

DEVELOPMENT GUIDELINES **HANDBOOK**

Town of Ashland

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Table of Contents



	Page
Introduction	1
Historic Pattern of Development	2
Community Character	4
Landscape Plan Requirements	7
Tree Canopy Coverage	8
Tree Preservation	10
Street Trees	11
Landscaped Setbacks	15
Treatment of Existing Setbacks	17
Landscaped Berms	18
Parking Area Landscaping	19
Buffers and Screening Landscape	22
Loading / Service and Outside Storage	24
Signage	25
Public Signs	25
Commercial Signs	26
Downtown (B-1 Central Business) Signs	28
Lighting	30
Public Street and Pedestrian Lighting	30
Site Lighting	33
Sidewalks and Pedestrian Trails	34
Sidewalks	34
Pedestrian Trails	35
Appendix A: Tree Canopy Matrix	
Appendix B: Ashland Development Standards Inventory/Index	



Introduction

The purpose of the Development Guidelines Handbook [Handbook] for the Town of Ashland is to provide illustrative interpretation of the Town's development ordinances, including the Zoning, Subdivision and Environmental Protection Ordinances. The Zoning Ordinance, in particular, has also been reviewed, updated, and reorganized to strengthen the Town's message to the development community of its vision for Ashland. As stated in the Comprehensive Plan:



“The Town of Ashland, when originally incorporated in 1858, consisted of just one square mile. Today, the Town has grown through several annexations to a size of 7.2 square miles, one of the larger towns in land area in Virginia. This growth has produced a diverse collection of neighborhoods and businesses with a blend of architectural styles from large Victorian homes found along the railroad tracks to modern office buildings found on Route 1.

Therefore, as the Town continues to evolve and expand, it will strive to maintain a high quality of life by preserving the diversity of the past and capturing the technologies and development of the future. The role of the Town to provide such a vision shall be to streamline the governmental process, improve the transportation system, encourage economic development, and cooperate with all localities in the region.”

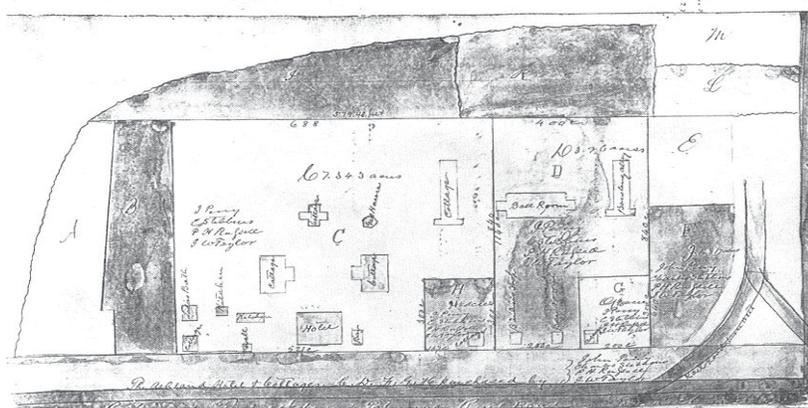
The Handbook will serve many audiences by providing direction to Town officials, staff, developers, property owners and design professionals. The development ordinances of the Town establish quantitative regulations for land development, while the Handbook provides the qualitative “how-to” measures for development in accord with the ordinances. The Town of Ashland Comprehensive Plan adopted in 2002 made several recommendations calling for the establishment of this Handbook. Under implementation strategies the Plan calls for the establishment of “performance standards and design guidelines for in-fill development that is sensitive to existing development” and an objective to “encourage ‘quality’ development through innovative land use ordinances and design standards.” Similar to the Town Comprehensive Plan, the Handbook is intended to be a flexible guide, easily updated and growing to meet new conditions. In contrast, the Development Ordinances are more regulatory and adopted by Town Council as codified ordinance. The Handbook is adopted by Town Council as a policy guide for implementing the Development Ordinances. *Appendix B* of this Handbook presents an inventory and index of the various Town Code provisions related to development standards addressed in the Handbook, and is intended as a quick reference guide for locating and cross-referencing pertinent Code provisions.

It is important to note that although many of the standards set forth in this Handbook are stated as minimum requirements, it is the policy of Town Council to encourage these minimums be exceeded whenever possible.

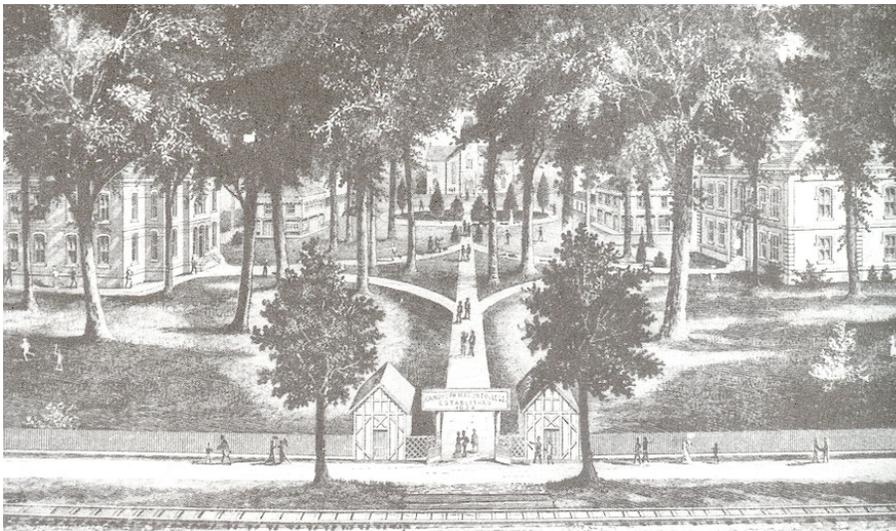


Historic Pattern of Development

The Town of Ashland was built around the RF&P rail line from their 1834 purchase of 457 acres as a source for timber to fuel steam locomotives. Realizing the site's potential to serve as a half-way "rest stop" between Frederickburg and Richmond, Edwin Robinson and the RF&P developed a country resort at the northeastern part of the property by constructing a hotel. An 1860's plat shows the resort hotel complex which was named "Slash Cottage" after Henry Clay's nearby home.



The name change to "Ashland" in 1855 still reflected deference to Henry Clay, but this time to his home in Kentucky. Land purchasers were lured to this budding suburb with free passes on the railroad. The village of Ashland incorporated in 1858. The 1866 lithograph (below right) shows Ashland with tree-lined, dirt streets, churches and picket fences. The Civil War was the turning point taking Ashland from resort and "suburban" community to one that was more self-sufficient. Randolph-Macon College's relocation in 1868 (below) to Ashland owing to its location on the rail line further defined the town.

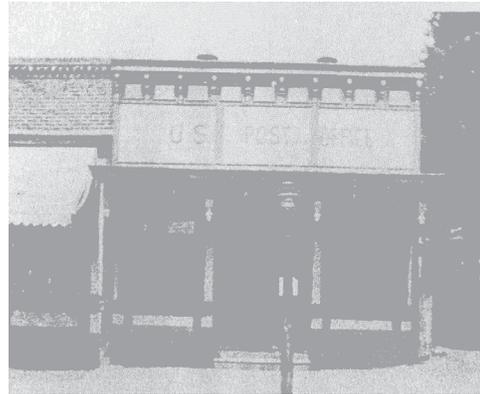


Source: Ashland,
Ashland by Rosanne
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Brunswick Publishing
Corporation:
Lawrenceville, Virginia,
1994



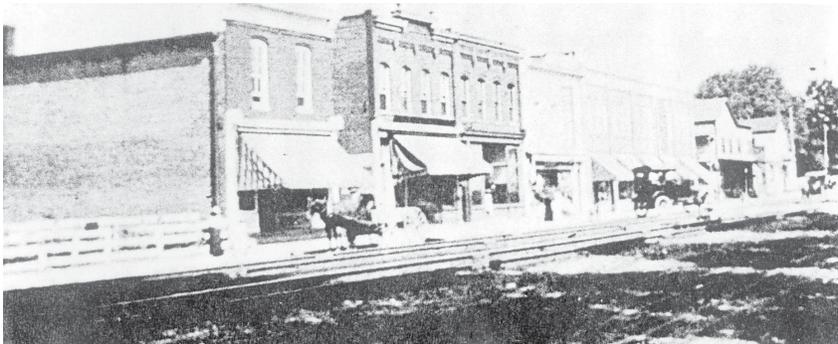
Historic Pattern of Development

A new hotel was built to the west of the campus. A grocery, hardware, pharmacy, bars, livery stable, blacksmith shop and churches of nearly every denomination were established to serve the growing population.



Barnes Drug Store and U.S. Post Office occupied the block now housing Homemades by Suzannes

Development of the town followed a grid pattern centered around the rail line with the radial Hanover Avenue extending from the center along an older route. The pattern of the Town's origins is evident even today.



Railroad Avenue after WWI



Present-day Railroad Avenue



Community Character

Ashland's roots as a railroad resort for part-time, executives is evident in the neighborhoods of Victorian era to turn-of-the-century houses, with their mature street trees and fence lined avenues. The small collection of commercial buildings along Railroad Avenue was an outgrowth of the residential resort. The fire of 1893 ensures that the commercial structures of today are not those that served the residents of yesterday. Pattern and placement are much the same, yet the present-day Ashland largely developed in the 1950's to the 1970's reflects those fast commercial times serving the passers-by along Route 1 and later from Interstate 95. Until one really gets to know Ashland, the community character is defined either by the highway commercial image of the interstate or the more historic, turn-of-the-century view from the train. Character flaws resulted from the fast pace of development and inappropriate attention to detail as the town expanded from the original one (1) square mile to the current 7.2 square miles. Establishment and enforcement of consistent development standards has been difficult due to this growth. Interpretation of the zoning and subdivision codes is the primary guide for development quality. This Development Guidelines Handbook is intended to expand on, and serve as, interpretation for the development ordinances that will shape and reshape the future development of the Town.

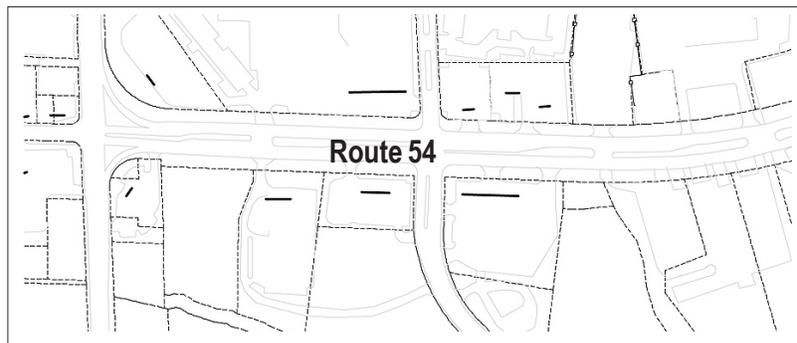




Community Character

The image of the Town emerges primarily from the street edge as defined by the strength of the various elements within view: utility poles, signs, sidewalks, street trees, building placement in relation to the streets and/or building faces that form either a uniform or inconsistent wall of vision. The physical character is defined by these elements which form different images.

