

# Public Square: Design Development



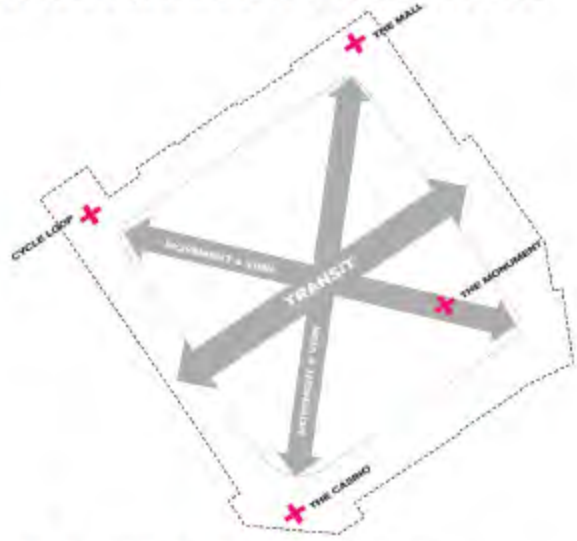








**1. STRONG DIAGONAL CONNECTIONS**



**2. MAJOR ROUTES DEFINE LARGE ROOMS**



**3. CREATE PERIMETER SPACES**



**4. FRAME THE SQUARE**





# SCHEMATIC DESIGN

## PRIMARY SPACES





# REVISED SCHEMATIC DESIGN

## ILLUSTRATIVE SITE PLAN



- 1 Plaza + Water Feature
- 2 Event Lawn
- 3 Soldiers + Sailors Monument
- 4 The Café
- 5 Concert Hill
- 6 Picnic Hill
- 7 Speaker's Corner
- 8 Key Tower Exit/Entry
- 9 Terminal Tower Exit/Entry
- 10 Casino Exit/Entry
- Transit Shelters

