

Section Two DESIGN GUIDELINES

TYPICAL PARK CONNECTION PLAN

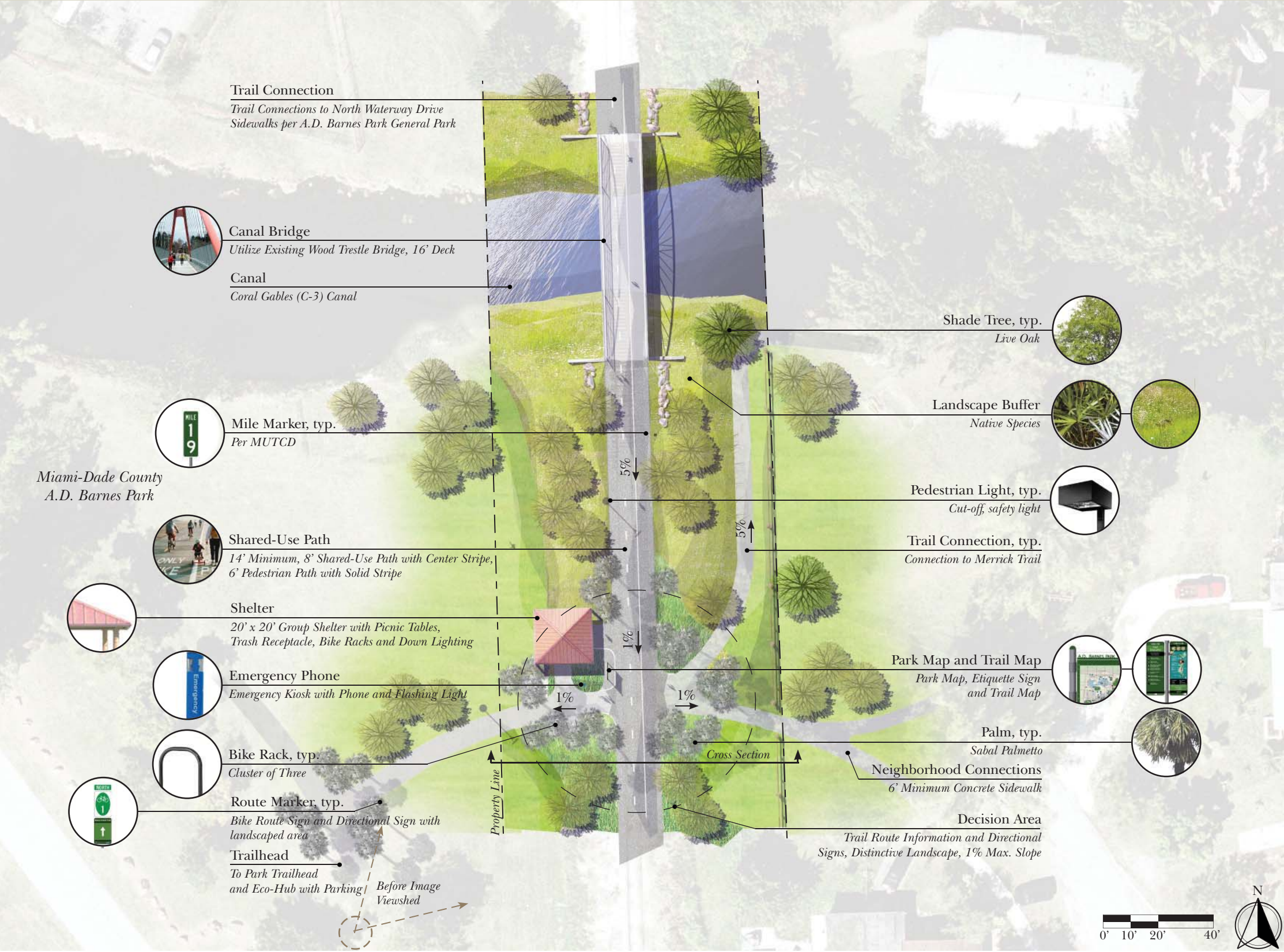
A.D. BARNES PARK CONNECTION

A.D. Barnes Park is an environmentally significant area of Miami-Dade County. Building upon a recently completed update to the park's general plan, the Ludlam Trail corridor is the crossing point for neighborhood connectivity to the eastern side of the park. In addition, a connection is planned for the Merrick Trail.

