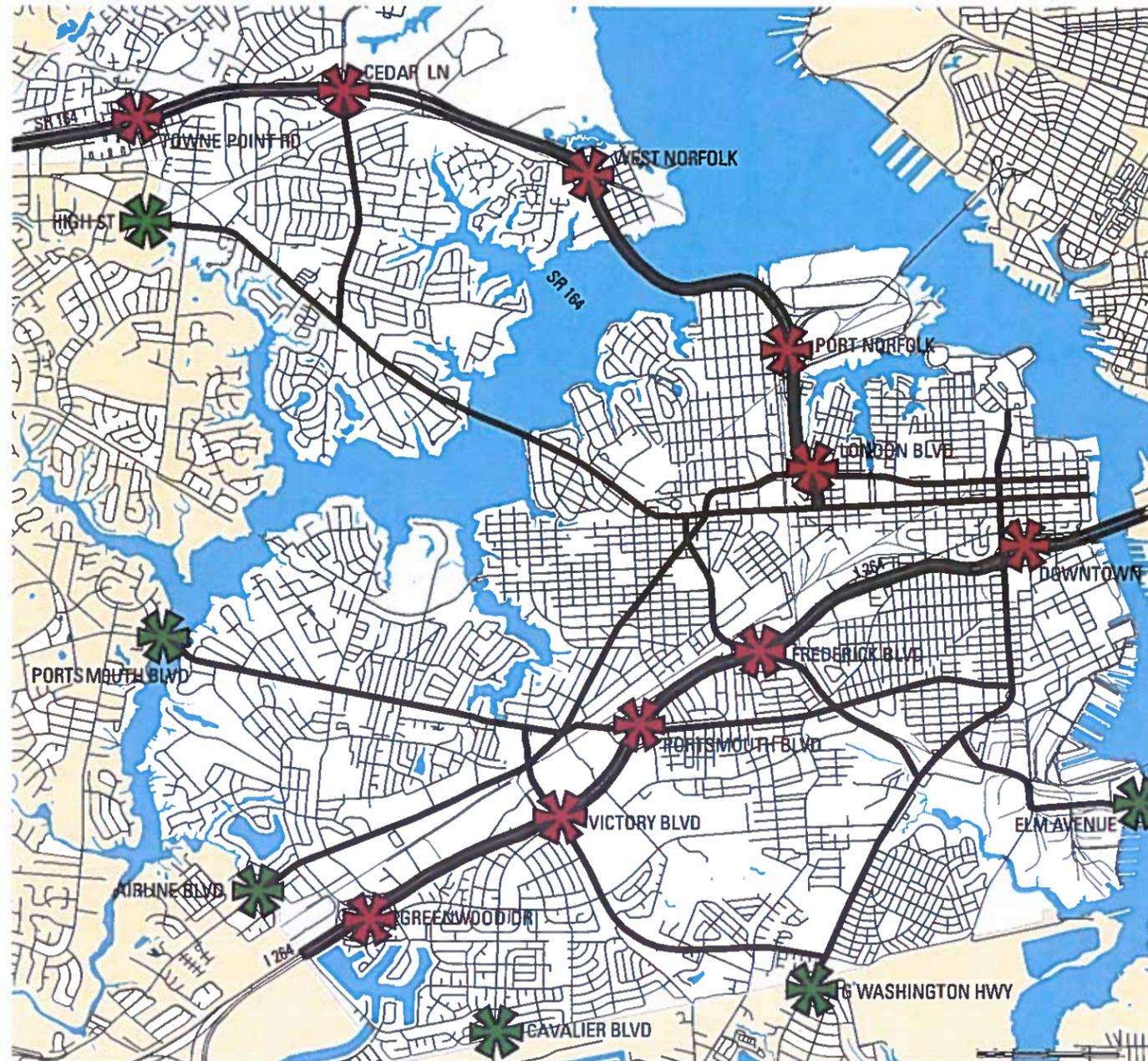
7. Towne Point Road
8. Cedar Lane
9. West Norfolk
10. Port Norfolk
11. London Boulevard

Interstate 264 connects from Interstate 664 on the west through Portsmouth, through the Downtown Tunnel into Norfolk and then eventually east to Virginia Beach. The character of the interstate remains heavily landscaped through most of Portsmouth, with little of the city visible from the highway, except for the area between Frederick Boulevard and the Downtown exit. The Interstate 264 interchanges are:

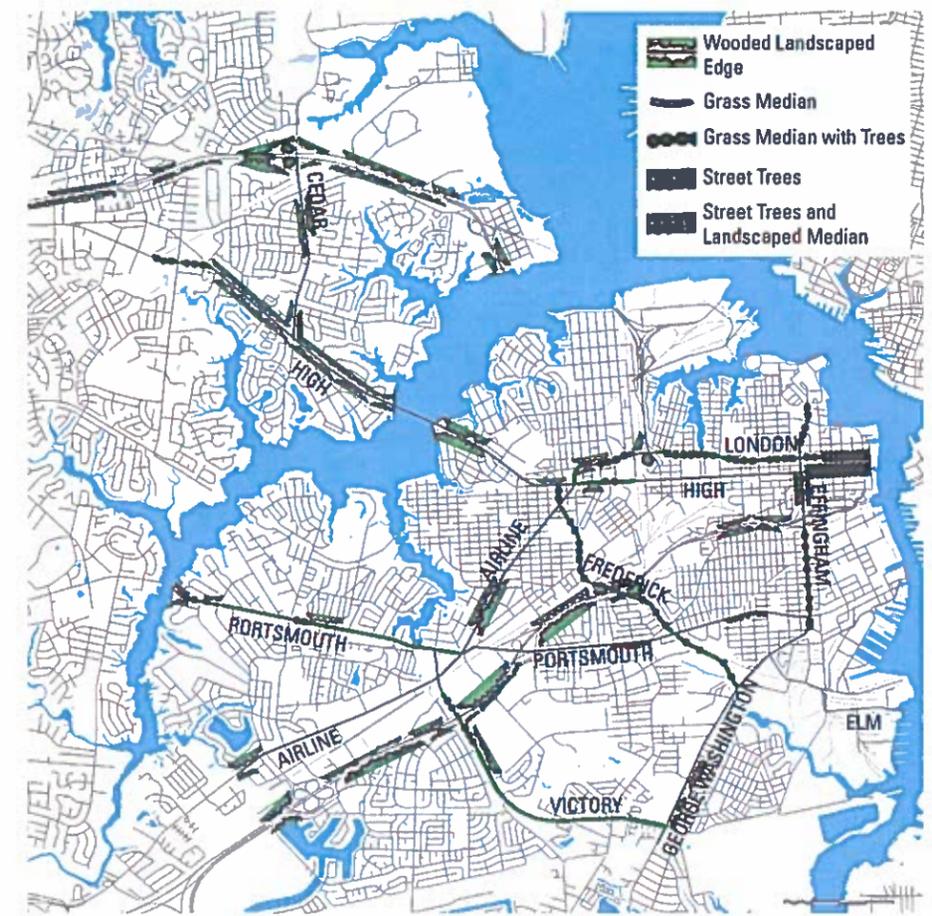
12. Greenwood Drive
13. Victory Boulevard

14. Portsmouth Boulevard
15. Frederick Boulevard
16. Downtown

Many people enter Portsmouth from the water, at the ferry landings downtown, at marinas, and at the shipyards. These visitors never experience the surface or interchange gateways. The recommendation for the water gateways is to provide welcome signage and directional signage. These recommendations are covered in more detail in the wayfinding sign system package.



Portsmouth's surface gateways (in green) and highway interchanges (in red).



Portsmouth's existing character as experienced at its surface gateways and as seen from State Route 164 and Interstate 264 is defined largely by its landscaping, which is abundant at many of these places. The landscape character of the corridors and highways is illustrated above.



IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS: SURFACE GATEWAYS

1. High Street Gateway

High Street comes into Portsmouth from Chesapeake at a railroad crossing, through a small commercial area which continues across the city boundary. The gateway sign is in the median with some landscaping. The corridor transitions after a few blocks into a suburban residential character.



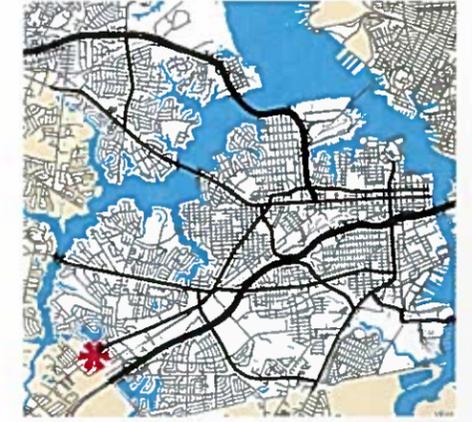
2. Portsmouth Boulevard Gateway

Portsmouth Boulevard crosses the Western Branch into the suburban residential area of Portsmouth. The bridge crossing affords views of the waterfront and provides a strong sense of entry. The residential area at the gateway is heavily landscaped. The gateway sign with landscaping sits in the median after the bridge.



3. Airline Boulevard Gateway

The Airline Boulevard gateway is unique in its character. The corridor crosses a small water feature through a heavily landscaped area. The corridor itself has no median, so the gateway sign sits at the side of the road where it is a little crowded with less than ideal visibility. The character of the corridor is heavily landscaped at the gateway, then transitions to suburban residential.



IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS: SURFACE GATEWAYS

4. Cavalier Boulevard Gateway

Cavalier Boulevard crosses into Portsmouth at a railroad crossing and continues as a four-lane road with landscaped median on both sides of the boundary. The land use transitions to residential on the Portsmouth side of the tracks with mature trees and well-maintained landscaping. The gateway sign sits in the median, surrounded by landscaping.



5. George Washington Highway Gateway

George Washington Highway enters Portsmouth from Chesapeake at a railroad crossing through a commercial area. The commercial land use image is one of excessive signage, numerous curb cuts, and not much coherence in building character. The gateway sign is at the intersection of Victory Boulevard, a few hundred feet after the boundary, at the far corner of the intersection and is not very visible.



6. Elm Avenue Gateway

Elm Avenue crosses the Southern Branch over an industrial toll bridge into an industrial district. The corridor remains two lanes for its entire length. A gateway sign exists alongside the corridor at the base of the bridge.





IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS: S. R. 164 INTERCHANGES

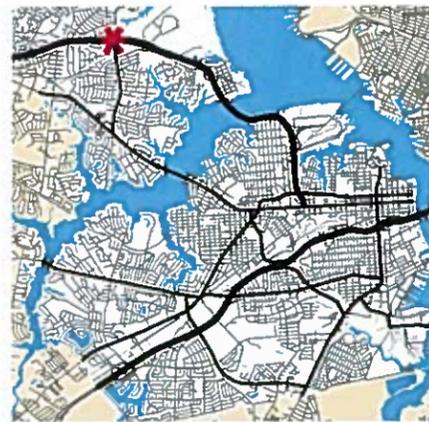
7. Towne Point Interchange

The first interchange in Portsmouth from State Route 164, the Towne Point Road interchange, is primarily used by local traffic and enters into a mostly residential area. The interchange is fairly heavily wooded, giving an immediate impression of Portsmouth's lush green character.



8. Cedar Interchange

The interchange with Cedar Lane provides access to the primarily residential neighborhoods in the western part of Portsmouth, although some light industrial uses occur at the interchange. The interchange itself does not have much landscaping. Cedar Lane at the overpass has landscaped medians with regularly spaced trees and newer lighting and traffic signals.



9. West Norfolk Interchange

The West Norfolk interchange is surrounded largely by industrial uses and little landscaping.



IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS: S. R. 164 INTERCHANGES

10. Port Norfolk Interchange

The Port Norfolk exit provides access to the Port Norfolk historic district, although the historic district is not perceived from the interchange. The interchange is immediately surrounded by industrial uses and features large-scale contemporary light fixtures with virtually no landscaping.



11. London Interchange

State Route 164 ends at the London Boulevard interchange, a half cloverleaf interchange. London Boulevard at this point is a six-lane road with a landscaped median, which is in good condition although it lacks any signage or other identification as a major gateway into the city.





IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS: I-264 INTERCHANGES

12. Greenwood Interchange

The Greenwood Drive interchange is the first Portsmouth exit from I-264 eastbound and is heavily landscaped, providing access mainly to residential neighborhoods.



