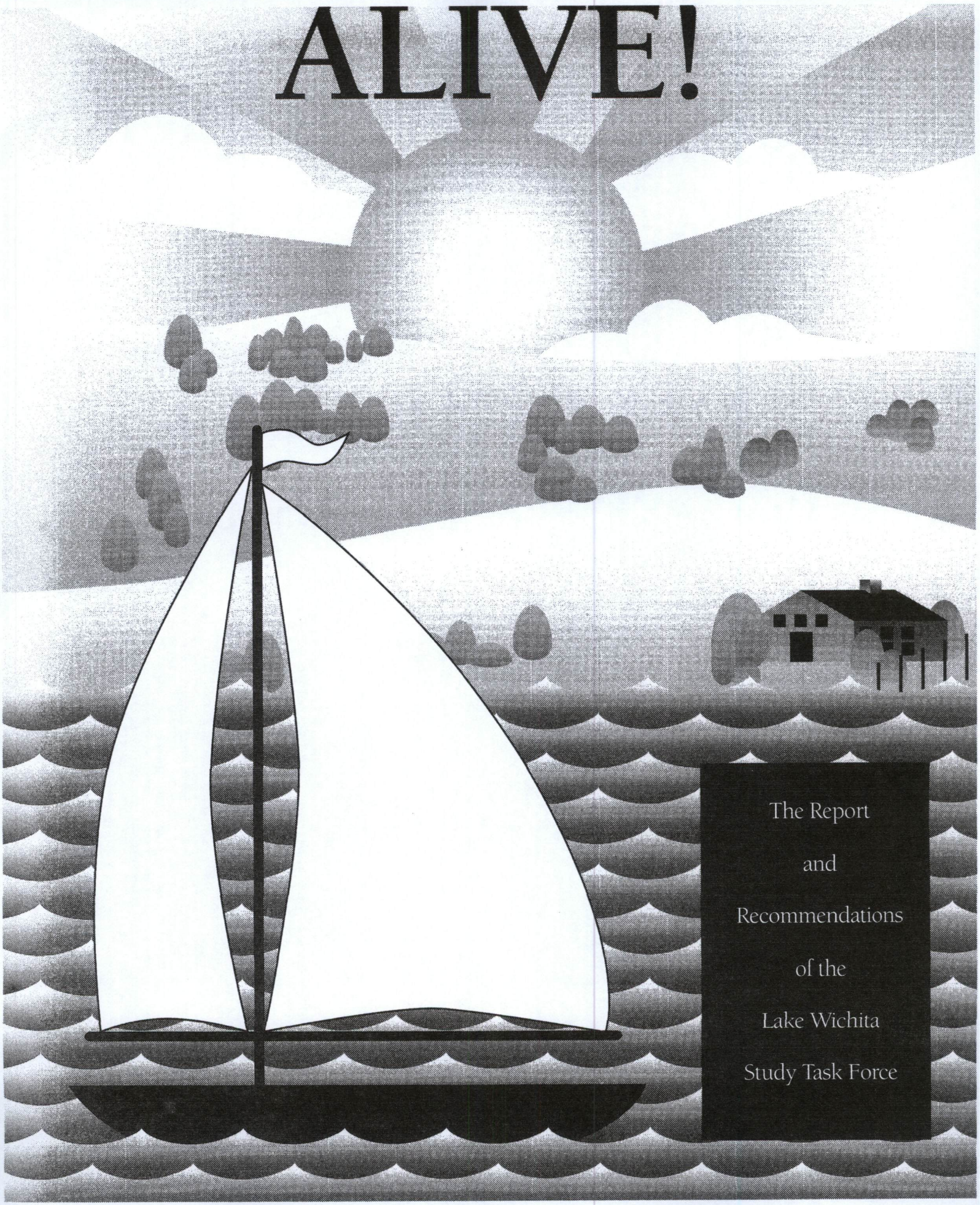
ALIVE!
The Report
and
Recommendations
of the
Lake Wichita
Study Task Force

LAKE WICHITA
STUDY COMMITTEE
REPORT

JUNE, 1994

LAKE WICHITA STUDY COMMITTEE

DeeAnn Martin, Chairman
Dan Shirey, Co-chairman

Potter Bowles
John Burns
Carl Edwards
Don Graham
Bill Hagler
Mark Howell
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Don James (Deceased)
Dick Manahan
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CITY OF WICHITA FALLS

George Bonnett, Director of Public Works
David Clark, Director of Community Development
Norma Crane, Public Information Officer
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EXECUTIVE SUMMARY

In early 1993, the Wichita Falls City Council appointed a group of interested citizens to serve on an ad hoc committee to examine the Lake Wichita area. On May 25, 1993, the Lake Wichita Study Committee received its charge from Mayor Lam. (Enclosure 1.)

During the presentation by the Mayor and City Manager, the Committee was tasked to examine the future uses and adaptive reuses of the Lake Wichita area. The Lake Wichita Study Committee was advised that (1) it was Council intent to complete Phase 3 of the Holliday Creek Project as designed, and that, in their study, (2) the Committee should examine ways to retrofit existing facilities which might meet the needs of the community.

The charge from the Mayor asked the Lake Wichita Study Committee to address the unmet needs and how proposed Lake Wichita facilities might meet those needs. Additionally, the Committee was to examine (1) who will benefit from the proposed facilities, (2) what the program costs might be, and (3) how funding might be accomplished. The Committee was also charged with examining the technical feasibility of construction, and identifying benefits from any proposed facilities. Finally, the Committee was charged with preparing an estimate of maintenance costs for facilities as well as a schedule for implementation.

