



Conceptual Trail Plan

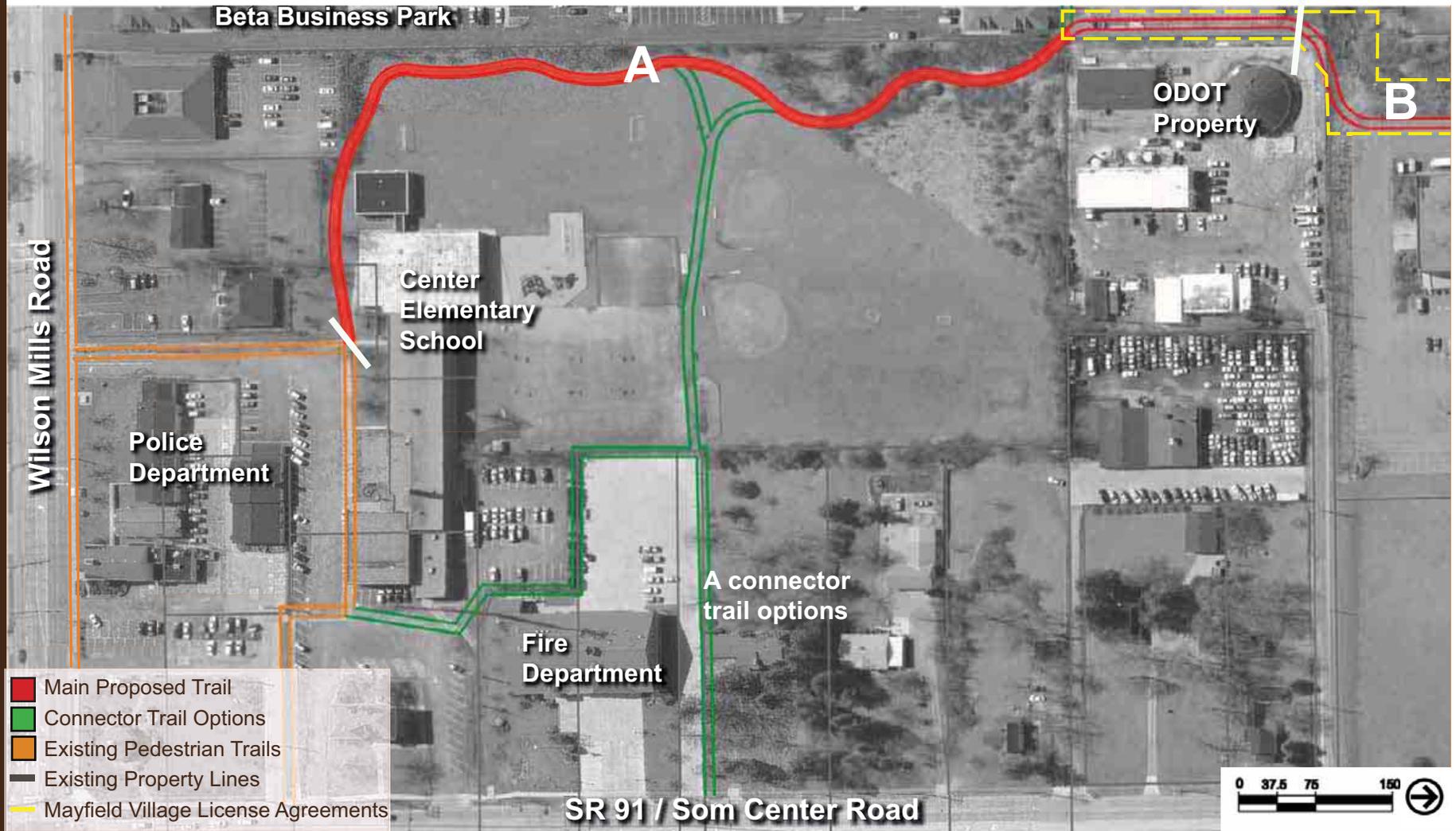
The Conceptual Trail Plan is broken down into 4 trail linkage alternatives that tie into the existing pedestrian network. These trail linkage alternatives will provide pedestrian connections to Center Elementary School, Beta Business Park, the Civic Center, the Progressive Insurance campus, and several other city parks and recreational facilities.



- Main Proposed Trail
- Alternate Trail Option
- Connector Options
- Existing Pedestrian Trails
- Proposed Highland Road Sidewalk

