

6. Paths

Dual Path System

In general, the Plan seeks to incorporate a dual path system, with parallel hard and soft surface paths. The Dual Path System's hard surface component is primarily intended for use by cyclists, roller bladers, and wheelchair users. However, this does not exclude other park users from enjoying the hard surface part of the active recreational path system. In general, the fitness circuit will remain near the perimeter of Forest Park, with a north-south connection, forming a figure 8. This should help avoid conflicts with intensely-used pedestrian areas within the park.

The Dual Path System's soft surface component is meant to accommodate lower velocity fitness users — walkers, joggers, par course exercise station users, and people watchers. Generally, higher velocity and physically intense recreational activities will be restricted to the hard surface component of the Dual Path System. This soft surface pathway may split from the hard surface path in restrictive topographical areas in the park. However, the intervals of separation are brief and provide park enthusiasts with another park experience.

Specific recommendations include:

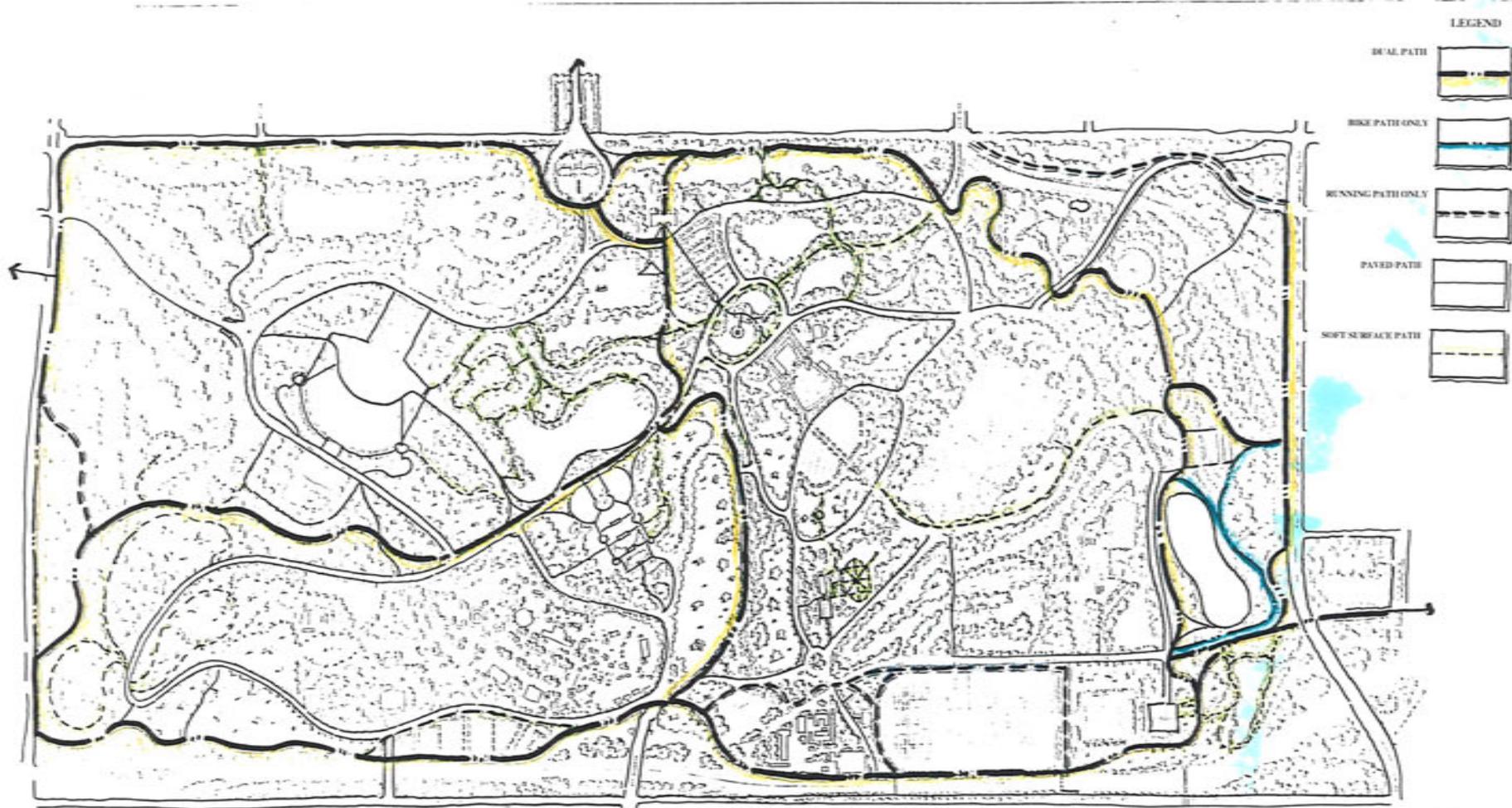
- Design paths to:
 - Provide a variety of path types and character.
 - Focus views on desirable features and away from undesirable ones.
 - Give the path user a variety of ways to get to a destination with a multitude of spatial experiences along the way.
 - Provide, where possible, a parallel dual path system of soft and hard surfaces for recreation use and city-wide bike circulation along the major park-wide bike path.
 - Maintain the natural and built character of each landscape as pathways pass through or adjacent and reflect the character of the landscape that they travel through.
 - Accentuate bends, termini and dramatic sequences along paths with ornamental/seasonal plantings, site furnishings, public art, interpretive signage, and framed views.
- Design paths in flowing curves and bends, avoiding straight lines and unnatural or tight curves unless part of a formally designed area.
- Provide a mixture of long and short views.
- Accentuate Paths with ornamental plantings, site furnishings, various scales of public art, interpretive signs and points for viewing.
- Design paths to accommodate a diversity of fitness users, considering both intensive and leisure fitness users.
- Provide an approximately 8-12 foot grass median between the hard and soft paths where possible and desirable.
- Design hard surface paths to provide the following features:
 - Slightly banked curves, avoiding tight turns with short radii for safe cornering.
 - A non-porous textured asphalt surface for good traction during higher velocity exercise.
 - A width ranging between eight and ten feet.

- A solid center line that separates the opposing movements on the path.
 - Clearly and visibly posted pathway signs which designate user rules.
 - Pathway safety signs at critical points, which include markers that designate path separations, mergers, type of curve, crossings, steep hills, and slopes.
- Design soft surface paths to provide the following features:
 - A width ranging between ten and fifteen feet.
 - A surface comprised of loose materials which reflect landscape characteristics near the paths.
 - A durable, blunt and stiff edge treatment in order to hold the loose surface materials in place.
 - Pathway niches or nodes with ample room for site furnishings, par course fitness equipment and attractive ornamental plantings which accent or punctuate these areas.
 - Few obstructions which physically separate the soft and hard paths, except for pre-existing plants and landscape elements.
 - Consider implementing Central West End cycle patrols at peak times to encourage proper and courteous use.
 - Provide path splits/alternative routes for hard and soft paths at the following locations:
 - Along Skinker Avenue south of the golf course.
 - Along the south Zoo parking lot from Tamm Avenue Bridge to near Hampton.
 - Steinberg Ice Skating Rink and Jefferson Lake.
 - Near Bowl Lake from the new Clayton Avenue entry.
 - At Aviation Field.
 - Near the Parks Department maintenance complex.
 - In the Successional Forest area near the boathouse.

Other Paths and Trails

Augmenting the Dual Path System is a path and trail network which connects many of the park's landscapes, water elements and natural areas. It is intended for more casual, passive use. These paths and trails should be designed to respect the architectural characteristics of nearby institutions and spatial qualities of adjacent landscapes. This network has four main components:

- a. A hard surface network of formal promenades
 - b. Hard surface sidewalks
 - c. Hard surface nature trails and walks
 - d. Soft surface trails and paths.
- a. Formal Promenades
 - Create a network of elegant walkways around the cultural institutions with areas for walking, sitting, picnicking, and other social activities.
 - Utilize site aesthetics which borrow from the formal principles and long tradition of public realm design.
 - Carefully utilize colors, textures, and proportions to foster cohesion among various parts of this park-wide promenade.
 - Design the formal promenade network to provide the following features:
 - Path widths appropriate for context and scale.



Composite Path System



FOREST PARK MASTER PLAN

ST. LOUIS,

MO

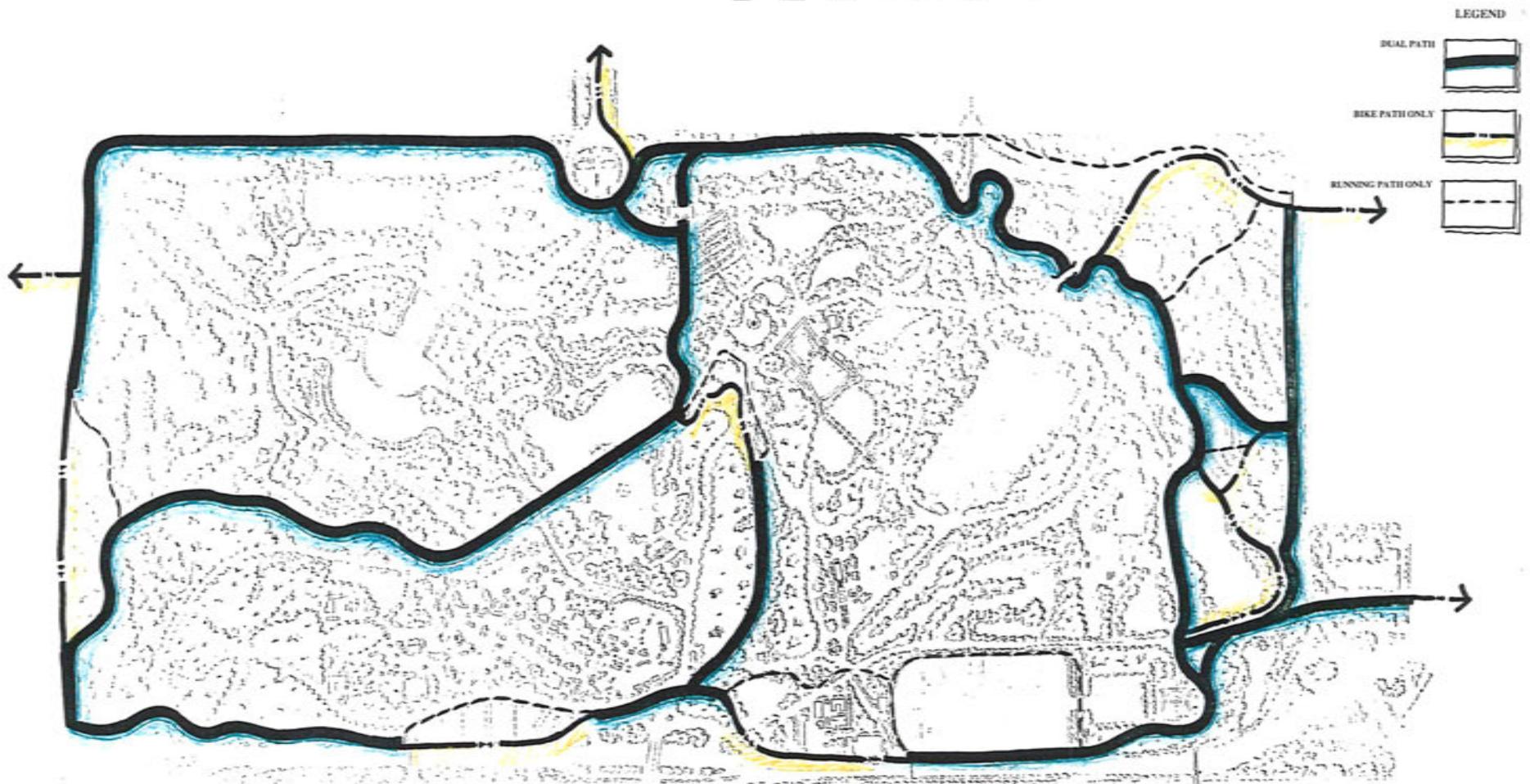
SCALE 1" = 400'



8-16-1975

CITY OF SAINT LOUIS
 DEPARTMENT OF PARKS,
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 URBAN DESIGN





Dual Path System



FOREST PARK MASTER PLAN

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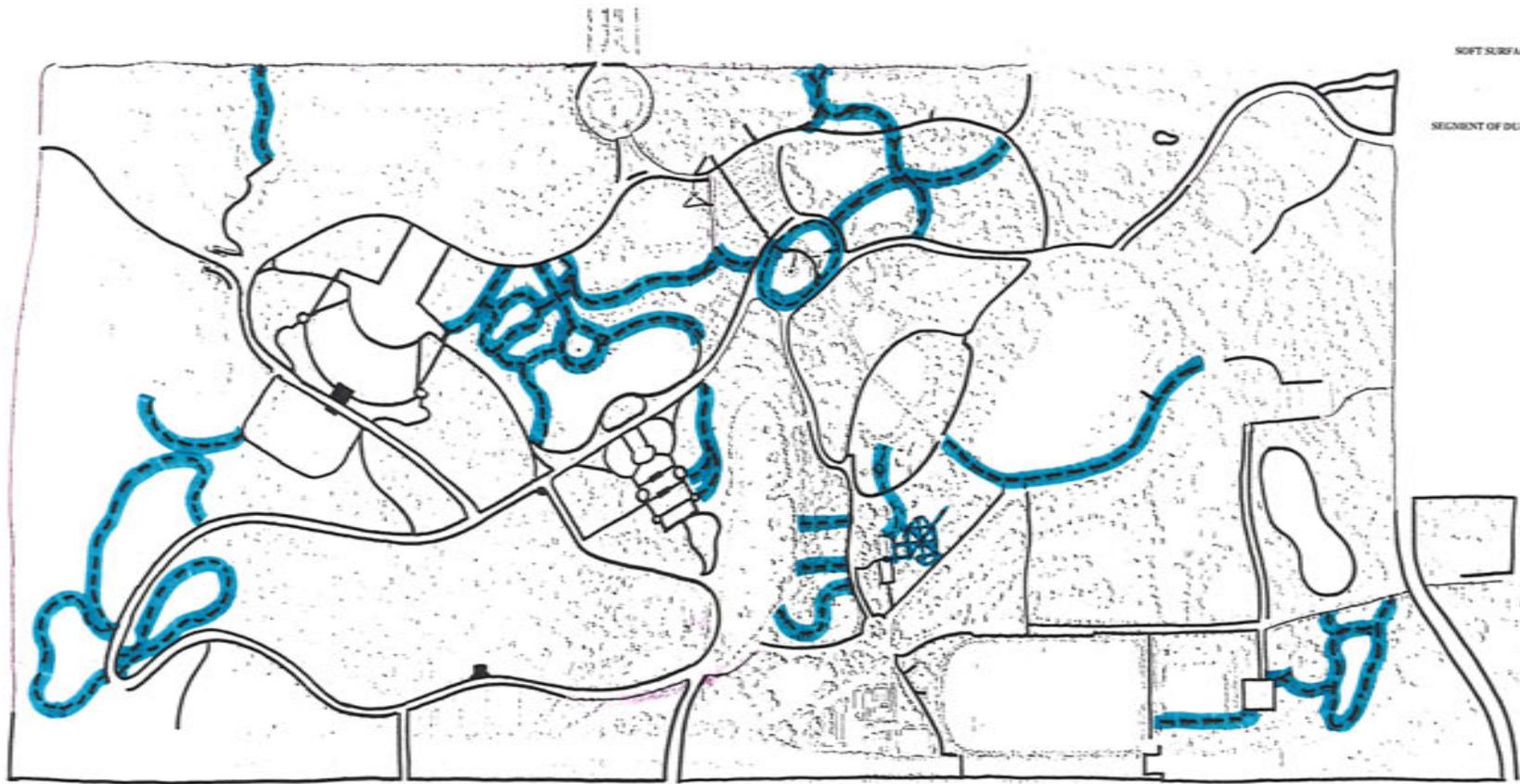


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FOREST
 PARK
 MASTER
 PLAN

LEGEND



Path System



FOREST PARK MASTER PLAN

ST. LOUIS,

MO



15 JANUARY 1975

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URBAN DESIGN

FOREST
PARK
MASTER
PLAN

- Hard surfaces finished with crushed granite and adhered to the concrete subsurface with a bitumen material.
- Use unifying elements throughout the network, such as lamp posts, benches, balustrades, and plantings.
- Consider the following locations for formal promenades:
 - Art Hill
 - Grand Basin
 - Post-Dispatch Lake
 - Government Hill.
 - Pagoda Lake

b. Hard Surface Sidewalks

- Create a sidewalk network which :
 - Functionally and aesthetically improves the cultural heart of the park.
 - Activates a sense of connection, continuity and identity between the St. Louis Art Museum, World's Fair Pavilion, Boat House, Jewel Box, Missouri Historical Society, Lindell Pavilion, and the St. Louis Zoo.
- Provide a network of hard surface sidewalks and paths throughout the park which link formal promenades for pedestrians/disabled who need durable level surfaces.
- Design sidewalks to provide the following features:
 - Widths ranging between four and six feet.
 - Either concrete or asphalt surfaces.
 - A textured surface to improve traction and improve pedestrian safety.
 - A minimum width of two feet and a maximum of four feet of grass separating sidewalks from the curb where possible and desirable.
 - A grass parkway in areas without curb parking or other functions which result in heavy pedestrian traffic directly from the curb.
- Design sidewalks to provide a more utilitarian service for pedestrians without the pageantry of the promenade network.

c. Hard Surface Nature Trails and Paths

- Create a series of boardwalks or asphalt nature trails in areas of unique natural splendor or delicate vegetative communities.
- Design hard surface nature trails to provide the following features:
 - Widths ranging between four and six feet.
 - Protective railing if the top of the path is elevated eight or more inches above the ground.
- Provide seating/areas, overlooks and informational nodes for small children, elderly and disabled persons.
- Consider the following locations for paved nature trails:
 - Kennedy Forest.
 - Successional Forest.
 - Adjacent to the Science Center and Bowl Lake.
 - Steinberg Rink wetlands area.
 - Hatchery Lakes area.
 - Union Entrance wetlands.

d. Soft Surface Trails and Paths

- Create a network of soft surface paths for leisure recreation.
- Maximize use of these soft surface, porous trails to improve surface drainage and reduce the amount of non-porous paved surfaces in the park.

- Design soft surface walks to provide the following:
 - Widths with a minimum range between five and seven feet.
 - A surface, comprised of loose materials that reflects the landscape characteristics near the paths.
 - Durable, blunt and stiff path edges in order to hold the loose surface materials in place.
 - Ample room for site furnishings.
 - Attractive ornamental accent plantings.