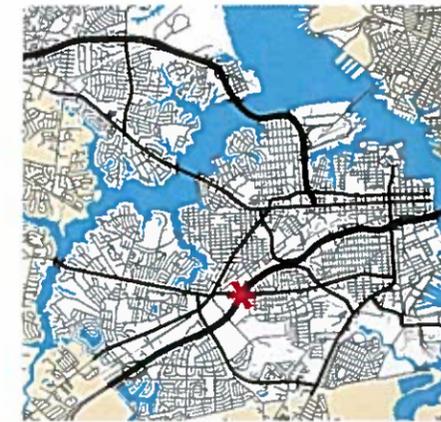
13. Victory Interchange

The Victory Boulevard interchange is the setting for a large amount of commercial redevelopment and for the future tidewater Community College branch. The interchange has some landscaping on the banks, but it is not extensive or well maintained. Newer development off the interchange with new landscaping gives a positive impression when entering the city.



14. Portsmouth Interchange

The Portsmouth Boulevard interchange is a large cloverleaf interchange which is heavily wooded, giving Portsmouth Boulevard a densely landscaped feeling for an extended portion of the corridor, which also has a landscaped median. Chain link fencing has been used to separate the road from the VDOT right-of-way area.

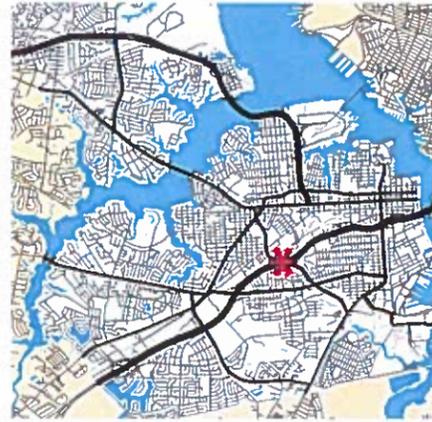


IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

A. EXISTING CONDITIONS: I-264 INTERCHANGES

15. Frederick Interchange

Frederick Boulevard is a large cloverleaf interchange from I-264. Some landscaping is in place, and a landscaped median exists along the corridor; but, chain link fencing, billboards, and some vacant and underutilized land contribute to the image.



16. Downtown Interchange

The Downtown interchange actually provides access to multiple streets and consists of a somewhat confusing arrangement of ramps. A gateway sign does exist at one location.

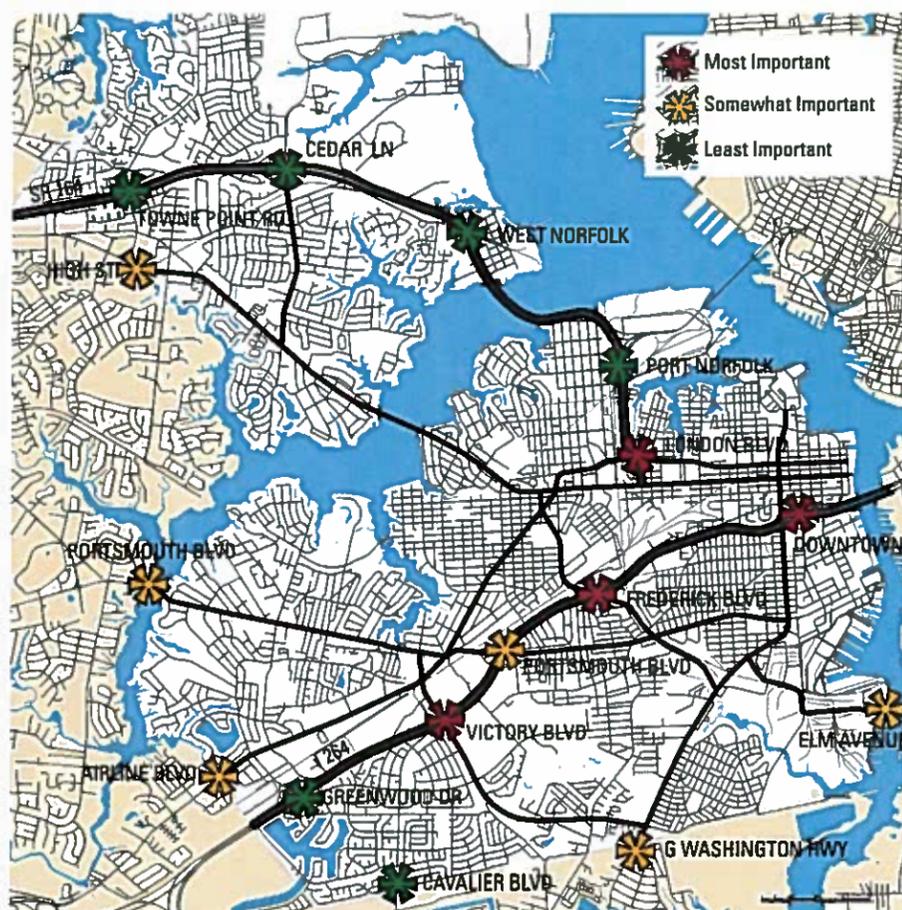


IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

B. CITY-WIDE ANALYSIS

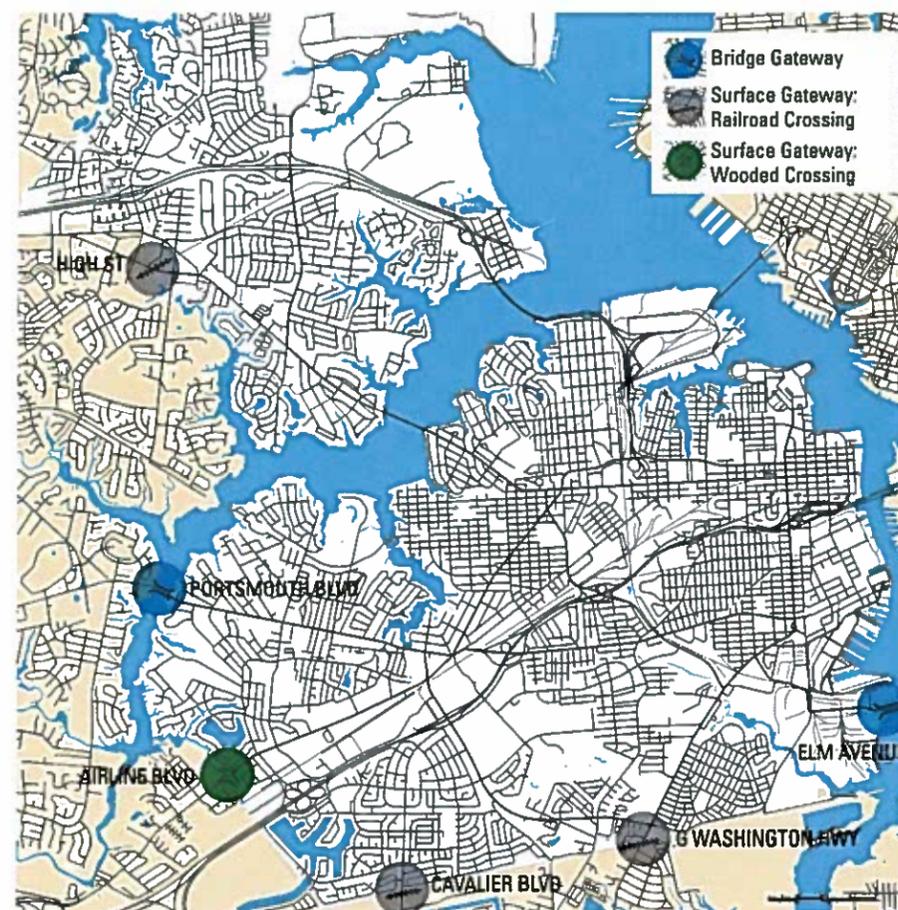
B. CITY-WIDE GATEWAY AND INTERCHANGE ANALYSIS

Analysis of the gateways and interchanges was based on extensive video documentation and mapping. Analysis included an assessment of hierarchy and a division of the gateways and interchanges into types.



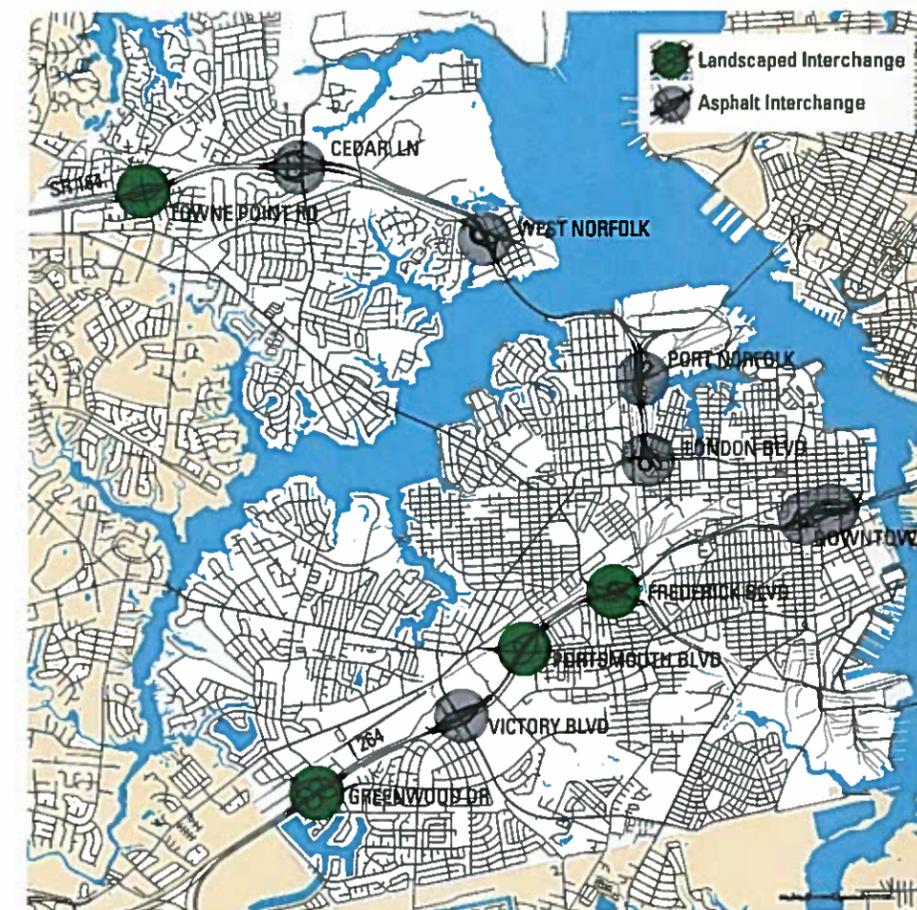
1. Gateway & Interchange Hierarchy

The level of importance assessment was based largely on traffic volumes at the gateways and interchanges and also included a consideration of visibility, especially for tourism. Generally, the interchanges are the most common tourist entrances to the city. London Boulevard, Victory Boulevard, Frederick Boulevard, and the Downtown interchanges are the most heavily trafficked and most visible.



2. Gateway Type

The gateways fall into three types: bridge crossings, railroad crossings, and one heavily landscaped stream crossing. In each case, a prominent physical barrier is crossed when entering the city, defining the edges and the transition and providing a unique opportunity to make an impact.



3. Interchange Type

The I-264 and State Route 164 interchanges can be categorized into two types: those which are heavily landscaped and those which are not. The heavily landscaped interchanges typically are larger, cloverleaf interchanges and give a unique sense of Portsmouth's landscape identity to those entering the city. The "asphalt" interchanges may present more of a challenge for beautification as often there is not as much opportunity for landscaping and will require different treatment.

IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

C. EXISTING ELEMENTS

C. EXISTING ELEMENTS

An inventory of the existing elements of the gateways - signage, landscaping, paving, and fencing - revealed a cohesive image among the surface gateways and a lack of any gateway identification at most of the interchanges.

Other elements, including lighting, utilities, road design, roadside zone design, and medians, if they occur, are tied into those elements of the corridors.