The Lake Wichita Study Committee has aggressively pursued the City Council's Charge during their year of meetings. The Committee believes that this report addresses the charge from the City Council

and presents the best thinking and most realistic approach with respect to the available options. The Lake Wichita Study Committee is submitting a series of recommendations to the City Council of Wichita Falls regarding proposed improvements at Lake Wichita. The improvements have been split into four projects. The most crucial is considered to be the Lake Diversion Channel Improvement to be undertaken in 1994.

The recommended improvements are attached as Project I, Project II, Project III, and Project IV. It is anticipated that these projects will be funded by a combination of State grants, a possible bond issue, and/or private donations.

As a part of this report, background information is being supplied. The committee encourages the City Council to read these informational sections prior to analysis of the task force report. These informational sections include:

I. PHYSICAL AND HISTORICAL DESCRIPTION OF LAKE WICHITA AND THE HOLLIDAY CREEK LAKE WICHITA PROJECT

II. EXISTING LAKE WICHITA PARKS AND RECREATIONAL FACILITIES

III. PROPOSED ENHANCEMENT

IV. PROPOSED LAKE WICHITA IMPROVEMENTS

I. PHYSICAL/HISTORICAL DESCRIPTION OF LAKE WICHITA; CORPS OF ENGINEERS PROJECT

A. Physical Description

Lake Wichita lies on the south/southwestern edge of Wichita Falls. When full of water at new spillway level of 976 msl, it encompasses 1,224 acres with the northern shoreline in Wichita County and the southern shore in Archer County. Lakeside City encompasses a portion of the south side of the lake.

A shoreline of one and a half miles forms the outline of Jaycee Park. Between Fairway Blvd. and Barnett Road to the west almost all lake side property is privately owned with the exception of the Yacht Club which leases the property from the City of Wichita Falls for $50 a year. City owned property to the east of Fairway includes the Jaycee Park shoreline and 26 parcels of property recently acquired for the Holliday Creek project.

The dam holding the waters for Lake Wichita runs along the north side of Lake Wichita with the spillway to the east. Holliday Creek is the main tributary feeding into Lake Wichita then flowing into the Wichita River.

Lake Wichita was once considered to be the largest man-made lake in the State of Texas. Its watershed, which contributes to Holliday Creek at Lake Wichita, is approximately 32 miles in length and eight

miles in width. It was constructed by the Wichita Falls Electric Company in 1901 by damming Holliday Creek. The City of Wichita Falls obtained title to the lake in 1920.

B. The History of Lake Wichita

Lake Wichita was conceived by Joseph A. Kemp, one of the founding fathers of Wichita Falls, to be a source of an abundant supply of water for the town. Kemp felt that if the city were to grow, it could not rely on water from wells and a few storage tanks. His ultimate plan was for the lake to be an elaborate irrigation system incorporating small 10 acre farms from Lake Wichita to the downtown area of Wichita Falls all made prosperous by irrigation from Lake Wichita.

Instead of creating a booming agricultural community, Lake Wichita became a thriving tourist area. Visitors from all over Texas and Oklahoma came to enjoy the pavilion, hotel, boating, fishing, amusement park and baseball diamond. It was also the host for many fairs and special exhibits.

Access to and from the area was made easy by rail lines to the complex and streetcar runs to and from downtown Wichita Falls.

Over the years, the complex was eventually destroyed by fire. The final segment, a portion of the pavilion dance hall, continued to exist into the mid-50's until it, too, burned. But the history of Lake Wichita is not all glamorous and exciting.

Since its construction in 1901, the Holliday Creek/Lake Wichita area has been plagued with flooding problems. The dam, as constructed, provided only minimal flood protection for the City of Wichita Falls. Shortly after it was built, the dam failed. Since then a variety of repairs and modifications have been made in an effort to enhance the dam's structural integrity.

The lake served until 1947 as a primary source of water for the City of Wichita Falls.

In April 1978, the Lake Wichita Dam was inspected by the Corps of Engineers under the National Dam Inspection Act, Public Law 92-367. As a result of the inspection, the dam was given a hazard classification of "1"--meaning posing a catastrophic threat, the worst possible classification which can be assigned to a dam. It indicated that the area downstream from the dam would sustain large monetary damage if the dam failed.

Faced with the potential of destroying the dam and the lake, the Wichita Falls community made a concerted effort to obtain federal funding for a flood control project which would both retain the lake and provide flood protection.

The effort resulted in the passage of Public Law 99-662 in October 1986, which provided for federal cost-sharing for the construction of the current Holliday Creek/Lake Wichita flood control project scheduled for completion in 1995.

C. Holliday Creek/Lake Wichita Project

The Holliday/Lake Wichita Flood Control Project was started in 1986 and should be substantially complete in 1995. The cost of the overall project is approximately $50,000,000, and consists of reconstruction of the Lake Wichita dam, spillway modification, and a 9.4 mile long channel downstream of the dam to its juncture with the Big Wichita River. This project is designed to provide 100-year flood protection to the City of Wichita Falls and will greatly stabilize the lake elevation which currently experiences significant fluctuations.

