Washington Township
Streetscape Enhancement Guidelines
Conceptual Recommendations

February, 2001

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Washington Township Streetscape Enhancement Guidelines

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1.1-0 Introduction

The Washington Township Trustees, Administration and the Planning/Development Department recognized the need for a comprehensive streetscape enhancement study of the vehicular roadway systems throughout the Township. A key component of this study was the contributions made by the Visual Improvement Projects (VIP) Committee. The VIP Committee is comprised of Township residents who have a sincere interest and common vision for the beautification and enhancement of these transportation corridors which directly reflect or present their community image.

The VIP Committee and representatives from various Township Departments were instrumental in providing the following information/guidance which established this Study’s scope and program:

- Project study area limits
- Existing problem areas
- Immediate and near future development opportunities or impacts
- Prioritizing transportation corridors and community gateways

The VIP Committee and Township representatives involvement throughout the planning/design process was critical as various assumptions, analysis and recommendations were presented in numerous workshop/review meetings. Broad streetscape enhancement design concepts/alternatives for the corridors and their respective gateways were reviewed, refined and agreed upon in the early phases of the study process. Individual streetscape elements were discussed and introduced in a variety of streetscape applications or scenarios for the Township and the VIP Committee to review. The refinement of design concepts through the selection and organization of streetscape elements that are site specific was the final phase of the study.

The following planning/design study documentation represents the input and refinement of ideas and concepts that will enhance the streetscape corridors and gateways within the Township.

Implementation of the conceptual streetscape enhancement guidelines will establish a new Community identity or image which uniquely represents Washington Township.

1.1-1 Project Scope

The Washington Township Streetscape Enhancement Study is a comprehensive analysis of the streetscape corridors, intersections and individual gateway entry sites. The study will encompass the elements of a typical streetscape and provide general guidance for future development, including public and private improvements. This study will also provide guidelines that can be applied to individual projects and a listing of desired individual improvements that can be included in future budgets. These guidelines will address the following:

- Corridor enhancement
- Gateway and entrance enhancement
- Site standards
- Streetscape amenities
- Standard tree palette

1.1-2 Using the Streetscape Enhancement Guidelines

With the recent improvements to the Township as well as the major changes to the Development Standards set forth in the Washington Township zoning Resolution, Washington Township realizes the importance of analyzing the outdoor spaces of the Township in a holistic manner. This document establishes a vision for the future development of the Township by addressing common aesthetic issues that can enhance the image of the Township.

The recommendations in the Streetscape Guidelines should be used as a guide to future improvements to the Township’s development.

The recommendations are not intended to dictate final design, but rather to establish guidelines to steer the development of a variety of spaces over time.

The spatial hierarchies set forth are to categorize the diverse spaces by grouping them by similar spatial qualities. Recommendations are then made for the landscape treatment of each type of space. The site-specific recommendations apply the standards established for the general categories of spatial quantities to the individual spaces of Washington Township. In order to apply the standards to each space, consideration must be given to the unique context of each space. (Refer to the Washington Township Map, next page).

The established Streetscape Guidelines can then be utilized by the Washington Township staff and their consultants as a guide to future improvements. In addition the Washington Township staff can use the Guidelines to identify future projects and prioritize them with other capital improvement projects.

Finally, the Site Standards describes the palette of Standard Site Elements that can be utilized on future projects to unify the Township’s aesthetics. With the use of these details, many areas of the Township can begin to be retrofitted through a series of smaller improvements such as updating of paving, lighting, planting and site furnishings. It is the total orchestration of these elements which will create a cohesive character throughout Washington Township.

1.1-3 Existing Conditions, Analysis, & Opportunities

The inventory of the existing condition of Washington Township and the subsequent analysis which reveals the opportunities and constraints of the Township are achieved through aerial photography, maps, data gathering and numerous site visits. Utilizing this material, the consultant team performed a review of all aspects of the corridors and gateways. The results of this analysis were then recorded and graphically illustrated.
Corridor Study
A variety of public streetscapes will exist in each development based on the hierarchy of the street network. Streetscape elements include paving, curbs, sidewalks, landscaping and lighting. Additional elements such as street trees and signage can provide functional comforts while also reinforcing the streetscape.

The street corridors have been organized into 3 categories based on prominence and visibility. The characteristics and existing conditions associated with each are then described.

2.1-0 Primary Corridors
State Route 725 is the major East/West vehicular corridor through Washington Township. Its relationship to I-670 and the associated commercial and retail business has naturally defined this corridor as one of the primary corridors within the Township. This highly visible corridor will have the biggest impact on creating a lasting impression on visitors and developing an identity for the people whom live within Washington Township.