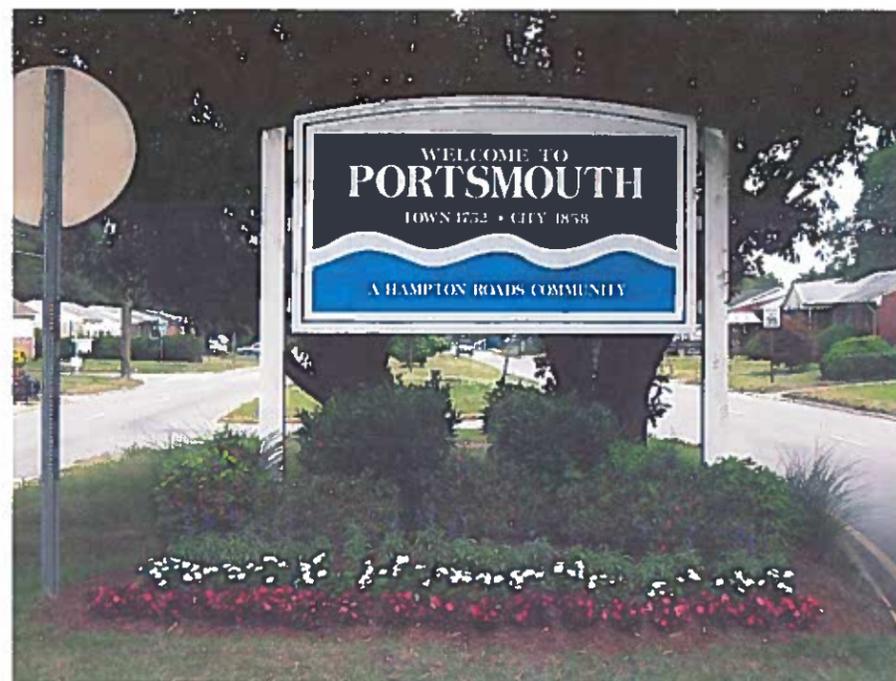
1. Signage

Simple wood post and panel signs are in place at the surface gateways and one similar sign at the Downtown interchange of I-264. The placement is typically in the median where a median exists, otherwise alongside the roadway where space permits. With the exception of the Downtown interchange mentioned above, the highway interchanges do not have gateway signage.



2. Landscaping

Landscaping at the surface gateways is typically limited to around the base of the sign and includes low flowering plantings. Landscaping at the highway interchanges is limited, although many interchanges have an abundance of heavy informal landscaping. In a few cases, a long hedge row defines the edge giving a more finished appearance.





IV. GATEWAYS & INTERCHANGES: EXISTING CONDITIONS & ANALYSIS

C. EXISTING ELEMENTS

3. Paving

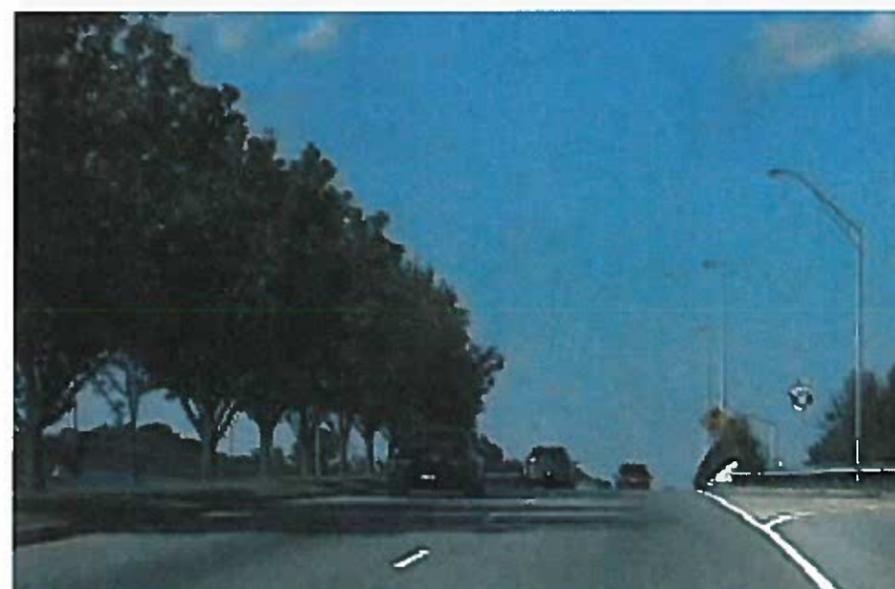
Currently all the gateways are asphalt with no differentiation of paving materials at any of the surface gateways or highway interchanges.



4. Fencing/Bridge Railings

Chain link fencing is common at the I-264 interchanges and has a negative impact on the appearance of the interchanges.

Other fencing includes railings and barriers along bridges and overpasses.





V. GATEWAY & INTERCHANGE
TOOLKIT



V. GATEWAY & INTERCHANGE TOOLKIT

A. INTRODUCTION

A. INTRODUCTION

1. Gateway & Interchange Toolkit

The analysis of the gateways and interchanges and their elements reveals that the most prominent gateways to the city - usually the interchanges with the most traffic - currently have the least gateway treatments.

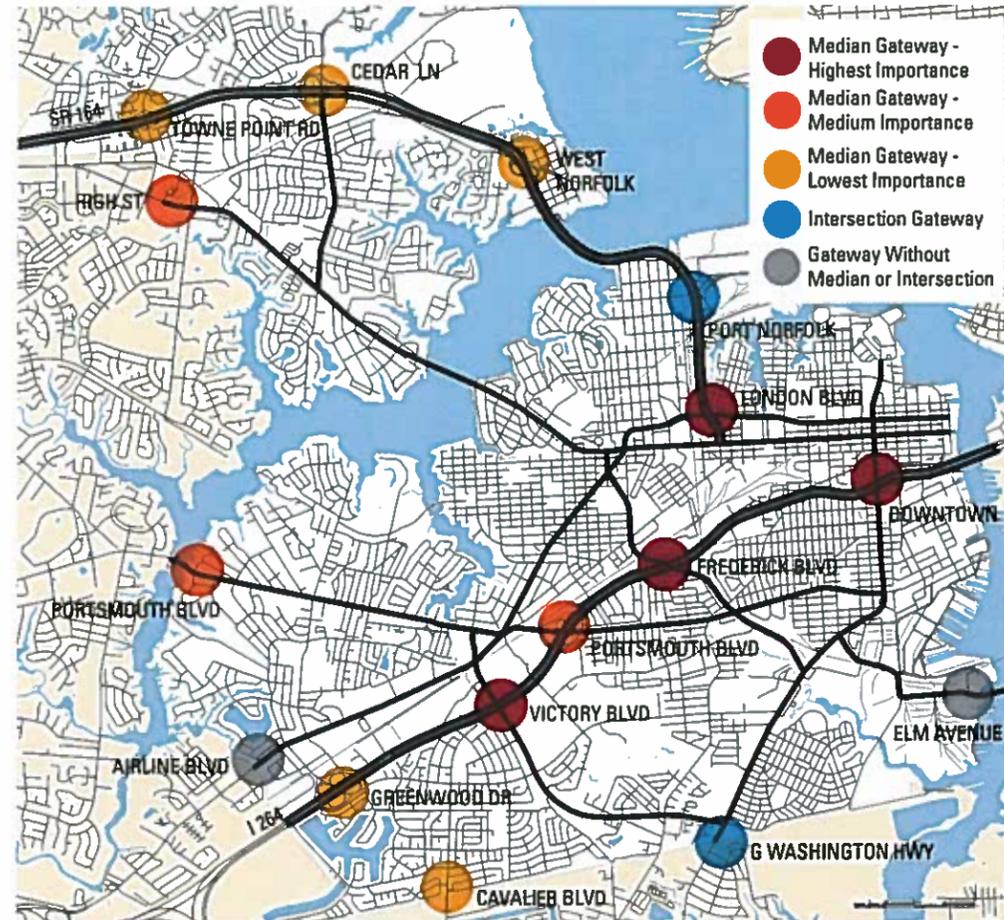
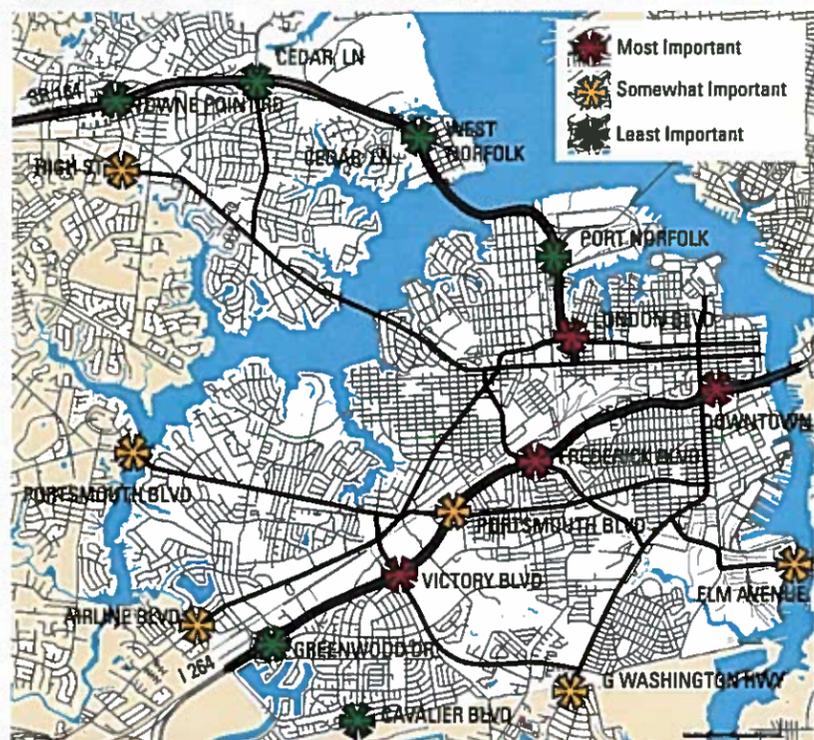
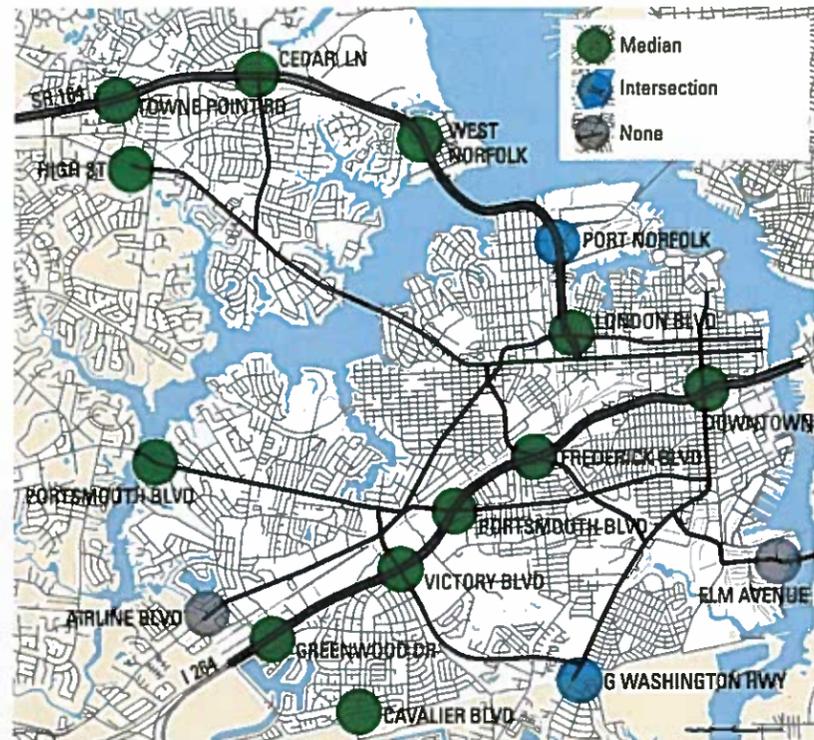
Generally, surface gateways have a greater opportunity for signage, whereas the interchanges can make a greater impact with the landscaping of the whole interchange, including formal planting areas and informal landscaped areas.

The elements of the gateways themselves are limited to signage, landscaping, paving, and fencing. Lighting, utilities, road design, sidewalks, street furniture, banners, and other elements will occur along the corridors which start at each gateway but are not usually considered elements of the gateways. Typically, where these elements occur, they should be tied into the corridor design, although there may be cases where

a very visible gateway may receive a special treatment, such as a special light fixture, or where utilities may be buried or relocated just at the gateway area.

The application of the gateway elements to the gateways should be done by hierarchy, with the highest level of treatment given to the most prominent entrances to the city. The next level of treatment is based on available space. Gateways with medians have the most opportunity for improvements. Those without medians but in close proximity to an intersection have a different opportunity for gateway elements. Those without a median or an intersection pose the greatest challenge.

The recommendation is to begin with the most visible and highly trafficked gateways and interchanges which do not have sufficient signage and later bring the remaining gateways to the same standard of design.