The scope of the project is quite complex in nature and is outlined in detail in a document entitled "COMMUNICATION FROM THE ASSISTANT SECRETARY OF THE ARMY (CIVIL WORKS)" dated May 10, 1984. The before and after key elements of Lake Wichita can be contrasted by the following table:

Element	Pre-Project	Post-Project
Dam can be topped by	15 year event	10,000+ year event
Spillway elevation	980.7	976.0
Top of dam elevation	986.0	993.0
100-year pool elevation	985.6	982.8

The conservation pool of Lake Wichita will be established by the elevation of the spillway which is located at 976.0. This will provide a lake surface area of approximately 1,224 acres, approximately 550 acres to be at a depth of four feet or greater. In order to maintain the lake level at 976.0 in dry periods, approximately 13 million gallons per day (MGD) will have to be

available. An analysis of records from May, June, July and August of 1984 confirms that the City transferred approximately 12.59 MGD into the lake from the Lake Diversion irrigation system. In order to expedite the necessary amount of water from the irrigation canal to the lake, additional facilities will need to be constructed. This will ensure that the lake can be maintained by transfer of water through City-owned easements.

In 1991, the Wichita Falls City Council commissioned the engineering consulting firm of Biggs and Mathews, Inc. to prepare a study for proposed Lake Wichita improvements. The purpose of the study was to investigate and document the various options and associated costs relative to deepening the lake for recreational use. The Biggs and Mathews study found that the sediment in the bottom of the lake was non-toxic. The cost of dredging was determined to be $6,200 per acre-foot of dredged material, expressed in 1991 dollars. The study further suggested that the ultimate scope of any dredging should be governed by the intensity of community commitment to the concept of capital expenditures for dredging.

II. EXISTING LAKE WICHITA RECREATIONAL FACILITIES

The lack of public access to the lake and maintenance around the lake curtails the amount of boating and fishing.

Today, a public boat ramp exists at the south end of Jaycee Park. This boat ramp is unusable at the stable lake elevation of 976.0. The Yacht Club also maintains a building and grounds on City-owned land located on Lakeshore Road. The Yacht Club is a private organization

which leases the Yacht Club facility from the City on a yearly basis, and one must be a member of that club to utilize those facilities.

A commercial boating operation is also available on Lakeshore Drive and provides both access and boat sales and service. Their facilities are available to the public only on a commercial basis.

The State Hospital maintains and uses a dock and scenic overlook facility across the street from the Hospital entrance. While this facility is not available to the general public, extensive use of the access has been made by State Hospital employees and patients.

Historically, the dam area in the area of the old channel has been used by fishermen, although this facility has been somewhat hampered by lack of easy automobile access and lack of all-weather parking.

The lake provides suitable habitats for many waterfowl and wildlife.

III. PROPOSED RECREATIONAL ENHANCEMENTS

The Lake Wichita Study Committee has determined that the Lake Wichita facility presents a potentially significant asset to the community. The currently underutilized facility has been dormant since its "glory days" receiving moderate use from boaters and fishermen.

The potential exists to incorporate Lake Wichita into the overall recreational pattern for the City of Wichita Falls. Through a system which would tie Lucy Park and the Wichita River to Lake Wichita by

nine miles of trails following Holliday Creek, the expanse would broaden the scope for walkers, cyclists and skaters (Enclosure 2). The first phase of the trail would run along Jaycee Park immediately adjacent to Lake Wichita (Enclosure 3). Application for funding for this phase has been made to the Texas Parks and Wildlife Department.

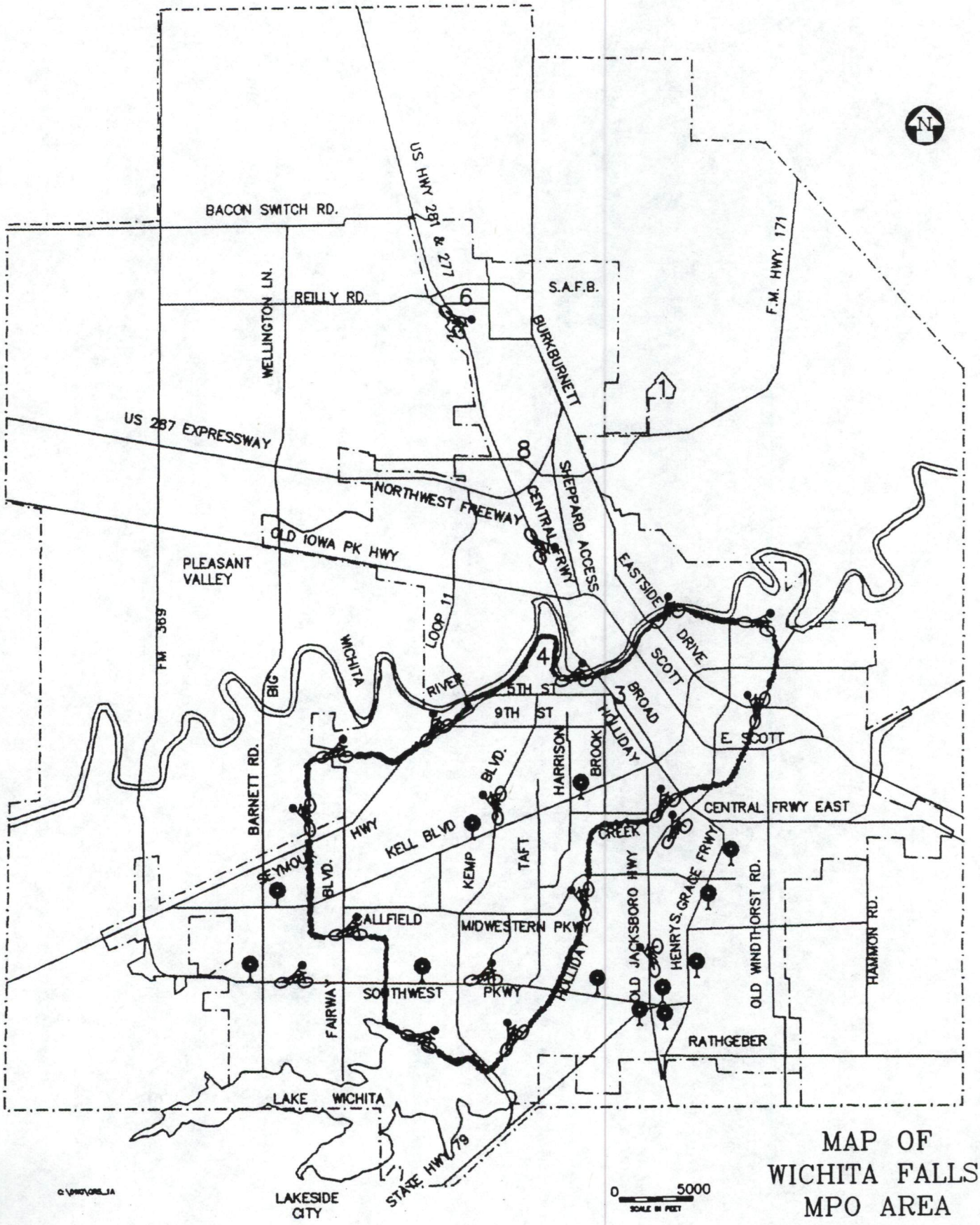
The second phase, from Weeks Park on Southwest Parkway to Midwestern Parkway (Enclosure 4) has already received approval of funds from the Intermodal Surface Transportation Efficiency Act (ISTEA).

