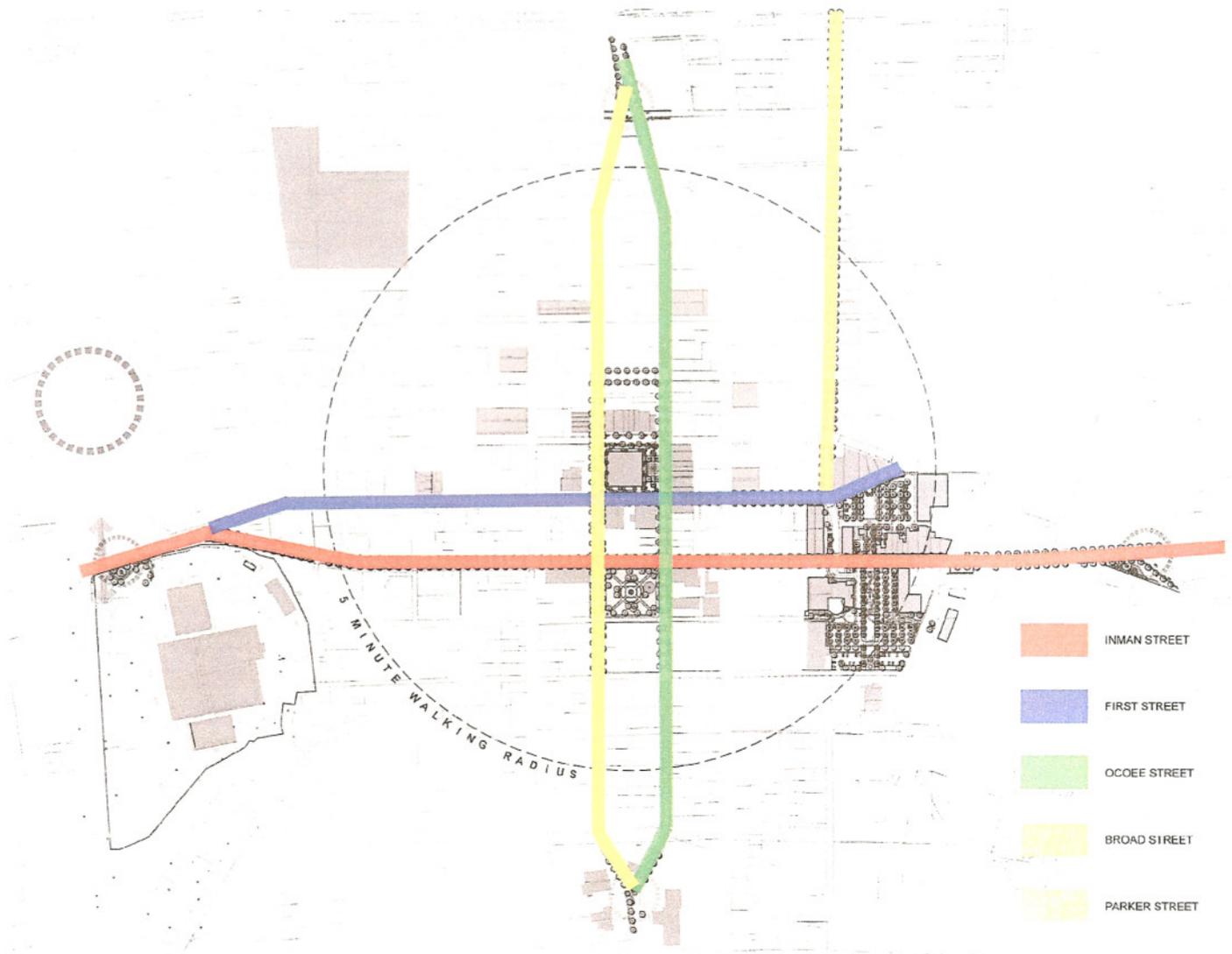


# STREETSCAPES



Typical pedestrian conditions along existing streets in downtown Cleveland consist of narrow sidewalks, high speed traffic, and a lack of consistent character. Defining on street parking through the use of curb extensions will move trees out of sidewalks while giving the pedestrians a safer and more attractive space to circulate. The addition of uniform street furniture will also play a key role in creating a usable space that contains character. To enhance the streetscapes further, multiple mid block curb extensions will be developed for planting street trees which will allow the trees more room to reach their full potential.

Inman Street carries a great deal of traffic through Downtown and is not pedestrian friendly. Three and four lane alternates have been developed to improve the pedestrian character of Inman. A detailed traffic study is recommended to analyze the impact of each alternate.

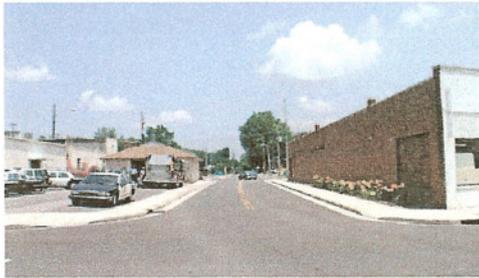
# STREETSCAPES

EXISTING CONDITIONS

**FIRST STREET NORTH**



**PARKER STREET**



**OCOEE STREET**



**BROAD STREET**



**INMAN STREET**



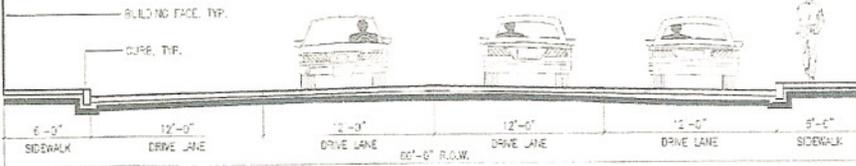
# STREETSCAPES

# INMAN STREET

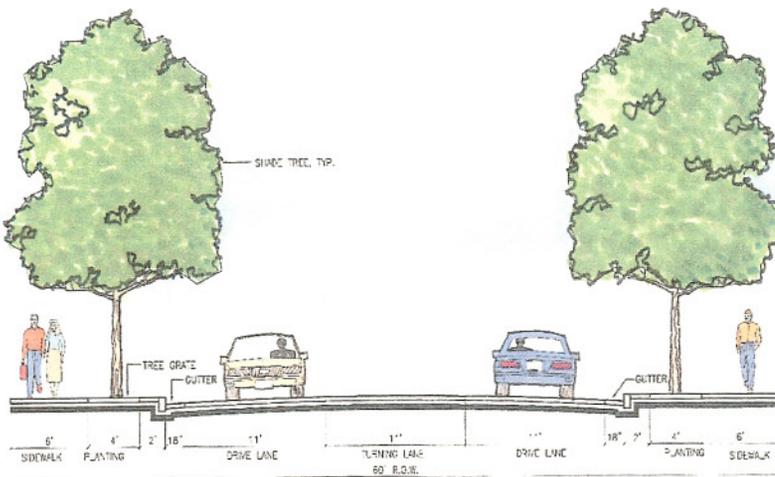
## 3 LANE ALTERNATE

The existing Inman Street right of way is 60' wide. Inman Street is two way with Four 12' wide lanes, a curb and a 6' wide sidewalk on each side of the street. It runs from the Village Green at Keith Street eastward, past Johnston Park and the new museum at the Five Points area. No on street parking spaces occur along its length and curb cuts for business driveway access occur along both sides of the street with the greatest number occurring on the western end of the downtown core, disrupting the sidewalk pattern. Few trees are found along Inman and these are adjacent plantings at the Museum and Johnston Park.

