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The City of Shreveport, Louisiana Shreveport Public Assembly & Recreation

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EXECUTIVE SUMMARY

The Clyde Fant Memorial Parkway is a four-lane controlled access municipal roadway along the Red River in Shreveport, Louisiana. This plan for the recreation areas along the Parkway was developed by Shreveport Public Assembly & Recreation staff with the help of an expert steering committee and public input. Highlights of the recommendations include:

- 1. Maintain and enhance the naturalistic character of the Clyde Fant Parkway.
- 2. Reinforce the special identity of the Parkway by creating gateways and by installing unique signage for facility identification and traffic regulation.
- 3. Provide two connections between the Parkway's Red River Bicycle Trail and the path along the Arthur Ray Teague Parkway across the river in Bossier City, forming a ten-mile loop.
- 4. Reopen Veterans Park and provide an off-leash dog park, fishing facilities, a new park drive, and improvements to access and visibility for improved safety and law enforcement.
- 5. Provide a park drive and trail extension from the south end of the roadway to C. Bickham Dickson Park.

The total cost of the proposed improvements is \$14 million with a first phase of \$1.6 million to be funded with existing capital improvement money. A phasing plan and other sources of funding are presented. The appendices include details of the public input and a set of design guidelines to be used for the detailed design of the work.



Clyde Fant Parkway



Veterans Park Lake

PART ONE: INTRODUCTION

There have been many plans for the development of Shreveport's riverfront. While most have concentrated on the downtown area, only three plans have looked at the area to the south. The first two were done when the first section of the Parkway was constructed in the 1970's. They led to the development of The Red River Bicycle Trail, Veterans Park Amphitheater and the Disc Golf Course. Another plan was done ten years later when the Parkway was extended south to East 70th Street and Hamel Memorial Park was constructed.

Several recent events have pointed to the need for the development of a new comprehensive recreation plan for the Shreveport riverfront. First, when the locks and dams were closed and the River pooled in 1995, it was unclear exactly how the River would be used. Since then, the use of the Red River for recreation has expanded and matured. The Stoner Avenue Boat Launch and the Stoner S'port Marina were constructed, and boating, fishing and special events are now commonplace. Additional recreational opportunities are desired by an ever-expanding riverfront user base.

Second, in 2005, the City of Shreveport and the Parish of Caddo commissioned a recreation master plan incorporating needs and services of both jurisdictions. Much of the public input for the plan focused on the water resources of the area (fishing and boating) and the need for trails. This Parkway Recreation plan is a more detailed plan that utilizes some of the public input gathered from that effort and serves as a refinement of some of its broad recommendations while taking into account the special limitations and opportunities of the riverfront.

Third, law enforcement problems have led to the clearing of the sand bar at Hamels Memorial Park. This action has opened up a new window on the river in an area that had

not been accessible in the past. Issues such as allowable activities and vehicle access must be addressed to expand opportunities for all and enhance public safety.

Finally, the downtown riverfront, too, has matured, creating new uses and greater visitation from citizens and visitors alike. The riverfront south of the downtown area can add to this new vitality.

SPAR'S MISSION AND VISION

Chapter 62 of the Shreveport Code of Ordinance states that SPAR is responsible for the management, administration and maintenance of all buildings and facilities of the city and shall be responsible for carrying out the recreation programs of the city.

Our mission is to provide the citizens and visitors of Shreveport quality leisure services and cultural activities by creating a vital parks and recreation system that provides quality of life services that promote natural spaces, the local economy and the welfare of our community.

Our vision is simply stated as "A Lifetime of Fun." To fulfill that vision, Shreveport Public Assembly & Recreation pledges to provide facilities, programs, services and events that are clean and safe. We will listen and respond to your suggestions and concerns to the best of our abilities. We will accomplish this vision through:

- * Innovation in programming and facility development
- * Faithful stewardship of our community's natural, cultural and historical resources
- * Providing the highest standard of excellence in public service through cooperative partnership with our diverse community

We hope that this plan is a reflection of our commitment to these responsibilities and ideals.

SCOPE OF THIS PLAN

The area considered in this plan is the riverfront south of RiverView Park, generally the Clyde Fant Parkway and its parks and open spaces, but also including C. Bickham Dickson Park. It is 7 ½ miles long containing 1,270 acres.

The primary focus is on outdoor recreation because it is the river that makes the site special. Planning for the development of the downtown area is outside the scope of this plan, as are major projects, such as a zoo or sports arena, that would commit the City to very large capital projects and large future operating expenses. To be successful, major projects would require broad community support and special planning. If a site on the Parkway is desirable for them, we hope that they will respect the value of outdoor recreation and the ideas represented in this plan. Planning is also not focused on tourism or economic development, but we adopt the idea that if we have a nice home, visitors and businesses will want to come here and enrich our community.

Every site is influenced by outside forces, and several ideas arose during the development of this Plan that call for actions outside this scope. We encourage additional planning and activity that will benefit the Parkway and the community as a whole, and have attempted to anticipate changes that might result.

GUIDING PRINCIPLES

The following principles were adopted to guide the recommendations of this plan:

* Use the plan area for activities and facilities that require or are greatly enhanced by the riverfront environment: water access, views, and "atmosphere." Consideration will also be given to facilities that need a highly recognizable location and will serve the entire community.

* Sustainable Development: Use the environment without compromising the needs and desires of future citizens.

- * Protect and improve the environment, especially water, soil, and wildlife resources.
- * Respect the river processes of flooding, erosion and deposition.
 - * Operation and maintenance costs should be kept low.
- * Explore the benefits of public and private partnerships to provide better services.
- * Enhance adjacent land uses and opportunities, both public and private.
- * Consider desired activities first, and then decide on the required facilities.
- * Avoid recommending everything everywhere in order to focus actions where they will have the most impact.
- * Recognize the value of "doing nothing" to maintain open space and the current character of the Parkway.



The Red River

PLAN DEVELOPMENT PROCESS

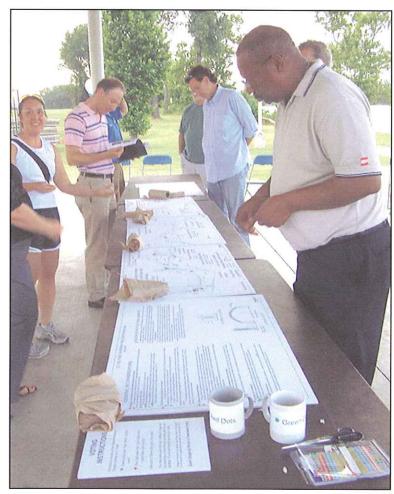
Community involvement is important to the success of any public recreation plan, especially one for an area like Shreveport's riverfront. Technical and regulatory issues are also key factors in determining what is possible. Our approach has tried to balance these inputs.

A preliminary outline was prepared by SPAR staff in an attempt to organize what might be included in the Plan: existing uses and facilities, recommendations from the Parish/City Recreation Plan, newspaper clippings, prior citizen requests, and various site studies. Known technical and regulatory information was also included.

As this outline was completed, a steering committee was recruited to guide the development of the plan. Members were selected based on their knowledge of issues relevant to the riverfront and their contacts within the diverse user base. Presented with the outline, the steering committee members were asked to provide their ideas on existing and proposed riverfront facilities and activities and to solicit ideas from the community. The committee's comments, along with additional staff ideas, were incorporated into the first draft of this plan which was sent to the committee for another review.

A second draft was then prepared for public comment. This approach allowed people to react to the proposals, build on them, and add their own unique ideas. The draft was mailed out, posted on websites, and featured at an open house at a site on the Parkway. The publics views were accepted on forms, by email, personal visits, phone calls, and by "dot voting" on enlarged copies of the drawings at the open house.

This final plan was then prepared to guide the development of outdoor recreation for years to come.



Open House for Public Comment

PART TWO: INVENTORY & ANALYSIS

This section discusses the existing uses and facilities on the Parkway and examines opportunities and limitations that impact future uses.

EXISTING USES

Existing uses are perhaps the strongest indication of the community's desires for an outdoor recreation site. They are presented in no particular order for consideration for improvement, regulation or elimination.

Automobile commuting on the Clyde Fant Parkway

Mountain biking, especially in Stoner Woods

Dog walking and training

Sunning

Swimming

Fishing

Boating (all sizes, power and paddle)

Boat launching

Restrooms

Pleasure driving

Bicycling

Exercise: Jogging/running/walking/cycling

Relaxation: Just sitting/strolling/looking

Bird watching

Field games (soccer, volleyball, softball, football, etc.)

Skateboarding

Triathlon (swim, run, bike)

Dining at the Stoner S'port Marina

Community events: 4th of July, Mardi Gras parades, runs

Picnicking River Cruises

Memorial/Ceremonial: Veterans Memorial

EXISTING PUBLICLY OPERATED FACILITIES

The following facilities are owned and operated by the City of Shreveport. (See map on page 7)

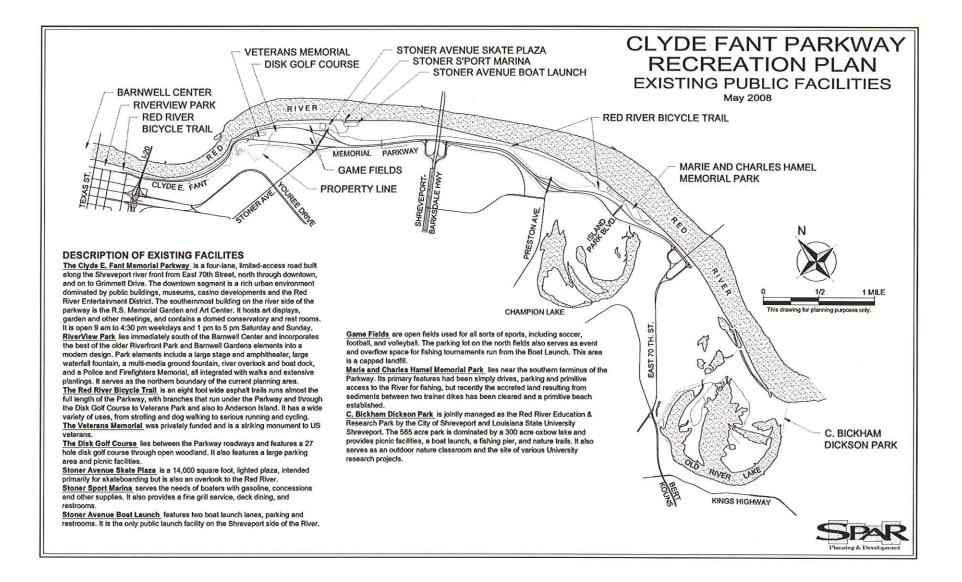
The Clyde E. Fant Memorial Parkway is a four-lane, limited-access road built along the Shreveport riverfront from East 70th Street, north through downtown, and on to Grimmett Drive. The downtown to Shreveport-Barksdale Highway section was constructed in the 1970s, the southern extension 1980s, and the northern sections in the 1990s.

The Parkway has become an important arterial roadway, especially for commuting, with speed limits up to 55 miles per hour. Driving on the Parkway is the primary way that many citizens experience the riverfront. There most likely would be serious resistance to any reduction in capacity or speed without assurances of clear, significant benefits.

The Downtown Riverfront borders the northern extent of the plan area and is a rich urban environment dominated by public buildings, museums, casino developments and the Red River Entertainment District. The southernmost building on the river side of the Parkway is the R.S. Barnwell Memorial Garden and Art Center. It hosts art displays, garden and other meetings, and contains a domed conservatory and restrooms. It is open 9 am to 4:30 pm weekdays and 1 pm to 5 pm Saturday and Sunday.

RiverView Park lies immediately south of the Barnwell Center and incorporates the best of the older Riverfront Park and Barnwell Gardens elements into a modern design. Park facilities include a large stage and amphitheater, large waterfall fountain, a multi-media ground fountain, river overlook and boat dock, and a Police and Firefighters Memorial, all integrated with walks and extensive plantings. The fountain is a very popular attraction, but a lack of convenient restrooms is a problem.

The Red River Bicycle Trail is an eight foot wide asphalt trail that runs almost the full length of the Parkway, with branches that run under the Parkway and through the Disc Golf



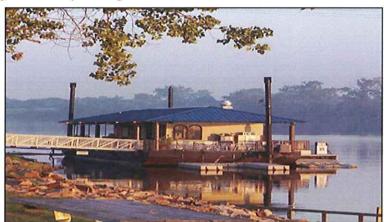
Course to Veterans Park and also to the Anderson Island neighborhood. Despite its name, it is technically a shared-use path with a wide variety of uses, from strolling and dog walking to serious running and cycling.

<u>The Veterans Memorial</u> was privately funded and is a striking monument to US veterans. It is highly visible between the Parkway roadways at the Disc Golf Course.

The Disc Golf Course lies between the Parkway roadways and features a 27 hole disc golf course through open woodland. It also features a large parking area and picnic facilities.

<u>Stoner Avenue Skate Plaza</u> is a 14,000 square foot lighted plaza, intended primarily for skateboarding but is also an overlook to the Red River.