The completion of the trail system at Lake Wichita would provide citizens access to the large area along Jaycee park inhabited year-round by wildlife. Cyclists could expand their ride routes without fear of auto traffic. Walkers and joggers would, at last, be able to enjoy the Lake without having to walk through underbrush.

According to the Director of Parks and Recreation for the City of Wichita Falls, 75% of people who utilize water oriented facilities (such as the trails adjacent to the lake would be) do <u>not</u> directly use the water. This theory has already been confirmed by the high usage of the River Trail system on the Big Wichita River near Lucy Park and the waterfall.

The trail system is considered to be a key element to the reuse of Lake Wichita, along with better access to the lake for boating and fishing. As the proposed projects unfold, the rebirth of Lake Wichita and the important role it can play in the lives of Wichita Falls citizens will be better understood.

CITIZEN PROJECT RECOMMENDATIONS
AIR, BICYCLE/PEDESTRIAN, LANDSCAPING



MAP OF
WICHITA FALLS
MPO AREA

IV. PROPOSED LAKE WICHITA IMPROVEMENTS

The Lake Wichita Study Committee has reviewed a wide range of proposed improvements suggested by interested groups and individuals. After detailed review of these various proposals, the Lake Wichita Study Committee has focused upon a scope of work as set forth in this report. These improvements have been prioritized into: Project I with a construction estimate of $306,335, Project II at an estimate of $840,000 and Project III at an estimate of $387,000, and Project IV with an estimated cost of $150,000.

After a thorough review, the Committee believes that these improvements should be completed in the priorities listed with a special emphasis upon the number one item under Project I: Diversion of Water From Lake Diversion into Lake Wichita. This element of the improvements is vital to protecting the fisheries and wildlife currently using Lake Wichita, and this work should be accomplished in 1994. The Committee believes the remainder of the items should be accomplished in an orderly manner through a construction program financed by a combination of grants, municipal funding and contributions.

With the completion of Projects I, II, III, and IV, Lake Wichita will again become alive with havens for wildlife, boating and fishing enthusiasts, bike riders and walkers. It will also provide facilities for meetings, educational opportunities, recreational activities and for economic ventures not yet even considered.

CITY COUNCIL CHARGE TO
LAKE WICHITA STUDY COMMITTEE
MAY 25, 1993

The City of Wichita Falls, along with the United States Corps of Engineers, is in the process of completing the Holliday Creek Improvement Project. Phase III, the final phase of that project, has been placed under contract and the work is proceeding. This project will, among other things, lower the normal level of Lake Wichita. There are numerous concerns of the impact that lowering that lake level will present. The lower lake level is necessary in order to provide affordable one hundred year flood protection for the area.

The City Council of the City of Wichita Falls feels that a study committee is needed to examine potential future uses of the Lake Wichita area. A committee will be created by the City Council in order to examine and study the possible uses and reuses of the area known as Lake Wichita. In order to reach conclusions, this committee is encouraged to review the "Study Report on Lake Wichita Improvements" completed by Biggs and Mathews in 1991. The committee is free to use any other information or conclusions available in order to formulate recommendations to be given to the City Council of Wichita Falls.

The specific task of the committee is to study and present any adaptive reuse of the Lake Wichita area that it can recommend. Alternatives seem to range from leaving the lake area in whatever natural state results as a product of the Holliday Creek Project to a complete redredging of the lake area. Other alternatives should be examined as well.