0 50 100 200ft



# REVISED SCHEMATIC DESIGN

AERIAL VIEW





**REVISED SCHEMATIC DESIGN**  
AERIAL VIEW







## REVISED SCHEMATIC DESIGN

EDGES AND DETAILS



**REVISED SCHEMATIC DESIGN**  
THE LAWN

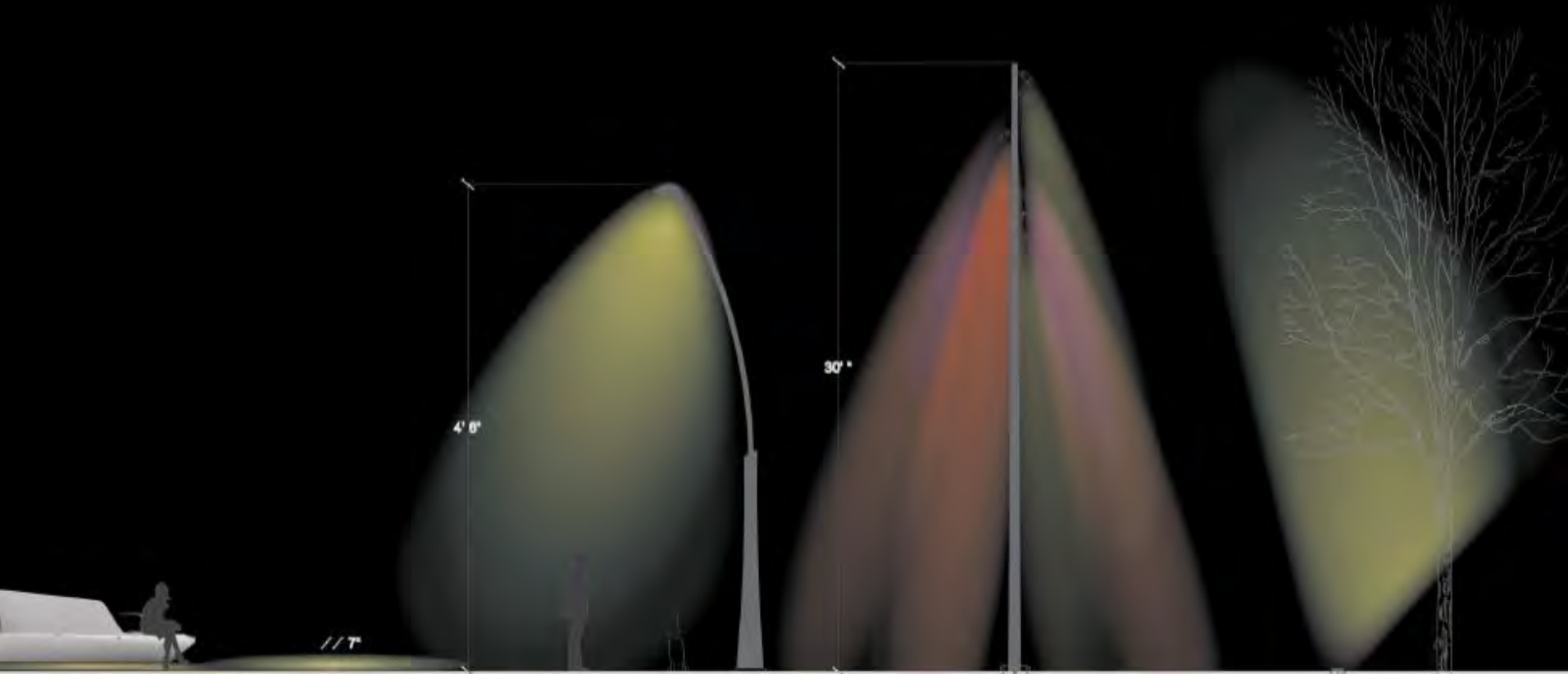




SCHEMATIC DESIGN  
**LIGHTING**



# LIGHTING



**HESS**  
LINEAR LED  
ACCENT LIGHT



**B-K LIGHTING**  
IN-GROUND LIGHT



**SCHREDER**  
THYLIA  
POLE LIGHT



**VALMONT DS210**  
PERFORMANCE  
LIGHTING



**B-K LIGHTING HP2**  
IN-GROUND  
TREE UPLIGHT



CLEVELAND PUBLIC SQUARE  
FESTIVAL & MARKET





# REVISED SCHEMATIC DESIGN

## ILLUSTRATIVE SITE PLAN



- 1 Plaza + Water Feature
- 2 Event Lawn
- 3 Soldiers + Sailors Monument
- 4 The Café
- 5 Concert Hill
- 6 Picnic Hill
- 7 Speaker's Corner
- 8 Key Tower Exit/Entry
- 9 Terminal Tower Exit/Entry
- 10 Casino Exit/Entry
- Transit Shelters

0 50 100 200ft





Nelson/Nygaard: Phase 1

# Study Functional Principals

- Place for all people
- 18 hour per day activity
- Draws people through the Square
- Connect neighboring districts
- Connect the region to the downtown
- Accommodate daily activities and large events
- Strengthen the Square's edges
- Complement Downtown's new investments



# Transit Activating Public Spaces



**Great Public Spaces Are:**

- ✓ People activated
- ✓ Regionally accessible
- ✓ Vibrant all-day
- ✓ Seamlessly connected