For example, the front building line as the “wall of vision” creates the highway commercial image of Route 54 around the Interstate and widely dispersed commercial/industrial mix along Route 1.



The more subdued yet mixed commercial/residential uses along England Street west of Route 1 show a varied setback and less defined street wall.



The closer and unbroken wall of small retail/office commercial associated with short stretches of Railroad Avenue/Center Street indicates an almost solid street wall of buildings.





Community Character

The quiet tree-lined residential streets of frame houses surrounding the College and extending along the tracks and its western edges, and the newer traditional 1950's style subdivision of smaller brick residences blend with these commercial elements to make Ashland what it is. We start with this palette to improve on and celebrate the past.



Duncan Street



Myrtle Street Townhouses



North Macon Terrace



Landscape Plan Requirements

Landscape Plan requirements establish the framework for many of the standards to be applied Town-wide in most zoning districts, including:

- Tree Preservation & Planting
- Tree Coverage Requirements
- Landscaped setbacks
- Street Trees
- Parking Area Landscaping
- Buffers and Screening
- Driveways
- Loading and Service
- Lighting
- Underground Utility Service

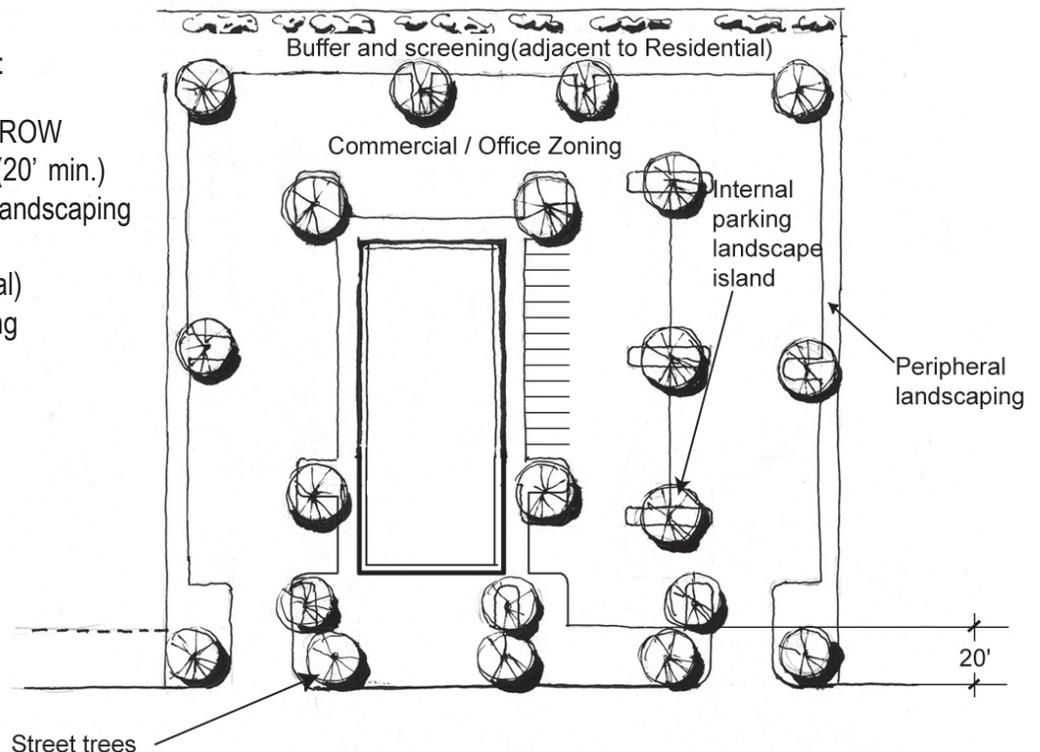


In accordance with Sec. 21-231 of the Zoning Ordinance, a **Landscape Plan** is required for proposed development within all zoning classifications, except for single-family dwelling units and modest sized additions to existing buildings. A Landscape Plan is required to be submitted as part of the Site Plan, and must address the following components that make up the site:

TYPICAL LANDSCAPE PLAN IN B-2 HIGHWAY COMMERCIAL DISTRICT

LANDSCAPE COMPONENTS:

- Street Trees in Public ROW
- Landscaped Setback (20' min.)
- Internal Parking Area Landscaping
- Buffer and Screening (adjacent to Residential)
- Peripheral Landscaping





Tree Canopy Coverage

The first test that a Landscape Plan must meet is that of *Tree Canopy Coverage*. Tree canopy is the area occupied by a tree from the trunk extending to the ends of its branches at maturity. Tree canopy coverage includes all trees planted or preserved within the boundaries of the site, and including new street trees planted by the site developer within the abutting right-of-way. In accordance with State law, the percentages of coverage specified below are intended to achieve the following *minimum* landscape site coverage within 20 years (reference Zoning Ordinance Sec. 21-232 for standards and applicability):

- 20 percent for Residential (RR-1, R-1, R-2, R-3, R-4, RO-1, PMH)
- 15 percent in R-5 and Planned Unit Developments
- 10 percent for office use in the Residential-Office (RO-1)
- 10 percent for commercial, industrial, planned office and shopping center (B-1, B-2, B-4, M-1, POB, PSC)

As with other standards in this handbook, these minimums may be exceeded either by planting a greater number or larger trees to achieve canopy coverage in a shorter period. The effect of achieving or exceeding such site coverage can best be illustrated by a comparison of aerial views between a relatively new development having immature landscaping and an older more mature development:



Present-day western Henrico County, developed ca. 1995 to present



Present-day Stony Point, developed ca. 1985



Calculating Tree Canopy Coverage

The method of calculating Overall Site Tree Canopy Coverage can best be illustrated by example for this site zoned B-2 requiring a minimum 10 percent site coverage in 20 years:

Site Area of 2.7 acres	= 117,612 SF
@ 10 percent for canopy coverage	= 11,761 SF
Parking Lot	
3 Zelkova X 250 SF*	= 750 SF
4 Red Maples X 250 SF*	= 1,000 SF
4 London Planetrees X 325 SF*	= 1,300 SF
3 Willow Oaks X 250 SF*	= 750 SF
Landscaped Setback	
3 Goldenraintree X 125 SF*	= 375 SF
3 Fosters Holly X 50 SF*	= 150 SF
Street Trees	
4 Zelkova X 250 SF*	= 1,000 SF
Buffer Landscape	
10 Japanese Cryptomeria X 100 SF*	= 1,000 SF
2 Southern Magnolia X 175 SF*	= 350 SF
6 Red Maple X 250 SF*	= 1,500 SF
6 London Planetree X 325 SF*	= 1,950 SF
4 Willow Oak X 250 SF*	= 1,000 SF
5 Zelkova X 250 SF*	= 1,250 SF
6 Goldenraintree X 125SF*	= 750 SF
8 Fosters Holly X 50 SF*	= 400 SF
Total SF of landscape coverage	13,525 SF (11.5 percent of the total site)

* square feet provided in Tree Canopy Matrix (see Appendix A)

Minimum Tree Sizes at Planting

(to be counted in Tree Canopy as per Sec. 21-232(e) of the Zoning Ordinance):

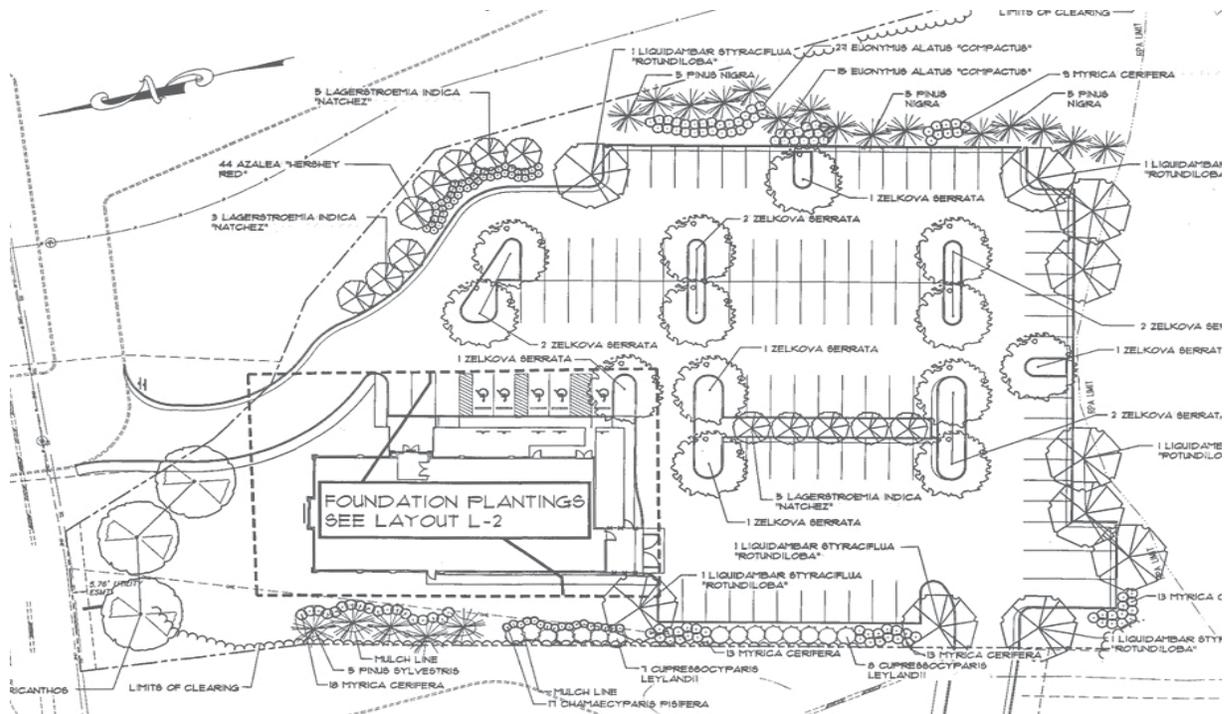
- Large Deciduous Tree - 2 1/2 inch caliper
- Small Deciduous Tree - 5-foot height
- Evergreen Tree - 5-foot height