In presenting recommendations to the City Council, the committee should attempt to provide information on at least the following points:

A) What are the benefits of any recommended program or course of action,

B) Does that recommendation fulfill any unmet needs of the community and list those needs,

C) What is the technical feasibility of the program,

D) List a determination of who is benefiting by the specific recommendations,

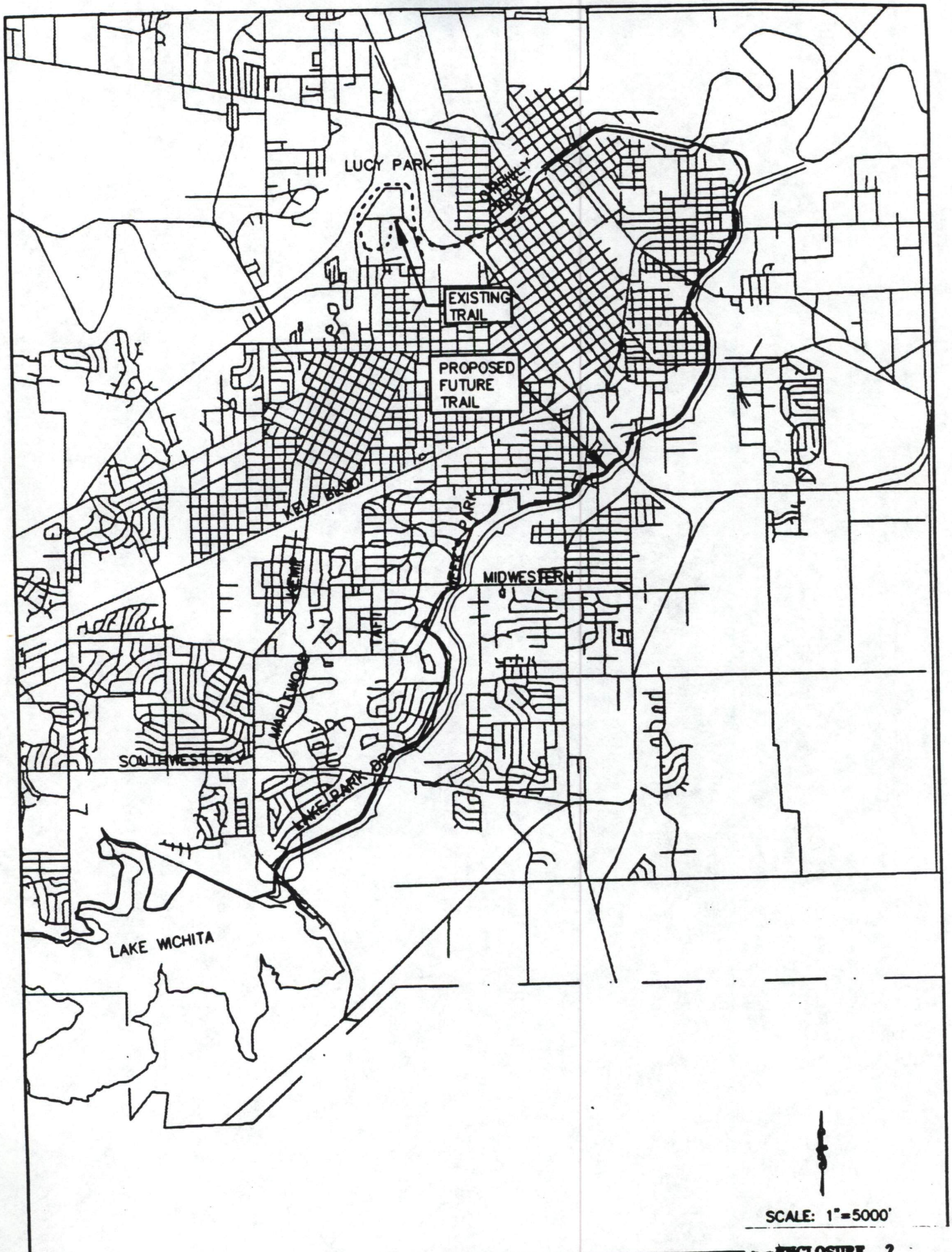
E) What are the program costs and list any funding recommendations for meeting those costs,

F) Present an approximate program implementation schedule,

G) Submit a feasibility management program that indicates future maintenance of any project recommended.