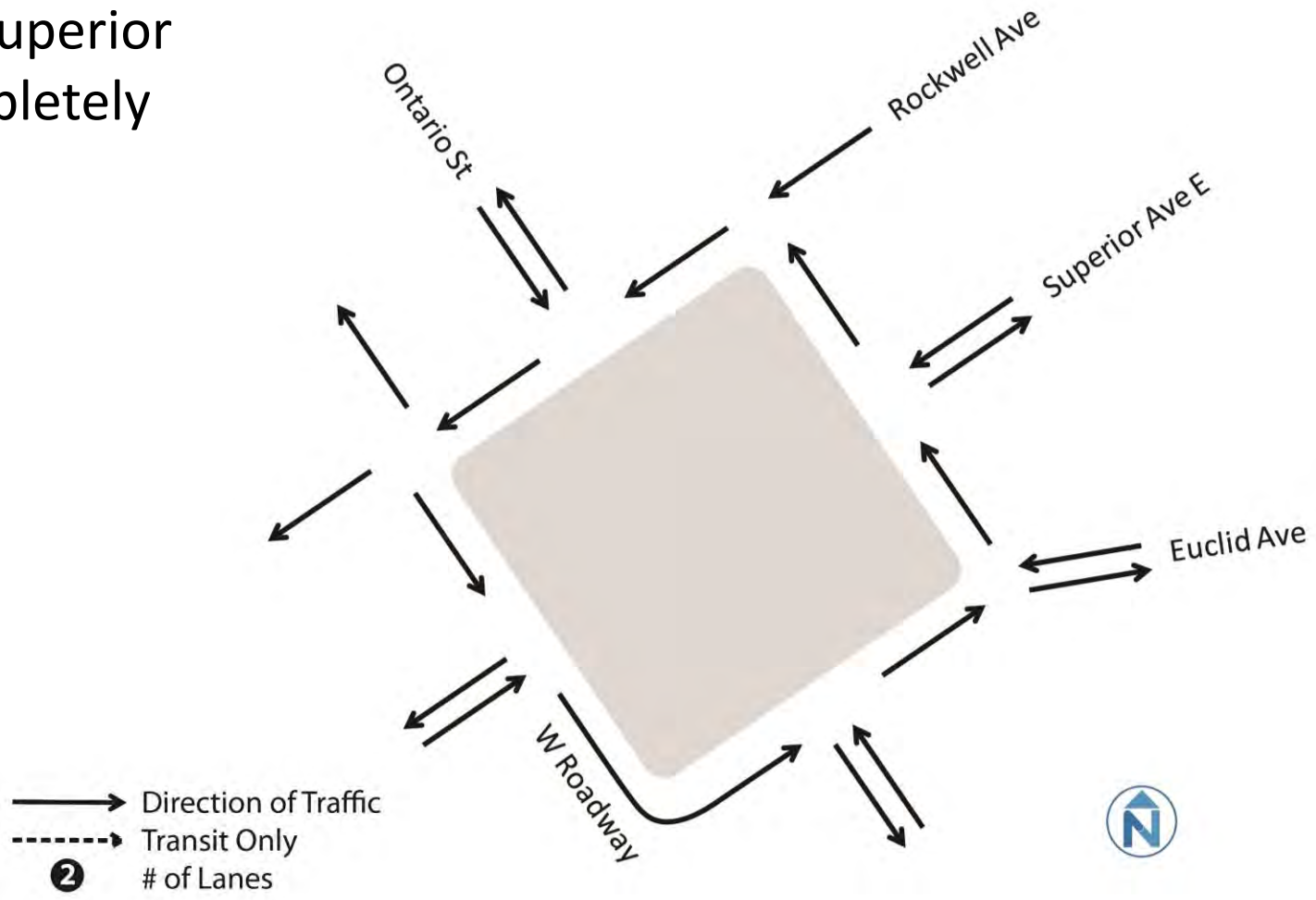
# Evaluation Criteria

- Pedestrian environment
  - Accommodate peak period pedestrian volumes
  - Minimize crossing delay
  - Maximize pedestrian accessibility
- Transit operations
  - Maintain transfer convenience (within 1 block or still at the Square)
  - Minimize increase in running times/costs
  - Maintain system reliability & bus access to key PS bus stops
- Traffic operations
  - Do not create problematic intersections
  - Minimize additional vehicle travel time