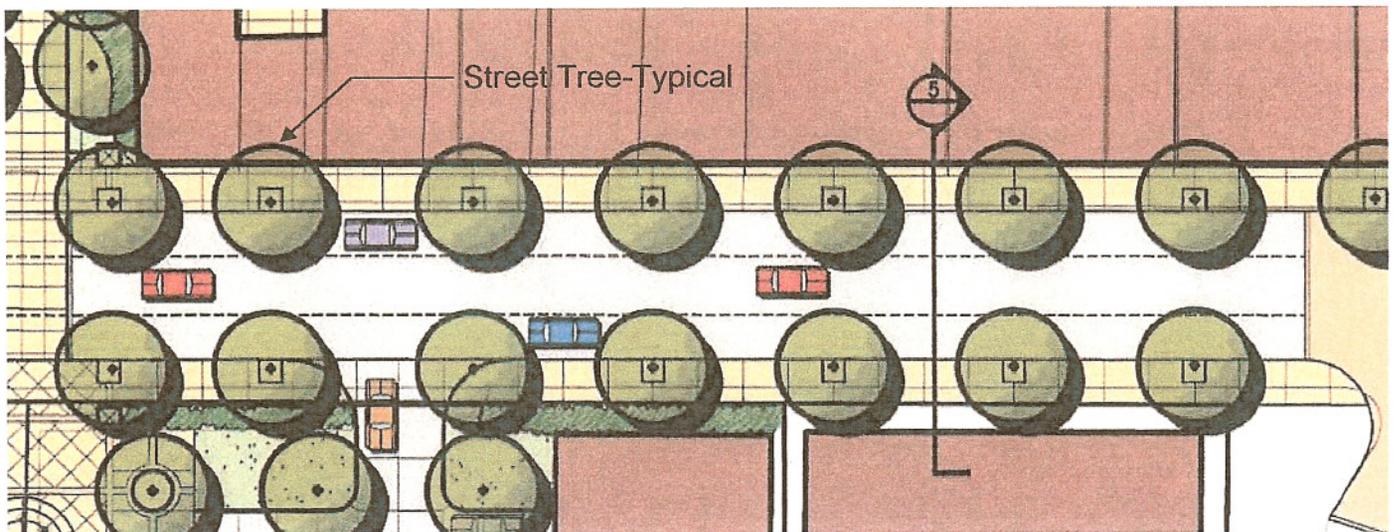
To develop Inman Street into a pedestrian friendly connector, sidewalks should be widened to ten feet by narrowing the road to three 11' wide lanes. The two outside lanes are through traffic with the middle lane reserved for turning. The increased width of the sidewalk will allow street trees to be added on both sides of the street. The increased sidewalk width will also allow placement of pedestrian related street furniture such as benches and planters at appropriate locations along its length.



1 SECTION THROUGH INMAN STREET (EXISTING)  
SCALE: 3/16"=1'-0"



6 SECTION THRU INMAN STREET (PROPOSED)  
SCALE: 3/16"=1'-0"



## INMAN STREET – THREE LANE ALTERNATE

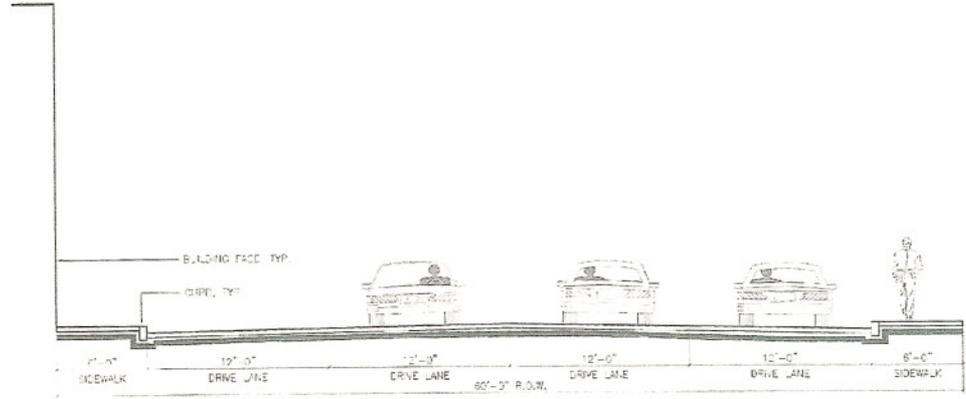
# INMAN STREET

## 4 LANE ALTERNATE

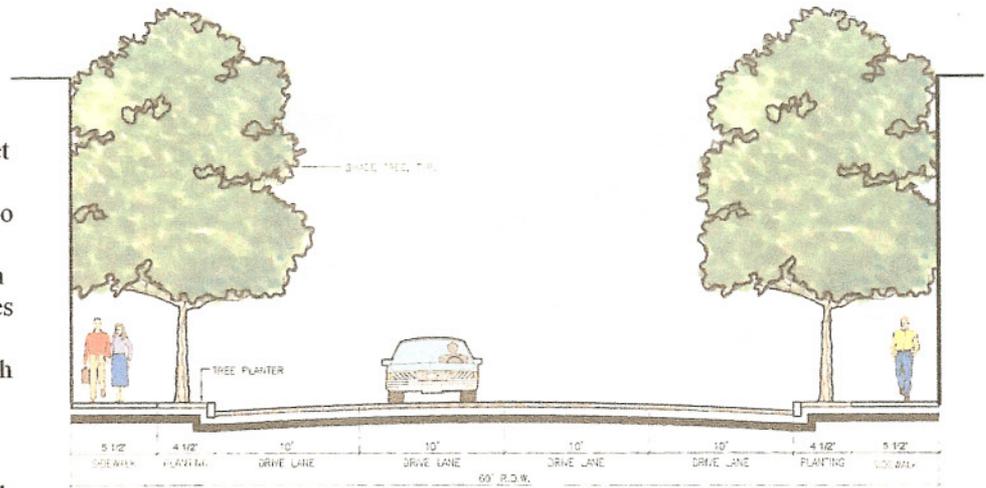
# STREETSCAPES

The existing Inman Street right of way is 60' wide. Inman Street is Two way with Four 12' wide lanes, a curb and a 6' wide sidewalk on each side of the street. It runs from the Village Green at Keith Street eastward, past Johnston Park and the new museum at the five points area. No on street parking spaces occur along its length and curb cuts for business driveway access occur along both sides of the street with the greatest number occurring on the western end of the downtown core, disrupting the sidewalk pattern. Few trees are found along Inman and these are adjacent plantings at the Museum and Johnston Park.

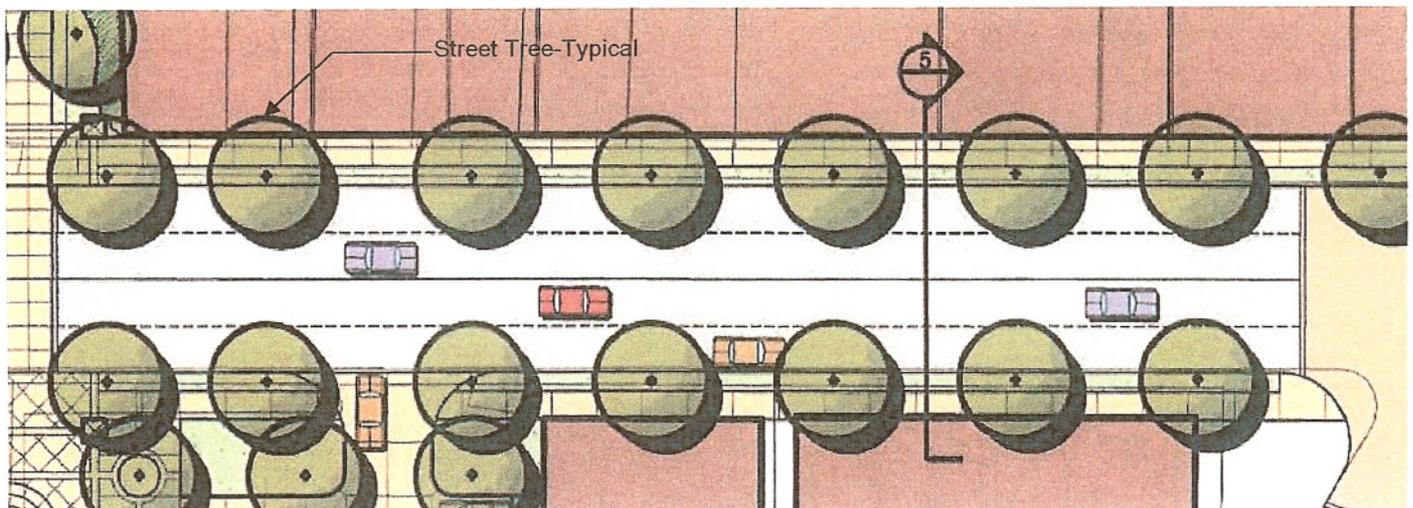
To develop Inman Street into a pedestrian friendly connector, sidewalks will be widened to ten feet by narrowing the road to four 10' wide lanes. This scheme allows Two traffic lanes in each direction as currently exist. The increased width of the sidewalk will allow street trees to be added on both sides of the street. The increased sidewalk width will also allow placement of pedestrian related street furniture such as benches and planters at appropriate locations along its length.