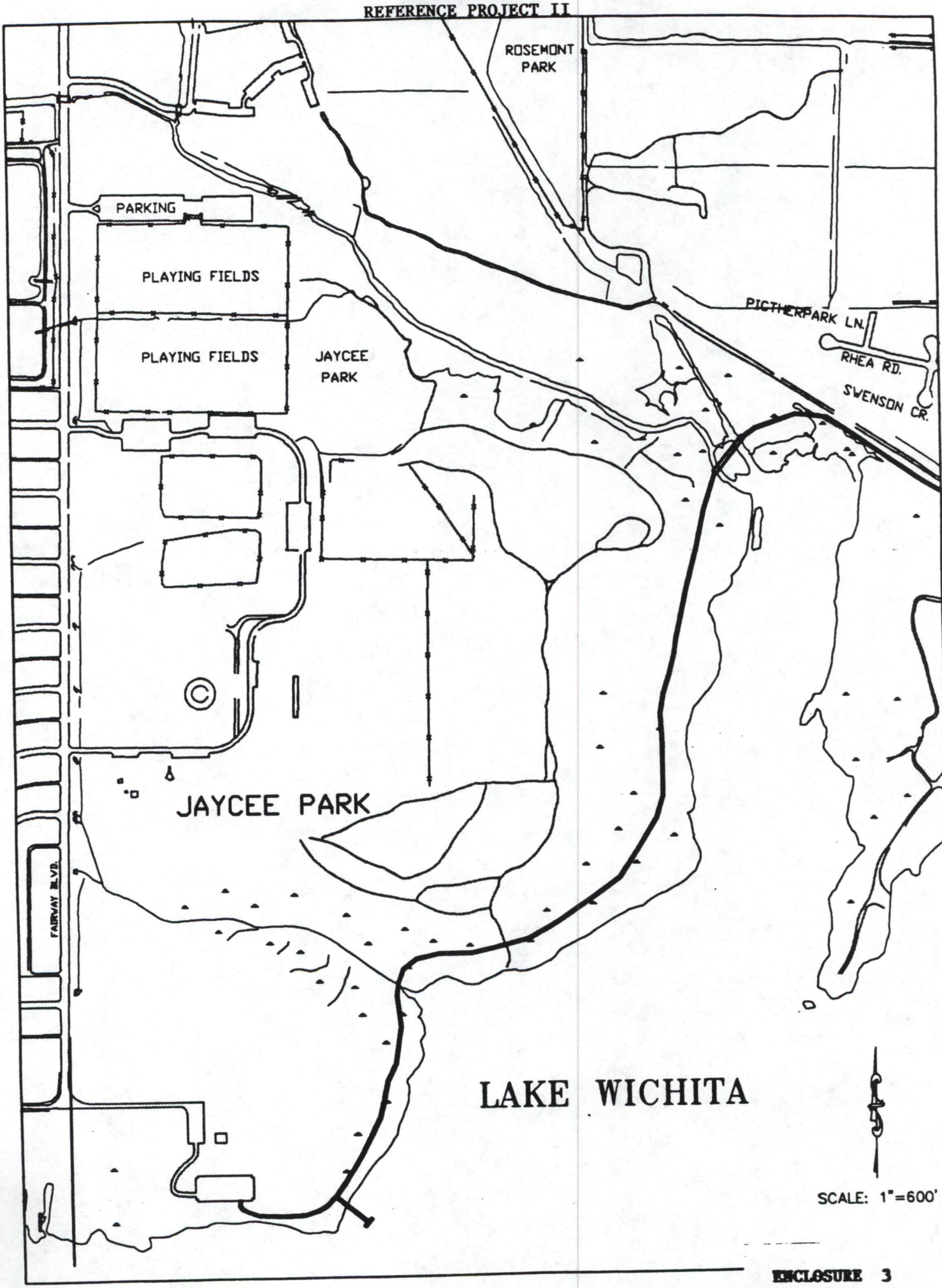
Once appointed, it is anticipated that the committee will meet on a regular basis and work toward completing its tasks within _____ months. To whatever degree possible, City officials and staff will be available to work with the committee to complete this important assignment.