Gateway types by space available and hierarchy.

The type of gateway or interchange is impacted by the amount of space available for gateway treatments (top); the hierarchy of the gateways and interchanges (above).



V. GATEWAY & INTERCHANGE TOOLKIT

A. INTRODUCTION

2. VDOT Interchange Enhancement Program

The Virginia Department of Transportation (VDOT) allows the enhancement of VDOT property at interchanges through a partnership program with local private funding. This program should be explored to enhance the VDOT rights-of-way which are many visitors' first impression of the City. The removal of chain link fencing at the interchanges should be included.



Images of the VDOT interchange enhancement program as installed in Lynchburg.

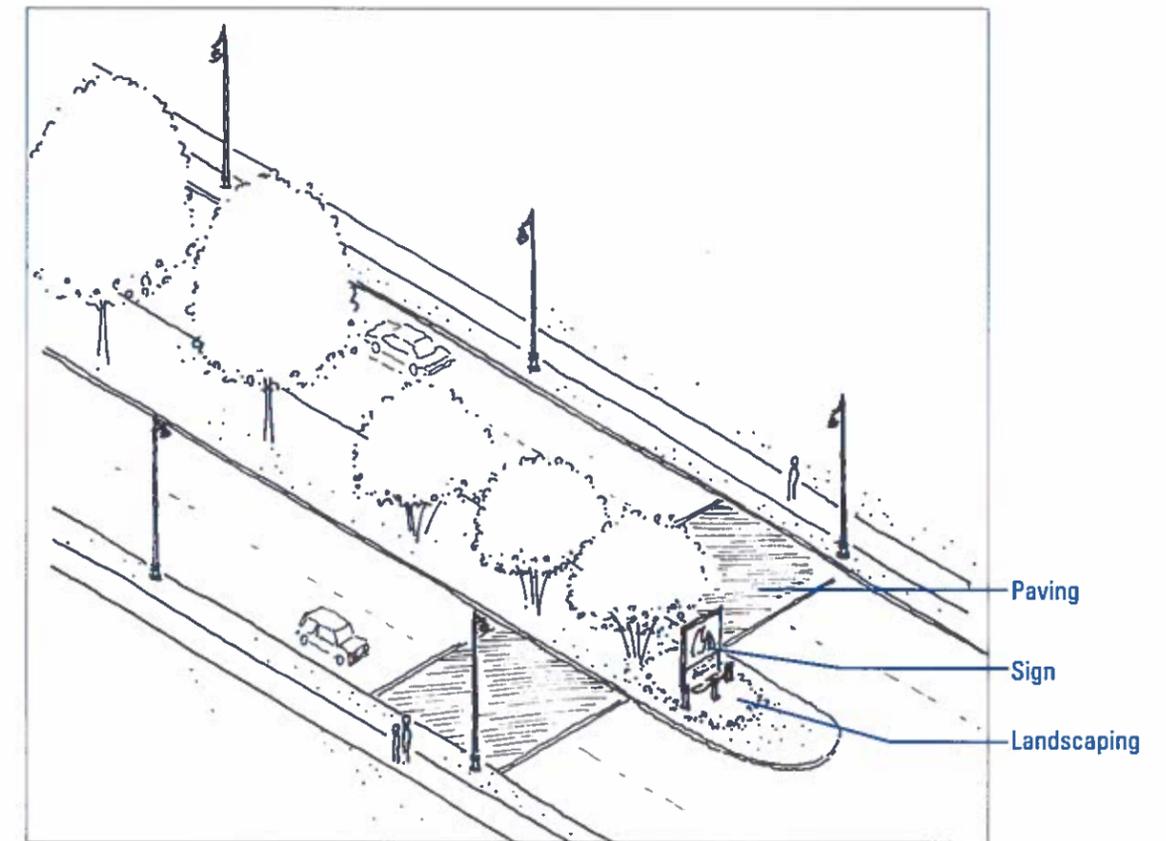
3. How To Use the Toolkit

There are two sections to the toolkit for gateways and interchanges. The first section describes the elements that are the components that make up a gateway, which can be combined in various ways at each gateway. Each element is described, and levels of quality and finish are defined moving from a higher level of fit and finish to a more utilitarian level.

Because the goal of this manual is to raise the quality and image at the gateways, the highest level of fit and finish should be selected where appropriate in the most prominent locations.

The second part of the toolkit is a description of each of the five gateway and interchange types with the corresponding recommended elements.

The goal of the toolkit is to match the level of proposed improvements with the particular gateway hierarchy and available space. This manual is designed to make general recommendations for each corridor type while allowing for flexibility.



A typical gateway with a median, showing a primary gateway sign, landscaping, and special paving.

V. GATEWAY & INTERCHANGE TOOLKIT

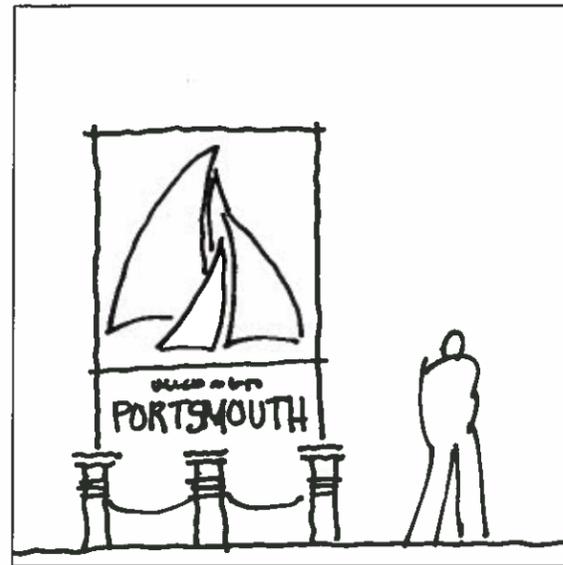
B. ELEMENTS

B. ELEMENTS

1. Sign Type

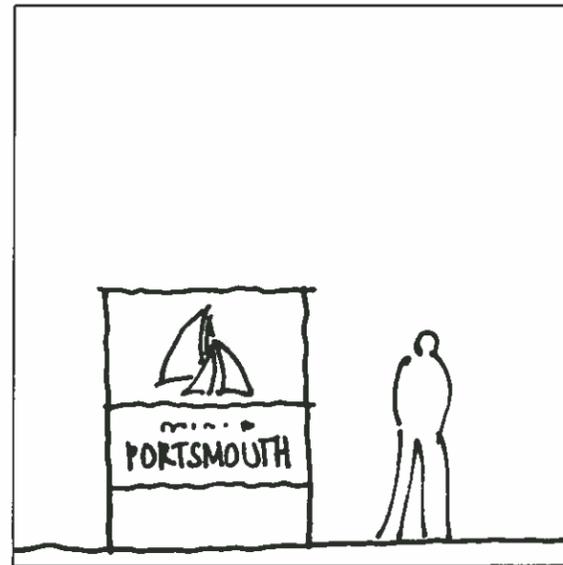
Gateway signage can vary in its size and design to reflect its prominence. A variety of types may be appropriate. The size of a sign should also take into account the type and design speed of the road to address legibility.

The Wayfinding Sign System study currently underway will evaluate the appropriate designs and locations for different gateway signs.



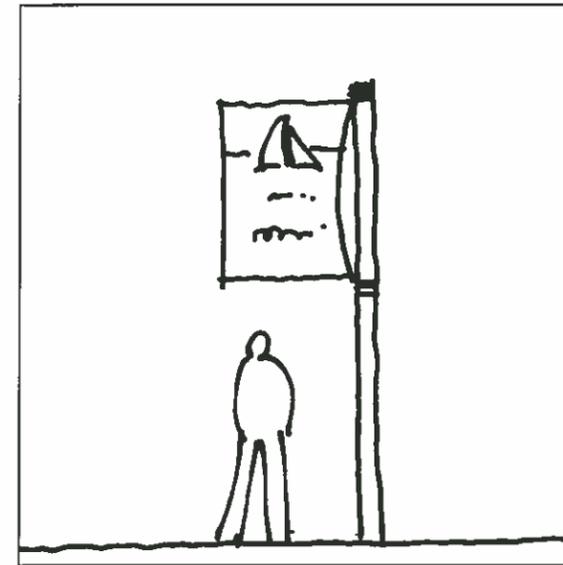
a. Primary Gateway Sign

Major primary gateway signs should be installed at the most prominent and important entrances to the city, either at main interchanges such as Downtown.



b. Secondary Gateway Sign

Smaller but still prominent gateway signs should be installed at secondary entrances to the city. These would include major surface gateways and many of the interchanges.



c. Pole Sign

When a primary or secondary gateway sign is not feasible or appropriate, or where space does not permit a larger sign, the entrance to the city should still be marked with a smaller sign. Secondary, lower-traffic exits from Route 164, for example, should receive this treatment.



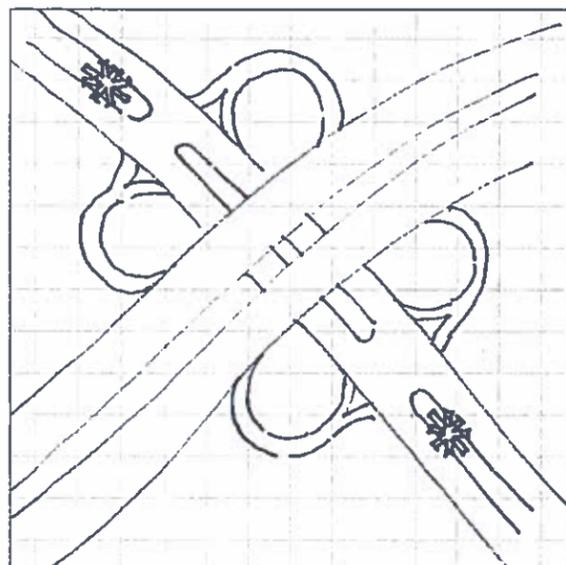
V. GATEWAY & INTERCHANGE TOOLKIT

B. ELEMENTS

2. Sign Placement

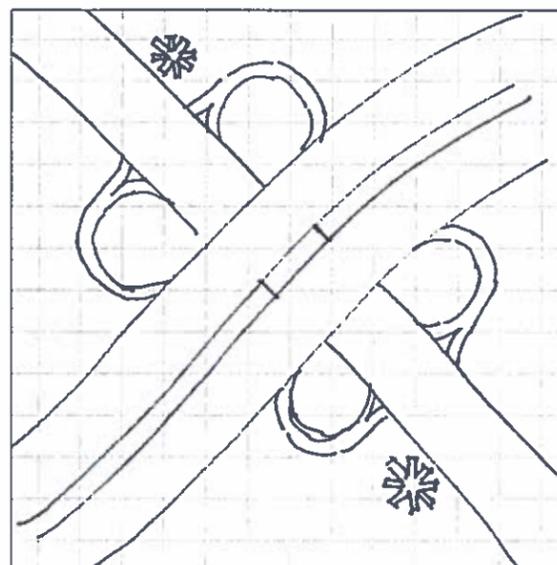
Sign placement is an important factor in its visibility. Most interchanges will require more than one sign in places where traffic enters the city from the highway in multiple directions.

These general sign placement guidelines are subject to the specific conditions of each gateway - the right-of-way size, the size of the median, the speed of the road, and the presence of curbs, all may impact the permitted size and location of a sign.



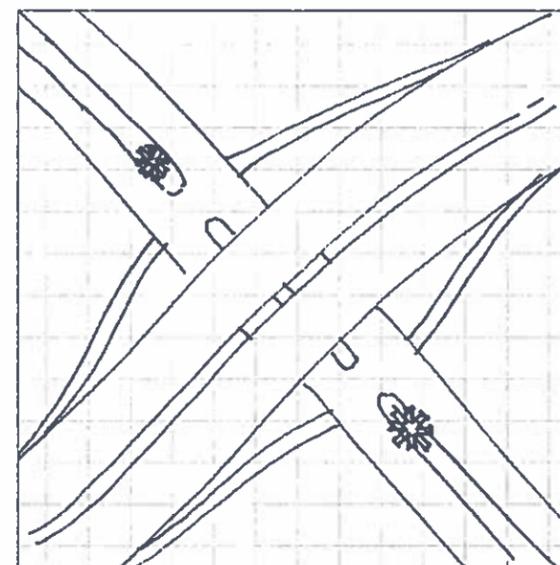
a. Cloverleaf Interchange - With Median

Gateway signage and landscaping at interchanges should be placed in two locations in the median just beyond all the turning movements and merge points.



