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WHERE OKLAHOMA BEGAN

Dear reader,

The Boomer Lake Master Plan contained in this publication is a comprehensive strategy for all future planning and construction for recreation at Boomer Lake. Much of the infrastructure of the plan has already been completed. The Master Plan, while not concrete, serves as a guide for the development of Boomer Lake by the Stillwater Parks and Recreation Department.

The Master Plan was developed using survey results of the desires of the citizens of Stillwater. Master planning began in September of 1989. The plan was presented to the Park Board and accepted on February 28, 1990, and was presented to the Stillwater City Commission and accepted on March 5, 1990. Public meetings were held in April of 1990 to allow the public to view the plan and have input. After some minor revisions the final Boomer Lake Master Plan was completed on April 25, 1990.

The Stillwater Department of Parks and Recreation will continue to welcome any input from the citizens of Stillwater and other interested parties. Please feel free to contact our office and arrange a time to discuss the plan with us.

Sincerely,

A handwritten signature in cursive script, appearing to read "William Nelson".

William Nelson, CLP
Director of Parks and Recreation

A handwritten signature in cursive script, appearing to read "John McClenny".

John McClenny, ASLA
Park Planner

BOOMER LAKE
COMPREHENSIVE MASTER

STILLWATER, OKLAHOMA
DEPARTMENT OF PARKS AND RECREATION

Written and
Compiled by: Tim Gatz

Planning Staff: Bill Nelson, Director
Winston Trench, Superintendent
Tim Gatz, Boomer Lake Planner
John McClenny, Park Planner

Special Thanks: The Planning Staff would like to extend our thanks to the Citizens of Stillwater, the Park Board, the various City personnel and departments involved, the Oklahoma Department of Wildlife Conservation, the U.S. Soil Conservation Service and the Oklahoma State University School of Health, Physical Education and Leisure for their support and guidance during the Master Planning process.

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INTRODUCTION

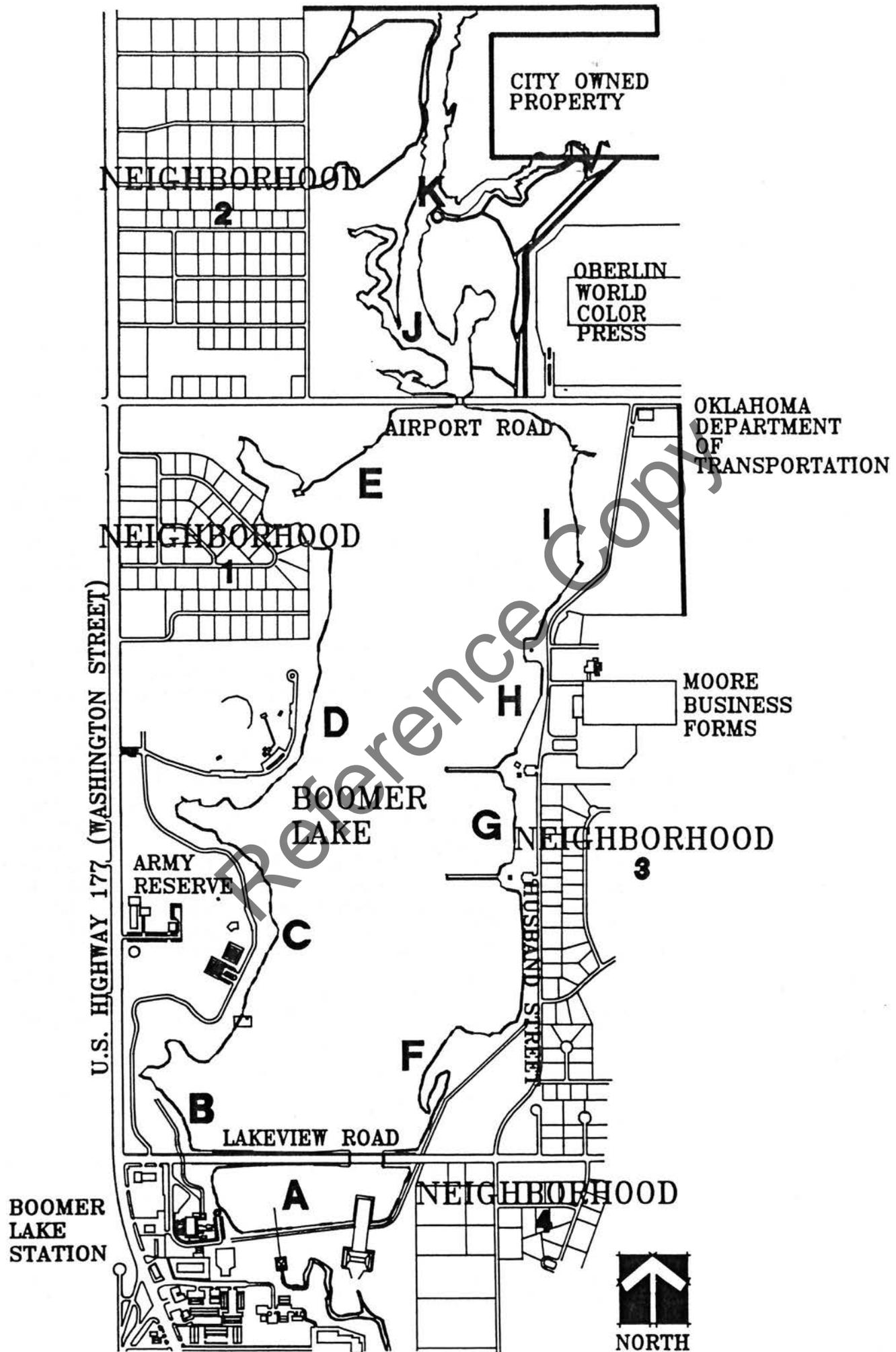
Boomer Lake is a 234 acre man-made municipal lake constructed in 1924 to serve as a source of water for the City of Stillwater. The City no longer utilizes the lake as a water supply and its primary function is to provide flood control for the downstream developments, cooling water for the Boomer Lake Station power plant, and thirdly, a recreation area for the public.

In recent years, the existing dam was tested and the results revealed that it did not meet present Federal requirements. The U.S. Soil Conservation Service began planning for the complete reconstruction of the dam and emergency spillway. The lake has been drained to expedite this construction and a unique opportunity now presents itself to the City of Stillwater and the Department of Parks and Recreation.

Traffic and development studies have shown that the Lakeview Road crosstown linkage (previously crossing Boomer Lake via the dam) is vital to Stillwater's vehicular circulation infrastructure. Construction of an extension of Lakeview Road across the lake at the section line is planned to take place during the dam and spillway improvements.

Perhaps the greatest opportunity offers itself to the Citizens of Stillwater and the Department of Parks and Recreation. Boomer Lake, given its urban location and large surrounding population, has the potential to become the site of an expansive metropolitan park. Steps are to be taken during the dam and spillway construction to improve the water quality of the lake (deepening, shoreline grading and wave action control breakwater piers), which will allow Boomer to better support a thriving fish population and offer more recreant/lake interaction (swimming, boating, fishing, etc.). These steps, combined with a strong recreational master plan, are designed to take full advantage of circumstances arising from the dam reconstruction.

EXISTING CONDITIONS



EXISTING SITE CONDITIONS, IMPRESSIONS AND ANALYSIS

I. VEHICULAR CIRCULATION

A. Boomer Lake is bounded on four sides by roadways (see existing conditions map), three of which transport or are projected to transport large amounts of vehicular traffic. These roadways consist of the following:

- 1) On the west, a major four lane arterial highway, U.S. Highway 177 (Washington Street). Washington Street is considered to be the primary access road to the Lake by most recreational users.
- 2) On the south, by a two lane arterial road, Lakeview Road. With the extension of Lakeview across Boomer Lake, it is likely to become a new point of access to the park. The overall impact of this extension will depend entirely upon the type of recreational opportunities offered on the east side along Husband Street and the treatment of the existing one-way access road on the west.
- 3) On the east, by a two lane major collector, Husband Street. At this time, Husband serves primarily as an access road for Boomer Lake, the residential section and Moore Business Forms.

In the past, the three existing shelter/parking facilities adjacent to the Lake were marginally popular at best. With the eradication of the extreme south shelter, the alteration of the shoreline and the addition of the fishing access breakwater piers to the remaining shelter facilities, this road may soon see an increase in recreational user traffic. Also, the closer lakeshore/road proximity combined with the existing streetscape treatment of Husband offers the opportunity to create a scenic thoroughfare. This thoroughfare would act to strengthen the linkage between Lakeview Road and Airport Road while providing an avenue to any recreational activities in the east zone.

- 4) On the north, by a two lane arterial road, Airport Road. Airport Road transports large amounts of traffic between Washington Street and Perkins Road.

In relation to Boomer Lake, this byway is a source of entry to a small number of residences, the northern portion of the lake and Oberlin World Color Press. The present recreational opportunities offered along Airport Road are limited to the pedestrian only northern nature area and some isolated fishing. These opportunities are likely to remain somewhat limited,

due to the desire to maintain the north natural area as a pedestrian oriented amenity.

With the continuation of the four-lane expansion from the lake bridge west to Washington, Airport Road will become important to the visibility and accessibility of Boomer Lake.

- B. On the west, the lake is served by an access road. This route provides entry to the two existing active recreation tracts (Areas C and D). The road offers little more than a smooth traveling surface between two concentrated activity areas. These general observations have been noted:
- 1) Traveling south from the Washington Street entry, the road seems to push the user along to the exit point. Some major contributing factors to this impression appear to be inadequate parking, the overgrown shoreline, shoreline erosion (the extreme slope to the water makes user/lake interaction next to impossible and less than desirable), the lack of solid activity zones to provide destinations for recreants and possibly the one-way status of the road itself.
 - 2) North of the entry, the cul-de-sac style of the access road furnishes vehicular circulation in its most primitive form. This style of approach, combined, again with the lack of clearly defined recreational activities and inadequate parking areas, acts to funnel valid recreants away from the park. In the process of turning away the very users we wish to attract, this predicament seems to encourage "cruisers", who usually are accompanied by vandalism and other subversive activities.

II. PEDESTRIAN CIRCULATION

- A. Non-existent.

III. RESIDENTIAL AREAS

- A. East of Washington and north of Airport Road. (see existing conditions map, Neighborhood 1)

This neighborhood will be classified as a low impact area because the preliminary planned activities for this zone will not adversely alter the existing character of the surroundings.

- B. East of Washington and south of Airport Road. (see existing conditions map, Neighborhood 2)

This will be classified as a high impact neighborhood due to the close proximity to the lake

and city owned parkland. Caution must be used in the planning and design of recreational activities to be offered in the park and/or on the lake in this area.

- C. East of Husband Street. (see existing conditions map, Neighborhood 3)

This residential area is to be classified as a medium impact neighborhood because of the primarily passive recreational activities to be offered in this zone (fishing, walking trail, scenic drive, etc.).

- D. South of Lakeview Road. (see existing conditions map, Neighborhood 4)

This neighborhood will fall into the low impact category because of the general separation from the lake and park.

IV. LIGHT-INDUSTRIAL AREAS

- A. Oberlin World Color Press

Due to the lack of active recreational activities in the area, Oberlin is not an important factor affecting the comprehensive master plan for the lake. We must be aware of this industry and the flow of employees (potential lake/park users) it draws into the sector.

- B. Oklahoma Department of Transportation

ODOT's site has little influence on the master plan. One consideration we must be conscious of is the encroachment of such industrial functions into ever decreasing areas of parkland.

- C. Moore Business Forms

Any recreational activities planned for the surrounding zone (between Moore Business Forms and ODOT) must be able to withstand an industrial backdrop. The presence of this facility adjacent to a residential area and the park strains the continuity of the east side of the lake and Husband Street as a scenic drive. Vegetative screens may be used to control undesirable views into the industrial portion of the property.

V. NATURALISTIC AREAS

- A. North Boomer Park (existing conditions map, Areas J and K)

Located north of Airport Road this area is restricted to pedestrian traffic only. It consists of primarily wildlife

habitat and small creeks and bogs. Fishermen frequenting Boomer Lake indicate that the best fishing existed in North Boomer Park. This sector offers a unique opportunity to provide a self-guided nature trail (wildlife, plant identification, etc.) within the Stillwater city limits.

B. South of Airport Road (existing conditions map, Area E)

This area, for the most part, should remain untouched. The vegetation along the drainageway acts to control erosion and also protects the adjacent residential parcel from traffic noise and winter winds.

C. South of the dam (existing conditions map, Area A)

Because of the need to control erosion in this sector, recreational activities should be limited to paved and primitive walking and biking trails. Also, the connection of a proposed Boomer Lake pedestrian loop to the Kameoka Trail should be made via this route.

