

**LANDSCAPE**

The Landscape Plan for the Historic Center business district proposes significant improvements to enhance the urban space as a pedestrian environment. It also establishes the public streetscape as a vibrant, historic, and contemporary environment. The Plan calls for preservation of historic trees, as well as for new tree plantings, and to restore additional trees along the main streets and to restore additional trees along the main streets and to restore additional trees established by the historic building stock.

**Selection of Plant Materials**

Public Right-of-Way trees are selected by suitability and locational criteria:

- **Stability/Climate:**  
Tolerance to urban conditions; and Low maintenance needs.
- **Locational/Criteria:**  
Visual penetration, openness relative to street front visibility;  
Visual compatibility with building form;  
Rhythmic accentuating design potential;  
and Dimension relative to human scale and necessary clearance.  
The street trees selected for the APD streetscape are:

1. ***Gleditsia triacanthos* Intermedia**  
**Thornless Honeylocust "Mikolaj"**  
Free flowering, fast growing without thorns. Dark green foliage. Tolerant of city conditions. Does not pose a raking problem.

2. ***Fern. Calleryana* - Callery Pear**  
**"Redgate"**  
Flowering, upright and formal. Fine textured, glossy dark green leaves, which turn reddish in autumn. White flowers with outstanding display from mid-April to early May. Very small (12 inch) fruits in September do not become a maintenance problem. More resistant than the Bradford to storm damage after fifteen years. Medium height to 45 feet.



EXISTING STREETSCAPE  
NW CORNER OF FRANKLIN  
AND MAIN STREETS



RECOMMENDED STREETSCAPE  
IMPROVEMENTS  
NW CORNER OF FRANKLIN  
AND MAIN STREETS

as a joint public-private venture. The City acts as the major development sponsor with primary responsibility for improvements in the public right-of-way and the business district parking area north of West Franklin Street.

**PHASE I:**

The historic core area of the APD district is a functional business district, all parking and access improvements parallel to Franklin Street are implemented as part of this phase. The following streetscape improvements are implemented in the historic district:

**PHASE II:**

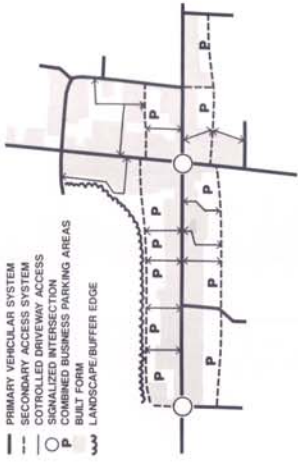
Streetscape improvements along the historic core area of West Franklin Street are implemented. Additional parking provisions in the northeast and southeast quadrants are realized to support the commercial functions of the district.

**PHASE III:**

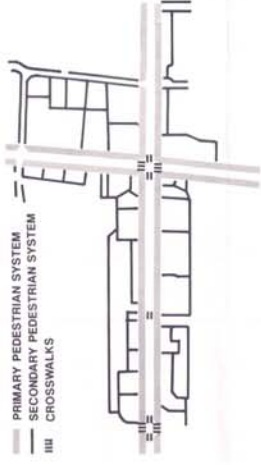
The intersection of Ridgeway Drive and North Main Street is realized. Streetscape improvements are extended northward, and additional near parking areas along with West Franklin and in the northeast quadrant are implemented.

**PHASE IV:**

All remaining streetscape improvements are implemented: additional near parking areas at the southern of the district are furnished along North Main and West Franklin Streets.