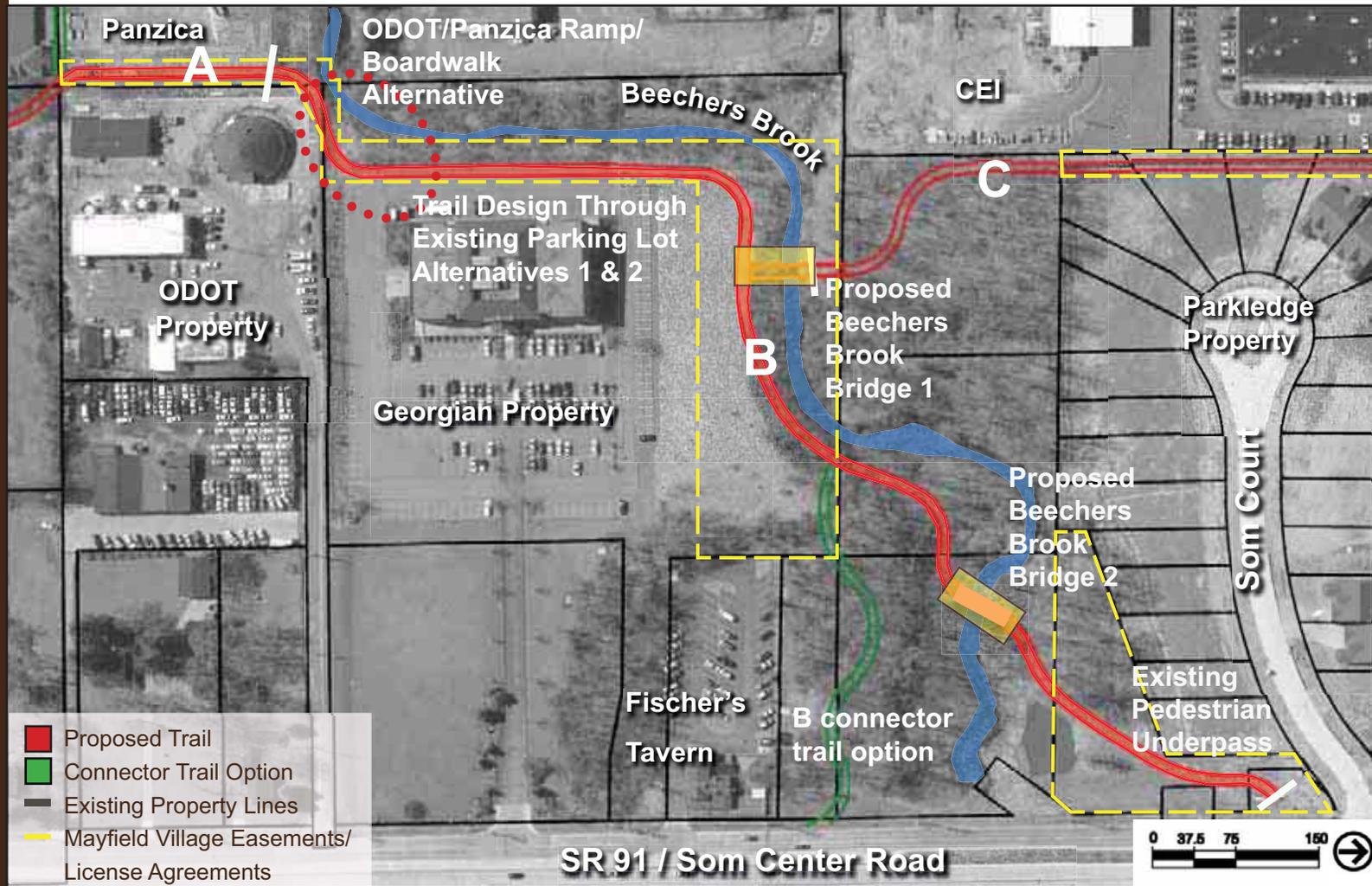
Proposed Trail Segment 'A' Plan

Segment 'A' winds behind Center Elementary School, linking the existing parking lot trail to the south of the school to segment 'B'. Segment 'A' will provide a safe path for children to walk to school as well as create a recreational amenity for students. Several opportunities for connector trails linking the schoolyards to Som Center Road are also highlighted.



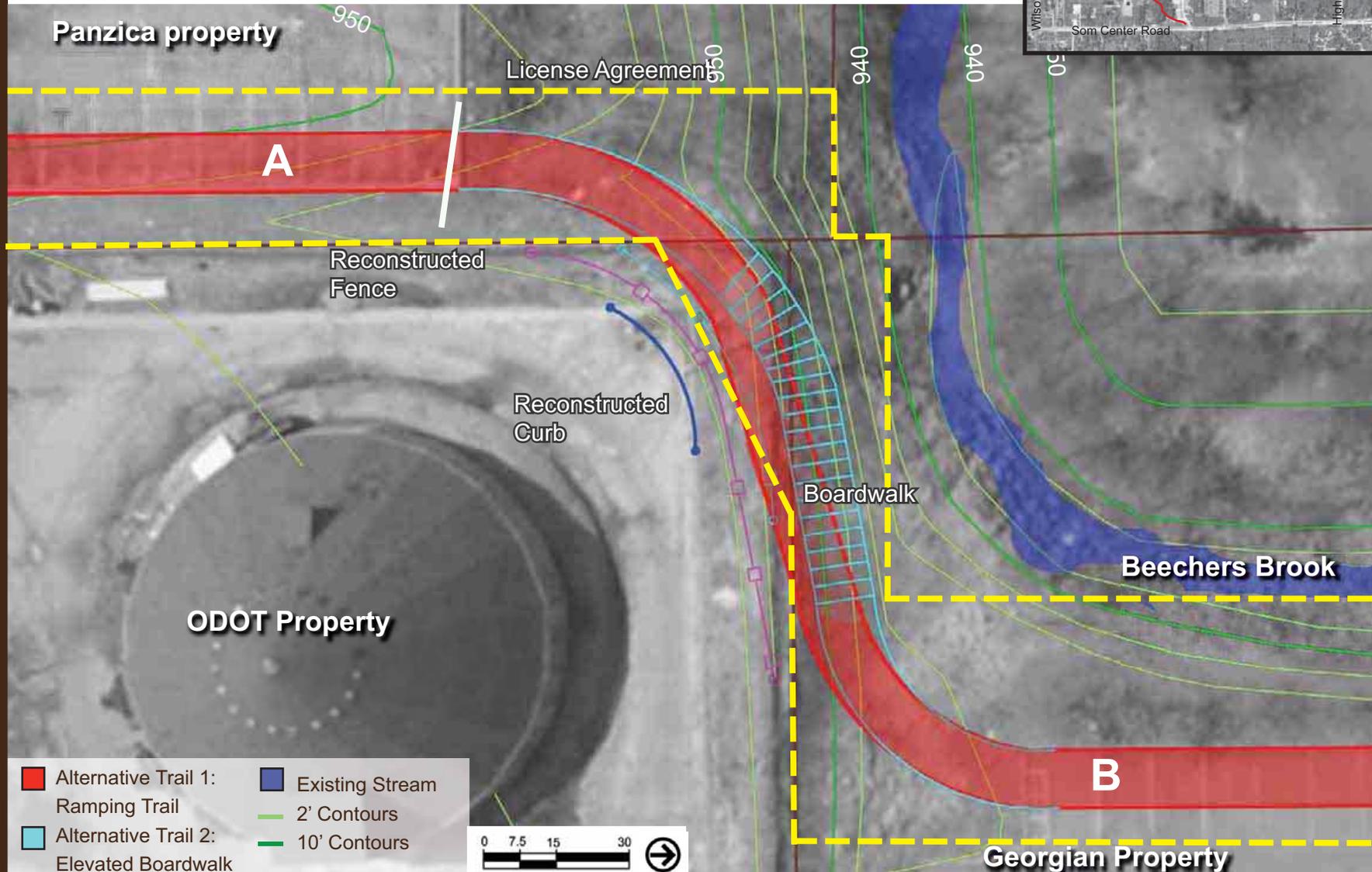
Proposed Trail Segment 'B' Plan

Segment 'B' links Segment 'A' to both Segment 'C' and the pedestrian underpass as part of the existing trail on Som Center Road. Segment 'B' will need 2 bridges to cross Beechers Brook and a ramp/boardwalk option to maneuver around the ODOT property. An opportunity for a connector trail linking Segment 'B' to Fischer's Tavern and Som Center Road is also highlighted.

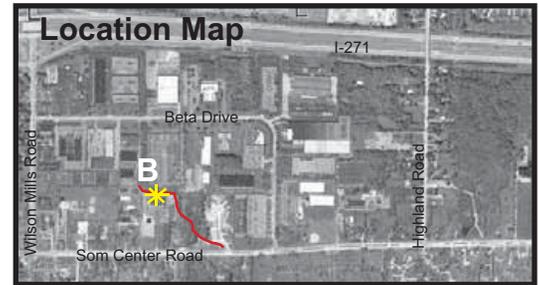


ODOT / Panzica Ramp/Boardwalk Alternative

In Segment 'B', the trail will wind around the ODOT property connecting to the Georgian property. The trail will be hugging the top of a ravine, presenting difficult grading, and will need to be either an elevated boardwalk or gently sloping ramp, as displayed in the graphic below.