The Far Hills corridor, at the North end of the Township, has many of the same attributes as SR 725, even though it is not quite the scale as SR 725. The high volume of traffic and the development of retail and office uses has created a passageway that is dominated by vehicles, creating an unfriendly pedestrian environment.

Inventory and Analysis
Both of these corridors share many of the same issues, concerns and constraints that are common throughout the Township. The following physical conditions represent issues that will be addressed through streetscape improvements thereby enhancing the functional and aesthetic qualities of the primary corridors.

Curb cuts close to intersections create unsafe pedestrian and vehicular conditions. This condition is common at major intersections and is often found at gas stations that possess multiple points of access.

Bus stops within the Township, for the most part, consist of a bench that is in close proximity to the vehicular traffic. The lack of an overhead structure exposes the pedestrian to the natural elements, again creating a negative experience for the user.

These corridors are typically dominated by overhead utility lines and their associated structures. These views are particularly distracting and are the major contributor to the visual clutter of the corridor.

Very few of the parking areas are screened from the roadway with vegetation. In addition to these unsightly parking areas, the majority of these sites provide little or no interior landscape. Not breaking up these vast areas of stark asphalt adds to the monotony of these spaces.

The lack of street trees and/or the inconsistent spacing of trees does little to the visual unification of the corridors.

Most of the primary corridors consist of 5 lanes of traffic, which is functionally necessary to move vehicular traffic. The wide cross section of pavement lacks visual interest and may encourage higher vehicular speeds.

Pedestrian access across these corridors is difficult and uncomfortable. The wide expanse of pavement and the lack of pedestrian amenities at the corners create an intimidating pedestrian experience.

The typical ODOT traffic style cobra head light fixtures currently light the majority of the primary corridors.

Signage along the corridors varies in shape, size and height. Often times the height and size of the sign does not relate to the size of the parcel size. Also, several business have multiple signs on individual parcels, adding to the visual clutter of the street.

General Recommendations
Provide plant material and/or mounding to screen parking lots that front the major corridor.

Provide street trees, 3” in caliper or greater, to create rhythm and unity along the corridors. Provide one tree for every 40’ of frontage (Refer to the Township’s Landscape Ordinance).

Replace high-maintenance areas such as median strips of grass with brick paving units.

Existing utility poles and above-ground wires (telephone, lighting, electric and traffic signals) are visually unattractive. Study the feasibility of burying above-ground utilities. If this is not feasible, consider the consolidation of lines onto a single utility pole that reflects the Township’s standard for poles.

Consider the introduction of mast arm signal poles at all applicable intersections.

Replace all existing cobra head light features with new proposed poles and fixtures.

Doubling up on the uses of proposed street poles. New proposed street poles shall also accommodate banners, street signs, hanging baskets and Township signs.

Create signage that reflects the overall character of Washington Township while maximizing signage efficiency.

Identify key intersections within the Township where new site elements may be incorporated into the Township’s identity.

Major intersections along the primary corridors shall receive amenities to reinforce the streetscape. Amenities include masonry columns, specialty paving, landscaping, mast arms and pedestrian scale lighting.
2.2-0 Secondary Corridors

Secondary corridors are defined by highly used passageways, vehicular and/or pedestrian, that have a special identity or are used significantly by the people of Washington Township. Examples of these corridors are McEwen Road, and its proximity to the government municipal buildings, and Lyons Road with its business district growth. These corridors may or may not always be highly visible or contain the high volume of traffic associated with the primary corridors, however they will leave a lasting impression on the users.

Inventory and analysis

Both of these corridors share many of the same issues, concerns and constraints that is common throughout the Township. The following physical conditions represent issues that will be addressed through streetscape improvements to enhance the functional and aesthetic qualities of the secondary corridors.

Curb cuts close to intersections create unsafe conditions. This condition is common at major intersections and is often found at gas stations that possess multiple points of access.

For the most part, bus stops within the Township consist of a bench that is in close proximity to the vehicular traffic. The lack of an overhead structure also exposes the pedestrian to the natural elements, again creating a negative experience for the user.

These corridors are typically dominated by overhead utility lines and their associated structures. These views are particularly distracting and are the major contributor to the visual clutter of the corridor.

Very few of the parking areas are screened with vegetation and/or mounding from the roadway. In addition to these unsightly parking areas, the majority of these sites provide little or no interior landscaping. Thus, contributing to the monotony of these vast areas of stark asphalt.

The lack of street trees and/or the inconsistent spacing of trees does little to the visual unification of the corridors.