7. Public Use and Safety

Public use and safety is a very broad concept and should incorporate issues of safety from crime, injury, traffic, and use, such as water use. During the detail design phase, further guidelines should be developed and all projects should be considered from a public safety and use point of view. In general, five fundamental elements must be integrated in order to accommodate user needs:

- a. Security & safety
 - b. Multiple use
 - c. Access to park attractions
 - d. Amenities
 - e. Attracting more path users at non-peak times
- a. Security and Safety
 - Design paths for pedestrians who want safety from crime, motor vehicles, and higher velocity path users.
 - Make paths visible from the roadway.
 - Provide adequate lighting
 - Provide the necessary signage in order to guide both day and evening visitors/users.
 - Install pedestrian police call boxes along heavily used paths at reasonably accessible intervals and throughout the entire park in isolated areas.
 - Ensure police substations and first aid stations are designated, accessible, and staffed.
 - Provide park user short-term locker/storage facilities.
 - Discourage criminal activity by choosing and arranging plantings to minimize areas for hiding:
 - Situate densely planted areas away from paths and seating areas.
 - Utilize multi stem “clump” varieties of ornamental trees instead of densely planted shrubs to create a more naturalistic wooded effect rather than visually impenetrable banks of vegetation.
 - Consider subtle landscape lighting of naturalistic areas along pathways.
 - b. Multiple Use
 - Allow a variety of uses and a diversity of users access to path system.
 - Evaluate the possibility of allowing equipment rental facilities.
 - c. Access to Park Attractions
 - Install directional signs on paths to lead users to cultural-activity centers and special events.
 - Locate paths near institutional facilities, thus marking services and promoting choices.
 - Highlight naturalistic features with a recreational and educational bias.
 - Provide clear and direct routes from park entrances to major attractions, such as the Zoo, Art Museum, Muny, History Museum, and Science Center.
 - d. Pathway Amenities
 - Provide operable drinking fountains, cycle racks, par course fitness equipment, seating, and other appropriate site furnishings.

- e. Attract More Users at Non-Peak Times
 - Offer creative and proactive programming of activities for elderly walking clubs at senior care facilities, school children field trips, and picnics.
 - Utilize Steinberg Rink for out of school activities or summer daycare, such as nature trails, bird watching, and urban wildlife studies.

8. Americans with Disabilities Act (ADA) Guidelines

- Increase access for disabled park users throughout the park.
- Consider ADA Guidelines when designing curb cuts, slopes and grades, pathway surfaces, and any amenities adjacent to various paths, such as lavatory facilities, emergency call boxes, drinking fountains, seats, parking lots, and roadways.
- Apply ADA Guidelines to any part of the Dual Path System that serves as a component of the regional bicycle path, in order to receive ISTEA funding.

9. Long-term Regional Opportunities

- Link Forest Park with regional parks and ecological features via MetroLink, especially with proposed system expansion, creating a “green train system.”
- Utilize River Des Peres as the connector between the park and the Mississippi River to the south, with trails and linear parks.
- Link Forest Park system with the riverfront trail, the Katy Trail, and beyond.

E. Site Specific Recommendations

1. Roads, Parking & Transit

GRAND DRIVE: FORSYTH TO DEBALIVIERE

- Remove roadway to accommodate Municipal Golf Course modifications, reduce commuter traffic through the park, and eliminate circulation conflicts at confusing intersections.
- Remove the existing Des Peres Avenue automobile entrance.

HISTORY MUSEUM/DWIGHT DAVIS TENNIS CENTER AREA

- Redesign roadways into a circle around the museum with parking relocated to the south of the building (± 80 cars) and a visitor drop-off to the north.
- Reconfigure the roadways to south to improve sightlines and create a clear link between the museum and an expanded Twin Lots (± 450 cars) with an improved pedestrian entrance to Dwight Davis Tennis Center.
- Utilize improved signage and site furnishings to encourage patrons to use Twin Lots.
- Remove on-street and angled parking to the north of Dwight Davis Tennis Center and relocate to Twin Lots.
- Provide a drop-off area in the former Dwight Davis parking area north of the complex.
- Provide on-street angle parking with a pull-out lane on the south side of the tennis center (± 35 cars) to serve the tennis center and Langenberg Field facilities.
- Coordinate operational needs between the History Museum, Dwight Davis Tennis Center and the Muny to avoid conflicting demands for parking and access.

TWIN LOTS

- Redesign and expand the lots (± 450 cars) to accommodate History Museum, Dwight Davis, Muny, and Lindell Pavilion parking needs.
- Consolidate parking spaces lost to area road removal into this lot.

CRICKET DRIVE/CONFEDERATE CIRCLE

- Remove roadways and replace with soft surface pedestrian paths.

GOVERNMENT DRIVE: PAGODA LAKE TO UNION ENTRANCE

- Remove roadway and replace with a 15-foot-wide soft surface pedestrian promenade.
- Design path to be used during the Muny season as a one-way exit route.

MUNY AREA

- Provide replacement parking on expanded upper lot (± 845 cars) and Twin Lots (± 450 cars) as well as modified parking restrictions if needed which allows approximately 180 cars on Government Drive west of the Muny on performance nights only to compensate for any lost on street parking due to street removals.
- Add interior landscaping to the upper and lower lots. This will result in a loss of approximately 25 cars in the lower lot.
- Explore options to accommodate employee parking away from the lower lot and increase this lot's use for disabled and V.I.P. patrons who typically utilize Culver Pavilion prior to performances.
- Coordinate operational needs with the History Museum, Jewel Box, Dwight Davis Tennis Center, and the Parks Department to avoid conflicting demands for parking and access.

LINDELL PAVILION AREA

- Remove access road and parking from rear of building.

WEST PINE CUT-THROUGH

- Remove connection to Lindell Boulevard to reduce commuter traffic, allow reduction of roadway width and improve path and landscape connections.
- Provide planted median at West Pine entrance to the park.

FOREST PARK PARKWAY

- Create a four-way, tight diamond ramp system with 90° intersections at Kingshighway which allows parkway access to northbound and southbound Kingshighway as well as BJC Hospital garages.
- Design ramps and bridges to improve pedestrian and bike path circulation along Kingshighway.
- Consider creating a four-way, at-grade intersection if deemed most appropriate and feasible from engineering, cost, and traffic management perspectives.

STEINBERG RINK AREA

- Remove Wells Drive east of Jefferson Drive.
- Relocate, redesign and slightly reduce (± 150 cars) parking lot to the south of the rink where it can serve both the rink as well as adjacent Jefferson Lake.

JEFFERSON DRIVE EAST OF LAKE

- Remove roadway and replace with a path.

BARNES HOSPITAL PLAZA

- Coordinate with the BJC Hospital complex to redesign the roadway from Euclid to Clayton Road, creating a landscaped boulevard entrance and exit for both the park and hospital complex.
- Reconfigure the four-way Kingshighway intersection to create 90° connections in all directions.
- Reduce commuter traffic through the park by replacing the portion of Clayton Road between the Barnes entrance and the hospital garage employee entrance/exit with a bike and pedestrian path entrance.
- Consider the long-term goal of complete roadway removal to Euclid if the garage entrance can be accommodated elsewhere.

KINGSHIGHWAY INTERCHANGE

- Reduce congestion and level of saturation.
- Investigate design solutions which reduce use of park open space.
- Modify highway signage to direct Science Center traffic to the Oakland Avenue facility.
- Coordinate with the proposed Boyle/Tower Grove interchange to improve eastern hospital complex access, reducing hospital commuter traffic through the park.
- Investigate feasibility of creating a tight diamond interchange to increase park open space and allow improved traffic movements on Kingshighway, including complete left turn access to the park from northbound Kingshighway and simplified hospital access.

FAULKNER DRIVE

- Redesign the portion north east of Jefferson Lake to allow safe street parking on both sides.
- Redesign the Clayton Road intersection as a four-way stop with improved sight lines, reduced dead space, 90° junctions, and accentuated pedestrian and bike crossing areas.

- Remove parking from along the entrance drive to the Science Center and consolidate into a redesigned, more efficient parking area adjacent to the building (± 150 cars).

AVIATION FIELD & ARCHERY RANGE AREA

- Provide angle parking (± 40 cars) along the Mounted Police access drive to serve the ball fields and archery range while maintaining easy emergency access to the police facility.
- Extend the existing angle parking along the Clayton Avenue to the east (± 50 cars) to serve the eastern ball fields.
- Provide a pull-out lane to avoid conflict with Clayton Road traffic.

WELLS-MCKINLEY CIRCLE

- Reconfigure intersections to reduce confusion and dead space, allowing improved pedestrian and bike crossing.
- Eliminate parking on the circle.

CARR LANE

- Remove roadway and replace with a bike path and pedestrian/nature trail along Successional Forest.

HAMPTON ENTRANCE AND INTERCHANGE

- Reduce usage as sole park major entrance by modifying highway signage to disperse park entry traffic to the most appropriate interchange.
- Prohibit left turn movement onto Wells Drive from westbound exit from Highway 40/64 to avoid traffic conflicts.
- Improve crosswalks and traffic signal timing to allow safe bike and pedestrian crossing.
- Investigate long-term design solutions which increase park open space, including long range goal of tight diamond interchange.

WASHINGTON DRIVE — CONCOURSE DRIVE

- Redesign roadway to replace dangerous sharp turn with more graceful curve and improved sightlines.
- Provide a small angle parking area (± 25 cars) and pull-out lane along the east roadway edge to serve area picnic grounds.
- Redesign Concourse Drive with median to allow two-way access to the World's Fair Pavilion from Washington Drive and one way access from McKinley Drive.
- Design and sign the junction between two-way and one-way to avoid confusion and resulting conflicts.

GOVERNMENT DRIVE: WASHINGTON TO MCKINLEY

- Utilize decorative textured pavement to improve aesthetics, reduce traffic speed, and highlight the area as a pedestrian crossing zone which connects Government Hill with Post-Dispatch Lake.

FINE ARTS DRIVE

- Redesign Government Drive intersection as a 90° "T" junction with improved sightlines and pedestrian/bike path crossing.
- Remove the angle parking immediately west of the intersection to reduce traffic confusion and congestion.
- Utilize decorative textured pavement in front of the Art Museum to improve aesthetics, reduce traffic speed and highlight the area as a pedestrian crossing zone which connects the museum with Art Hill and Grand Basin.

- Remove on-street and angled parking in front of the Art Museum and relocate to two reconfigured parking areas adjacent to the Art Hill crest and overlooks (the existing total of ±200 cars to remain) .
- Provide a service road loop around the Art Museum which connects its parking and service areas to the west side and rear of the building.
- Slightly widen Fine Arts Drive south of the museum to accommodate safe two-sided, on-street parking.

ART MUSEUM

- The Museum has long term plans for a 575-space underground parking structure to the west of the museum.
- Remove the temporary gravel employee lot and accommodate in proposed structure.

VALLEY DRIVE

- Remove roadway to allow improve forest connection and provide ecological benefits.
- Replace roadway with paths/trails and utilize a small portion for the Art Museum's service loop road.

WELLS DRIVE ENTRANCE AT SKINKER

- Convert in the short-term to a one-way vehicular entrance with an adjacent bike path entrance .
- Pursue a long-range goal of complete roadway removal to allow total forest connection and improved path connections.

McCAUSLAND/SKINKER/HIGHWAY 40/64 INTERSECTION

- Promote usage to spread park entry traffic from west and south.
- Investigate design solutions which reduce use of park open space.

FORSYTH ENTRANCE

- Simplify intersection with the removal of Grand Drive.
- Improve bike and pedestrian crossings.
- Prohibit on-street parking between Skinker and the Cascades.
- Improve crosswalks and traffic signal timing to allow safe bike and pedestrian crossing.

LAGOON DRIVE: EAST OF BATES MONUMENT

- Provide on-street parking on the north side of the roadway .
- Provide angle parking with a pull-out lane on the south side of the roadway in areas east and west of Grand Basin (±80 cars) to serve passive users, picnics, and golf overflow on peak days.
- Provide an access road and off-street parking at the new golf clubhouse.
- Provide one-sided, on-street parking on the west side of this access road.
- Utilize decorative textured pavement at Grand Basin to improve aesthetics, reduce traffic speed, and highlight the area as a pedestrian crossing zone.
- Provide on-street parking and some angle parking with a pull-out lane near Langenberg Fields to serve its active and passive users.

2. Paths

ART HILL/GRAND BASIN AREA

- Provide formal, tree-lined promenade at the crest of Art Hill with decorative site furnishings, scenic overlooks and public art.
- Provide formal hillside paths which provide access to the base of hill and Grand Basin.
- Provide grand pedestrian avenues along the formal basin edge with site furnishings and ornamental plantings.
- Provide water edge stairways and seating platforms to allow direct water access.

THE PROMENADE

- Provide a formal, 15' wide paved promenade which links Grand Basin and Art Hill with Post-Dispatch Lake and its boathouse.
- Provide site furnishings, landscape lighting and water access.
- Provide a pedestrian plaza at the existing Jahn Monument west of Post-Dispatch Lake.
- Provide a dramatic pedestrian plaza and green at the terminus of Government Hill, providing grand stairs to the water for seating and water viewing.
- Provide new bridges which link the Promenade to area landscapes and islands.

BOATHOUSE AREA

- Route the Dual Path to the east of the boathouse, across a new bridge over to the lagoon to Langenberg Field.
- Provide pedestrian path connections to the boathouse.
- Provide ample bike parking at the boathouse.

CENTRAL ISTHMUS

- Provide a series of soft surface paths to the north and west of the boathouse which reflect the area's informal, sweeping character and accentuate views to surrounding features.
- Provide a circular, soft surface path which, along with area vegetation, defines "The Clearing" at the end of the isthmus.
- Provide a path link to the spillways area and its pavilion via the existing suspension bridge.

WORLD'S FAIR PAVILION

- Improve ADA compliance and path connections to surrounding facilities, parking areas, and landscapes where possible.
- Improve the existing formal path system of Government Hill, adding new connections where appropriate to complete the hill's design.
- Provide ample bike parking at the pavilion.

SAINT LOUIS ZOO AREA

- Provide sidewalks along Government and Wells Drives to improve pedestrian access for those who park along these streets.
- Improve ADA access from adjacent facilities, parking areas, and landscapes where possible.
- Provide an easily identified path route(s) which allows convenient pedestrian travel from the DeBaliviere park entrance to the Zoo.

LINDELL EDGE: SKINKER TO DEBALIVIERE

- Upgrade the existing bike path to a Dual Path.
- Provide neighborhood connections at DeBaliviere, Des Peres, and Skinker.
- Provide plantings and safety measures along the golf course.
- Re-route the Dual Path around the south of the History Museum.
- Coordinate with City Traffic Division to improve signal timing to increase pedestrian crossing times and improve safety.

MUNICIPAL GOLF COURSE

- Consider providing a well buffered and protected north-south path through the golf course on axis with Des Peres Avenue to provide improved pedestrian access to Grand Basin for adjacent residential areas, assuming personal liability implications can be addressed and solved.

LINDELL EDGE: DEBALIVIERE TO UNION

- Upgrade the existing bike path to a Dual Path.
- Improve path links to Lindell Pavilion.
- Design paths to access the relocated Par Course exercise stations.
- Re-route the Dual Path around the south of the History Museum.
- Create a direct path connection to Union at Lindell.
- Remove Cricket Drive entry and convert to a path, providing improved access to an improved plaza area around the Daughters of the Confederacy monument and Cricket Field.

LINDELL EDGE: UNION TO KINGSHIGHWAY

- Provide a new soft surface path along ridge adjacent to the MetroLink right-of-way, south of Murphy Lake, from Union to the West Pine intersection.
- Remove a portion of the West Pine cut-through and provide improved path connections to the Kingshighway-Lindell entrance plaza.
- Coordinate with City Traffic Division to improve signal timing to increase pedestrian crossing times and improve safety.

MISSOURI HISTORY MUSEUM

- Re-route the Dual Path around the south of the History Museum to remove conflicts with motorists and pedestrians.
- Provide an easily identified path connection to the Forest Park MetroLink station.
- Provide a neighborhood link and park entrance.
- Coordinate with City Traffic Division to improve signal timing to increase pedestrian crossing times and improve safety.

PAGODA LAKE/TWIN LOTS AREA

- Provide a formal path connection between the Muny and Lindell Pavilion which travels through a well-landscaped area of the Twin Lots.
- Provide pedestrian paths around the Pagoda Lake/Angel Pond circle, with potential bridge access to the Nathan Frank Bandstand.
- Provide ample bike parking.

UNION ENTRANCE AREA

- Remove area roads and convert to paths.
- Design the path (formerly Government Drive) as a 15' soft surface promenade which allows one-way Muny egress during their performance season.
- Coordinate with City Traffic Division to improve signal timing to increase pedestrian crossing times and improve safety.

FISH HATCHERIES AREA

- Re-route the Dual Path through a new path underpass at Grand Drive.
- Re-route the Dual Path around the redesigned lagoon to the Union entrance.

ROUND LAKE

- Re-route the Dual Path through a new path underpass at Grand Drive.
- Remove Wells Drive and convert to paths with a new, smaller bridge at the current Franklin Bridge location.
- Improve path links to the footbridges over MetroLink.
- Design area paths to focus views on Round Lake and its dramatic fountain.

STEINBERG RINK AREA

- Remove Wells Drive and re-route the Dual Path
- Provide path links to the skating rink.
- Improve path links to Kingshighway, replacing the awkward and dangerous stairs with a continuous path that conforms to the area's topography.
- Consider providing a boardwalk nature trail through area wetlands and delicate plantings.
- Provide ample bike parking at the rink.

JEFFERSON LAKE

- Re-route all paths to a new crossing at a redesigned Faulkner-Clayton intersection.
- Remove a portion of Jefferson Drive south of Steinberg and connect to a new path.
- Improve connections to Kingshighway at Barnes Plaza and Steinberg Rink area.
- Reconstruct the deteriorated paved lake edge for public fishing and pedestrian use.

CLAYTON ROAD ENTRANCE

- Create a grand new path entrance to the park by removing Clayton Road between the BJC employee parking garage entrance and the redesigned Barnes Plaza entrance road.

BOWL LAKE

- Re-route the bike path to a new crossing at a redesigned Faulkner-Clayton intersection.
- Provide a hard and soft surface trail network with boardwalks and overlooks around the lake, possibly providing an interpretive nature trail system coordinated with the Science Center.
- Improve pedestrian access to Seven Pools.
- Link to the new path entrances at Clayton Road and Barnes Plaza.

ST. LOUIS SCIENCE CENTER

- Provide sidewalks along Faulkner Drive, north of Clayton Road, to improve pedestrian access for those who park along these streets.
- Improve ADA access from adjacent facilities, parking areas and landscapes where possible.
- Remove on-street parking from Faulkner Drive south of Clayton Road and replace with pedestrian paths which provide access to the building entrances.

CARR LANE

- Remove the roadway and convert to a Dual Path and potential nature trails.