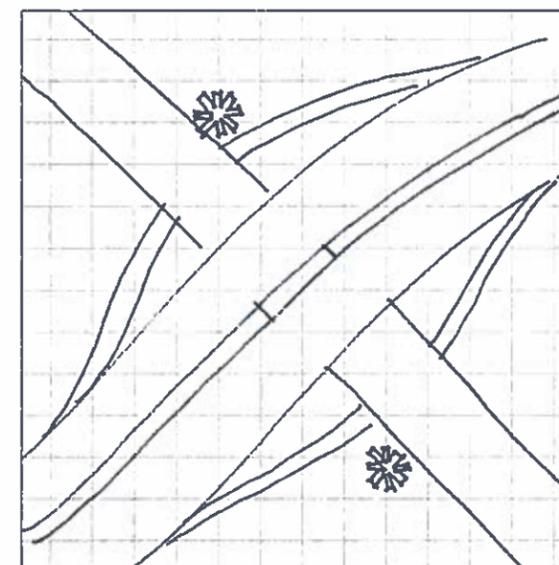
b. Cloverleaf Interchange - Without Median

When a median does not exist, place the gateway identification signage and landscaping alongside the road just beyond the turning movements.



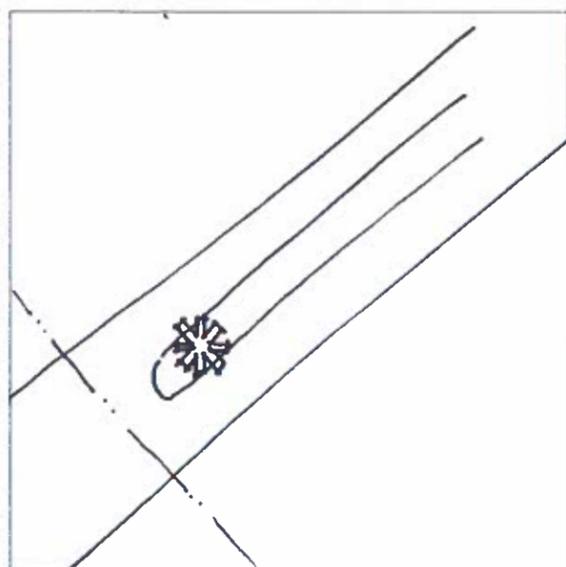
c. Diamond Interchange - With Median

At a diamond interchange with a median, gateway identification should be placed in the median.



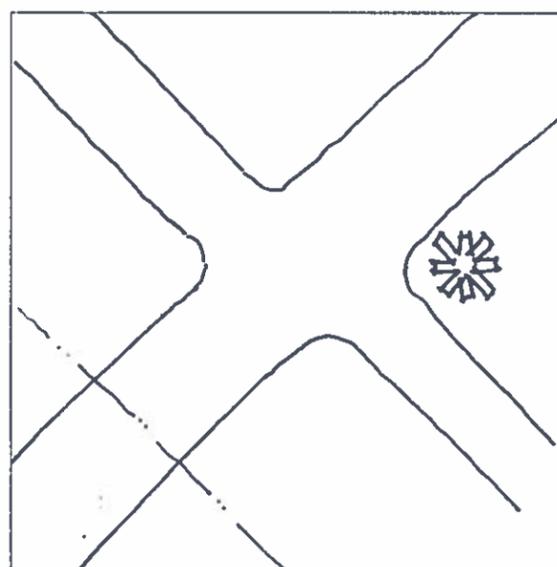
d. Diamond Interchange - Without Median

When no median exists, place two gateway signs as shown.



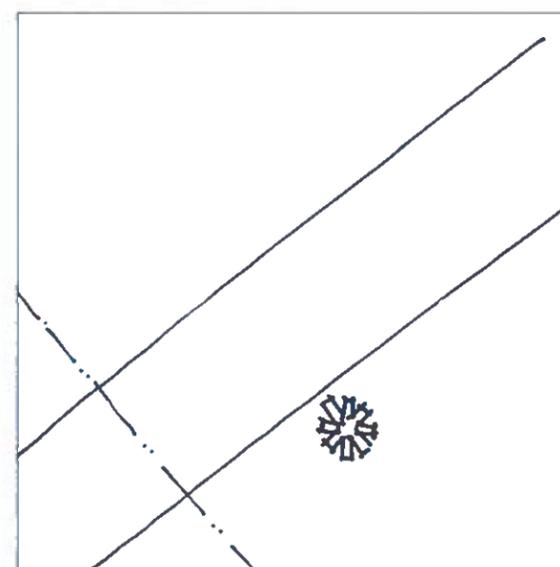
e. Surface Gateway - With Median

Gateway identification should be placed in the median where possible.



f. Surface Gateway - Intersection

When no median exists, place gateway identification signage and landscaping at the nearest intersection as shown, with paving if appropriate.



g. Surface Gateway - No median or Intersection

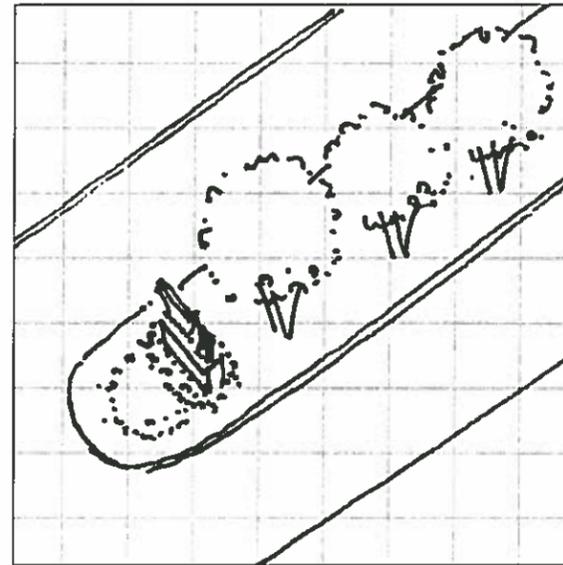
When no median exists and there is no intersection in the immediate area, place gateway identification alongside the road and include paving enhancements as appropriate.

V. GATEWAY & INTERCHANGE TOOLKIT

B. ELEMENTS

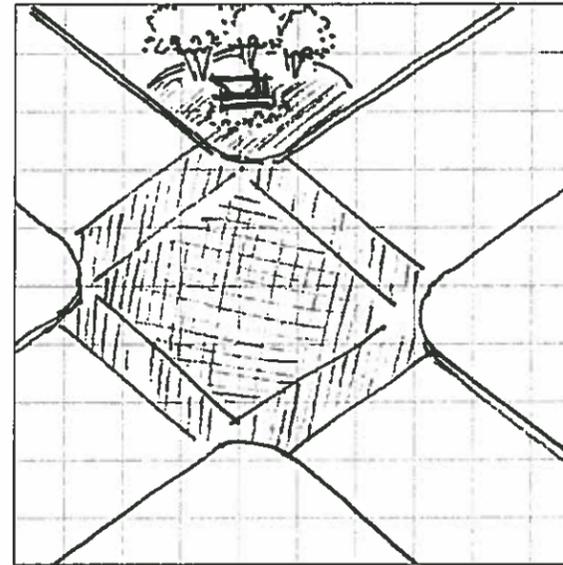
3. Landscaping

Portsmouth's image is influenced largely by its landscape character. It is appropriate, therefore, that landscaping plays a significant role in the creation of a gateway image for the city. Landscaping should be incorporated at all gateways, at a minimum around the base of any sign. For those gateways which have a higher visibility, a higher level of landscape treatment is appropriate. A planting plan should be created for the entire first block of a median, or for an area surrounding a sign not in a median.

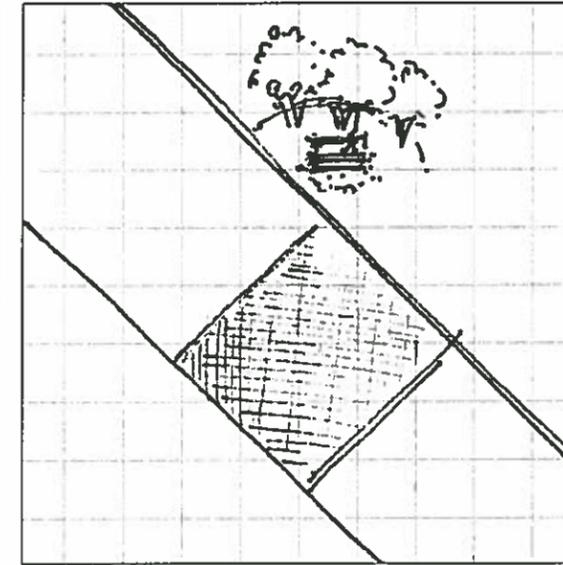


a. High Level of Treatment

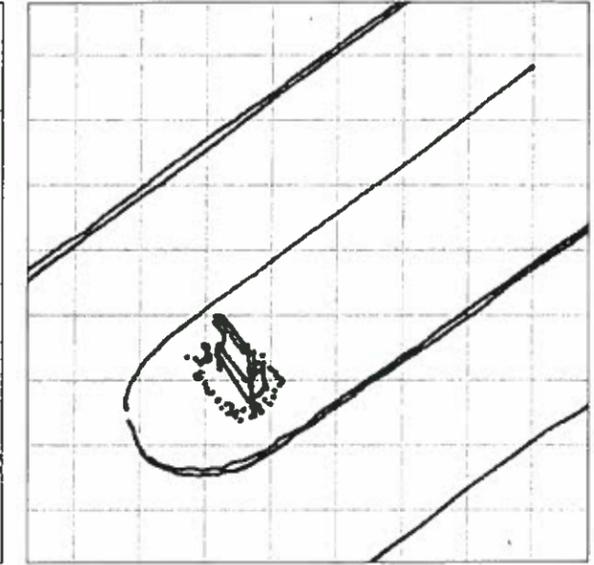
For gateways which have a high level of visibility for tourists, a higher level of landscape treatment is appropriate. The extension of the gateway experience for an entire block should be considered, making a stronger impact on those entering the city. Where gateway signage



occurs in a median, a grouping of crepe myrtle should be considered in addition to foundation plantings surrounding the sign. At an intersection or alongside a roadway, a long hedge row may be appropriate.

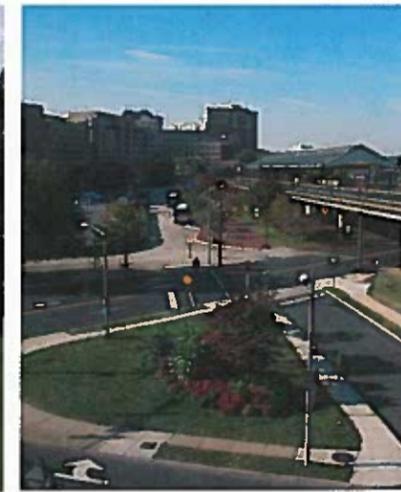


Interchange landscaping can be addressed in a variety of ways, through the VDOT landscape program or otherwise. Highly visible interchanges should receive a higher level of treatment.



b. Medium to Low Level of Treatment

At a minimum, foundation plantings should be provided around the base of any gateway sign.

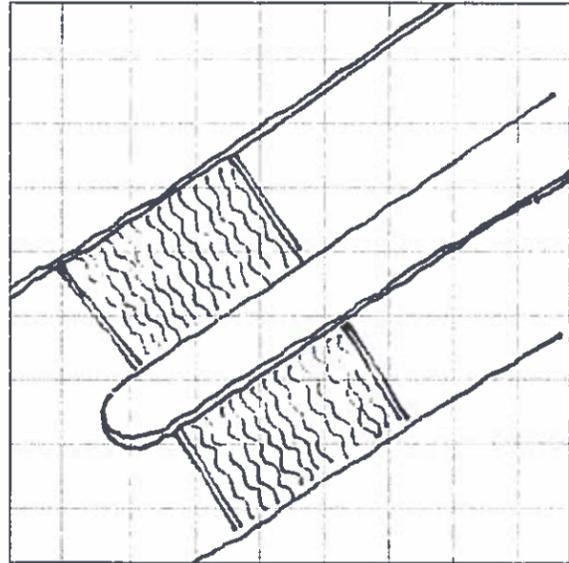


V. GATEWAY & INTERCHANGE TOOLKIT

B. ELEMENTS

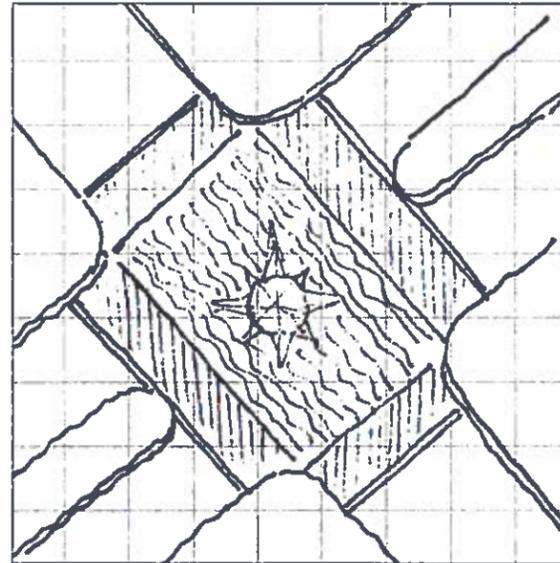
4. Paving

The addition of special paving at gateways can increase the impact of the gateway and make drivers aware that they are entering the city.