Stoner Sport Marina is a convenience store and restaurant built atop a barge floating in the river. It serves the needs of boaters with gasoline, concessions and other supplies. It also provides a fine grill service, deck dining, and restrooms. It was constructed by the City with the help from the Red River Waterway Commission and is operated by SPAR, but significant operating losses have made it a candidate for



Stoner S'port Marina

closure in light of departmental budget cuts.

Stoner Avenue Boat Launch features two boat launch lanes, parking and restrooms. It is the only public launch facility on the Shreveport side of the River and is operated by the Red River Waterway Commission. Siltation of the north lane is a reoccurring problem, in part due to the location of the Stoner Sport Marina.

<u>Game Fields</u> are open fields used for all sorts of sports, including soccer, football, and volleyball. Kite flying and casual picnicking are also popular. This area is a capped landfill.

The parking area adjacent to the game fields and skate plaza draws surprisingly sharp criticism. The lot is larger than required for the game fields and skate plaza, and has not been used as anticipated for large events at the Stoner Boat Launch.

Marie and Charles Hamel Memorial Park lies near the southern terminus of the Parkway. Its original development was limited to simple drives and parking, but recently the accreted land resulting from sediments between two trainer dikes has been cleared and a primitive beach established. The parkland was generously donated to the City during the acquisition of the property for the southern extension of the Parkway.

C. Bickham Dickson Park was purchased in 1980 by the State of Louisiana and the City of Shreveport. The 565 acre park is dominated by a 300 acre oxbow lake and provides picnic facilities, a boat launch, a fishing pier, and nature trails. The mix of environments makes it a popular bird watching location. An equestrian facility was also constructed by the City, but the rental, training, and boarding operations proved to be untenable due to frequent flooding and have been abandoned.

In 1999 Louisiana State University Shreveport agreed to assume management of the park and convened a committee to develop a strategic plan for the facility. In 2000 a Cooperative Endeavor Agreement was executed between LSUS and the City of Shreveport which created the Red River Education and Research Park at C. Bickham Dickson Park. A Steering



Red River Bicycle Trail



Marie and Charles Hamel Memorial Park



Stoner Avenue Skate Plaza



C. Bickham Dickson Park

Committee was formed that appointed an Advisory Committee to prepare a long-term management plan. That plan was accepted by the Steering Committee and used by SPAR staff in 2003 to write a physical plan that includes nature, research, education and recreation facilities.

In addition to its recreational uses, the park also serves as an outdoor nature classroom and the site of various research projects. Its use is limited by frequent flooding, usually in the winter and spring, and a lack of restrooms. Invasive aquatic growth has become a recent concern.

EXISTING SPECIAL EVENTS

Mardi Gras Parades travel south from downtown to Shreveport-Barksdale Highway on the two weekends preceding Ash Wednesday each year. They draw large crowds who line the roadway for the evening events, some renting thirty-foot square spaces that are available through a lottery. An area at the Disc Golf Course is designated as a "family area."

<u>Fishing Tournaments</u> are sponsored by the Shreveport Sports Authority and others. In addition to launching from the Stoner Avenue Boat Launch, the tournaments need lots of parking, product display area, and a weigh-in venue.

Runs, Walks & Triathlons of all sorts utilize the Parkway for their events. Most start and end at RiverView Park or the Stoner Avenue Boat Launch

"<u>Unofficial</u>" <u>Tournaments and Mountain Bike Races</u> are held at the Disc Golf Course and in the Stoner Woods areas.

PROPOSED ACTIVITIES AND FACILITIES

This list was prepared from the recent City/Parish Master Plan process, comments resulting from an editorial in The Times, various public requests and contacts, observation, and experience. These are not necessarily recommended later in the Plan, but set out here in no particular order for

consideration.

Radio Control (boats, cars, planes)

Off Road Vehicle/ATV Park

Dog Park

Boat storage (Marina)

More restrooms

Improved beach w/ shower/restroom, concessions

Fishing piers

BMX biking

More skateboarding

Bicycle commuting

Archery range

Camping - primitive, cabins, RV

Adventure recreation (rope course, climbing wall, etc.)

Another/more boat launch(es)

Interpretive Info - SciPort/Corps/Birders

Nature and equestrian trails

Events utilities/facilities

Major projects: Zoo, Arena

Park & Ride commuter service

Southeast Shreveport Community Park, including a gymnasium, multipurpose/meeting rooms, fitness

facilities and arts & crafts rooms

River overlooks & seating areas

A neighborhood park, including a playground for the growing population near Hamel Memorial Park

More picnic facilities

Miniature Golf

Paintball Field

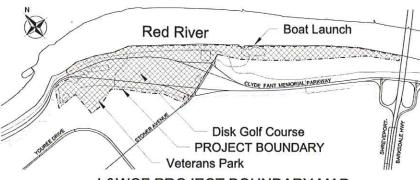
Tape Ball Cricket

It should be noted that the top three priorities from the public input for the Recreation Master Plan were trails and recreation facility connectivity, fishing facilities and generally improving existing facilities.

LIMITATIONS

The Red River is the dominant natural feature in the planning area and presents the largest limitation for recreation development: flooding. Flooding causes several problems, including the inconvenience of closure of the flooded area and significant operating costs cleaning up silt and debris. The water flow also destroys structures and vegetation. Dry spells can create a false impression that some areas along the Parkway do not flood, but they do. The unusual and prolonged flooding during summer 2007 has highlighted the Red's unpredictability.

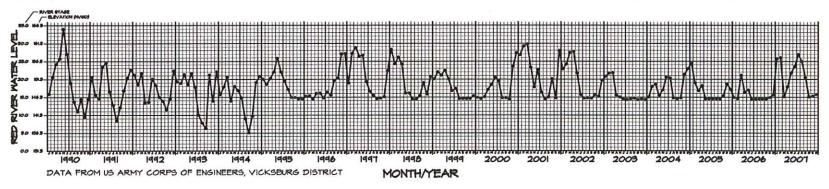
An example of problems associated with planning in flood-prone areas is found in Shreveport's Riverfront Park, the predecessor to RiverView Park. One of the major design concepts, driven by public input, was to allow "proximity to the River." This could not be achieved with large flood control structures, so the park was designed to open views to the River and accommodate high water. Construction was completed years later and when flooding occurred the consequences were not acceptable to the new operating personnel and city leadership. The costs of "proximity to the River" of the original design, park closure and clean-up, were deemed too high.



L&WCF PROJECT BOUNDARY MAP Project 22-00177, Shreveport Riverfront Park, 1971-1973

RiverView Park was designed with a river edge structure much higher to prevent most flooding, but it has lost much of its relationship to the river.

Regulations, too, limit the development along the Red. The water itself is considered a navigable waterway and thus is owned by the State of Louisiana. The Corps of Engineers regulations concerning wetlands apply to many areas and cut and fill activities require Corps permits and approval. Much of



MONTHLY HIGH WATER LEVELS: RED RIVER SHREVEPORT

the land in the Veterans Park/Disc Golf Course area was purchased with Land and Water Conservation funds and is governed by grant requirements which include outdoor recreation use only and buried power lines.

The availability of utilities is a key consideration because power, water and sewerage extensions can be costly. Sewerage facilities require special care to avoid discharge into the river, especially during flooding.

Finally, automobile traffic moves quickly on the Parkway and must be a safety consideration in site designs, and safe traffic patterns must be maintained.

OPPORTUNITIES

The River also presents many opportunities. Since the beginning of the operation of the locks and dams in 1995, the river has pooled offering year-round access. Boating and fishing have dramatically increased and services for these activities are growing. New land has also been created near Hamels Memorial Park as the result of channel and erosion control projects.

The wetlands along the river, while limiting some kinds of development, can also be viewed as an opportunity. Bird watching is particularly good in wetland areas and wetland preservation can help cleanse water, contributing to our sustainability goal. They can also provide an educational opportunity.

Several sites are available along the Parkway for new recreation facility development. Some have never been developed, some are underdeveloped, and some have been abandoned. In addition, some nearby facilities and features present opportunities. The following list and the map on page 13 describe some of these sites.

<u>The Sci-Port Discovery Center & the J. Bennett</u> <u>Johnston Visitors Center</u> provide hands-on river interpretive information to the public, but are separated from the river by the Clyde Fant Parkway. They may be interested in improving pedestrian access across the Parkway and developing additional facilities on the river's edge.

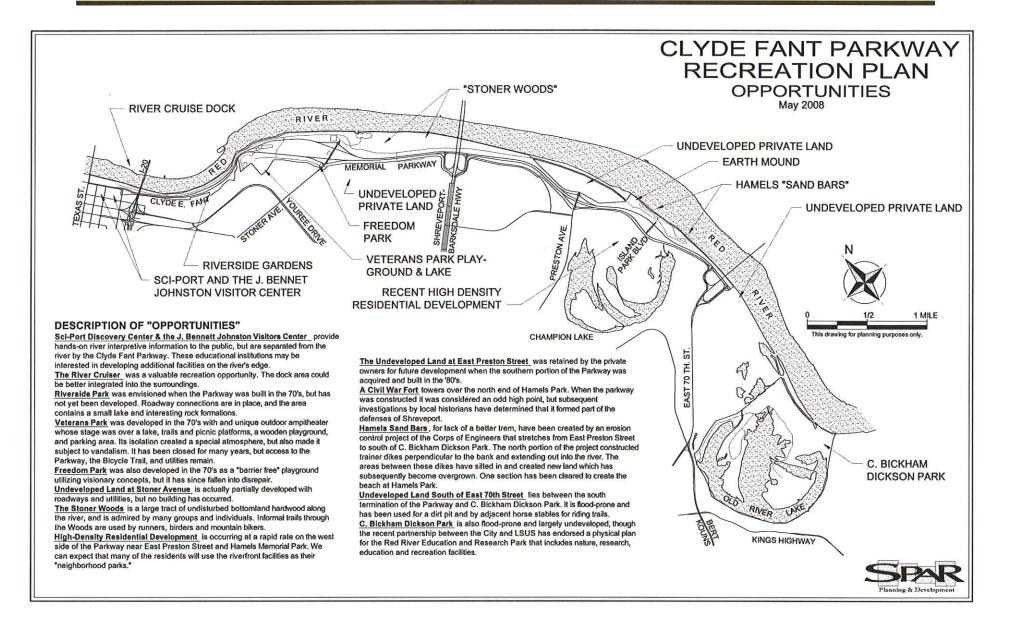
The Spirit of the Red River Cruise was a valuable recreation service but the recent passing of the owner/operator leaves its continued operation in doubt. The dock area for this private enterprise is south of RiverView Park and across the Parkway from Sci-Port, adjacent to an ill-defined gravel parking area that is also used for material and equipment storage and a relocated sculpture. It appears to be a "left-over" site that could be better integrated into the surroundings and add recreational opportunities.

<u>Riverside Gardens</u> was set aside when the Parkway was built in the 70's, but has not yet been developed. Roadway connections are in place, and the area contains a small lake and very interesting rock formations. It attracts visitors, many for dramatic photographs, but they are forced to park on the shoulder of the roadway.

<u>Veterans Park</u> was developed in the 70's with a unique outdoor amphitheater, trails and picnic platforms, a wooden playground, and dead-end parking area. Its isolation created a special atmosphere for events, but it also made it subject to vandalism and unlawful activities. It has been closed for many years, but access to the Parkway, the Bicycle Trail, and utilities remain.

There are some significant Civil War history aspects to this park. It was the site of Fort Turnbull, Battery Ewell, and a river shipping obstruction that formed part of the defenses of Shreveport.

It is also a difficult site. The steep terrain makes it unsuitable for most development and the mature vegetation limits visibility into and across the site. Ignoring it simply condones undesirable activities and keeps this treasure from the law-abiding citizens. If it is to be reopened it must be made more visible and accessible to law enforcement.



<u>Freedom Park</u> was also developed in the '70s as a "barrier free" playground utilizing visionary concepts, but it has since fallen into disrepair and closed. All the playground equipment and the restroom building have been removed, but the parking area remains. It is the first Parkway facility that one encounters in an approach from the west on Stoner Avenue.

<u>Undeveloped Land at Stoner Avenue</u> is actually partially developed with roadways and utilities, but no building has occurred. It is located on the west side of the Parkway and is zoned for a mixture of business and residential uses.

The Stoner Woods is a large tract of undisturbed bottomland hardwood along the river between the Stoner Avenue Boat Launch and Shreveport-Barksdale Highway. It is admired by many groups and individuals for its large sycamore and cottonwood trees and unspoiled feeling. There is some evidence of a change in the flora of the site, perhaps as a result of the pooling of the Red River. Informal trails through the Woods are used by runners, birders and mountain bikers.

<u>High-Density Residential Development</u> is occurring at a rapid rate on the west side of the Parkway near Preston Avenue and Hamels Memorial Park. We can expect that many of the residents will use the riverfront facilities as their "neighborhood parks."

The Undeveloped Land at Preston Avenue was retained for future private development when the southern portion of the Parkway was built in the 1980s. The 60 acre site is zoned B-3, Community Business District, which allows development of a wide range of retail and service uses, including automobile sales and service, banking, offices, and restaurants. High-density residential development is also allowed.