- Provide controlled path access points to the Successional Forest, possibly as part of a nature trail system.
- Provide path links to area picnic grounds and comfort stations

SUCCESSIONAL FOREST

- Remove Carr Lane and convert to a dual path.
- Consider creating an interpretive nature trail system in the forest, possibly operated by MODOC, with bridges, boardwalks, interpretive signage, and overlooks.
- Eliminate “desire line paths” and implement landscape and site improvements which deter their recreation and improve the forest ecosystem.

PARKS DEPARTMENT AREA

- Re-route the bike path away from the maintenance compound and its heavy truck traffic.
- Provide a new bike path to the south side of the maintenance compound, along Highway 64/40 and connecting with the pedestrian path near Hampton.

AVIATION FIELD

- Provide a new bike path to the south side of the ball fields, along Highway 64/40.
- Maintain a pedestrian/jogging path along the north side of the fields.
- Consider creating a path loop or track around the fields.
- Provide ample bike parking.

TRIPLE A

- Provide safety measures to protect users of the path that travels through the golf course.

KINGSHIGHWAY EDGE

- Combine a new bike path with an improved existing sidewalk, to create a Dual Path from the West Pine entrance to Barnes Plaza.
- Provide textured crosswalks at major intersections.
- Coordinate with the City’s traffic division to improve signal timing to increase pedestrian crossing times and improve safety.
- Coordinate with the BJC Hospital complex to implement site furnishings and lighting improvements.
- Upgrade the bridge over Forest Park Parkway to better accommodate bike and pedestrian circulation.
- Provide a new pedestrian plaza at the terminus of Children’s Plaza.
- Provide bike and pedestrian path connections to the Steinberg Rink area and its Dual Paths.

SKINKER EDGE

- Coordinate with City Traffic Division to improve signal timing to increase pedestrian crossing times and improve safety.
- Upgrade the existing bike path to a Dual Path which may be split in areas which are spatially and topographically constricted.
- Provide neighborhood connections.
- Provide plantings and safety measures along the golf course.

KENNEDY FOREST

- Coordinate with the Missouri Department of Conservation (MODOC) to create a series of interpretive nature trails.
- Re-route area bike paths away from awkward and dangerous road crossings.
- Remove Valley Drive and convert to path use.

- Provide a grand path entrance parallel to a reduced-scale Wells Drive.
- Coordinate with (MODOC) to provide a trail and nature center which provides path user amenities, such as security phones/personnel, maps, toilets, small concession (possibly machines), and first aid services.

HIGHWAY 64/40 EDGE

- Improve buffer plantings for paths adjacent to Highway 64/40.
- Improve links to Highway 64/40 overpasses and underpasses.
- Provide a path split in the Dual Path at the south Zoo parking lot.
- Provide a bike path underpass at the Tamm Avenue bridge to avoid the dangerous Tamm/Wells intersection.

OAKLAND AVENUE EDGE

- Maintain existing sidewalks and add new ones to provide a continuous pedestrian system from Skinker to Kingshighway.
- Improve neighborhood pathway entrances.
- Coordinate with City Traffic Division to improve signal timing to increase pedestrian crossing times and improve safety.
- Improve links to Highway 64/40 overpasses and underpasses.
- Improve buffer plantings for paths adjacent to Highway 64/40.

TAMM AVENUE OVERPASS

- Improve the bridge as a pedestrian gateway and as a neighborhood park and Zoo entrance.
- Consider coordinating site furnishings with planned playground improvements adjacent to Tamm.
- Provide a bike path underpass under the bridge.
- Provide a link to Turtle Park.

SUMMARY

VII.SITE SPECIFIC DESIGN RECOMMENDATIONS

A. Overview

B. Site Specific Recommendations

1. Area 1: Kennedy Forest - Zoo - Hampton Entrance
2. Area 2: Art Hill/Grand Basin - Post-Dispatch Lake
3. Area 3: Municipal Golf Courses
4. Area 4: Missouri History Museum - Muny
5. Area 5: Fish Hatcheries - Round Lake - Steinberg Rink
6. Area 6: Jefferson Lake - Bowl Lake - Science Center
7. Area 7: Parks Department - Aviation Field
8. Area 8: Central Fields - Triple A - Jewel Box

LIST OF DRAWINGS AND DIAGRAMS

DESIGN

Art Hill - Grand Basin - Post Dispatch Lake

Forest Park Master Plan - Government Hill-Post Dispatch Lake

Forest Park Master Plan - Art Hill-Grand Basin

View looking from the promenade toward the Boat House

View looking from the paddle boat toward World's Fair Pavilion

View looking across Grand Basin

View looking from Grand Basin toward the St. Louis Art Museum

Site Specific Recommendations - Key Plan

Forest Park Master Plan - Area 1 Recommendations

Forest Park Master Plan - Area 2 Recommendations

Forest Park Master Plan - Area 3 Recommendations

Forest Park Master Plan - Area 4 Recommendations

Forest Park Master Plan - Area 5 Recommendations

Forest Park Master Plan - Area 6 Recommendations

Forest Park Master Plan - Area 7 Recommendations

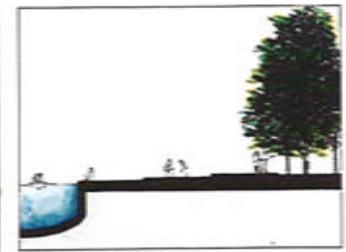
Forest Park Master Plan - Area 8 Recommendations





Diagrammatic Boathouse Design

- New structure should:
- accentuate the area's architectural character
 - accentuate the area's landscape content
 - conform to the lake's shape
 - provide views in all directions
 - possibly provide food concessions
 - provide outdoor eating/viewing areas
 - engage the water's edge
 - accommodate area paths



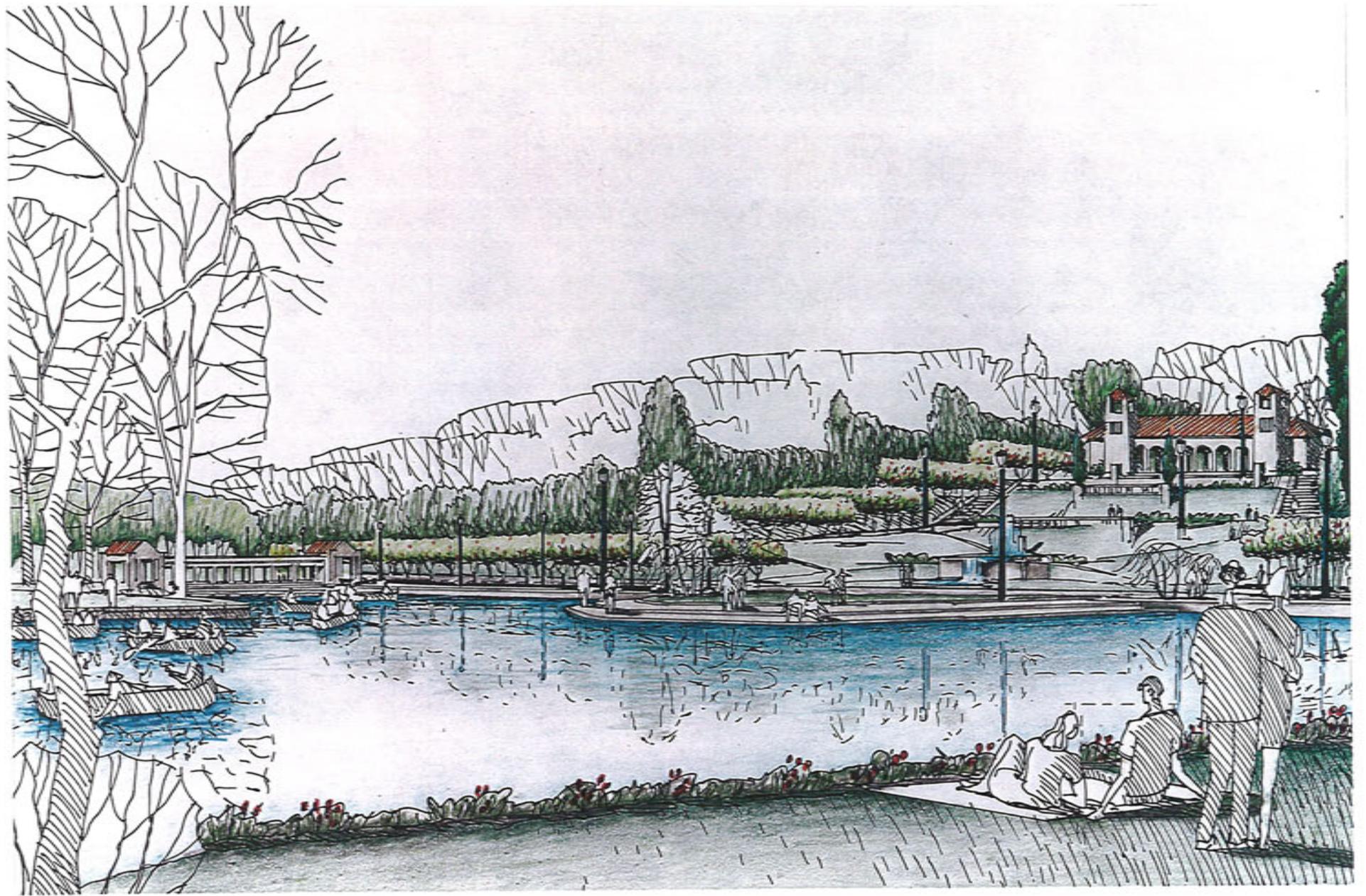
Section through landscaped edge at foot of Government Hill

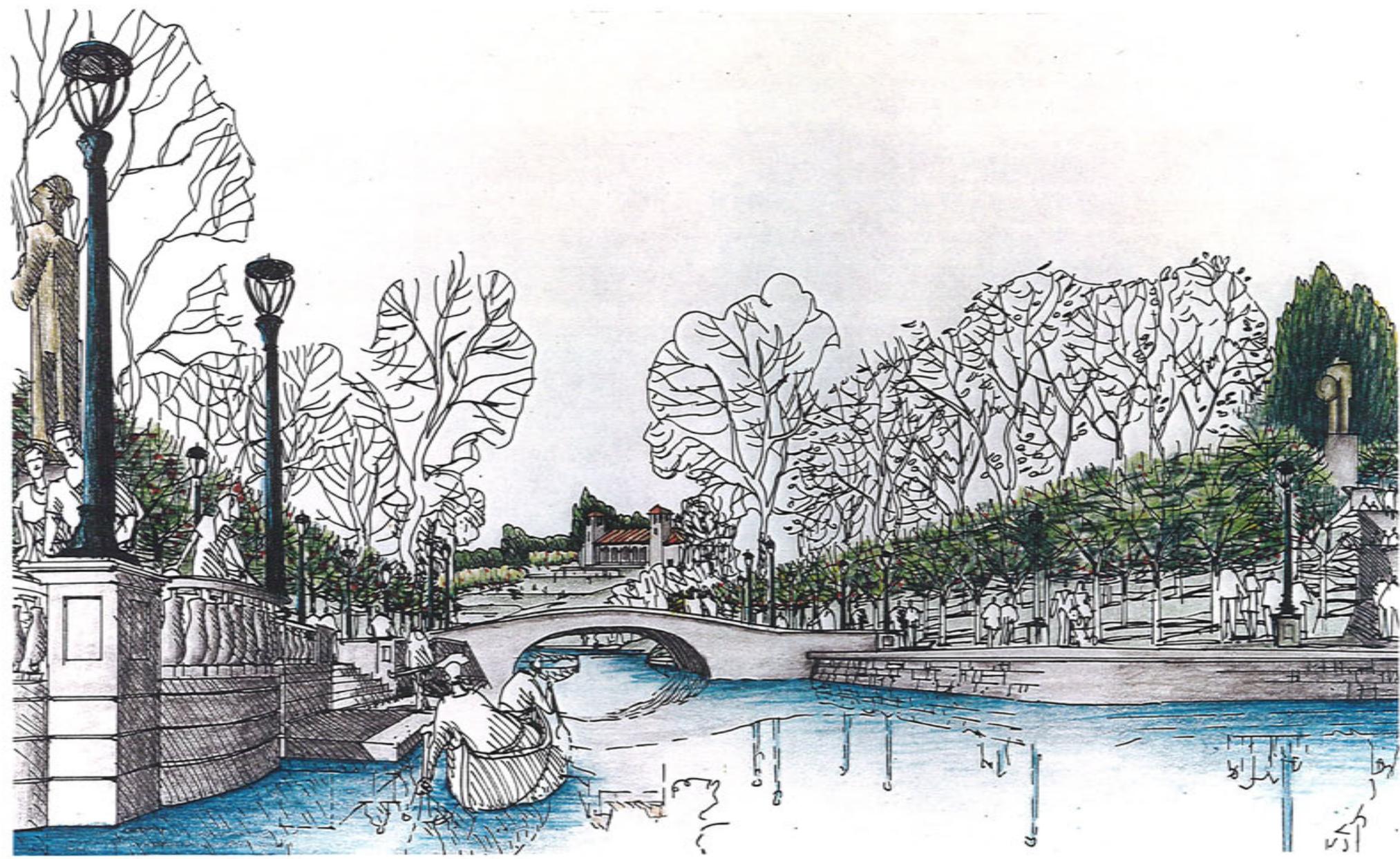
FOREST PARK MASTER PLAN
Government Hill - Post Dispatch Lake

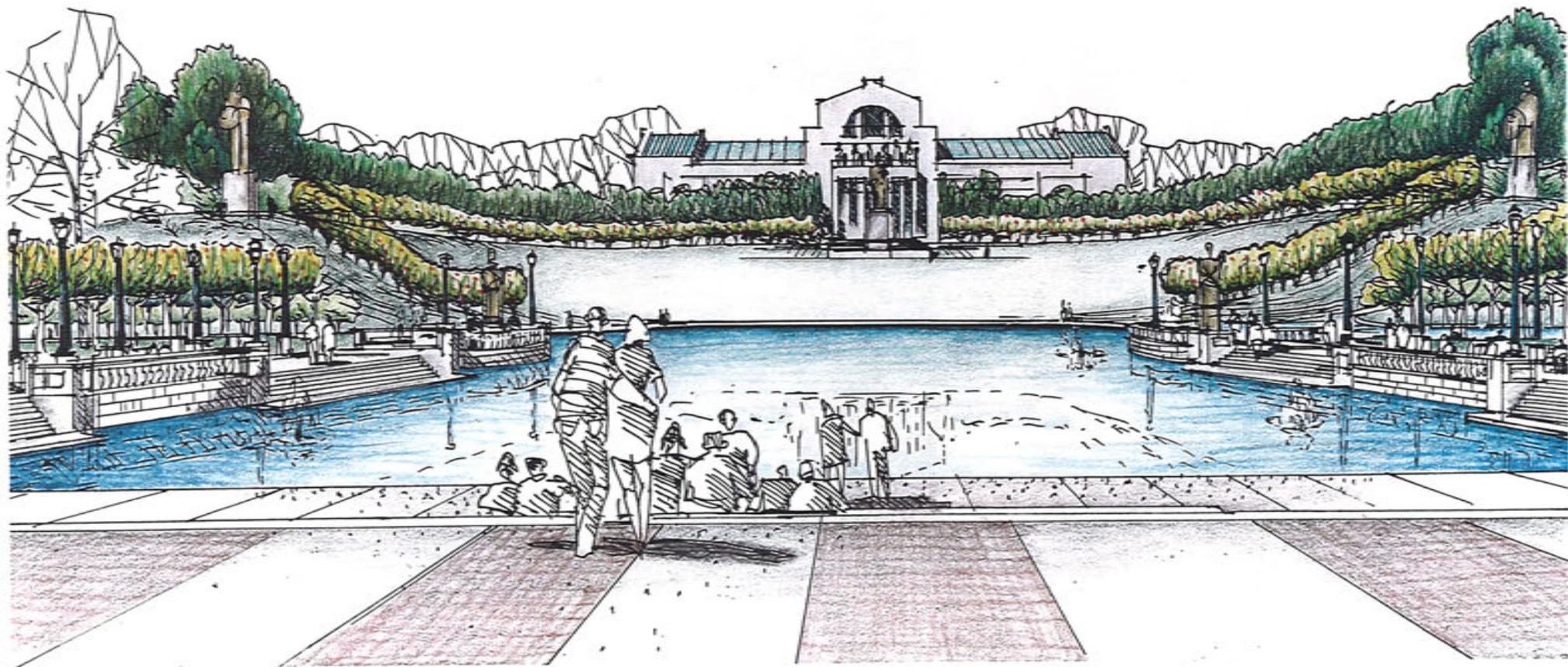


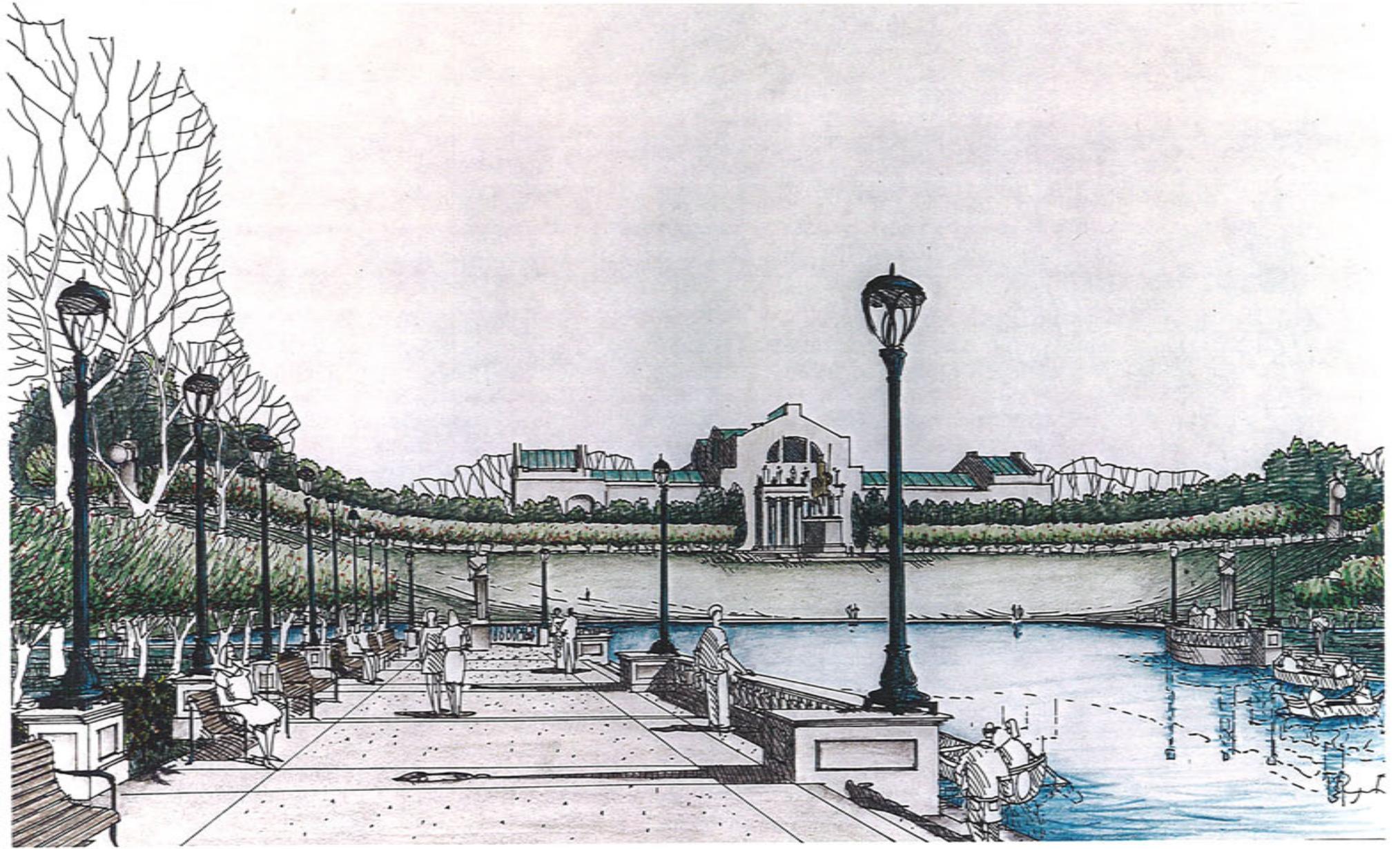
CITY OF SAINT LOUIS
 DEPARTMENT OF PLANNING
 RECREATION AND PARKS
 317 SOUTH BENTLEY AVENUE
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A. Overview

In order to develop a set of design recommendations for improvements to Forest Park, a comprehensive inventory and analysis of existing sites, facilities, amenities, and infrastructure was undertaken. This study compared the park's existing conditions in 1995 to its original layout and features in 1874 and its evolution to the present. It also analyzed how and where the historical context and natural features of the park could and should be restored, modified or changed. Specific recommendations were then proposed, reviewed, submitted for public comment, and revised before their inclusion in this Master Plan.