The majority of secondary corridors consist of 4 lanes of traffic, which is functionally necessary to move vehicular traffic. The wide cross section of pavement lack visual interest and may encourage higher vehicular speeds.

Pedestrian access across these corridors is difficult and uncomfortable. The wide expanse of pavement and the lack of pedestrian amenities at the corners creates an intimidating pedestrian experience.

The typical ODOT traffic style cobra head light fixtures currently light the majority of the secondary corridors.

Signage along the corridors varies in shape, size and height. Often times, the height and size of the sign does not relate to the size of the parcel size. Also, several business have multiple signs on individual parcels, adding to the visual clutter of the street.

General Recommendations

Provide plant material and mounding to screen parking lots that front these corridors.

Provide street trees, 3” in caliper or greater, to create rhythm and unity along the corridors. Provide one tree for every 40’ of frontage (Refer to the Township’s Landscape Ordinance).

Replace high maintenance areas such as medium strips of grass or landscapes with brick paving units.

Existing utility poles and above ground wires (telephone, lighting, electric and traffic signals) are visually unattractive. Study the feasibility of burying above ground utilities. If this is not feasible, consider the consolidation of lines onto a single utility pole that reflects the Township’s standard for poles. Consider the introduction of mast arm signal poles at all applicable intersections.

Replace all existing cobra head light features with new proposed poles and fixtures.

Doubling up on the uses of proposed street poles. New proposed street poles shall also accommodate banners, street signs, hanging baskets and Township signs.

Create signage that reflects the overall character of Washington Township while maximizing signage efficiency.

Identify key intersections within the Township where new site elements may be incorporated into the Township’s identity.
2.3-0  Tertiary Corridors

The tertiary corridor is the most prominent corridor, consisting mostly of rural or residential development along a two lane road. These corridors are predominantly traveled by people that live within or adjacent to the Washington Township community.

The development of these corridors will focus more on creating community identity and character for those people that live within the Township.

Inventory and analysis

Most of the tertiary corridors lack sidewalks or any pedestrian means of circulation.

The majority of these corridors contain overhead utilities and their associated structures. These unsightly views add to the visual clutter of the corridor.

Existing township signs are older, similar in style to other street and traffic signs, or hidden by existing vegetation.

General Recommendations

Create signage that reflects the overall character of Washington Township.

Existing utility poles and above ground wires (telephone, lighting, electric and traffic signals) are visually unattractive. Study the feasibility of burying above ground utilities. Should existing intersections within a tertiary corridor warrant a signal, then the introduction of mast arms should be incorporated. The development of these intersections should then begin to reflect the primary and secondary corridor characteristics.

Provide plant material and mounding to screen parking lots and planned residential developments that front the corridor.

The Township is rapidly developing its residential base community to the South, and should develop guidelines that will encourage developers to create a memorable experience for those passing through these corridors from the rural areas.

Provide random plantings along the corridors to create a rural or residential characteristic.
**Gateways and Entrances**

Consideration of gateways and entrances into Washington Township is extremely important due to their capacity to leave a first and lasting impression. The gateways identified on the Streetscape Enhancement Plan represent the areas where vehicles and pedestrians are first introduced to Washington Township. While each location is different in terms of prominence, visibility and site conditions, all of the gateways should appear as if they where conceived as a cohesive grouping of entries with common characteristics. These designs should include similar signage, plantings, lighting, and hardscape materials.

By analyzing the existing site conditions, the current use of outdoor spaces and the future impact on Washington Township, a spatial hierarchy has been established. Spaces that share similar functions and visual qualities are grouped into spatial categories. Each gateway is then assigned basic design principles. Applying these principles will unify the functional and aesthetics qualities of similar spaces. The collective diversity of all of the spatial types will create a cohesive and memorable environment.

The gateways have been organized into 3 categories based on prominence and visibility. The characteristics associated with each type are then described.

### 3.1-0 Primary Gateway-Highway/Commercial

This represents the most prominent of gateways, those located at the intersection of S.R. 725 and I-675 and at the corner of Alexandersville Road and S.R. 48, and at the north and south ends of S.R. 48. The majority of these spaces are located adjacent to vast areas of asphalt, have nice building setbacks and open green space. However, they are not without complications. The intersections themselves have several visual distractions, including an abundance of poles, utility lines, guide wires and chain link fencing. It should also be noted that in a few scenarios, much of the “open space” is Limited Access Right-of-Way, complicating the development of these sites.

### General Recommendations

Locate a primary entry sign and/or structure within the intersections. Creatively utilize traditional materials in the design of the structure that communicates the historic and classic image of Washington Township.