Measuring Caliper:

- Existing Tree: diameter at 4-1/2-feet above ground level
- New Tree: diameter at 6-inches above ground level



2 1/2-inch deciduous street tree at planting



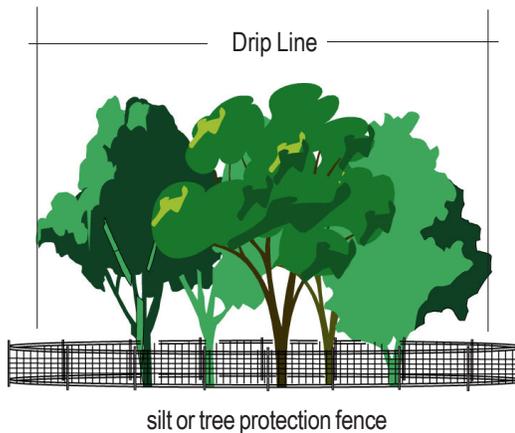


Tree Preservation

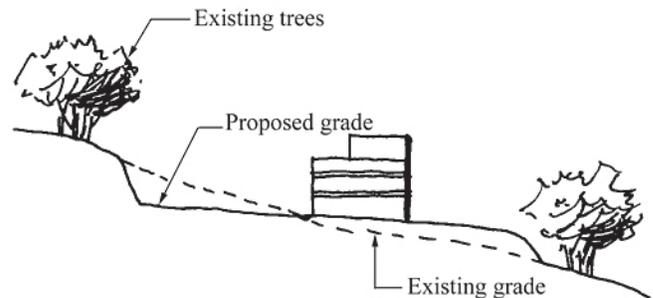
Existing healthy trees to be preserved on the lot can be credited toward the tree coverage requirement when they meet the following requirements (Sec. 21-232 (d) of the Zoning Ordinance):

- located within the site boundaries (not within the public right-of-way), and
- shown on the landscape plan, and
- adequate protection is provided during construction, and reasonable expectation of survival is assured.

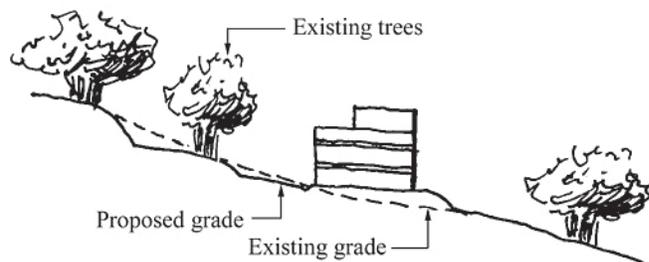
Existing healthy trees with a caliper of ten (10) inches or greater and located within the designated 20-foot landscaped setback must be identified for preservation in accordance with Sec. 21-233(b) of the zoning ordinance. Individual trees or groups of trees to be saved shall be shown on the landscape plan with specific tree protection measures as illustrated below:



Provide radius of drip line between building and parking lots for tree to thrive



Do NOT work against existing grades



DO work with existing grades



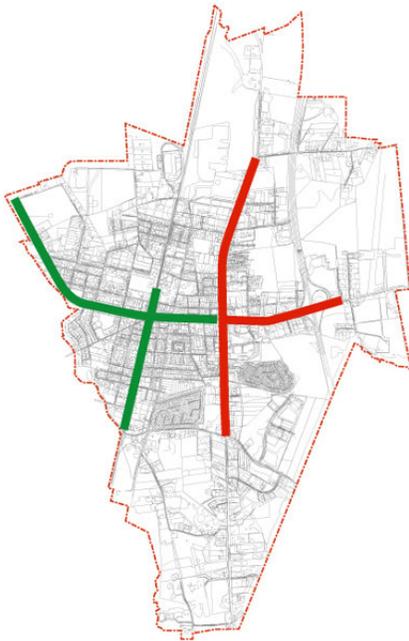
Street Trees

A *Street Tree* (Sec. 21-234) is defined as a medium to large deciduous tree (see *Tree Canopy Matrix*) that is typically planted within the required setback area or the public right-of-way. Specific placement of the street tree will be dependent on the area required for planting and other site specific conditions, i.e. overhead utility lines, slope, underground utilities, sidewalks, driveways, and drainage conditions. In order for a tree to be considered a *street tree*, it should be located in close enough proximity, within 10-feet of the existing or future right-of-way, to the street to be visible to the vehicular passenger, and to provide shade for the pedestrian. Placement of street trees should also take into account the projected growth characteristics of the tree (see *Appendix A, Tree Canopy Matrix*) especially when considering sight distances for vehicular traffic and visibility of business or directional signage. The primary purpose for planting street trees is to define the street edge, and should be a major consideration in the placement and selection of a tree species.

Public Street Tree Planting for Key Corridors and Gateways

The following corridors are established as key corridors for priority Street Tree planting:

- Route 54 from eastern town limits around the I-95 interchange to Route 1 on the west
- Route 1 from Ashcake Road to Archie Cannon Drive
- England Street from Route 1 to Town Hall
- Railroad Avenue/Center Street within the B-1 District



Within these corridors, an active public street tree-planting program may considered to be undertaken by the Town of Ashland in the future, and would be governed by the following standards [and an overall street tree planting plan]:

1. Uniform spacing measured on-center along the corridor [adjustments are expected based on existing conditions such as utility poles, drive entrances, underground utilities, signage]
 - Route 54 and Route 1: 50-feet on-center
 - England Street and Railroad Avenue: 40-feet on-center

2. Placement from the curb

- Route 54 and Route 1: within 10 feet to no more than 20 feet from the curb
- England Street (north side) and Railroad Avenue: immediately adjacent to the curb in a 25-square foot tree well (see graphic next page).
- England Street (south side): on the back side of the sidewalk opposite the overhead utilities within tree-wells in an additional 5-foot wide sidewalk area.





Street Trees

3. Suggested Tree Species:

Route 54 and Route 1:

- Away from overhead wires: Zelkova, Littleleaf Linden
- Located adjacent to wires: Hedge Maple, European Hornbeam

England Street and Railroad Avenue:

- Away from overhead wires: London Planetree, Armstrong Maple, White Ash
- Located adjacent to wires: European Hornbeam



European Hornbeam



Existing Streetscape on England Street



Improved Streetscape with additional London Planetree and concrete sidewalk



Willow Oak

Key gateways that deserve priority attention through an active Street Tree Planting program, include the following along with tree species:

- Route 54/I-95 Interchange: Willow Oak
- Route 54 median from Route 1 to I-95: Red Maple
- Route 54/Route 1 intersection triangles: Zelkova
- Town Hall triangle: American Beech
- Route 1 gateways (at Ashcake Road and Archie Canon): Dawn Redwood



Replacement of Bradford Pears in Rt. 54 median with Red Maples



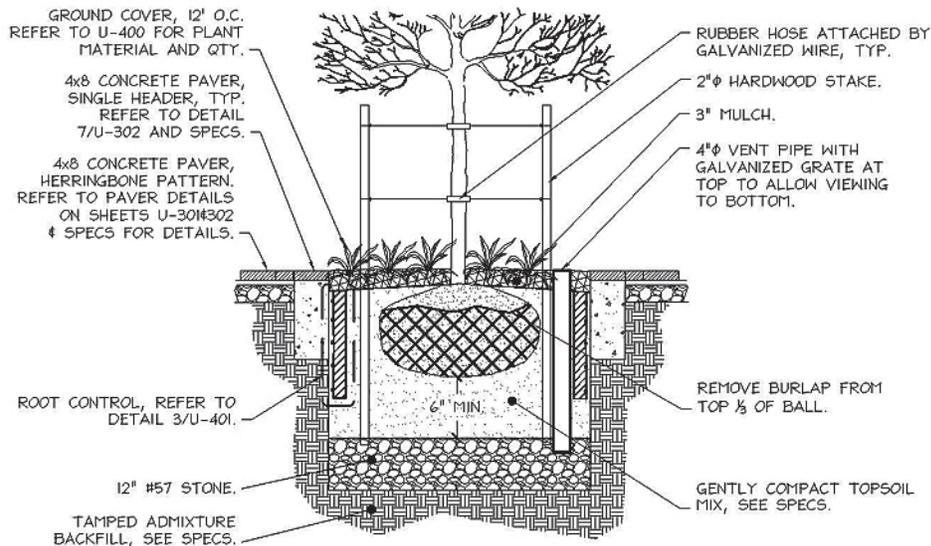
Street Trees

Street Trees required through the Landscape Plan within landscaped setbacks (of 20-feet from the right-of-way in accordance with Sec. 21-234 of the zoning ordinance):

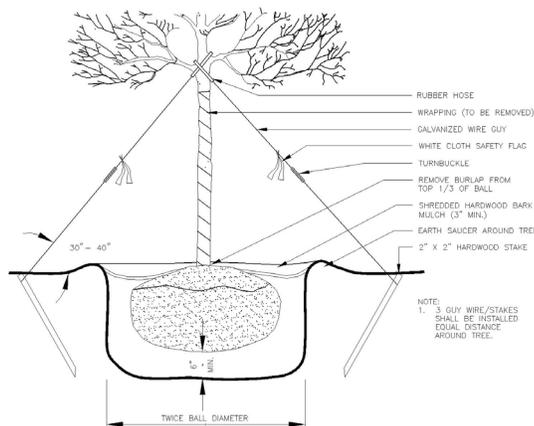
- Planted at a “rate” of 1 street tree for every 50 feet of public street frontage, spacing coordinated with existing conditions
- Coordinate with the public street tree program
- Street trees planted in the right-of-way by private site developer are credited toward street tree requirement if public street tree planting guidelines are followed
- Large deciduous trees are required as street tree (see *Appendix A, Tree Canopy Matrix*), except where existing conditions warrant the selection of a small to medium deciduous tree
- Additional landscaping, screening trees, shrubbery, and ground cover, included in the landscaped setback cannot substitute for meeting the street tree requirements

Guidelines for Planting

- Tree wells, positioned flush within the sidewalk should be adequately sized for the tree, i.e. a large deciduous tree would require at least a 25-square foot area.
- Planting space for trees within open areas defined in *Tree Canopy Matrix*.
- A defined edge between tree well and sidewalk should be created either with concrete band, pavers, or cobblestones.
- Either mulch or ground cover should be placed at tree base; pea gravel or stone should not be used as mulch.