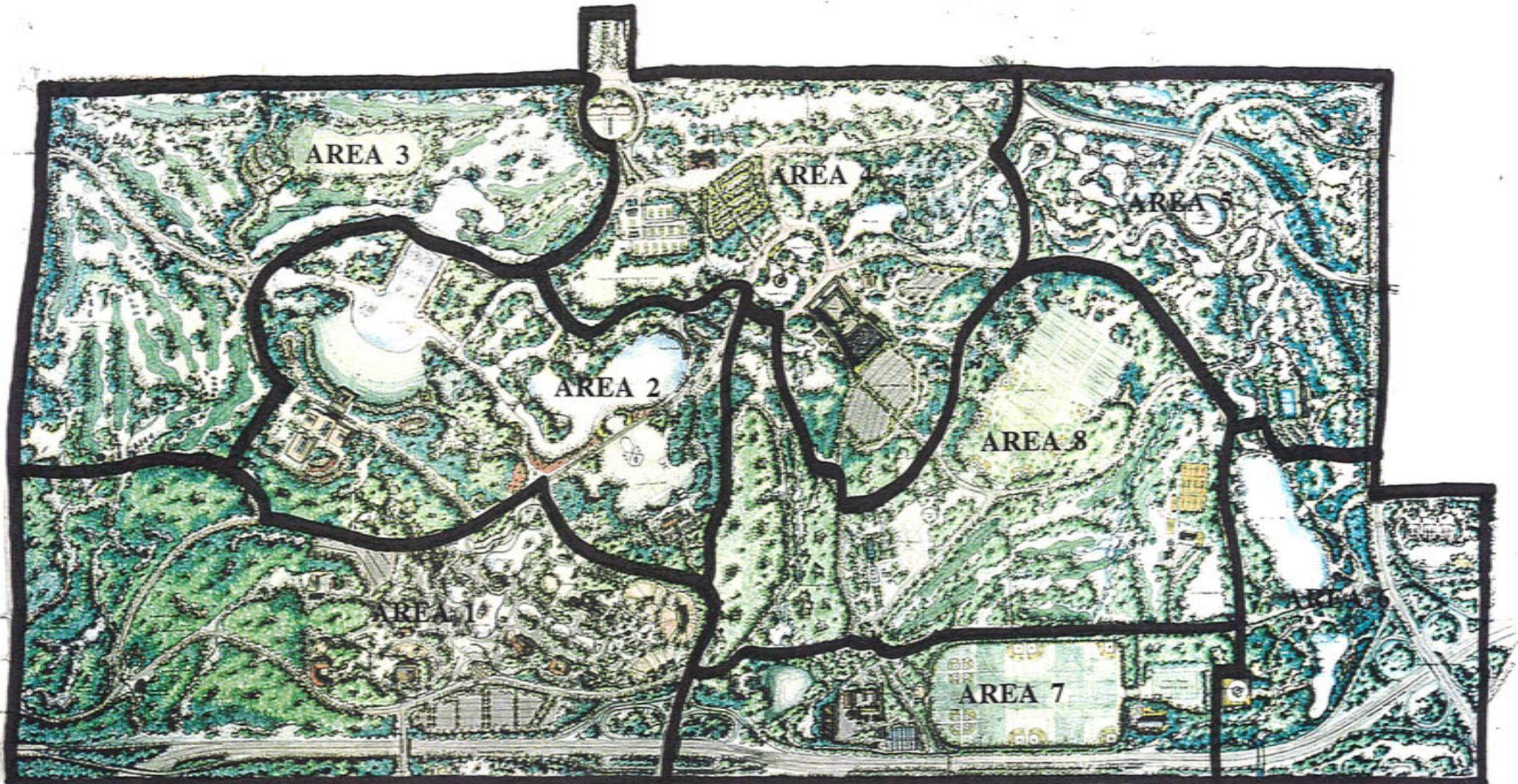
Recommendations were developed for each area and site in the park with regard to six critical systems:

- Passive open space
- Water
- Landscape
- Active space
- Park facilities, art, architecture and infrastructure
- Access, circulation and parking.

Specific recommendations contained in the Master Plan are summarized below. Recommendations are shown for each site within eight designated areas, which correspond to the park map on the adjacent page.

B. Site Specific Recommendations

- A. Area 1 Recommendations
- B. Area 2 Recommendations
- C. Area 3 Recommendations
- D. Area 4 Recommendations
- E. Area 5 Recommendations
- F. Area 6 Recommendations
- G. Area 7 Recommendations
- H. Area 8 Recommendations



FOREST PARK MASTER PLAN

SITE SPECIFIC RECOMMENDATIONS - KEY PLAN



AREA 1: KENNEDY FOREST — ZOO — HAMPTON ENTRANCE

KENNEDY FOREST

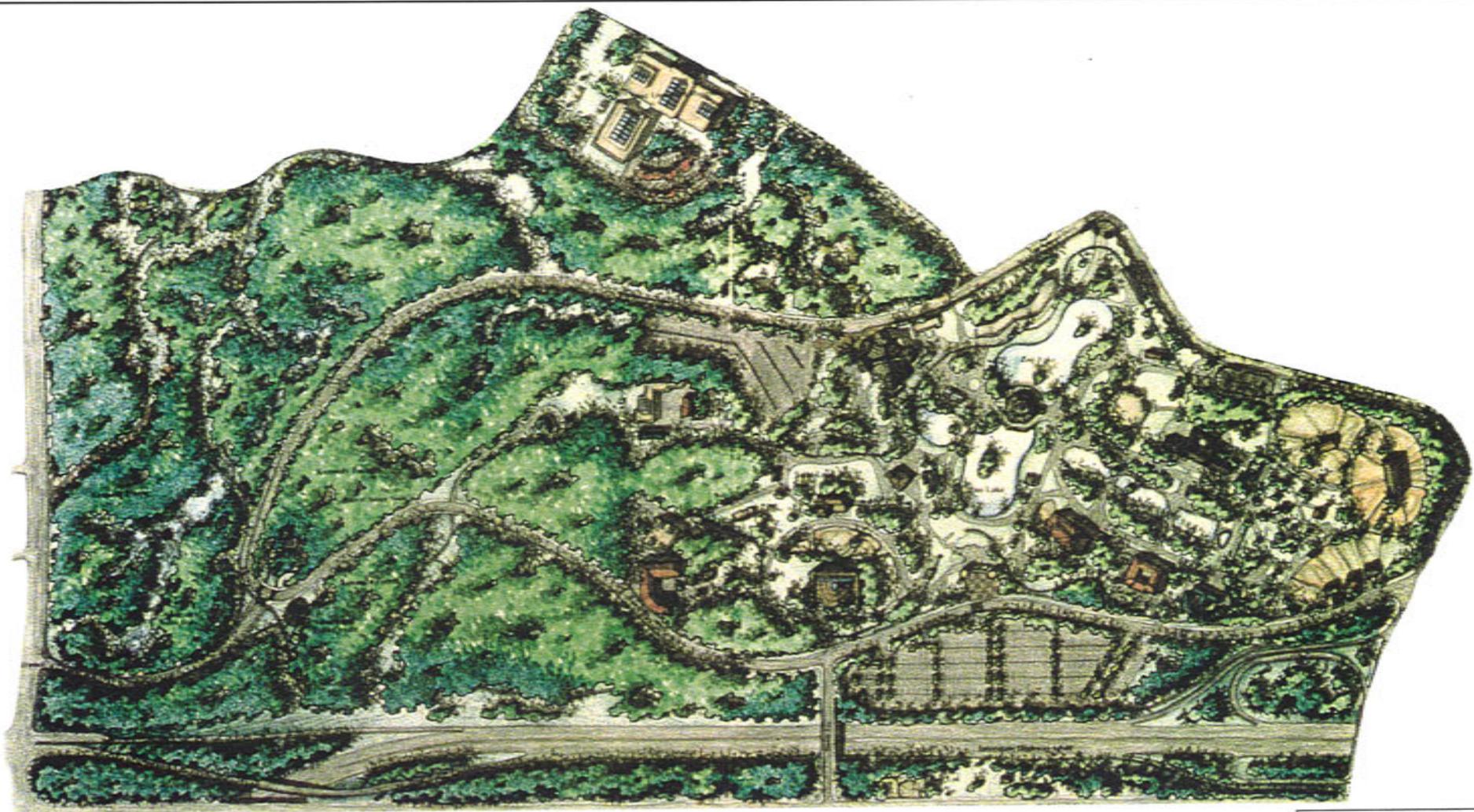
Site improvements will be enacted to improve the Forest's ecological and aesthetic quality while allowing safe recreation and educational use.

- Improve aesthetic quality while allowing safe recreation and educational use.
- Provide a nature/trail center at/near the Government Drive/Wells Drive intersection.
- Coordinate with (MODOC) to provide a trail and nature center which provides path user amenities, such as security phones/personnel, maps, toilets, small concession (possibly machines), and first aid services.
- Consider extending MODOC's agreement to cover the entire forest area.
- Create active and passive security measures to ensure public safety in isolated areas which are not accessed by public automobiles.
- Design paths to function as public trails as well as service and security access routes.
- Improve tributary connections to rest of water system.
- Implement naturalistic plantings along the area's intermittent tributaries which provide erosion control and sediment filtration measures to improve the park's water quality.
- Provide check dams and green tree reservoirs for erosion control and sediment filtration measures to improve water quality and to limit flow during peak periods.
- Install native canopy, mid/understory, and ground cover plantings and other site improvements which improve the Forest's ecological and aesthetic quality while allowing safe recreation and educational use.
- Install plantings along area roads and Highway 64/40 which reduce the visual and audible impact on park users while providing dramatic visual effects for passing motorists.
- Re-route area bike paths away from awkward and dangerous road crossings.
- Remove Valley Drive and convert to path use.
- Provide a grand path entrance parallel to a reduced-scale Wells Drive entrance at Skinker.

SAINT LOUIS ZOO

The Saint Louis Zoo has recently completed a long-term strategic plan which lays out extensive plans for new and reconfigured exhibits within the existing Zoo boundaries. For specific details, see proposal in appendix by Saint Louis Zoo dated November 10, 1995.

- The Zoo proposes to modify its existing exhibit space within its existing lease boundaries.
- Implement proposed south parking lot improvements, including perimeter landscaping, internal landscaping and a new, naturalistic entrance plaza across from the south gate.
- Improve Zoo lake and lagoon edges to enhance aesthetics while accommodating water fowl display and habitat.
- Provide sidewalks along Government and Wells Drives to improve pedestrian access for those who park along these streets.
- Improve ADA access from adjacent facilities, parking areas and landscapes where possible.
- Provide a path split in the Dual Path at the south Zoo parking lot.
- Provide an easily identified path route(s) which allows convenient pedestrian travel from the DeBaliviere park entrance to the Zoo.

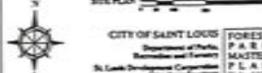


FOREST PARK MASTER PLAN

Area 1 Recommendations

KENNEDY FOREST - ZOO - HAMPTON ENTRANCE

SCALE PLAN



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- Prohibit left turn movement onto Wells Drive from westbound exit from Highway 40/64 to avoid traffic conflicts.

OAKLAND EDGE: HAMPTON TO SKINKER

Efforts will be made to improve the function and aesthetics of this area for neighborhood use, upgrade connections, and mitigate Highway 64/40 visual and audible impact.

- Maintain the existing Par Course Exercise Stations.
- Improve children's play areas.
- Reduce usage of Hampton as sole park major entrance by modifying highway signage to disperse park entry traffic to the most appropriate interchange.
- Improve crosswalks and traffic signal timing to allow safe bike and pedestrian crossing.
- Investigate long-term design solutions which increase park open space, including long range goal of tight diamond interchange.
- Maintain existing sidewalks and add new ones to provide a continuous pedestrian system from Skinker to Kingshighway.
- Improve neighborhood pathway entrances.
- Improve links to Highway 64/40 overpasses and underpasses.
- Improve buffer plantings for paths adjacent to Highway 64/40.

TAMM AVENUE OVERPASS

- Improve the bridge as a pedestrian gateway and as a neighborhood park and Zoo entrance.
- Consider coordinating site furnishings with planned playground improvements adjacent to Tamm.
- Provide a bike path underpass under the bridge.

WELLS DRIVE ENTRANCE AT SKINKER

- Convert in the short-term to a one-way vehicular entrance with an adjacent bike path entrance.
- Pursue a long-range goal of complete roadway removal to allow total forest connection and improved path connections.

McCAUSLAND/SKINKER/HIGHWAY 40/64 INTERSECTION

- Promote usage to spread park entry traffic from west and south.
- Investigate design solutions which reduce use of park open space.
- Improve buffer plantings for paths adjacent to Highway 64/40.
- Improve links to Highway 64/40 overpasses and underpasses.

SKINKER EDGE

- Upgrade the existing bike path to a Dual Path which may be split in areas which are spatially and topographically constricted.
- Provide neighborhood connections.
- Provide plantings and safety measures along the golf course.

AREA 2: ART HILL/GRAND BASIN — POST-DISPATCH LAKE

SAINT LOUIS ART MUSEUM

The Art Museum has proposed plans for extensive renovation and expansion of its facilities, including use of up to four additional acres on the back side of Art Hill. Included in the Art Museum's plan is a proposal to acquire the Arena site and turn it over to the city for park-related uses. For specific details, see proposal in appendix by FPAC dated August 1995.

- The Art Museum proposes an expansion on up to four additional acres over the next 50 years, including up to 575 underground parking spaces beneath any new building.

ART HILL/GRAND BASIN AREA

The Master Plan calls for relocating golf away from the Art Hill/Grand Basin area and restoring the area to its historic formal grandeur, with grand pedestrian promenades and overlooks and dramatic, sweeping views from the Basin up the hill to the Art Museum.

- Relocate the area's five existing golf holes so Art Hill and Grand Basin can once again function as a grand, cohesive open space which accommodates unstructured passive recreation as well as potentially larger public functions.
- Accentuate the formal, axial relationship between the Art Museum, Art Hill, and Grand Basin which is unique to the park and offers a glimpse of the park's and City's grand history.
- Utilize the areas to the east and west of Grand Basin for a variety of uses, including larger picnics, informal active recreation and unstructured passive recreation.
- Create spaces which are more informal in character and relate to the lagoons and consider utilizing seasonal wildflowers and/or other showy ground cover in these informal areas.
- Provide ornamental tree plantings and paths to spatially define this grand scale formal space and frame the dramatic views up the hill to the Art Museum and down towards Grand Basin.
- Restore walls and formal design elements of Grand Basin.
- Improve link between Grand Basin and Post-Dispatch Lake for public boating.
- Provide sediment filtration measures at confluence areas and aeration to improve water quality.
- Mow the grassy hill in a way that creates horizontal light and dark green bands when viewed from Grand Basin.
- Configure landscaping to frame the Cass Gilbert Art Museum building when viewed from Grand Basin or the base of the hill.
- Provide formal, tree-lined sweeping pedestrian promenade at the crest of Art Hill which terminate at scenic overlooks near the existing circular parking areas. Provide site furnishings and public art.
- Surround the promenade and overlooks with flowering ornamental, canopy and evergreen trees, ornamental lighting, benches, and, possibly, public art and/or historically informational and interpretive material relating to the 1904 World's Fair.
- Provide major evergreen and upland forest plantings which relate to the area's winter use and give the impression of a change of vegetation as one moves higher in elevation from the bottomlands to the uplands.
- Flank the basin and accentuate its grand pedestrian avenues with formal rows of lighting and flowering ornamental trees, backed by canopy trees which relate to surrounding landscapes.

- Utilize trees with a high branching pattern to provide head clearance for pedestrian circulation.
- Improve the areas immediately adjacent to the basin for picnics, special events and other public passive recreation.
- Create an informal open meadow west of the basin with views to Grand Basin, Art Hill, Bates Monument and surrounding landscapes.
- Provide more naturalistic plantings in appropriate areas of adjacent lagoons.
- Provide formal hillside paths which provide access to the base of hill and Grand Basin.
- Provide water edge stairways and seating platforms to allow direct water access.
- Reconfigure existing parking lots at the top of Art Hill.