VI. EXISTING RECREATIONAL ACTIVITY INVENTORY

A. North Boomer Park (existing conditions map, Areas J & K)

- 1) pedestrian only nature area
- 2) fishing and small craft boating

B. West Boomer Park (existing conditions map, Area D)

- 1) one large and two medium group shelters
- 2) some parking (inadequate)
- 3) abandoned rose garden
- 4) frisbee golf course
- 5) restroom facility
- 6) practice ball field

C. West Boomer Park (existing conditions map, Areas B & C)

- 1) tennis court complex
 - four courts
 - approximately 18 parking spaces
- 2) playground
- 3) abandoned building
- 4) fishing/sunbathing deck
- 5) boat ramp and dock (inadequate and in disrepair)
- 6) restroom facility

D. East Boomer Park (existing conditions map, Areas F-I)

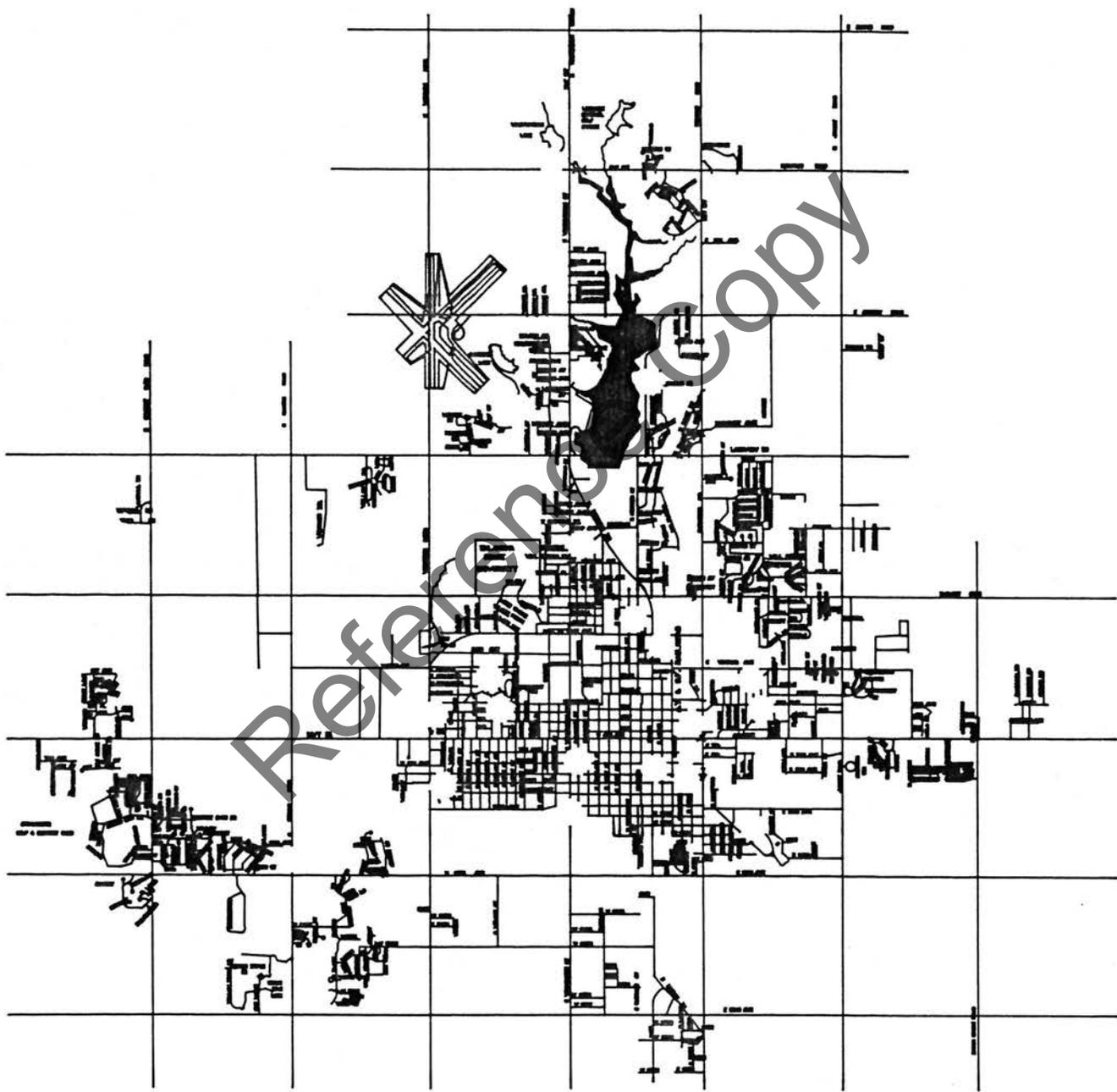
- 1) two group shelters

- parking lots
- 2) gazebo (no parking)

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CITY OF STILLWATER

RESULTS OF THE PUBLIC SURVEY

In October of 1989, the Stillwater Department of Parks and Recreation, entered into an agreement with the School of Health, Physical Education and Leisure at Oklahoma State University to conduct a citizen recreation interest survey concerning potential development of the Boomer Lake area.

Based on the data collected during this study and the conclusions drawn, the following recommendations are proposed:

1. That a walking/jogging trail be developed to circle Boomer Lake and planned for future connection to other such trails through Stillwater. This type of trail should be developed immediately and supported with a combination of government funding and donations, such as selling the trail by the yard.
2. That an area of the park be developed for family related recreation, including picnicking areas, playgrounds and shelters. This area, in all likelihood, would be incorporated on the west shore of the lake and would require additional parking facilities as well. Adjacent to the area, development of activity zones should be considered. A beach with volleyball and a controlled swimming area, boat rentals including paddle boats and canoes and a concessions area are examples of such zones.
3. The lake be deepened to provide better fishing, boating and swimming opportunities. In addition a larger, healthier fish population could be supported.
4. A nature center and trail be developed for education and appreciation of the natural environment. Such a center could be located in the pedestrian access only area north of Airport Road. A canoe trail could also be incorporated.
5. That a magnet center be built to provide a variety of facilities for indoor recreation, meetings and social gatherings. A recreation center would increase seasonal and evening use of the park.
6. The east side of the lake should remain relatively passive. Fishing, picnicking and walking/jogging should be primary activities located in this area.
7. Creative funding sources should be tapped. Along with grants from the Oklahoma Department of Wildlife Conservation and other agencies, local fund raising should commence. A bond issue should be placed on next year's ballot for major renovation of the Boomer Lake area and also to connect all greenways east and north of Stillwater.
8. A full time position be established to provide programming, security and minor maintenance of Boomer Lake, similar to

the ranger at Lake McMurtry. This position would be filled to coincide with the opening of the lake.

CONCLUSIONS

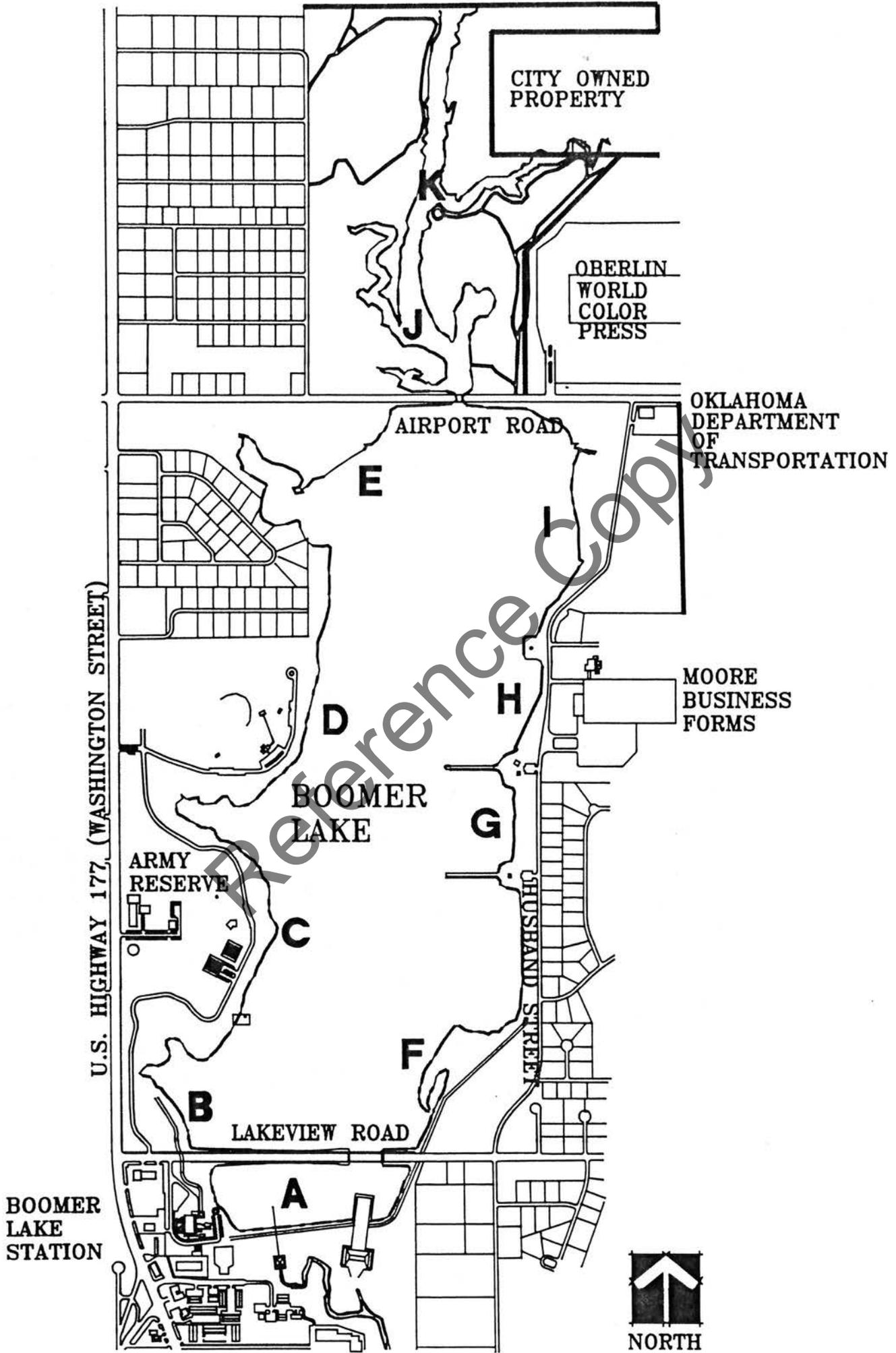
The following conclusions have been reached through the research process:

1. The predominant activities in which citizens have participated around Boomer Lake include picnicking, walking, family/social gatherings and use of the playgrounds. There are a small number of citizens who have participated in "blue recreation" such as drug or alcohol use and dating/parking as a use of the park area.
2. Deterrents to participation are other user groups (ie: drunk persons, drug dealers, cruising cars and crowds), type of facilities or lack thereof (ie: walking trail, shallow, accessible water, playgrounds), poor maintenance and lack of security.
3. Almost an equal number of citizens use the park either 1-3 time a week or 1-3 times a year. Usage varies. Most participation occurs on weekends (64.5%) and in the afternoon and evening hours (77.3%). Noontime is the least utilized period of time.
4. The vast majority of people live within 15 minutes of the park (86%).
5. More than half of the people arrive at the park in a car or truck (65%). Others either walk, jog or bicycle.
6. When asked what activities and facilities people would like to see around Boomer Lake, the most popular response was a jogging trail around the lake (81.4%). Additionally, a nature trail, safe swimming area, beach, more tot lots and playgrounds, a cleared shoreline and a botanical gardens were prevalent choices. Specific activities desired are sand volleyball, horseshoes, boat rentals and miniature golf. The only activity receiving a strong negative response was a RV park.
7. When questioned about potential funding sources, respondents cited local government as the main funding source (56.4%). However, user fees, a bond issue, rental fees, entrance fees and donations were acceptable methods of raising funds.

(Note: See appendix A for a complete copy of the survey.)

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AREA BREAKDOWN

Due to the expanse of Boomer Lake, the Master Plan has been broken down into eleven sections (see previous page). These sections begin at the dam with Area A and proceed north down the west and then the east sides. The final two areas, J and K, are north of Airport Road and encompass the pedestrian access only portion of the park.

The following report segment will describe in detail the proposed improvements for each area.

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AREA A

Area A refers to the southern portion of the park and the partially enclosed expanse of water created by the Lakeview Road crossing.

The tract of land south of the dam is largely contained in the one hundred year floodplain and will remain in its present naturally vegetated state. The only recreational development proposed is a walkway link to the Kameoka Trail System (the Kameoka pedestrian transit trail is planned to connect a large portion of the city) and the necessary bridging and handicapped access.

EXISTING FACILITIES

No useable recreational facilities are located in this general vicinity at this time.