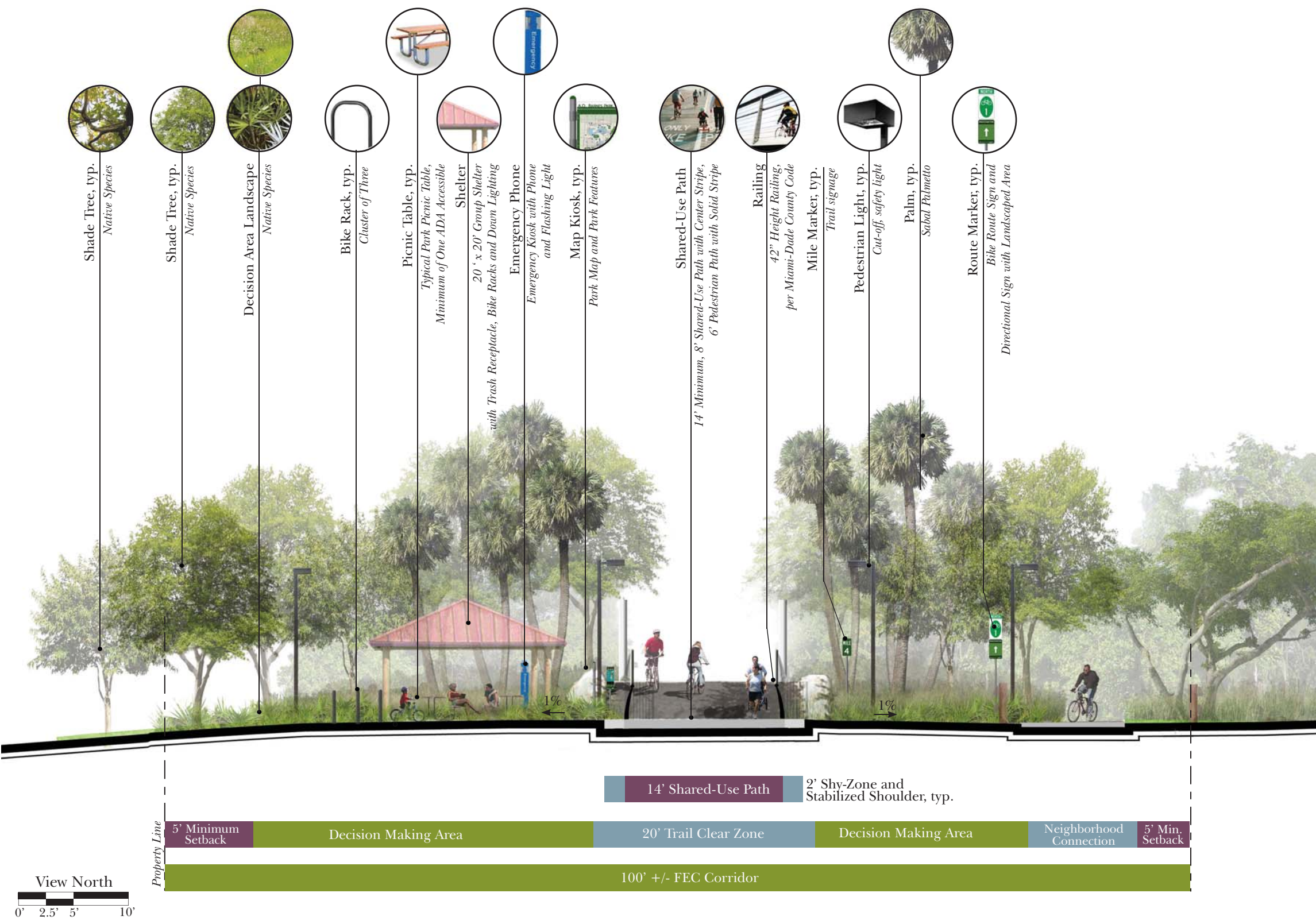
Trail users will have access to park amenities which will serve as trail amenities in the form of a trailhead/visitor center and Eco-Hub for the park with parking, restrooms, information and indoor programmable space, (see page 65). Access to the Coral Gables (C-3) Canal via a canoe and kayak launch and fishing piers is achieved through the development of a perimeter path for the park accessible by Ludlam Trail.

Highlights of the plan include:

- Typical existing bridge converted to trail use
- Extensive park connectivity
- Neighborhood and street sidewalk network connections
- Group shelter with picnic tables
- Connection to trail junction
- Decision making area with distinctive landscape and signage
- Similar conditions at City of Miami Robert King High Park



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**TYPICAL PARK CONNECTION
CROSS-SECTION**

A.D. BARNES PARK CONNECTION

Faced with a unique situation for a trail to fully engage a park and its amenities, Ludlam Trail will help establish neighborhood connectivity for the park and the park in return will provide parking and visitor opportunities for the trail. As a crossing point for a trail connection path and neighborhood connection points, Ludlam Trail will serve as a meeting point for neighborhoods all around the park.

Ludlam Trail will use an existing trestle railroad bridge for reuse as a sixteen (16) foot wide trail crossing. Character elements can be added to the bridge to give the corridor an identifying feature. With steep grading for the former rail line, this section of the corridor will rely on maximum trail grades of five (5) percent to provide a comfortable level of access to all users. Within the decision making area slopes should be no greater than one (1) percent.



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BEFORE IMAGE

The 'before' image to the right shows a view overlooking what will be a comfort station for the Ludlam Trail, along with vital park and neighborhood connections. An existing wood trestle bridge is shown in the background, crossing the Coral Gables (C-3) Canal.



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Ludlam Trail at A.D. Barnes Park Rest Area looking northeast

TYPICAL PARK CONNECTION

A.D. BARNES PARK CONNECTION

AFTER IMAGE

The A.D. Barnes Park connection ‘after’ image highlights the layout of a trail comfort station with covered seating, trail wayfinding, landscaping and an emergency phone. Landscape shown around the shade pavilion is typical of a decision making area with Sabal palmettos and native shrubs and groundcover.