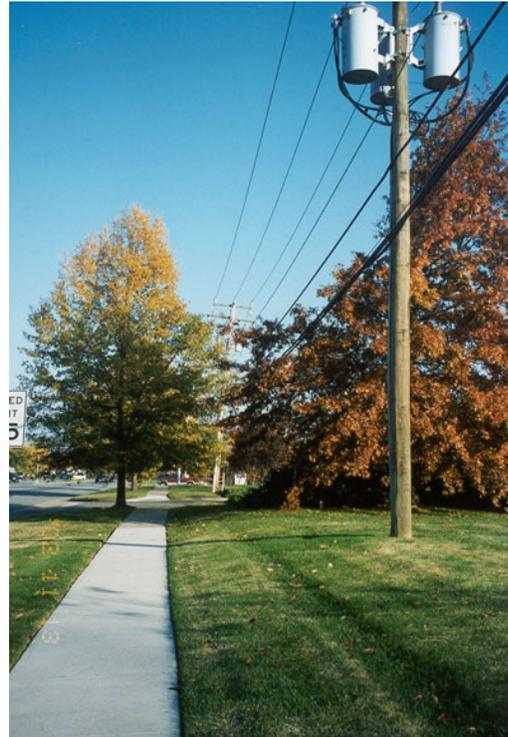
Planting Detail within Sidewalk or Pavement



Planting Detail within Open Area



Street Trees



Proper tree selection and placementto avoid unnatural tree trimming for overhead wires



Street trees over a sidewalk should be limbed up to minimum of 80-inches



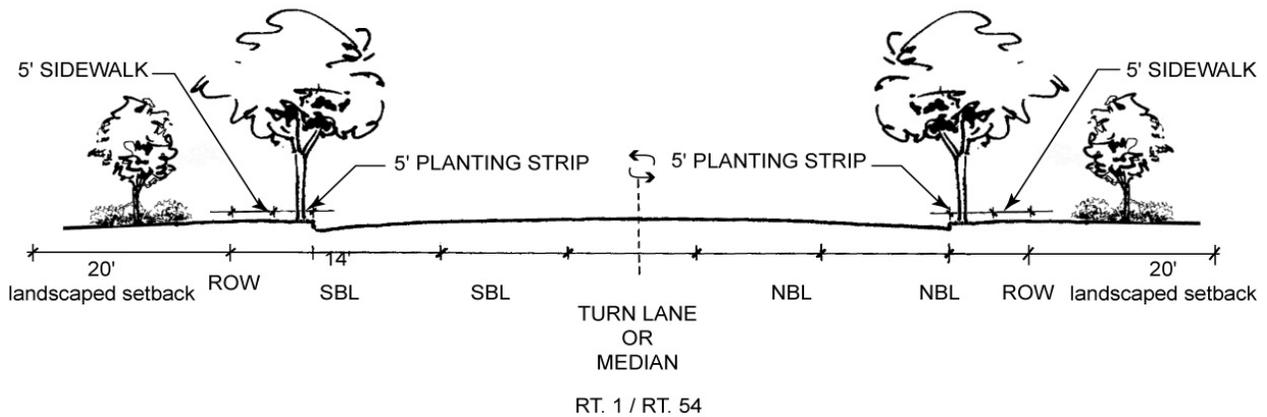
Tree selection and placement should be considered to avoid natural trimming process by truck traffic



Landscaped Setbacks

With the exception of the B-1, Central Business District, a required landscaped setback of not less than twenty (20) feet from the existing or future right-of-way, whichever is greater, is required along all public roads. In compliance with Sec. 21-233 (c), no building, parking, loading or vehicular circulation area can be located in the landscaped setback. Within designated Special Policy Areas described below, the treatments of such landscaped setbacks are as follows:

Highway Commercial Corridors (including Route 1 and Route 54 east of Route 1 to Town limits)



- Where there are no existing street trees, required new street trees (see *Appendix A, Tree Canopy Matrix*) shall be placed within the landscape strip between the road/curb edge and the sidewalk whenever possible. [Specific street tree placement and quantity required should follow the guidance provided on page 13 under Street Trees.]
- Other landscape material cannot be substituted for street trees
- Evergreen trees do not count as street trees, and should not be used in a landscaped setback, except in special circumstances where screening may be needed
- The landscaped setback area must also be entirely landscaped with lawn, ground cover and low-lying shrubs or with existing vegetation that is preserved; and can include pedestrian amenities.



Street tree placed 10-20' from future right-of-way, mixed shrubbery



Preserved existing landscape within a landscaped setback



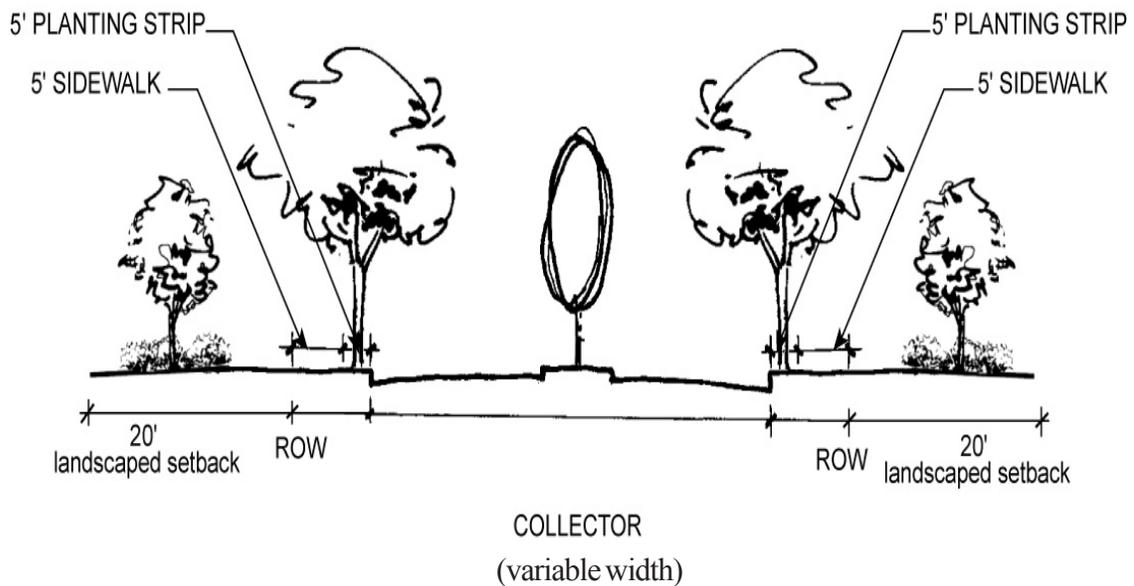
Evergreen trees typically not recommended in landscaped setback



Landscaped Setbacks

Collector Roadways (Hill Carter Parkway, Ashcake Road, Archie Cannon Drive)

Landscaping within the designated 20-foot setback of the collector roadways should primarily consist of large and medium deciduous trees, but these may be arranged along with smaller ornamentals, screening trees and shrubs (Sec. 21-233(a) of the zoning ordinance).



Variable planting strips with a less formal edge are suitable for collector roadways

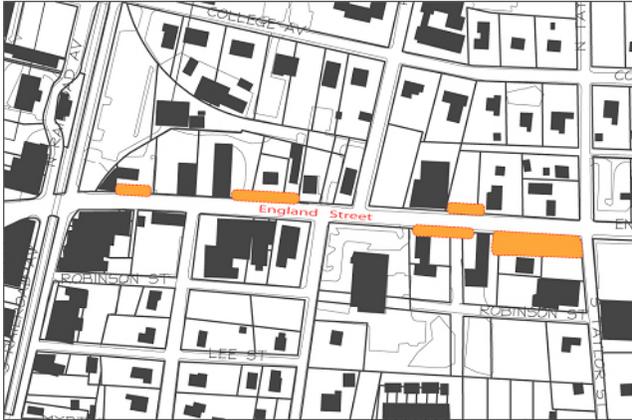


Embankment planted in juniper with a low fence as backdrop is appropriate for collector edge



Treatment of Existing Setbacks (B-1 Zoning District / Central Business District)

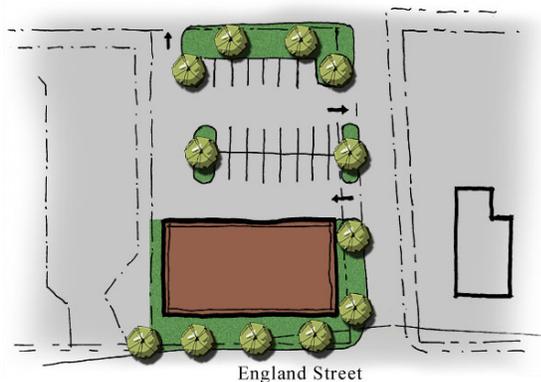
The B-1 Central Business District has no requirement for a landscaped setback. However, no parking is permitted between the main building and the street (Sec. 21-94.1 of the Zoning Ordinance). Existing conditions of varied existing setbacks in the B-1 district warrant special attention and the recognition of special standards of treatment as redevelopment and infill occurs, especially along England Street.



England Street from Railroad Avenue to Taylor Street showing the actual setbacks that are either unimproved or uncommitted to public use.



Creation of a strong street edge with low ornamental fencing between parking lot and sidewalk, and use of sidewalk space by benches and planters can re-create public space along the street.



Vacant 7-11 building site on England Street showing photo image of new building placed at the front of the parcel with parking to the rear



Future addition of buildings at center and at street could bring the activity of the Henry Clay shopping center closer to the street.

The two site examples above illustrate how future redevelopment sites should be encouraged to either: (1) move new structures to the front building line (0-setback from the right-of-way, allowing room for sidewalk) as in the 7-11 example, or (2) to provide infill structures to occupy the large setback of the Henry Clay shopping center site. While the construction of new buildings or structures at the 0-setback line is encouraged in this district, there are certain exceptions where it is not the preferred alternative. New buildings or structures built in the B-1 District adjacent to a building of significant historic character in the historic district must be set back an average of the two adjacent structures on either side, unless waived by the Zoning Administrator.



Landscaped Berms

Landscaped berms as part of the landscaped setback can be an effective way to reduce the impacts of traffic on adjacent residential uses, to frame interior views from the site, and to create separation between uses. Slopes of effective berms may not exceed 3:1. The planting pattern should adopt the rolling quality of the berm itself, trees specifically should not be placed uniformly on the top of the berm. Where space allows, berms can also be used as a more natural solution to screening between uses in conjunction with a fence or wall.



A berm with mixed planting between condominium project and collector road creates a greater sense of separation.



A berm can often more effectively use limited space as a division between uses using the grade change combined with planting.



Viewed from inside-out, a berm can help reduce the impacts of road and parking lot pavement, as well as the commercial environment across the street.