Bury and/or consolidate all utility lines to minimize poles and wire locations.

Study the feasibility of introducing mast arm signal poles at all applicable intersections.

Provide landscape materials and mounding to screen parking lots that front the roadways.

Avoid fussy, residential scale plantings around intersections.

Provide bold, colorful monocultures or masses of plantings.

Creatively light the sign for clear visibility and dramatic effect.
3.2-0  Secondary Gateways-
Commercial/Office

These gateways only represent a handful of the Township’s gateways. Examples of these areas are located at the East end of 725, the intersection of Far Hills Avenue and Whipp Road, on McEwen Road prior to arriving at the government buildings and along Lyons Road.

General Recommendations

Locate a secondary entry sign and/or structure within the gateway that is properly oriented for maximum visibility. The sign/structure should be of similar material to the primary gateway sign, but smaller in scale.

Creatively light the sign for clear visibility and dramatic effect.

Bury and/or consolidate all utility lines to minimize poles and wire locations.

Provide landscape materials that accentuate the secondary signage element.

Provide bold, colorful monocultures or masses of plantings.
Secondary Gateway at T28 & Normandy Ln.

Existing State Route T28 - Facing West

Proposed State Route T28 - Facing West

Proposed Secondary Gateway Enhancement

Enlarged Entrance Detail

Sheet Key

Specific Recommendations

The east end of SR T28 presents a good opportunity for the installation of a secondary gateway. Using the existing office and private parking, a secondary gateway will be a tool in regional transportation planning. The gateway should be designed to enhance the pedestrian, visibility and safety.

See sheet 4.2 for secondary gateway dimensions.

See sheet 4.3 for secondary gateway for regional recommendations.

Sheet Number
Sheet Title

Kline Lenz

Washington Township
Dayton, Ohio 45458-2037
8190 McEwen Rd.

Client
Washington Township
Dayton, Ohio

Sheet 32-1

Washington Township Streetscape Enhancement
Dayton, Ohio

Kline Lenz

Garcia Architecture and Planning

444 South Front Street Columbus, Ohio 43215

P 614 224 6601
F 614 224 6607
3.3-0 Tertiary Gateways-Residential/Rural

These gateways represent the majority of the City’s gateways. They are located along the Township lines in mostly residential and rural spaces. These locations don’t represent high visibility areas, but they are opportunities to introduce Washington Township to the public.

General Recommendations

Integrate a small identification sign that consists of a post and sign panel that reflects the overall standard of the Township.

The sign faces of tertiary signs do not warrant uplighting, like what is proposed for the primary and secondary signs.

Introduce annual or perennial color on the ground plane in front and around the sign.
WASHINGTON TOWNSHIP
Dayton, Ohio 45458-2037
8190 McEwen Rd.

WASHINGTON TOWNSHIP
DAYTON, OHIO
STREETSCAPE ENHANCEMENT

Sheet Number
Sheet Title

P 614 224 6601
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landscape architecture and planning
K I N Z E L M A N   K L I N E
F 614 224 6607

ROUTE 48 - TOWNSHIP LINE SOUTH BOUNDARY

SCHOOL LINE RD

CENTERVILLE WASHINGTON TOWNSHIP

GLYCO RD - TOWNSHIP LINE

SCHOOL LINE RD

SOCIAL ROW RD & GLYCO RD - TOWNSHIP LINE

SCHOOL LINE RD

SPRINGS VALLEY FKE - TOWNSHIP LINE

SCHOOL LINE RD

SPECIFIC RECOMMENDATIONS

TOWNSHIP LINES MAY BE TREATTED AS A TERRAIN TRAVERSAL IN THAT THEY MAY BE UTILIZED AS A TRAFFIC ROUTE AND MAINTAINED AS SUCH. THIS PLAN UTILIZES A COMBINATION OF CARTOGRAPHIC AND PHOTOGRAPHIC DATA TO IDENTIFY SURFACE FEATURES AND TO SUPPORT THE DEVELOPMENT OF A MASTER PLAN. TOWNSHIP LINES PROVIDE A CONNECTIVITY BETWEEN THE CENTER TOWNSHIP AND THE CENTER OF TOWNSHIP.

SEE SHEET 3-3-2 AND SHEET 3-3-4 FOR TERRAIN AND SURFACE FEATURES.

SEE SHEET 3-3-6 TERRITORY GATEWAY GENERAL RECOMMENDATIONS.