An Earth Mound towers over the north end of Hamels Memorial Park. When the Parkway was constructed it was considered an odd high point, but subsequent investigations by local historians have determined that it was the main house site

for the Chalk Level Plantation and that it was subsequently transformed into a fort that formed part of the defenses of Shreveport during the Civil War.

Hamels Sand Bars have been created by an erosion control project of the Corps of Engineers that stretches from Preston Avenue to south of C. Bickham Dickson Park. The northern portion of the project consists of trainer dikes perpendicular to the bank and extending out into the river. The areas between these dikes have silted in and created new land which has subsequently become overgrown. One section has been cleared to create the beach at Hamels Park, but significant maintenance is required to remove flood debris and to hold back vegetation. There are operational problems, too, primarily related to vehicle access. The remaining wooded sections provide opportunities for bird watching, mountain biking and nature trails, but they are difficult to access and lend themselves to illicit activities, too.

<u>Undeveloped Land South of East 70th Street</u> lies between the south termination of the Parkway and C. Bickham Dickson Park. It is privately owned, flood-prone and has been used for a dirt pit and by adjacent horse stables for riding trails.

<u>C. Bickham Dickson Park</u> is also flood-prone and largely undeveloped.

PUBLIC INPUT

SPAR's daily contact with the public and the public input that we received for our 2007 Caddo/Shreveport Parks and Recreation Master Plan were good starting points for the development of a Recreation Plan for the Parkway. To get comments specifically for this area, SPAR prepared a draft plan and presented it to the public for their review and comment. This presentation included:

- * Over 60 hard copies were mailed to interested parties.
- * An electronic version of the Plan was posted on the SPAR website along with an email shortcut for comments.



South of RiverView Park



Stoner Woods



Riverside Gardens



Hamels Earth Mound

- * A three-hour open house was held to allow the public to see the plan, talk with the steering committee and staff, and vote with colored dots on the recommendations they liked and didn't like. Comment forms were also available.
- * There were staff appearances on three local television stations, one of which did a follow-up story on the open house.
- * Five community-service websites featured open house notifications and a link to the draft plan.
- * A two-page editorial ran in a local newspaper, with maps, photos and contact information, and readers were invited to comment on the paper's web forum for community planning.

The comments that we received ranged from specific small improvements, such as a drinking fountain at a certain location, to recommendations for improved planning tools and processes. A detailed summary of the public input for this Plan is presented in an appendix.

An analysis of the response identified these major themes:

- 1.) Improve public safety on the Parkway.
- **2.)** Keep the Parkway naturalistic and provide additional landscaping.
- **3.)** Trails: Maintenance, on-site extensions, and better connections to Shreveport neighborhoods and to Bossier City.
- **4.)** Provide amenities such as drinking fountains, benches and restrooms.
 - 5.) Re-open Veterans Park.
 - 6.) Provide a dog park.
- **7.)** Provide "Family" facilities such as picnic shelters and a children's playground.

These and many other priorities are incorporated into this Plan's recommendations and are also reflected in the proposed phasing.

PART THREE: RECOMMENDATIONS

These recommendations are meant to provide a coherent vision for the enhancement of the recreational opportunities along the Clyde Fant Parkway. Some build on the vision of those who created the Parkway thirty years ago, some reflect adaptations to the changing character of Shreveport and the riverfront since then. Many respond to the desires of our citizens while others provide the infrastructure needed to support those desires.

It is unlikely that all the suggestions could, or should, be implemented immediately, but they are meant to give citizens a list of possibilities to choose from. A cost estimate and recommended phasing section is presented later in this Plan.

A great deal of site investigation and design work will be required to implement these broad recommendations. In some cases, conceptual site plans are provided to indicate the way that the recommended facilities could be arranged. In other cases, a simple program of desired improvements is presented. In any case, as projects are funded, detailed design work should be undertaken through a citizen-participatory process that allows modifications and additions to the program and explains any changes required to fit the sites or changing conditions.

General Recommendations

1.) Maintain and Enhance the Naturalistic Character of the Parkway

This concept is the most frequently mentioned and passionately advocated idea expressed by our citizens. To do this we should:

- * Preserve open green space.
- * Identify and improve views, especially to the River,

from the roadway and trail.

- * Limit development on the east side of the roadway.
- * Endorse establishing a "Scenic Roadway Overlay District" zoning mechanism as part of the ongoing MPC Comprehensive Plan process to ensure that adjacent development is sensitive to the desired Parkway character.
- * Where utilities are required, provide underground electric, telephone, and CATV.

2.) Provide a Special Identity to the Parkway

The entire study area can be named and identified as "The Clyde Fant Parkway Recreation Area" to emphasize its special place in the community. This idea would be expressed by:

- * Following design guidelines for the Parkway to provide consistent material, form and color selections for all facilities. These should reinforce the desired naturalistic character and are presented in an appendix.
- * Creating "Gateways" at common entry points, especially at Preston Avenue, Stoner Avenue & downtown. These should include welcoming signage, a small parking area with trail links, recreation facility information and landscaping.
- * Providing unique, consistent facility signage throughout the area.
- * Construct information kiosks that provide overall Parkway recreation information and have interpretive panels to explain the unique historical or natural aspects of special sites. Space can also be provided on the kiosk for visitors to post their own messages for upcoming events.
- * Develop and distribute a promotional flyer and/or card that includes a map and a listing of recreational opportunities on the Parkway, including private facilities.
- * Consolidated and upgraded roadway regulatory and directional signage to a "parkway" standard. At minimum, consider using painted square tubular steel posts rather than

perforated U channel posts for all signs. The process of changing the signs must be coordinated with the City's Traffic Engineer for compliance with safety standards and would most likely be phased.

3.) Manage Landscape Plantings

Prepare a landscape plan for the entire that evaluates existing plants and recommends new plantings, trimming and clearing to enhance views and reduce maintenance. The plan should contemplate:

- * Provide screening landscaping on the Parkway to screen some existing views to the "back of businesses."
- * Provide tree and shrub plantings in key areas to create focal points, focus dramatic views and provide shade. The installation and maintenance costs of the plantings, especially irrigation or watering, suggests great care in selecting suitable sites. Use native plants where appropriate.
- * Consider the use of "no-mow zones" to allow volunteer vegetation to grow and mature. This approach should be limited because it presents an unkempt appearance for several years before it matures. Its advantages are that it requires no irrigation and it presents nature study opportunities of "old field succession." Manage these areas to encourage native species and discourage invasive imports such as Johnson Grass and Chinese Tallow trees.

4.) Encourage bicycle and pedestrian access to the Parkway

- * Encourage and plan for the integration of the Parkway facilities into a new overall City bicycle and pedestrian plan. Currently, the most bike-friendly access points from the west are at Stoner Avenue and Preston Avenue because they are relatively low-volume, low speed, at-grade connections.
- * Provide small vehicle parking areas with convenient trail links at "Gateways" on the edge of the Parkway area. This

is intended to encourage visitors to park their cars upon arrival and experience the site by foot or bicycle.

5.) Protect the Site and the Environment

- * Bank stabilization is a critical issue. Flooding and the highly erodable soils threaten the Red River Bicycle Trail and other recreation areas and could threaten the roadway itself. Traditional large-scale bank protection projects, such as clearing and rip-rap, would drastically change the nature of the Parkway. Pursue more localized solutions such as branch packing and live facines. If large-scale projects become necessary, utilize solutions that would preserve and/or replace vegetation and conceal obvious man-made improvements.
- * Protect and develop wetlands to cleanse storm water runoff from the city into the River. These must be coordinated with the City's overall drainage plan and could become water quality educational areas and birding sites. (See drawing on page 41)
- * Consider "green" development solutions to all improvements, especially restroom and parking facilities.

6.) Safety and Convenience

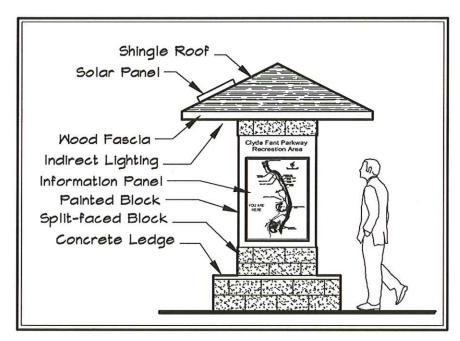
- * Increase law enforcement presence, especially at C. Bickham Dickson Park, Hamels Park and Veterans Park.
- * Provide more restrooms to encourage longer visitor stays at the park facilities. But because they require very high maintenance and are subject to abuse, use the minimum number to serve needs.

7.) Develop Improved Planning and Public Input Tools

* Use the Parkway site to develop a template for an accurate and user-friendly park GIS. Information might include property lines and easements, utilities, wetlands, plant communities, soils, drives and parking, recreation facilities, buildings, and building systems. This should be done with the

idea that in the future it could be used for all parks for site analysis and resource protection, maintenance management and on-line facility look-up and booking. A needs assessment should be conducted to ensure that the information gathered and digitized will serve current and future applications and integrate into the region's existing GIS system.

* Assist and encourage the development of a "public square" website that would provide resources and tools to enhance public comment on a broad range of plans and initiatives of interest to the community. The host of this type of site would most likely be an agency with much broader planning responsibilities than SPAR, such as the Metropolitan Planning Commission or the Northwest Louisiana Council of Governments.



Information Kiosk Concept Drawing

* Welcome the assistance of an ongoing citizen-member Parkway Advisory Council. This organization should be independent of SPAR but follow rules that ensure that it represents the interests of the Parkway users and the entire community. It could be organized similar to the Park Advisory Councils that operate in many community centers. SPAR should keep a record of individuals who would like to serve to encourage its independent formation.

8.) Revise This Plan

* Review and revise this Plan as the new planning and public input tools become available and as new conditions arise.

Red River Bicycle Trail: Summary

Renovation: Due to the age of the existing trail, certain renovations are needed:

- * Re-establish good drainage and lighting at the underpasses at the Disc Golf Course.
 - * Repair trail bridges.
- * Repair/relocate areas where recent erosion has threatened the shoulder or the trail.

Improvements: Where possible and practical, begin to bring the trail into compliance with the most recent AASHTO guidelines for "Shared Use Paths," especially increasing the path width to 10' and providing a 5' wide separation from the edge of the path to the top of any steep slope.

Amenities: Provide drinking fountains, benches, trash receptacles, bicycle racks and exercise/stretching equipment at key locations. Some of these locations are identified in subsequent sections and others should be determined after additional site investigation. Attempt to locate benches and trash receptacles every one-quarter mile and drinking fountains every two miles. One-third of the drinking fountains should have pet fountains.

Additions/Extensions:

1.) Establish two new shared-use path routes across the river to create a recreational trail loop utilizing the Bossier City Teague Parkway trail and the Red River Bicycle Trail. Geographically, the best locations are The Cotton Belt Bridge (Union Pacific Railroad Bridge) near Veterans Park and a new span of the Jimmie Davis Bridge. This would create a loop approximately 10 miles long. The State of Louisiana has incorporated the pedestrian and bicycle access into the planning for the Jimmie Davis Bridge, and the City should conduct an engineering feasibility study to identify options that would be acceptable to the railroad and suitable for users of the Cotton Belt Bridge.

Other crossing possibilities for this use are the Shreveport-Barksdale Bridge and a future Stoner Avenue/ McDade Street bridge. There are significant difficulties utilizing any of these facilities for a safe and convenient shared-use path. This recreational concept is not meant as a replacement for the tourism/economic development proposals for a downtown Shreveport-Bossier City connection, but should be coordinated with any other river crossings.

- 2.) Connect the existing trail segments near Coates Bluff Drive and at Freedom Park along the service road on the west side of Parkway near Stoner Avenue. (See map on page 25)
- 3.) Connect the trail to the west end of Preston Avenue and encourage the development of a more safe and convenient bicycle and pedestrian connection along Preston Avenue to the west. (See map on page 25)
- **4.)** Connect Riverside Gardens to Veterans Park and the Red River Bicycle Trail. A Pedestrian crossing of the Parkway at this location creates some challenges that should be addressed by traffic engineers. (See map on page 23)
- 5.) Extend the trail south to C. Bickham Dickson Park. (See map on page 29)



Site Recommendations

The following recommendations discuss specific sites along the Parkway. They are divided into four sections from north to south, each referencing an area map.