THE PROMENADE

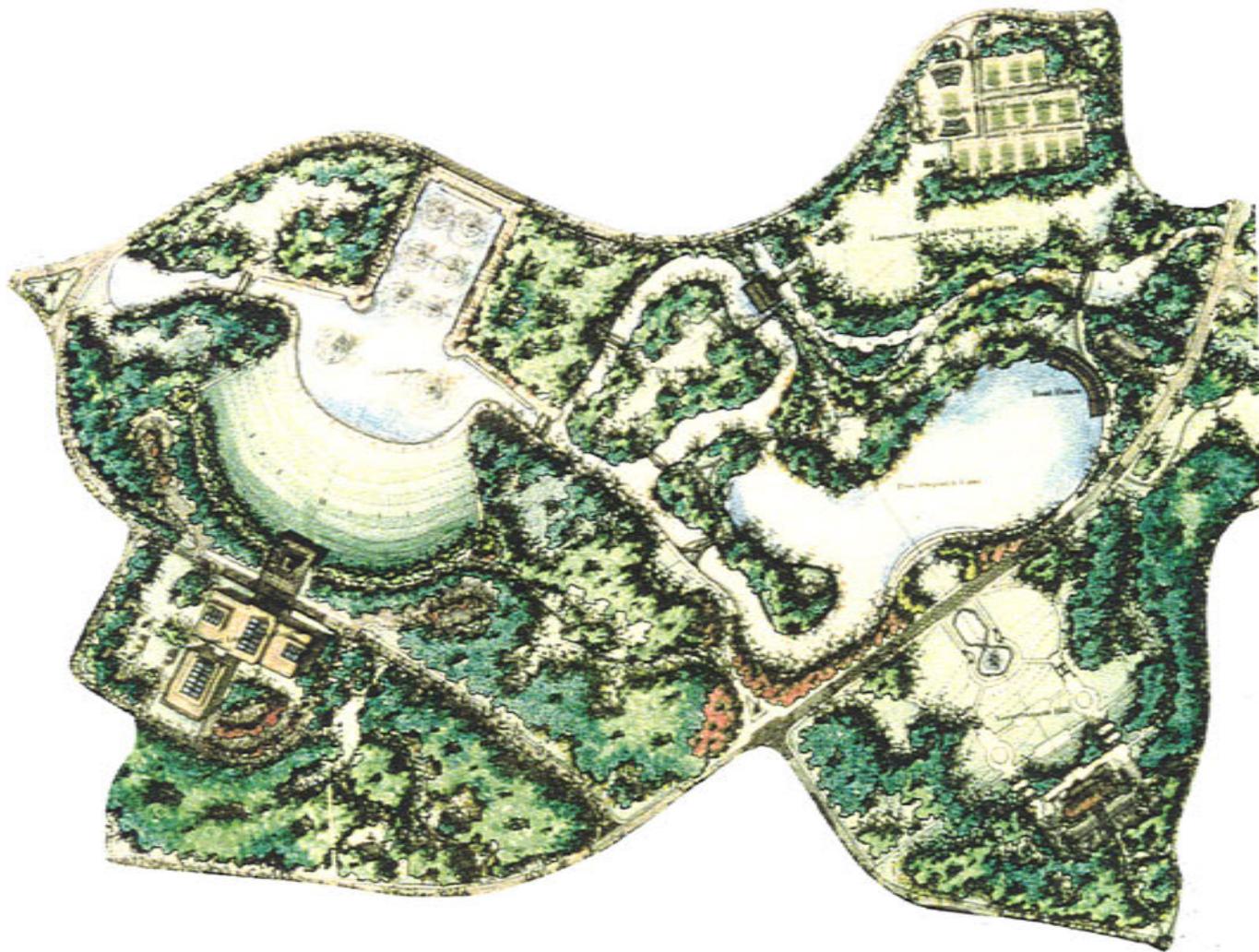
- Provide a formal, 15' wide paved promenade which links Grand Basin and Art Hill with Post-Dispatch Lake and its boathouse.
- Provide site furnishings, landscape lighting and water access.
- Provide a pedestrian plaza at the existing Jahn Monument.
- Provide a dramatic pedestrian plaza and green at the terminus of Government Hill, providing grand stairs to the water for seating and water viewing.
- Provide new bridges which link the Promenade to area landscapes and islands.

FINE ARTS DRIVE

- Redesign Government Drive intersection as a 90° "T" junction with improved sightlines and pedestrian/bike path crossing.
- Remove the angle parking immediately west of the intersection to reduce traffic confusion and congestion.
- Utilize decorative textured pavement in front of the Art Museum to improve aesthetics, reduce traffic speed and highlight the area as a pedestrian crossing zone which connects the museum with Art Hill and Grand Basin.
- Remove on-street and angled parking in front of the Art Museum and relocate to two reconfigured parking areas adjacent to the Art Hill crest and overlooks (the existing total of ±200 cars to remain).
- Provide a service road loop around the Art Museum which connects its parking and service areas to the west side and rear of the building.
- Slightly widen Fine Arts Drive south of the museum to accommodate safe two-sided, on-street parking.

VALLEY DRIVE

- Remove roadway to allow improve forest connection and provide ecological benefits.
- Replace roadway with paths/trails and utilize a small portion for the Art Museum's service loop road.



FOREST PARK MASTER PLAN
Area 2 Recommendations

ART HILL - GRAND BASIN - POST DISPATCH LAKE

Site Plan

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POST-DISPATCH LAKE AREA

Expand the lake and reclaim areas formerly filled in so as to link the lake to Grand Basin. Accentuate the area's grand views and visual axes to surrounding architecture, public art, and landscapes.

- Expand the lake and accentuate views from adjacent landscapes, roads, and World's Fair Pavilion.
- Provide a variety of edge treatments which encourage water edge recreation and relate to adjacent landscape character and public boating within the lake.
- Maintain the lake's unpaved edges on the north side of the lake and provide a paved, 15' pedestrian promenade, "The Promenade," with a stratified stone wall along the south side, linking Grand Basin with the boathouse.
- Improve water links to Grand Basin to accommodate public boating.
- Create a water edge public plaza or "Green" at the base of Government Hill.
- Restore filled in areas and enlarge lake.
- Remove sanitary sewer input and provide floating aeration and other sediment filtration measures to improve water quality.
- Utilize plantings, public art and site furnishings in ways to focus the eye on the dramatic seasonal color, historic axes and architecture, and water reflections.
- Emphasize "The Promenade" with flowering ornamental trees, utilizing trees with a high branching pattern to provide head clearance for pedestrian circulation.
- Create a dramatic pedestrian plaza with terraced water edge seating, flowering ornamental trees, and decorative site furnishings at the terminus of Government Hill, across from the fountain area.
- Create a naturalistic vegetative effect on the small islands in the southwest corner of the lake, utilizing ornamental mid and understory plantings, and diverse shoreline plantings.

BOATHOUSE

- Replace the existing buildings with a new boathouse, in the current location, which accentuates the area's architectural character and landscape context, conforms to the lake's shape and provides views in all directions.
- Consider providing a food concession with outdoor eating/viewing areas to serve boaters, area path users, winter ice skaters and trail users.
- Route the Dual Path to the east of the boathouse, across a new bridge over to the lagoon to Langenberg Field.
- Provide pedestrian path connections to the boathouse.
- Provide ample bike parking at the boathouse.

CENTRAL ISTHMUS AND THE CLEARING

The creation of a central, pastoral clearing at the end of a line from the top of Government Hill through Post-Dispatch Lake will complete the aesthetic elements of this important formal landscape area.

- Create a linear isthmus between Post-Dispatch Lake and the linear water system which provides path links to the center of the park and along the linear water system.
- Accentuate the central isthmus between Post-Dispatch Lake and River Des Peres Lagoon with edge plantings of canopy trees, flowering, mid-size ornamentals and mid/understory vegetation, located to highlight the sweeping linear landscape and create intrigue with open spaces which appear to vanish around the bend of water or vegetation.
- Locate an open, circular grassy clearing or room, “The Clearing,” surrounded by canopy trees and select ornamental mid-story trees, with a large circular stone seating or “Council Ring” (approx. 40’ diameter) in the center to serve as a terminus to surrounding axes and a node of destination within the central isthmus.
- Provide a series of soft surface paths to the north and west of the boathouse which reflect the area’s informal, sweeping character and accentuate views to surrounding features.
- Provide a path link to the spillways area and its pavilion via the existing suspension bridge.

LOG CABIN

- Consider adaptive re-use, removal, or relocation.

SPILLWAYS AREA

- Accentuate the character of existing stone outcroppings, emergent vegetation and spillways to create a unique and dramatic experience.
- Erect a small pavilion with support amenities to serve area picnickers, path users, and other recreaters.
- Enhance naturalistic cascading character with emergent vegetation.
- Replace existing spillways with additional, more attractive stone outcroppings.
- Provide sediment filtration measures to improve water quality.
- Pursue opportunity to include a unique feature or amenity in this area.
- Provide naturalistic shoreline plantings which improve water quality and aesthetics and provide wildlife habitat.
- Construct a small pavilion to serve the internal trail system, Grand Basin/Art Hill area, Langenberg Field, and the passive open space spine with toilets, information/maps and potentially a small concession.

THE ISLAND

- Recreate this large island by dredging filled-in surrounding lagoons and provide a variety of unstructured passive recreation and picnic use.
- Create an informal woodland and island area once Post-Dispatch Lake is restored and enlarged.
- Provide dramatic water edge plantings while maintaining an open grassy central portion for public use and visual corridor.

GOVERNMENT HILL

Accentuate this grand scale, formal hillside with strong axial relationships between the World's Fair Pavilion and Post-Dispatch Lake.

- Supplement the existing mature evergreen plantings along the east and west sides of the hill with additional evergreen plantings fronted by flowering ornamental trees and shrubs.
- Restore this historic landscape with ornamental plantings, repaired pavement and stairs, seating, and lighting.
- Restore some of the formal floral displays which once adorned the hillside.
- Accentuate and spatially define small sub-spaces or rooms to the east and west of the central hill and consider placement of public art and other small scale site furnishings in these locations.

WORLD'S FAIR PAVILION

This historic facility will be enhanced to increase its use as a multi-purpose, year-round facility.

- Consider programming which offers additional services to passive open space system users as well as all park patrons.
- Increase use as a flexible use, all-season, affordable facility with improved food service, public toilets and visitor amenities.
- Improve ADA compliance and path connections to surrounding facilities, parking areas, and landscapes, where possible.
- Improve the existing formal path system of Government Hill, adding new connections where appropriate to complete the hill's design.
- Provide ample bike parking at the pavilion.
- Redesign the existing parking area to improve aesthetics and efficiency.

GOVERNMENT DRIVE: WASHINGTON TO MCKINLEY

- Utilize decorative textured pavement to improve aesthetics, reduce traffic speed and highlight the area as a pedestrian crossing zone which connects Government Hill with Post-Dispatch Lake.

AREA 3: MUNICIPAL GOLF COURSES

MUNICIPAL GOLF COURSES

The Municipal Golf Courses will be redesigned to improve golf quality, enhance environmental and aesthetic qualities, and minimize conflicts with other park uses. Two options are included which achieve this goal. A final solution will be selected based upon discussions between the City and golf related interests.

Option A

- Relocate five existing holes from the Art Hill/Grand Basin area.
- Remove Grand Drive from the Forsyth Boulevard entrance to DeBaliviere.
- Improve drainage.
- Reduce conflicts with surrounding land uses.
- Provide 27 competition golf holes
 - One 18 hole course.
 - One nine hole course.
- Continue to utilize Lindell Pavilion as the clubhouse.
- Relocate and/or visually screen the golf maintenance facility.
- Continue to accommodate winter recreation.

Option B

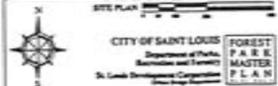
- Relocate five existing holes from the Art Hill/Grand Basin area.
- Remove Grand Drive from the Forsyth Boulevard entrance to DeBaliviere.
- Improve drainage.
- Reduce conflicts with surrounding land uses.
- Provide 18 competition golf holes with returning nines to the clubhouse.
- Provide a practice fairway/driving range (not lighted).
- Provide three instructional/practice holes (not lighted).
- Provide a new centrally located clubhouse.
- Relocate and visually screen the golf maintenance facility into the uplands and accessed by cart paths.
- Continue to accommodate winter recreation.
- Provide water bodies and wetlands to improve drainage and golf course quality.
- Connect lagoons to rest of water system.
- Design to provide a safety buffer between golf course and other park uses.
- Redesign the bottomlands significantly, creating unique new holes and landscape character which aesthetically relates to surrounding topography and water features.
- Provide a landscape terminus to the Art Hill/Grand Basin visual axis.
- Increase the use of evergreen plantings to accentuate uplands and hillsides and to provide visual interest to winter recreaters.
- Utilize plantings which discourage random pedestrian access to the golf course.
- Construct a modest new club house (if option B is selected), containing a small pro shop, food concession, locker room/showers, operational facilities and golf cart storage in a sublevel beneath the main clubhouse area.
- Relocate functions from the existing maintenance building to a new building hidden in hillside.
- Demolish the existing maintenance structure.
- Consider providing a well buffered and protected north-south path through the golf course on axis with Des Peres Avenue to provide



FOREST PARK MASTER PLAN
Area 3 Recommendations

MUNICIPAL GOLF COURSE

SITE PLAN



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improved pedestrian access to Grand Basin for adjacent residential areas, assuming personal liability implications can be addressed and solved.

- Manage grounds to minimize potential pollutants from entering the Park's water system.
- Keep accurate records and monitor chemicals used on the course that could adversely affect the water system and overall park environmental quality.
- Consider utilizing naturalized plantings where appropriate to reduce maintenance costs and soil loss and to filter potential pollutants before water runoff from the course enters the water system.

CASCADES

Integrate this park feature into the passive open space system.

- Create a buffer from the adjacent golf course to create a link to the Forsyth entrance and integration of the Cascades into the passive open space system.
- Accentuate the Cascades as a dramatic visual experience to all who pass, whether by foot, bike or automobile.
- Connect to the rest of the water system.
- Consolidate city water input to this location.
- Provide some nearby water retention capacity to reduce city water requirement during peak flow periods.
- Install lush understory plantings suitable for this moist, north facing shady slope.

GRAND DRIVE: FORSYTH TO DEBALIVIERE

- Remove roadway to accommodate Municipal Golf Course modifications, reduce commuter traffic through the park, and eliminate circulation conflicts at confusing intersections.
- Remove the existing Des Peres Avenue automobile entrance.

LINDELL EDGE: SKINKER TO DEBALIVIERE

- Maintain the existing alée of trees along Lindell, replacing missing trees where necessary.
- Upgrade the existing bike path to a Dual Path.
- Provide neighborhood connections at DeBaliviere, Des Peres, and Skinker.
- Provide plantings and safety measures along the golf course.
- Re-route the Dual Path around the south of the History Museum.

FORSYTH ENTRANCE

- Simplify intersection with the removal of Grand Drive.
- Improve bike and pedestrian crossings.
- Prohibit on-street parking between Skinker and the Cascades.
- Improve crosswalks and traffic signal timing to allow safe bike and pedestrian crossing.

LAGOON DRIVE: EAST OF BATES MONUMENT

- Provide on-street parking on the north side of the roadway.
- Provide angle parking with a pull-out lane on the south side of the roadway in areas east and west of Grand Basin (± 80 cars) to serve passive users, picnics and golf overflow on peak days.
- Provide an access road and off-street parking at the new golf clubhouse.
- Provide one-sided, on-street parking on this access road.
- Utilize decorative textured pavement at Grand Basin to improve aesthetics, reduce traffic speed and highlight the area as a pedestrian crossing zone.
- Provide on-street parking and some angle parking with a pull-out lane near Langenberg Fields to serve its active and passive users.

AREA 4: MISSOURI HISTORY MUSEUM — MUNY

MISSOURI HISTORY MUSEUM

The Missouri History Museum has proposed an expansion of its facilities within its existing lease boundaries. More complete details can be found in Appendix D.

- The History Museum proposes an expansion of exhibit and visitor amenities space within existing lease boundaries
- Redesign roadways into a circle around the museum with parking relocated to the south of the building (± 80 cars) and a visitor drop-off to the north.
- Reconfigure the roadways to south to improve sightlines and create a clear link between the museum and an expanded Twin Lots (± 450 cars) with an improved pedestrian entrance to Dwight Davis Tennis Center.
- Utilize improved signage and site furnishings to encourage patrons to use Twin Lots.
- Remove on-street and angled parking to the north of Dwight Davis Tennis Center and relocate to Twin Lots.
- Provide on-street angle parking with a pull-out lane on the south side of the tennis center (± 35 cars) to serve the tennis center and Langenberg Field softball diamonds.
- Coordinate operational needs between the History Museum, Dwight Davis Tennis Center and the Muny to avoid conflicting demands for parking and access.
- Re-route the Dual Path around the south of the History Museum to remove conflicts with motorists and pedestrians.
- Provide an easily identified path connection to the Forest Park MetroLink station.
- Provide a neighborhood link and park entrance.

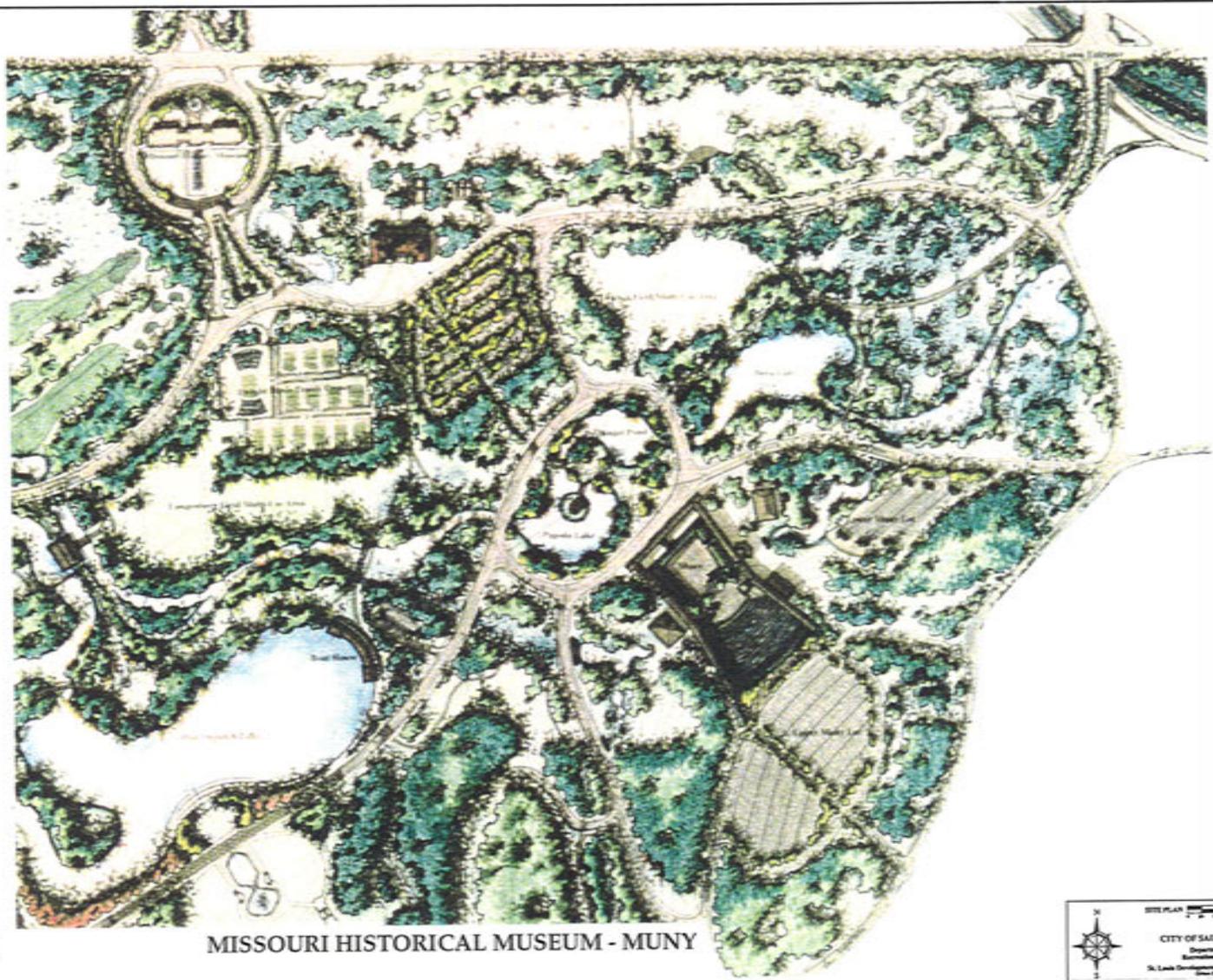
TWIN LOTS

- Redesign and expand the lots (± 450 cars) to accommodate History Museum, Dwight Davis, Muny, and Lindell Pavilion parking needs.
- Consolidate parking spaces lost to area road removal into this lot.