Trail Design Through Existing Parking Alternative 1



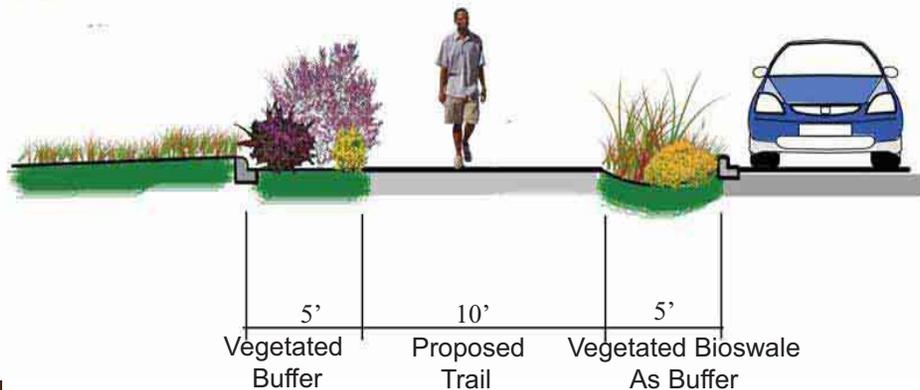
Center Elementary School parking lot and existing sidewalk



Parking lot on Panzica Property



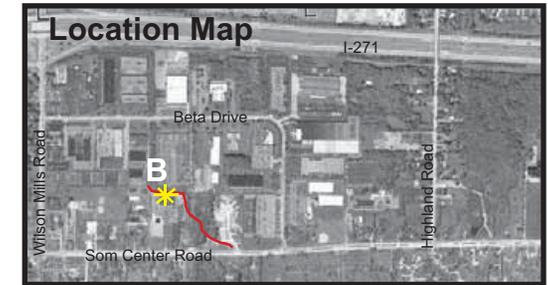
Parking lot on Georgian Property



The Proposed Trail design has the option to utilize excess pavement of existing parking lots. A vegetated bioswale will keep a buffer between the cars and pedestrians to increase safety, provide a more scenic route, and capture and cleanse runoff.

Alternative 1 shows a 5' buffer on both sides of the Proposed Trail.

Trail Design Through Existing Parking Alternative 2



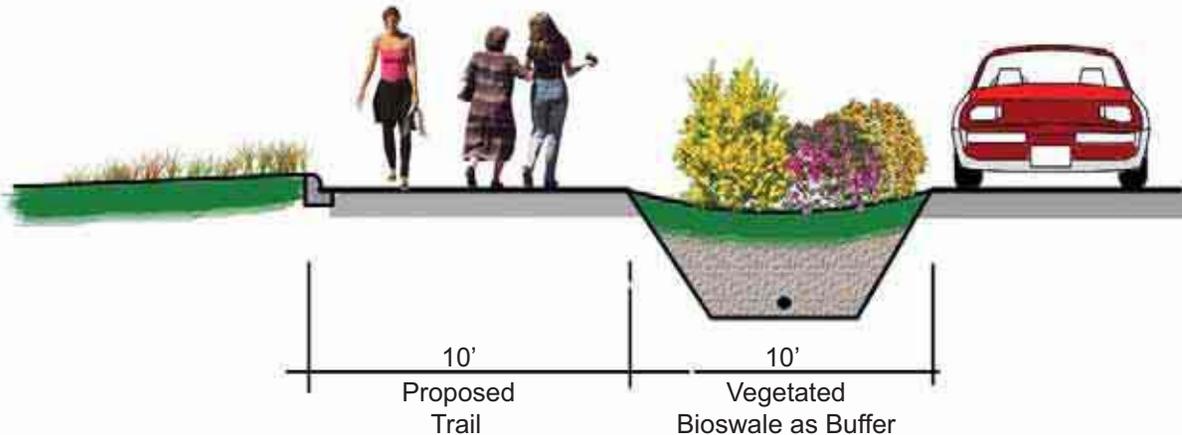
Alternative 2 shows a 10' buffer only on one side of the Proposed Trail, between the pedestrians and the vehicles.



Example of vegetated parking lot buffer

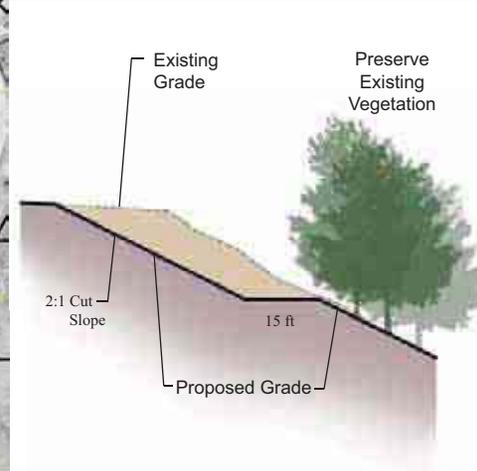
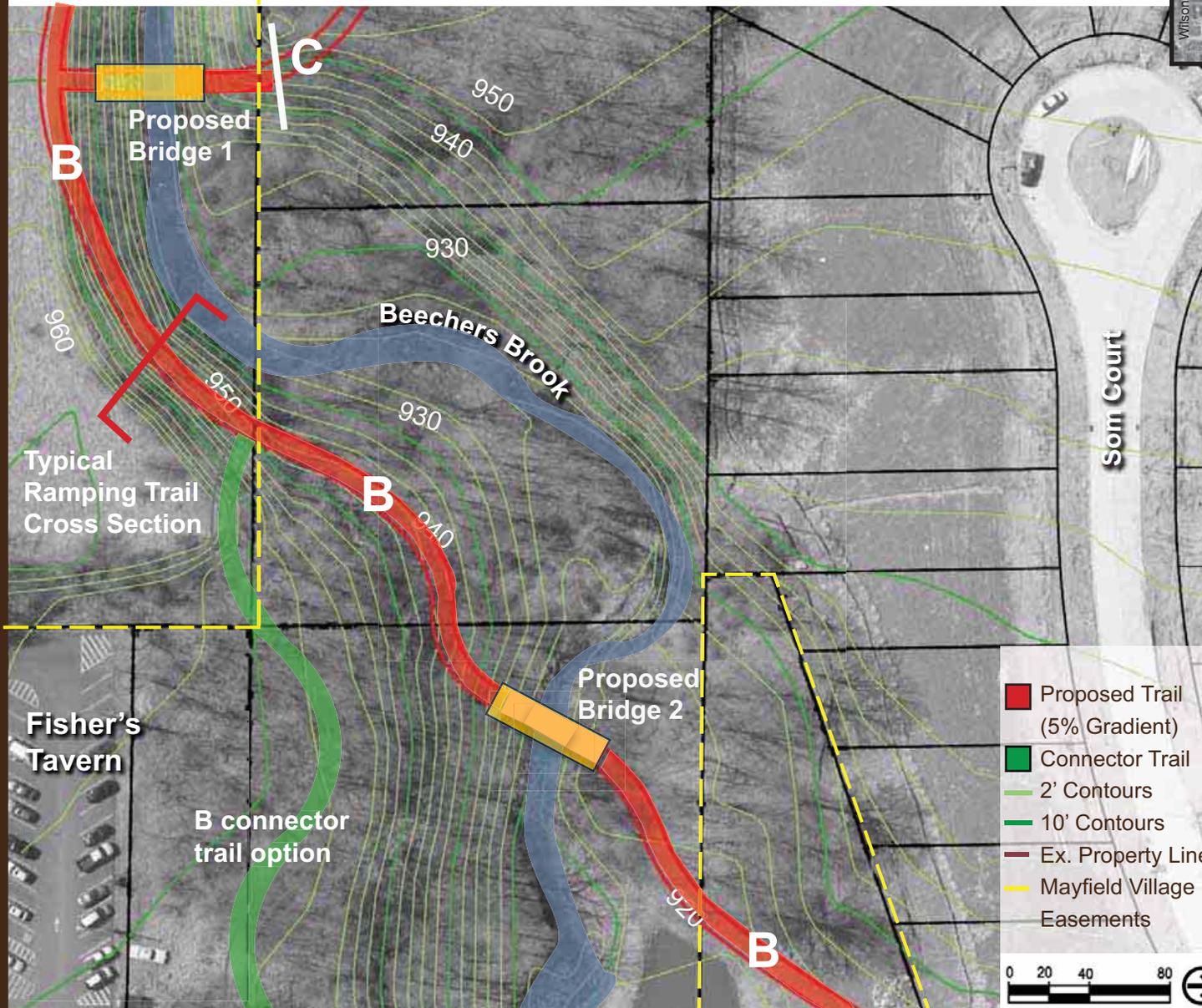