1 SECTION THROUGH INMAN STREET (EXISTING)  
SCALE: 3/16"=1'-0"



5 ALTERNATE SECTION THRU INMAN STREET (PROPOSED)  
SCALE: 3/16"=1'-0"



## INMAN STREET – FOUR LANE ALTERNATE

# STREETSCAPES

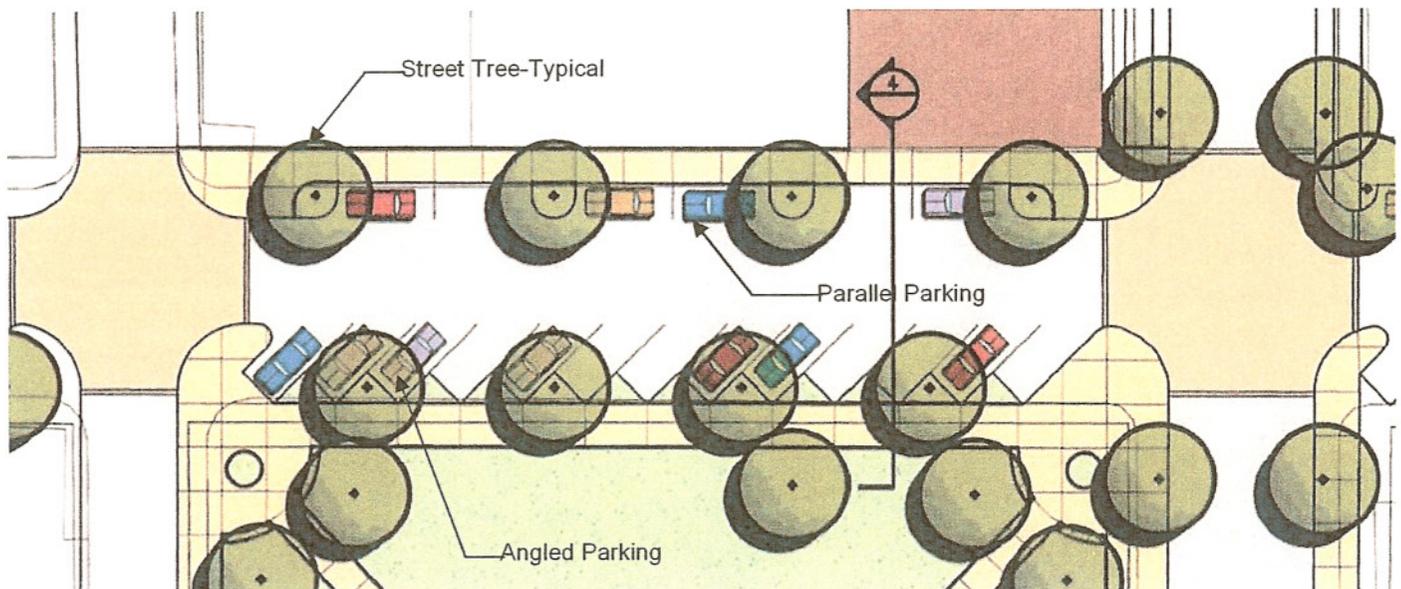
# BROAD STREET



The existing Broad Street right of way is 60' wide. Broad Street is one way through the downtown with three 11' wide drive lanes, 8' wide parallel parking, curbs and a 5'-6" wide sidewalk run along each side of the street. Broad Street is one of the pair of major north/south connector streets running through downtown and on to the local highway systems beyond. Due to the proximity of surrounding buildings, few trees are found along Broad and these mainly occur at the Courthouse and Johnston Park.



To enhance the character of Broad Street the eastern drive lane and parallel parking spaces should be transformed into angled on street parking. Two south through lanes and parallel parking on the western side of the street should remain. Curb extensions should also be added in between parking spaces to allow the planting of street trees and as crossing points for pedestrians. Pedestrian related street furniture such as benches and planters should be placed at appropriate locations to enhance the street's character.

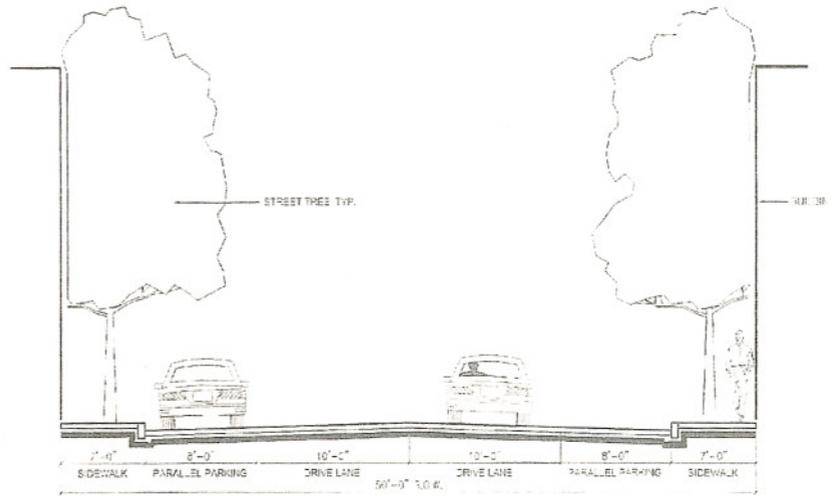


**BROAD STREET - TYPICAL PLAN**

# OCOEE STREET

The existing Ocoee Street right of way is 50' wide. Ocoee street is one way through the Downtown with two 10' wide drive lanes, 8' wide parallel parking, curbs and a 7' wide sidewalk along each side of the street. Ocoee Street has established street trees located in the sidewalk. This has resulted in inadequate width of sidewalks, miss-shaped trees, and a dark crowded streetscape. Ocoee Street is the second of a pair of major north/south connector streets running through Downtown.

# STREETSCAPES

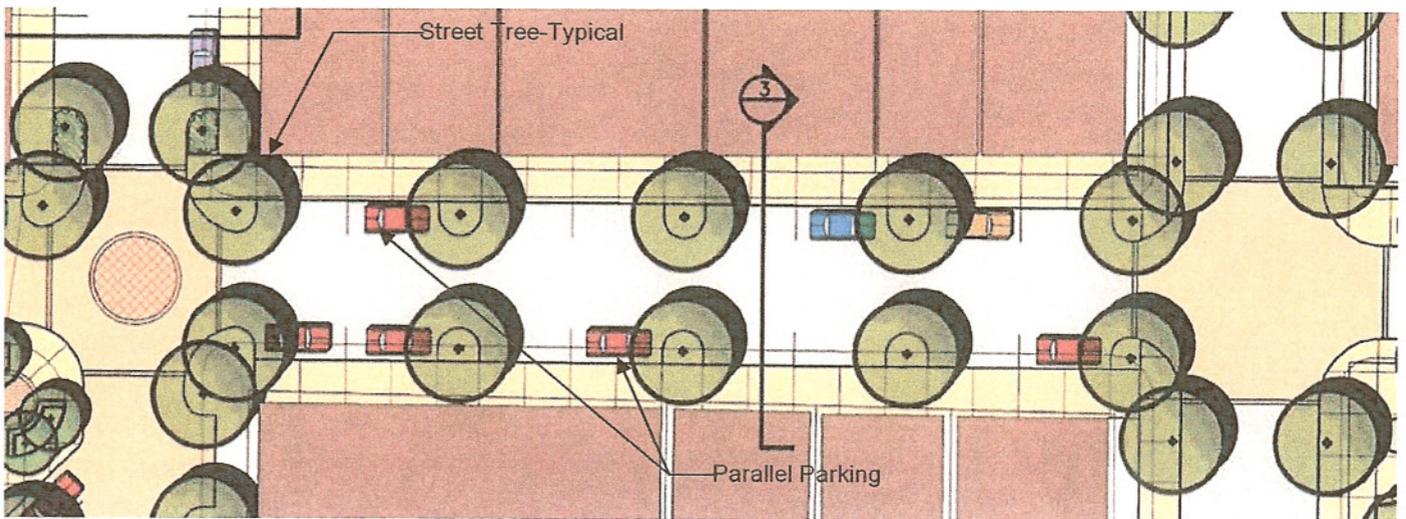


3 SECTION THROUGH OCOEE STREET (EXISTING)  
SCALE: 3/16"=1'-0"

To enhance the character of Ocoee Street curb extensions should be added in between parking spaces to allow more room for the planting of street trees and to serve as crossing points for pedestrians. Pedestrian related street furniture such as benches and planters should be placed at appropriate locations to enhance the streets character.