**Vehicular/Access Structure**



**Pedestrian Access Structure**



RECOMMENDED STREETSCAPE  
IMPROVEMENTS  
NE CORNER OF FRANKLIN  
AND MAIN STREETS



EXISTING STREETSCAPE  
NW CORNER OF FRANKLIN  
AND MAIN STREETS



RECOMMENDED STREETSCAPE  
IMPROVEMENTS  
NW CORNER OF FRANKLIN  
AND MAIN STREETS



EXISTING STREETSCAPE  
SW CORNER OF FRANKLIN  
AND MAIN STREETS



RECOMMENDED STREETSCAPE  
IMPROVEMENTS  
SW CORNER OF FRANKLIN  
AND MAIN STREETS



Scale in feet: 0 30 60 150 August 1989

Proposed Tree Planting and Sidewalk Improvement Areas

Gazebo/Garden/Public Space

Victorian Garden

Proposed New Building

Area for Future Development

# Urban Design Plan/ Streetscape Improvements

## INTRODUCTION

The Centerville Urban Design Plan was developed through a process of public participation and consultation with the Centerville Historical Society, the Centerville Architectural Preservation District (CAPD), the Plan Commission, and the City Council. The Plan was developed to address traffic, parking, and economic vitality of the historic district and its core. In Centerville, the critical conflict between the aims of historic preservation and modern transportation efficiency is highlighted at the central intersection of two heavily traveled State Routes, which divert the historic core area of its traditional function as the center stage of Village life. All proposed improvements are designed to mitigate this conflict and to reestablish the historic district as a contemporary equivalent of its original. The integration of a historic sense of place is the key to success.



2 N. Main Street Maxwell House  
Post Office 1989

The historic Centerville business district is the surviving expression of a long established tradition of major trade routes at the confluence of major waterways. In its strategic location on the edge of the Miami River Water Street, the district is a unique and valuable resource. The Plan is designed to address the economic vitality of the historic district and its core. In Centerville, the critical conflict between the aims of historic preservation and modern transportation efficiency is highlighted at the central intersection of two heavily traveled State Routes, which divert the historic core area of its traditional function as the center stage of Village life. All proposed improvements are designed to mitigate this conflict and to reestablish the historic district as a contemporary equivalent of its original. The integration of a historic sense of place is the key to success.



27 N. Main Street - Downtown  
CA 1989

With its focus on physical aspects, which encompass the aims of preservation, environmental upgrading, and improved traffic conditions, the Plan is designed to guide public and private action toward overall district improvements of lasting success. In the interest of enhanced economic development at the local level, these are conceived in terms of streetscape, ready business parking opportunity, safe and efficient traffic circulation, and an inviting pedestrian environment. Under strong competitive conditions, the Plan identifies historic preservation and heightened environmental appeal as major economic development tools, which are explored to reestablish the removed historic town center as a special attraction in the region.



4 W. Franklin Street 1929

The historic Centerville business district is a relatively small, pre-1900 discrete commercial appearance. Its configuration is that of a traditional small town center, which is defined by intersecting main streets, with stores and professional service establishments lining the main thoroughfares. At its core, especially in the north, the district takes into typical commercial city development. With the preservation of the historic building stock, the



## Centerville In The 1920's

### THE URBAN DESIGN PLAN

The Urban Design Plan balances the critical design priorities of historic preservation, transportation, and economic development. The ultimate incompatibility between historic preservation and escalating traffic impacts will be resolved through long-term improvements, beyond the scope of this Urban Design Plan focusing on short-term recommendations. The immediate aims of the Urban Design Plan as expressed in this document seek short-term improvements, premised upon least interference with existing traffic flows and optimal district improvements in terms of image and traffic. The improvements will permit the district to achieve its goals and function as a business district of distinctive historic merit and will aim at establishing the historic core as an exclusive, pedestrian-oriented market place. Traffic will be removed from the City Center through the provision of effective bypass alternatives.

### URBAN DESIGN CONCEPT AND THEME

It is the essence of the proposed Urban Design Plan to establish the Centerville APD as an attractive, safe, and visually appealing business district of distinctive historic merit which stands out among surrounding shopping areas as an exemplary, pedestrian-oriented market place. Traffic will be removed from the City Center through the provision of effective bypass alternatives.

### Short Term Elements

- Maintenance of existing traffic flows on the state route.
- Redefinition of the APD boundary to include only the historic core area and the provision of accentuating "gateways" into the APD to strengthen its identity.
- Substantive improvements at the central intersection, establishment of major public spaces on the east side and sidewalk widening on the west side, redesign of lane configurations and intersection, and improved traffic control.
- Comprehensive vehicular access and circulation systems.
- The establishment of access drives to serve the internal circulation system and to connect major parking lots with the vehicular system at street level.



## Architectural Preservation District Boundary

- Increased parking availability and consolidated business district parking lots.
- A comprehensive pedestrian access system.
- Defined visual theme for the streetscape including street trees, street lighting, traffic signal poles, brick pavers, building facades, street furniture, and signage.
- Establishment of landscaped urban spaces and gardens, including a Victorian garden as a typically historic element to complement the building stock.
- Definition of areas for infill development.