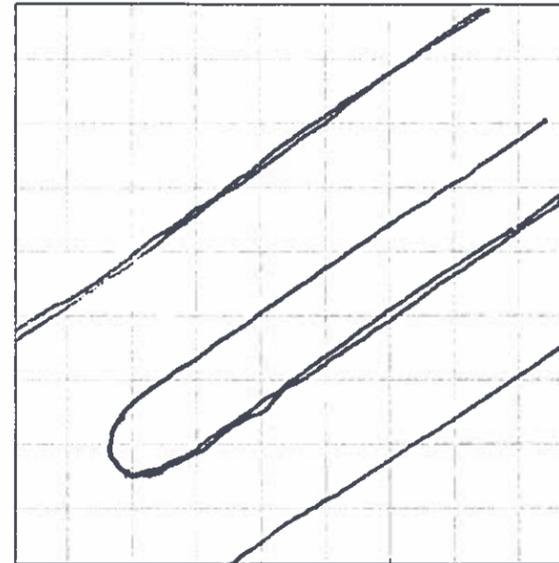
a. Special Paving - Section of Road

The introduction of special paving at important gateways should include an area that is at a minimum 25 feet wide to create a significant impact. A paving pattern can be considered if it compliments the gateway design.



b. Special Paving - Intersection

When a gateway occurs at an intersection, there is an opportunity to use special paving for the whole intersection. A pattern can be used in the center; if crosswalks exist, there is the opportunity to use a different pattern or color for added interest. This is especially appropriate where less space is available for landscaping, making the paving a more prominent feature.



c. None

Special paving should not be used on minor gateways.

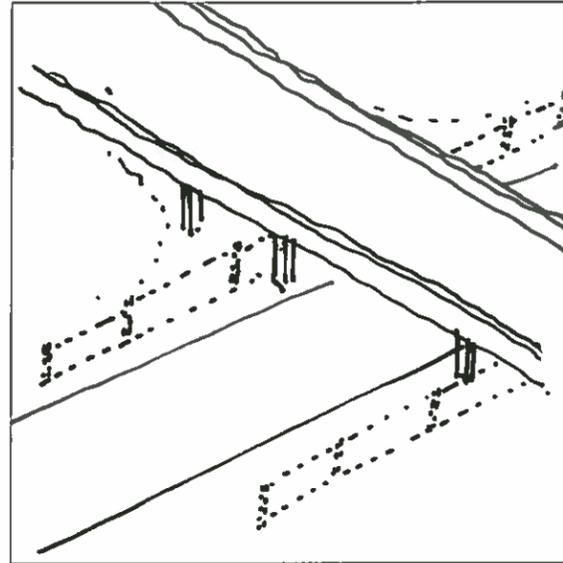


V. GATEWAY & INTERCHANGE TOOLKIT
 B. ELEMENTS

5. Fencing/Bridge Railings

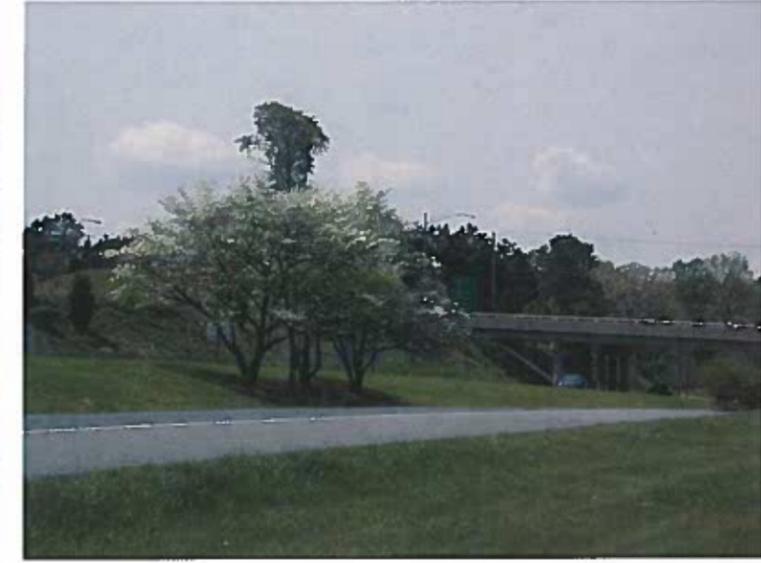
Currently many of the interchanges along Interstate 264 have chain link fencing around the base of the interchange. As it is in bad condition in many places and tends to collect trash at these major entrances to the city, the recommendation is to remove this fencing whenever possible in the upgrading of the interchanges.

At major bridge gateways and interchanges, there may be the opportunity to incorporate special railings or fencing in the future.



a. Interchange Fencing

Remove chain link fencing at interchanges whenever possible.





V. GATEWAY & INTERCHANGE TOOLKIT

C. GATEWAY & INTERCHANGE TYPES

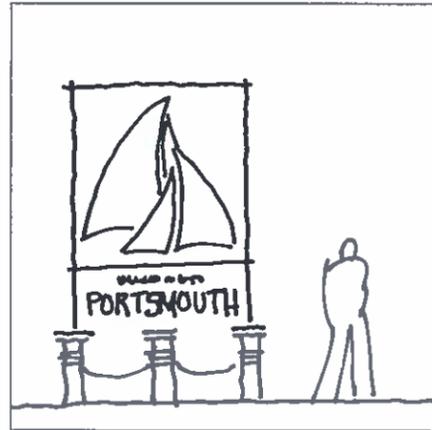
C. GATEWAY & INTERCHANGE TYPES

1. Median Gateway - Highest Level of Importance

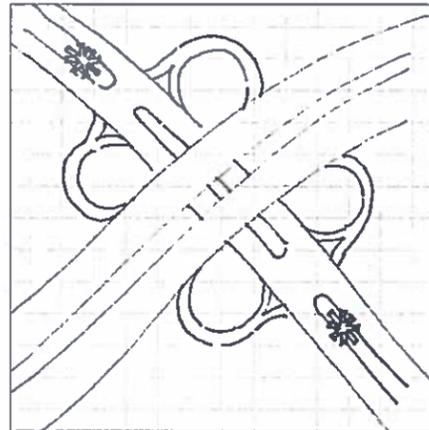
Where there is a median and the hierarchy of the gateway or interchange is high, a high level of treatment is called for in all the elements.



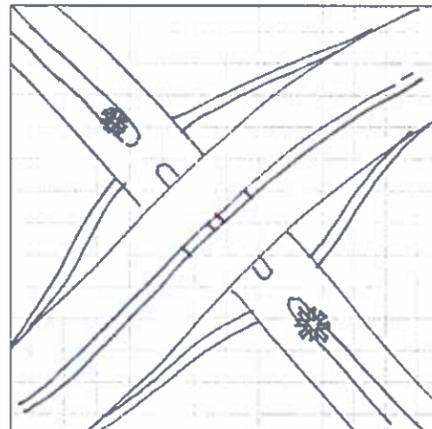
Median gateways with the highest level of importance are shown in red.



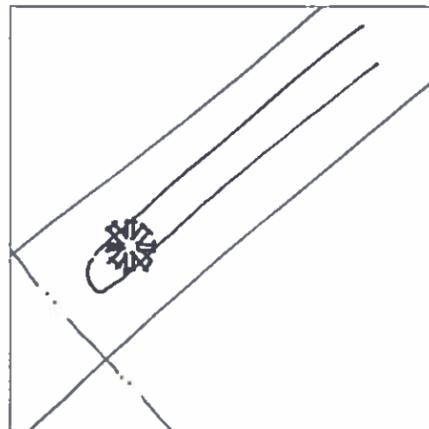
1. Sign Type: primary gateway sign



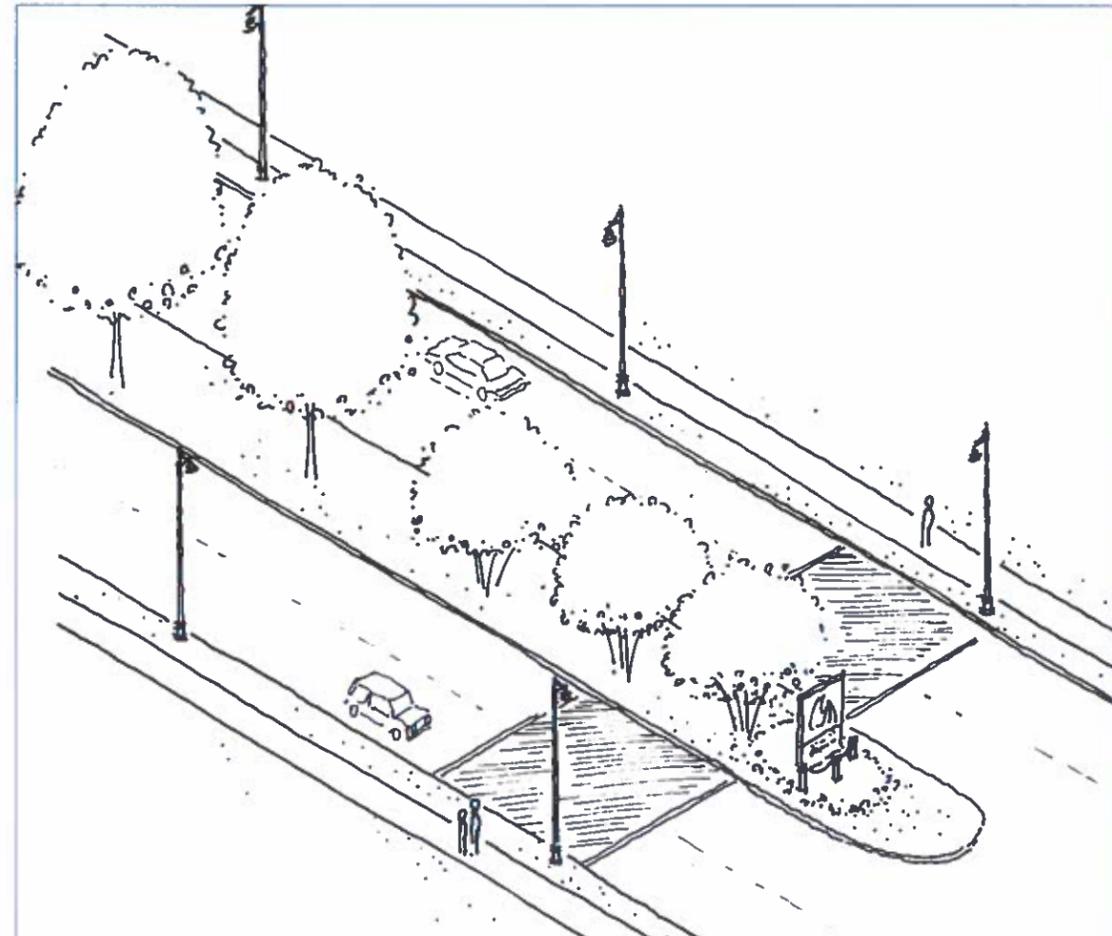
2. Sign Placement: cloverleaf interchange



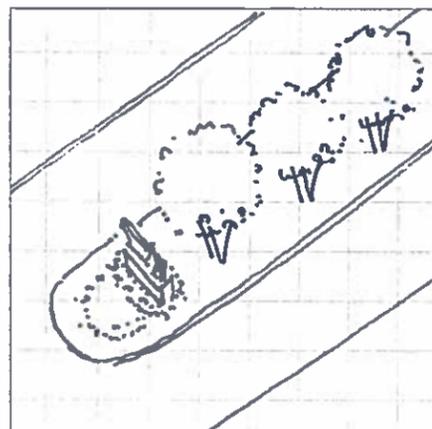
2. Sign Placement: diamond interchange



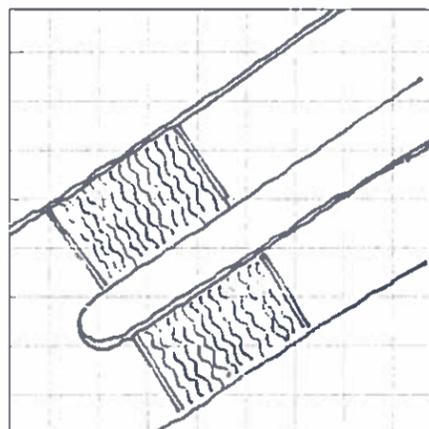
2. Sign Placement: surface gateway



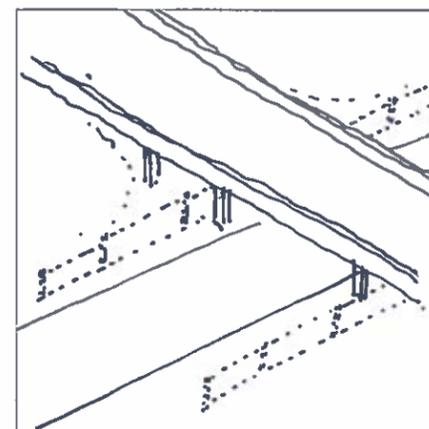
A typical gateway with a median and a high level of importance, showing a primary gateway sign, landscaping, and special paving.