LEGEND

TERRITORY GATEWAY OPPORTUNITY SEE SHEET 3-3-1

DIRECTION OF PHOTOGRAPH

ARM TO BE SHOWN AS A TERRITORIAL OPPORTUNITY AREA.

SHEET KEY

NOT TO SCALE

WASHINGTON TOWNSHIP
STREETSCAPE ENHANCEMENT
DAYTON, OHIO

TERRITORY GATEWAY LOCATIONS
3.3-1
4.1-0 Elements of the Streetscape

Intersections

All signalized intersections along the primary corridors should receive broad painted crosswalks to alert drivers to the pedestrian crossing. Traffic signals shall be hung from the mast arms at all intersections. This will eliminate the amount of visual clutter at each intersection. Street names shall be hung from these mast arms as well to aid in visual recognition of the crossing streets. Major intersections along S.R. 725 and Far Hills Ave. shall receive additional amenities to reinforce their importance as major nodes along the corridors. Amenities include low masonry walls, masonry columns, specialty paving at the corners, and ornamental plantings. See sheet 2.1-5, Primary Corridor, for Typical Intersection Enhancements.

Medians

In addition to the functional access management aspects of the median, the treatment of these spaces will help to diminish the scale of the street and establish a unique image for the corridor. Where medians are in extreme harsh conditions, such as along S.R. 725 and the Far Hills corridor, the median should be treated with brick or concrete pavers and special amenities to further reinforce the unique identity of the corridors.

Medians with lesser volumes of adjacent traffic will be able to sustain plant material. A rhythm of plants, post and banners, lights, and low walls will add visual interest throughout the corridor. These plants should be particularly hardy and resistant to drought conditions and salt spray. Turf grass should be established on most of the ground plane to simplify maintenance. Median nosings offer opportunities to introduce pavers on the ground plane in combination with signage and other vertical amenities that introduce or reinforce the unique identity of Washington Township. See Sheet 4.2-5 for Typical Median Enhancements.

Sidewalks

Whenever possible, pedestrian walks and paths should have adequate separation from vehicular traffic lanes. The width of walks and paths will vary based upon the type of corridor and their associated standards. These standards are addressed in the Township’s Ordinances.

Handicap Access

Handicap accessible curb ramps will be used at all access drives and public streets. Walks will connect with existing walks at the crossing streets.

Utility Poles

While this Streetscape Enhancement Guidelines proposes that the above ground utility lines be buried, this may not be economically feasible. A possible aesthetic upgrade to the existing above-ground utilities is to replace the existing wood utility poles with metal poles along both sides of the road. Poles along both sides will minimize, if not totally eliminate, the number of lines that cross the S.R. 725 and Far Hills Avenue. Poles should be painted to match the standard street light pole color. All poles should be located behind the sidewalk and street tree plantings. See sheet 4.3-0, Lighting, Poles and Accessories for details.

Street Trees

The placement of street trees along the edges of S.R. 725 and Far Hills will help visually unify the corridor and establish a more comfortable pedestrian environment. Tree specimens must be able to tolerate harsh urban conditions relative to heat, drought and salt spray. Trees should be large growing, long-lived deciduous trees. The form of these trees should be upright as opposed to broad and spreading to minimize the amount of overhang into the street or into the overhead utility lines. The canopy of the trees should be maintained at a height of 8’ to ensure views under the trees to fronting commercial properties.

Bus Stops

Bus stops along the corridor will be significantly improved by providing safe and convenient pedestrian access to the stops. Concrete pads should be installed to provide access to the buses that will stop along the curb. RTA provides a few options for new standard bus shelters. These new shelters should be significantly more open or even transparent, as opposed to the old shelters. These shelters will promote a sense of security with added visual surveillance. Over time, shelters should be installed at all of the bus stops along the corridors. See sheet 2.1-5, Primary Corridors, for typical bus stop enhancements.

Traffic Signs

The collection of smaller items can add visual clutter along the corridor. Consistent treatment of smaller elements such as traffic signage can help to visually unify the corridor. Dark colored sign posts and dark colored sign backgrounds are recommended for all traffic signs along the corridor. See sheet 4.2-4, Tertiary signage for signage treatment.
### Signage, Structures and Identifiers

Establishing unified signage and structures within Washington Township is an effective way to enhance and identify the Township’s image. Through quality design and placement of site structures, it can add an additional level of scale, character and visual excitement to the streetscape. The following design suggestions address general site signage and structure considerations.

- Develop a “family” of structures including but not limited to walls, piers, columns, and kiosks that creates a cohesive, unifying standard of site elements.

- Develop a palette of material (ie: stone or brick) that is used in the design of the structural elements and is consistent with the materials that are found throughout the Township in other site elements.