### Long-Term Elements

- Incorporation of all improvements achieved through the Short Term Plan.
- Substantive intervention in terms of land acquisition, and major investment in roadway construction and limited demolition.
- Removal of all vehicular traffic from the core area, except for parking for access.
- Provision of a Town Center bypass road, which is complemented by the build-out of a wider regional bypass system to relieve central Centerville traffic.
- The creation of a central market place incorporating typical historic elements like a Victorian boardwalk, an indoor public market, and a pedestrian mall.
- Possible relocation of historic structures to the City center to enhance its historic presence.



## Long Term Plan

### DEVELOPMENT GOALS

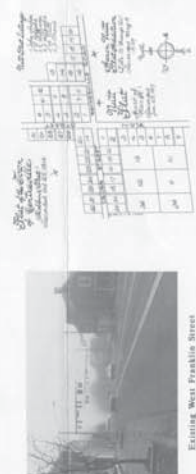
- Historic Centerville recovers and retains its traditional role as a commercial and social activity center of local and regional attraction.
- Historic Centerville draws on its special and enhanced historic assets to be strengthened as a distinctive focal area of amenity oriented shopping, services, and entertainment.
- Historic Centerville can compete against contemporary commercial establishments because of its special assets, its improved overall attractiveness, and improved customer appeal in terms of parking and access.
- Historic Centerville's improved environment, especially in terms of aesthetics, convenience, safety and parking, enables the



Existing South Main Street



## Short Term Plan



### MAJOR RECOMMENDED CHANGES

- The establishment of an access drive north of and running parallel to West Franklin Street.
- The closing of several driveways and curb cuts along North Main Street and West Franklin Street.
- The creation of consolidated rear parking areas in the rear of businesses, especially in the northwest quadrant.
- Reorienting of the APD.
- The realignment of the intersection of West Ridgeway Drive with North Main Street so that it is directly across from East Ridgeway Drive.
- Many Franklin intersection improvements in an effort to improve pedestrian environment while maintaining current traffic flow.

### URBAN DESIGN POLICIES

#### Visual Aesthetic Image

Enhance and reinforce the historic quality of the historic core area as a well contained entity. This involves the elimination of visual clutter, the reduction of visually incompatible building types, the consolidation of utility lines, traffic signs and other regulating systems, and the utilization of landscaping, lighting, signage and parking to define a coherent streetscape theme.



Existing North Main Street

- Create a "Towne Corner", which restores historic Centerville's traditional role as a local and regional activity center. This involves the optimal exploitation of the historically homogeneous core area, and the creation of gateway effects at the entry points.
- New Development and Building Form All new development, or restoration of existing structures is designed to harmonize with existing conditions in terms of architectural treatment, scale, proportions, spacing, and other street-level elements to ensure compatibility with the established character of the District.

## STREETSCAPE GUIDELINES

### 1. Sidewalk Zones

Improvements of sidewalk surfaces, materials and location of elements along the sidewalk should increase the visibility of destination areas, to identify parking opportunity, to highlight special attractions, and to reinforce the district's identity.

#### Curb Side Zone (A)

This is the area of the sidewalk immediately behind the face of the curb. Its use is primarily for vehicular related elements such as parking meters, regulatory signage, fire hydrants, etc.

#### Amalgam Zone (B)

The primary function of this zone is to reinforce the separation of pedestrians from vehicular traffic. This zone contains pedestrian-related elements such as street trees, special paving, transit shelters, kiosks, movable planters, telephones, and where conditions are optimum, street lights.

#### Education Zone (C)

No surface obstruction should be allowed in this zone (i.e., movable planters, temporary signs, street furniture, etc.).

#### Shopping Zone (D)

This is the area along the sidewalk closest to the building when the building has no front yard setback and sits up to the right-of-way line. Window shopping, sidewalk display and movable signage are the types of activities that take place in this zone.



### Sidewalk Profile Design

The brick pavers will provide for a background character of the APD. Furthermore, the brick pavers will serve to unify the many diverse elements of the streetscape, the varied building setbacks, and the detached building form.

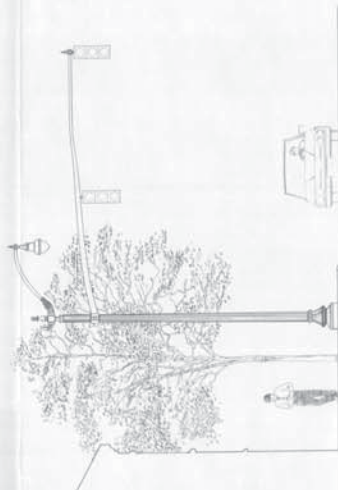
The paving materials will extend across driveways for the purpose of unifying the sidewalk zones. Also, brick pavers will be extended to the designated pedestrian urban spaces for the purpose of visually and functionally connecting such places with the sidewalk zones.