Parking Area Landscaping

Quantity and quality of landscaping within parking areas should be designed to meet the following objectives:

- Contribute to overall site tree canopy coverage
- Designate clear circulation patterns for vehicles and pedestrians
- Reduce heat island effect of pavement [according to recent study, a mature tree canopy reduces air temperatures by 5-10 degrees].
- Enhance market value of the property [Recent survey found 86% of real estate appraisers felt landscaping added to dollar value of commercial real estate.]



(Left) Linear landscaped islands define travelways within a parking lot; (top) Larger landscaped island serves a dual purpose in establishing the throughfare and defining the parking spaces

The following guidelines for parking area landscaping (Sec. 21-235 of the Zoning Ordinance) are designed to ensure that all off-street parking areas (greater than 4,500 SF) have a *minimum* of five (5) percent of the area in landscaped islands or other internal landscaping. This requirement is also intended to ensure that a portion of the site's landscaping is in the parking area. Once again, it should be emphasized that these are minimum standards, additional landscaping in terms of quantity and size will only ensure greater success in attaining the objectives stated above that are shared by the Ordinance and the property/business owner.

- Each continuous row of 10 parking spaces shall be separated by a landscaped island



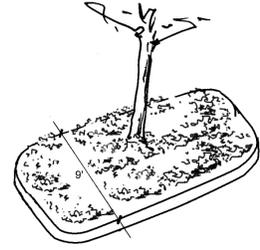
A larger deciduous tree in this island would provide more effective tree coverage



Parking Area Landscaping



- Each landscaped island shall measure a minimum of nine (9) feet in width and the length of the adjacent parking space.



- When islands are increased to a minimum of 15-feet in width, the number of parking spaces in a continuous row may be increased from 10 to 15 spaces. For larger parking areas, this will have the effect of reducing the overall size of the parking area.



Parking lot with 10-space separation



Parking lot with 15-space separation

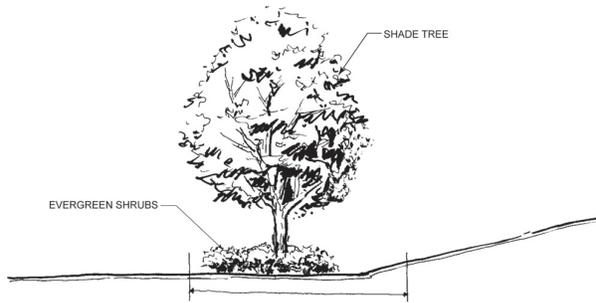


Larger landscaped island can serve as public space and focal point



Parking Area Landscaping

- Each island must be planted with a least one (1) large deciduous tree suitable for parking lots (see *Tree Canopy Matrix*) and appropriate vegetative groundcover and/or shrubbery and mulch as illustrated; pea gravel or stone is not an acceptable groundcover.



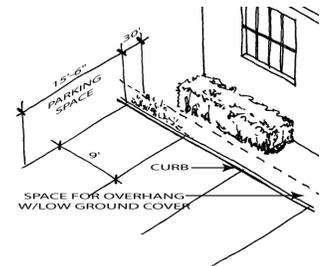
Large deciduous trees in parking lot islands are most effective, but smaller ornamentals as accent color may be used in a few of the islands.

- A peripheral landscape strip of five (5) feet in width to divide an off-street parking area from each abutting property shall consist of trees, shrubs, vegetative ground cover, and other plant material, as illustrated (See Buffers and Screening for additional examples of wider buffers)



(Left) Screening with Leyland Cypress (or comparable) combined with black chain-link fence makes an acceptable perimeter within a narrow area; (Top) Shrubs placed in the front landscaped setback as parking lot perimeter should be smaller and well maintained; such treatment should never substitute for street trees

- All off-street parking lots (except for those serving single-family or two-family detached dwellings) are to be paved with asphalt, surface treatment, concrete or unit pavers. The Zoning Ordinance (Sec 21-198 (g)), allows up to 30 inches of the required length of an off-street parking space to be provided as a vehicle overhang area, and does not need to be paved.



wheel stops at 30" replacing pavement with planted stripor curb may be pulled out 30"



Buffers and Screening Landscape

Side or rear yard buffers of varying widths are required on the site of uses in certain districts adjoining Residential Uses (Sec. 21-236 of zoning ordinance):

15-feet:

- B-1 Central Business District
- B-4 Neighborhood Commercial

25-feet:

- B-2 Highway Commercial

50-feet:

- PSC Planned Shopping Center
- POB Planned Office Business
- M-1 Limited Industrial
- PMH Planned Mobile Home



Dense evergreen screen along rear property line of Ashland/Hanover Shopping Center at Cottage Green Drive



Natural Edge Screen



Planted Three-Layered Screen



Natural Buffer without defined edge

The buffer must be a continuous visual screen of at least 6-feet in height and consist of fence, wall, evergreen vegetation, earth berm or combinations. Retention of natural vegetation is encouraged through the removal of scrub and selective thinning to establish a clear edge.

On-going, regular maintenance of such buffer will better ensure its effectiveness and health. No building, structure, parking, loading, outside storage or service areas can be located in the buffer area.

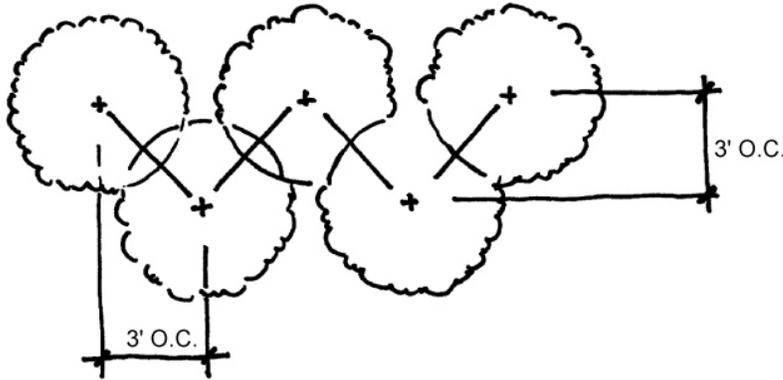
(left) New landscape buffers may take years to mature;(right) retention of existing mature trees between uses is desired.





Buffers and Screening Landscape

Large Shrubs



LARGE SHRUB BUFFER PLANTING

Suggested placement for either red tip Photinia or Southern Wax Myrtle. Both are similar in size and tolerance. Southern Wax Myrtle is much more resilient and relatively disease free.



Red Tip Photinia:

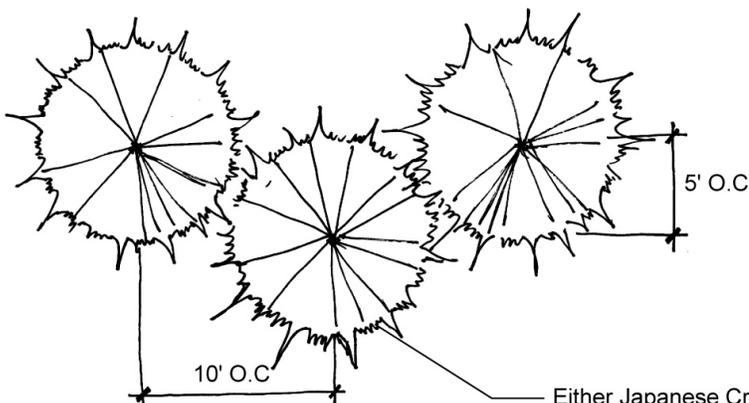
Screening plant reaches a height of 6-10 feet and spread of 4-5 feet, susceptible to blackspot.



Wax Myrtle:

A large hardy, relatively disease-free shrub; height of 10-12 feet and with spread of 8-10 feet.

Evergreen Trees*



Either Japanese Cryptomeria or Leland Cypress

For large evergreen buffer using the above materials, both species have similar habit and size(10-20' spread with 50-60' height), tolerant of most conditions. Requires full sun.



Japanese Cryptomeria:

Fine textured handsome upright evergreen; tolerant and few pest problems; height of 60-80 feet with a spread of 25-35 feet.



Leyland Cypress:

Rapid growth; popular screening tree; heights of 60-70 feet with a spread of 12-17 feet, but often is not long-lived.

* Additional evergreen tree species listed in *Appendix A, Tree Canopy Matrix*



Loading / Service and Outside Storage

Service alleys (Sec. 21-236(a)(1) of the Zoning Ordinance) between commercial and residential uses should be screened with natural vegetation, fences, walls, or a combination. As shown in the example on the right, residential properties make use of a 6-foot high wooden fence, while a row of photinias is planted along the alley on the adjacent commercial property. Non-galvanized, dark colored chain link fencing, planted with an evergreen screen (see photo on previous page), may be used at locations not visible from a public street or residential property.



Loading / service areas and trash collection should be placed to the rear of the property, and under no circumstances, should it be placed within the front yard. A 6-foot high structural fence or wall, evergreen vegetative material, or combination, must screen these service areas to reduce visibility from a street or from an adjacent residential use.



(top) Loading / building service areas are best placed back-to-back in paired buildings; (right) rear loading areas may be screened from the front access drive through the combined use of masonry wall and evergreens.



Dumpsters must be surrounded by a 6-foot high wall or opaque fence when located a visible distance from a public road, and adjacent to a residential use; dumpster enclosure material should be compatible with the material used for the main building and doors should be solidly constructed. Vegetation surrounding the dumpster enclosure helps it to blend in with the surrounding landscape.



Public Signs

An active, and recognizable public signage program is already in place throughout Ashland. The design parameters of a sign placed within a metal frame between two Victorian-style posts and using gold letters on a dark green background establish guidance for future signage. Similar welcome signs (opposite) should also be placed at the other key gateways into Ashland.



Directional signage, developed as part of the public signage program can be used as an incentive to reduce both the number and size of individual freestanding signs for businesses, particularly those in the Route 54 entrance corridor. Such a directional sign should be limited in size to 20 square feet and placed in the median.



Existing interstate-style blue signs could be replaced by a more uniform directional sign in keeping with Ashland welcome sign; number of businesses on the sign should be limited to six(6) to ensure readability.



A public banner program making use of available utility poles along England Street and also along Route 54 toward the Interstate could announce special events by adding vibrancy and color.



Commercial Signs

Most commercial signs within the B-2 Highway Commercial Districts of Route 1 and Route 54 can be classified as “freestanding” signs (Sec. 21-211 (b) of the Zoning Ordinance). One freestanding business identification sign is allowed per lot. The height is limited to 18-feet and the sign area cannot exceed 60 square feet.



This sign is 54 SF in area and 20-feet in height, and would exceed new height standards.