Example of parking lot bioswales



Beechers Brook Bridges / Ramps Alternatives

In Segment 'B', the trail has the option to cross Beechers Brook twice, with the need for 2 bridges, and run alongside and down the ravine, with a need for a ramping trail. The below graphic displays opportunity locations for the 2 bridges while the graphic to the right displays a typical section for the ramping trail. Both the bridges and the trail will highlight the scenic views of Beechers Brook.



Typical Ramping Trail Cross Section

Beechers Brook Bridge Alternative Examples

The below images describe the various alternatives for the character of the two bridges crossing Beechers Brook, as part of trail Segment 'B'. Wood alternatives provide a natural, parklike feel, while steel and plastic bridges make more of an architectural statement.



Wood



Steel



Wood



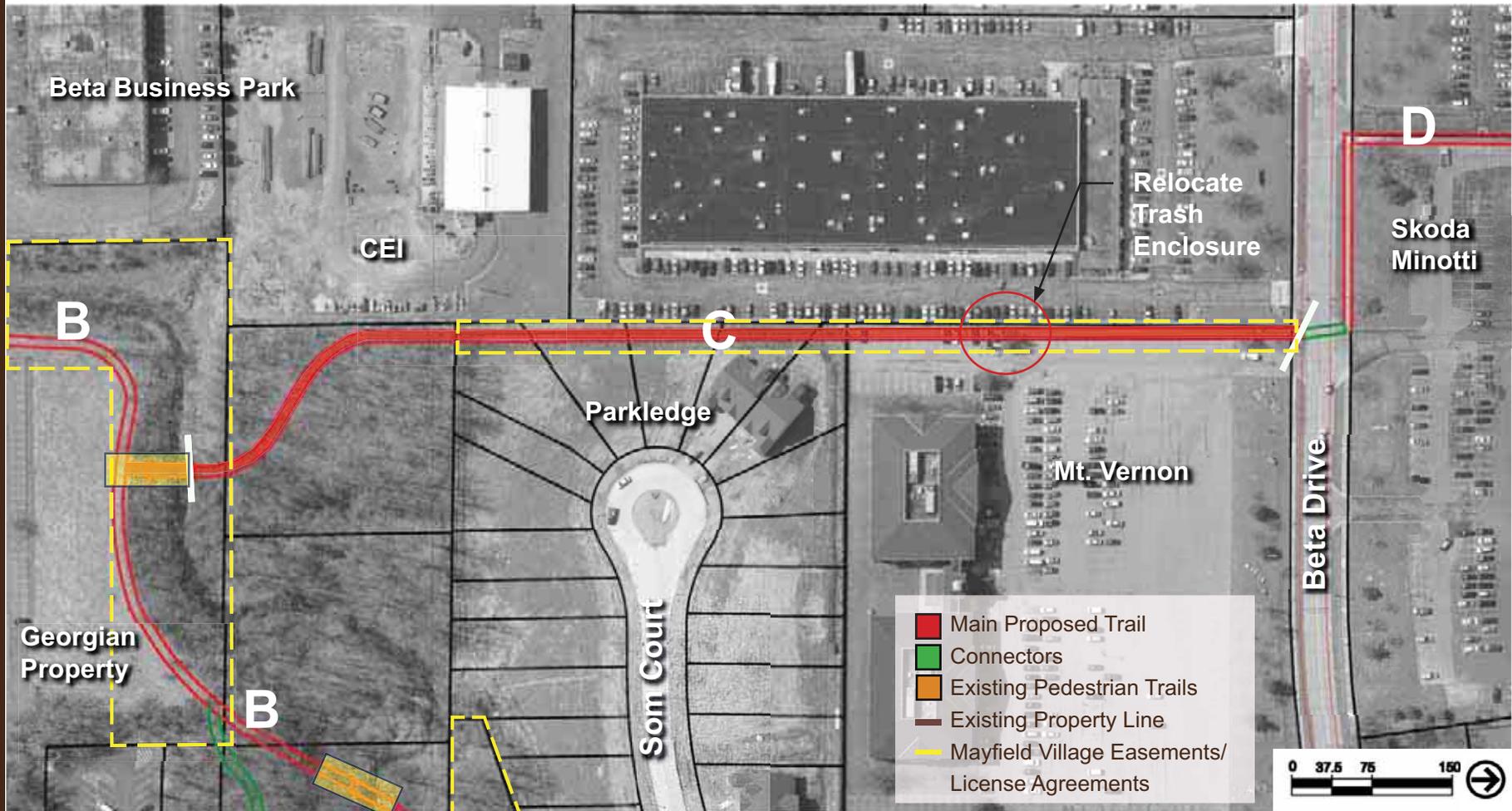
Plastic



Wood

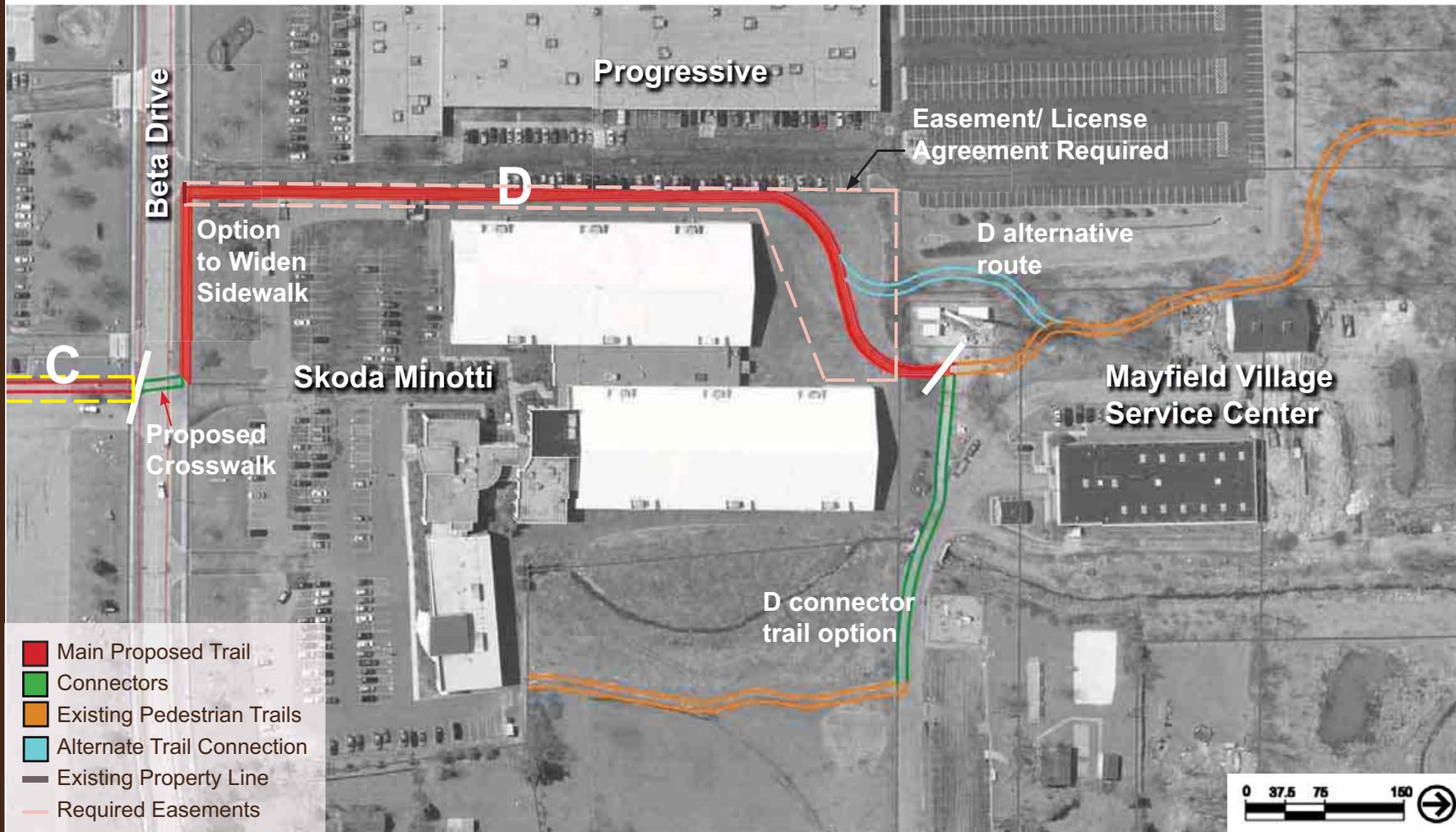