### Lighting

Throughout the APD area, a hierarchy of lighting design components will be utilized in order to address the needs of the pedestrian and vehicular flows.

Lighting will strengthen the APD's historical character and will help enrich the urban experience of the streetscape environment.

Lighting fixtures and location of lighting poles and luminaires in the streetscape will be based on creating a consistency in lighting levels and appearance. Furthermore, lighting fixtures will be utilized in order to visually unify the streetscape.



### Sidewalk Zones

- Intersection/Route Lighting  
Overhead roadway lighting will be incorporated with the traffic signal poles. The traffic signal/roadway lighting poles will be the dominant vertical elements in the streetscape.
- Pedestrian/Route Lighting  
Lighting poles and luminaires of similar design will be utilized for lighting the sidewalk and roadway.

### Sidewalk Paving Material

Within the APD core area, clay brick pavers in herringbone will be the officially selected sidewalk paving material.

Existing brick sidewalks, where appropriate, will be preserved when found suitable in condition, quality, and character.

### 4) Pedestrian Low-Level Lighting/Special Lighting

Pedestrian bollard luminaire will be used in designated urban spaces in order to define space at night and increase safety and security at areas where seating is provided.



Functionally, plant materials are grouped as follows:

• Street Trees - usually of large canopy, able to provide shade, visual rhythm, and able to visually reduce the width of the street. Street trees also enclose the pedestrian space along the sidewalk and reduce the visual impact of the vehicular movement.

### Street Trees

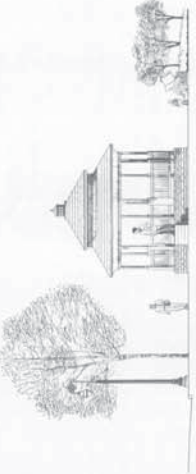
Streetscape plant materials in the APD will be installed in accordance with the Urban Design Plan and Landscape Plan. Plant materials are grouped into two types: Street trees for the public right-of-way; and ornamental trees, shrubs, and other plantings for the private space and from yard space.



Small Evergreen Trees - typically used for color and visual rhythm of selected public spaces and in private spaces of front and side yards.

Shrubs - low-leaf plantings used for visual rhythm and visual separation and

Ground-Cover (Vinca, Pteris, etc.) - Annuals - special purpose plant materials used in designated areas and in private spaces.



## CREDITS

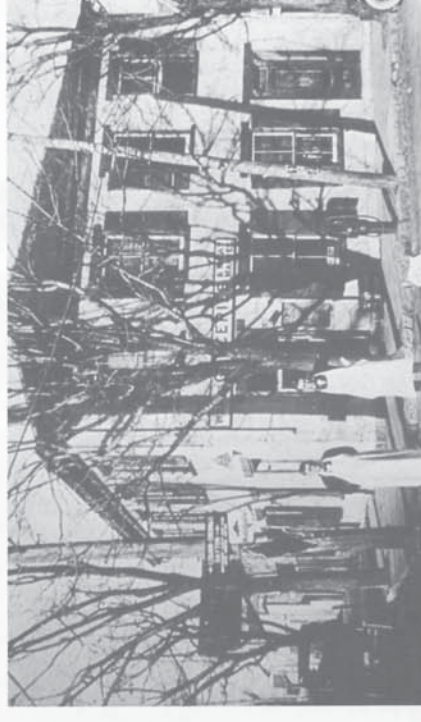
The Urban Design Plan was prepared in August 1989 for the City of Centerville by:

- Plum, Klammeter & Gehman Consultants, and
  - Mercedes Transaffili & Associates.
- In cooperation with:
- Department of Planning: Alan Schwab, and Steve A. Ferguson
  - City Engineer: Norbert Hoffman

- And With Special Consideration To:
- Mayor's Task Force; and
  - Merchants of Historic Centerville
- Historic Photographs Courtesy of Centerville Historical Society

Cover Photo: Northwest Corner of Main and Franklin Streets about 1925

# Urban Design Plan



## Architectural Preservation District City of Centerville, Ohio