- Express a civic quality, permanence, and a sense of special or unique place in the design of all structures.

- Provide a consistent style throughout Washington Township, but utilize details and materials to be expressive of the structures’ unique surroundings and context.

- All signs and graphics shall conform to the Township’s Codes, and are subject to review by the Township. Signage shall also conform to, but not limited to, setback and placement, maximum size, height, color and copy restrictions, lighting and landscaping.

- Primary identification sign(s) to be located at the major entrance into the Township.

- Secondary signs to be located at other commercial and heavily traveled gateways leading into the Township.

- Tertiary signs shall define the township lines located at various edges of the township.

- Utilize materials and colors in the sign or at the base of the sign that compliment the associated character of Washington Township.

- In order to ensure functionality and durability of the sign system without sacrificing aesthetics quality, all signs must be vandal resistant, be permanently installed, have replacement components, and be maintainable

- Consider variations of the theme based on sign type or location within certain neighborhoods or districts.

- Is of high quality design and “timeless” in style in order to avoid becoming outdated in the future.

Any deviation from the standards should be reviewed by the Township for its appropriateness.
CONTRACTOR TO SUBMIT SHOP DRAWINGS.

12\%16" LIMESTONE INSERT FOR COLUMN.
DARK GRAY LIMESTONE STAIN ON INCIDENT SILHOUETTE.
6\% X 6" LIMESTONE INSERT FOR PIER.

LETTER STYLE TO BE APPROVED BY TOWNSHIP REPRESENTATIVE.

12\%12" LIMESTONE INSERT FOR COLUMN.
DARK GRAY LIMESTONE STAIN ON INCIDENT LETTERS.
4" HIGH LETTERS.
6\% X 6" LIMESTONE INSERT FOR PIER.

12\%16" BRONZE PLAQUE TO BE ATTACHED TO COLUMN.

WASHINGTON TOWNSHIP
17 896
TOWNSHIP

COLUMN SIGN OR IDENTIFIERS
SCALE 1/8" = 1'-0"

COLUMN INSERTS AND/OR PLAQUE
SCALE 1/8" = 1'-0"

WILLIAM KINZEL & KLINE
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STREETS CAP ENHANCEMENT
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TERTIARY SIGNAGE

SCREENING FOR OFF STREET SURFACE PARKING LOTS

RETAIL SIGNAGE COMBINED WITH COLUMN

RETAIL SIGNAGE COMBINED WITH COLUMN & PLANTER
4.3 Lighting, Poles, and Accessories

Creating a hierarchy of lighting standards is another way of unifying the Township’s image. Once these standards are in place, many areas of Washington Township can be retrofitted through a series of smaller improvements. The following design suggestions address general site lighting considerations.

- Design light fixtures to be part of the “family” of site elements. This will include various lighting levels for vehicles, pedestrian circulation, signage and special accents.

- Develop or select a unique Washington Township fixture that is not a standard cobra head fixture. Also, develop a consistent city standard for lamps, ballast, etc. for ease of maintenance.

- Light all primary and secondary signs at entry points leading into Washington Township.

- Light areas of safety concern including intersections, street crossings, major nodes including plazas, overlooks and important structures.

- Provide consistent lamp types. Mercury vapor lamps should be avoided.

- Banners can be used as a permanent sign or to announce a special event or seasonal theme. Bold, simple and colorful designs can enliven the streetscape.

- Banners, street signs, and hanging baskets can be utilized to add character to the Township. These items can be attached to light poles, to help minimize the clutter of additional poles along the street corridor.
**Custom Access Door**

Manufacturer: Beacon Products  
Catalog Number: P3100&P10200/custom logo  
Color: Majesty Blue  

**Base**

Manufacturer: Beacon Products  
Model Number: P3100&P10200/custom logo  
Color: Majesty Blue  

Base cast aluminum a356.2 alloy  
Fastners: Stainless Steel
**Fixture**

Manufacturer: Architectural Area Lighting  
Model Number: Towne Commons Series  
Color: Majesty Blue SW1231

**Pole**

Manufacturer: Beacon Products  
Model Number: Flagler C & AK  
Color: Majesty Blue SW1231

Height: 10’ - 20’  
Shaft style: 4” & 5” smooth  
Type: Aluminum  
Catalog No.: AP3123  
AP10215
4.4 Site Furnishings

A consistency in site furnishings will enhance the visual unity of Washington Township. Standard structures and furnishings have been selected for their durability, ease of maintenance and aesthetics. The style of the site elements will reflect a classic, redefined, and clean image. The classic simplicity of these site elements will adapt to almost every architectural style within the Township. Which, in turn, will reinforce the Township’s historic, classical, traditional spirit.

