



Example Group Campground



Example Shelter



Example Restroom

### Park Entrance Area

#### Group Campground Area

The Group Campground Area will be relocated to the north of the entrance road, adjacent to the new equestrian and mountain bike trailhead and connected to the existing equestrian trail. This area will contain a vault toilet and shelter, accessible by trail users as well as campers, and a fire circle. The relocated group camp will accommodate fifteen (15) 1000' walk-in campsites usable between May and October.

#### Shelter

Nestled within the expansive canopy of trees, just north of the Entrance Road, a small shelter will be located to accommodate ten (10) six-foot tables. This shelter will be designed per SCPD's small shelter standard, and may contain a fireplace within the structure. Though available to all park guests, this shelter may be utilized, more specifically, by group camp guests or trail users.

#### Restroom

Directly adjacent to the equestrian and mountain bike trailhead, a two-fixture restroom will be located to service both trail users and campers. This facility may contain flush toilets and a water fountain if determined feasible during the Implementation Phase.

#### Maintenance & Security

The Maintenance Area will be relocated from the basement of the Carriage House to the existing Group Camp Site. The new site will provide a pole building to store two to three vehicles (400 SF), a work area (800 SF), storage (200 SF), office (100 SF), and restroom (100 SF). The building will also accommodate a secure office to house the park rangers (120 SF). The total area will be approximately 1,800 SF and will be usable year-round. A fenced, outdoor, gravel storage yard will be provided adjacent to the building (approximately 1,600 SF). Six parking spaces for the Rangers and four (4) spaces for Maintenance to be provided for a total of ten (10) parking spaces. Lastly, the existing fuel tanks, currently adjacent to the Carriage House, will be relocated adjacent to the maintenance facility.

#### The Levitt House

The Levitt House is the only original park building not registered under the National Register of Historic Places. Thus, any renovations to take place will not require approval by the State Historic Preservation Office (SHPO).

During ODNR's management of the park, the house was utilized as a residence for its park managers. Since then, it has remained vacant and requires a good deal of maintenance to become livable once again. As a recommendation of the Master Plan, this house will be renovated and will continue to be utilized as a rental residence. Because of its location within a park, this house will provide a unique experience to whoever chooses to reside at Quail Hollow Park. Referencing the National Park Service's Artists in Residence Program, SCPD may implement an art theme to the park through a residency at the Levitt House.

#### NPS Artists in Residence Program

The National Parks Service has created a residency program, available to visual artists, writers, musicians, and various other creators of art-related media, where individuals are invited to participate in park programs by sharing their work with the public. This program offers these individuals a unique opportunity to reside and work in a natural environment through lodging at one of the many national parks across the country. Programs vary from park to park, but residencies are often offered over two to four-week periods.