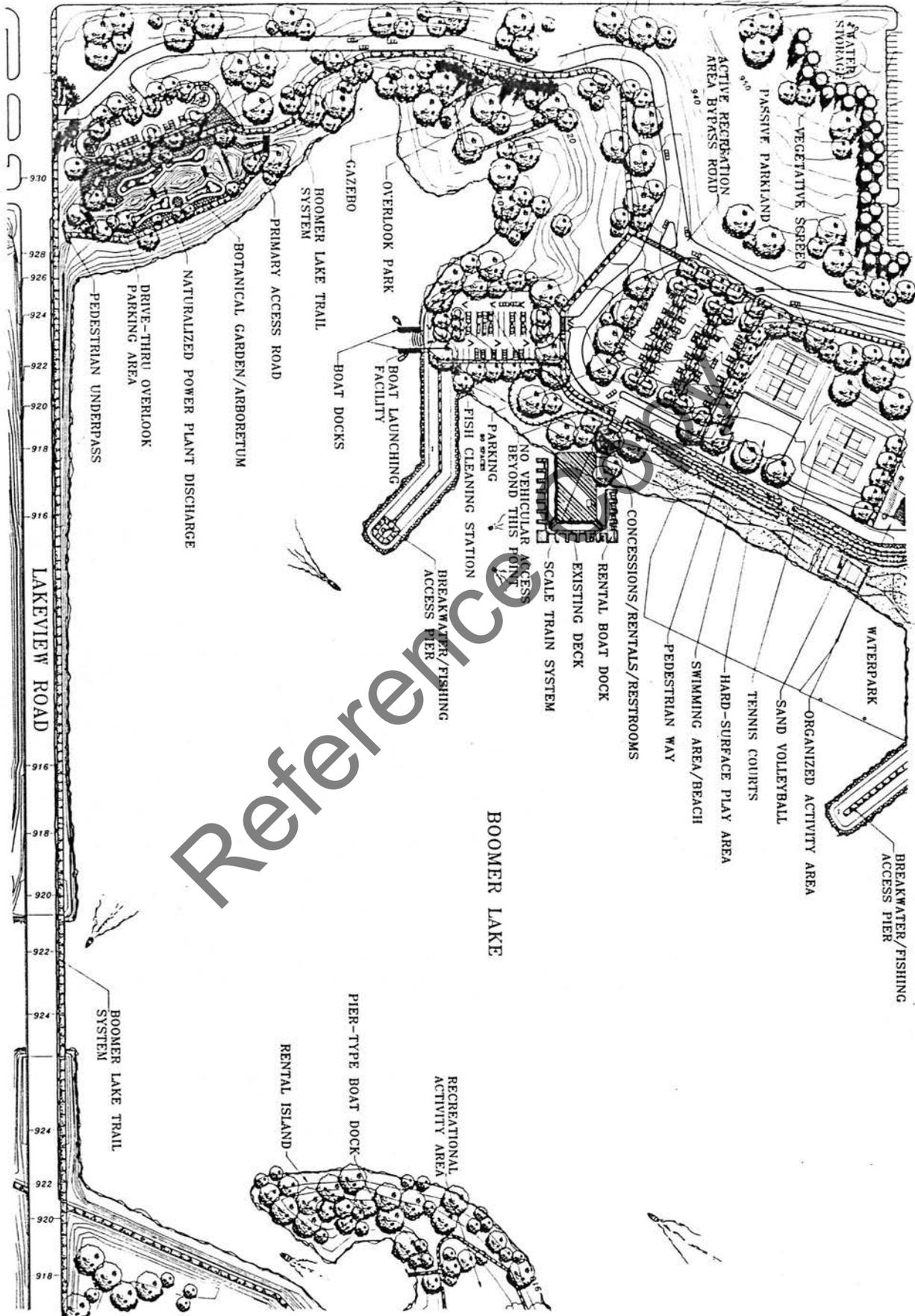
PROPOSED IMPROVEMENTS

1. Park Entry Sign - A park entry sign describing the recreational opportunities offered and the rules concerning their use should be provided at this access point. This informational site will provide convenient access to users arriving via the Kameoka Trail System or by vehicle.
2. Boomer Lake Trail System - This will be a link to the walking and jogging trail loop planned to circumference the lake by crossing on the north side of the Lakeview Road bridge. This trail loop is to provide pedestrian-friendly access to all portions of the lake for recreational activity such as shoreline fishing from the breakwater piers. While the Boomer Lake Trail System will be mentioned in other Area discussions, please refer to this description for information covering its general function.
3. Overlook Parking Area - A parking lot is needed in Area A to serve the fishermen utilizing the indoor fishing dock and accessing the deep water fishing zone between the Lakeview crossing and the dam. The cul-de-sac design of this parking area will act to draw people (sight-seers, etc.) into the area and keep traffic flowing through the lot. The increase in traffic and added exposure will act to discourage "blue recreation" activity associated with isolated parking areas.
4. Indoor Fishing Dock - The deep water fishing zone will provide an ideal setting for an enclosed fishing facility. The Lakeview Road crossing and the dam will provide protection for the dock in times of adverse weather conditions (winter ice flows, wind storms, etc.). Also, sought after fish species will collect in the general area because of the surrounding habitat.

5. Vegetative Screen - Boomer Lake Station should be screened from view to maintain the park-like continuity of Area A.
6. Naturalized Power Plant Return Flume - Studies are being conducted at this time to determine if the heated water returned by Boomer Lake Station is significant enough to support a breeding stock of Thread-fin Shad during the winter months. The Thread-fin is an important link in the food chain of many species of sport fish, and if a population can be established without winterkill, anglers can expect a significant increase in the size and numbers of these fish.

Should the studies show that the Thread-fin will winterkill in the lake, the return flume should be treated as a source of flowing water. The existing concrete return could then be naturalized as a flowing stream to add a water amenity to the park and promote further cooling of the discharge.

7. Pocket Park Plaza - A pocket park seating area should be offered at the intersection of the Boomer Lake Trail and the walk accessing the pavilions south of the Lakeview crossing. This plaza would serve as a node on the trail and extend the opportunity to stop and enjoy the aesthetics of Area A.
8. Fishing Access/Overlook Pavilions - These pavilions, located on the south side of the Lakeview crossing, offer shoreline fishing access to areas otherwise only approachable by watercraft. The aesthetics of the Lakeview crossing will be increased by adding streetscape along the access walk and water features in the pavilion design. The access walk will also ease the maintenance problems (mowing of the side slopes, etc.) presented by the side slopes of the Lakeview extension.
9. Pedestrian Bridge across the emergency spillway - Should the need arise, the Boomer Lake Trail loop may be completed via a free span pedestrian bridge placed across the emergency spillway. This plan need only be implemented if the trail cannot cross the lake via the Lakeview Road extension.



Reference

AREA B

Area B includes the tract immediately north of Lakeview Road on the west side of Boomer Lake. A major consideration of Area B is the power plant return flume and its form versus function.

EXISTING FACILITIES

No recreational facilities exist in Area B at this time, however, there is a small parking area on the access road.

PROPOSED IMPROVEMENTS

1. Pedestrian Underpass - A pedestrian underpass is planned to cross beneath Lakeview Road. This underpass will provide barrier-free access to recreational opportunities offered north and south of the Lakeview extension. The underpass is designed to be installed in conjunction with the power plant return flume culvert. If the return flume and the pedestrian way can utilize one large, open culvert with the water flowing alongside the walk, the claustrophobic feeling of a tunnel can be minimized.
2. Overlook Parking Area - This lot will primarily provide parking for those using the Botanical Garden/Arboretum and fishing around the return flume water reentry area. The double cul-de-sac, drive-thru design is important to this parking area because of the vantage point. A dramatic view shed will be created looking over the garden area to the east along the Lakeview crossing. Parking areas such as this quickly become favorites of people who enjoy a scenic drive around the lake. The lot provides the opportunity to drive through and view the surroundings and activities that are offered and then affords the participant the option of parking their vehicle and interacting with the park or lake.
3. Naturalized Power Plant Return Flume - The existing concrete return flume should be naturalized as a flowing stream (see explanation under Area A). This stream will then become a focal point of the Botanical Garden.
4. West Boomer Park Access Road/Park Entry Point - This road accesses all recreational activities offered on the west side of the lake and the adjacent parking areas. The road is currently one-way. Master Plan improvements in the lake access vehicular circulation system will allow the status of this road to be upgraded to two-way. Accordingly, a unique entry should be designed for the highly visible entrance on Lakeview Road.
5. Boomer Lake Trail System - This represents a segment of the extensive pedestrian walk which unites all areas of Boomer Park.

6. Overlook Park - This hilltop trail loop acts as a node of activity along the Boomer Lake Trail System. The setting of this park will be passive and the aesthetic combination of vantage point and running water (return flume) will be appealing to those seeking quiet and relaxing recreation.
7. Gazebo - A gazebo should be placed in the overlook park to provide a seating/picnicking area for those enjoying this amenity.

Reference Copy

AREA C

Area C encompasses the high-intensity recreation zone surrounding the U.S. Army Reserve property. In the past, the character of this area has been active recreation. In keeping with the previous function of this zone, the Master Plan will locate the majority of the active traffic and crowd-generating recreational opportunities in this section of Boomer Park.

EXISTING FACILITIES

Existing facilities now offered in Area C consist of a boat ramp and pier (inadequate and in disrepair), a sunbathing/fishing deck, four tennis courts and a small parking lot, a small playground and one restroom.

PROPOSED IMPROVEMENTS

1. Active Recreation Area Vehicular Traffic Bypass Link - This bypass will reroute traffic to the west of the high-intensity recreation zone thus eliminating vehicular pedestrian conflicts. The access road, in its present state, creates a physical and perceived barrier between activities and parking offered on the west and the lakeshore to the east. To insure maximum recreant safety and interaction opportunity, this situation must be corrected.

Through the use of a bypass link, a barrier-free recreation zone is created extending uninterrupted to the lakeshore. This barrier-free zone, combined with the bypass link and proper parking lot location and design, will provide optimum pedestrian and vehicular access and circulation throughout Area C. These elements are extremely important to the public perception and success of the active recreational activities offered by Area C.

2. Vegetative Screen - An evergreen screen placed around the Army Reserve property will maintain the continuity of the park and act as a barrier to unauthorized vehicular traffic.
3. Boat Launching Facility - A new boat launching ramp and parking area should be constructed in the vicinity of the existing ramp. This facility will contain approximately 17 vehicle-trailer parking spaces and 12 individual parking spaces. The parking area and ramp will be accessed east of the bypass link via the existing road. A boarding dock is provided adjacent to the launching ramp.
4. Breakwater/Fishing Access Pier #1 - Breakwater #1 will provide shoreline handicapped accessible fishing and wave action protection for the boat launching facility and surrounding cove. (For a complete description of the

function and physical properties of the breakwater piers see Appendix B).

5. Fish Cleaning Station - A fish cleaning station is offered near the boat launching facility. The station will provide anglers with the opportunity to clean their catch at the lake and properly dispose of the remains (the remains can be removed by refuse collection or returned to the lake food chain). These stations are high-maintenance facilities, but prove to be worth the cost and effort. By controlling the mess and odors associated with the use of inappropriate areas for fish cleaning and remains disposal (group and individual picnic shelters, common trash receptacles, etc.), the lake becomes a more inviting and aesthetic recreational facility.
6. Parking - Parking for Area C will be concentrated in two lots, a north and a south. These parking areas are to serve the lake as a whole and provide convenient vehicular access to the high intensity recreational activities located in Area C.

By concentrating parking into large lots vehicular/pedestrian conflict is further reduced and the lots are easier to monitor and maintain. Also, concentrated parking areas offer an easy transition for people moving away from their vehicles and into the activity zones within the park, thereby encouraging recreant/park interaction. All parking areas should utilize heavy landscaping to maintain the continuity of the park atmosphere.

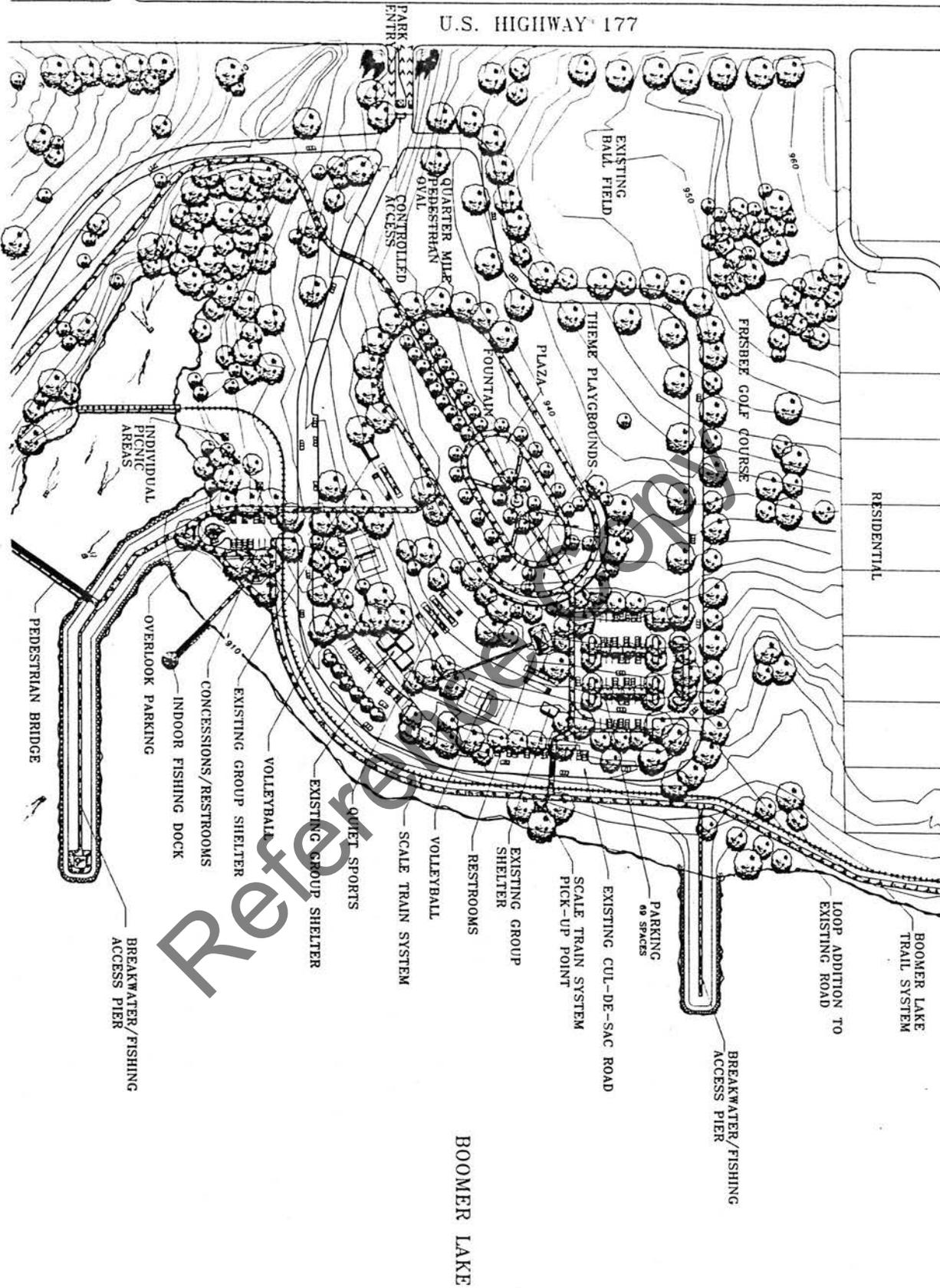
7. Concessions/Rentals/Restrooms (CRR) Facilities - CRR facilities should be added to the high intensity recreational area as the need arises. The first of these facilities will be constructed in the vicinity of the existing sunbathing/fishing deck. The structure will house a concessions operation, a recreational equipment storage and rental area (air mattresses, volleyball nets and balls, headquarters for activity ticket sales and boat rentals, etc.), and adequate restrooms. An additional CRR facility should be added near Breakwater Pier #3 to accommodate the increasing crowds generated by further development of Area C.
8. Existing Sunbathing/Fishing Deck - This amenity should be renovated and expanded. Expansion will include the addition of a lower tier of floating boat docks to house rental boats.
9. Area C Pedestrian Way - No vehicular traffic will be allowed on the existing access road between the north and south concentrated parking areas. This road is to be designated as pedestrian only and will serve as a segment of the Boomer Lake Trail System. The pedestrian way and the existing parking at the tennis courts will act as a

waterfront "boardwalk" and provide a hard surface play area for bicycling, roller skating, skate boarding and other activities. This pedestrian way will also furnish easy access for the people using the recreational activities offered in Area C.