- Ensure functionality and durability of the furniture system. The furniture should be vandal resistant, be permanently installed, have replaceable components and be maintainable.

- The furniture should be of high quality design and “timeless” in style in order to avoid becoming outdated in the future.

- Place furniture at logical resting points including bus stops, overlooks, plazas and along trails.

- Place benches a minimum distances of 5 feet from the edge of a trail or behind a street curb. Avoid conflicts with the primary flow of pedestrians.

- Place trash receptacles in a location that is accessible for trucks or small carts.

The City of Washington should review all proposed site elements for any deviation from these set standards.

### Bench
- Manufacturer: Landscape Forms
- Model Number: SC3005-BS-72
- Color: Majesty Blue SW 1231
- Horizontal strap seat.
- Surface mount
- Polyester Powder coated.
- 6 feet in length.

### Bike Rack
- Manufacturer: Dumor, Inc.
- Model Number: 130-30
- Color: Majesty Blue SW 1231
- Inground mount.
- 2-3/8” O.D. galvanized sch 40 steel pipe.
- Powder coat finish.
Litter Receptacle
Manufacturer: Victor Stanley
Model Number: S-42
Color: Majesty Blue SW1231
- Flat receptacle top cover.
- Surface mounted.
- Heavy-duty cast frame.
- Powder coated.

Bus Stop Structure
Manufacturer: RTA
Model Number: n/a
Color: Color to match other site furnishings.

Concrete Planters
Manufacturer: Classic Garden Ornaments, Ltd.
Model Number: Style and height to vary.
Color: Concrete (concrete white).
**Wall Mounted Basket**
Manufacturer: Achla Design  
Style: Bartizan, B-01  
Color: Black  
Standard Sizes: 18"W x 8 1/2"D x 8"H  
Standard Thickness: 2 1/4" in pedestrian applications.  
3" in vehicular applications.

**Fountains**
Manufacturer: WESCO Fountains, Inc.  
Style: to be determined.  
Lighted water fountains can be integrated into the ponds at Oak Creek South Park and along S.R. 725 to provide a dramatic effect and to create a "landmark" for the Township.

**Concrete Paver**
Manufacturer: Hanover Architectural Products, Inc.  
Style: Traditional Prest Brick  
Color: Red/Charcoal Blend  
Standard Sizes: 4" x 8"  
Standard Thickness: 2 1/4" in pedestrian applications.  
3" in vehicular applications.
### 5.0-0 Standard Tree Palette

The tree species listed are considered for such factors as size, disease resistance, pest problems, location suitability, seed or fruit set, and visual appearance. Another factor that can be considered in species selection is which trees are presently doing well and are relatively free from insects and disease. While efforts have been made to make appropriate recommendations, nurseries may have further information as to specific cultivars or varieties which may be more suitable for your location.

#### 5.1-1 Large Trees (greater than 40’)

<table>
<thead>
<tr>
<th>Species</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer Rubrum - Red Maple</td>
<td>Good fall color; dense rounded crown; choose from a variety of cultivars - ‘Autumn Blaze’</td>
</tr>
<tr>
<td>Acer saccharum - Sugar Maple</td>
<td>Fast growing; tolerant of dry windy conditions; several street tree cultivars to choose from</td>
</tr>
<tr>
<td>Cladrastis lutea - Yellowwood</td>
<td>Moderate growth rate; flowering; smooth bark; best in non-compacted soils; do not prune in spring</td>
</tr>
<tr>
<td>Corylus colurna - Turkish Filbert</td>
<td>Tolerant of urban conditions; pyramidal form; no serious pests</td>
</tr>
<tr>
<td>Ginko biloba - Ginko</td>
<td>Choose male cultivars; no pests; upright cultivars available</td>
</tr>
<tr>
<td>Gleditsia triacanthos - Honeylocust</td>
<td>Provides light shade with small leaflets and open growth habit; tolerates urban conditions</td>
</tr>
<tr>
<td>Metasequoia glyptostroboides - Dawn Redwood</td>
<td>Rapid growth rate; deciduous conifer; good form; generally pestfree</td>
</tr>
<tr>
<td>Nyssa sylvatica - Tupelo or Black Gum</td>
<td>Slow growth rate; brilliant fall color; slow growing; tolerant to drought and flooding</td>
</tr>
<tr>
<td>Quercus imbricaria - Shingle Oak</td>
<td>Slow to medium growing; acorns less of a litter problem than most oaks; transplant in spring</td>
</tr>
<tr>
<td>Quercus bicolor - Swamp White Oak</td>
<td>Slow growth rate; tolerant of urban conditions, transplants well in spring</td>
</tr>
<tr>
<td>Quercus rubra - Red Oak</td>
<td>Fast growing tree; tolerates urban conditions along streets with heavy traffic</td>
</tr>
</tbody>
</table>