3. Landscaping: high level of treatment



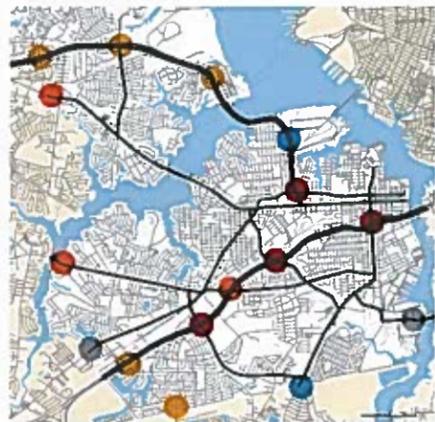
4. Special Paving: section of road



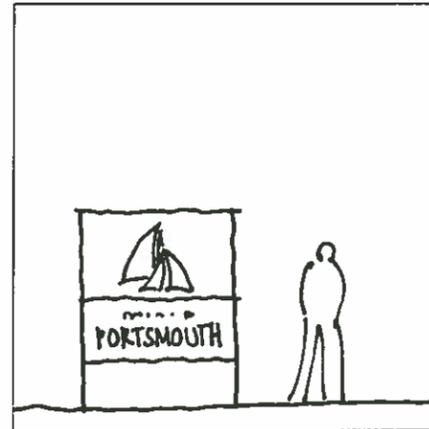
5. Fencing: remove fencing at interchanges

2. Median Gateway - Medium Level of Importance

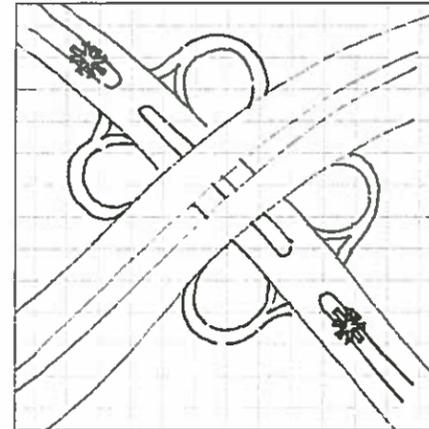
Gateways with a median with a somewhat important hierarchy rating should receive secondary gateway signs, a high level of landscape treatment, and no special paving.



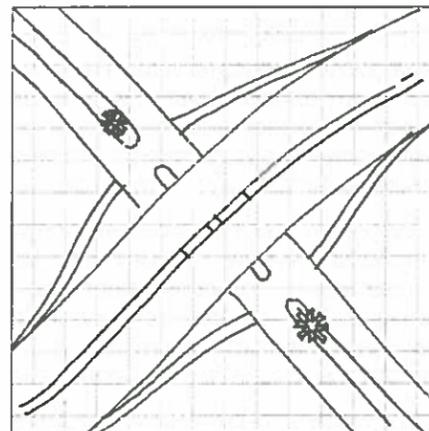
Median gateways with a medium level of importance are shown in orange.



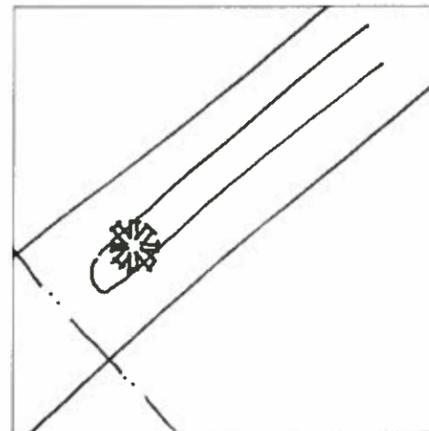
1. Sign Type: secondary gateway sign



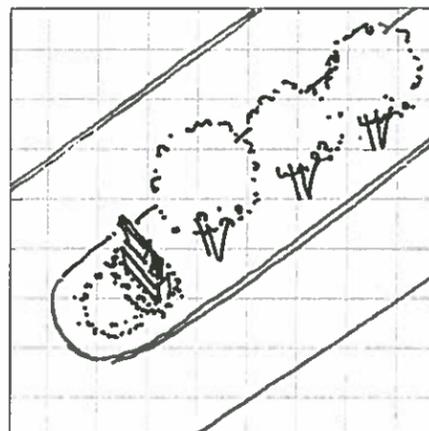
2. Sign Placement: cloverleaf interchange



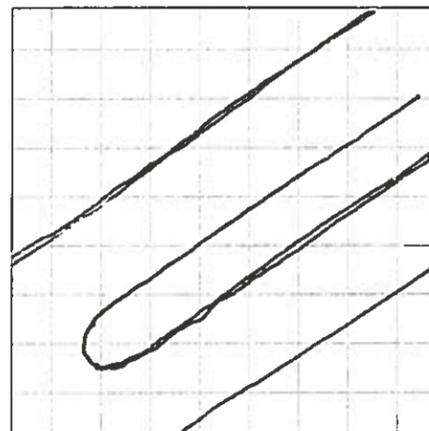
2. Sign Placement: diamond interchange



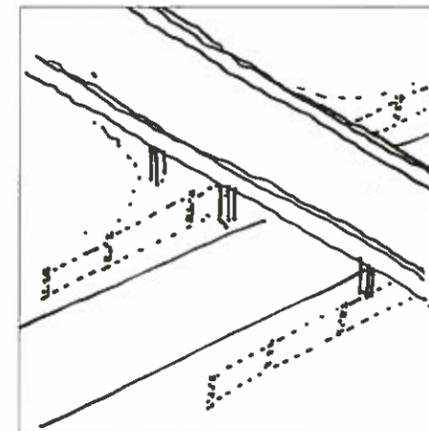
2. Sign Placement: surface gateway



3. Landscaping: high level of treatment



4. Special Paving: none



5. Fencing: remove fencing at interchanges



V. GATEWAY & INTERCHANGE TOOLKIT

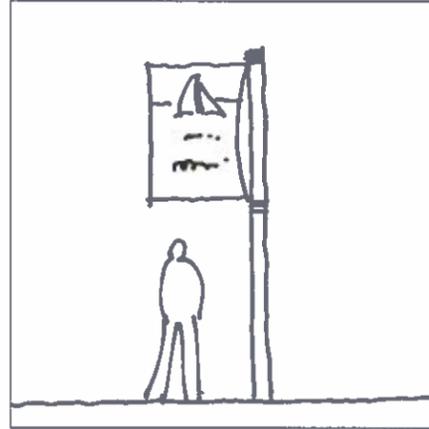
C. GATEWAY & INTERCHANGE TYPES

3. Median Gateway - Lowest Level of Importance

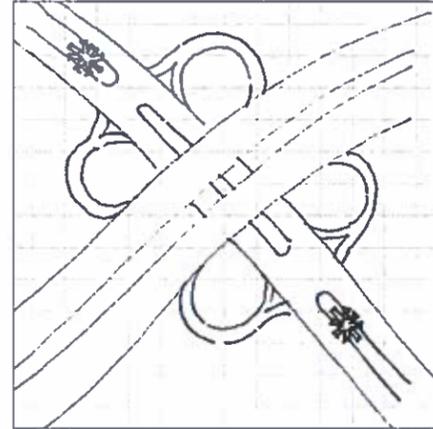
Gateways with a low hierarchy level should receive simple pole signs and a small amount of landscaping.



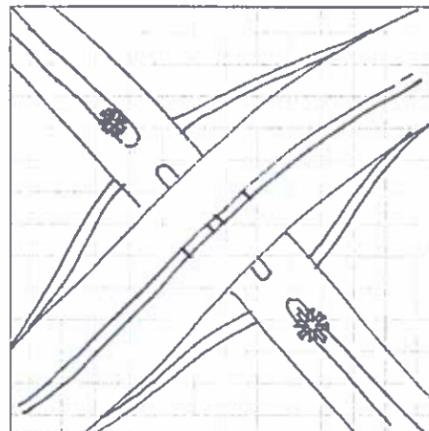
Median gateways with a lower level of importance are shown in yellow.



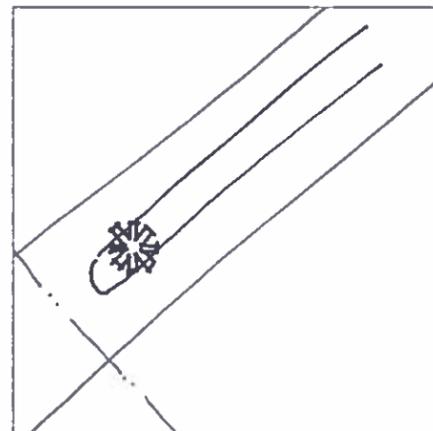
1. Sign Type: pole sign



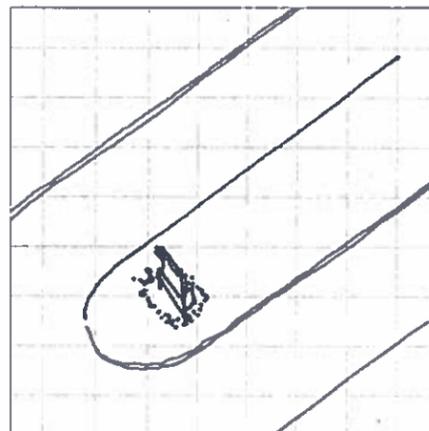
2. Sign Placement: cloverleaf interchange



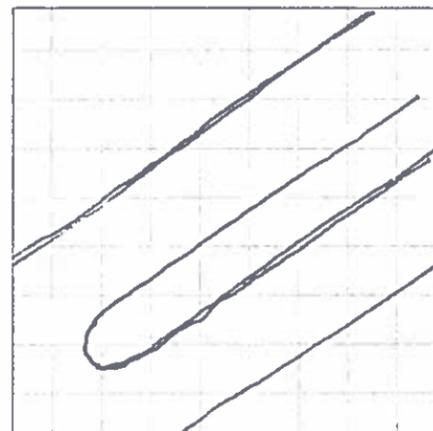
2. Sign Placement: diamond interchange



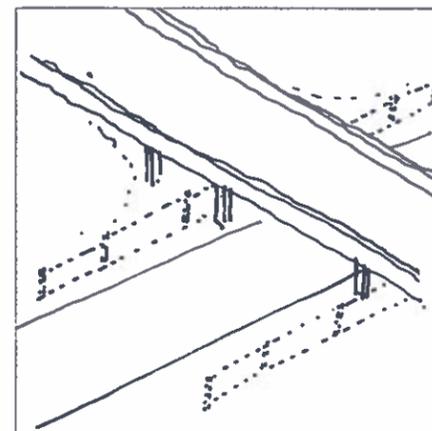
2. Sign Placement: surface gateway



3. Landscaping: low level of treatment



4. Special Paving: none



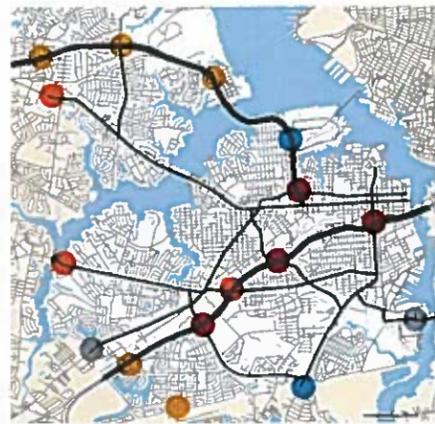
5. Fencing: remove fencing at interchanges