10. Swimming Area - A sand beach and a controlled swimming area will be located in Area C. The water quality improvement instigated by the deepening of the lake and the addition of the breakwater piers will make recreant/lake interaction more feasible and attractive. Sand volleyball and a water playground will be included in the swimming area design.
11. Existing Tennis Courts - The existing tennis courts should be revitalized. The parking area will become a hard surface play zone and vehicular access to the courts will be transferred to the south concentrated parking lot.
12. Organized Activity Area - An organized activity area should be provided for the implementation of a recreational enterprise such as miniature golf. This facility should be a first class operation and should in no way detract from the form or function of Boomer Park as a well planned recreational area.
13. Breakwater/Fishing Access Pier #2 - Breakwater #2 will provide an additional source of extended fishing access for Area C and wave action protection for the swimming area.
14. Rental Boat Dock - An additional rental dock may be added in the vicinity of breakwater #2. The construction of this facility should coincide with the realization of the second CRR (Concessions/Rentals/Restrooms) operation.
15. Scale Amusement Park - An area adjacent to the second CRR operation should be designated for the installation of an old fashioned carousel and other small scale activities. These activities must maintain the character of the park and should not be commercialized to the extent of damaging the park's continuity or the integrity of the users. These facilities could be operated from the CRR structure.
16. Primary Playground - A large scale playground, easily accessed from the north concentrated parking lot, will be added to Area C. The existing play equipment located in Area C should be incorporated into the new playground along with new equipment catering to a wider ranging age group of children (a tot lot for toddlers, etc.). Supervisional seating plazas and a walkway loop will also be offered by this facility.
17. Existing Restrooms - The existing restrooms in Area C should be renovated or replaced with more adequate facilities.

18. Group Shelters - Two group shelters offering lake frontage, a quiet sports area (horseshoes, shuffleboard, etc.), a small beach, convenient parking and easy access to all recreational activities will be added to Area C. These shelters will allow Area C to accommodate large, organized gatherings comfortably.
19. Individual Picnic Areas - Individual picnic areas will be provided to accommodate small groups and families.
20. Lake Interaction Area - This amenity may consist of steps into the lake, a small beach, a small water playground or anything that encourages recreants to interact with and enjoy Boomer Lake.
21. Pedestrian Bridge - This bridge will provide access to and from the Family Oriented Area D and the opportunity to fish from a bridge setting. The bridge represents an important link in the Boomer Lake Trail System because it reduces the perception of separation created by the cove between Areas C and D. A pedestrian in Area D is not likely to trek around the cove to reach Area C. He or she will resort to their vehicle and drive to Area C which, in turn, increases traffic and reduces the effectiveness of the park's pedestrian orientation. Through the implementation of this crossing, the pedestrian is presented with a short walk across an interesting amenity to access Area C and will utilize the trail system to its fullest extent.
22. Scale Train System - In a future design implementation phase, a scale train system is planned. This system will provide a revenue generating amenity for the park as well as a people moving transit line to service the west side recreational areas. The concept of the train as a people mover further reinforces the pedestrian orientation of Boomer Park through a "park and ride" opportunity. A recreant may park his or her vehicle in a concentrated parking area, board the train and ride to the activities.

U.S. HIGHWAY 177



Refer



BOOMER LAKE
MASTER PLAN AREA
"D"

STILLWATER PARKS AND RECREATION
 315 E. NINTH STREET
 P.O. BOX 1449
 STILLWATER, OKLAHOMA 74076
 (405)372-3509

DIRECTOR: WILLIAM NELSON
 SUPERINTENDENT: WINSTON TRENCH
 PARK PLANNER: JOHN MCCLENNY
 BOOMER LAKE PLANNER: TIM GATZ
 DATE: 3/20/90 SCALE: 1"=80'

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 OF 10

AREA D

Area D includes the tract of land on the west side located between the Lakeshore residential neighborhood and Area C. This is the sector of Boomer Park most often associated with "blue recreational activities". Though originally designed as a family oriented zone, due to the lack of a suitable recreational activity base and inadequate vehicular circulation, the area has been less than successful.

EXISTING FACILITIES

Existing facilities available for use in Area D include two medium and one large group shelters, a frisbee golf course, restrooms and a practice baseball field.

PROPOSED IMPROVEMENTS

1. Park Entry - The U.S. Highway 177 (Washington Street) primary entry to Boomer Park should be redesigned. The new design will offer the option of controlling vehicular access, highly visible, more aesthetic landscaping and signage and an area for the addition of an information/security booth. This type of entry will enable security personnel to recognize and monitor undesirable activity entering the park and furnish directions and rules to users unfamiliar with Boomer Park.
2. Quarter Mile Pedestrian Oval - For walkers and joggers who desire a more controlled, measured experience, a quarter mile pedestrian oval will be offered in the vicinity of the abandoned rose garden. This oval may be easily accessed from parking and the Boomer Lake Trail System.
3. Plaza/Theme Playgrounds - Encompassed by the quarter mile oval are four theme playgrounds and a shorter walking oval plaza. Each theme playground will offer a different "imagination stimulating" play setting (space shuttle, a fort, a pirate ship, etc.). The walking oval plaza will provide a source of exercise for adults (parents) which will enable them to closely supervise the children utilizing the playgrounds. The plaza will also furnish seating areas and a focal point such as a fountain or ornamental garden.
4. Individual Picnic Areas - Individual picnic areas will be provided to accommodate small groups and families.
5. Breakwater/Fishing Access Pier #3 - Breakwater #3 will provide shoreline handicapped accessible fishing, a connection to Area C via the pedestrian fishing bridge, wave action protection and water quality improvements.

6. Overlook Parking Area - A cul-de-sac design overlook parking area (See Area A, #3 for a complete description) is needed in the vicinity of Breakwater #3 to provide fishing access to the pier and to the additional indoor fishing dock.
7. Indoor Fishing Dock - An additional covered fishing facility should be constructed in Area D to provide a lake interaction point that is in character with the family orientation of this sector.
8. Concessions/Restroom Facility - A concessions/restroom structure will be constructed in the locality of the overlook parking and the indoor fishing dock. This facility will serve Area D and pedestrians crossing from Area C.
9. Existing Group Shelters - These shelters supply the base for the family environment of Area D. Reinforced with a spectrum of recreational activity support, the shelters will provide quality gathering points for large family and organizational functions. Activities to be added include quiet sports (horseshoes, shuffleboard, etc.), volleyball, shoreline and fishing access, the plaza and theme playgrounds and direct access to the Boomer Lake Trail System. Increased use of this tract for ethical recreational activity is a key to changing the negative public perception of Area D.
10. Existing Restrooms - The existing restrooms in Area D are inadequate and should be renovated or replaced.
11. Looped Access Road - The existing cul-de-sac access road is the source of numerous traffic problems. It does not support the recreational facilities or the quiet atmosphere offered in Area D. By forcing vehicular traffic to enter, turn around at the cul-de-sac, and exit via the same route, the quantities of automobiles traveling the access road are increased two-fold. This increase in traffic, when coupled with inadequate parking, creates congestion and the exact environment desired only by "cruisers".

The access road is the major contributor to public perception of Area D as a "party zone". During times of peak use no valid recreant will brave the congested traffic, waiting in a slow moving line of cruisers, to reach the meager recreational facilities offered in the vicinity.

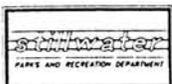
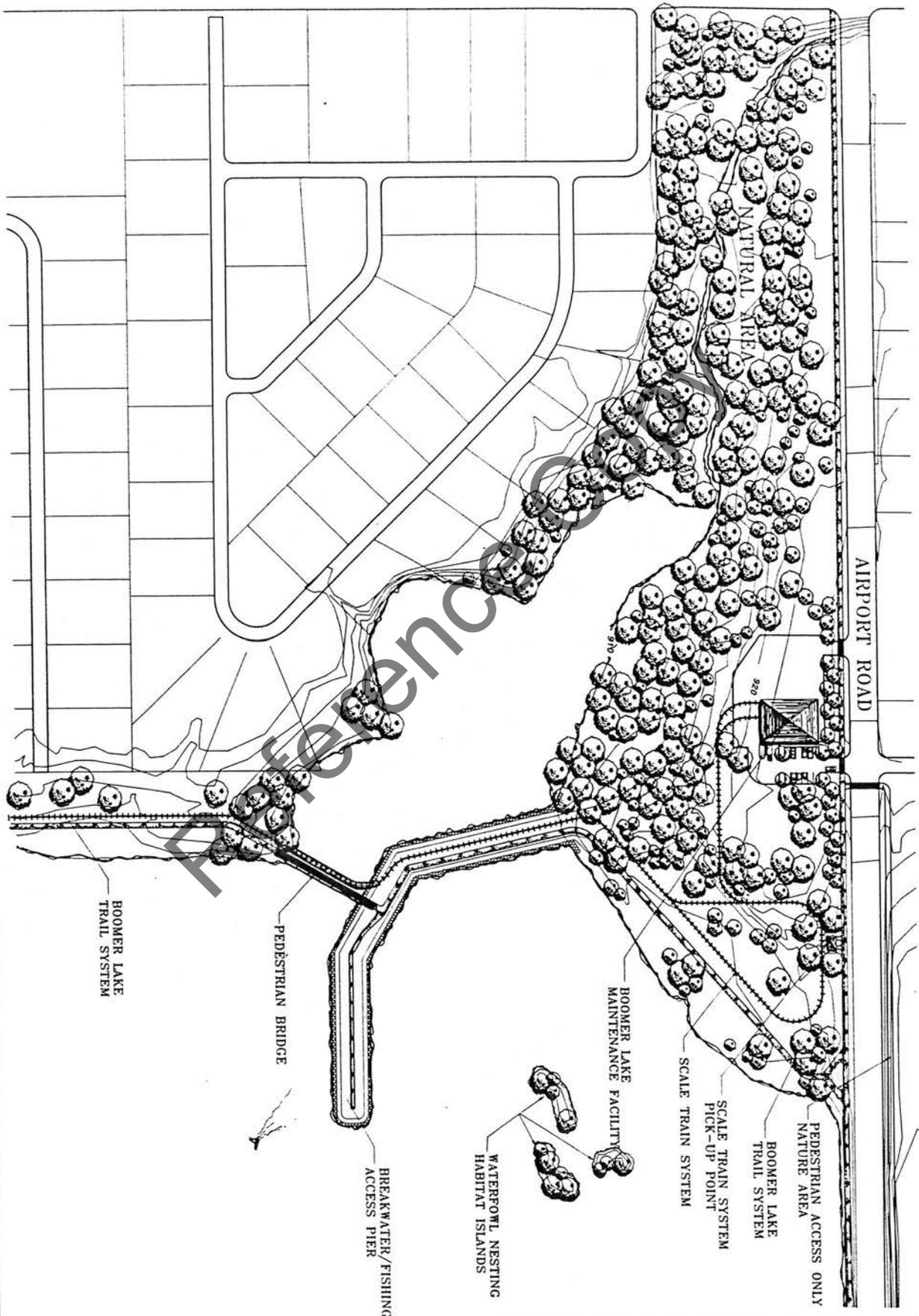
Once caught in the traffic flow, there is no opportunity to admit defeat and exit gracefully by simply turning around. The recreant is forced to endure until reaching the cul-de-sac, which turns their vehicle around and sends it back along the same route. It is not an enjoyable experience and

not one soon forgotten. Through this action alone, the cul-de-sac treatment of the access road drives away the very recreants Area D is designed to attract.

The looped access road proposed in the Master Plan will alleviate much of the problem. It offers a smooth transition from entrance to exit. In this transition, the loop affords recreants the opportunity of viewing the activities Area D offers and parking to participate or continuing around to exit the park or access Area C.

12. Parking - A concentrated parking lot in Area D will provide vehicular access to all recreational activities. Also, this lot will help to clear the access loop by replacing the on-street parking.
13. Breakwater/Fishing Access Pier #4 - Breakwater #4 provides a source of improved shoreline fishing access adjacent to the concentrated parking lot. Also, it supplies Area D with wave action protection and water quality improvement.
14. Frisbee Golf Course - The existing frisbee golf course will remain in place. Pole and basket placement will be adjusted as needed for development of Area D.