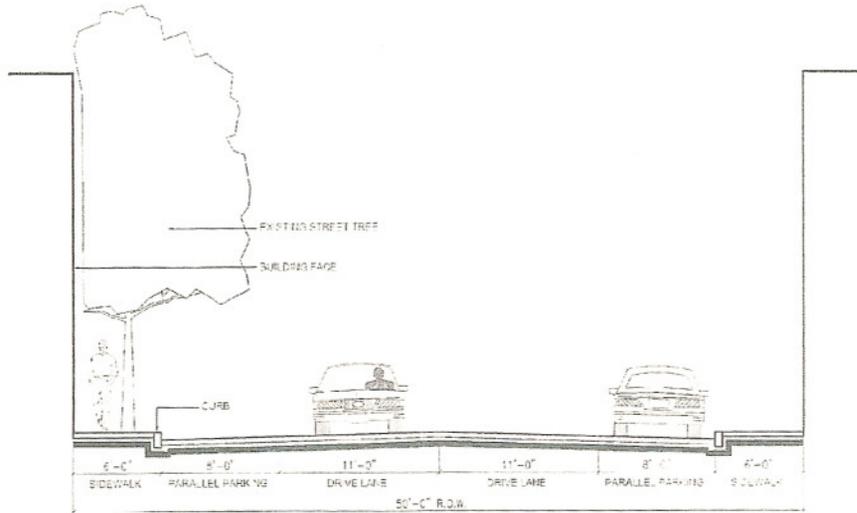
8 SECTION THRU OCOEE STREET (PROPOSED)  
SCALE: 3/16"=1'-0"



OCOEE STREET -TYPICAL PLAN

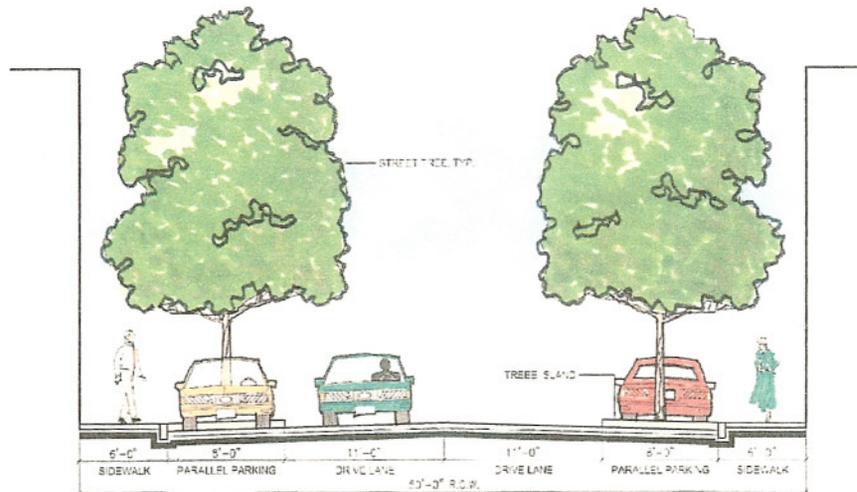
# STREETSCAPES

# FIRST STREET



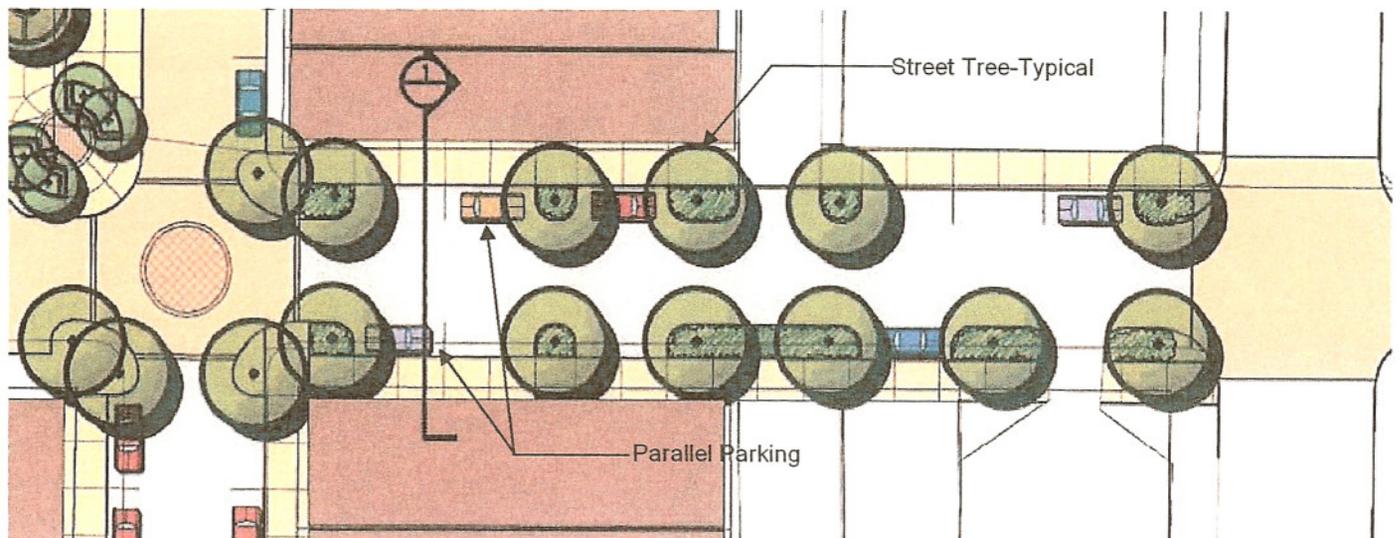
4 SECTION THROUGH FIRST STREET (EXISTING)  
SCALE: 3/16"=1'-0"

The existing First Street right of way is 50' wide. First street is two way through the downtown except at the Courthouse where it becomes one way westbound. The road consists of two 11' wide drive lanes, 8' wide parallel parking and 6' sidewalks along each side of the street. First Street has intermittent street tree plantings in the sidewalk along its length, many of which are planted too close to the adjacent buildings.



8 SECTION THRU FIRST STREET (PROPOSED)  
SCALE: 3/16"=1'-0"

To enhance the character of First Street, curb extensions should be added in between parking spaces to allow more room for the planting of street trees and to serve as crossing points for pedestrians. Pedestrian related street furniture such as benches and planters should be placed at appropriate locations to enhance the streets character.

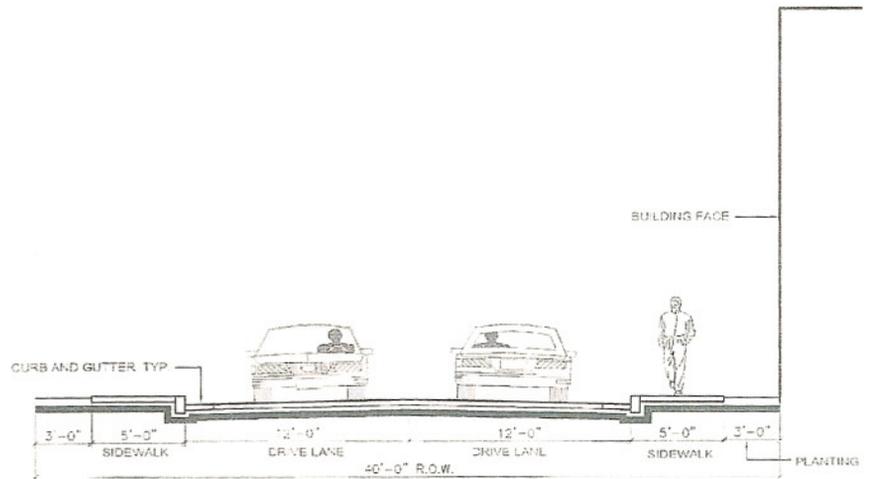


FIRST STREET - TYPICAL PLAN

# PARKER STREET

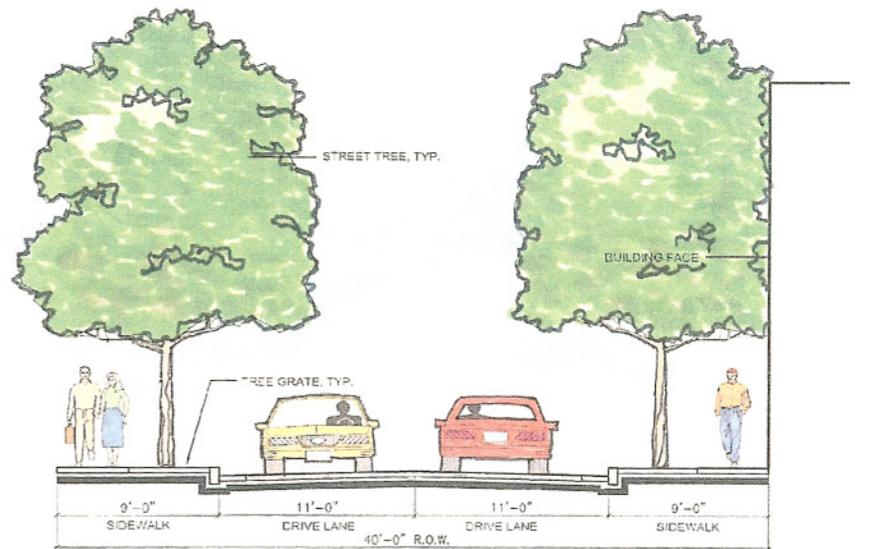
# STREETSCAPES

The existing Parker Street right of way is 40' wide. Parker street is two way through the downtown and connects the Museum at Five Points to Lee University. The road consists of two 12' wide drive lanes with curb and gutter, 5' wide sidewalks and 3' planting strips along each side of the street. Parker Street has intermittent street tree plantings along its length.