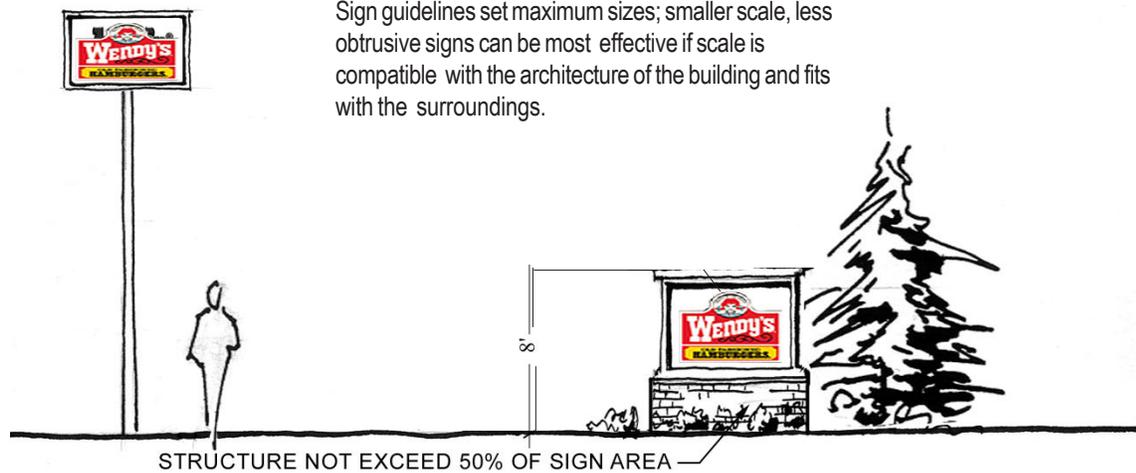
At less than 40 SF and 18' in height, this sign is in keeping with the new standards.



This sign is 50 SF in area and 24-feet in height, and would exceed new height standards.



Sign guidelines set maximum sizes; smaller scale, less obtrusive signs can be most effective if scale is compatible with the architecture of the building and fits with the surroundings.



Monument signs are preferred over freestanding signs and will be permitted to be greater in size by 25% up to a maximum of 75 SF and 8-feet in height as shown above.



Commercial Signs / Gas Station Canopies

By definition, a gas station canopy can be considered to be an attached sign (Sec. 21-207.1(c)(1) which would be limited as to size. Canopies should be kept in scale with the building and not exceed the maximum height of the main structure approved by the Zoning Administrator. Pitched roofs are strongly encouraged and if one is proposed. Architectural details on the cornice line rather than logo colors are recommended. The canopy cornice should not be internally illuminated, and ceiling lighting should be flush-mounted. Fuel pump signs placed directly on a fuel pump are limited to 2-square feet on each pump face (Sec. 21-207.1(c)(5) of the Zoning Ordinance). In the event that the attached sign on the main structure on the main structure is obscured from view because of the requirements of the zoning ordinance, the owner may be allowed to place their approved attached sign on the canopy itself. The sign must adhere to all of the regulations that accompany any other attached sign in this district.



(Left) Pitched roof canopies and smaller scale canopies (right) represent acceptable design alternatives to the large, flat-roofed gas station canopies that are becoming common-place (below).





Downtown (B-1 Central Business) Signs



A major portion of the B-1 Central Business District is distinctly pedestrian oriented (primarily along Railroad Avenue and portions of England Street). All signs, including free-standing, attached and projecting signs in this portion of the B-1 Central Business District should relate to the pedestrian. Representative examples of small-scale pedestrian signs are shown above. While projecting signs cannot exceed the maximum size limitations of the zoning ordinance (Sec. 21-207.1 of the Zoning Ordinance), they must also receive encroachment authorization from the Town Manager if extending over a public right-of-way (Sec. 21-211(f)).

Signs that project over the public right-of-way should:

- 1) not exceed 12-square feet in area,
- 2) be no larger than one-third of building height,
- 3) not project from building greater than 10-feet, or more than 2-feet less than the width of sidewalk; and
- 4) have a minimum under-clearance of 12-feet.



Downtown (B-1 Central Business) Signs

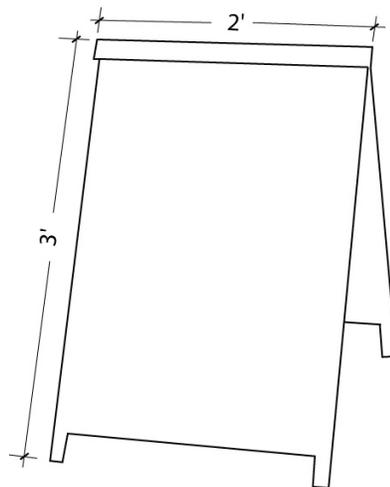


Existing sandwich board signs in Ashland. While professionally prepared, the sign pictured below is too large to meet standards suitable for Ashland sidewalks.



Professional quality A-frame (sandwich board) signs in the B-1 District can add interest for the pedestrian, but should be no greater than 2-feet in width and 3-feet in height in keeping with the scale of the average sidewalk in downtown Ashland (10 to 12-feet in width). A-frame signs must only be placed on sidewalks or on primary pedestrian paths (as shown below) that have a minimum width of 60 inches or 5 feet. The sign must be placed to allow a minimum clearance of 36-inches for wheel chair access. In instances where the business entrance does not front the public street, the sign may be located not more than four (4) feet from the edge of the main building. All such signs that encroach onto the public right-of way must receive encroachment authorization issued in writing by the Town Manager.

Only one board per business is allowed in accordance with approval requirements of Sec. 21-211 of the Ordinance provided there are no free-standing signs. These signs must fit into the general, historic character of the B-1 District and be constructed of high quality materials. For example, two pieces of plywood connected by a hinge is not considered to be an acceptable A-frame sign.



The A-frame sign should measure no more than 2' by 3'



Placement should be close to the building and entry of the business to provide adequate sidewalk clearance.



Public Street and Pedestrian Lighting

This account from “Ashland, Ashland” by Rosanne Shalf sets the historical context for public street lighting improvements:

Electric lights were a bit too high-tech for a town the size of Ashland, but kerosene [lights] were not, and those were finally installed sometime before 1883. Henry Ellis described the lamps as well as the lamplighter, Eugy Luck, who worked from 1892 to 1920 [p. 149]:

“The streetlights of that time were probably as up-to-date as the town they served. They were dimmer than the memory of them is now. Fairly well distributed were oil lamps set on cedar posts about eight feet high. These lamps had adjustable false bottoms, which automatically snuffed out the light before day-break and prevented the consumption of more than one third of the oil in any one night. Eugy Luck was just then beginning his long and honorable career as a factotum of the town. Every evening at about dusk, he would start his long walk all over town – from the Anderson’s (S. Center St. at Early St.) to the Blinco’s (N. Center St. at Smith St.) and from the Telegraph Road (U S. No. 1) almost to the Cemetery carrying his little three-step ladder and lighting the lamps that gave a feeble glow for a little space around them, dispelling the gloom without lighting the town. On every fourth night, he would carry also, a five-gallon oil can, refill the lamps, clean the chimneys, and trim the wicks. He never failed in this exacting task. It is appalling to think of how many miles he walked in the years he gave to it, but his treadmill existence never seemed to pall on him or to impair his sense of duty and responsibility. Fortunately, he had some relief once a month for several days, for it was the policy of a conservative administration not to light the lamps on nights when a full moon was promised by the almanac.”

Present-day street and pedestrian lighting has made some progress since this description of earlier times. However, street lighting is sporadic, provided by standard high-mounted cobraheads either the “open vertical unit” or “enclosed unit” as per Dominion Virginia Power catalog (see below). Pedestrian lighting is limited to the “Colonial” style fixture placed on a 16-foot concrete or fiberglass pole along Railroad Avenue and other locations such as the side and rear of the library and in the municipal parking lot. The library front and one block of Robinson Street are also lit by a vintage-style pole with a shepherd’s hook modeled after an older light fixture found by the train station. Historic photos of Ashland show very little in the way of lighting except for a lantern-like fixture which may have replaced some of the original oil lamps described above.



Open Vertical Unit



Enclosed Unit



Colonial on concrete pole



Colonial on fiberglass pole



Public Street and Pedestrian Lighting



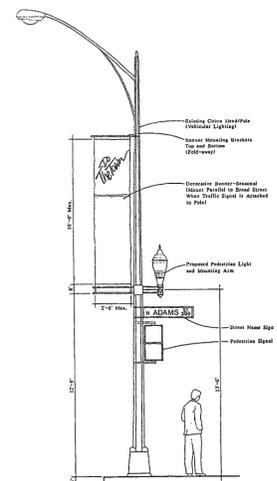
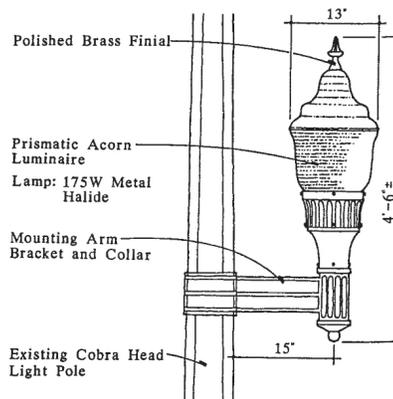
Modern-day "shepherd hook" lights around library and train station

These guidelines for street and pedestrian lighting recognize the functional and aesthetic value of providing lighting. Similar to the public street tree planting program, the guidelines recommend the following priority areas for improved lighting:

1. Old-style cobra-heads within the public right-of-way should be replaced with a roadway cut-off luminaires with flat lens covers on a regular schedule throughout the town focusing first on the residential areas and then moving to the office, industrial and commercial areas.
2. The following corridors are established as key corridors for the installation of pedestrian-level lighting:
 - England Street from Route 1 west to Town Hall
 - Railroad Avenue / Center Street from the Henry Clay Inn to the Hanover Arts and Humanities Center
 - Route 54 from Route 1 to the I-95 interchange
3. When required for new development, pedestrian scale lighting in public rights-of-way shall adopt the Town standard as described herein. Street lighting as required in new developments (Sec. 17-55.1 of the Subdivision Ordinance) at intersections and spaced at a minimum of a 400-foot interval (unless otherwise specified by a final site plan) within residential subdivisions should also follow these same standards for replacement of cobra-head lighting.

Each of these corridors offers separate challenges with the installation of pedestrian fixtures, most notably, the presence of overhead utilities and wooden utility poles spaced at random intervals. While some of this service can be simplified and moved to the rear of properties, the pedestrian lighting program will need to recognize that existing utilities along these corridors are not going to be placed underground. The south side of England Street and Route 54 is the most impacted by overhead utilities, and may not practically accommodate an additional set of pedestrian poles. Spacing and the effects of pedestrian scale lighting will vary by corridor.