U.S. HIGHWAY 177



**BOOMER LAKE
MASTER PLAN**

**AREA
"E"**

STILLWATER PARKS AND RECREATION
315 E. NINTH STREET
P.O. BOX 1449
STILLWATER, OKLAHOMA 74076
(405)372-3509

DIRECTOR: WILLIAM NELSON
SUPERINTENDENT: WINSTON TRENCH
PARK PLANNER: JOHN McCLENNY
BOOMER LAKE PLANNER: TIM SATZ
DATE: 3/20/90 SCALE: 1"=80'

SHEET 8
OF 16

AREA E

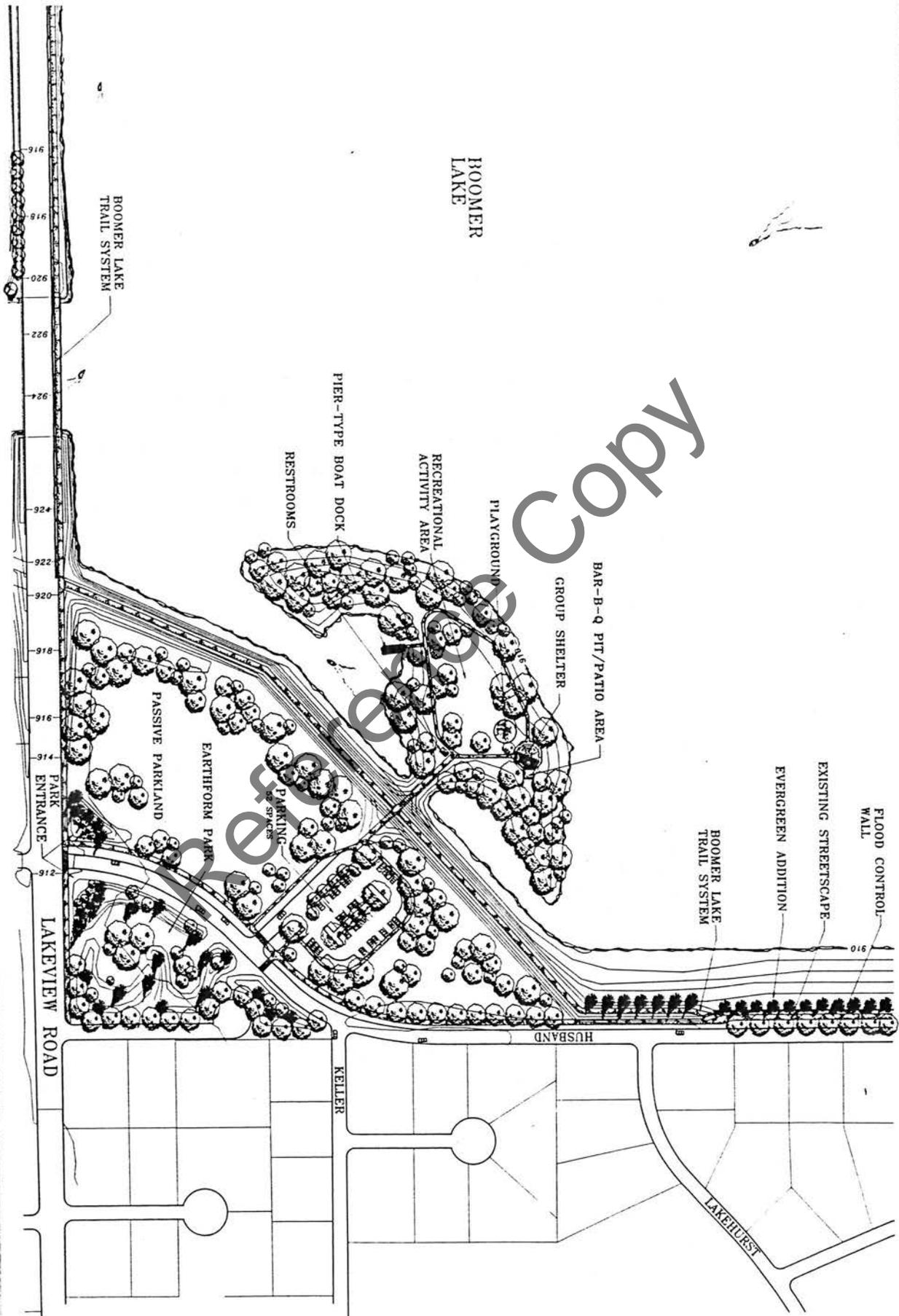
Area E encompasses the tract of parkland north and east of the Lakeshore residential neighborhood. Due to the setting of this tract (natural, wooded area and proximity to residential development), recreational development will be limited to shoreline improvements, the Boomer Lake Trail System and Breakwater Pier #5. The triangular-shaped piece of land, between Airport Road and the cove, that has been previously dredged for fill dirt will be returned to its natural form. This operation will take place during the widening of the Airport Road berm in anticipation of its expansion to four lanes.

EXISTING FACILITIES

No recreational facilities exist in Area E at this time.

PROPOSED IMPROVEMENTS

1. Boomer Lake Trail System - The Boomer Lake Trail loop will be completed in Area E via a pedestrian/fishing bridge crossing to Breakwater #5. If the loop, which received the top priority ranking in the public survey, is to be connected, this bridge must be constructed. No feasible barrier-free alternative routes exist.
2. Breakwater/Fishing Access Pier #5 - Breakwater #5 provides extended shoreline fishing access, wave action protection and water quality improvements for Area E.
3. Boomer Lake Maintenance Facility - This facility would house the large quantity of equipment necessary to maintain Boomer Park. Also, upon implementation of the scale train system, the maintenance facility would provide a headquarters for its storage and upkeep.



AREA F

Area F begins the expedition along the eastern shore of Boomer Lake. This sector lies immediately north of Lakeview Road between the Husband Street residential neighborhood and the dam.

EXISTING FACILITIES

After rerouting the northern segment of Husband Street to meet the southern Lakeview/Husband intersection, no usable existing recreational facilities will exist in Area F.

PROPOSED IMPROVEMENTS

1. Rental Island - An island will be constructed in the vicinity of the existing peninsula to the west of the dam. Portions of the peninsula will be raised to better accommodate the recreational facilities to be offered in the area. A handicapped accessible dam crossing and a land bridge to the island are planned to provide easy access for users and maintenance equipment.

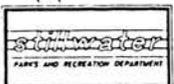
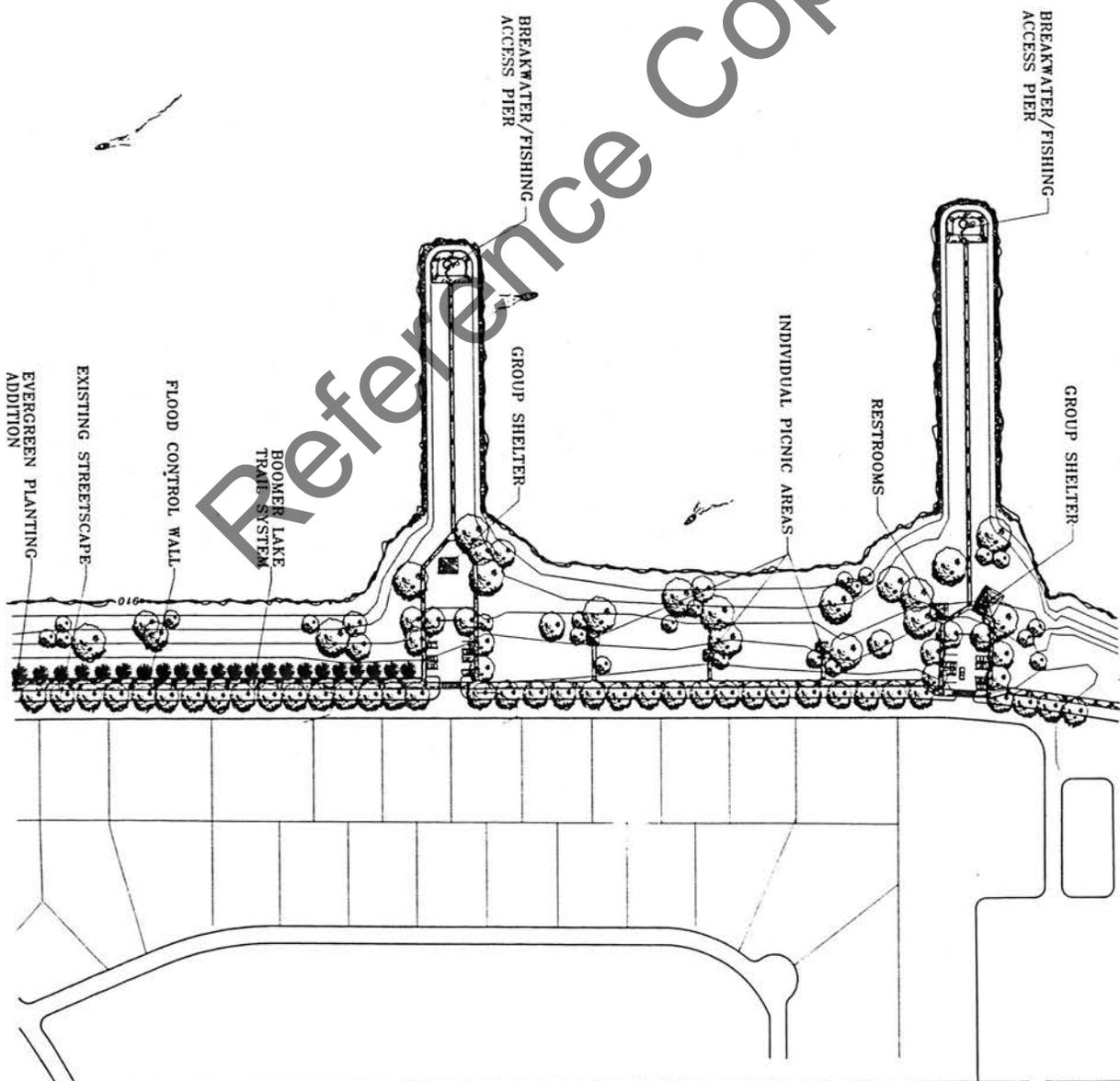
The island will be made available to the public for reservation. When the island is reserved it will be considered a private activity area for the reserving party. Amenities proposed for this facility include restrooms, a boat dock with access to Boomer Lake, a recreational activity area, a playground, a group shelter with a bar-b-que patio, and a walking trail loop.

2. Park Entrance - The east side Husband Street park access point from Lakeview Road should be well designed and landscaped to provide a recognizable entry. This entry represents a transition from the surrounding land use to parkland. The east side activity areas are predominantly passive and this should be conveyed through the entry treatment.
3. Earthform Park - The rerouting of Husband Street will isolate a portion of Boomer park. This tract should be incorporated into the entry treatment as an earthform park. This park will provide a passive node of interest through the use of berms, seating areas and landscaping. The earthform park also creates a peaceful setting for the park entry and initiates the transition into the East Boomer recreation area.
4. Passive Parkland - This open space may be used for all types of space intensive recreational activities (kite flying, sandlot softball or football, etc.). The area will also be utilized as special event overflow parking.

5. Parking - A parking lot in Area F will provide easy vehicular access to the rental island and the east side recreational activities.
6. Boomer Lake Trail System - The trail system, after crossing on the Lakeview Road bridge, will proceed along the top of the dam until reaching the flood control wall. At the wall, it will join the Husband Street walkway via a handicapped accessible ramp. Upon arrival at this intersection, the pedestrian may continue north to Airport Road or turn south back to the Lakeview Road crossing.

Reference Copy

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BOOMER LAKE
MASTER PLAN **AREA**
"G"

STILLWATER PARKS AND RECREATION
315 E. NINTH STREET
P.O. BOX 1449
STILLWATER, OKLAHOMA 74076
(405)372-3509

DIRECTOR: WILLIAM NELSON
SUPERINTENDENT: WINSTON TRENCH
PARK PLANNER: JOHN MCLENNY
BOOMER LAKE PLANNER: TIM GATZ
DATE: 3/22/90 SCALE: 1"=80'

SHEET 10
OF 16

AREA G

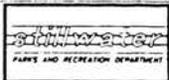
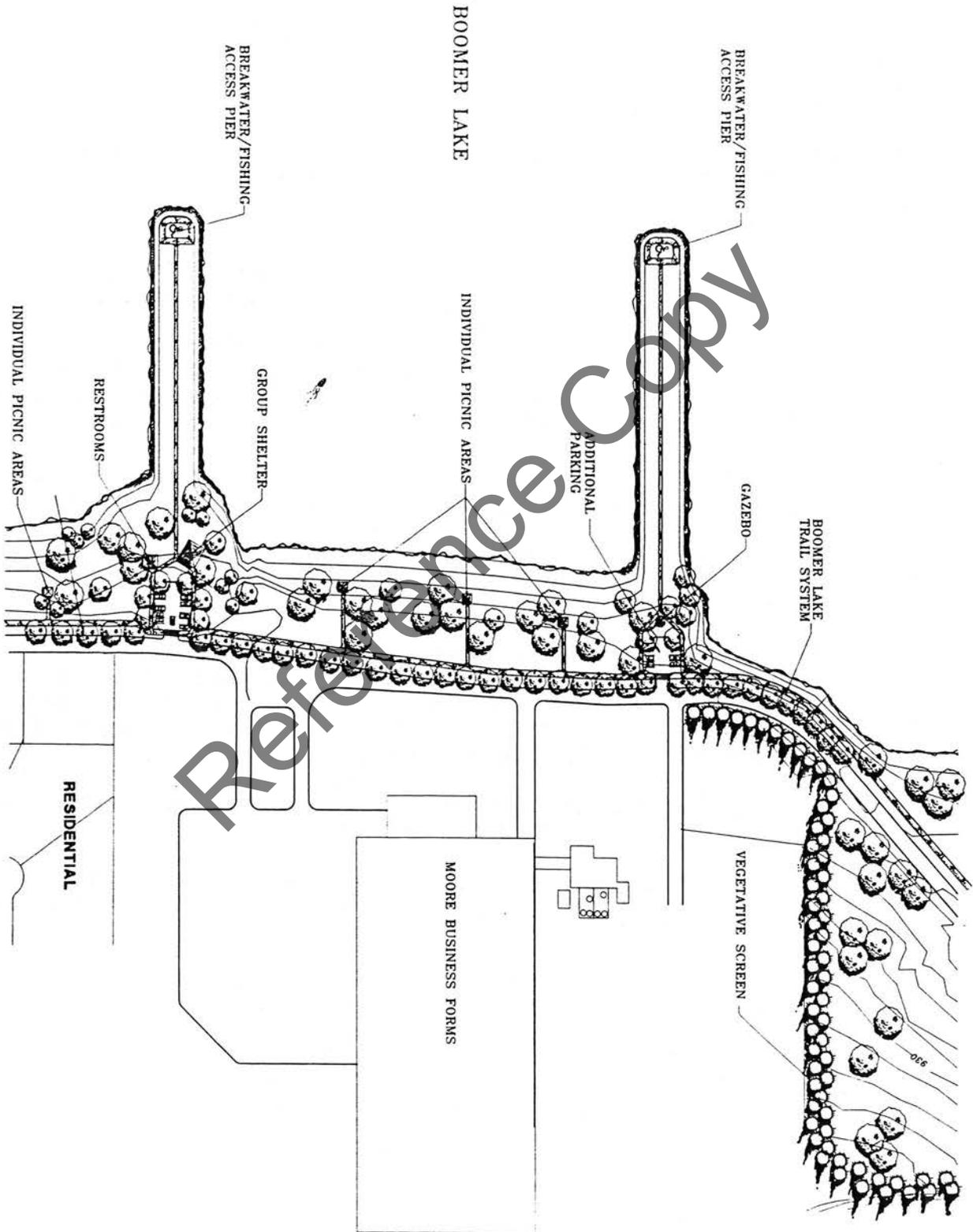
Area G is just west of the Husband Street residential neighborhood between Lakehurst Street and Moore Business Forms. This zone of Boomer Park is oriented around passive forms of recreation (picnicking, fishing, walking, etc.) and the Master Plan will not significantly alter the existing recreational base.