V. GATEWAY & INTERCHANGE TOOLKIT

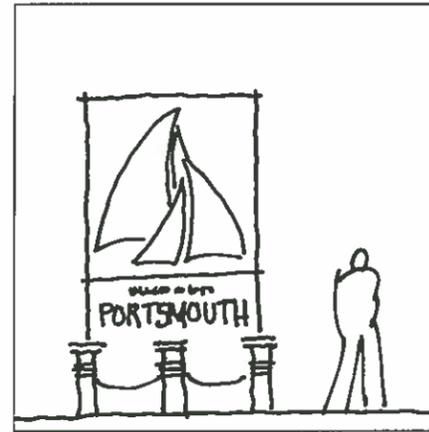
C. GATEWAY & INTERCHANGE TYPES

4. Intersection Gateway

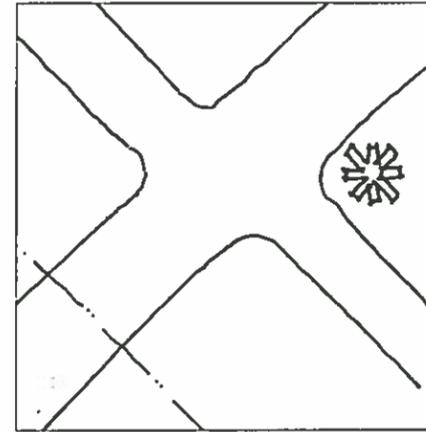
The gateways which do not have medians but which are in close proximity to an intersection are generally a somewhat important hierarchy level. These gateways should receive special paving to draw attention to the gateway since there is not as much space for landscaping.



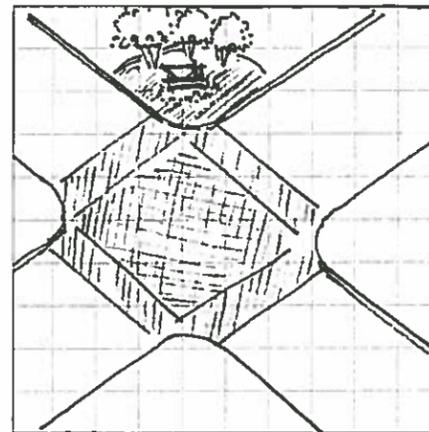
Intersection gateways are shown in blue.



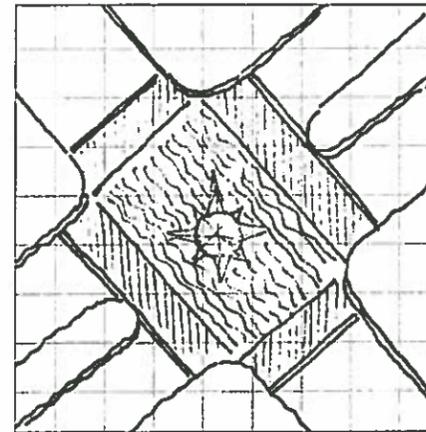
1. Sign Type: primary gateway sign



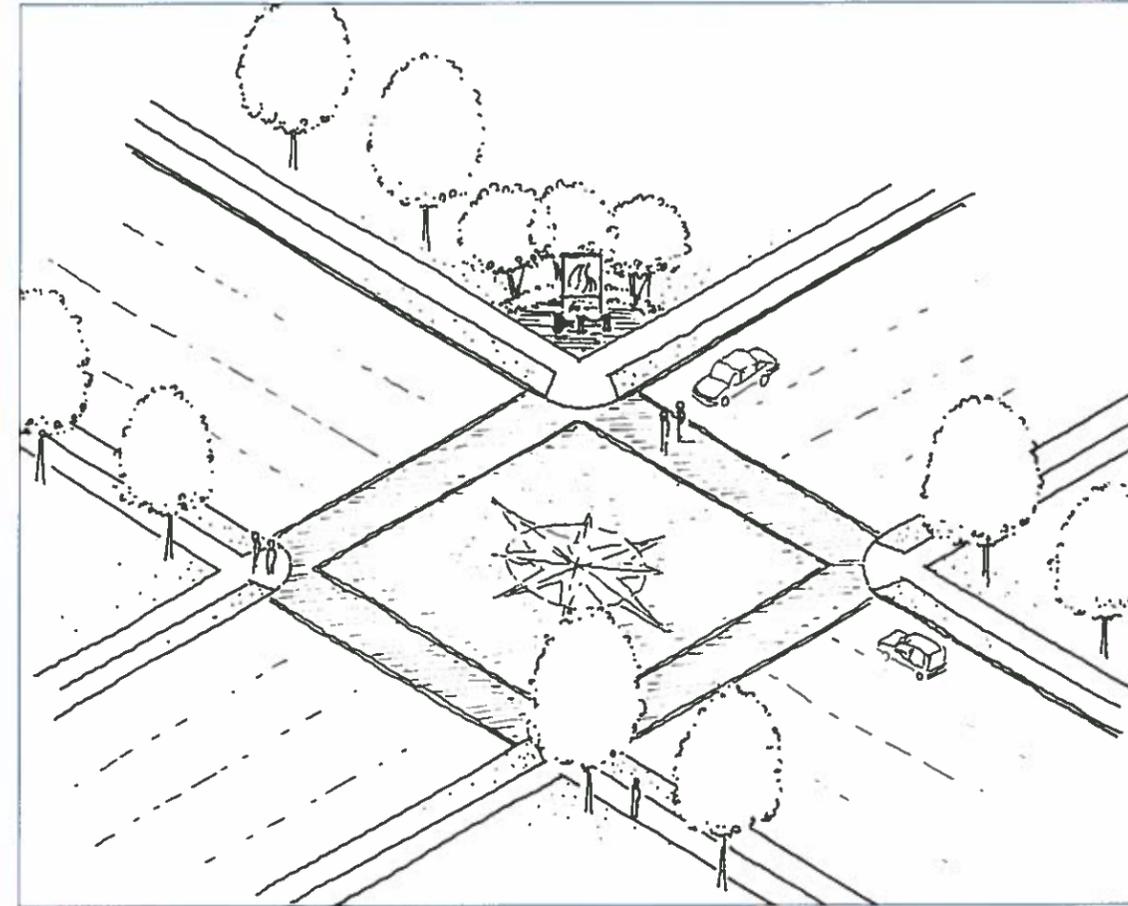
2. Sign Placement: intersection gateway



3. Landscaping: high level of treatment



4. Special Paving: entire intersection



A gateway which occurs at an intersection will typically have a primary gateway sign located to the side of the intersection, with special paving at the crosswalks and within the intersection.



V. GATEWAY & INTERCHANGE TOOLKIT

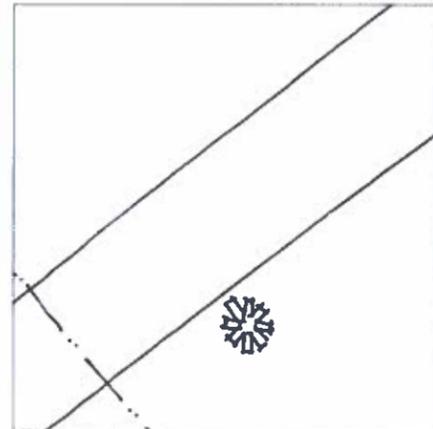
C. GATEWAY & INTERCHANGE TYPES

5. Gateway Without Median or Intersection

The gateways which do not have a median and are not in close proximity to an intersection are also generally a medium level of importance. A higher level of landscape treatment and the addition of special paving will enhance a gateway which does not have sufficient space to make a bigger impact.



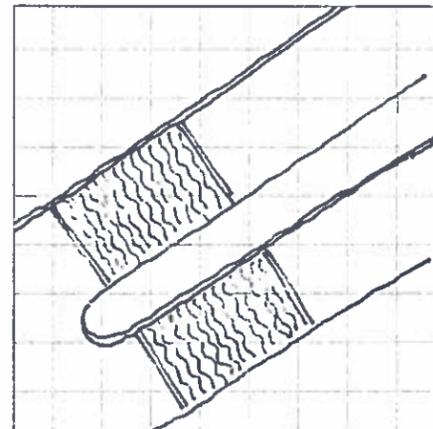
1. Sign Type: secondary gateway sign



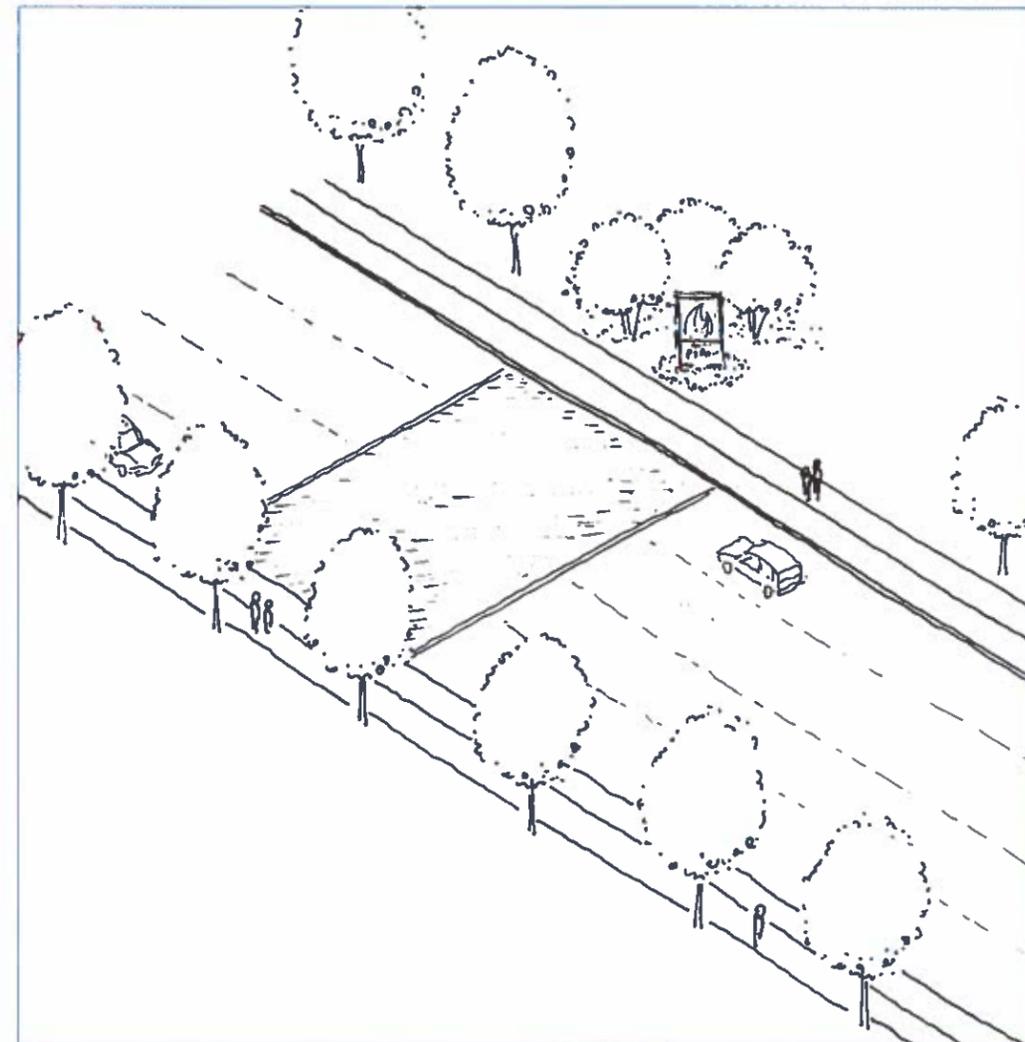
2. Sign Placement



3. Landscaping: high level of treatment



4. Special Paving: section of road



A gateway which does not have a median or an intersection nearby can use special paving and landscaping to enhance the sense of arrival.



Gateways without a median or intersection are shown in grey.