PARKS AND RECREATION PROPOSED TRAIL SYSTEM
LINKING LAKE WICHITA WITH LUCY PARK



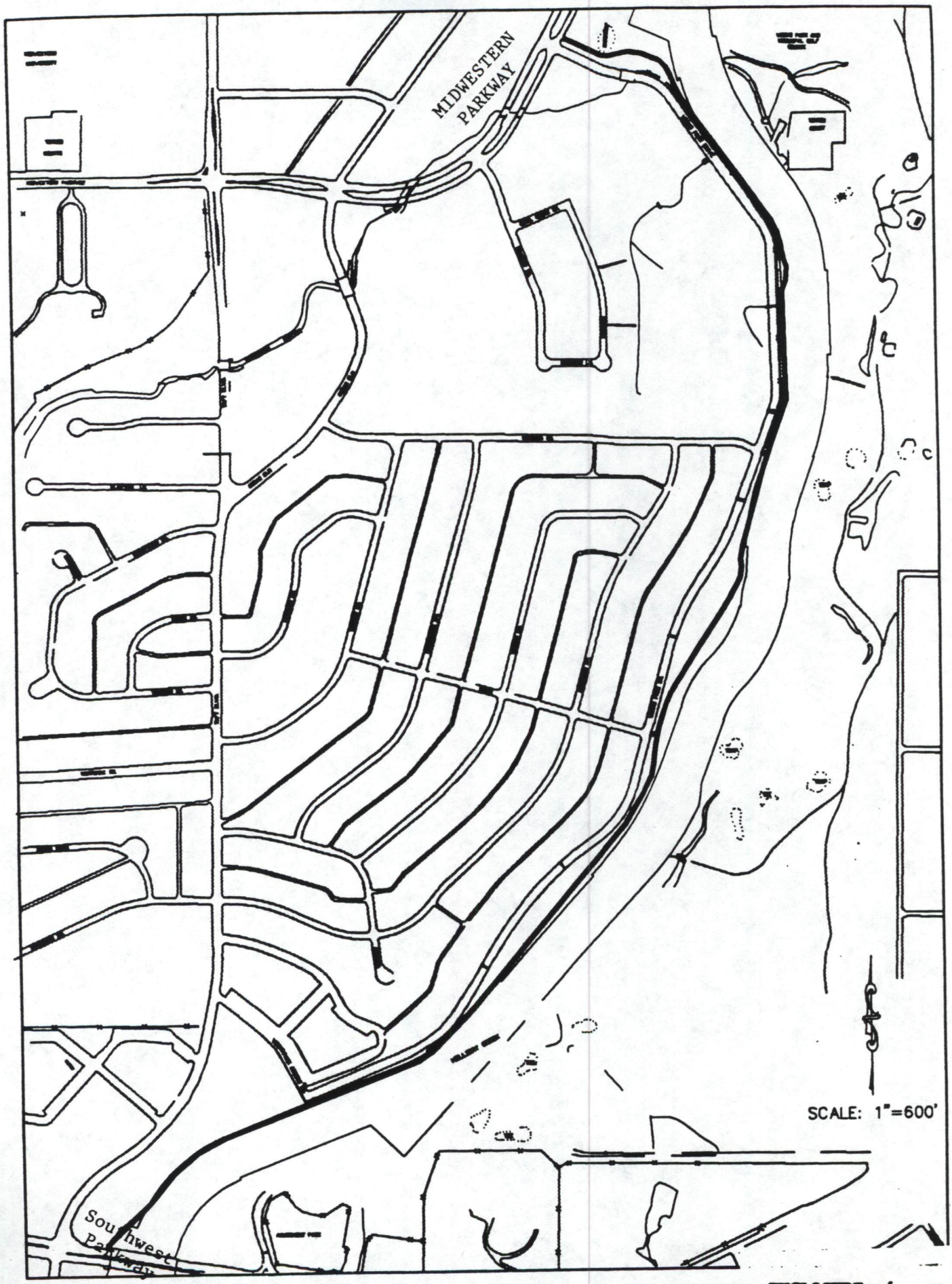
ENCLOSURE 2

TRAIL SYSTEM
REFERENCE PROJECT II

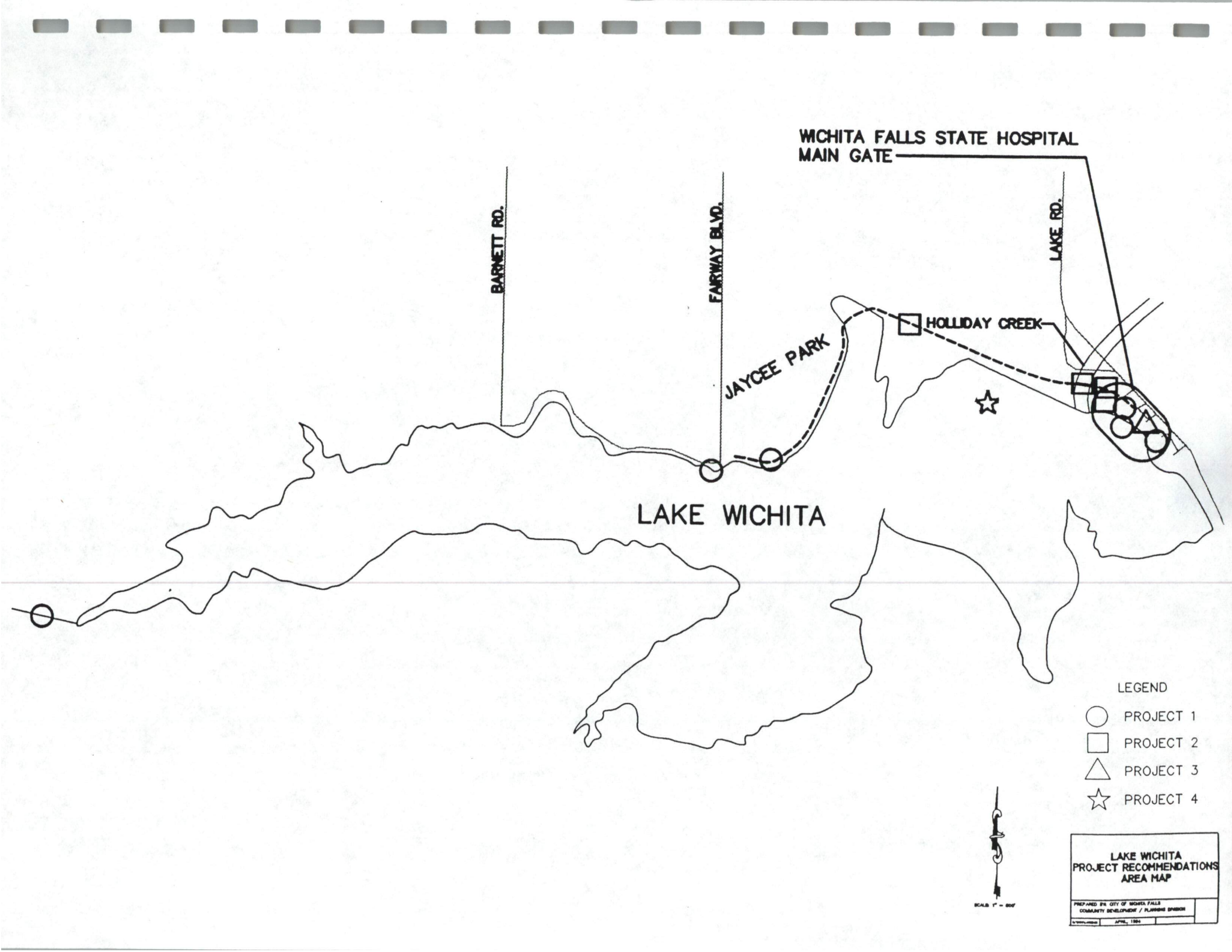


ENCLOSURE 3

TRAIL SYSTEM
SOUTHWEST PARKWAY TO MIDWESTERN PARKWAY



ENCLOSURE 4


WICHITA FALLS STATE HOSPITAL
MAIN GATE
BARNETT RD.
FAIRWAY BLVD.
LAKE RD.
HOLLIDAY CREEK
JAYCEE PARK
LAKE WICHITA
LEGEND
PROJECT 1
PROJECT 2
PROJECT 3
PROJECT 4
LAKE WICHITA
PROJECT RECOMMENDATIONS
AREA MAP
PREPARED BY: CITY OF WICHITA FALLS
COMMUNITY DEVELOPMENT / PLANNING DIVISION
APRIL, 1984