Example Artist in Residence Program

## CIRCULATION

### Vehicular Circulation

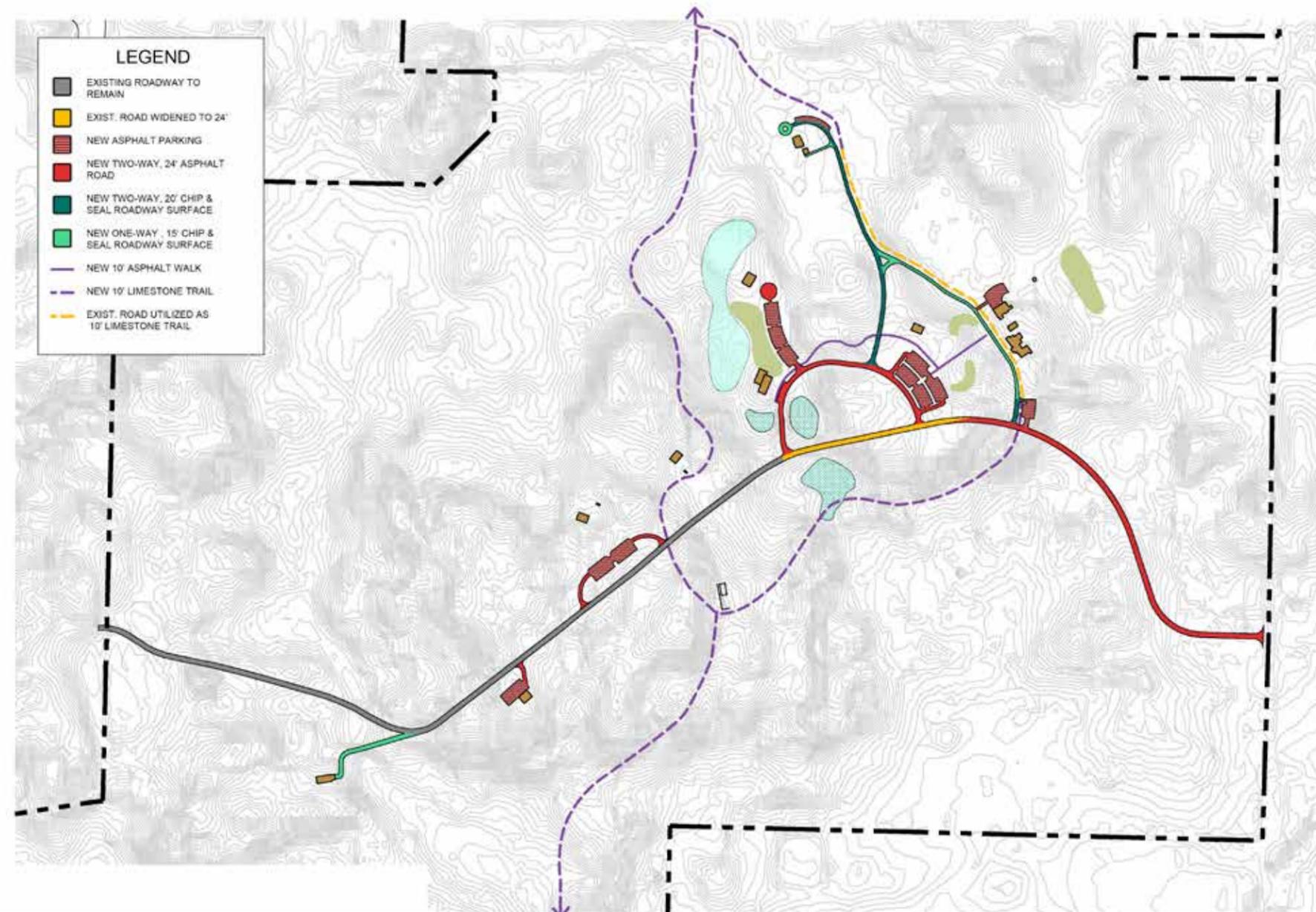
Roadways were designed as a result of the following major on-site observations during initial field investigations:

- There is only one access road in and out of the park.
- Too many vehicles are situated too closely to the Manor House
- The current roadway and parking situation is not accommodating to large events.
- The majority of the park is not accessible by vehicles. This applies to park guests, staff, and emergency vehicles.
- Current roadways contain no curbs and are abutted by grass berms which do not create ideal traffic patterns.

### Traffic Patterns

The current entrance drive has no berm along the edge of the roadway pavement; the lawn grows right up against the edge of pavement. We would recommend that Stark Parks keep this type of arrangement. The use of the lawn up to the edge of uncurbed pavement without a berm is an effective traffic calming method. The lawn at the edge of pavement “crowds” the roadway which instinctively gives the roadway a narrower feel, though the actual width is close to, or will meet, a typical roadway width. The perception of a narrower roadway will be reflected in overall slower and safer speeds for pedestrians, bikers, horseback riders, etc.

In other aspects of the proposed Master Plan, the proposed roadways and driveways are intended to follow the contours of the land, within reason. Following the contours typically adds curves and hills and other roadway changes which helps to slow down traffic. As each of the proposed improvements of the Master Plan is implemented, the Design Team would encourage an active use of such traffic calming measures is maintained throughout the park.



Roadway Diagram

### Entrance Road

Currently, the entrance road follows the historic east-west road from Congress Lake Road and dead ends at the Carriage House. Oftentimes, vehicles utilize this roadway, get stuck at the Carriage House, and are forced to turn back and find parking. Though this roadway does continue North to the Little House, this portion of the road is a one-way private drive that should not be accessed regularly by the public.

The proposed large events and tours that Quail Hollow may host will function much more smoothly when visitors have a choice of two or more means to enter and exit the site. It is also important to have a second access in the event the primary roadway is blocked due to a fallen tree, accident, or other mishap. Additionally, large events can potentially congest roads to a point where emergency vehicles cannot pass. In order to increase the ease and efficiency of the primary vehicular access to Quail Hollow, portions of the existing entrance road will be widened and extended eastward, away from the hilltop parking lot, to intersect with Duquette Avenue NE. This intersection will be signed and utilized as a second, secured park entrance. The conceptual alignment depicted on the Master Plan was chosen to create as direct a route as possible, minimize visual impacts to the Manor House gardens, and avoid the existing stream, wetlands and prairie. Park Management may want to install gates just east of the Manor House and off Duquette to provide access control if a full-time second access is not desired.