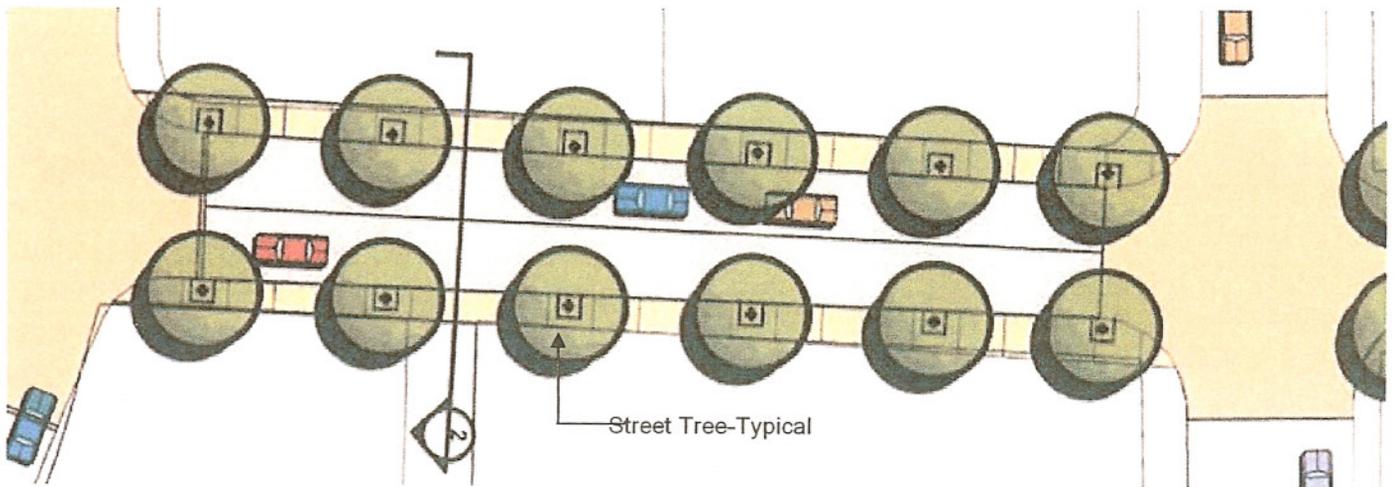


2 SECTION THROUGH PARKER STREET (EXISTING)  
SCALE: 3/8" = 1'-0"

To enhance the character of Parker Street the sidewalk should be widened to 9' width and tree wells should be added to allow for the planting of street trees. Pedestrian related street furniture such as benches and planters should be placed at appropriate locations to enhance the streets character.

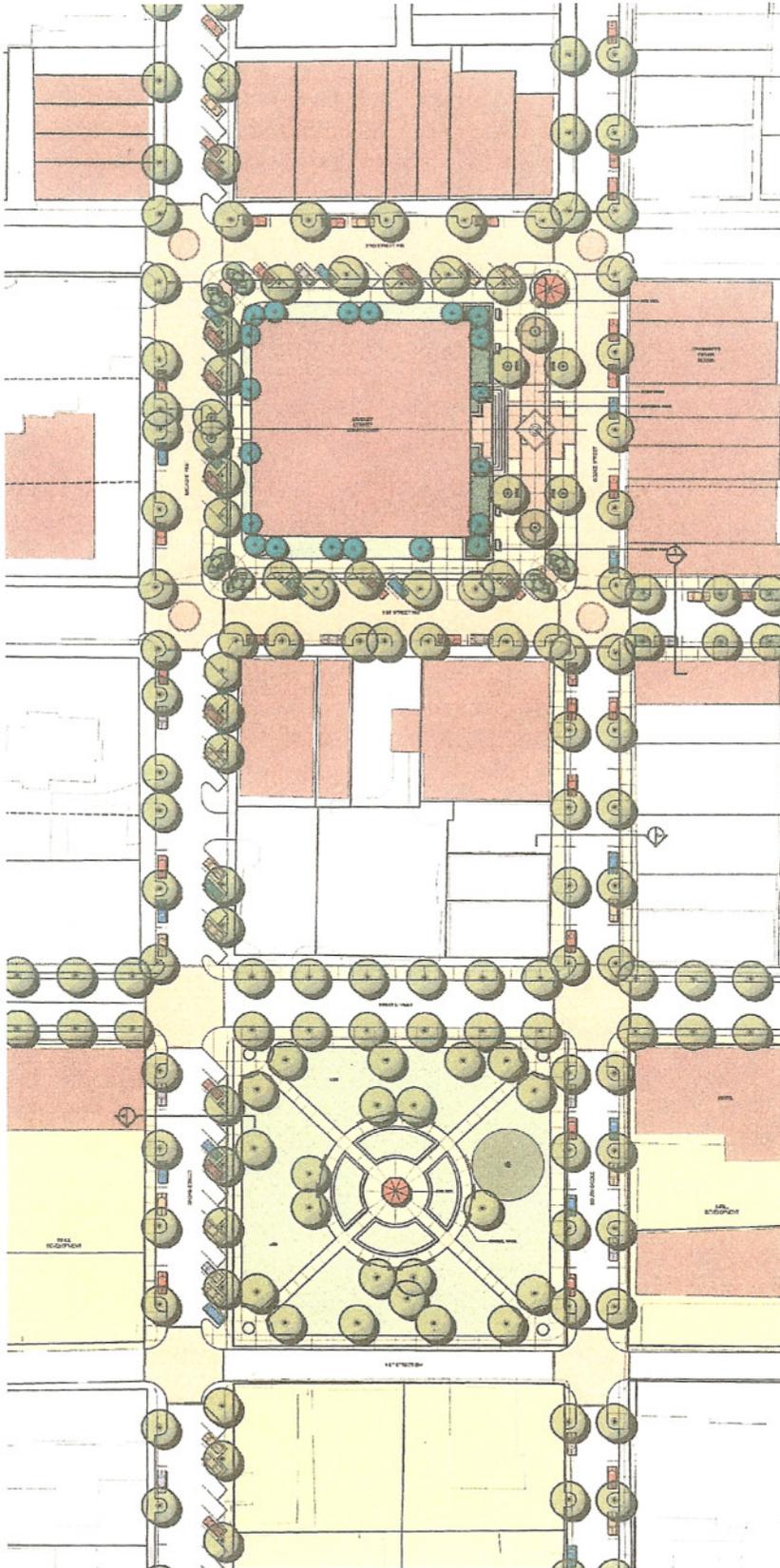


2 SECTION THRU PARKER STREET (PROPOSED)  
SCALE: 3/16" = 1'-0"



PARKER STREET - TYPICAL PLAN

# JOHNSTON PARK SQUARE



Historically Johnston Park was a simple, carefully focused, open passive space. Over the years it has become filled with competing uses and unrelated features.

The goal for Johnston Park Square should be to restore it to its historic design.

The restoration of the historic Johnston Square will lead to the visual opening up of the blocks that surround the square. This should work to promote infill development around the square in the form of infill housing and professional offices. The historic Cherokee hotel should be redeveloped and returned to its former use.

Preservation of the existing historic trees and the repositioning of the existing band shell to the center of the square are key moves in reclaiming Johnston Square as a pedestrian open space with greater multi purpose capacity and amenity.