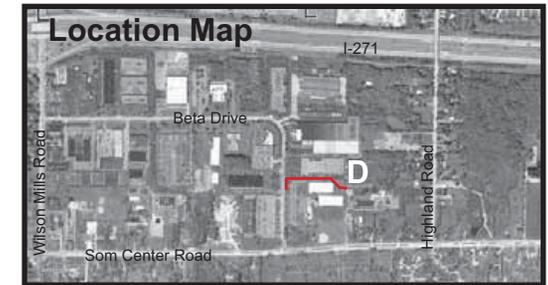
Proposed Trail Segment 'C' Plan

Segment 'C' links Segment 'B' to a crosswalk, part of Segment 'D'. Trail Segment 'C' winds past natural scenery, as well as alongside an existing parking lot, taking advantage of the easements held by Mayfield Village. A trash enclosure will need to be relocated to allow for enough space for Segment 'C' to pass through.



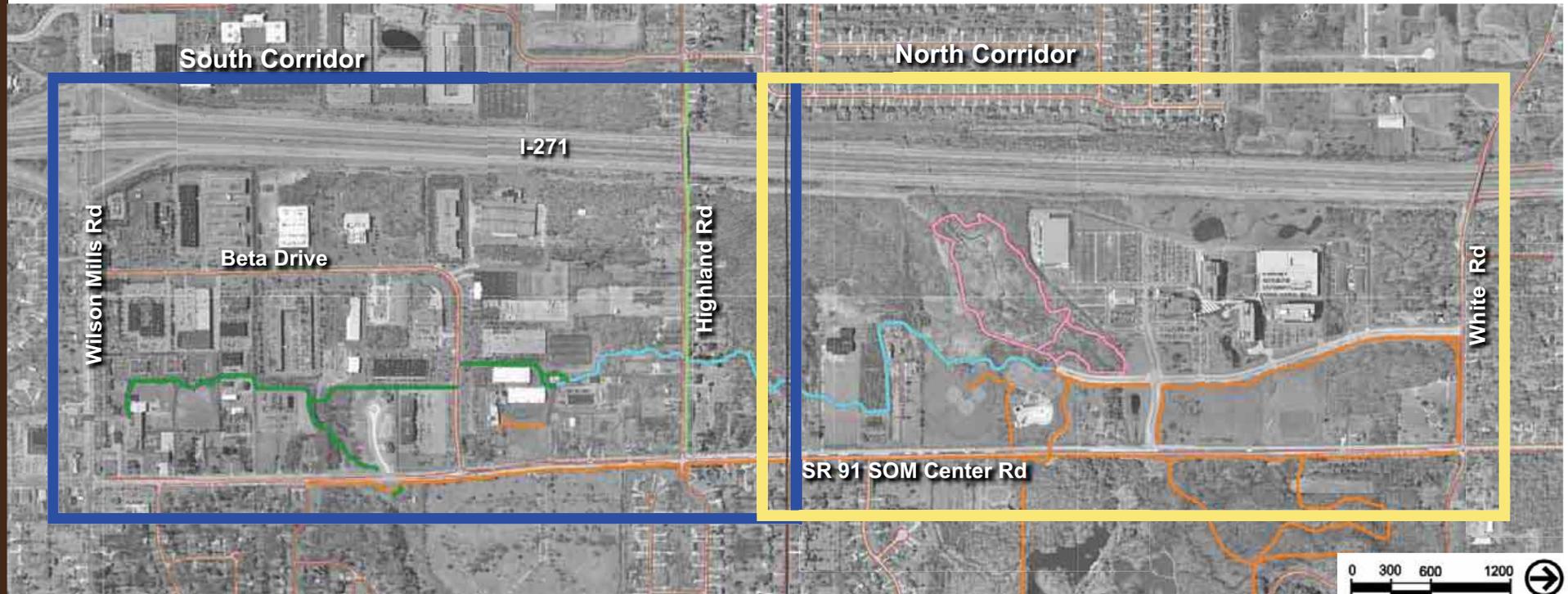
Proposed Trail Segment 'D' Plan

Segment 'D' links Segment 'C' and the existing pedestrian sidewalks to the existing pedestrian trails to the west of the Mayfield Village Service Center and to the east of Skoda Minotti. Segment 'D' contains a crosswalk for safe pedestrian passage across Beta Drive, the option to widen the segment that runs across the existing sidewalk and an alternative route for the main trail. An opportunity for a connector trail to link the two existing trail segments is also highlighted.