AREA ONE: RIVERVIEW PARK TO STONER AVENUE

RiverView Park South Plaza (See Concept Plan on page 39)

Develop an area that provides a logical transition between the urban and naturalistic characters of the Parkway and enhances the surrounding uses. Planning for this site should be carefully coordinated with the Downtown Development Authority, adjacent public attractions, and should anticipate improvements to the pedestrian streetscape on the urban section of the Parkway. A preliminary program for the new would include:

- 1.) Eliminate the parking on the river side of the Parkway and develop a new parking lot south of Lake Street. Make significant crosswalk improvements to allow safe and convenient pedestrian access from the west side of the Parkway. Coordinate this with a larger review of the vehicle/pedestrian environment along the Parkway from Lake Street to Caddo Street.
- 2.) Provide restrooms for RiverView Park and as an amenity for the north terminus of the Red River Bicycle Trail. This building should also provide changing facilities, a drinking fountain, and wireless internet access for RiverView Park and the surrounding area.
- **3.)** Provide infrastructure for business opportunity that combines the relocated Stoner S'port Marina with a river cruise operation and a bicycle rental program. This must be a carefully coordinated with an operator and with Sci-Port, the Downtown Development Authority the City.
- **4.)** Provide an opportunity for people to sit in the shade and to get near the water. This could be as simple as a picnic

shelter and bank improvements similar to a set of giant concrete steps that could be easily cleaned after flooding. (see Concept Drawing on page 41).

- **5.)** Provide two Information Kiosks with content describing Sci-Port, the J. Bennett Johnston Regional Visitor Center, the Barnwell Center, Parkway recreation opportunities, DDA/Tourist Bureau information, and an area for visitors to post messages.
- **6.)** Create a sculpture garden that incorporates the current sculpture and provides space for new memorials. Maintain access to the RiverView Park stage in a low-key manner. Shade trees would be a valuable addition to the area.
- **7.)** Provide exercise and stretching equipment as requested by many runners.
- **8.)** Create a gateway with signage and landscaping along the trail and roadway to define the boundary between the recreation area and the urban area.
- **9.)** Maintain limited vehicular access to the park stage for event purposes and to the river for emergency access, and maintain view to the river from Sci-Port.

Riverside Gardens Development

Provide safe access to the unique landscape of Riverside Gardens and provide minor recreation and infrastructure improvements:

- 1.) Construct a park drive and a small parking area.
- 2.) Add a trail connection to Veterans Park to the north and provide a pedestrian crossing to the Red River Bicycle Trail across the Parkway. The pedestrian crossing would be of great importance to enhancing access but must be carefully considered to ensure safety.
- **3.)** Construct picnic areas and shelters, walks, and drainage improvements.
- 4.) Construct an information kiosk that would explain the boulders and their relationship to the river geology and would

provide information on other Parkway recreation opportunities.

5.) Install landscaped areas, particularly native plants.

Veterans Park (See Concept Plan on page 40)

An attempt should be made to reopen Veterans Park. This will require improving access and sightlines and providing new vandal-resistant facilities for new uses that would draw patrons:

- 1.) Construct a one-way park drive from the existing parking area, across the dam to a new parking area at old playground, and then back to the Parkway. This would allow easy law enforcement access and supervision. Care should be taken in the design to prevent this from becoming a raceway.
- **2.)** Do extensive clearing, especially between the dam and Parkway and within a 50 to 100 foot perimeter around the lake. Retain some high-value hardwoods that do not significantly interfere with visibility. Enhance lighting in the area.
 - 3.) Construct floating fishing piers and a trail at the lake.
- **4.)** Provide an off-leash dog park area in the lower area between the existing parking lot and the Parkway. There are many options for the way this is designated and operated, and some modification of existing legislation would be required.
 - **5.)** Explore the opportunities for creating an arboretum.
- **6.)** Develop an interpretive area at the old playground that would discuss the former Fort Turnbull, Battery Ewell, the shipping obstruction, and changes to the course of the river over the years.
- **7.)** Repair the perimeter fencing along the top of the high bluffs and explore environmentally friendly erosion control solutions.
- **8.)** Provide a trail link to the Union Pacific Railroad bridge structure for construction of bike/pedestrian access to the Teague Parkway.

Disc Golf Course

Disc golf remains a popular recreational activity, and the course is also used for picnicking. The addition of the Veterans Memorial has brought more visitors to this site, some with special needs. The recommendations for this area aim to enhance the existing activities:

- **1.)** Construct restrooms to serve the patrons of the Disc Golf Course, the Veterans Memorial, and Veterans Park.
- **2.)** Construct two picnic shelters, one that would be especially suitable for use as a disc golf tournament headquarters.
- **3.)** Assist Disc Golf organizations in renovating the course with new tee & information signs.

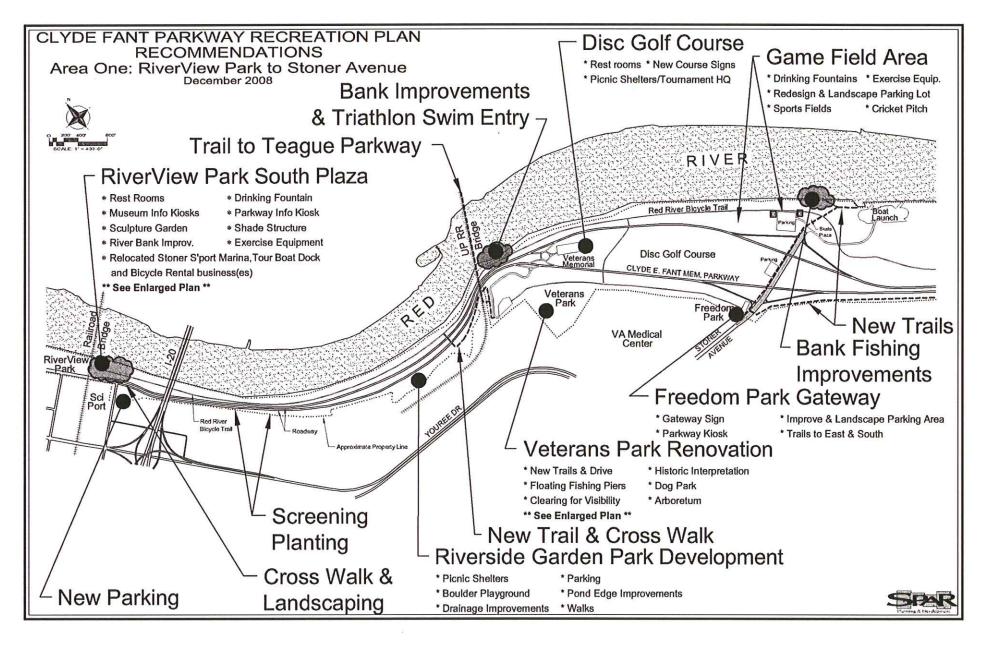
Disc Golf Course Riverside Area

The river bank immediately south of the Union Pacific Railroad Bridge has been used as a swim entry point for triathlons because it is one mile upstream from the Stoner Avenue Boat Launch. Bank improvements similar to those proposed for the RiverView Park South Plaza could enhance the swim entry and could be used for bank fishing and as a seating area.

Game Fields/Skate Plaza/Parking Area

The open grass areas over the capped landfill should be maintained as a field sports area. Provide improvements to enhance the athletic facilities and to provide greater access:

- 1.) Install exercise and stretching equipment.
- **2.)** Add a drinking fountain near the Skate Plaza and at the north end of the parking lot.
- 3.) Construct a new section of trail between the parking area/Skate Plaza and the Stoner Boat Launch to improve access to the restroom.
- **4.)** Construct a concrete cricket pitch in the game field area for tape ball cricket.



5.) Re-design and landscape the parking lot, making it smaller and blending it into the landscape. This should be done in conjunction with the overall Parkway landscape plan.

Freedom Park Gateway

Create a dramatic gateway to the Parkway Recreation Area and encourage visitors to experience the Parkway by foot and bicycle.

- 1.) Construct a Clyde Fant Parkway Recreation Area gateway sign.
 - 2.) Improve and landscape the parking area.
- 3.) Add a shared-use path to connect to the Freedom Park parking area to the Red River Bicycle Trail to the east near the river. Consider reducing the number of vehicle lanes on Stoner Avenue in this area from four to two or three in order to reduce the dominance of the roadway and emphasize pedestrian and bicycle access. This must be designed in coordination with the traffic engineer to ensure safety.
- **4.)** Add a shared-use path to the south to connect to the existing trail near Coates Bluff Drive.
- **5.)** Construct an information kiosk that would provide a map of the Recreation Area facilities and opportunities.
 - 6.) Install irrigated ornamental landscaping.

AREA TWO: STONER AVENUE TO PRESTON AVENUE

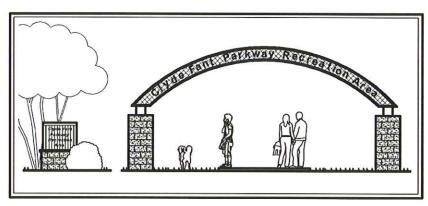
Stoner Avenue Boat Launch & Stoner Woods

Protection of the Stoner Woods has been a high priority of many groups. Provide facilities that enhance the existing activities by providing better access while protecting the resources of the Woods and the River. Much of this area is under the control of the Red River Waterway Commission, so improvements must be coordinated with them.

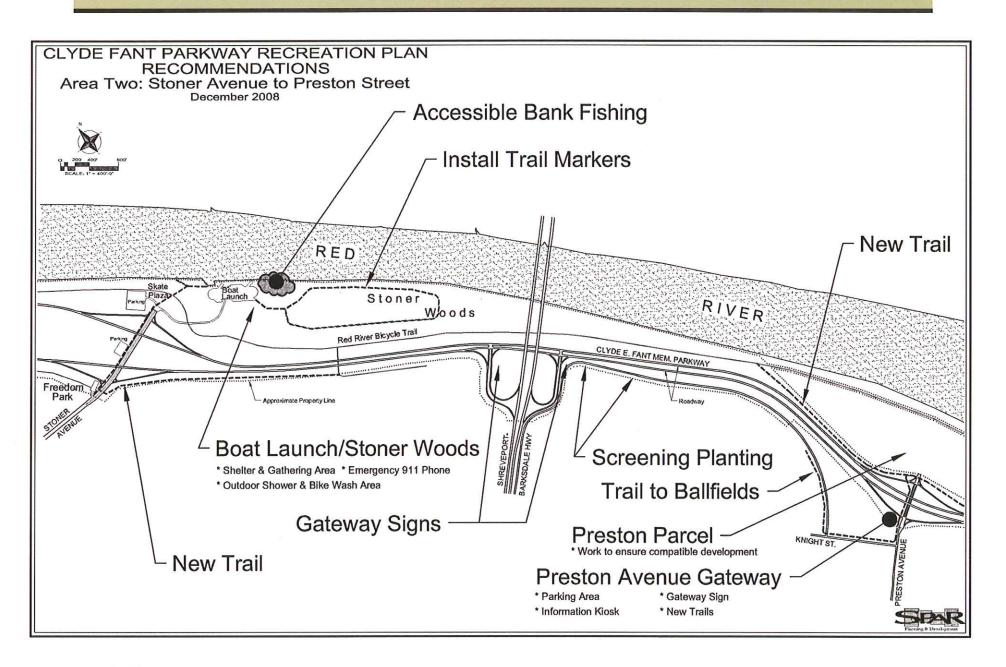
1.) Construct a multi-use park shelter near the south end of the Stoner Boat Launch parking lot for picnics, clinics,

gatherings and special events. This lighted facility should incorporate an information kiosk for mountain bike, nature and recreation information. The shelter should be sited so that it is visible from the parking lot with one side facing a small open area or amphitheater to provide greater capacity for clinics.

- 2.) Mark one loop trail through Stoner Woods so that people unfamiliar with the area can have some comfort and guidance. The route of the trail should be established and maintained with the help of mountain bike and nature groups to reduce conflicts. Markers should be simple wood post that are distinctive enough to be visible but not distract from the natural setting. Provide a map of the trail.
- 3.) Construct bank fishing improvements to allow greater accessibility and comfort. An area on north of the Stoner S'port Marina could be similar to the proposal for the RiverView Park area and also provide a river viewing area. A fully ADA-accessible area could be constructed near the south end of the parking lot, with a walkway to an accessible parking area.
 - 4.) Continue to allow mountain biking in the Woods.
- **5.)** Provide a small open outdoor shower/wash area that can be used by trail users and anglers.
 - 6.) Provide an emergency 911 phone.



Gateway Signs Concept Drawing



Shreveport-Barksdale Highway Ramps to the Parkway

Construct Clyde Fant Parkway Recreation Area gateway signs along the traffic ramps from Shreveport-Barksdale Highway.

Preston Avenue Gateway

This area has become an increasingly important access point to the recreation opportunities on the Parkway. Improve access with a gateway similar to the one proposed at Stoner Avenue and provide bicycle and pedestrian access to the Red River Bicycle Trail. Detailed planning should be done that includes:

- **1.)** Construct a Clyde Fant Parkway Recreation Area gateway sign on Preston Avenue.
- **2.)** Construct a small parking area on the west side of the Parkway with irrigated ornamental landscaping.
- **3.)** Add a new shared-use path from the end of Preston Avenue northward along the boundary of the private land to connect to the existing Trail. Additional paths may be routed southward and across the parcel.
- **4.)** Consider reducing the number of vehicle lanes under the Parkway from four lanes to two and adding bicycle lanes and sidewalks to improve access from the proposed parking area to the new shared-use path. The design must take into consideration the future use of the private parcel and will require coordination with the Traffic Engineer to ensure safety.
- **5.)** Construct an information kiosk that would provide a map of the Recreation Area and the facilities and opportunities within it.
- **6.)** Add a trail or walkway to the existing private ball fields on Knight Street.
- **7.)** Encourage the development of improved bicycle and pedestrian facilities on Preston Avenue between the Parkway and Captain Shreve Drive to better link neighborhoods to the Parkway.