EXISTING FACILITIES

The recreational facilities currently offered in Area G consist of two group shelters, parking and restrooms.

PROPOSED IMPROVEMENTS

1. Flood Control Wall - A flood control wall has been constructed in conjunction with the renovation of the dam. This wall extends from the end of the dam, where it is six feet tall, and tapers to the first parking area where it is approximately 18" tall. West of the wall, the shore will be sloped from the top to the water's edge at a 10:1 ratio. The east face will be finished with a rock veneer.
2. Evergreen Planting Addition - A high canopy evergreen planting should be installed along the top of the wall to soften the hard edge created. This planting, fronted by the existing streetscape, will provide a unique view of the lake between the top of the wall and the lower branches of the trees.
3. Breakwater/Fishing Access Pier #6 - Breakwater #6, 7 and 8 will be constructed utilizing spoil earth from the SCS dam reconstruction. Number 6 will provide a source of handicapped accessible fishing for the east side of Boomer Lake and the existing shelter.
4. Existing Group Shelters - The existing group shelters should be renovated or replaced.
5. Individual Picnic Areas - Individual picnic areas will be constructed along the east shore to accommodate small groups and families.
6. Existing Restrooms - The existing restrooms should be renovated or replaced.
7. Breakwater/Fishing Access Pier #7 - Breakwater #7 will provide handicapped accessible fishing for the east shore and the existing shelter along with wave action protection and water quality improvements.



**BOOMER LAKE
MASTER PLAN** **AREA
"H"**

STILLWATER PARKS AND RECREATION
315 E. NINTH STREET
P.O. BOX 1449
STILLWATER, OKLAHOMA 74076
(405)372-3509

DIRECTOR: WILLIAM NELSON
SUPERINTENDENT: WINSTON TRENCH
PARK PLANNER: JOHN MCCLENNY
BOOMER LAKE PLANNER: TIM GATZ
DATE: 3/22/90 SCALE: 1"=80'

SHEET 11
OF 16

AREA H

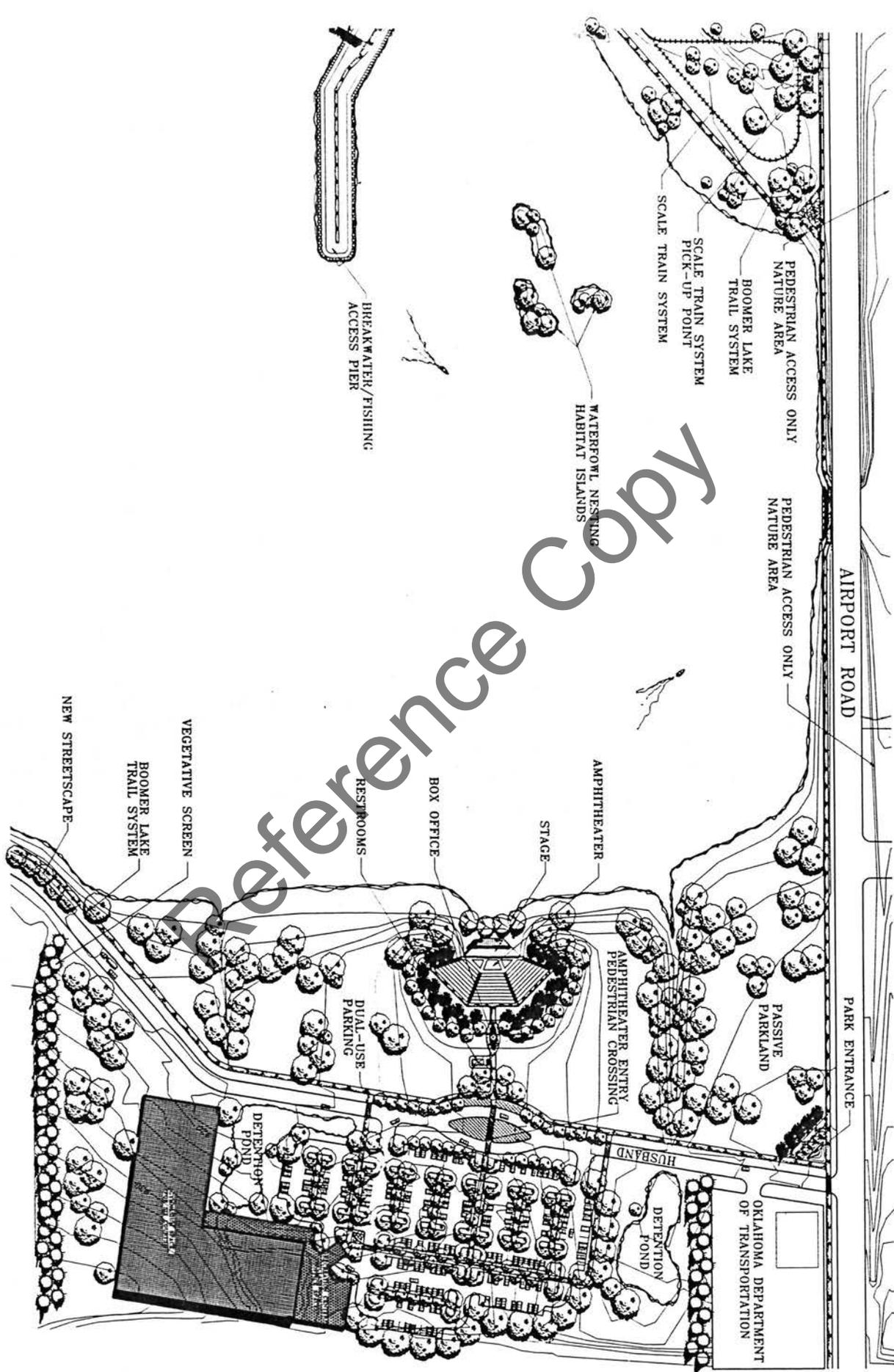
Area H encompasses the tract of shoreline fronting the Moore Business Forms property.

EXISTING FACILITIES

A gazebo is offered in front of Moore Business Forms for recreational use.

PROPOSED IMPROVEMENTS

1. Individual Picnic Areas - Individual picnic shelters will be constructed in Area H to accomodate small groups and families.
2. Additional Parking at the Gazebo - An additional parking lot will be established at the existing gazebo. This parking area will provide the public with the opportunity to stop and fish from Breakwater #8 or utilize the gazebo.
3. Breakwater/Fishing Access Pier #8 - Breakwater #8 will provide a source of handicapped accessible shoreline fishing and water quality improvement for Area H.
4. Streetscape - A continuation of the existing Husband Street landscaping treatment should be extended through Area H. This streetscape will enhance the aesthetic perception and unity of Husband as a scenic drive and create a separational edge for Boomer Park.



AREA I

Area I consists of the open expanse of parkland between Moore Business Forms and the Oklahoma Department of Transportation including the lake shore west of Husband and immediately south of Airport Road. Development proposed for this area must be capable of withstanding an industrial backdrop.

EXISTING FACILITIES

No recreational facilities exist in Area I.

PROPOSED IMPROVEMENTS

1. Vegetative Screens - While Moore Business Forms and ODOT provide adequate maintenance and landscaping for their Husband Street frontage, the industrial use areas of each facility should be screened from view. The screens will soften the visual effects of the industry and provide a transitional edge for the parkland.
2. Recreational Magnet Center - Area I provides a site suitable for the construction of a recreational magnet center. This site, east of Husband Street, is surrounded by light industry and does not lend itself to other forms of recreational development (too small for a ballfield complex, poor site lines and backdrop for passive parkland use, etc.).

A magnet center will provide indoor recreational space, vital to the quality of life and development in a growing community, and have the ability to cohabitate with the adjacent land uses. Also, a dual-use parking area can be constructed to support the rec center and the amphitheater. This permits phased development of these facilities and allows each to support the other.

3. Dual-Use Parking Area - Dual-use parking will provide ample space for vehicles arriving to utilize the recreational magnet center, the amphitheater or Boomer Park in general. This type of one site, compatible facility parking is more economically feasible to construct and maintain.
4. Amphitheater - An amphitheater with a seating capacity of 300-400 is planned for Area I. Area I was chosen as the proposed site for this facility because of the industrial backdrop. Also, fill earth from the lake bed can be utilized for the construction of the amphitheater and the reshaping of the adjacent shoreline. This activity will contribute to the deepening of the lake for water quality improvements.

Sound generated by activity associated with the amphitheater will be directed toward the industrial areas and away from residences surrounding the lake. A partial

stage cover and extensive landscaping will add to the aesthetics of the facility and act to further absorb activity noise. Other amenities to be added in conjunction with the amphitheater are restrooms, a box office and a landscaped pedestrian crossing island on Husband Street.

5. Park Entry - An entry treatment for the Airport Road and Husband Street intersection should be developed. This entry will identify Husband as an access to the Boomer Park recreational area.

Reference Copy

AREA J

Area J encompasses the pedestrian access only nature area north of Airport Road between Oberlin World Color Press and Knoblock Street. Development in this sector will be limited to nature oriented pedestrian activities. North Boomer Park is a valuable resource because it is an expansive, undeveloped forested area within the city limits. This portion of the park has tremendous potential for the formation of an educational nature facility and trail system.

EXISTING FACILITY

A partial primitive trail is the only existing facility in Area J.

PROPOSED IMPROVEMENTS

1. Small Craft Boat Launching Facility - During times of normal lake pool elevation, watercraft crossing under the Airport Road bridge is difficult if not impossible. Therefore, a small craft boat ramp and parking area will be offered north of Airport Road to allow for boating and fishing access to the northern portion of the lake.
2. Nature Center - An educational nature center is planned for future development on the east side of the lake north of Airport Road. This facility will provide educational exhibits, classrooms, a wildlife viewing atrium, a planetarium and serve as the nature area headquarters.

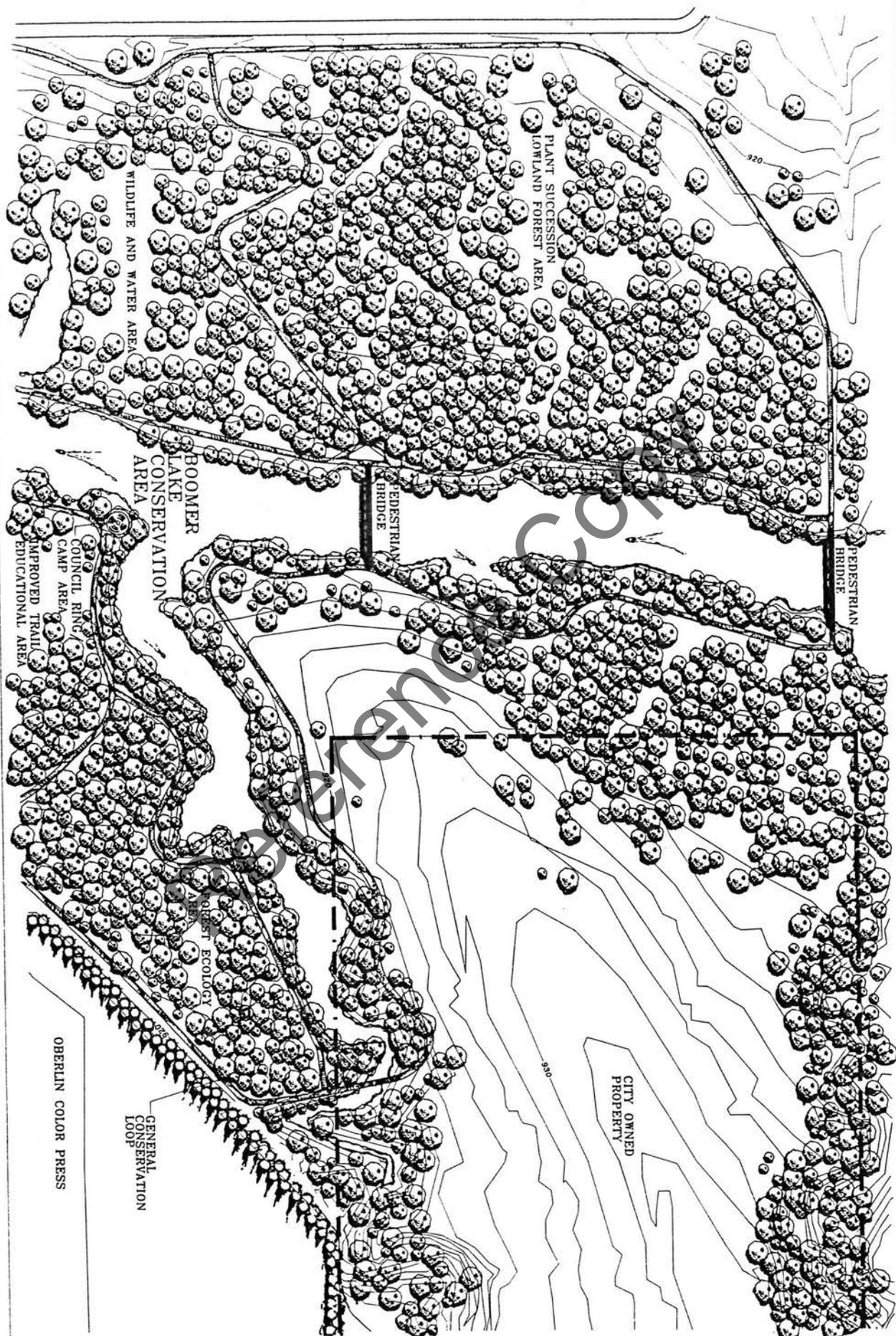
A parking lot addition to the primitive boat launching facility will be constructed in conjunction with the implementation of the nature center. This parking area will accommodate the vehicles and busses of people utilizing the center and the trail system.