Existing +Proposed Trail Comparative Analysis

Currently in Mayfield Village, there is 27,844 LF of Pedestrian Trails, both asphalt and gravel surfaces. The Mayfield Village Green Corridor Masterplan is proposing to add an additional 4,918 LF of pedestrian trails and upgrade 5,594 LF of existing gravel trail to an asphalt all-purpose trail. The total length of the existing and proposed pedestrian network is 29,884 LF.



- █ Proposed Asphalt Trail
- █ Proposed Highland Road Sidewalk Existing Gravel
- █ Existing Gravel Trail upgrade to Asphalt Trail
- █ Existing Gravel Wetland Trail
- █ Existing Asphalt Trail

Paving Type	Linear Feet
South Corridor Existing Asphalt Trail	4,970
South Corridor Proposed Trail	4,918
North Corridor Existing Asphalt Trail	12,378
North Corridor Existing Wetland Gravel Trail	5,315
Existing Gravel Trail to Asphalt Upgrade	5,181
TOTAL	32,762

Existing +Proposed Trail Comparative Analysis

As displayed in the previous map, segments of the existing pedestrian network are currently paved with gravel. One alternative is to convert these paths to an asphalt surface and widen them to accommodate bicyclists and passing pedestrians.



EXISTING GRAVEL TRAIL

- 4' wide
- tight for people passing in opposite directions, narrow for bicyclists
- gravel/dirt material
- rough surface for bicyclists, muddy after a rain, difficult to maintain
- currently designated as a "walking trail"
- more yearly maintenance



PROPOSED ASPHALT TRAIL

- 8-10' wide
- provides enough room to accommodate pedestrians and bicyclists
- asphalt material
- asphalt ideal for bicycles and runners
- would transition trail to an "all purpose trail"

Trail Enhancements Alternatives

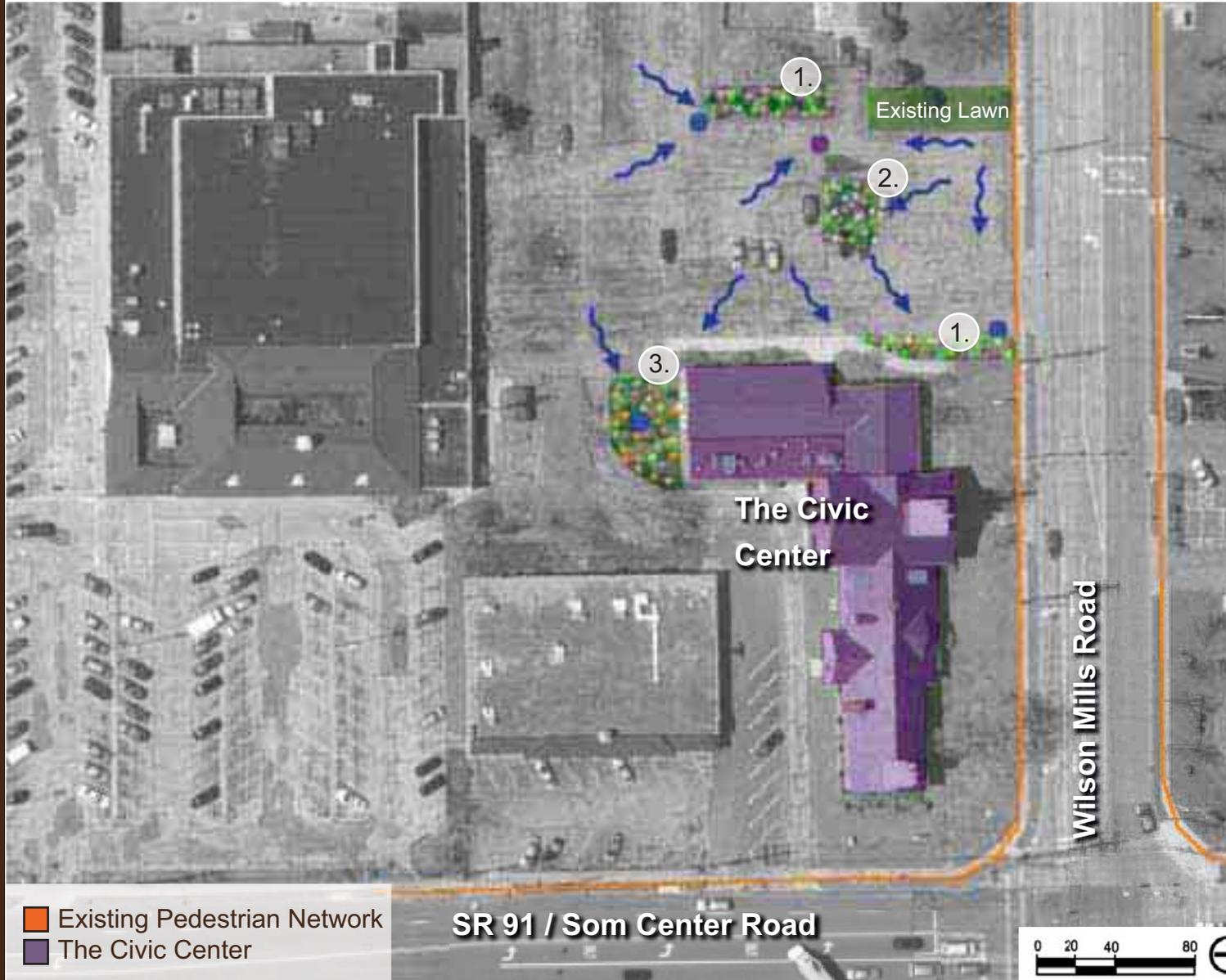
The Mayfield Village Green Corridor Masterplan is more than a trail location plan; it is a Corridor Plan. Several trail enhancement alternatives will add another dimension to the trail network, with aesthetic enhancements, environmental restoration and stormwater infiltration, recreational destinations, and art opportunities.

The following trail enhancements are explained in detail in the pages following:

- 1 The Civic Center Potential Bioinfiltration Locations
- 2 Beechers Brook Erosion and Restoration
- 3 Cascade Erosion and Restoration
- 4 Cascade Overlook
- 5 Amphitheater Grounds & Structure
- 6 Outdoor Sculpture Walk