Undeveloped Land at Preston Avenue

High-density B-3 development of this 60 acre tract could have a large impact on the Clyde Fant Parkway Recreation Area, particularly with respect to increased automobile traffic and the desired naturalistic character of the Parkway. The City and MPC should be prepared to negotiate to preserve both the Parkway character and private development rights, perhaps by offering to develop paths and other recreational facilities within a proposed development. The recommended Scenic Roadway Overlay District may also play a key role in this.

An alternative is to consider the acquisition of all or a portion of this site for the development of a major project, such as a zoo or aquarium, and ensure that the site planning provides adequate buffers and that the architecture enhances the naturalistic character.

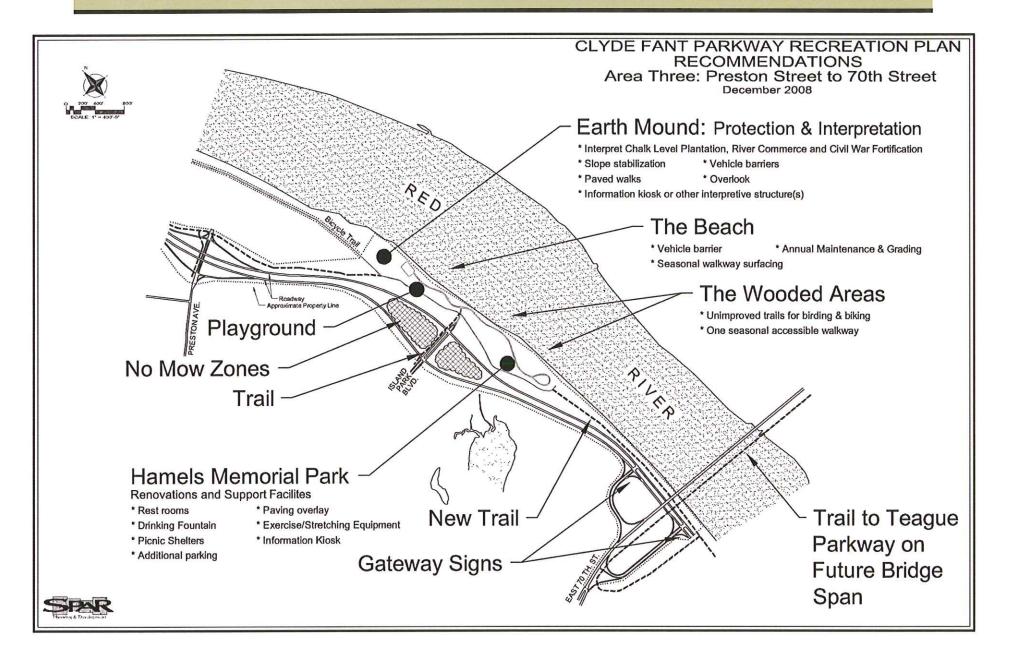
AREA THREE: PRESTON AVENUE TO 70th STREET

Marie and Charles Hamel Memorial Park

This park is an unusual mixture of resources: open green space, primitive beach, historic asset, river channel project, and untamed riparian growth. It has also become a de facto neighborhood park for many new residents in southeast Shreveport. The following recommendations attempt to respect all of this:

The Earth Mound is a historical asset. There is a continuing threat of erosion resulting from high water and inappropriate use that should be addressed to protect its form. This protection might include vehicle barriers and slope stabilization. The protection should be integrated with appropriate interpretive facilities that might include an information kiosk, paved walks and an overlook.

<u>The "Beach</u>" presents a wonderful opportunity for patrons to get near the River to fish and enjoy the sun. A barrier should be erected to enforce the vehicle ban, and annual tilling



should be accompanied by minor grading to create better pedestrian access. Temporary walkways may be laid each year to improve accessibility to all.

The Wooded Areas should be left to mature and provide opportunities for birding, nature study and mountain biking. A variety of trails should be established, most unimproved, but at least one trail should be improved to allow greater access all the way to the River. Annual grading from a parking area could be done along with the beach maintenance, and the surfacing of this trail may also be a roll-out temporary walkway surfacing that is set out after the spring flooding and removed each fall. As in Stoner Woods, mountain bike and nature groups should be involved in the development and maintenance of these trails.

<u>A Playground</u> should be developed to serve the nearby residents and other visitors to the Parkway. Care should be taken in determining its precise location and in equipment and color selection to blend with the natural surroundings.

Renovations & New Support Facilities will be required to meet the needs of patrons, including paving overlays, additional parking, a restroom facility, and drinking fountains. Picnic shelters and exercise/stretching equipment should also be added to serve existing uses.

<u>A Trail Extension</u> to the south will provide pedestrian and bicycle access to the future Jimmie Davis Bridge span across the Red River to the Teague Parkway, and further south to provide access to C. Bickham Dickson Park.

Island Park Boulevard Intersection

This alignment was designed to accommodate an overpass with exit and entrance ramps similar to the Preston Avenue interchange. The large area between the Parkway roadways presents an opportunity for a no-mow zone to allow volunteer vegetation to grow and mature. This will increase the natural character of the Parkway and reduce maintenance.

Enhance pedestrian and bicycle access to Hamel Memorial Park and the Red River Bicycle Trail from the residential developments on the west side of the Parkway. Consider reducing the number of vehicle lanes on Island Park Boulevard from four to two in order to reduce the dominance of the roadway and emphasize pedestrian and bicycle access. This must be designed in coordination with the traffic engineer to ensure safety.

AREA FOUR: 70TH ST. TO C. BICKHAM DICKSON PARK

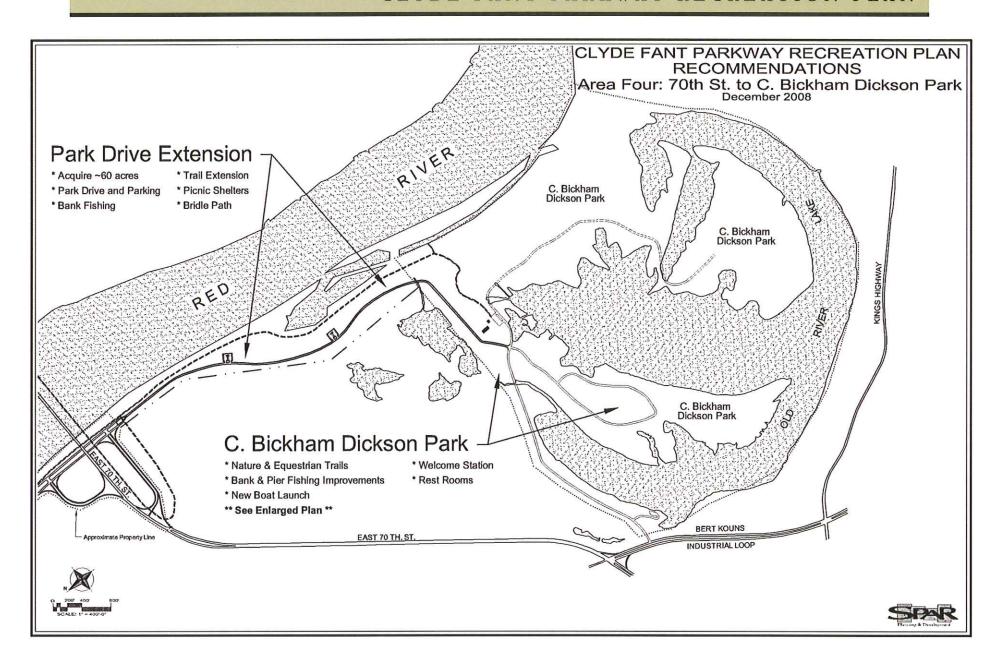
Red River Bicycle Trail Extension

Establish a parkland connection between the south end of the Clyde Fant Parkway and C. Bickham Dickson Park. A study should be conducted to determine the feasibility of this proposal. The study should consider:

- * Acquisition of approximately 50 to 60 acres,
- * A park drive that connects the Parkway to the existing park drive in C. Bickham Dickson Park, with small vehicle parking areas,
- * A paved shared-use path for bicycles and runners,
- * An unimproved bridle and nature trail,
- * Picnic areas with shelters, and
- * River fishing access points.

Great care must be taken to avoid wetland and other environmental damage. It may be necessary to negotiate a unique agreement with landowners to integrate the recreational development with other proposed land uses.

Current policy at C. Bickham Dickson Park limits the use of the unpaved trails to pedestrians and horseback riding. Bicycles and motorized vehicles are restricted to paved surfaces. In order to maintain an area for quality horseback riding from nearby stables and to enhance the nature study conducted at C. Bickham Dickson Park, this restriction should be extended to any new park area south of 70th Street.

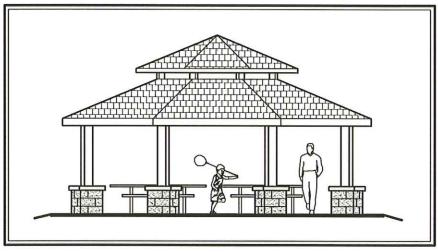


C. Bickham Dickson Park

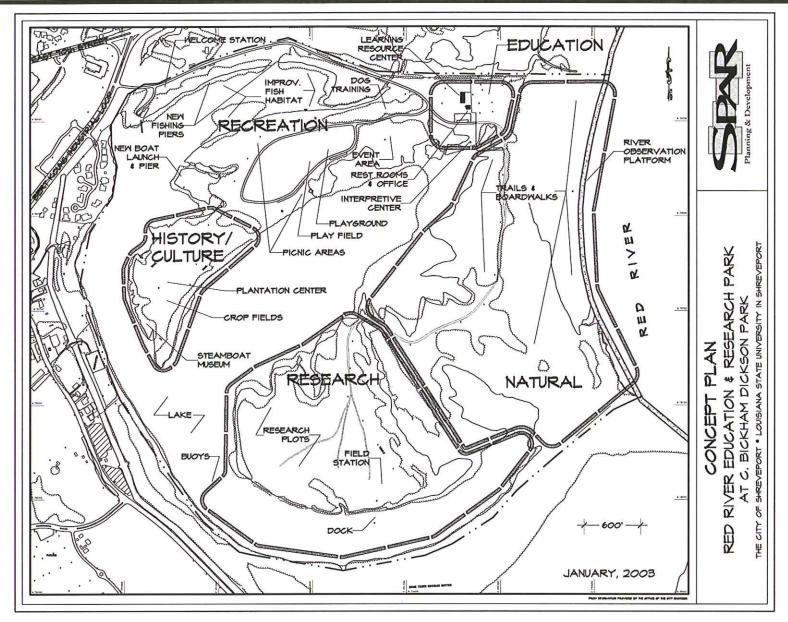
There has been almost no implementation of the Physical Plan developed for the Red River Education and Research Park at C. Bickham Dickson Park. Rather than attempting to rewrite that plan, this plan accepts its recommendations and reiterates the need for improved recreation opportunities and infrastructure improvements at the site in harmony with the Park's other missions. Special emphasis should be given to the following improvements as shown on the Physical Plan drawing on page 31:

- 1.) Improve bank and pier fishing opportunities
- **2.)** Develop and maintain nature study trails in the Natural Area.
- **3.)** Construct a welcome/information station similar to the proposed Information Kiosks.
- **4.)** Construct a new boat launch with access to deeper water.
- **5.)** Construct restrooms, either in a new building or by renovating a portion of the existing horse barn or control building.

In addition, the Headquarters Unit of the Red River National Wildlife Refuge is being developed across the River in Bossier Parish. Some kind of cooperation with that system should be established to maximize public services for education and resource protection and to minimize unnecessary duplications.



Picnic Shelter Concept Drawing



From the Physical Plan for the Red River Education and Research Park at C. Bickham Dickson Park

CONSIDERED BUT NOT RECOMMENDED

A significant part of this planning effort was eliminating proposals that conflicted with plan's principles, did not contribute to the concepts that were developed, or were not physically feasible. In order to fully document the process, this section lists the improvements that were considered but are not recommended, with a note about why.

- * Marina/Boat storage and repair facility: Siltation and extreme water fluctuations make development unfeasible on this section of the river.
- * Camping/RV: Other private facilities are available, they are difficult for municipal operation, privacy/public access concerns, and possible aesthetic concerns
- * Additional special event venues, such as reopening the Veterans Park amphitheatre: Existing venues are adequate.
- * Miniature Golf: There is an existing commercial course at Preston Avenue.
- * Radio controlled car, boat, airplane facilities: No adequate site could be identified and noise concerns.
- * A separate gravel trail or a gravel shoulder beside the existing asphalt Red River Bicycle Trail: Maintenance would be excessive.
- * Gateways at Shreveport-Barksdale Highway and East 70th Street: Roadway characteristics and surrounding land uses would make it difficult to develop parking and other gateway facilities, and other access points are more conducive to bicycle and pedestrian travel.
- * Off-road vehicle area: There is no adequate site and there are noise and erosion concerns.
- * An improved beach at Hamel Memorial Park: Maintenance and operation costs would be significant. There may be some possibility that this could be privately developed and managed.
- * "Park & Ride" facilities on the Parkway: Too much parking required.