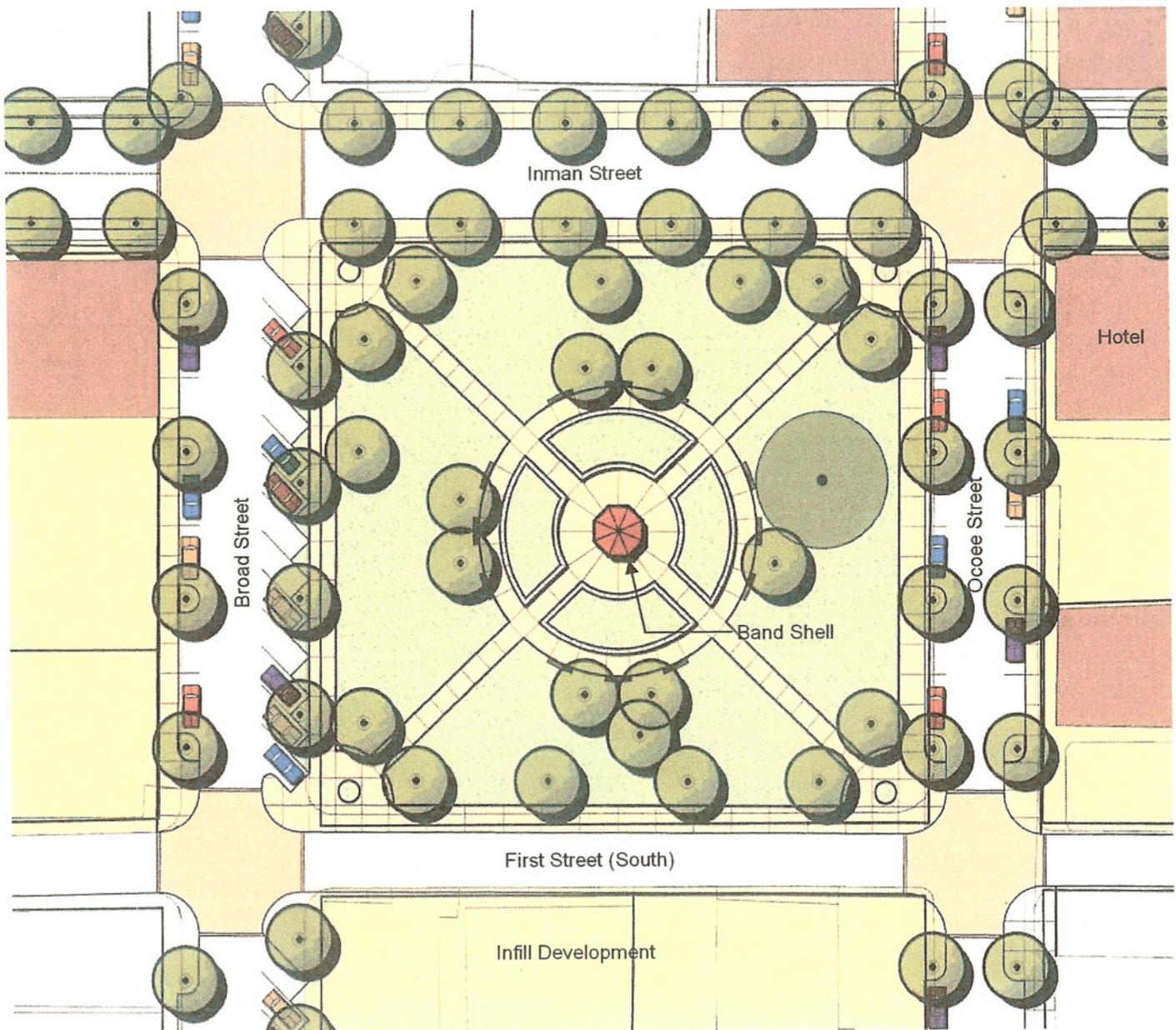


**CHEROKEE HOTEL**



**JOHNSTON PARK - 1939**

# JOHNSTON PARK SQUARE



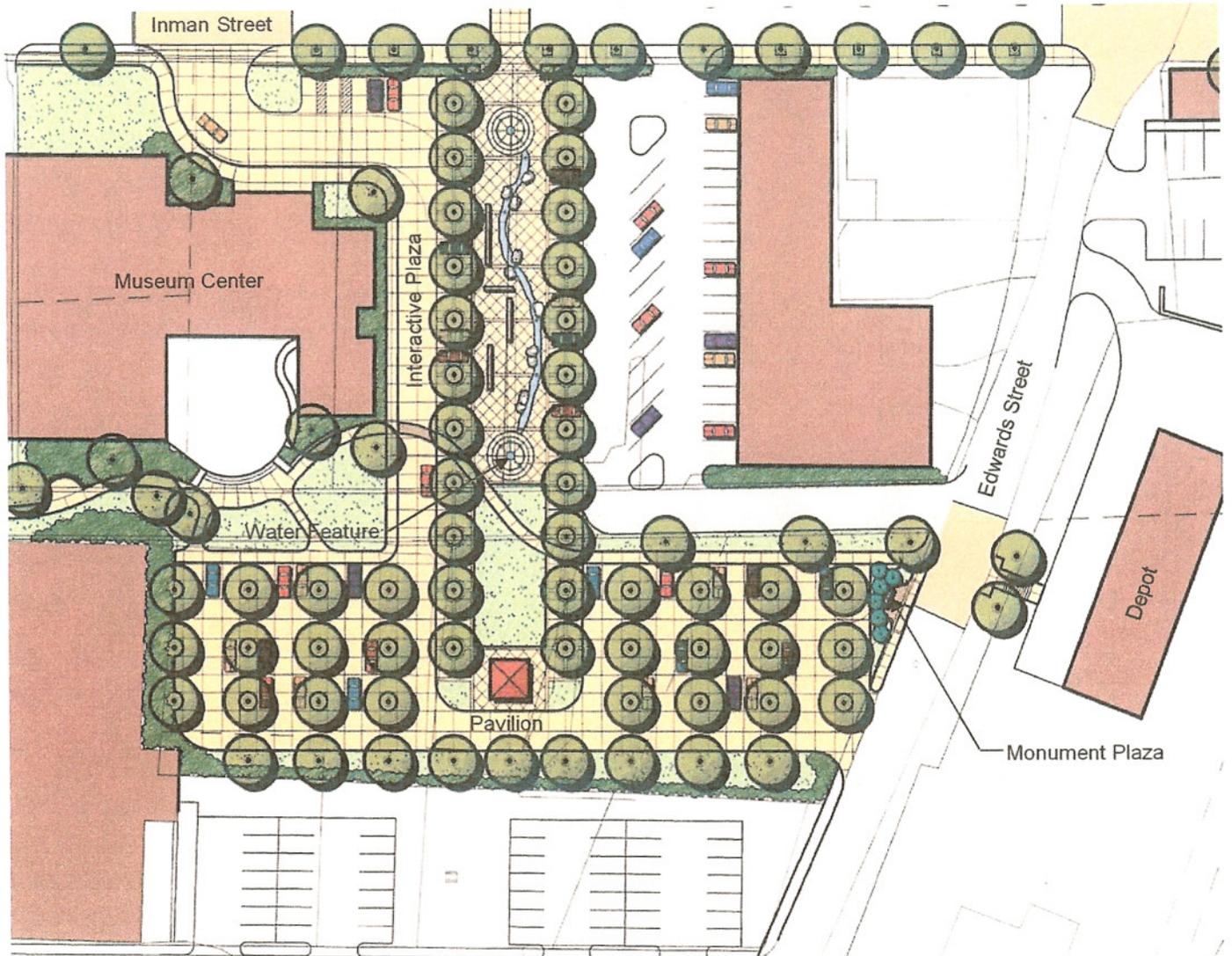
# FIVE POINTS



## FIRST STREET SQUARE MUSEUM SQUARE

The Museum Center has served as the impetus for new retail and restaurant development in the Five Points area. The First Street Square and the Museum Square are separate but linked development projects at Five Points. The synergism between the First Street Square retail / open space development and the Museum Square Museum interactive fountain destination attraction / interpretative plaza development should be a strong draw for locals as well as travelers. Both areas are proposed to have “green” parking lots designed as parking plazas with coordinated trees, lighting, and special events power provisions. The parking areas and the adjacent open spaces will be easily convertible for festival activities. Combined the First Street Square and the Museum Square produce a very large festival space for Downtown. Both Squares offer links to other areas and features of Downtown. The First Street Square includes a portion of Parker and links to Lee University to the north. To the west the First Street Square links the core of Downtown and the Courthouse Square. The Museum Square has a direct relationship to the County building to the east and to the historic Railway Depot nearby. To the south the Museum Square links directly to the Maytag manufacturing complex.

# MUSEUM SQUARE



## PHASE ONE

Phase One of the Museum Square provides expanded and redesigned parking around the Museum Center. The redesign of the parking allows for a new Interpretive Plaza, Interactive Fountain, Multipurpose Pavilion, open lawn, extensive tree plantings, linkage to the reconfigured monument plaza, linkage across Edwards to the rail depot, and linkage across Inman to the First Street Square.

## MULTIPURPOSE PAVILION

The pavilion, an architectural element which anchors the southern pedestrian axis is a multi-use facility for informal events such as picnics and gatherings as well as civic events such as concerts and festivals.