The existing entrance from Congress Lake Avenue NE would remain asphalt at its current 23' width. However, from the existing entrance drive "Y" at the Shady Lane Pond parking lot, the 17-foot width of the existing pavement to the right toward the Manor House complex would be widened 6 feet for a new width of 23 feet. While 23 feet is just shy of the more typical 24-foot roadway width, adding just 6 feet of pavement allows for the use of common and traditional paving equipment which should be cost effective.

For the remaining extension of the entrance drive from the Manor House complex to Duquette Avenue NE, it is recommended that the width of the pavement should be 24 feet. The width of 24 feet is common construction and would be the most economical approach. In addition, a public roadway width of 24 feet is fairly typical so most drivers will be comfortable managing two-way traffic at that width of pavement.

### Loop Road

The Master Plan calls for the removal of both the hillside parking lot and Shady Lane Pond parking lot. As an alternative to these lots, two proposed parking areas, the Nature Center lot and the Great Lawn lot, will be added to both the hillside and pond area to be utilized by Manor House and Nature Center guests. A 24-foot, two-way Loop Road will connect each of these lots and will then continue back southwest, where a Nature Center and shelter drop offs will be located.

### Manor House Drive

The Manor House drive, currently being utilized as the main entrance road, is composed of approximately a 15-foot width of asphalt, barely set back from the main Manor House façade. Its location clutters the view of the Manor House with maintenance vehicles and 'no parking signs' and limits the small amount of greenspace that remains.

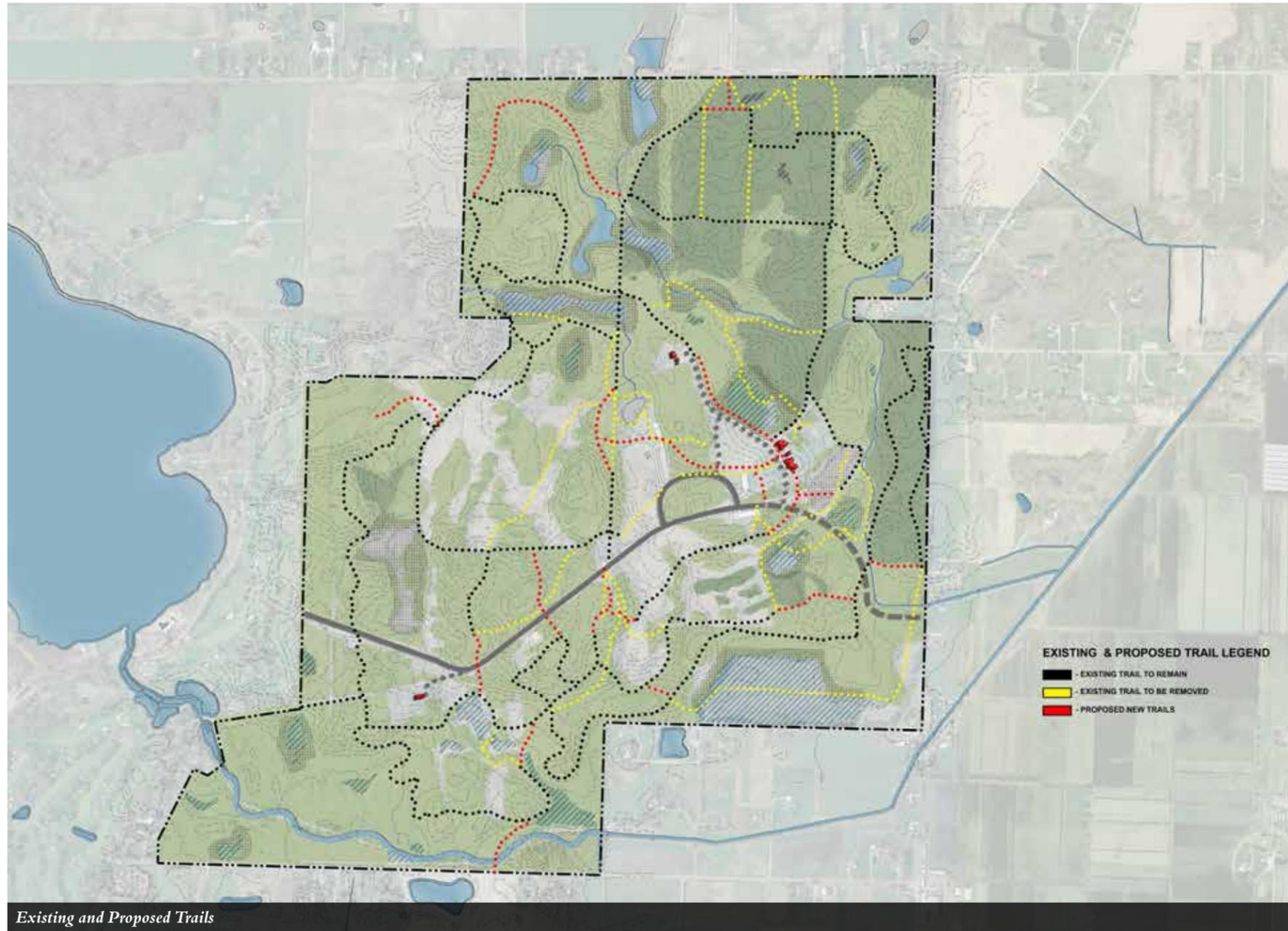
Park traffic simply does not belong at the Manor House. It should be preserved as a homestead, highly pedestrian and almost completely void of cars. That said, there are special circumstances when vehicles will be desired near the Manor House; service vehicles, VIP drop-off, emergencies, etc., and therefore, adequate roadways should be provided. As a result of restricting traffic to the Manor House and one-way conversion, the following changes are to take place:

- Provide a small parking area east of the intersection of the Manor House Drive and Park Entrance Road. This allows for improved pedestrian access to the historical buildings and allows vehicles to not only park, but turn around if they pass the main parking area without traveling in front the Manor House or exiting the Park towards Duquette Ave. NE.
- Install a gate at the south end of the Manor House road to restrict access.
- Post the Manor House Road as one-way, south to north. This road should remain narrow and look like a residential driveway. Changing material to chip and seal, or other material of the period, can reinforce this theme. The one-way traffic means a new road is necessary to allow traffic to loop back to the main parking area. This occurs approximately half way to the Little House. This new road also allows access to the Little House without traveling in front of the Manor House.
- Convert the existing parking area on the north side of the Carriage House to a pedestrian-friendly gathering plaza and car court with severely limited use as a parking lot.

The existing 15 feet of pavement adjacent to the Manor House is intended to be transitioned to the "Heritage Loop Trail." A new 15-foot wide "driveway" would be installed parallel to this path, originating at the extended Park Entrance Road. By utilizing the Manor House access road as a driveway, it will limit vehicular access to only those necessary. Minimal cars and limited paved surface area will open up the area in front of the Manor House for optimal overlooking views from the hillside.

The Manor House Drive would be constructed similar to a typical full depth asphalt pavement section with the exception of the top course. In lieu of an asphalt surface course it is recommended that the final top course be chip seal, or other material of the period. Chip seal provides a more rural look and feel which better connotes visually as a "driveway" for the users and guests of the Manor House complex.

Continuing past the Manor House complex, the proposed Manor House Drive and limestone trail will extend north towards the Little House, and southwest, towards the Great Lawn parking. This portion of the Manor House Drive will be 20' wide to allow for two-way traffic and would be of similar construction to the 15-foot driveway; a traditional full depth asphalt pavement section but with a top course of chip seal, or in lieu of asphalt.



Existing and Proposed Trails

### Trails, Trailheads & Connections

Surrounding the primary activity areas, the trail network not only provides necessary connections between point A and point B, but develops a trail hierarchy that is reflective of the bull's-eye design concept, the historic heritage of the site and its unique natural environment. Pedestrian trails will provide opportunities to learn about the history of the site, to explore temporary or permanent community installations, to discover hidden pools and wetlands, to hike or run the trails, and much more. Specialty trails and a new trailhead for equestrians and mountain bikes provide good opportunities for new riders to explore the park.

The proposed trail system focuses on existing trails, maintaining those that provide access between points of interest and abandoning those that are redundant or traverse fragile ecosystems. New trails will only be created where no other connections exist.