LINDELL PAVILION

Pending the final resolution of the redesign of the Municipal Golf Courses, Lindell Pavilion may begin to serve a larger role as a park support facility for multiple park user groups.

- Maintain as is or convert to active recreation support facility, with visitor services such as park maps, park literature, public concessions, potential indoor/outdoor casual dining, lockers, showers, and toilets.
- Maintain existing lighted racquet sports.
- Renovate the existing children's play area behind Lindell Pavilion.
- Provide a public concession with potential indoor/outdoor casual dining.
- Provide attended public lockers, showers and toilets.
- Provide maps for general public active recreation/path users.
- Remove access road and parking from rear of building.



FOREST PARK MASTER PLAN
Area 4 Recommendations

MISSOURI HISTORICAL MUSEUM - MUNY

SCALE BAR 0' 10' 20' 30' 40' 50'

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PAGODA LAKE AREA

- Consider utilizing the recently restored Nathan Frank Bandstand for small public music performances.
- Provide additional lagoon system connecting the linear water system through Pagoda Lake and Angel Pond to Deer Lake to increase water movement and filtration which improves water quality.
- Maintain small water bodies adjacent to both sides of the Muny and maintain flow through the existing tunnel beneath the theater to ensure moisture for area trees.
- Install formal decorative plantings of canopy trees, conifers, flowering ornamentals, ground covers and perennial plantings along with appropriate site furnishings.
- Utilize plantings and site furnishings to accentuate visual axes from adjacent roads, paths, Twin Lots, and between area public art.
- Install dramatic seasonal plantings on the bandstand island.
- Provide a formal path connection between the Muny and Lindell Pavilion which travels through a well-landscaped area of the Twin Lots.
- Provide pedestrian paths around the Pagoda Lake/Angel Pond circle, with potential bridge access to the Nathan Frank Bandstand.

DWIGHT DAVIS TENNIS CENTER

- Maintain existing lighted racquet sports facilities.
- Provide ample bike parking.

LANGENBERG FIELD

This area will be reprogrammed for unstructured/non-permit active recreation activities. The existing rugby fields will be relocated to Central Fields, replaced by multi-use athletic fields which can be used for overflow capacity during peak periods or tournaments.

- Provide additional wetlands along Langenberg fields adjacent to the Twin Lots
- Provide plantings of extensive mid-size ornamental trees to accentuate this linear landscape and to surround the athletic fields.
- Screen the Dwight Davis fence line in a more natural, meandering fashion.
- Provide naturalistic shoreline plantings to improve water quality while improving aesthetics and wildlife habitat.
- Provide wetlands area to improve water quality.
- Provide two multi-use athletic fields.
- Provide unstructured/non-permit active recreation (1st come, 1st served).
- Design to accommodate overflow permit other active space on peak days while accommodating passive recreation and special events.

MUNY

The Muny has proposed a series of renovations to improve interior customer amenities. For specific details, see proposal in appendix by MUNY dated June 30, 1995.

- The Muny proposes interior improvements for patron safety and comfort and technical improvements for shows.
- Maintain small water bodies adjacent to the Muny and water flow underneath to address area tree survival concerns.
- Provide replacement parking on expanded upper lot (± 845 cars) and Twin Lots (± 450 cars) as well as modified parking restrictions if needed which allow approximately 180 cars on Government Drive west of the

Muny on performance nights only to accommodate any lost street parking due to road removal.

- Add interior landscaping to the upper and lower lots. This will result in a loss of approximately 25 cars in the lower lot.
- Explore options to accommodate employee parking away from the lower lot and increase this lot's use for disabled and V.I.P. patrons who typically utilize Culver Pavilion prior to performances.
- Coordinate operational needs with the History Museum, Jewel Box, Dwight Davis Tennis Center, and the Parks Department to avoid conflicting demands for parking and access.

DEER LAKE

- Expand lake area and connect to adjacent water bodies.
- Provide some deep water pockets for winter fish survival.

CRICKET FIELD

- Operate as a multiple use facility, shared with passive recreation and special event needs.
- Provide the ability to accommodate overflow permit programming during peak periods.
- Maintain as unlighted.
- Remove area roadways and replace with soft surface pedestrian paths.

LINDELL EDGE: DEBALIVIERE TO UNION

Redesign and reprogram this neighborhood edge to contain unstructured active and passive recreation.

- Redesign plantings around the Daughters of the Confederacy monument to frame views and provide visual linkages with surrounding landscapes, roads and paths.
- Create an overlook plateau around the Daughters of the Confederacy monument which sits in the center of a dramatic linear landscape paralleling Lindell Blvd. from the History Museum to Cabanne House.
- Remove Cricket Drive entry and convert to a path, providing improved access to an improved plaza area around the Daughters of the Confederacy monument and Cricket Field.
- Utilize extensive mid-size ornamental trees which display a more horizontal character.
- Provide unstructured/non-permit active recreation (1st come, 1st served) near Lindell Pavilion.
- Relocate the Par Course exercise stations here from the Lindell Boulevard golf course edge.
- Consider additional semi-active programming such as croquet or Frisbee golf while accommodating general passive recreation.
- Upgrade the existing bike path to a Dual Path.
- Improve path links to Lindell Pavilion.
- Design paths to access the relocated Par Course exercise stations.
- Re-route the Dual Path around the south of the History Museum.
- Create a direct path connection to Union at Lindell.

CABANNE HOUSE

- Continue to provide visitor amenities and public rental through Saint Louis Ambassadors.

UNION ENTRANCE AREA

- Provide paths and site amenities for casual passive recreation and picnicking.
- Create a unique entrance landscape in this highly visible location with a wetland or wet meadow which displays dramatic seasonal variations of color and texture.
- Create a wetland or meadow to provide sediment filtration measures to improve water quality.
- Provide some water retention capacity to limit flow during peak periods.
- Provide some deeper water pockets for winter fish survival.
- Provide significant elevation change between lake and surrounding lagoons to deter upstream migration of certain fish species.
- Create a unique entrance landscape in this highly visible location with a wetland or wet meadow which displays dramatic seasonal variations of color and texture.
- Accentuate this wetland with scattered canopy and flowering ornamental trees.
- Remove area roads and convert to paths.
- Design the path (formerly Government Drive) as a 15' promenade which allows one way Munny egress during their performance season.

AREA 5: FISH HATCHERIES — ROUND LAKE — STEINBERG RINK

Design recommendations in this area focus on maintaining and enhancing existing water areas, improving drainage, and expanding the facilities and active recreation opportunities at Steinberg Rink.

FISH HATCHERY LAKES AREA

- Enhance this quiet, contemplative water area, connecting some water bodies while maintaining a mixture of small and medium size lakes which are divided by landscaped isthmuses.
- Continue to accommodate the MODOC fishing clinics for youth groups and mentally and physically challenged people.
- Re-connect some water bodies while maintaining some separate water bodies to accommodate MODOC needs.
- Re-connect some water bodies while maintaining some separate water bodies to accommodate the MODOC fishing clinics and other uses in Hatchery Lake.
- Consider deepening and aerating the water system to accommodate the necessary aquatic life.
- Accentuate the existing informal landscape character around the reconfigured lakes.
- Provide plantings that frame some views from Forest Park Parkway and MetroLink while buffering noise and negative views from the lake area in areas closest to the roadway.
- Provide informal shoreline plantings along the lagoon as it runs through this area, accentuating the grassy isthmus which is created between the lagoon and the hatchery lakes.
- Utilize the existing Fish Hatchery building for, amongst other things, the base for MODOC youth fishing programs with public toilets, equipment storage and staging for the disabled.
- Accommodate all-season active and passive recreation support needs.
- Re-route the Dual Path through a new path underpass at Grand Drive.
- Re-route the Dual Path around the redesigned lagoon to the Union entrance.

GOVERNMENT DRIVE: PAGODA LAKE TO HAMPTON

- Remove roadway and replace with a 15-foot-wide soft surface pedestrian promenade.
- Design path to be used during the Munny season as a one-way exit route.

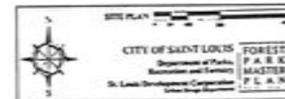
FOREST PARK PARKWAY

- Create a four-way, tight diamond ramp system with 90° intersections at Kingshighway which allows parkway access to northbound and southbound Kingshighway as well as BJC Hospital garages.
- Design ramps and bridges to improve pedestrian and bike path circulation along Kingshighway.
- Consider creating a four-way, at-grade intersection, if deemed most appropriate and feasible from engineering, cost, and traffic management perspectives.
- Provide a new soft surface path along ridge adjacent to the MetroLink right-of-way, south of Murphy Lake, from Union to the West Pine intersection.
- Remove a portion of the West Pine cut-through and provide improved path connections to the Kingshighway-Lindell entrance plaza.



FOREST PARK MASTER PLAN
Area 5 Recommendations

ROUND LAKE - FISH HATCHERIES - STEINBERG RINK



WEST PINE PARK FACILITY

- Renovate or replace the comfort station near the Kingshighway-West Pine entrance as a park support center with park information/maps, secure attended public toilets, and potentially a small concession.

WEST PINE CUT-THROUGH

- Remove connection to Lindell Blvd. to reduce commuter traffic, allow reduction of roadway width and improve path and landscape connections.
- Provide planted median at West Pine entrance to the park.

ROUND LAKE AREA

- Accentuate this historic formal water feature and its visually dramatic fountain.
- Improve the adjacent landscape to better accentuate the lake and views from adjacent areas.
- Maintain Round Lake.
- Enhance adjacent lagoon's naturalistic, meandering, slow-moving river character.
- Improve lagoon connections to adjacent water bodies and widen channel.
- Provide sediment filtration measures which improve water quality.
- Accentuate the existing semi-circular planting of Bald Cypress trees which surround the east side of the circular lake with similar plantings to the west, adding an additional layer of flowering ornamental trees.
- Redesign the existing lagoon to mirror the shape of Round Lake and the plantings to its west.
- Re-align the path to take users from a constricted tree lined setting south of the lake to the dramatic, open views of Round Lake and its fountain as one travels north from Steinberg Rink.
- Accentuate views from automobiles using Grand Drive, framing views with vegetation.
- Re-route the Dual Path through a new path underpass at Grand Drive.
- Remove Wells Drive and convert to paths with a new, smaller bridge at the current Franklin Bridge location.
- Improve path links to the footbridges over MetroLink.
- Design area paths to focus views on Round Lake and its dramatic fountain.

STEINBERG RINK AREA

- Provide amenities to both passive and active recreation systems..
- Relocate parking to the south of the building where it will serve users of the passive open space system, active recreation and fishing programs at Jefferson Lake and area lagoons.
- Consider offering water-related outdoor education programs.
- Provide a new lagoon connection to Jefferson Lake.
- Provide significant elevation change between lake and surrounding lagoons to deter upstream migration of certain fish species.
- Consider deepening and aerating the water system to accommodate the necessary aquatic life.
- Design the area's landscape with predominantly mid-size ornamental trees which display a more horizontal character which relates to surrounding landscape character and Steinberg Rink architecture.
- Create the effect of a "Prairie River" in this portion of the water system, providing some wetlands/wet meadows which can be allowed to fill in times of peak rainfall and control water levels and erosion elsewhere in the park while providing a unique and ecologically sound landscape.
- Consider creating nature trails/boardwalks through these sensitive landscapes.

- Maintain existing ice and roller skating.
- Increase outdoor active recreation around building.
- Operate as an all-season, lighted, active and passive recreation support facility with information/maps, air conditioning, and improved kitchen facilities to serve surrounding recreation and path users and potentially hospital complex employees. Use the roof of Steinberg Rink for an observation deck and children's play area.
- Upgrade the building to function as an all-season facility, with air conditioning, upgraded kitchen facilities, and general ADA compliance improvements.
- Relocate, redesign and slightly reduce (± 150 cars) parking lot to the south of the rink, where it can serve both the rink as well as adjacent Jefferson Lake.
- Remove Wells Drive east of Jefferson Drive and re-route the Dual Path.
- Provide path links to the skating rink.
- Improve path links to Kingshighway, replacing the awkward and dangerous stairs with a continuous path that conforms to the area's topography.
- Consider providing a boardwalk nature trail through area wetlands and delicate plantings.
- Provide ample bike parking at the rink.

KINGSHIGHWAY EDGE

- Restore and uplift the existing alée of trees along Kingshighway, adding an additional row of flowering ornamentals to the sidewalk edge and medians to improve the aesthetics and perceived safety of the entire Kingshighway length along the eastern park edge.
- Create landscaped termini to street parking areas at major intersections and pedestrian crossings to achieve improved aesthetics and unique entrance character.
- Improve landscaping and the overall spatial character of the triangle plaza at Lindell and Kingshighway as a major pedestrian entry experience.
- Provide a new pedestrian plaza at the terminus of Children's Plaza.
- Provide dramatic flowering ornamental plantings which accentuate the sweeping, curvilinear paths which link the new Children's Place pedestrian plaza with Steinberg Rink.
- Provide flowering ornamental and seasonal perennial/annual flowering displays in the plaza itself.
- Combine a new bike path with an improved existing sidewalk, to create a Dual Path from the West Pine entrance to Barnes Plaza.
- Provide textured crosswalks at major intersections.
- Coordinate with the City's traffic division to improve signal timing to increase pedestrian crossing times and improve safety.
- Coordinate with the BJC Hospital complex to implement site furnishings and lighting improvements.
- Upgrade the bridge over Forest Park Parkway to better accommodate bike and pedestrian circulation.
- Provide bike and pedestrian path connections to the Steinberg Rink area and its Dual Paths.

JEFFERSON DRIVE EAST OF LAKE

- Remove roadway and replace with a path.

BARNES HOSPITAL PLAZA

- Coordinate with the BJC Hospital complex to redesign the roadway from Euclid Avenue to Clayton Road, creating a landscaped boulevard entrance and exit for both the park and hospital complex.

- Reconfigure the four-way Kingshighway intersection to create 90° connections in all directions.
- Reduce commuter traffic through the park by replacing the portion of Clayton Road between the Barnes entrance and the hospital garage employee entrance/exit with a bike and pedestrian path entrance.
- Consider the long-term goal of complete roadway removal to Euclid if the garage entrance can be accommodated elsewhere.

KINGSHIGHWAY INTERCHANGE

- Reduce congestion and level of saturation.
- Investigate design solutions which reduce use of park open space.
- Modify highway signage to direct Science Center traffic to the Oakland Avenue facility.
- Coordinate with the proposed Boyle/Tower Grove interchange to improve eastern hospital complex access, reducing hospital commuter traffic through the park.
- Investigate feasibility of creating a tight diamond interchange to increase park open space and allow improved traffic movements on Kingshighway, including complete left turn access to the park from northbound Kingshighway and simplified hospital access.

FAULKNER DRIVE

- Redesign the portion north east of Jefferson Lake to allow safe street parking on both sides.
- Redesign the Clayton Road intersection as a four-way stop with improved sight lines, reduced dead space, 90° junctions, and accentuated pedestrian and bike crossing areas.
- Remove parking from along the entrance drive to the Science Center and consolidate into a redesigned, more efficient parking area adjacent to the building (± 150 cars).

AREA 6: JEFFERSON LAKE — BOWL LAKE — SCIENCE CENTER

JEFFERSON LAKE AREA

Restore this large scale lake for its primary public fishing use while enhancing its environs to better integrate it into the park setting.

- Extend the naturalistic Triple A hillside vegetation across to the western edge of Jefferson Lake.
- Accentuate views to and across the water.
- Restore the existing paved edges and continue to accommodate public fishing programs and MODOC needs.
- Connect to Bowl Lake and the rest of the water system.
- Provide floating aeration and other sediment filtration measures at inlets and outlets to improve water quality.
- Restore paved edges for public fishing.
- Create a crabapple grove along highly visible grass embankment along the east side of Jefferson Lake.
- Create a dramatic cascading water input at the south end of the lake, utilizing water from Bowl Lake and enhance this feature with lush, cascading vegetation and accentuate this highly visible feature.
- Extend the naturalistic, successional landscape character currently present along the eastern edge of Triple A to the west side of the lake.
- Re-route all paths to a new crossing at a redesigned Faulkner-Clayton intersection.
- Remove a portion of Jefferson Drive south of Steinberg to a new path.
- Improve connections to Kingshighway at Barnes Plaza and Steinberg Rink area.
- Reconstruct the deteriorated paved lake edge for public fishing and pedestrian use.

HUDLIN COURTS AREA

- Maintain existing lighted racquet sports facilities.