# MUSEUM SQUARE

## INTERPRETATIVE PLAZA

The interpretive Plaza in the Museum Square seeks to expand and reinforce the existing Museum Center. The plaza is proposed to contain interpretative exhibitry focused on local / regional cultural and natural history to underscore a unique sense of place for visitors and local residents. The plaza would also be focused on a water feature referencing the nearby Ocoee River and containing interactive fountain elements. The plaza and its water feature is envisioned as a family oriented destination attraction for Downtown.

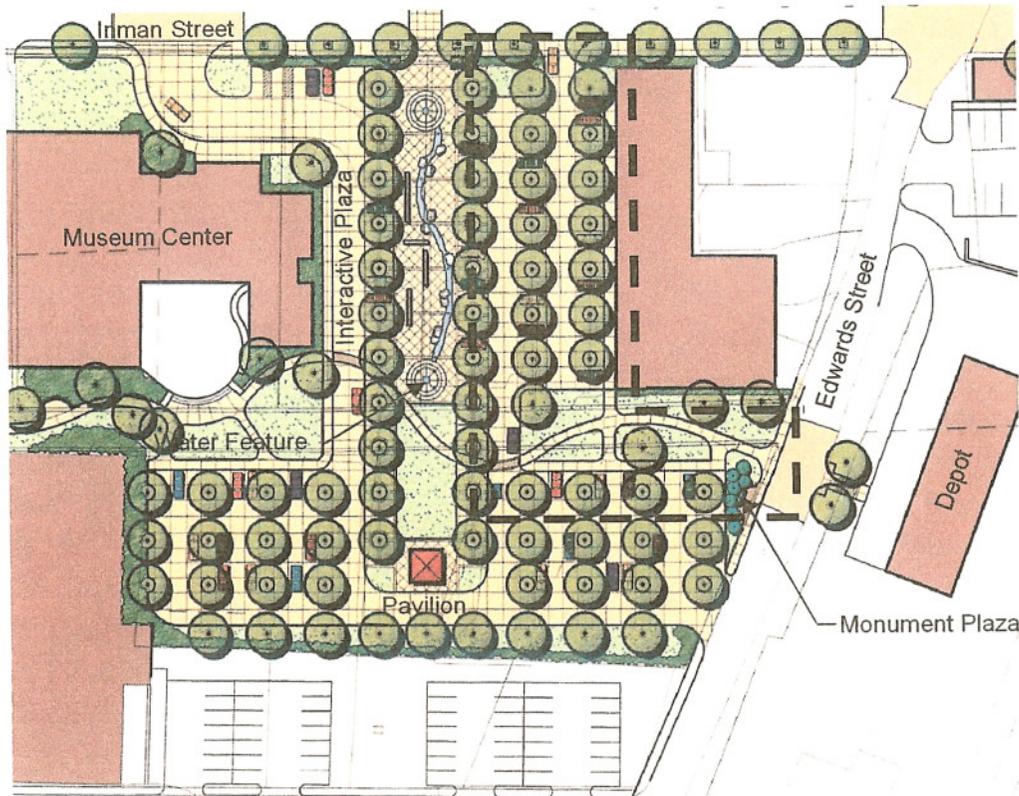


**INTERPRETATIVE EXHIBITRY**



**INTERACTIVE FOUNTAIN**

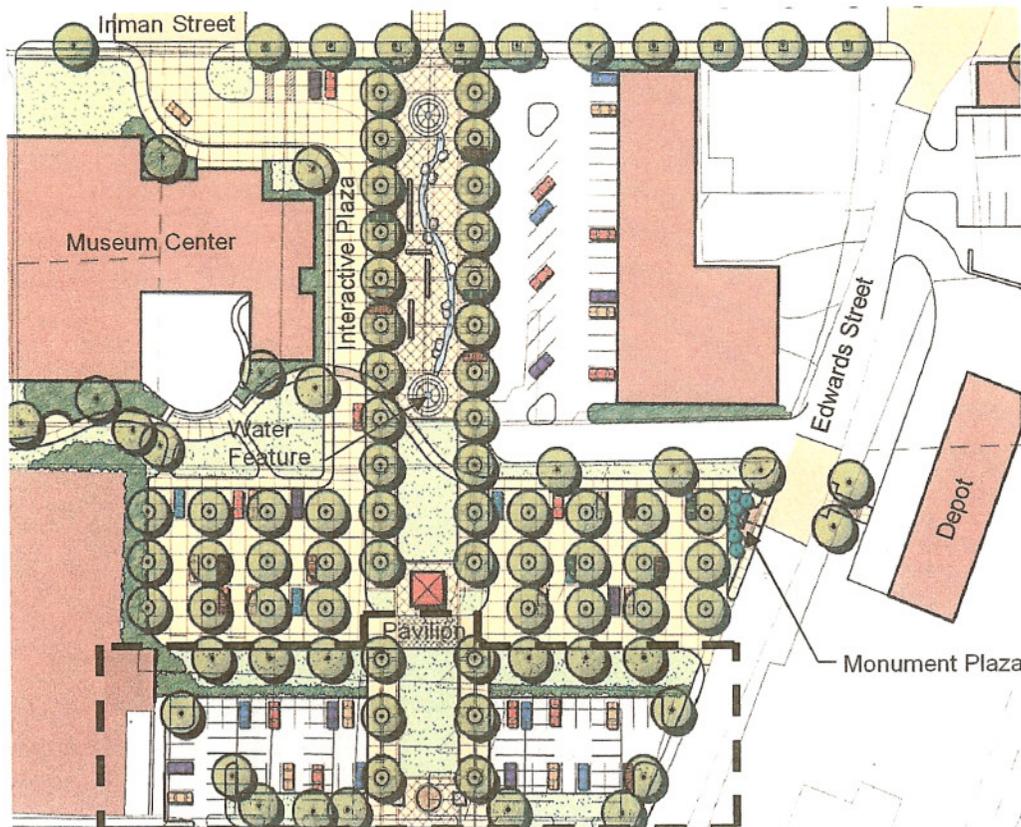
# MUSEUM SQUARE



## PHASE TWO

The development of the Museum Square in the second phase of the development is a conversion of the existing parking lot near the County building. The enhanced paving pattern is expanded from Phase One and trees are added to align with the previous installation. The pedestrian link is extended along with the additional lawn space which is created to reinforce the overall design. This Second Phase aids in strengthening the axial relationships of the site and it adds another multipurpose space to be used for parking or events.

PHASE TWO – MUSEUM SQUARE



## PHASE THREE

The Third Phase of the Museum Square would expand the pedestrian axis through Maytag property south to 2<sup>nd</sup> Street while maintaining Maytag's parking space totals.

PHASE THREE – MUSEUM SQUARE

# FIRST STREET SQUARE



The design intent for First Street Square is the creation of a shopping activity / destination area centered on an open green space. However, almost more importantly, this design will work to help strengthen the Parker Street pedestrian connection to Lee University. The design targets streetscaping improvements along Parker which will serve as a catalyst for development and link the University population into the Five Points area of the historic Downtown area.