As shown opposite, pedestrian light poles and utility poles can co-exist side-by-side ... or an ornamental arm and light can be attached to an existing utility pole.





Public Street and Pedestrian Lighting

These guidelines recommend the installation of a decorative luminaire within the public rights-of-way of the priority roadways. The lighting should be in keeping with the turn-of-the-century period for Ashland, and should be dark-sky compliant. The light throw pattern can be directed using a Type III Acrylic refractor. Pedestrian lighting on England Street may have the added effect of lighting the roadway as well as the sidewalk due to its narrowness. A uniform spacing of 60-feet on-center working around existing utilities and street trees within these priority corridors is recommended. Lamp type should be Metal Halide (MH)175 watt to achieve best coverage and color rendition.

Any pedestrian luminaire selected would require approval by Dominion Virginia Power. The overall goal of a public pedestrian lighting program should be to improve both the function of a pedestrian-active area and to enhance the aesthetics of the town gateways and primary business areas.



Photo-image of possible pedestrian light on England Street; the north side of England Street has surprisingly few existing utility poles



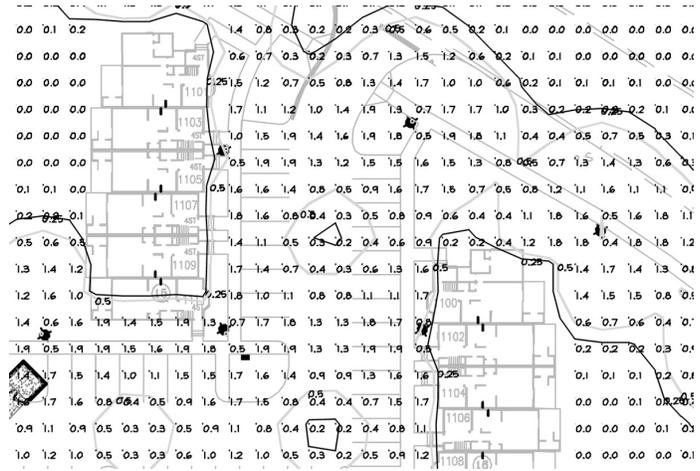


Site Lighting

The objective of the Ashland guidelines (Sec 21-266 zoning ordinance) for lighting is to better ensure safety and security within developments while reducing the effects of spill-over light on adjacent properties and into the night sky. Therefore, the standard for all site lighting requires concealed source fixtures, designed to be directional and dark-sky compliant. The light source is hidden from view and light is directed downward by an internal reflector system. To ensure the performance standard of one-half of a footcandle above the background lighting at the property line will be demonstrated, a photometric lighting plan will need to be submitted with the Site Plan as per Sec. 21-185 of the Zoning Ordinance. Such plan (example as shown below) will show the footcandle intensity throughout the site from each of the proposed fixtures (indicated by a black square in the example plan). Illumination intensity should be compatible with the intended use of the site. For most commercial parking lots, no more than 400 watts is recommended. Pole heights should not exceed 20-feet, and should be placed in consideration of the landscape plan and projected vegetation growth (as per *Tree Canopy Matrix*) so that lighting is not obscured. Quality of lighting is also dictated by the lamp type to be determined by the light designer for each site. Metal Halide (MH) (as recommended for the public street lighting program) presents a truer white light compared to High Pressure Sodium (HPS) fixtures.



Concealed and cobrahead lights suitable for commercial, office and industrial.



High pressure sodium in (Dominion Virginia Power typ.)



Metal halide



Sidewalks

Concrete sidewalks having a minimum five-foot width should be provided, wherever practical, along all major thoroughfares (highway commercial), collectors, and new residential streets within public rights-of-way as prioritized on an annual basis by the Town of Ashland through the *Bicycle and Pedestrian Plan*. Wide asphalt sidewalks as shown (photo top right) are not recommended as a “sidewalk” (see discussion on trails next page). New sidewalks and completion of existing projects may be undertaken by the Town or by the developer of individual parcels as part of the landscaped setback. As shown by the following examples, the typical cross-section will vary depending on available space and adjacent use. The inclusion of a minimum 4-foot wide landscaped strip between the roadway and the sidewalk is desired, however, such a continuous strip is not practical in the B-1 Central Business District.



This landscape strip is too narrow to support street trees; if the space does not allow a 4-foot width, the sidewalk should be placed against the curb with street trees behind the sidewalk and within 10-feet of the curb.



Right-of-way may have allowed a 4-foot landscape strip adjacent to the curb and 5-foot concrete sidewalk instead of an asphalt “path” in this situation. In cases where mature trees would be disrupted by a concrete sidewalk, other solutions should be allowed (see Trails).



Wider 10-12-foot wide concrete sidewalks of the Central Business District should be punctuated by 25-square foot tree wells.



A continuous landscape strip along active roadways can buffer pedestrians from traffic.



Pedestrian Trails

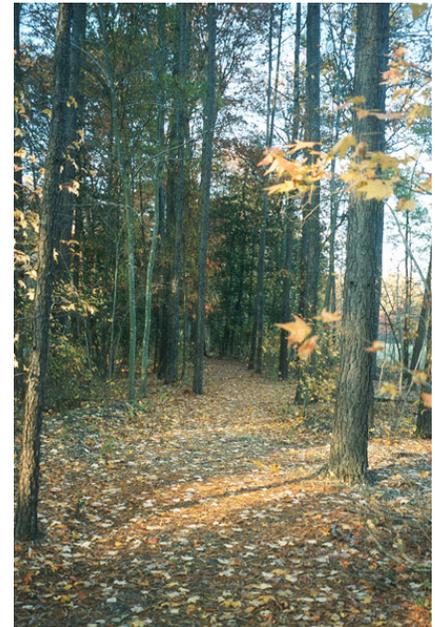
The existing Ashland trail system speaks for itself through the photographs below. From the asphalt rail-trail off of Archie Canon to the gravel paths leading to Carter Park, variable-width trails using a mix of materials effectively maintain the natural setting and add to the enjoyment of the pedestrian. Extension of the existing trail system should follow the priorities established annually by the Town in accordance with the *Bicycle and Pedestrian Plan*.



Maple Street trail to Carter Park



Trail to DeJarnette Park



Trail along RMC soccer field



Rail trail south of Vaughan Road

(top) An asphalt trail is an appropriate treatment for pedestrian access to this right-of-way along the rail, (right) An alternative to a structured concrete sidewalk that would disrupt mature trees shows a defined edge treatment and gravel path that meanders through the trees.



Trail along River Road in Henrico County



Pedestrian Trails

Trail Widths:

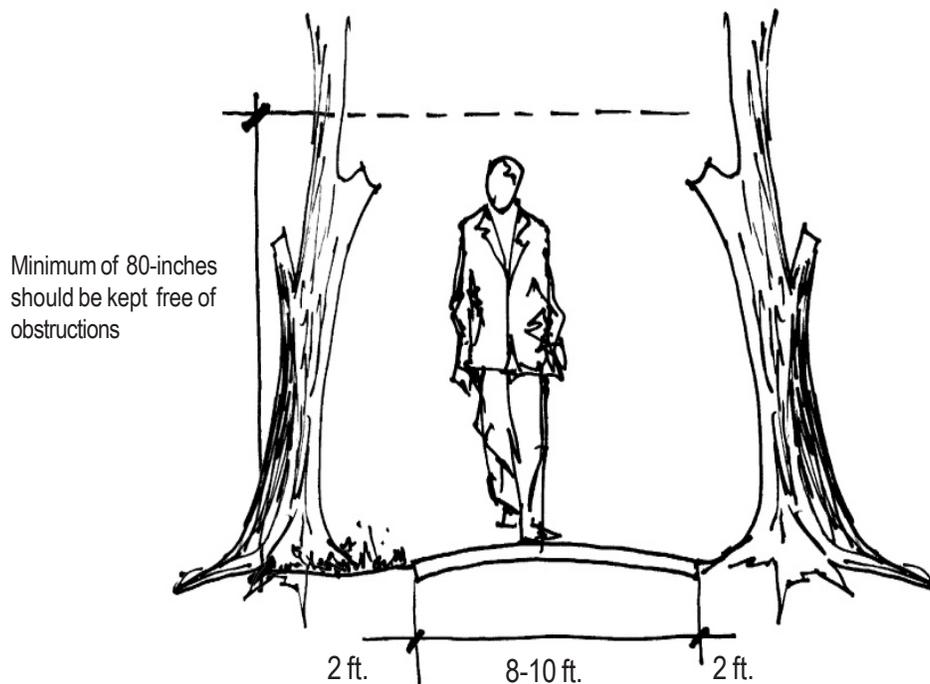
- Trail Tread of 8-10 feet with horizontal clearance of at least 2-feet on each side
- Bicycle trails should have a minimum width of 4-feet for single lane traffic; 8-feet for double lane traffic
- Multi-purpose trails (for use by bicycles as well as walkers) may require width of 8-10 feet

Trail Grade:

- Maximum of 8-10 percent for hiking

Trail Material:

- Wood chips or crusher run preferred (larger gravel should not be used)
- Heavier use / connector trails (such as rail trails) may be surfaced with asphalt



Paved with one of the following: stone dust, crusher run, asphalt

[Recommended standards in accordance with [The Virginia Greenways and Trails Toolbox](#) by the Virginia Department of Conservation and Recreation and the Virginia Trails Association, October 2000]