#### 5.1-2 Evergreen Trees

<table>
<thead>
<tr>
<th>Species</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Picea abies - Norway Spruce</td>
<td>Hardy; fast growing; somewhat drought tolerant; use as wind breaks and screens</td>
</tr>
<tr>
<td>Picea glauca - White Spruce</td>
<td>Very hardy; tolerant of cold; drought and heat tolerant; use as specimen or wind break</td>
</tr>
<tr>
<td>Picea omorika - Serbian Spruce</td>
<td>Very hardy; tolerant of urban conditions</td>
</tr>
<tr>
<td>Pinus nigra - Austrian Pine</td>
<td>Resists heat and drought; salt tolerant plant; can survive windy conditions</td>
</tr>
<tr>
<td>Pinus strobus - White Pine</td>
<td>Ornamental specimen; fast growing; good for parks, estates large properties</td>
</tr>
</tbody>
</table>

#### 5.1-3 Medium Trees (25’ to 40’)

<table>
<thead>
<tr>
<th>Species</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre - Hedge Maple</td>
<td>Fits under utility lines; tolerates a wide range of urban sites; no serious insect or disease problems</td>
</tr>
<tr>
<td>Carpinus caroliniana - American Hornbeam</td>
<td>Slow growth rate; well suited to small spaces and shady suburban sites</td>
</tr>
<tr>
<td>Halesia caroliniana - Carolina Silverbell</td>
<td>Slow growth rate; pest resistant; subtle flowers</td>
</tr>
<tr>
<td>Gleditsia triacanthos - Honeylocust</td>
<td>Provides light shade with small leaflets and open growth habit; tolerates urban conditions</td>
</tr>
<tr>
<td>Common Name</td>
<td>Botanical Name</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Silver Maple</td>
<td>Acer saccharinum</td>
</tr>
<tr>
<td>Box Elder</td>
<td>Acer negundo</td>
</tr>
<tr>
<td>Horse Chestnut</td>
<td>Aesculus hippocastanum</td>
</tr>
<tr>
<td>Tree of Heaven</td>
<td>Ailanthus altissima</td>
</tr>
<tr>
<td>Birches</td>
<td>Betula sp.</td>
</tr>
<tr>
<td>Indian bean</td>
<td>Catalpa – all species &amp; varieties</td>
</tr>
<tr>
<td>Mulberry</td>
<td>Morus – all species &amp; varieties</td>
</tr>
<tr>
<td>American sycamore</td>
<td>Plantanus occidentalis</td>
</tr>
<tr>
<td>London plane</td>
<td>Plantanus x acerifolia</td>
</tr>
<tr>
<td>Poplar</td>
<td>Populus – all species &amp; varieties</td>
</tr>
<tr>
<td>Black Locust</td>
<td>Robinia pseudoacacia</td>
</tr>
<tr>
<td>Willows</td>
<td>Salix</td>
</tr>
<tr>
<td>European Mountain Ash</td>
<td>Sorbus aucuparia</td>
</tr>
<tr>
<td>Siberian Elm</td>
<td>Ulmus pumila</td>
</tr>
<tr>
<td>American Elm</td>
<td>Ulmus americana</td>
</tr>
</tbody>
</table>

### 5.1-4 Small Trees (under 25')

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Botanical Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer ginnala - Amur Maple</td>
<td>Acer ginnala</td>
</tr>
<tr>
<td>Very cold hardy; good street tree; slow growing; single or multi-stemmed</td>
<td></td>
</tr>
<tr>
<td>Amelanchier sp. - Serviceberry</td>
<td>Amelanchier</td>
</tr>
<tr>
<td>Cornus kousa - Kousa Dogwood</td>
<td>Cornus</td>
</tr>
<tr>
<td>Crataegus sp. - Hawthorn sp.</td>
<td>Crataegus</td>
</tr>
<tr>
<td>Malus sp. - Flowering crabapple</td>
<td>Malus</td>
</tr>
<tr>
<td>Syringa reticulata - Japanese Flowering Lilac</td>
<td>Syringa</td>
</tr>
</tbody>
</table>

### 5.1-1 Prohibited Plantings

<table>
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