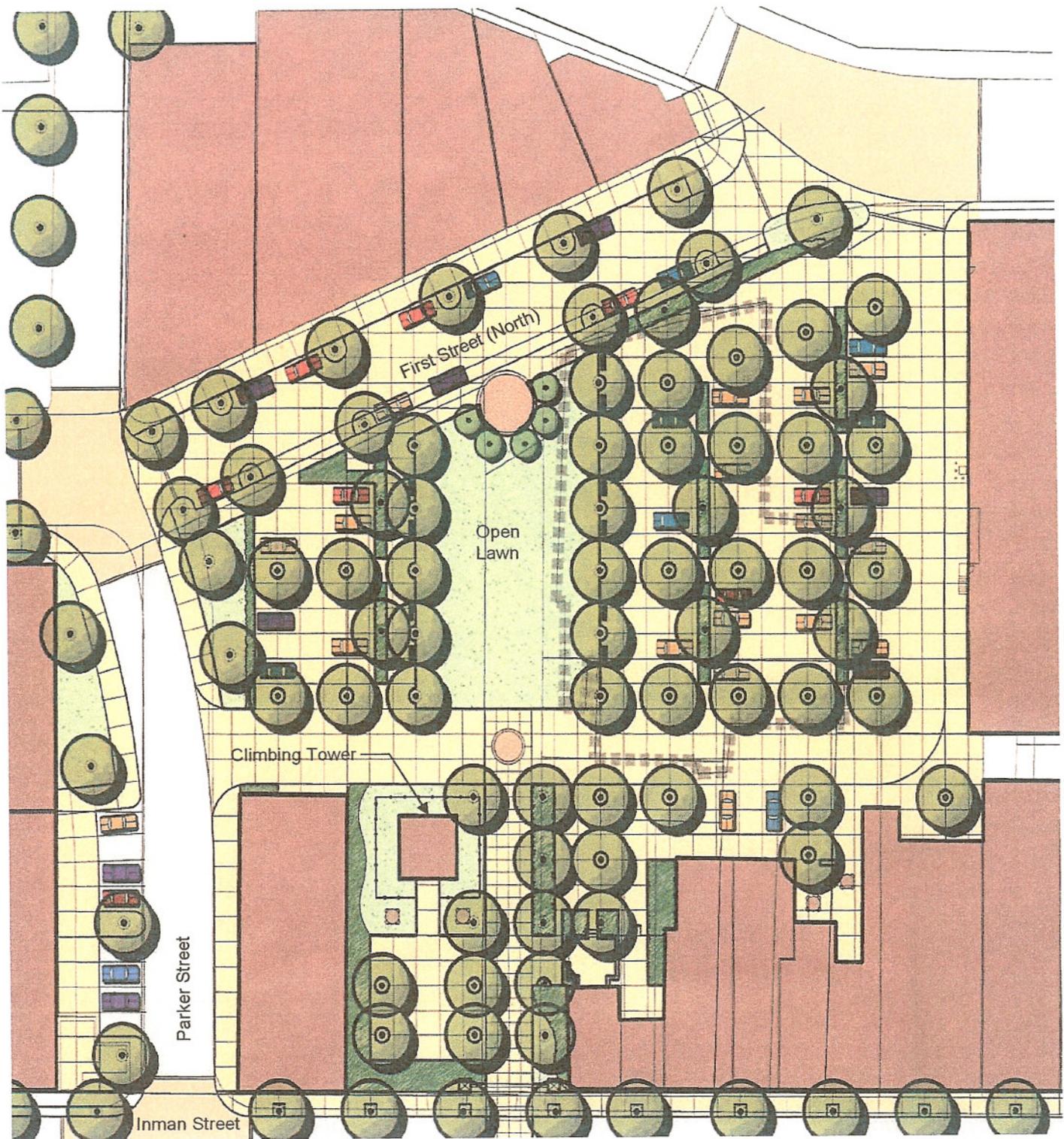
The plan envisions the conversion of the existing city parking lot into a multi-function green space, with an integrated parking function. With the removal of the existing laundry building, this multi-use space will be of considerable size and will be capable of hosting several forms of community and private events as well as providing daily parking for surrounding businesses. A key feature to this design will be the central lawn space, framed and enhanced by detailed paving and site furnishings. The proposal strives to enhance the connections to all the existing businesses that surround or are connected to the space. There is an opportunity to establish a residential population in this area, the vacant blocks north of the proposed square should be considered as development opportunities for a mix of infill housing and appropriately design parking areas.

The development of First Street Square will help strengthen the pedestrian axis to the Museum Plaza, highlighted by an axis of trees and connected by several detailed paving techniques. The connected spaces combine to form 'green' parkway spaces that will serve as dual use market and festival spaces.

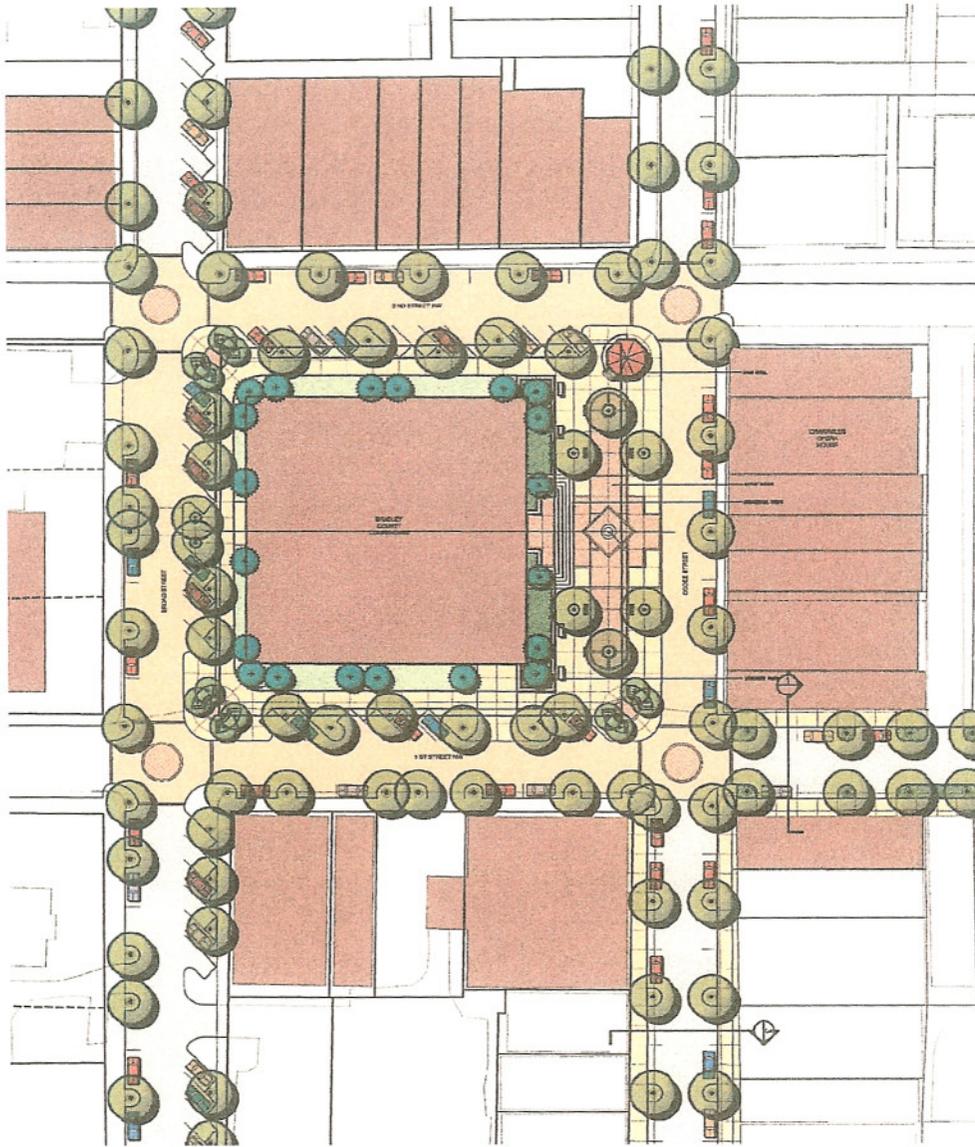


# FIRST STREET SQUARE

This development will help bring cohesiveness to the area and provides an amenity space in an area that is currently under-utilized. This would create additional destination shopping to strengthen the retail and restaurant development that has begun around the Museum. Bookstores, a grocery store, drug store, second story housing etc. could be located here and be within walking distance of the Lee University campus. The existing parking lot and laundry building need to be removed to make a functioning pedestrian mall that enhances the character of the open space and surrounding businesses while providing expanded parking.



# COURTHOUSE SQUARE



Historically the courthouse has been the center of civic activity for Bradley County and Cleveland. When the courthouse was rebuilt, the footprint was enlarged reducing the civic gathering spaces. The proposed improvements are intended to return the civic presence of the Courthouse Square. The west side parallel parking along Ocoee Street has been eliminated to increase the size of the plaza. The existing steps to the courthouse are proposed to be enlarged to serve as a stage for civic functions. The existing monuments are proposed to be relocated to provide a Monument Walk which also opens the plaza for larger gatherings. The plaza is proposed to have detailed pavement treatments and consistent streetscape elements. Each of the four corners around the courthouse are emphasized for pedestrian use with seating and provide users a destination point as well as a place to gather. Specialized vehicular paving is proposed in the four streets and four intersections adjacent to the courthouse. At the corner of Ocoee Street and 2<sup>nd</sup> Street the historic bandstand is proposed to be recreated.

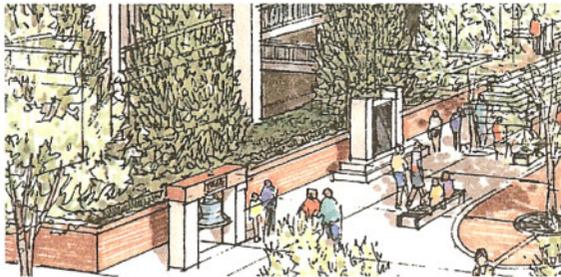


**HISTORIC COURTHOUSE WITH BANDSTAND**

# COURTHOUSE SQUARE



**CORNER SEATING**



**MONUMENT WALK**



**EXISTING CONDITION**



**COURTHOUSE PLAZA ALONG OCOEE**