3. General Conservation Trail - A general conservation trail will encircle the Boomer Lake Conservation Area to access the subject trails.
4. Improved Access Educational Area - This segment of the nature trail system will be surfaced to provide access to the handicapped. The improved access trail will include a wide variety of subject matter and interpretive educational stops. A council ring meeting/camping circle is also offered on this trail segment. This meeting area could be used to conduct organized outdoor classes and activities.
5. Wildlife and Water Area - A segment of the nature trail should be planned to identify an array of animal habitat and homes, such as burrows, nests and dens. Wildlife can be attracted and held in an area when suitable living conditions are present. Water, a salt lick, super bird feeder and nest boxes all help to attract and hold wildlife.

The water portion of the nature trail will follow the edge of the lake to show the transition from land to water. When land meets water, a great variety of habitat for plants and animals is created.

6. Wetlands Habitat Area - Much of North Boomer is low-lying and partially or totally inundated each year. Because of the habitat created in these areas, boardwalk sections of the nature trail should be installed. Boardwalks will permit pedestrians to view the tracts without damage to the habitat or the trail system.
7. Wildflower Area - This existing meadow should be planted with native Oklahoma wildflowers. Educational stops on the nature trail could allow pedestrians to identify the different genus and species of the different flowers in the area.
8. Parking at Airport Road and Knoblock Street - This parking lot will provide easy vehicular access to the North Boomer Nature Area and the Boomer Lake Trail System.

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Area K

Area K consists of the northern most portion of Boomer Park. This area is a continuation of the pedestrian access only nature area.

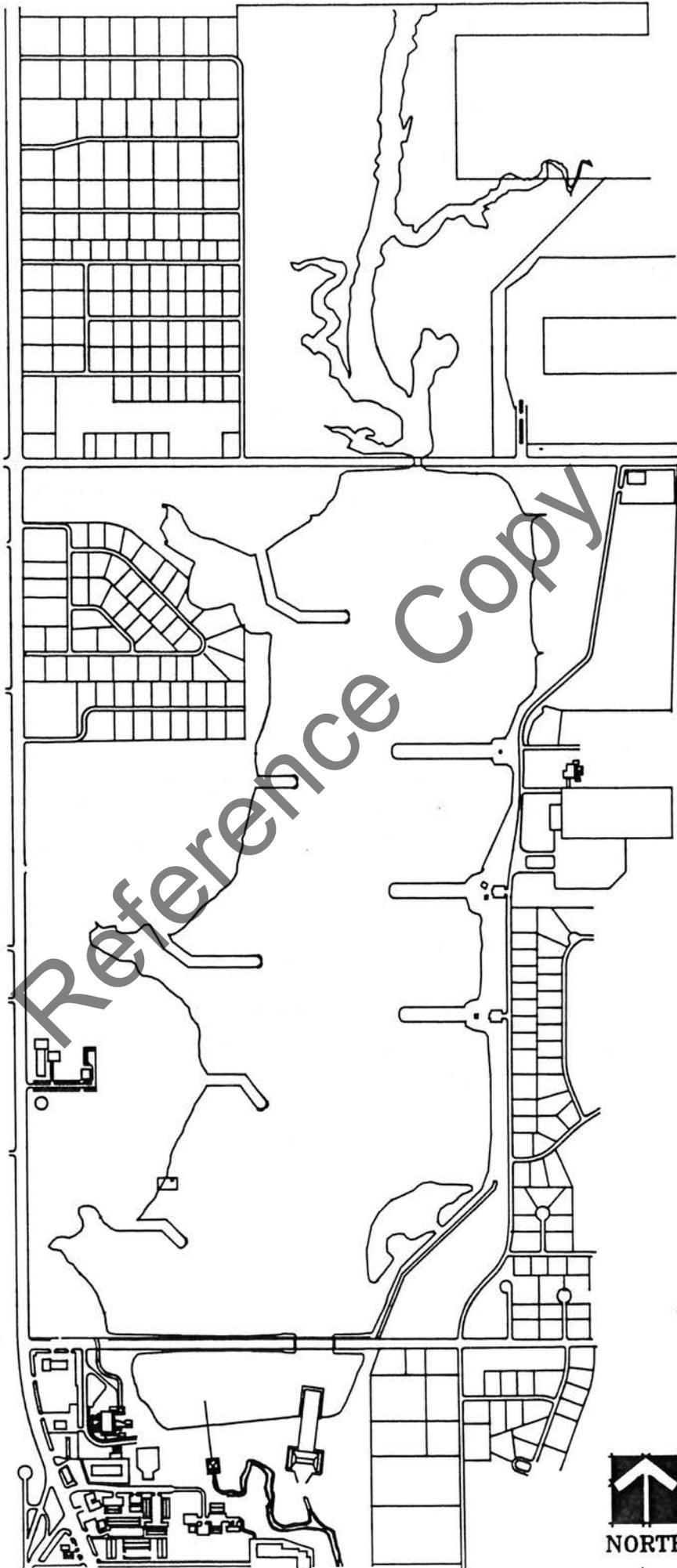
EXISTING FACILITIES

A partial primitive trail is the only existing facility in Area K.

PROPOSED IMPROVEMENTS

1. Forest Ecology Area - A forest ecology segment of the nature trail will offer educational stops pertaining to the growth, health and development of a forested area.
2. Pedestrian Bridges - Pedestrian bridges offered in North Boomer Park will allow those utilizing the nature trail to cross from the east shore of the lake to the west. This enables unification of the general conservation trail to access the subject areas proposed.
3. Plant Succession Lowland Forest Area - The plant successional area will permit visitors to see a few of the various stages of plant succession.

P H A S I N G D E S C R I P T I O N



PHASING DESCRIPTION

Due to the size of Boomer Lake and Park and the expense of the recreational improvements, a preliminary phasing plan for the development of the overall facility has been formulated. Included in the first three years of this phasing plan are improvements for fishing and boating, in addition to recreational site improvements including a swimming area, parking lots, boat rental area, the trail system, the Boomer Lake Conservation Area and a rental island. Future improvements in the following years include possible refurbishment of the power plant cooling water return flume, an outdoor amphitheater, a recreation center, an arboretum area and a family oriented amusement area. These future improvements will require substantial support through public demand, bond issues, or outside funding sources.

PHASE I

Phase I involves the production of a feasible comprehensive master plan and design narrative for Boomer Lake and application for development projects eligible to receive cooperative funding from various agencies.

PHASE II

Boomer Lake Phase II consists of the construction of the five west breakwater piers approximately 40 feet wide at elevation 914 and ranging in lengths from 235 feet to 685 feet. The breakwaters will be protected from wind and water erosion through the combined usage of sod and the Geoweb Cellular Confinement System placed on a geotextile base and infilled with concrete. A six foot wide, handicapped accessible sidewalk will span the length of each pier. The purpose of the breakwaters is to provide additional shoreline for fishing access, reduction of wave action length, improved water quality and increased lake depth.

Phase II also encompasses the construction of a 30 feet wide, two lane concrete boat launching ramp and an adjacent concrete parking area capable of accommodating 17 vehicle/trailer combinations, 8 vehicle only and two handicapped parking spaces.

PHASE III

Boomer Lake Phase III involves completion of the three east breakwater piers by finishing them with the sod, geoweb on geotextile, and concrete treatment and installing access walks. Deepening and shoreline improvements for the lake, completion of the rental island, and movement of approximately 300,000 cubic yards of earth are also scheduled for this phase. Other development activity slated for Phase III implementation are two stationary fishing docks, two fishing access pedestrian bridges and the installation of fishing habitat areas.

PHASE IV

Boomer Lake Phase IV will consist of the construction of additional fishing access parking areas, two restroom facilities, floating docks, and a fish cleaning station. Also, lighting for all breakwater piers is to be installed and any portions of the Boomer Lake Trail System not in place are to be completed.

This phasing description is tentative and is subject to changes. Further implementation of the recreational and support facilities listed in the Master Plan will depend upon public support and the availability of funds.

The following is an area-by-area description of future recreational activity development groupings. These additional improvements rely on strong public support and organized funding to be completely realized. The development groupings do not reflect an order of implementation or a scheduled final development plan, but provide a logical pattern for advancement in each area surrounding Boomer Lake.

Group I (Area A)

- construct the overlook pavilions on Lakeview
- add the pocket park plaza

Group II (Area B)

- naturalize the power plant discharge
- implement the Botanical Garden/Arboretum
- construct adjacent parking area
- implement the overlook park and the gazebo

Group III (Area C)

- construct the south concessions/rentals/restrooms facility
- retro-fit the existing deck with floating rental boat docks
- construct the south concentrated parking lot

Group IV (Area C)

- construct the primary playground
- construct the group shelters and quiet sports area
- construct the north concentrated parking lot

Group V (Area C)

- construct the north concessions/rentals/restrooms facility
- move in more rental boat docks
- implement the scale amusement park
- implement the organized activity area (miniature golf, etc.)
- develop the water playground

Group VI (Area D)

- construct volleyball courts and quiet sports areas
- develop the quarter mile walking trail plaza and theme playgrounds
- construct the concentrated parking area

Group VII (Area E)

- construct the Boomer Lake maintenance facility
- implement the scale train system

Group VIII (Area F)

- complete implementation of the rental island
- construct the concentrated parking lot
- develop the earthform park

Group IX (Area G)

- construct individual picnicking areas
- install additional streetscaping

Group X (Area H)

- construct individual picnicking areas
- install additional streetscaping

Group XI (Area I)

- construct the amphitheater and the supporting facilities
- construct the phase 1 parking area

Group XII (Area I)

- construct the recreational magnet center
- construct the additional parking bays

Group XIII (Area J)

- implement the improved access educational trail
- implement other primitive trail systems
- construct the boardwalk sections of the trail
- construct the west concentrated parking lot

Group XIV (Area J)

- construct the nature center and the support facilities
- construct the adjacent parking area

Group XV (Area K)

- continue implementation and maintenance of the primitive trail system

Group XVII (miscellaneous)

- landscape all park entrances
- install signage and bulletin boards as shown
- construct all pedestrian walkway linkages
- instigate an annual controlled tree planting drive under the supervision of the park planner

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REPORT TO THE
BOOMER LAKE DEVELOPMENT
COMMITTEE

Stillwater Parks and Recreation
Department

Christine Cashel, Ed.D.
School of HPEL
Oklahoma State University
Stillwater, OK 74078

(405) 744-6761

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FOREWARD

The research for this project began in October, 1989. It has been an enjoyable task. The Boomer Lake Project generated interest and support of all involved, from the Oklahoma State University College of Arts and Sciences Research Department to the citizens of Stillwater. Additionally, it provided an educational experience for students in the class, "Recreation Program Design".

As the principal investigator, I take responsibility for the research design, data collection, interpretation of that data and all conclusions and recommendations. There was assistance from the Stillwater Parks and Recreation staff, Dr. Lowell Caneday, as a sounding board, and five undergraduate Recreation and Leisure majors who helped with the project.

Christine Cashel, Ed.D.
Principal Investigator
School of HPEL, Colvin Center
Oklahoma State University
Stillwater, OK 74078
(405) 744- 6761

INTRODUCTION

PURPOSE AND METHODOLOGY

Stillwater is a community of about 40,000 people. The Department of Parks and Recreation desires to provide the best possible programs and activities to the Stillwater community. To that end, Stillwater Parks and Recreation was recognized as an Outstanding Parks and Recreation department in 1988. Stillwater Parks and Recreation offers quality programming at several facilities and in 23 different park facilities. The Boomer Lake Park area serves the north section of Stillwater.

In October, 1989, the Stillwater Department of Parks and Recreation, entered into an agreement with the School of Health, Physical Education and Leisure at Oklahoma State University to conduct a citizen recreation interest survey concerning potential development of the Boomer Lake area.

The following tasks were completed as part of the agreement.

1. Develop a survey instrument to assess citizen recreation interests concerning the potential of the Boomer Lake area.
2. Identify, collect and evaluate data generated through the Parks and Recreation Department in Stillwater and citizens of Stillwater.
3. Compile, analyze and present all procedures, results and recommendations and conclusions in written form.

TASK 1: A survey instrument, shown in Appendix A, was developed to assess levels of interest for recreation in and around the Boomer Lake area. A list of questions was generated from: 1) Stillwater Parks and Recreation staff; 2) students in an Oklahoma State University Recreation Program Design class; and 3) personal additions from the researcher.

TASK 2: The survey was published in the Stillwater NewsPress on Thursday, November 2, 1989. It was also published in Oklahoma State University's Daily O'Collegian on Monday, November 6, 1989. All responses

received on or before November 15 were counted. In addition, face-to-face interviews were conducted in neighborhoods bordering both the east and west side of Boomer Lake and in a neighborhood southwest of town bordering on Babcock Park. The interviews were determined to be important because of the proximity of several neighborhoods to Boomer Lake. Any changes to the lake would directly impact citizens whose property borders the park. It was desirable to assure inclusion of opinions from this group of Stillwater residents. A second neighborhood was chosen which resembled the Boomer Lake configuration. Surrey Hills was chosen because it borders on another park and the homes are about the same value.