- * An improved trail in Stoner Woods: There was no expressed public desire and a gravel trail would be difficult to maintain.
- * Stoner Boat Launch boat wash facility: No perceived public or agency desire and difficulty in maintenance.

ISSUES FOR FUTHER STUDY

The following issues were identified in the planning process but remain unresolved in this document. They should be addressed as new information becomes available.

- * Storm water management and the locations that would be suitable to intercept storm water from the city with constructed wetlands.
- * Long-term impacts of the pooling of the Red River on the distribution and speciation of the flora and fauna.
- * The role of the Parkway within a bicycle transportation plan for the City of Shreveport.
- * Bank stabilization and erosion control will probably become a larger issue.

PART FOUR: IMPLEMENTATION

The diversity of the recommendations in this plan requires a variety of implementation strategies. Some proposals must be implemented by individuals or agencies that are only tangentially involved in recreation, and in those cases SPAR will inform them of the public's desires and help in any way we can. Other cases involve working with other agencies to perform studies or develop plans that have a much broader community impact. Most recommendations involve constructing something tangible, and they should be accomplished through capital improvement projects.

CAPITAL IMPROVEMENT PROJECTS

A "Public Work" is defined by State law as "the construction, alteration, improvement or repair of any public facility... owned by a public entity." They are generally accomplished through a capital improvement project, which can take several years to complete depending on the complexity of the work and the need for topographic surveys, soil testing, regulatory approvals, required contract reviews and advertising periods, etc. In brief, capital projects involve the following steps:

- 1.) Identify a need and define a scope of work and estimated cost to accomplish the desired outcome. This plan is intended to be that step.
- 2.) Secure funding to do the work and set up a project in the City's Capital Improvement Budget. This budget is different from the Operating Budget because it allows funds to carry over from year to year.
- 3.) Produce bid documents that translate ideas into detailed instructions for construction. Small, relatively simple projects can be done by SPAR and/or other City staff, but for larger projects a consultant is selected and contracted to do the work. There are several discrete steps as the design is refined

which allows for public review and input along the way.

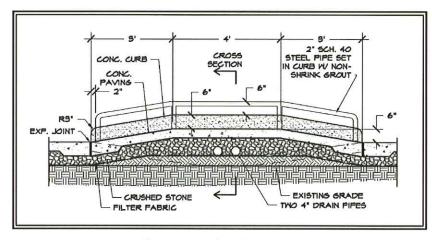
4.) The project is publicly bid and a construction contract is awarded to the lowest responsible bidder, who then does the work.

FUNDING

Planning is hard. Funding is harder. Planning for funding is harder still. There are a variety of funding sources that may be used for the recreation projects in this plan:

General Obligation Bonds are used to pay for a wide variety of projects, including roads, drainage, and parks. In Shreveport, the Mayor traditionally appoints a citizen committee to review departmental and citizen proposals and recommend projects that are put to a citizen vote. If approved, bonds are sold to raise money and then repaid with interest from property tax revenues. General Obligation Bonds are the primary source of funding for SPAR projects and would be an appropriate source for funding for this plan.

The Land & Water Conservation Fund is a federal



Construction Detail

program that provides 50/50 matching grants to States, and through the States to local governments, for the acquisition and development of public outdoor recreation areas and facilities. Recent local government grants have been \$100,000 maximum.

The US Army Corps of Engineers and the Red River Waterway Commission have been partners in the development of the Red River Waterway and have funded recreation projects to enhance the economic development aspect of the project. RiverView Park is and example of a Commission-funded project. It typically takes several years to fund Corps projects.

SAFETEA-LU is the current authorization of the federal surface transportation programs for highways, highway safety, and transit. A small portion of the funding is set aside for "enhancement" projects such as trails and "complete streets." This federal funding is channeled through a number of sources, such as the LA Recreational Trails Program, the local Metropolitan Planning Organization and the State Department of Transportation. One or more of these sources may provide matching funds.

Other Public Entities such as the Downtown Development Authority may assist with funding or projects in their area of interest.

<u>Private Investment and Donations</u> may come for certain business opportunities, memorials, and site furnishings.

PHASING & ESTIMATED COSTS

The following tables list the recommendations contained in the Clyde Fant Recreation Plan in the order that they are presented in the text, north to south. "Public Input" indicates recommendations that received significant public comment, "+" indicates positive, "-" indicates negative comment. "Estimated Cost" is intended to be a budget number to show the relative

cost of the implementation of that recommendation. Much is unknown about the final design, utility requirements, future construction costs, and savings that could be achieved by grouping several recommendations into a single contract. Zeros are shown in some places to enable table calculations.

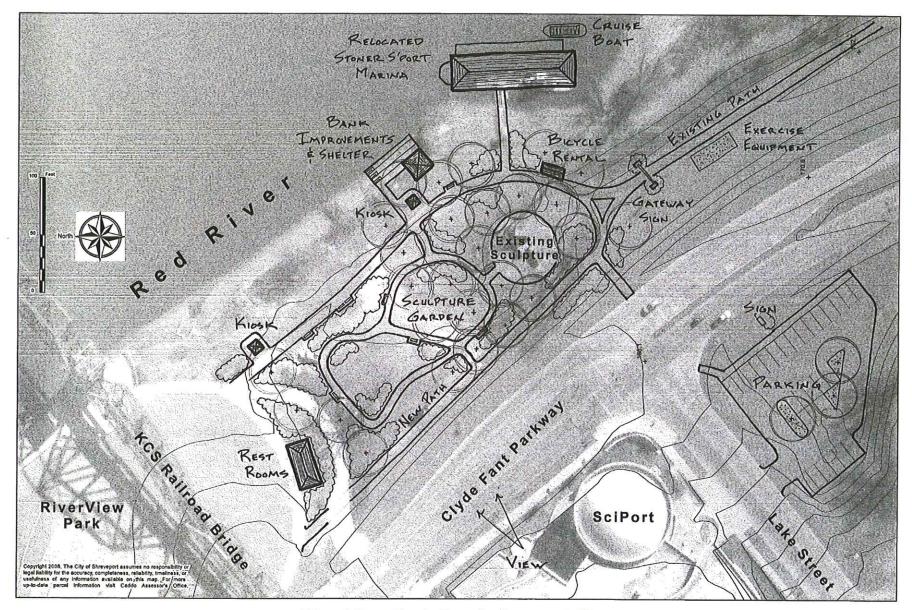
Phasing was determined based on a number of factors including positive public input, meeting current recreational demands, providing studies and infrastructure for future phases, making an impact all along the Parkway, and the time it may require before certain grant funds could become available.

	Estimated	Phase I:	Phase I:		Later	A 10 m 4 m
Project Description & (Public Input)	Cost	Park \$	Other \$	Phase II	Phase	Note
GENERAL RECOMMENDATIONS		0				
Scenic Roadway Overlay District (+)	0	0	0	0	0	Advocate to MPC
Promotional Flyer	10,000	0	0	10,000	0	
Roadway Signage	100,000	25,000	25,000	50,000	0	Cost-share w/ DOS
Landscape Plan (++)	20,000	20,000	0	0	0	
Plantings & Irrigation (++)	200,000	50,000	0	100,000	50,000	
City Bike/Pedestrian Plan & Improv. (++)	0	0	0	0	0	As opportunity arises
Bank Stabilization (++)	0	0	0	0	0	Costs unknown, identify responsible agencies
Create & enhance wetlands	1,000,000	0	0	0	1,000,000	As opportunity arises, cost-share w/ DOS
Increase law enforcement (++++)	0	0	0	0	0	Advocate to SPD
Park GIS: needs assessment	10,000	10,000	0	0	0	
Park GIS: gather & input data (+)	30,000	0	0	30,000	0	
Parkway Advisory Council	0	0	0	0	0	As opportunity arises
RED RIVER BICYCLE TRAIL	0	0	0	0	0	
Repair underpasses, incl. lighting (+)	50,000	10,000	40,000	0	0	Request LA Rec. Trails funding
Relocate erosion-threatened areas (+)	100,000	100,000	0	0	0	Underway
Amenities: Benches & trash recept. (+)	30,000	10,000	0	20,000	0	
Other shown below(++)	0	0	0	0	0	
AREA ONE RECOMMENDATIONS	0	0	0	0	0	
RiverView Park South Plaza	0	0	0	0	0	
Relocate parking (-)	250,000	0	0	250,000	0	Cost-share w/ DOS, DDA
Rest rooms (+++)	150,000	150,000	0	0	0	
Bicycle rental: public infrastructure (+)	30,000	0	0	30,000	0	
Bank improvements/seating areas	400,000	0	0	500,000	0	Request USACE/RRWC funding
Spirit of the Red waiting/loading area	30,000	0	0	30,000	0	Request USACE/RRWC funding
Relocate Stoner S'port Marina	30,000	15,000	15,000	0	0	Request USACE/RRWC funding
Information kiosks (2)	40,000	20,000	0	20,000	0	Request USACE/RRWC funding
Sculpture grove	1,000,000	0	0	1,000,000	0	
Exercise/stretching equipment	25,000	0	0	25,000	0	
Gateway signage & landscaping (-+)	50,000	10,000	0	40,000	0	

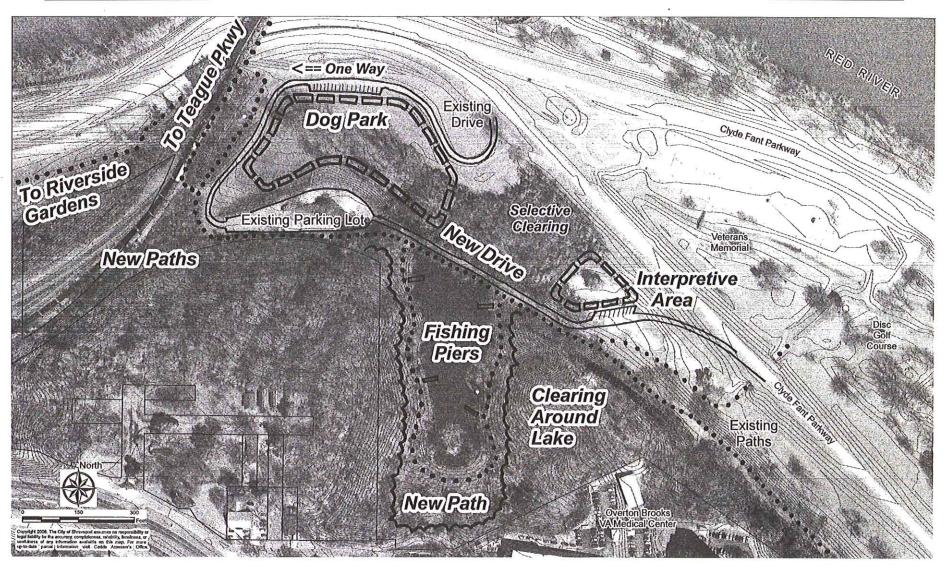
	Estimated	Phase I:	Phase I:		Later	
Project Description & (Public Input)	Cost	Park \$	Other \$	Phase II	Phase	Note
Riverside Gardens Development	0	0	0	0	0	
Drive and parking (-)	100,000	0	0	100,000	0	
Path to Veterans Park	30,000	0	0	0	30,000	
Path across Parkway	0	0	0	0	0	Solution unknown
Picnic facilities and walks (++)	100,000	0	0	100,000	0	
Information kiosk	15,000	0	0	15,000	0	
Landscaping	20,000	0	0	20,000	0	
Veterans Park (+)	0	0	0	0	0	
Park drive across dam (++)	500,000	0	0	500,000	0	
Clearing & cleanup	30,000	30,000	0	0	0	
Fishing piers & paths (++)	200,000	0	0	100,000	100,000	
Dog park (++++)	100,000	100,000	0	0	0	
Arboretum	15,000	0	0	0	15,000	Seek community involvement
Interpretive area: info. kiosks & parking	50,000	0	0	50,000	0	
Fencing & erosion control	150,000	0	0	50,000	100,000	
Bridge path: Feasibility Study (++++)	20,000	20,000	0	0	0	
Bridge path: Construct	1,500,000	0	0	0	1,500,000	
Disc Golf Course	0	0	0	0	0	
Restrooms (++)	250,000	0	0	250,000	0	Request USACE/RRWC funding
Picnic shelters (2) (++)	60,000	30,000	0	30,000	0	Request USACE/RRWC funding
Course renov.: signs, tees, etc. (++)	20,000	20,000	0	0	0	
Disc Golf Course Riverside Area	0	0	0	0	0	
Bank improve.: fishing & swim entry (+)	250,000	0	0	0	250,000	
Game Fields/Skate Plaza/Parking	0	0	0	0	0	
Exercise & stretching equipment	20,000	0	0	20,000	0	
Drinking fountain (+)	10,000	10,000	0	0	0	
Plaza/Marina path (~750')	45,000	0	0	45,000	0	
Parking area redesign & landscaping	30,000	30,000	0	0	0	