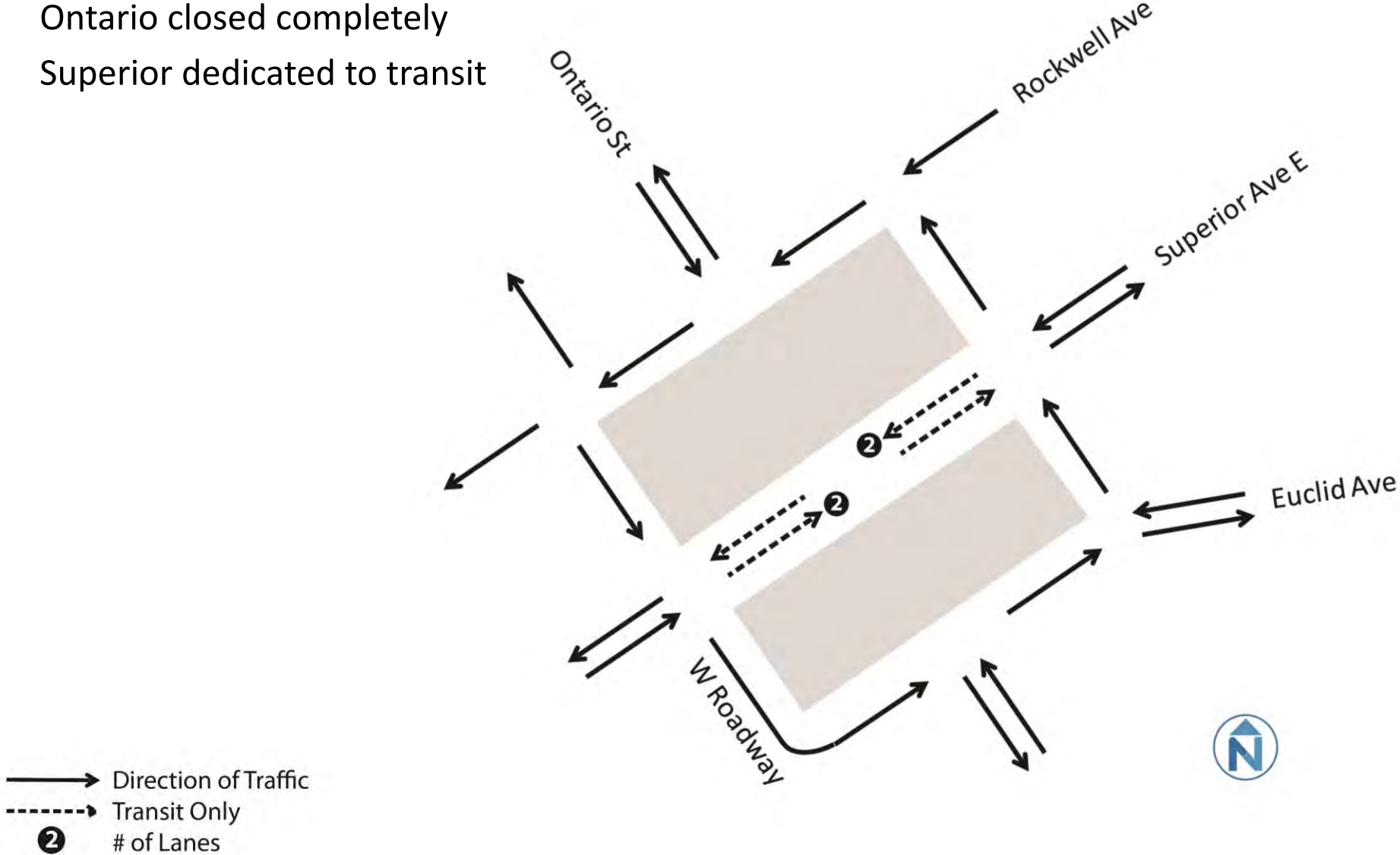
# Scenario H: Uninterrupted Square

- Ontario & Superior closed completely



# Scenario D: North and South Square Expansion

- Ontario closed completely
- Superior dedicated to transit





# Scenario D+: North and South Square Expansion

- Maintains Superior lanes open for mixed traffic
- Minimal changes to traffic on north side of Public Square
- Mitigates traffic impacts around south side of Public Square present in Scenario D
- Transit operations same as Scenario D