The Civic Center Potential Bioinfiltration Locations



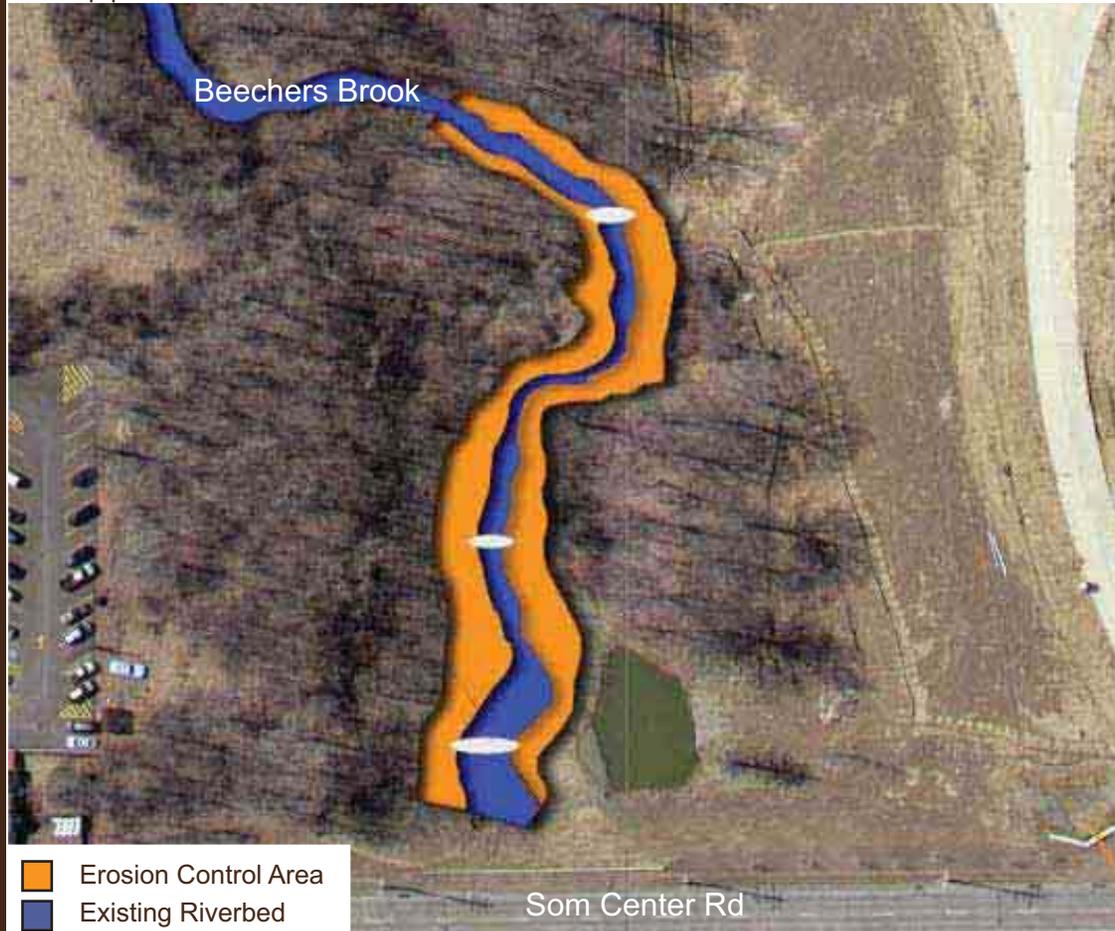
The Civic Center is a potential location for innovative bioinfiltration demonstration projects.

Bioinfiltration can be performed in a variety of forms:

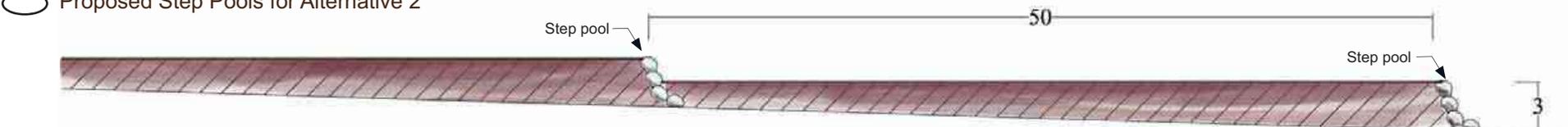
- 1. Roadway Bioswale**
A linear garden example of roadway water filtration
- 2. Parking Lot Raingarden**
Provides infiltration for water that drains across the parking lot hardscape
- 3. Downspout Raingarden**
Retains roof run-off and provides on-site infiltration to local water table

Beechers Brook Erosion / Restoration Alternatives

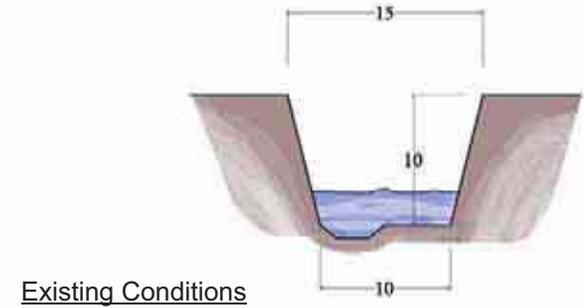
Beechers Brook offers beautiful scenic views, however several sections of it suffer from severe erosion. One alternative to solve the erosion problems is to cut back the slopes to be a more gradual grade. The second alternative is to raise the base elevation of the Brook with the use of step pools.



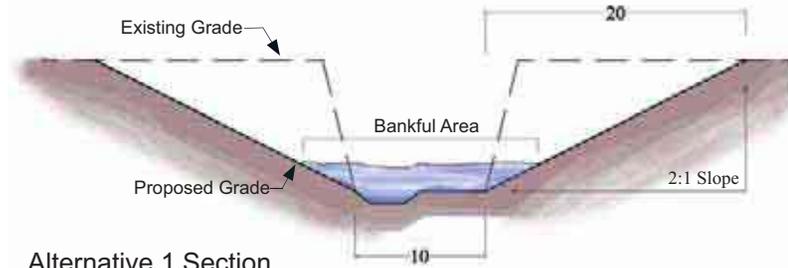
- Erosion Control Area
- Existing Riverbed
- Proposed Step Pools for Alternative 2