The total number of contacts were 237. Out of this number 172 were useable. Eleven interviewees rejected the interview, 47 were not home, 4 were xeroxed and 3 arrived too late. This represents a 73% response rate.

The sample for house-to-house interviews was chosen by randomly selecting addresses from available numbers on a street by street basis. Approximately 90 addresses were selected. Thirty two accepted the interview, 11 rejected the interview and 47 were not at home. This represents a 35.5% response rate for personal interviews.

All surveys received from the newspapers were voluntarily submitted. One hundred forty seven responses were received through the newspaper solicitation. Seven were not useable, leaving 140 useable surveys.

The instrument was in a checklist form, consisting of eight main questions. Specific demographic information consisted of age, gender and zip code.

The male response was 81 (47.1%) and the female response was 91 (52.9%). The age of the respondents ranged from 18 to senior citizen. Eighteen to twenty five year olds represented 12.2% of the respondents. The 26- 40 year olds comprised 29.6%, 41- 55 year olds were 33.2% of the sample and 25% of the sample were 56+.

This researcher believes the responses are valid and reliable within the constraints of the study.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

The responses for each question were totaled and converted to percentages, based on 172 valid responses. Each percentage represents the number of favorable responses to the question. Multiple responses were permitted for each question. The methodology is standard in design, and applied specifically to Boomer Lake in Stillwater as a case study.

CONCLUSIONS

The following conclusions have been reached through the research process.

1. The predominant activities in which citizens have participated around Boomer Lake include picnicking, walking, family/social gatherings and use of playgrounds. There are a small number of citizens who have participated in "blue recreation" such as drug or alcohol use and dating/parking as a use of the park area.
2. Deterents to participation are other user groups (ie: drunk persons, drug dealers, cruising cars and crowds), type of facilities or lack thereof (ie: walking trail, shallow water, playgrounds), poor maintenance, high grass and lack of security were listed.
3. Almost an equal number of citizens use the park either 1-3 times a week or 1-3 times a year. Useage varies. Most participation occurs on weekends (64.5%) and in the afternoon and evening hours (77.3%). Noontime is the least utilized period of time.
4. The vast majority of people live within 15 minutes of the park (86%).
5. More than half of the people arrive in the park in a car or truck (65%). Others either walk, jog or bicycle.

6. When asked what activities and facilities people would like to see around Boomer Lake, the most popular response was a jogging trail around the lake (81.4%). Additionally, a nature trail, safe swimming area, beach, more tot lots and playgrounds, a cleared shoreline and botanical gardens were prevalent choices. Specific activities desired are sand volleyball, horseshoes, boat rental and miniature golf. The only activity which created a strong negative response was an RV park.

7. When questioned about potential funding sources, respondents cited local government as the main funding source (56.4%). However, user fees, a bond issue, rental fees, entrance fees and donations were acceptable methods of raising funds.

Specific results may be found in Appendix B.

RECOMMENDATIONS

Based on the data collected during this study and the conclusions drawn, the following recommendations are proposed.

1. That a walking/jogging and bicycle trail be developed to circle Boomer Lake and planned for future connection to other such trails through Stillwater. This type of trail should be developed immediately and supported with a combination of government funding and donations, such as selling the trail by the yard.

2. That an area of the park be developed for family related recreation, including picnicking areas, playgrounds and shelters. This area in all likelihood would fit best on the west shore of the lake and would require additional parking facilities as well. Adjacent to the area, development of activity zones should be considered. A beach, with volleyball and controlled swimming area should be added. Boat rental, with quiet alternatives such as paddleboats and canoes, should be available. Concessions might be added on a seasonal or heavy use days. Such activities would provide some revenue.

3. The lake be deepened to provide better sailing, fishing and swimming opportunities. In addition, a greater variety of aquatic life would be

possible in a deepened lake.

4. A nature center and trail be developed for education and appreciation of the natural environment. This could be located on the south end of the lake. A canoe trail could also be developed.

5. That a magnet center be built to provide a variety of facilities for indoor recreation, meetings and social gatherings. This would make the area on the southeast side of the lake attractive to current light industry. It would also increase use of the area during noon and evening hours.

6. The east side of the lake should remain relative passive. Fishing piers, picnicking and walking/jogging should limit activities on that side of the lake.

7. Creative funding sources should be tapped. Along with grants from the Fish and Wildlife Commission and the Soil Conservation Service, local fundraising should commence. A bond issue should be placed on next year's ballot for major renovation of the Boomer Lake area and also to connect all greenways east and north of Stillwater.

8. A full time position be established to provide programming, security and minor maintenance of Boomer Lake, similar to the ranger at Lake McMurry. This position would be established to coincide with the opening of the lake

Reference Copy

APPENDICES

APPENDIX A

BOOMER LAKE SURVEY

Date: __/__/__ Time:__:__ Interviewer:
Zip Code _____ Age: ____ Gender: __M __F

Hello, my name is (first name) and I am from Oklahoma State University.
We are conducting a survey to measure citizen interest in recreation opportunities in and around Boomer Lake. Would you be willing to take about 5 minutes to answer a few questions for me? Your answers will be kept confidential.

Accept Reject

1. Do you or have you ever participated in a recreation activity at Boomer Lake?

Yes... which? No...please go to question 2

- | | |
|---|--|
| <input type="checkbox"/> walking for pleasure or health | <input type="checkbox"/> bicycling |
| <input type="checkbox"/> jogging/running | <input type="checkbox"/> family or social gatherings |
| <input type="checkbox"/> picnicking | <input type="checkbox"/> nature study |
| <input type="checkbox"/> fishing | <input type="checkbox"/> frisbee golf |
| <input type="checkbox"/> boating | <input type="checkbox"/> tennis |
| <input type="checkbox"/> swimming | <input type="checkbox"/> alcohol/drug use |
| <input type="checkbox"/> playgrounds | <input type="checkbox"/> dating/parking |
| <input type="checkbox"/> other _____ | |

2. Please identify what deters your participation at Boomer Lake.

- | | |
|---|---|
| <input type="checkbox"/> poor maintenance | <input type="checkbox"/> high grass |
| <input type="checkbox"/> access to facilities | <input type="checkbox"/> lack of planned activities |
| <input type="checkbox"/> lack of security | <input type="checkbox"/> other user groups |
| <input type="checkbox"/> other _____ | |

3. Approximately how often do you visit Boomer Lake?

- | | |
|---|---|
| <input type="checkbox"/> 1-3 times per week | <input type="checkbox"/> 1-3 times per year |
| <input type="checkbox"/> 3-5 times per week | <input type="checkbox"/> 4-6 times per year |
| <input type="checkbox"/> 1 per month | <input type="checkbox"/> never |

4. Do you use Boomer lake mostly during...(check all that apply)

- | | |
|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> weekdays | <input type="checkbox"/> noontime |
| <input type="checkbox"/> weekends | <input type="checkbox"/> afternoons |
| <input type="checkbox"/> mornings | <input type="checkbox"/> evenings |

5. Approximately how long does it take you to travel to Boomer Lake?

6. How do you usually travel to Boomer Lake?

- walk
 bicycle
 car/truck

7. Which of the following activities would you favor at Boomer Lake? Check all that you favor and place a 1 next to your top choice, 2 next to your second choice and a 3 next to your third choice.

- | | |
|--|---|
| <input type="checkbox"/> jogging/walking trail | <input type="checkbox"/> nature trail |
| <input type="checkbox"/> boardwalk and sand beach | <input type="checkbox"/> cleared shoreline |
| <input type="checkbox"/> new boat ramps | <input type="checkbox"/> competitive water ski course |
| <input type="checkbox"/> rental island | <input type="checkbox"/> RV campsites |
| <input type="checkbox"/> boat rental | <input type="checkbox"/> indoor fishing dock |
| <input type="checkbox"/> horse and carriage rides | <input type="checkbox"/> petting zoo |
| <input type="checkbox"/> train ride around lake | <input type="checkbox"/> more shelters and pavillions |
| <input type="checkbox"/> scenic overlooks | <input type="checkbox"/> tot lots and playgrounds |
| <input type="checkbox"/> controlled swimming area | <input type="checkbox"/> water park |
| <input type="checkbox"/> water stage and amphitheater | <input type="checkbox"/> fishing derby |
| <input type="checkbox"/> lake patrol | <input type="checkbox"/> pocket parks |
| <input type="checkbox"/> frisbee golf | <input type="checkbox"/> golf driving range |
| <input type="checkbox"/> miniature golf | <input type="checkbox"/> skateboard park |
| <input type="checkbox"/> rec center/gym, meeting rooms | <input type="checkbox"/> concessions |
| <input type="checkbox"/> sand volleyball | <input type="checkbox"/> botanical gardens/arboretum |
| <input type="checkbox"/> horseshoes | <input type="checkbox"/> other _____ |

8. How do you think new programs and facilities should be financed?

- | | |
|---|---------------------------------------|
| <input type="checkbox"/> rental fee | <input type="checkbox"/> entrance fee |
| <input type="checkbox"/> bond issue | <input type="checkbox"/> user fee |
| <input type="checkbox"/> local government funding | <input type="checkbox"/> other _____ |

Thank you for your participation.

Reference Copy

APPENDIX B

BOOMER LAKE SURVEY

Total Contacts: 234
Total Useable Surveys: 172
Reject: 11
Not Home: 47
Xeroxed: 4

Male= 81 47.1%
Female= 91 52.9%

18-25= 21 12.2%
26-40= 51 29.6%
41-55= 57 33.2%
56+= 43 25%

1. Activities in which you have participated

Picnicking	112	65.1%
Walking	99	57.5
Family/Social	80	46.5
Playground	77	44.7
Bicycling	47	27.3
Jog	43	25
Fish	37	21.5
Tennis	37	21.5
Frisbee Golf	24	13.9
Dating	21	12.2
Nature	21	12.2
Boating	18	10.5
Alcohol/Drug	10	5.8
Other	30	17.4
Sunbathing		
Softball		
Kite Flying		
Windsurfing		

2. What deters your participation?

Other Users	79	45.9%	(drunks, drug dealers, homosexuals, crowds, cruising)
Poor Maint	51	29.6	(trash, glass)
Other	34	19.7	(no water, poor play areas, no walking trail, distance)
High Grass	27	15.7	

Deterents (con't)

Security	26	15.1
Access to facil	12	7
Lack of act.	12	7

3. How often do you use Boomer Lake?

1-3/wk	40	23.3%
1-3/yr	37	21.5
4-6/yr	29	16.8
1/mo	28	16.3
3-5/wk	25	14.5
Never	8	4.6
Daily	1	.6

4 When do you use park?

Weekends	111	64.5%
Weekdays	57	33.1
Evenings	80	46.5
Afternoon	53	30.8
Morning	41	23.8
Noon	13	7.5

5. How long does it take to get there?

10-15	65	37.8%
5	38	22.1
2	18	10.5
1	16	9.3
3	11	6.4
20	10	5.8
30	5	2.9
6-7	2	1.2
90	1	.6

6. How do you get there?

Car/Truck	112	65.1%
walk/Jog	64	37.2
Bike	31	18

7. What would you like to see?

Jogging trail	140	81.4%
Nature trail	95	55.2
Safe swim	78	45.3
Beach	75	43.6

What you want (con't)

Tot/Playgr	64	37.2
Clear shore	63	36.6
Botanical gard	61	35.5
Shelters	51	29.6
Sand VB	49	28.5
Horseshoes	47	27.3
Patrol	46	26.7
Boat rent	43	25
MiniGolf	42	24.4
Scenic view	37	21.5
Water stage	35	20.3
Indoor fish	33	19.2
Frisbee golf	33	19.2
Horse&Carr	31	18
Train ride	28	16.3
Boat ramps	26	15.1
Golf range	26	15.1
Water Park	24	13.9
Rent island	22	12.8
Petting zoo	22	12.8
Pocket parks	21	12.2
Rec center	18	10.5
Skateboard	18	10.5
Fish derby	16	9.3
Comp water ski	15	8.7
RV	5	2.9
Other	26	15.1
(Bike trail)		6.9

8. How should it be financed?

Local gov't	97	56.4%
User fees	73	42.4
Rentals	49	28.5
Bond	47	27.3
Entrance	27	15.7
Other	12	6.9

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APPENDIX B

BOOMER LAKE BREAKWATERS Application for Funding Part 7: Justification

Boomer Lake is a U.S. Soil Conservation Service Floodwater Control Lake. The lake is shallow and the length of the effective fetch, combined with the significant overland wind speeds experienced in Oklahoma causes the soil types in the area to remain in hydraulic suspension much of the time. The final product is murky water, poor fishing habitat and limited fishing and/or boating opportunities.

The lake has been drained to expedite the construction of a new dam by the SCS. This presents a unique situation which allows for deepening of the lake in conjunction with the construction of breakwater piers.

The breakwaters have been designed to permit the utilization of a large quantity of fill from the lakebed and to provide the maximum length of accessible shoreline per pier. The piers are of a size that allows for extended fetch control and the removal of enough fill from designated borrow areas to achieve a desirable depth improvement. Maximum shoreline accessibility is achieved through the substitution of the concrete infilled GEOWEB Cellular Confinement System in place of rip-rap.

The GEOWEB will offer a smooth, accessible surface extending below the lake pool while eliminating the trash and maintenance problems associated with rip-rap. This alternative erosion control product will increase the function of the breakwaters as distinctive fishing areas and has proven cost effective in a preliminary comparison to rip-rap (see Cost Comparison).

The fetch control of the breakwaters, along with the deepening of the lakebed, will act to improve the water quality of the lake, thereby improving the fishing and boating opportunities. Also, fishing around the breakwaters will be enhanced through the strategic placement of fish habitat in the immediate area.