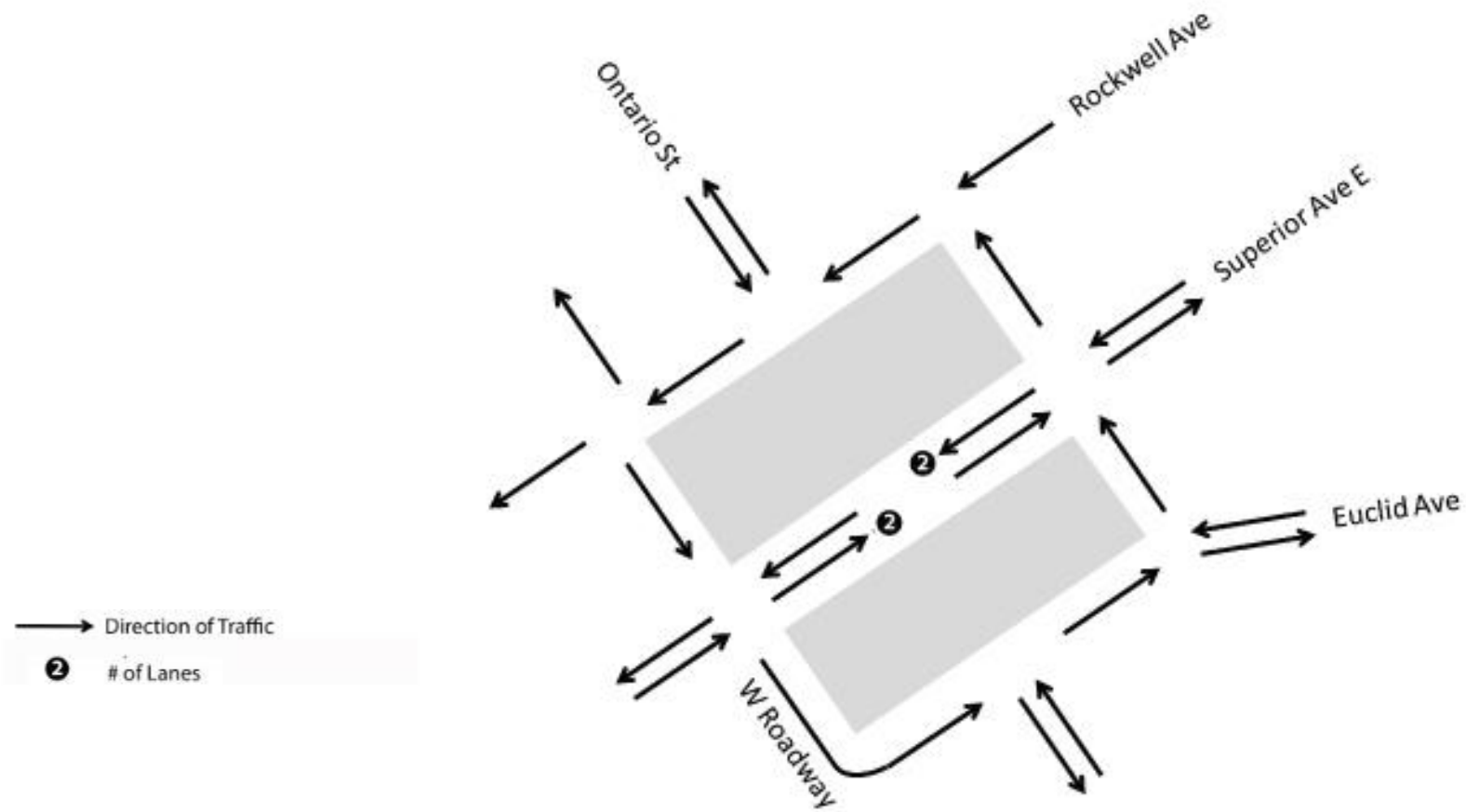