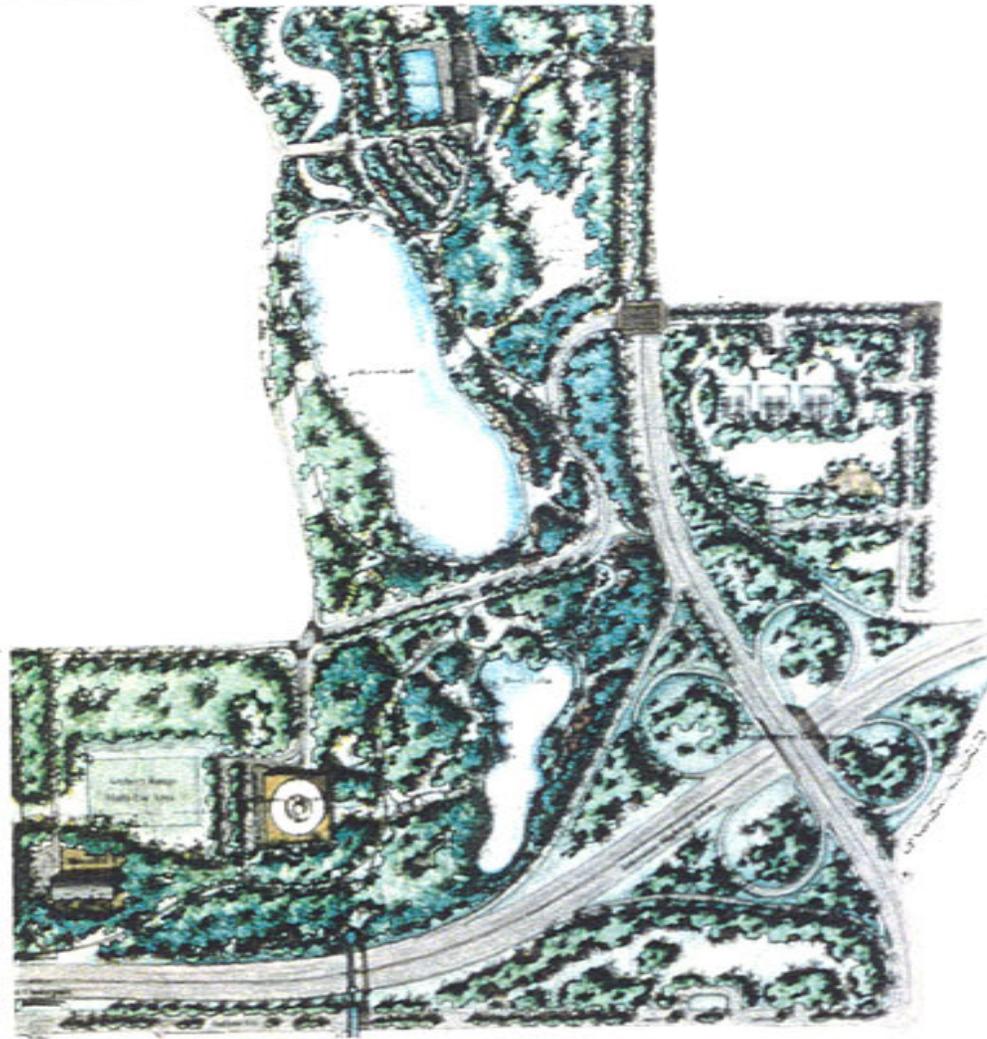
CLAYTON ROAD ENTRANCE

- Creating a grand new path entrance to the park by removing Clayton Road between the BJC employee parking garage entrance and the redesigned Barnes Plaza entrance road.

BOWL LAKE AREA

Create a unique, naturalistic and intimate landscape setting for Bowl Lake and its environs.

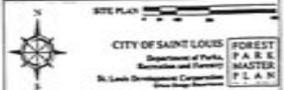
- Enhance the naturalistic character of this area and provide some structured passive programming.
- Cooperate with the Saint Louis Science Center and potentially the Central Institute for the Deaf to utilize the area for outdoor educational programming related to ecological exhibits contained within the museum and sensory experiences related to the Institute.
- Connect to rest of system via an underground pipe connection to Jefferson Lake.
- Enhance naturalistic character.
- Provide sediment filtration measures to improve water quality.
- Create a unique, naturalistic and intimate landscape setting for Bowl Lake and its environs.



FOREST PARK MASTER PLAN
Area 6 Recommendations

JEFFERSON LAKE - BOWL LAKE - SCIENCE CENTER

SITE PLAN



CITY OF SAINT LOUIS
Department of Parks,
Recreation and Forestry
St. Louis Development Corporation
Forest Park
P. A. R. S.
MASTER
P. L. A. N.

- Create a crabapple grove along the highly visible east embankment of Bowl Lake, accentuating this with spot masses of evergreen plantings and flowering meadow ground treatments.
- Create an earthen berm at the southern end of the lake along the Highway 64/40, with evergreen and flowering ornamentals to visually define the space, screen undesirable views of traffic and dilute extensive Highway 64/40 noise.
- Create a unique water outfall at the north end of the lake where water will vanish from the lake and be piped to Jefferson Lake.
- Accentuate the Seven Pools area with appropriate understory plantings and pedestrian path access.
- Restore the existing stone bridge.
- Accentuate the plantings near the south end of the lake which obscure its terminus and make it appear much larger than it really is.
- Provide naturalistic shoreline plantings to improve water quality while improving aesthetics and wildlife habitat.
- Re-route the bike path to a new crossing at a redesigned Faulkner-Clayton intersection.
- Provide a hard and soft surface trail network with boardwalks and overlooks around the lake, possibly providing an interpretive nature trail system coordinated with the Science Center.
- Improve pedestrian access to Seven Pools.
- Link to the new path entrances at Clayton Road and Barnes Plaza.

SAINT LOUIS SCIENCE CENTER

The Science Center has proposed a small expansion of its facilities within its existing lease boundaries. More information can be found in the Science Center's proposal in Appendix D.

- The Science Center proposes a small underground expansion of exhibit space within existing lease boundaries.
- Redesign the Highway 64/40 hillside adjacent to the connecting bridge to accentuate the structure and solve hillside structural problems.
- Provide sidewalks along Faulkner Drive, north of Clayton Road, to improve pedestrian access for those who park along these streets.
- Improve ADA access from adjacent facilities, parking areas and landscapes where possible.
- Remove on-street parking from Faulkner Drive south of Clayton Road and replace with pedestrian paths which provide access to the building entrances.

AREA 7: PARKS DEPARTMENT — AVIATION FIELD

PARKS DEPARTMENT COMPLEX

- Consider providing support amenities for adjacent athletic fields and path users.
- Consolidate service entities by limiting activities to those which are essential to Forest Park.
- Reduce the size of the existing dirt hill and convert it to passive recreation.
- Improve overall aesthetics and building maintenance.
- Provide a new recreational support facility adjacent to the administrative building to serve Aviation Field.
- Re-route the bike path away from the maintenance compound and its heavy truck traffic.
- Provide a new bike path to the south side of the maintenance compound, along Highway 64/40 and connecting with the pedestrian path near Hampton.

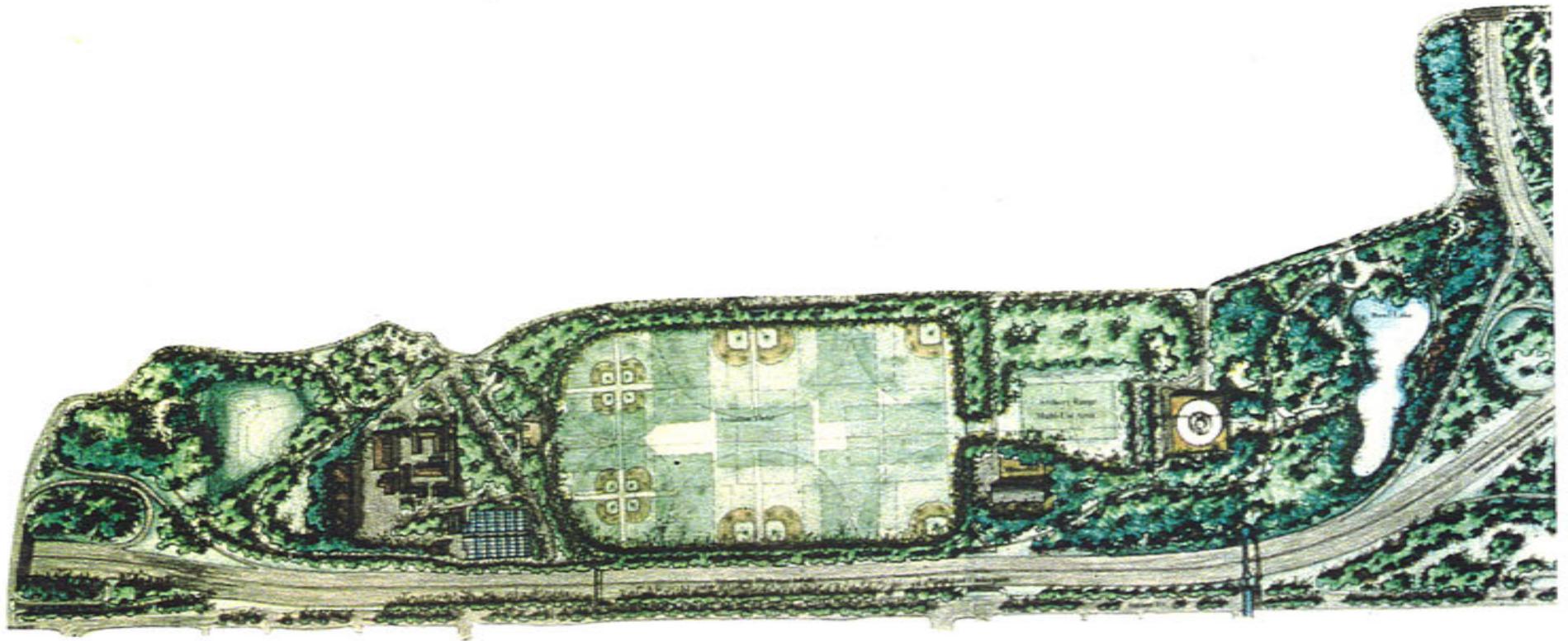
AVIATION FIELD

Improve operational flexibility, environmental quality, participant and viewer comfort/convenience, and aesthetic character.

- Install formal perimeter plantings with regularly spaced shade trees and mid/understory plantings or flowering ornamentals to minimize the visual impact of backstops, and dirt infields and diffuse some traffic noise while framing grand scale, expansive open green space.
- Replace missing trees from the existing highly regular plantings.
- Reconfigure all fields for improved aesthetics and flexibility.
- Provide eight softball/little league diamonds
- Provide six baseball diamonds.
- Provide seven soccer/football fields.
- Accommodate special events.
- Consider additional lighted fields.
- Increase vegetation along Highway 64/40 to dilute automobile noise and filter airborne pollutants.
- Re-route the bike path to the south of the fields, along Highway 64/40
- Provide angle parking (± 40 cars) along the Mounted Police access drive to serve the ball fields and archery range while maintaining easy emergency access to the police facility.
- Extend the existing angle parking along the Clayton Avenue to the east (± 50 cars) to serve the eastern ball fields.
- Provide a pull-out lane to avoid conflict with Clayton Road traffic.
- Maintain a pedestrian/jogging path along the north side of the fields.
- Consider creating a path loop or track around the fields.
- Provide ample bike parking.

MOUNTED POLICE HANGAR

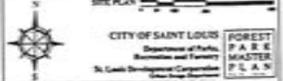
- Retain current use and renovate the Mounted Police Station.
- Consider long-term relocation of the Mounted Police to another park site and reprogramming of the site for indoor active recreation, such as basketball, volleyball, tennis and rock climbing.



FOREST PARK MASTER PLAN
Area 7 Recommendations

PARKS DEPT. - AVIATION FIELD - SCIENCE CENTER

SCALE PLAN



CITY OF SAINT LOUIS
Department of Parks,
Recreation and Tourism
St. Louis Development Corporation
Forest Park Master Plan

AREA 8: CENTRAL FIELDS — TRIPLE A — JEWEL BOX

CENTRAL FIELDS

Improve operational flexibility, environmental quality, participant and viewer comfort/convenience, and aesthetic character.

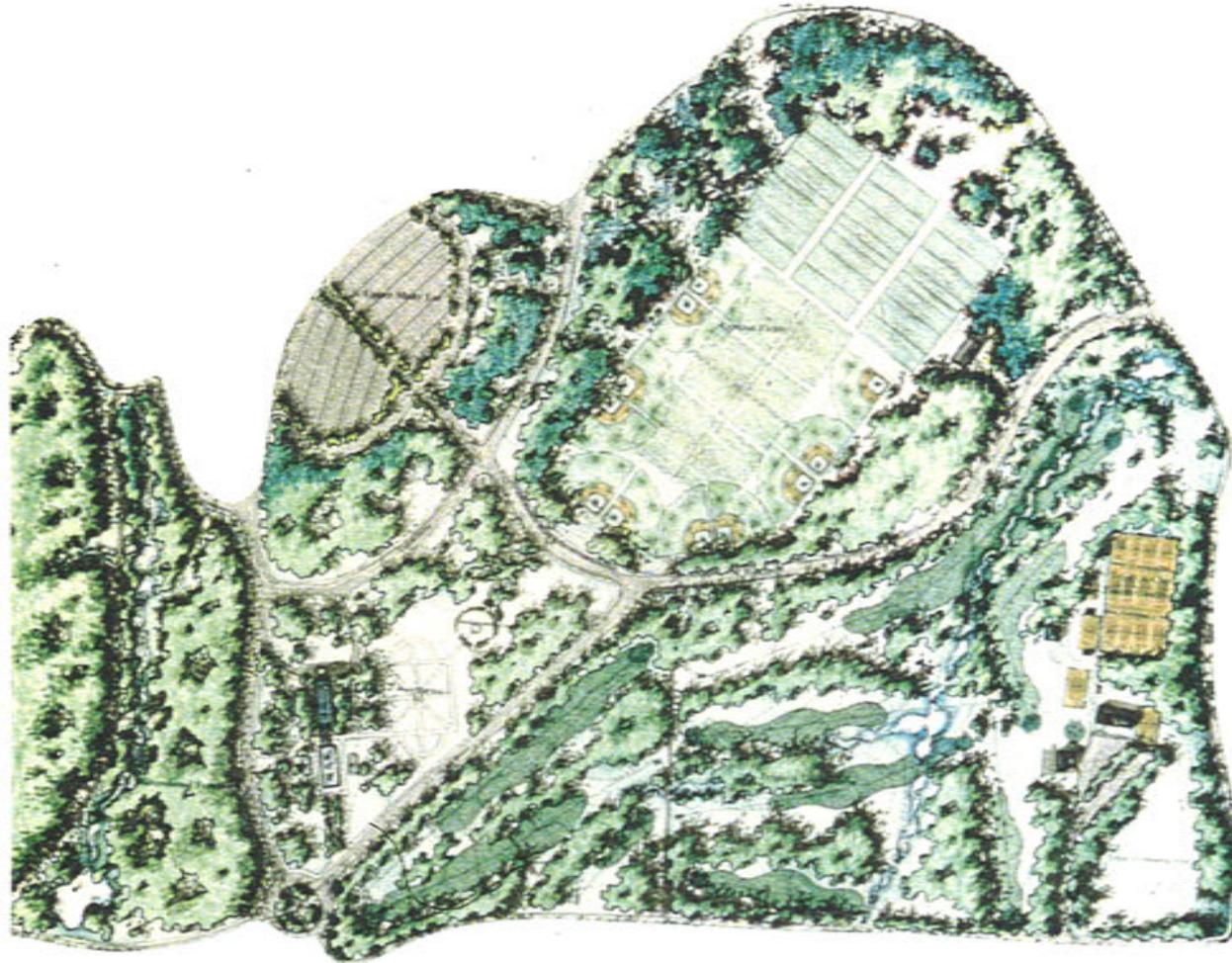
- Install informal perimeter plantings with shade trees and mid/understory plantings of flowering ornamentals to minimize visual impact of backstops and dirt infields while framing grand scale, expansive open green space.
- Improve the quality of the adjacent braided stream tributary with naturalistic edge plantings and occasional rock outcroppings, restoring existing bridges and culverts.
- Reconfigure all fields for improved aesthetics and flexibility.
- Provide 11 Softball/Little League diamonds.
- Provide five Soccer/Football fields.
- Relocate three rugby fields from Langenberg Field.
- Upgrade existing building to serve as an active recreation support facility with attended showers, lockers, toilets, and a potential small concession.
- Combine to accommodate special events.
- Maintain as unlighted fields.
- Upgrade building functions to serve as an active recreation support facility with attended locker, shower and toilet facilities, and, potentially, a small concession.

ARCHERY RANGE

- Reconfigure Archery Range, removing one or two bays and adding improved safety measures to reduce potential injury to other park users.
- Design for multiple use with potential for tournament soccer field and/or two softball diamonds
- Consider providing smaller, youth-oriented active recreation fields.
- Accommodate special events.
- Consider lighting to increase multiple use flexibility.

TRIPLE A

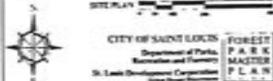
- Accentuate the area's valleys and uplands with upland and bottom land species trees and shrubs which display dramatic seasonal color while reducing erosion and water "downcutting" in valleys.
- Improve the edge plantings by replacing the existing barberry hedge with more appropriate, multi-level plantings of low shrubs, flowering ornamental midstory trees and canopy trees which accentuate the Clayton Road streetscape.
- Utilize plantings which discourage random pedestrian access to the golf course.
- Increase the use of evergreen plantings to accentuate uplands and hillsides and to provide visual interest to winter recreaters.
- Encourage operation as a nine hole golf course with both nine and 18 hole rates.
- Maintain existing lighted and unlighted clay and hard tennis courts.
- Proposed expansion of tennis support facilities.
- Consider increased active recreation programming.
- Provide support amenities, such as food concessions, toilets, showers, and lockers, for surrounding park uses.
- Accommodate winter recreation.
- Provide safety measures to protect users of the path that travels through the golf course.



FOREST PARK MASTER PLAN
Area 8 Recommendations

CENTRAL FIELDS - TRIPLE A - JEWEL BOX

SITE PLAN



CITY OF SAINT LOUIS
Department of Parks
Recreation and Forestry
St. Louis Development Corporation
Forest Park
MASTER
P.L.A.N.

- Manage grounds to minimize potential pollutants from entering the park's water system.
- Keep accurate records and monitor chemicals used on the course that could adversely affect the water system and overall park environmental quality.
- Consider utilizing naturalized plantings where appropriate to reduce maintenance costs and soil loss and to filter potential pollutants before water runoff from the course enters the water system.

JEWEL BOX

- Renovate the building and operate as a public conservatory and formal external gardens.

SUCCESSIONAL FOREST

- Improve ecological and aesthetic quality while allowing safe recreation and educational use.
- Consider extending MODOC's Kennedy Forest vegetative management and nature trail agreement to cover this area.
- Improve ecological and aesthetic quality while allowing safe recreation and educational use.
- Provide native canopy, mid/understory, and ground cover plantings.
- Implement naturalistic, erosion controlling plantings along intermittent tributaries.
- Consider creating an interpretive nature trail system in the forest, possibly operated by MODOC, with bridges, boardwalks, interpretive signage, and overlooks.
- Eliminate "desire line paths" and implement landscape and site improvements which deter their recreation.

WELLS-MCKINLEY CIRCLE

- Reconfigure intersections to reduce confusion and dead space, allowing improved pedestrian and bike crossing.
- Eliminate parking on the circle.