TREE CANOPY MATRIX

USES												
Botanical/Common Name	Street Tree	Median Tree	Parking Lot	Screening	Building	Shade	Problems	Projected 20-Yr Tree Cover Area in Sq Ft Based on Tree Height at Planting			Minimum Planting Area	Notes
								6'	7'	8'		
Small Deciduous Trees												
Carpinus carolinian/Am Hornbeam	X				X	X		125	150	200	50	small to med, flat or round topped crown
Cercis canadensis/Redbud					X	X		125	150	200	50	small, flat topped or round crown
Cornus florida/Flowering Dogwood					X	X		125	150	200	50	shrub or small, flat-topped crown
Cornus kousa/Kousa Dogwood			X		X	X		100	125	150	30	vase-shaped in youth, rounded appearance with age
Cotinus coggygria/Smoketree								100	125	150	30	upright, spreading, loose and open
Crateagus Sp./Hawthorn	X				X	X		125	150	200	50	broad rounded, low branched, wide spreading
Koelreuteria paniculata/Panicled Goldenraintree	X		X		X			125	150	200	59	dense, regular rounded
Lagerstromia Indica/Carpe Myrtle			X		X			100	150	200	30	small to med., multi stemmed
Magnolia stellata/Star Magnolia				X	X			50	75	100	30	dense oval to rounded
Magnolia soulangiana/Saucer Magnolia				X	X			100	150	200	50	upright, low branched
Prunus cerasifera/Flowering Plum			X		X			100	125	150	30	small, shrubby, twiggy & rounded
Prunus sargentii/Sargent Cherry					X			125	150	200	50	spreading approx. equal to height
Medium Deciduous Trees												
								2.5'	3.5'			
Acer campestre/Hedge Maple			X		X	X		175	225		90	rounded & dense
Acer ginnala/Amur Maple			X		X	X		175	225		90	multi-stemmed & rounded outline
Aesculus hippocastanum/Horsechestnut		X			X	X		275	325		90	upright-oval to rounded
Batula nigra/River Birch			X		X	X		275	325		90	pyramidal in youth, rounded at maturity
Carpinus betulus/European Hornbeam					X			175	250		90	pyramidal in youth, rounded at maturity
Carya Ovota/Shagbark Hickory					X	X	nuts	175	250		90	oblong crown
Castanea mollissima/Chinese Chestnut					X			175	250		90	rounded to broad rounded
Celtis occidentalis/Hackberry					X	X	berries	300	325		90	pyramidal in youth, broad top crown in old age
Cercidiphyllum japonicum/Katsura Tree			X					175	250		90	pyramidal in youth, rounded at maturity
Diospyros virginiana/Persimmon		X	X		X		messy fruit	175	250		90	slender oval-rounded crown
Ginkgo biloba/Ginkgo, Maidenhair Tree						X		175	225		90	pyramidal in youth, wide spreading in old age
Ginkgo - Male only						X					90	pyramidal in youth, wide spreading in old age
Gymnocladus dioicus/Kentucky Coffeetree	X							175	250		90	narrow, obovate crown
Juglans nigra/Black Walnut		X	X		X	X	messy fruit	275	325		90	oval to rounded crown
Larix decidua/European Larch	X		X		X			200	250		90	pyramidal, with drooping branches
Liquidambar styraciflua/Sweetgum					X	X	gum balls	200	250		90	pyramidal in youth, rounded at maturity
Magnolia macrophylla/Bigleaf Magnolia				X			seed cones	175	200		90	round headed
Metasequoia glyptostroboides/Dawn Redwood	X		X		X	X		175	250		90	pyramidal in youth, broad top crown in old age
Nyssa sylvatica/Black Gum, Tupelo					X	X		175	250		90	pyramidal in youth, rounded or flat-topped w/age
Prunus serotina/Black Cherry		X			X			175	250		90	pyramidal in youth, oval-headed at maturity
Prunus yedoensis/Yoshino Cherry		X						175	200		90	weeping form
Quercus alba/White Oak	X		X		X	X		200	300		90	pyramidal in youth, broad-rounded at maturity
Quercus imbricaria/Shingle Oak					X	X		200	300		90	pyramidal in youth, broad-rounded at maturity
Quercus robur 'Fastigiata'/Columnar English Oak	X				X	X		175	250		90	broad rounded, open headed w/short trunk
Sophora japonica/Japanese Pagoda Tree		X						200	250		90	broad rounded crown
Tilia americana/American Linden, Basswood								250	325		90	ovate, oblong or somewhat rounded crown
'Redmont'	X		X					250	325		90	densely pyramidal
'Legend'	X		X					250	325		90	pyramidal w/a central leader

TREE CANOPY MATRIX

Botanical/Common Name	Street	Median	Parking	Screening	Building	Shade	Problems	Projected 20-Yr Tree Cover Area			Minimum	Notes
	Tree	Tree	Lot					in Sq Ft Based on Tree Height at Planting			Planting Area Sq Ft	
Large Deciduous Trees								2.5'	3.5'			
Acer rubrum/Red Maple	X		X		X	X		250	350		130	pyramidal in youth, rounded crown w/age
Acer saccharum/Sugar Maple			X		X			250	350		130	oval to rounded crown
Carya illinoensis/Pecan					X	X	nuts	350	400		130	broadly oval crown
Fagus grandifolia/American Beech			X					250	300		130	wide-sprading crown
Fagus sylvatica/European Beech			X			X		250	300		130	densely pyramidal to rounded
Fraxinus americana/White Ash			X			X		250	350		130	pyramidal in youth, rounded crown w/age
Fraxinus pennsylvanica/Green Ash								250	300		130	pyramidal in youth, irregular crown at maturity
'Marshall's Seedless'	X				X	X		250	300		130	irregular form
Gleditsia triacanthos inermis/ Thornless Honey Locust												open spreading crown
'Shademaster'	X		X		X	X		250	350		130	ascending branches
Magnolia acuminata/Cucumber tree				X				250	300		130	pyramidal in youth, rounded outline w/age
Platanus acefolia/London Planetree	X		X					325	400		130	pyramidal in youth, wide-sprading outline w/age
Platanus occidentalis/Sycamore			X			X	seed balls	325	400		130	wide-sprading open crown
Prunus serrulata 'Kwanzan'/ Kwanzan Cherry		X			X			250	300		130	vase-shaped to rounded outline
Quercus acutissima/Sawtooth Oak			X			X		250	300		130	oval to rounded crown
Quercus bicolor/Swamp White Oak			X			X		250	300		130	broad, open, round-topped crown
Quercus coccinea/Scarlet Oak					X	X		250	325		130	rounded & open at maturity
Quercus palustris/Pin Oak					X	X		250	325		130	pyramidal to oval-pyramidal
Quercus phellos/Willow Oak				X		X		250	300		130	pblong-oval to rounded crown
Quercus rubra/Red Oak			X			X		250	325		130	rounded & round-topped at maturity
Taxodium distichum/Bald Cypress	X		X					250	300		130	pyramidal
Tilia cordata/Littleleaf Linden								250	300		130	
'Greenspire'	X		X					250	300		130	upright-oval to pyramidal-rounded
Ulmus hollandica 'Groenveldt'/ Groenveldt Elm	X		X			X		300	375		130	round-headed
Ulmus parvifolia/Chinese Elm			X			X		250	300		130	round-headed
Zelkova serrata/Zelkova	X		X					250	325		130	vase-shaped w/ascending branches

TREE CANOPY MATRIX

Botanical/Common Name	Street Tree	Median Tree	U S E S					Projected 20-Yr Tree Cover			Minimum Planting Area Sq Ft	Notes		
			Parking Lot	Screening	Building	Shade	Problems	area in Sq Ft Based on Tree Height at Planting						
								5 - 6'	7 - 8'	9'+				
Evergreen Shrubs														
Abies concolor/White Fir, Concolor Fir					X					50	75	100	30	conical & branched to the base
Calocedrus decurrens/California Incensecedar					X					50	70	90	30	compact pyramidal
Chamaecyparis lawsoniana/Lawson False Cypress					X					50	75	100	30	pyramidal to conical
Chamaecyparis obtusa/Hinoki False Cypress					X					50	75	100	30	pyramidal
Chamaecyparis pisifera 'Plumosa'/Plume Sawara False Cypress					X					50	75	100	30	pyramidal
Ilex aquifolium/English Holly					X					50	75	100	30	pyramidal
Ilex X attenuata 'Fosteri'/Foster's Holly					X					50	75	100	30	pyramidal
Ilex opaca/American Holly					X					50	75	100	30	conical to crown at maturity
Juniperus chinensis/Chinese Juniper columnar Varieties of Chinese Juniper														erect, narrow, conical
'Hetzi columnaris'					X					50	70	90	30	upright pyramidal
'Kettleeri'					X					50	70	90	30	broadly pyramidal
'Robusta Green'					X					50	70	90	30	upright pyramidal
Juniperus scopulorum/Rocky Mountain Juniper														narrow, pyramidal, opening w/age
'Blue Haven'					X					50	70	90	30	neat pyramidal
'Columnaris'					X					50	70	90	30	neat pyramidal
'Grey Gleam'					X					50	70	90	30	pyramidal
'Moonglow'					X					50	70	90	30	dense pyramidal
Juniperus virginiana/Eastern Red Cedar														pyramidal in youth, pendulous in old age
'Canaerti'					X					50	70	90	30	compact pyramidal
'Manhattan Blue'					X					50	70	90	30	compact pyramidal
'Princeton Sentry'					X					50	70	90	30	compact narrow form
Myrica cerifera/Southern Waxmyrtle					X					50	70	90	20	broad rounded form
Thuja occidentalis 'Nigra'/Nigra Arborvitae					X					50	70	90	30	dense, broad-pyramidal
Thuja orientalis/Columnar Oriental Arborvitae					X					50	70	90	30	upright, dense habit
Small Evergreen Trees														
Cedrus deodora/Deodar Cedar					X					100	125	175	50	pyramidal to flat-topped
Cryptomeria japonica/Japanese Cryptomeria					X					100	125	175	50	pyramidal to conical
X Cupressocyparis leylandii/Leyland Cypress					X					100	125	175	50	columnar to pyramidal outline
Picea glauca/White Spruce					X					100	125	175	50	pyramidal w/horizontal to ascending branches
Picea omorika/Siberian Spruce					X					75	100	150	50	narrow, pyramidal head
Pseudotsuga menziesii/Douglas Fir					X					100	125	175	50	open spire pyramidal
Tsuga canadensis/Canadian Hemlock					X					100	125	175	50	pyramidal to pendulous pyramidal
Medium Evergreen Trees														
Cedrus atlantica/Atlas Cedar					X					125	150	175	90	pyramidal to flat-topped
Picea abies/Norway Spruce					X					150	175	225	90	pyramidal w/pendulous branchlets
Pinus echinata/Shortleaf Pine					X					150	175	225	90	pyramidal crown
Pinus nigra/Austrian Pine					X					150	175	225	90	pyramidal to flat-topped
Pinus thunbergii/Japanese Black Pine					X					150	175	225	90	open pyramidal to flat-topped
Magnolia grandiflora/Southern Magnolia					X					175	250	325	130	densely pyramidal to columnar-pyramidal
Large Evergreen Trees														
Pinus rigida/Pitch Pine					X					175	250	300	130	open, irregular pyramidal
Pinus strobus/White Pine					X					175	250	300	130	pyramidal in youth, flat-topped crown in old age
Pinus sylvestris/Scotch Pine					X					175	250	300	130	irregular pyramidal

Note: Size categories based on 20-year crown spread, not mature height or spread.