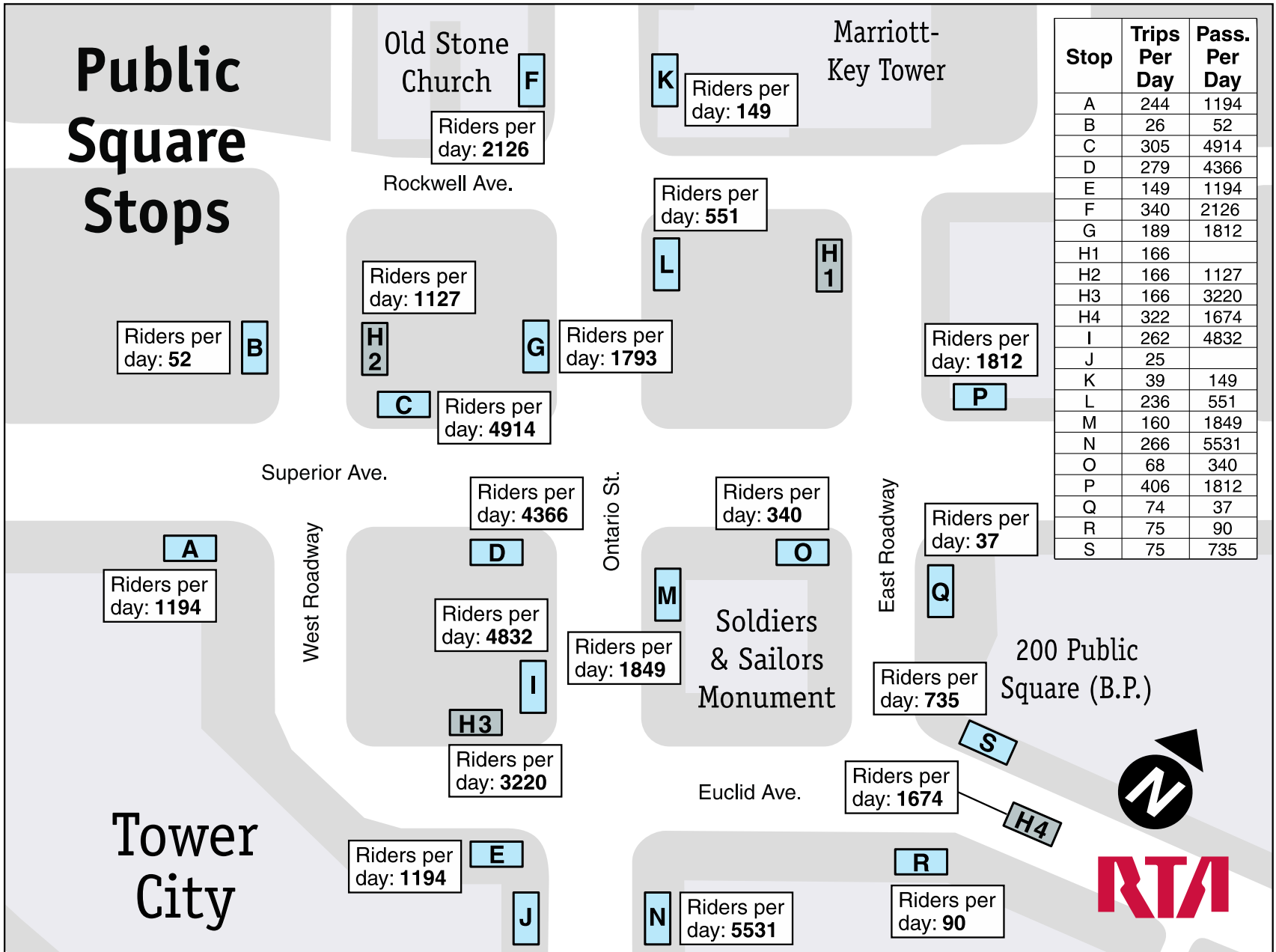