CARR LANE

- Remove the roadway and convert to a Dual Path and pedestrian/nature trail along Successional Forest.
- Provide controlled path access points to the Successional Forest, possibly as part of a nature trail system.
- Provide path links to area picnic grounds and comfort stations

WASHINGTON DRIVE — CONCOURSE DRIVE

- Redesign roadway to replace dangerous sharp turn with more graceful curve and improved sightlines.
- Provide a small angle parking area (± 25 cars) and pull-out lane along the east roadway edge to serve area picnic grounds.
- Redesign Concourse Drive with median to allow two-way access to the World's Fair Pavilion from Washington Drive and one way access from McKinley Drive.
- Design and sign the junction between two-way and one-way to avoid confusion and resulting conflicts.

SECTION E — ADMINISTRATION OF THE PLAN

I. GOVERNANCE PLAN

- A. Overview
- B. Responsibilities and Authority of Forest Park Advisory Board
- C. Membership
- D. Project Approval Process

II. MANAGEMENT PLAN

- A. Overview
- B. Administrative Unit
- C. Budgetary Unit
- D. Operations

III. FUNDING PLAN

- A. Overview
- B. Implementation Plan
- C. Cost Estimates
- D. Funding Plan

I. GOVERNANCE PLAN

A. Overview

B. Responsibilities and Authority of Forest Park Advisory Board

C. Membership

D. Project Approval Process

LIST OF DRAWINGS AND DIAGRAMS

Forest Park Advisory Board Membership

Project Approval Process - Privately Funded Projects Within the Master Plan

Project Approval Process - City Funded Projects within the Master Plan

I. GOVERNANCE PLAN

A. Overview

Since the separation of the City of St. Louis and St. Louis County in 1876, Forest Park has been owned and operated by the City of St. Louis. The Department of Parks, Recreation and Forestry currently administers Forest Park through its Parks Division as part of an overall park system. There exists little general public input or a formal method of monitoring the implementation of a master plan other than the oversight and budgetary review and approval by the St. Louis Board of Aldermen.

The process for developing the 1995 Forest Park Master Plan included the most comprehensive community involvement ever attempted. The process vividly demonstrated the wide range of interested park user groups and the depth of their feelings concerning the park and its future. It also underscored the need to keep all interested individuals and groups involved in the ongoing implementation of this Plan.

To ensure this ongoing participation, the Master Plan calls for the establishment of a Forest Park Advisory Board, whose purpose will be to oversee the implementation of this Master Plan, ensure that the intentions and goals of this Plan are achieved, and keep the public informed on progress of the Plan. The Board cannot revise the plan, but can submit recommendations for revisions to the Community Development Commission. The Board should be established by an ordinance of the Board of Aldermen as outlined in this Plan and approved by the Forest Park Master Plan Executive Committee.

Membership on this board, appointed by the mayor of the City of St. Louis, will include representatives of the various interest groups, institutions and other park users. A detailed process has also been developed to demonstrate how this board will evaluate and approve projects which are presented to it for review.

B. Responsibilities and Authority of Forest Park Advisory Board

1. Monitor implementation of and compliance with the Master Plan and provide ongoing community input about Forest Park.
2. Review significant modifications to the Plan, including those made by tenants, outside agencies, and the Parks Department.
3. Constitute a part of the public review process for major park projects in addition to the public entities.
4. Conduct a public review of any proposed expansion, modification, replacement, relocation, adaptive re-use, or removal of existing buildings, roads, parking lots, paths, recreation areas, or natural areas within thirty days after it is initiated.
 - The Board may initiate a public review by written notice to the Director of Parks, Recreation and Forestry (the "Director").
 - The Director may initiate a public review by written notice to the Board to conduct a public review, including full particulars concerning the Proposed Physical Change.
 - In conducting such review, the Board may provide opportunities for citizen involvement and public input as it deems necessary.
 - After completing such review, the Board shall promptly report to the mayor, the director, and the public whether:
 - i) The Proposed Physical Change is significant or minor.
 - ii) The Proposed Physical Change is consistent or inconsistent with the Master Plan, or is not addressed by the Master Plan; and
 - iii) If the Proposed Physical Change is not addressed by the Master Plan, whether the board considers the Proposed Physical Change beneficial to the Park, or not beneficial to the Park, with stated reasons.

The Board may address in its reports such other matters or findings as it believes will assist the public to evaluate the proposals.

5. Encourage institutions and park facilities to develop long-range plans and present them to the Board on a regular basis.
6. Keep the public informed and advised of matters relating to the Master Plan.
7. Perform such other functions and take such other actions as are consistent with its responsibilities and authority as stated in paragraphs 1 to 7, inclusive.
8. The Board is not authorized and shall not have power to amend or change the Master Plan, but may recommend changes to the Master Plan for consideration by the Community Development Commission.
9. The Board is authorized to make reasonable requests of the director to provide meeting space, clerical assistance, and supplies and shall expect the director to comply with such requests, subject to departmental budgetary limitations as determined by him in good faith.
10. The Board shall meet at least once in each calendar quarter and give public notice as required by law and as determined necessary by the board.

11. The Board shall select officers and adopt rules for the conduct of its business, consistent with any applicable law, including but not limited to Ch. 610 and section 105. 452 R.S.Mo. 1994 as amended:
 - The Board may adopt rules and procedures, consistent with applicable law, which it believes appropriate concerning records of communications to Board members.
 - The Board may adopt rules and procedures, consistent with applicable law, regarding the disqualification of members from voting on matters originated by the group, organization, institution, person, or entity which nominated them, or, in the case of ex officio members other than aldermen, the organization or City office in which they are employed.
12. The Board shall prepare and publish by March 31 each year a report of its proceedings and business during the preceding calendar year.
13. The Board may request and, upon such request, shall receive information from the director concerning plans of the city regarding Forest Park.
14. The director shall provide the Board, with or without request from the Board, information necessary and appropriate for the Board to consider in carrying out its responsibilities under paragraphs 1 to 7 inclusive. The Board shall receive from the director any public reports by him or her related to or concerning Forest Park.

Forest Park Advisory Board

Total Membership = 25

20 Members Appointed by the Mayor

Board of Aldermen approve the appointments made by the Mayor

One selected from among persons nominated by community groups or neighborhood organizations in neighborhoods adjacent to Forest Park

One selected from among persons nominated by Subdistricts or governing boards of institutions of the ZMD with facilities located in Forest Park and the Muny.

One selected from among persons nominated by community organizations which use or whose members use a portion of Forest Park on an ongoing basis for amateur sports activities pursuant to permits issued by BPS and Dept. of P, R & F.

One selected from among persons nominated by persons, organizations or other entities which are not described in paragraphs 1, 2 or 3 with leases or permits from, or contract with the City or Dept. of P, R & F, for ongoing use of a portion of Forest Park.

One selected from among persons nominated by environmental advocacy groups active in the metropolitan area.

One member with expertise in landscape architecture.

One member with expertise in urban design.

One member with expertise in ecology and natural resources.

Seven members at large reflecting the geographic, racial, ethnic and gender diversity of the City. In addition, the Mayor may appoint up to five non-voting*, advisory members who are not residents of the City.

**City Charter requires residency for voting membership*

5 Members

The following members shall serve ex-officio:

- The Forest Park Manager
- The Exec. Dir. of Forest Park Forever, Inc. or his/her designee
- The Alderman of any ward in which any part of Forest Park is located
- The chair of the Parks Committee of the Board of Aldermen
 - One of the following as determined by the Mayor:
 - The Director of Planning - CDA
 - The Commissioner of Heritage and Urban Design
 - The Director of Urban Design - SLDC or
 - The President of the Board of Public Service

Forest Park Advisory Board Membership

City of Saint Louis

Department of Parks, Recreation and Forestry

St. Louis Development Corporation
Urban Design Department

FOREST
P A R K
MASTER
P L A N
.....

C. Membership

The following members shall be appointed by the Mayor to the Forest Park Advisory Board, subject to the approval of the Board of Aldermen by resolution.

1. One person selected from among persons nominated by community groups or neighborhood organizations in neighborhoods adjacent to Forest Park.
2. One selected from among persons nominated by subdistricts of governing boards of institutions of the Metropolitan Zoological Park and Museum District with facilities located in Forest Park and The Muny.
3. One selected from among persons nominated by organizations which use, or whose members use a portion of Forest Park on an ongoing basis for amateur sports activities pursuant to permits issued by the Board of Public Service or the Department of Parks, Recreation and Forestry.
4. One selected from among persons nominated by persons, organizations, or other entities which are not described in paragraphs 1, 2 or 3 with a lease or permit from, or contract with, the city or the Department of Parks, Recreation and Forestry, for ongoing use of a portion of Forest Park.
5. One selected from among persons nominated by environmental advocacy groups active in the metropolitan area.
6. One member with expertise in landscape architecture.
7. One member with expertise in urban design.
8. One member with expertise in ecology and natural resources.
9. Seven members-at-large, reflecting the geographic, racial, ethnic, and gender diversity of the city.
10. The mayor may also appoint, in addition to all of the foregoing members, up to five non-voting, advisory members who are not residents of the City.

The following members shall serve ex-officio:

- The Forest Park manager.
- The executive director of Forest Park Forever, Inc. or his or her designee.
- The alderman of any ward in which any part of Forest Park is located.
- The chair of the Parks Committee of the Board of Aldermen.
- One of the following as determined by the Mayor:
 - The Director of Planning of the Community Development Agency.
 - The commissioner of Heritage and Urban Design.
 - The Director of Urban Design of St. Louis Development Corporation.
 - The President of the Board of Public Service.

The terms of all ex-officio members shall correspond to their respective official terms. Of the fifteen members appointed by the Mayor, three shall be appointed initially for a term of one year, three for a term of two years each, four for terms of three years each, and five for terms of four years each. All members thereafter shall be appointed for terms of four years each. No member appointed by the Mayor shall be an officer or employee of the city or of any political subdivision thereof, other than the Metropolitan Zoological Park and Museum District or any of its subdistricts. All members, other than those who may be appointed under Paragraph 10, shall have one vote on the Board.

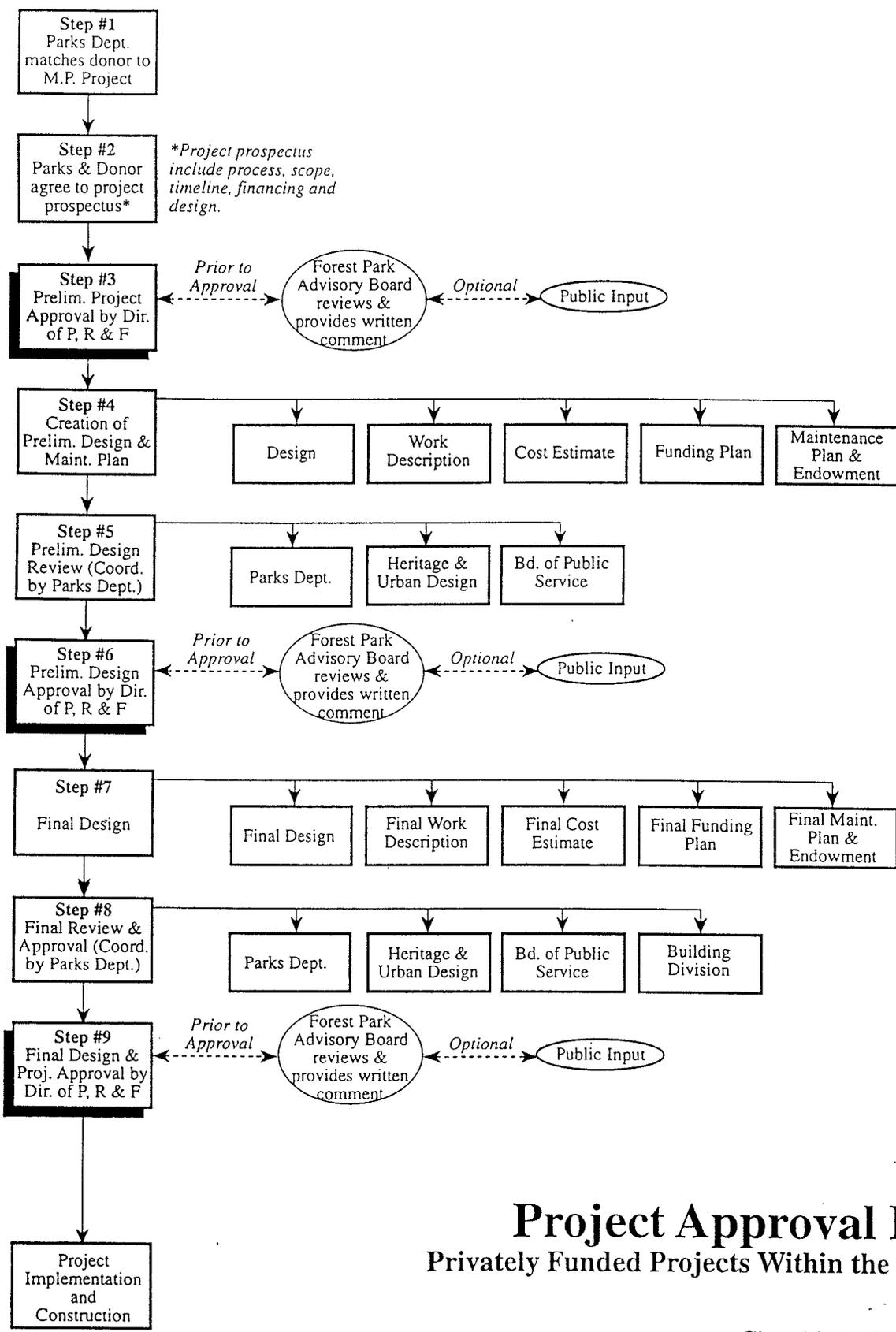
D. Project Approval Process

The Forest Park Advisory Board shall meet at least once each quarter, and more often as it deems necessary, to review, discuss, and approve proposed projects which are consistent with the goals and recommendations of the 1995 Forest Park Master Plan. The Forest Park Advisory Board should establish set time frames for review procedures in order to ensure that the project approval process does not unduly slow the implementation of the Master Plan. Projects to be reviewed include both those that are privately financed and those that are publicly funded.

Privately funded projects within the Master Plan will be brought to the Board by the director of Parks, Recreation and Forestry once a donor has been identified and a project prospectus developed. The Board will review the proposed project at this preliminary stage and provide written comments to the Parks Department. Once a preliminary design has been developed under the guidance of the Parks Department, the Board will again review the project and provide input. The board will have a final opportunity to review and provide written comments on the proposed project prior to final design and approval of the project by the director of Parks, Recreation and Forestry. At each step of the process, the Board may seek public input if it deems that such input is necessary.

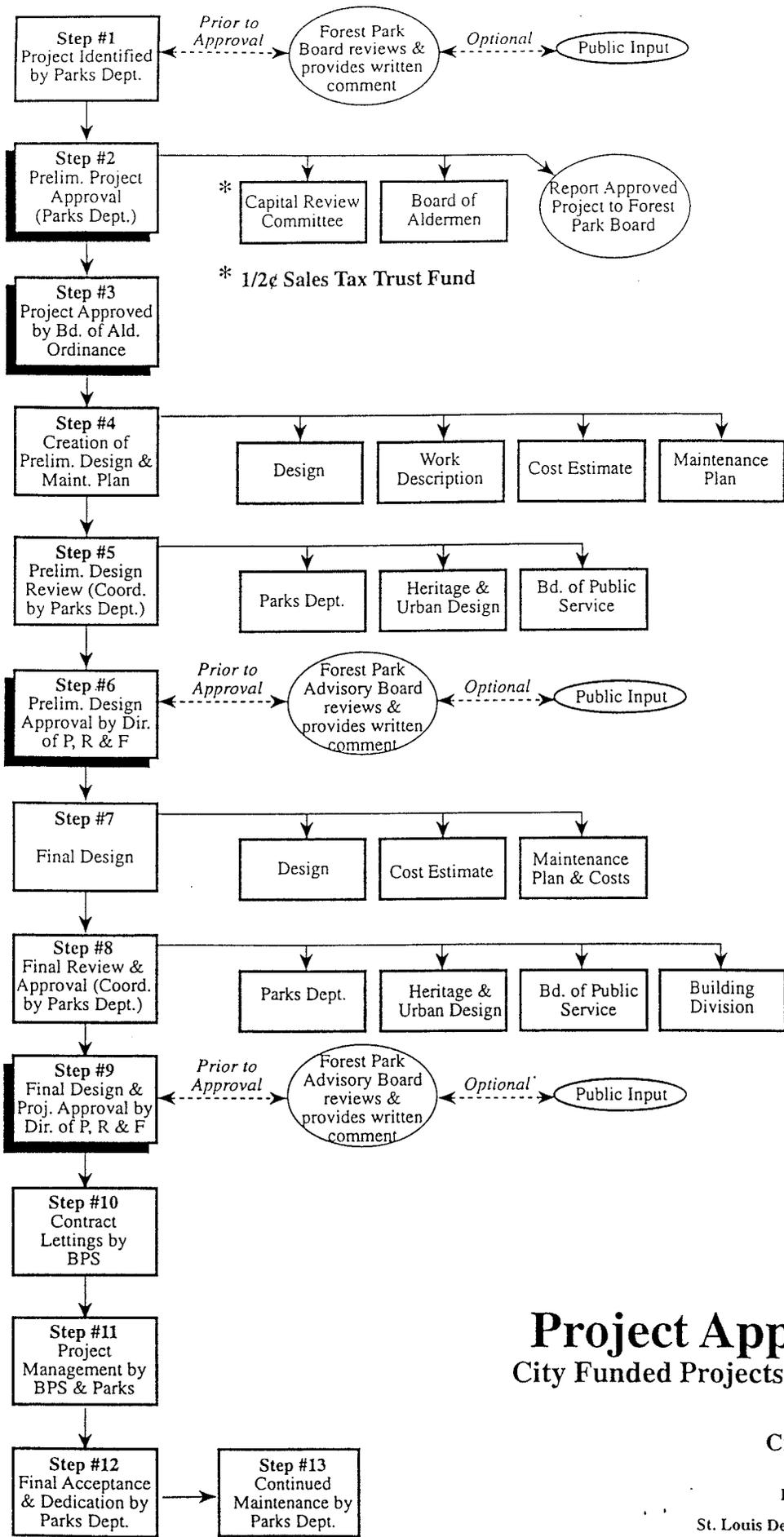
For publicly funded projects, the review and approval process is the same, except that the project must also be reviewed and approved by the City's Capital Review Committee and the Board of Aldermen prior to the creation of a preliminary design. The Forest Park Advisory Board will have the responsibility to review the project at each stage of its development, seek public input as necessary, and provide written comments to the director of Parks, Recreation and Forestry.

Process flow charts for both privately funded and publicly funded projects are shown on the following pages.



Project Approval Process

Privately Funded Projects Within the Master Plan



Project Approval Process

City Funded Projects within the Master Plan