	Estimated	Phase I:	Phase I:		Later	
Project Description & (Public Input)	Cost	Park \$	Other \$	Phase II	Phase	Note
Freedom Park Gateway	0	0	0	0	0	
Gateway sign (- +)	10,000	10,000	0	0	0	
Parking area: overlay & landscaping	20,000	0	0	0	20,000	
Path to Coates Bluff area (~3,400') (+)	200,000	0	0	0	200,000	
Stoner Ave. complete street planning	10,000	10,000	0	0	0	
Stoner Ave. complete street const. (+)	350,000	0	0	350,000	0	Cost-share w/ DOS
Information kiosk	15,000	0	0	15,000	0	
Additional landscaping	10,000	0	0	10,000	0	
AREA TWO RECOMMENDATIONS	0	0	0	0	0	
Boat Launch/Stoner Woods	0	0	0	0	0	
Park shelter (++)	30,000	30,000	0	0	0	
Trail marking	5,000	5,000	0	0	0	Install by users
Fishing improvements: south (+)	300,000	0	0	300,000	0	
Fishing improvements: north	150,000	0	0	0	150,000	
Outdoor shower/wash area	25,000	0	0	25,000	0	
Emergency phone (+)	0	0	0	0	0	Identify responsible agency
S'port-Barksdale Gateway Signs	20,000	20,000	0	0	0	
Preston Avenue Gateway (+)	0	0	0	0	0	
Gateway sign (- +)	10,000	10,000	0	0	0	
Parking area w/ landscaping	100,000	0	0	100,000	0	
Preston underpass complete street	250,000	0	0	0	250,000	Cost-share w/ DOS
Path: Preston to Trail, north (~3,200')	150,000	100,000	50,000	0	0	Request LA Rec. Trails funding
Path: Preston to Trail, south (~2,800')	130,000	0	0	0	130,000	
Path: Knight Street to Capt. Shreve (+)	0	0	0	0	0	Complete street/bike/ped plan issue
Information kiosk	10,000	0	0	10,000	0	
Path or walk on Knight Street	0	0	0	0	0	Complete street/bike/ped plan issue
Preston Avenue Parcel Acquisition	600,000	0	0	0	600,000	

	Estimated	Phase I:	Phase I:	72.80	Later	
Project Description & (Public Input)	Cost	Park \$	Other \$	Phase II	Phase	Note
AREA THREE RECOMMENDATIONS	0	0	0	0	0	
Marie and Charles Hamel Mem. Park	0	0	0	0	0	
Mound: barriers & slope protection	45,000	15,000	0	30,000	0	Request USACE/RRWC funding
Mound: Kiosk, walks, overlook (+)	120,000	0	0	120,000	0	Request USACE/RRWC funding
Beach: Barrier & temp. walkway	150,000	0	0	150,000	0	
Wooded area: temporary walkway	75,000	0	0	0	75,000	
Playground (+)	250,000	0	0	250,000	0	
Restrooms w/ drinking fountain (++)	200,000	200,000	0	0	0	Request USACE/RRWC funding
Picnic Shelters (3) (++)	90,000	30,000	0	60,000	0	Request USACE/RRWC funding
Exercise/stretching equipment	20,000	0	0	20,000	0	
70 th Street Gateway signs (2)	20,000	20,000	0	0	0	
Trail Extensions	0	0	0	0	0	
Island Park Blvd. complete street	200,000	0	0	200,000	0	Cost-share w/ DOS
South to Jimmie Davis bridge (~3,000')	150,000	0	0	0	150,000	
Jimmie Davis Bridge to Teague	0	0	0	0	0	Advocate to LADOTD
AREA FOUR RECOMMENDATIONS	0	0	0	0	0	
Red River Bicycle Trail Extension	0	0	0	0	0	
Acquire 60 acres (+)	600,000	500,000	100,000	0	0	Request L&WCF funding
Drive to CB Dickson Park: Feas. Study	25,000	20,000	0	0	0	
Drive to CB Dickson Park: Construct	1,000,000	0	0	1,000,000	0	
Path: To C. B. Dickson Park (+)	500,000	0	0	0	500,000	ē
Bridle and nature trail	30,000	0	0	30,000	0	
Picnic areas w/ parking & shelters (+)	150,000	0	0	0	150,000	
River fishing access points	50,000	0	0	25,000	25,000	
C. Bickham Dickson Park	0	0	0	0	0	
Bank & pier fishing improvements (+)	200,000	0	0	100,000	100,000	
Nature study trails	25,000	0	0	25,000	0	
Welcome/information station	15,000	0	0	15,000	0	
New boat launch	400,000	0	0	0	400,000	
Restrooms	150,000	0	0	150,000	0	Request USACE/RRWC, LSUS funding
TOTAL	\$13,930,000	1,630,000	230,000	6,370,000	5,795,000	

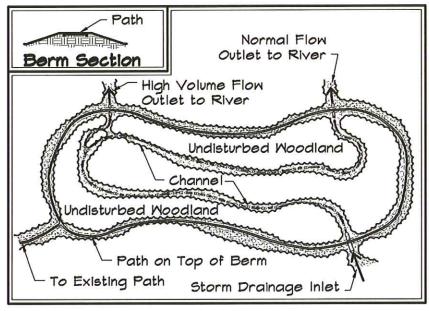


RiverView Park South Concept Plan

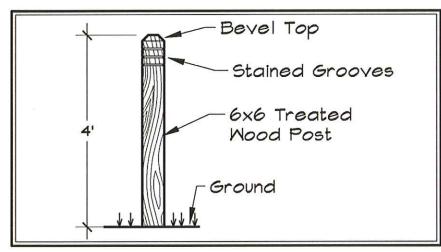


Veterans Park Concept Plan

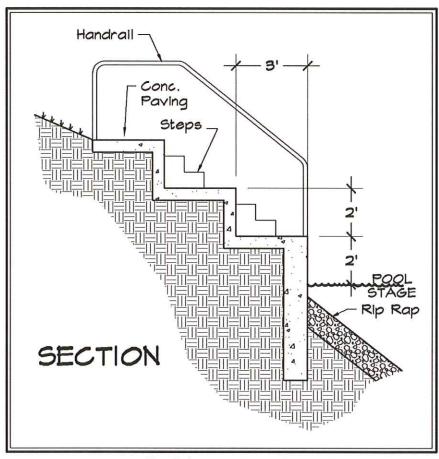
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Constructed Wetland



Stoner Woods Trail Marker



Bank Improvements

PART FIVE: CREDITS

Those Who Made the Parkway Possible

First, we would like to acknowledge the vision and hard work of those who gave us the gift of the Clyde Fant Memorial Parkway, especially Mayor L. Calhoun Allen, N.O. Thomas and the members of the Bicentennial Commission, W. Troy "Bill" Fountain, L. Henry Dalton, George W. Parsons, Mel McGaha, Townsley Schwab, Kip Holloway, John Debassonette, David Risinger, Jim Montgomery, Ed Jolly of Aillet, Fenner Jolly & McClelland, Thomas B. Emerson, and Bill Wiener, Jr. The citizens of Shreveport owe them a deep debt of gratitude.

Thanks also to the Citizens and Organizations who provided thoughtful comments and support for this planning effort.

The Clyde Fant Parkway Outdoor Recreation Plan Steering Committee

The following individuals gave their time and expertise freely during the preparation of this plan. The City would like to thank them for their help:

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Mr. Brian Harrison

Mr. Kip Holloway, Director, Red River Revel

Mr. Roy Jambor, Planner III, Metropolitan Planning Commission

Dr. Gary Joiner

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Mr. Larry Raymond, Director, Caddo Parish Parks and Recreation

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Mr. Patrick Wesley, Assistant Director, Shreveport Public Assembly & Recreation

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Joyce Bowman, District G

Appendices to the CLYDE FANT PARKWAY RECREATION PLAN

January 2009



The City of Shreveport, Louisiana Shreveport Public Assembly & Recreation

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APPENDIX I PUBLIC INPUT SUMMARY

SPAR used several levels of public input for the development of this plan:

- * Staff has had thousands of calls and conversations over the years with individuals and groups who have given us a good idea of the high importance of the Parkway to our citizens and the types of activities and facilities they desire there and in our park system.
- * The citizen input to the 2006 Caddo Parish/City of Shreveport Parks and Recreation Master Plan reinforced the public's desire for improved and new trails with amenities, especially on the riverfront, better fishing access to the Red River, and taking care and improving the things that we have.
- * To get public input specifically for this Plan, we utilized the past public input, gained the advice of an expert/citizen steering committee, and reviewed the area's limitations and opportunities to prepare a draft plan to present to the public for their comments. This approach was used because we felt that most people are more comfortable with reacting to proposals than they are with starting with a blank sheet, and that those who like blank sheets could still add their thoughts.

The public was shown the draft plan in several ways:

- * Over 60 hard copies were mailed out to clubs, businesses, agencies and officials along with mail-back comment forms and other contact information.
- * A link to an electronic version of the Plan was put on the SPAR website along with an email shortcut for comments.
- * A three-hour open house was held on June 26, 2008 at a picnic shelter near the Stoner S'port Marina to give citizens the opportunity to discuss the Parkway and the draft plan with the steering committee and staff. Recommendation approval and disapproval voting was encouraged with adhesive dots that could be placed on large drawings of the draft recommendations, and new ideas were heard through conversations and

written comment forms.

- * There were staff appearances on three local television stations discussing the Plan, the open house and the ways the public could comment, and another TV story covered the open house.
- * Open house notifications and links to the plan were posted on five community-service websites.
- * A two-page editorial ran in a local newspaper, with maps, photos and contact information, and readers were invited to comment on the paper's web forum for community planning.
- * Direct emails were sent to several individuals who had a particular interest in the Parkway and in community planning.

The response to these efforts included:

- * The open house drew 24 attendees who signed in with a total estimated general public attendance of 40 to 50 people and two dogs. Visitors placed 223 dots on six enlarged drawings and written recommendation boards.
- * Eighteen emails from the public were sent to SPAR staff.
- * Twelve written comment forms were collected, including two from office visits and two from telephone calls.
- * There were two blog posts, including one that was also emailed, and
 - * One letter to the editor was printed in the newspaper.

The tables on the following pages summarize the public comments on the Draft Plan. The first two tables tabulate the written comments by topic and source. One table shows comments on recommendations included in the Draft Plan, and the second shows new ideas. The third table shows the number of positive votes (green) and negative votes (red) dots placed on the boards at the Open House.

We regret that in our summary some complex thoughts are distilled to a few words, but hope that the Plan's final recommendations will reflect the full value of the contribution.

Written Comments on Recom- mendations in the Draft	Email	Forms	Graffiti Board	Other	Total
Drinking Fountains	6	2			8
Safety/Police/Patrol	2	4	1	1	8
Connection to Teague Parkway	6			1	7
Bicycle & Pedestrian Access from Neighborhoods	1	2	2		5
Veterans Park	1	2		2	5
Picnic (Shelters) (Family)**	3	1	1		5
Children's Playground (Family)**	3	1			4
Dog Park	2	1	1		4
Plant Trees/Other Planting/ Landscape Plan	2	2			4
Rest Rooms: Hamels Park (beach)	2	1			3
RiverView South Parking: keep	1	1			2
Rest Rooms: RiverView	1	1			2
Preston Street trail to Captain Shreve	1	1			2
Downtown Trolley to Stoner/ Preston	2				2
Large Parking Areas for Special Events Shuttle	2				2
No Monumental Gateway Signs		2			2
C.B. Dickson: Keep Bert Kouns Entrance Open		1		1	2
Rest Rooms: Disk Golf Course		1	1		2
Scenic Roadway Overlay District		1		1	2
Cycle Path to (thru?) C. B. Dickson	1				1
Trail Drainage at Coates Bluff	1				1
Bicycle & Pedestrian Access Across the Parkway	1				1

Written Comments on Recom- mendations in the Draft (Cont.)	Email	Forms	Graffiti Board	Other	Total
Hamels Park Mound	1				1
Info/Education Kiosk	1				1
Exercise Equipment along Path		1			1
Piers		1			1
Bike/Boat Wash		1			1
No gravel trail in Stoner Woods		1			1
Bike Plan Coordination				1	1
Disk Golf Tee Signs			1		1
Veterans Park Amphitheater			1		1
Path from Skate Park to Stoner S'port Marina			1		1
Keep Naturalistic Character		1			1
No Expanded Parking for Park & Ride		1			1
RiverView Park South Program Good		1			1
Hamel Playground: Not "Standard"		1			1
Picnic & Parking at Riverside Gardens		1			1

^{* &}quot;Other" includes a blog posting, a newspaper editorial, comments from a SPAR Council meeting, Committee Member suggestions, and a letter to the editor.

^{** &}quot;Picnic (shelters)" and "Children's Playground" include votes for "Family Activities."