FIGURE 1: WEEKDAY SERVICE

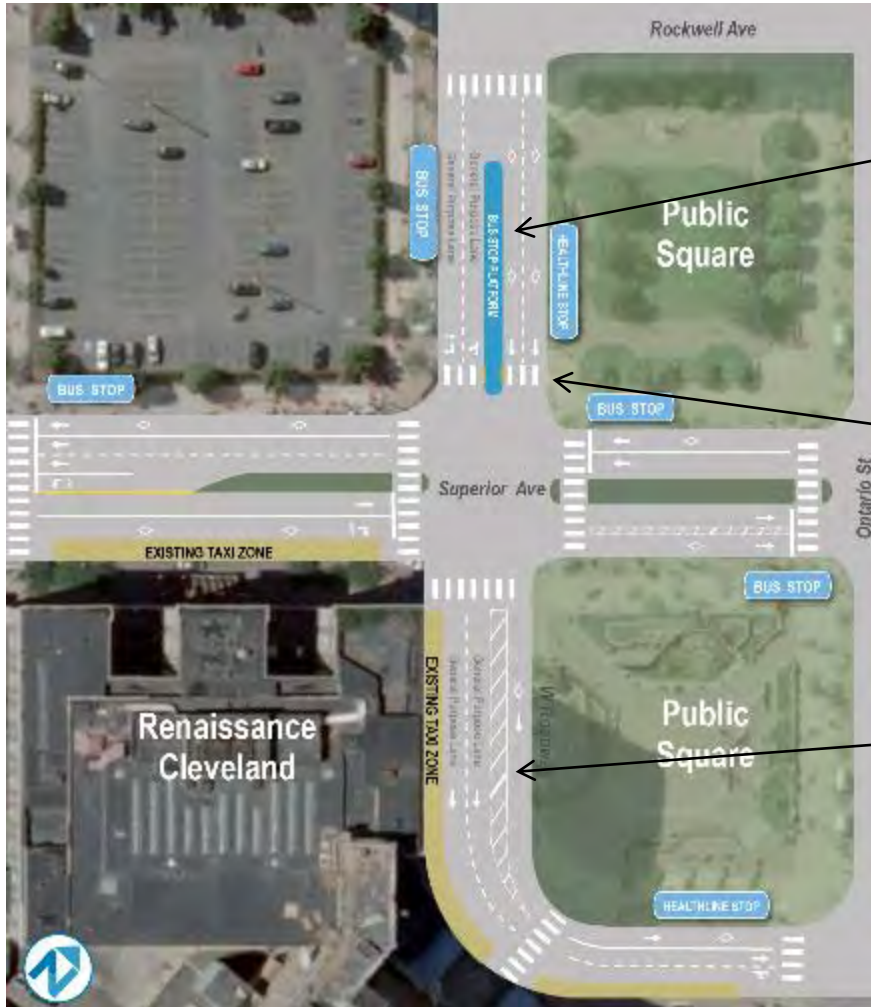


Stop	Trips Per Day	Pass. Per Day
A	244	1194
B	26	52
C	305	4914
D	279	4366
E	149	1194
F	340	2126
G	189	1812
H1	166	
H2	166	1127
H3	166	3220
H4	322	1674
I	262	4832
J	25	
K	39	149
L	236	551
M	160	1849
N	266	5531
O	68	340
P	406	1812
Q	74	37
R	75	90
S	75	735





# West Roadway Transit: Option 1



W Roadway

Requires additional ROW to accommodate four travel lanes and a bus stop platform

Requires additional ROW to add another general purpose lane

# Design Considerations

- Main continuity of the downtown street grid
- Integrate Superior transit shelters with active uses (e.g., café, bike station, and/or visitor center)
- Consider dedicated or specially marked, slow-speed bicycle facilities traversing the Square in both directions
- Consider incorporating a bicycle station/parking facility





# REVISED SCHEMATIC DESIGN

## ILLUSTRATIVE SITE PLAN



- 1 Plaza + Water Feature
- 2 Event Lawn
- 3 Soldiers + Sailors Monument
- 4 The Café
- 5 Concert Hill
- 6 Picnic Hill
- 7 Speaker's Corner
- 8 Key Tower Exit/Entry
- 9 Terminal Tower Exit/Entry
- 10 Casino Exit/Entry
- Transit Shelters

0 50 100 200ft