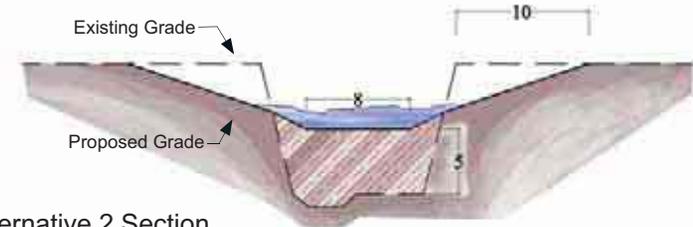
Alternative 2 Profile



Existing Conditions

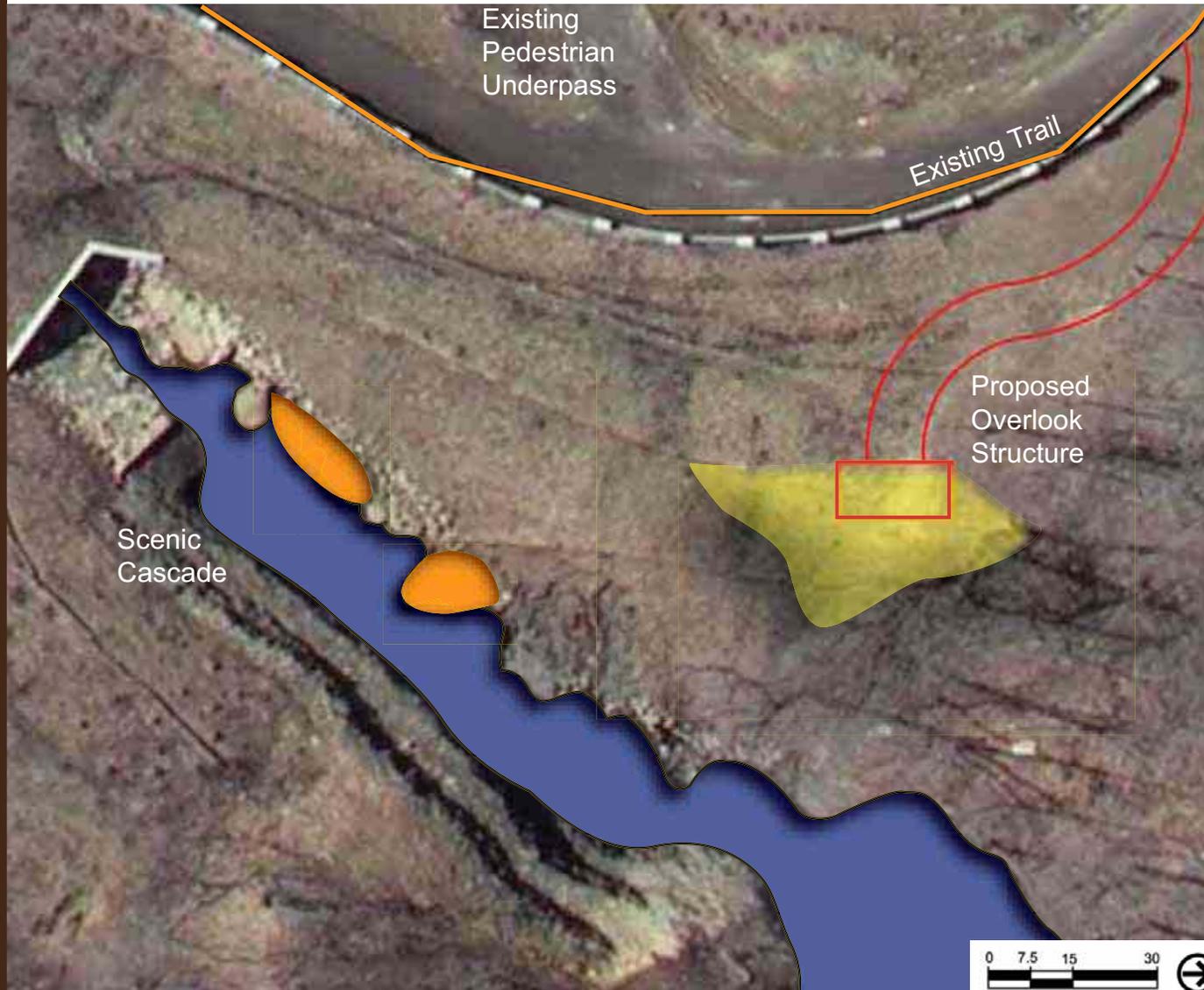


Alternative 1 Section



Alternative 2 Section

Cascade Erosion Control + Slope Stabilization



The Cascade is a scenic focal point in Mayfield Village, however the western bank is suffering from severe erosion. By using bioengineering and grading methods, the erosion can be controlled.

With the design of a Cascade Overlook (described on the following page), the slope below the Overlook structure will need to be stabilized.

- Erosion Control Area
- Overlook Structure Slope Stabilization Concerns
- Existing Riverbed

Overlook Conceptual Plan



To draw more focus to the scenic views of the Cascade, a Cascade Overlook is proposed to link off of the existing trail. The red box indicates the optimum cascade viewing location.

- Proposed Trail
- Overlook
- Existing Pedestrian Network
- Cascade Area
- Mayfield Village Easements/
License Agreements

Overlook Concept Examples

Images displaying conceptual ideas for the architectural character of the Overlook Structure



Existing view looking out at cascade from proposed overlook location (see previous page)



Outdoor Amphitheater Design Precedents



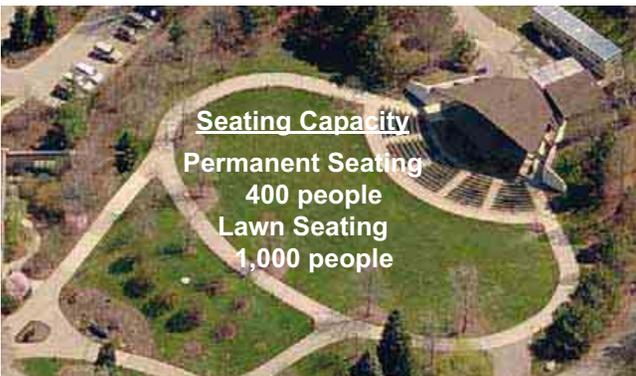
Seating Capacity
Terrace Seating
145 people
Lawn Seating
690 people

Sears Center Amphitheater Hoffman Estates, IL



Seating Capacity
Terrace Seating
233 people
Lawn Seating
975 people

Plaza Amphitheater Marina District Toledo, OH

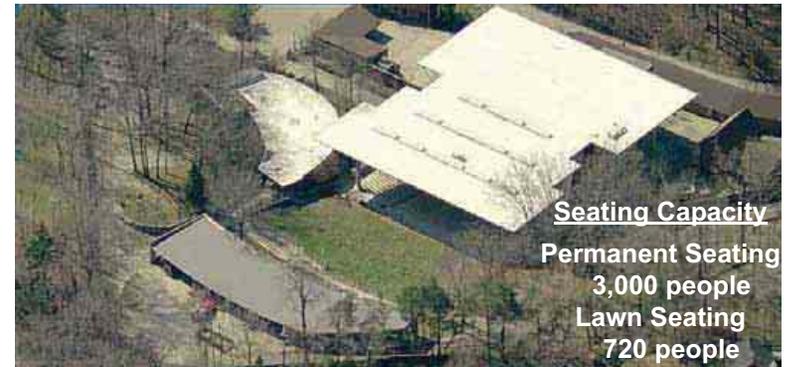


Seating Capacity
Permanent Seating
400 people
Lawn Seating
1,000 people

Zoo Amphitheater Cleveland Metroparks Zoo, OH

An option for an amphitheater will create the opportunity for outdoor festivals and community events.

Linking the pedestrian network to the amphitheater will increase amphitheater use and provide pedestrian access to and from events.



Seating Capacity
Permanent Seating
3,000 people
Lawn Seating
720 people

Cain Park Cleveland Heights, OH



Seating Capacity
Lawn Seating
4,400 people

Voinovich Park Waterfront Cleveland, OH



Seating Capacity
Permanent Seating
4,000 people
Lawn Seating
7,000 people

Millennium Park Downtown Chicago, IL

Outdoor Sculpture Walk Design Precedents

By creating an Outdoor Sculpture Walk as part of the amphitheater design, Mayfield Village will have outdoor locations to showcase community art. Below are some examples of other successful Outdoor Sculpture Walks.



Minneapolis Sculpture Garden, MN



Olympic Sculpture Park, Seattle WA



Indianapolis Arts Center Sculpture Walk, IN