Written Comments with New Ideas (Not in the Draft)	Email	Forms	Graffiti Board	Other	Total
Bank Stabilization	1	4	Doard		5
Zoo	1	2			3
New Special Events	1	1	1		3
More Outreach for Plan Input				2	2
Start Improvements Soon	1			1	2
Mini Golf	2				2
Bike Lane on Parkway Shoulder			2		2
Widen Red River Bicycle Trail	2				2
Additional Analysis (GIS & Survey)		1		1	2
Plan Trail Overlays/Maintenance	1	1			2
Aquarium	1				1
Indoor Water Park	1				1
Extend Parkway to LA 1 or Harts Island	1				1
More Vendors	1				1
Skate Park	1				1
Sound Walls/Barriers	1				1
Keep Parkway Cleaner		1			1
Something Artistic at South Ter- minus		1			1
Publish Maps/Brochure		1			1
Lower Speed Limit		1			1
Stoner Gateway: move farther west		1			1
Marina		1			1
Railroad: 24" gauge		1			1

Written Comments with New Ideas Not in the Draft (cont.)	Email	Forms	Graffiti Board	Other	Total
Go Slow with Plan				1	1
Purchase Preston Parcel				1	1
Aquatic Weed Control at C. Bickham Dickson Park				1	1
BMX Park			1		1
Ensure Quality or Do Nothing		1			1
Do Something with Stoner Park- ing Lot		1			1
Address Decision-Making Policies		1			1
Create a Park Advisory Commit- tee for the Parkway		1			1
Staff C.B. Dickson for Nature Programs		1			1



Open House Dot Voting

Open House "Dot Voting"	Green Dots	Red Dots	Green minus Red	TOTAL VOTES
GENERAL RECOMMENDA- TIONS				
Naturalistic Character	10	1	9	11
Provide a Special Identity	3	1	2	4
Manage Landscape Plantings	3	2	1	5
Encourage Bike & Ped. Access	4	1	3	5
Protect the Environment	8	1	7	9
Safety & Convenience	10	1	9	11
Gateway Signs	5	0	5	5
RED RIVER BICYCLE TRAIL				
Unassigned	1	1	0	2
Maintenance	1	0	1	1
Amenities	2	0	2	2
Additions/Extensions	3	0	3	3
MAPS				
RiverView Park South Plaza	12		12	12
Unassigned	2			9
Rest Rooms	4			
Museum Info Kiosk	1			
Parkway Kiosk	1			
Bicycle Parking & Rental	2			
Drinking Fountain	2			
Trail to Teague Parkway on UP Railroad Bridge	6		6	6

Note: The order of the recommendations in this tables reflects the order of the arrangement of the Boards at the Open House.

		T		1
Open House "Dot Voting" (cont.)	Green Dots	Red Dots	Green minus Red	TOTAL VOTES
Improve Bank Fishing on the Red	5		5	5
Bank Fishing & Triathlon Entry	3			
Accessible Bank Fishing at Boat Launch	2			
Disc Golf Course Improve- ments	12		12	12
Rest Rooms	3			
New Course Signs	5			
Shelter	4			
Drinking Fountain at Skate Plaza	1		1	1
Freedom Park Gateway	4	4	0	8
Expand Parking		4		
Trail to east & south	4			
Veterans Park Renovation	33		33	33
Unassigned	4			
New Trails & Drive	7			
Fishing Piers	6			
Historic Interpretation	2			
Dog Park	14			
Riverside Garden Park Devel- opment	11	5	6	16
Picnic Shelters	5			
Parking		4		
Pond Edge Improvements	1	1		
Walks	5			

Open House "Dot Vot-	Green	Red	Green minus	TOTAL
ing" (cont.)	Dots	Dots	Red	VOTES
Boat Launch/Stoner Woods	26	1	25	27
One-Mile Stoner Woods Trail	2			
Shelter/Amphitheater	5	1		
Boat & Bike Wash Area	1			
Protect Stoner Woods	8			
Emergency (911) Phone	3			
Mountain Biking	7			
Screening Planting	1		1	1
Preston Avenue Gateway	7		7	7
Unassigned	2			
Parking Area	1			
Gateway Sign	2			
New Trails	2			
Hamels Memorial Park & Beach	17	3	14	20
Playground	1	>		
Earth Mound Overlook	2		1	
Beach Vehicle Barrier	1			
Unimproved Trails in Wooded Areas	3			
Accessible Walkways	2			
Rest Rooms	3			
Drinking Fountain	1			
Picnic Shelters	2			
Additional Parking	1			

Open House "Dot Voting" (cont.)	Green Dots	Red Dots	Green minus Red	TOTAL VOTES
Hamels Memorial Park (cont.)				
Exercise/Stretching Equipment		3		
Information Kiosk	1			
Park Drive Extension: Parkway to C.B. Dickson Park	10		10	10
Unassigned	3			
Acquire ~60 Acres	2			
Trail Extension	3			
Bridle Path	2			
C. Bickham Dickson Park	8	4	4	12
Nature & Equestrian Trails	2			
Bank & Pier Fishing Improve- ments	3			
Close Bert Kouns Entrance		4		
Rest Rooms	1			
Boat Launch	2			



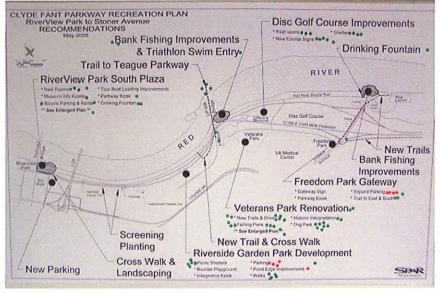




Open House

GENERAL RECOMMENDATIONS (a)) Maintain and Enhance the Naturalistic Character of the Parkway This concept is the most commonly mentioned and passionately defended idea expressed by the citizens, and underlies the recommendations in this plan. To do this we should Keep open green space Keep & improve views to the River from the roadway and trail Limit development on the east side of the roadway * Consider establishing a "Scenic Roadway Overlay District" zoning mechanism as part of the ongoing MPC Corferensive Plan process to ensure that adjacent development is sensitive to the desired Parkway character. *Where utilities are required, provide underground electric, telephone, and CATV. 2.) Provide a Special Identity to the Parkway The entire study area can be named and identified as "The Clyde Fant Parkway Recreation Area" to emphasize its special place in the community. This idea would be carried out with: *"Gateways" at common entry points, especially at Preston Avenue, Stoner Avenue & downtown * Unique, consistent facility signage throughout the area. * Information kiosks that provide overall Parkway recreation information and interpretive panels to explain the unique historical or natural aspects of special sites. They may also have places for visitors to post their own messages for upcoming events. * Consolidated and upgraded roadway regulatory and directional signage to a "parkway" standard. At minimum, consider using painted square tubular steel posts rather than perforated U channel posts for all signs. The process of changing the sign posts may be phased. 3.) Manage Landscape Plantings Provide screening landscaping on the Parkway to screen some existing views to the "back of businesses." Provide ornamental tree and shrub plantings in key areas. The installation and maintenance costs of the plantings. especially irrigation, suggests great care in selecting suitable sites. Use native plants where appropriate. * Consider the use of "no-mow zones" to allow volunteer vegetation to grow and mature. This approach should be limited because it presents an unkempt appearance. Its advantages are that it requires no imigation and it presents nature study opportunities of "old field succession." Manage these areas to encourage native species and discourage invasive imports such as Johnson Grass and Chinese Tallow trees. * Prepare a landscape plan for the entire parkway that evaluates existing plants and recommends additions and changes to enhance views and reduce maintenance. 4.) Encourage bicycle and pedestrian access to the Parkway * Plan for the integration of the Parkway facilities into an overall City bicycle plan. Currently, the most bike-friendly access points from the west are at Stoner Avenue and Preston Avenue because they are relatively low-volume, low speed, * Provide vehicle parking areas on the edge of the Parkway Area that would encourage pedestrian and bicycle use of the 5.) Protect the Environment Protect & develop wetlands to cleanse storm water runoff from the city into the River. These must be coordinated with ity's overall drainage plan and could become water quality educational areas and birding sites. Consider "green" development solutions to all improvements, especially rest room & parking facilities. 6.) Safety and Convenience Increase law enforcement presence, especially at C. Bickham Dickson Park, Hamels, Memorial Park and Veterans. * Provide rest rooms because they are an important aspect in encouraging use of park facilities. But because they require very high maintenance and are subject to abuse, use the minimum number to serve needs.

Dot Voting: General Recommendations



CLYDE FANT PARKWAY RECREATION PLAN Preston Street to 70th Street RECOMMENDATIONS Earth Mound: Protection & Interpretation * Interpret Chalk Level Flantation, River Commons and Civil War Forefice * Stope stabilization // Vertice barriers * Information klosk or other interpretive structure(s) The Beach Vehicle barrier "And "Seasonal walkway surfacings * Annual Maintenance & Grading The Wooded Areas One sessional accessible walking Playground* No Mow Zones Trail Hamels Memorial Park Trail to Teague Dowing Fourier
Pions thelene
Additional paking a Parkway on New Trail * Information Kloska Future Bridge Span SPAR

Dot Voting: Map 1

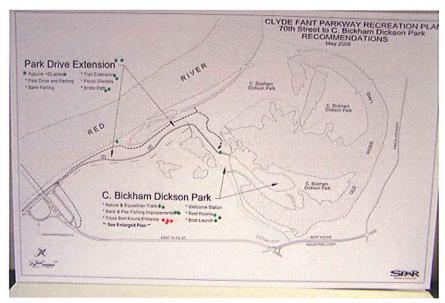
CLYDE FANT PARKWAY RECREATION PLAN Stoner Avenue to Preston Street RECOMMENDATIONS Accessible Bank Fishing .* One-Mile Gravel Running. & Nature Trail RED New Trail RIVER Woods Bad House Director Treat Freduc Boat Launch/Stoner Woods

* Shelmanghamed. * S11 Frond.

* Boat & Ene Vaun Arise * Mounten Bland.

* Protect Stoner Woods.** Screening Planting ?Trail to Ballfields? Preston Avenue Gateway New Trail * Cateway Sign # 9
* New Trails # 9 SINR

Dot Voting: Map 3



Dot Voting: Map 2

Dot Voting: Map 4

APPENDIX II DESIGN GUIDELINES

Introduction

Design guidelines are a way to communicate some of the detail of the ideas presented in this Plan and provide a way for various designers to express their creativity while contributing to the unity of the Parkway site. The guidelines provide a palate of materials, colors, textures and forms to be incorporated in the site improvements and fixtures such as rest room buildings, picnic shelters, information kiosks, benches, trash receptacles, drinking fountains, fencing, paving, and signage.

Goals

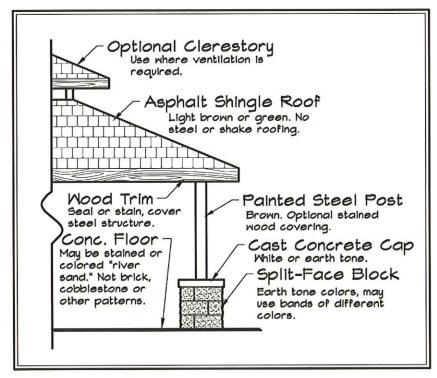
The primary goals of these standards are:

- * Maintain and reinforce the naturalistic character of the Parkway, reflecting northwest Louisiana, the Red River and our history, while recognizing that the site is in the middle of a city. "Traditional" is appropriate, "National Park Service Rustic" and "Modern" are not. Simple is better than ornate.
- * Use materials and systems that are durable and vandal resistant with low operation, maintenance and replacement costs.
- * Keep in mind the principles of sustainability and "green" development without being so trendy that it will create repair and replacement problems in the future.

Special Notes

- * The RiverView South Plaza is intended to be a transition between the current downtown style and the proposed naturalistic style of the Parkway to the south. Blend elements of both to create a coherent landscape.
- * Rest room interiors must be very durable and easy to clean and maintain. The use of epoxy-painted standard concrete block and stainless steel fixtures are recommended.

* There is an inherent conflict between the transportation and recreational uses of the Parkway. The presence of the roadway and traffic can have a negative influence on the quiet enjoyment of a recreational site, while the observation of these sites from the road is a basic enhancement of the travel experience and an important factor in public safety. Site design should carefully balance these ideas, using berms, vegetated walls and buffer strips while preserving and enhancing site lines.



Design Guidelines Example: Picnic Shelter

USE	AVOID		
Naturalistic style: mimic local, naturally occurring textures, colors and forms	Rustic styles from other areas of the country, modern, classical, etc.		
Simple	Ornate		
Concrete, stained concrete and/or asphalt pavement	Gravel & bark pavement, pavers, brick or cobblestone stamped concrete		
Colors: "River sand," "park brown," dark or medium green, beige	Bright colors unless required to meet regulations or safety standards		
Split-face (architectural) concrete block	Standard concrete block		
Painted steel structures	Wood structures, galvanized steel		
Asphalt shingles	Steel roofing, cedar shakes		
Stained/sealed wood trim	Metal trim		
Simple clerestories where ventilation is needed	Cupolas, weather vanes, and other ornamentation		