PROJECT I

ACTIVITY	ESTIMATED COST
Lake Diversion Channel	$ 30,000
Property Acquisition (2 lots) (East Side of Lake)	20,000
Demolition and Clearing of 2 lots	10,000
Remodel Two Existing COE Buildings	20,000
Boat Ramp (1) on East Side of Lake	30,000
Parking (at boat ramp East Side)	60,000
Roadway to Ramp (East Side)	10,000
Excavation Channel to Ramp (East Side)	50,000
Yacht Club Improvements	10,000
Dredging 100' channel at Yacht Club	50,000
Sand Beach	16,335
	$306,335

LAKE WICHITA STUDY COMMITTEE REPORT
RECOMMENDATION DETAILS

PROJECT 1

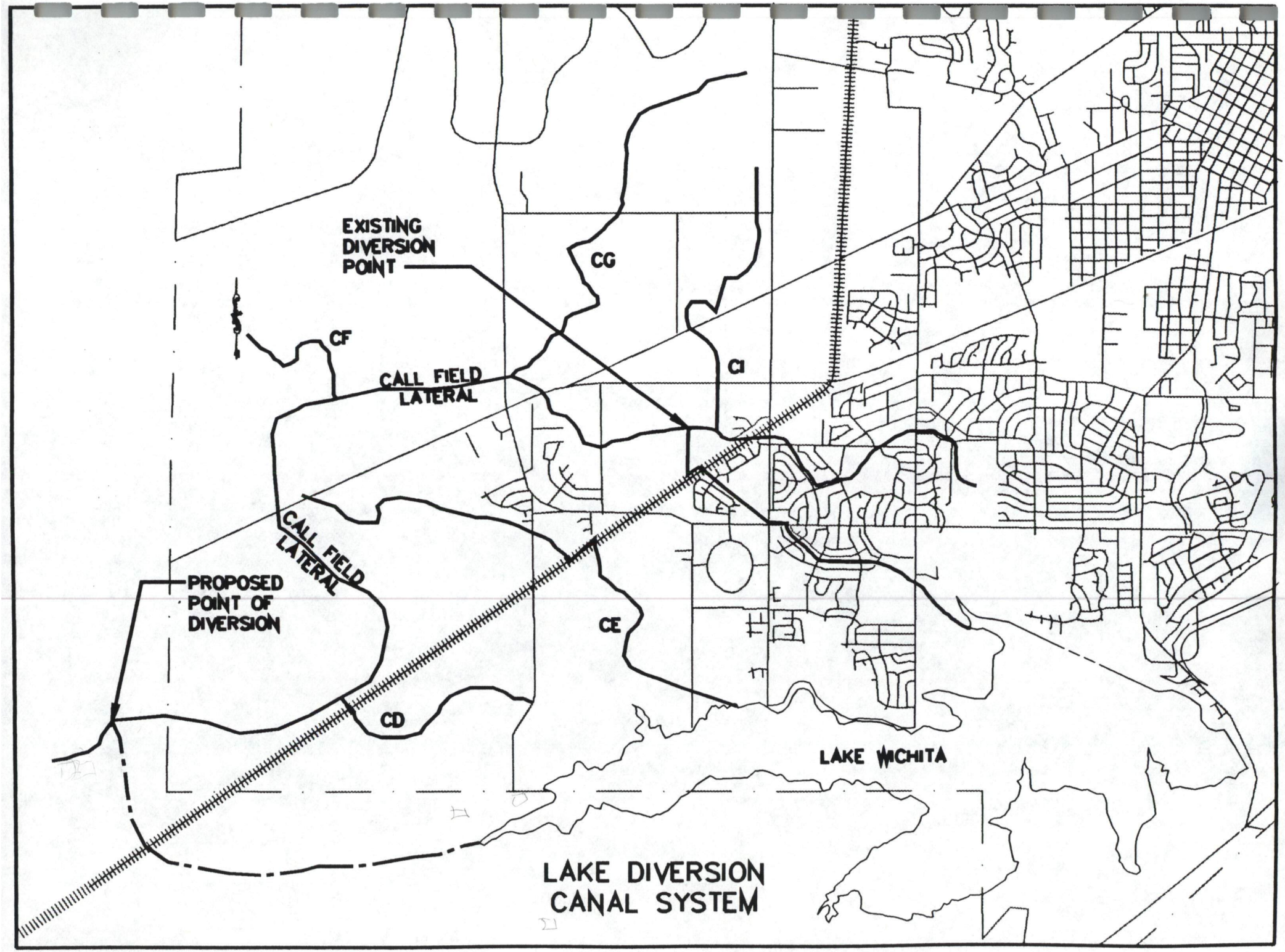
1. Divert water from Lake Diversion into Lake Wichita through the southside canal and its associated laterals in order to limit excessive water level fluctuations and to maintain a constant level lake at 976 msl.

Plan: Implement the option discussed in Biggs and Mathews (1991) to use an existing city permit to divert up to 5,850 acre feet of water per year to Lake Wichita. During 1994 start designing and budgeting for canal improvements to increase the canal system capacity up to 15 million gallons per day. Also, start acquiring any needed water passage rights. Design and budget planning should take place in 1994 to prevent any unnecessary delays in implementation in 1995. Any improvements should be coordinated with the Wichita County Water Improvement District.

Estimated Cost: * $25,000 to $30,000 (Biggs and Mathews 1991)

Benefit: Maintaining a constant level lake will help protect fish and wildlife habitats and encourage a variety of recreational uses. Without the diversion, an extended drought could take the lake as low as 972 msl with an average depth of 2.5 feet (Biggs and Mathews 1991), which would pose a threat to aquatic life and eliminate most recreational opportunities.

* City staff feels this cost may run less and has proposed alternate points of diversion.

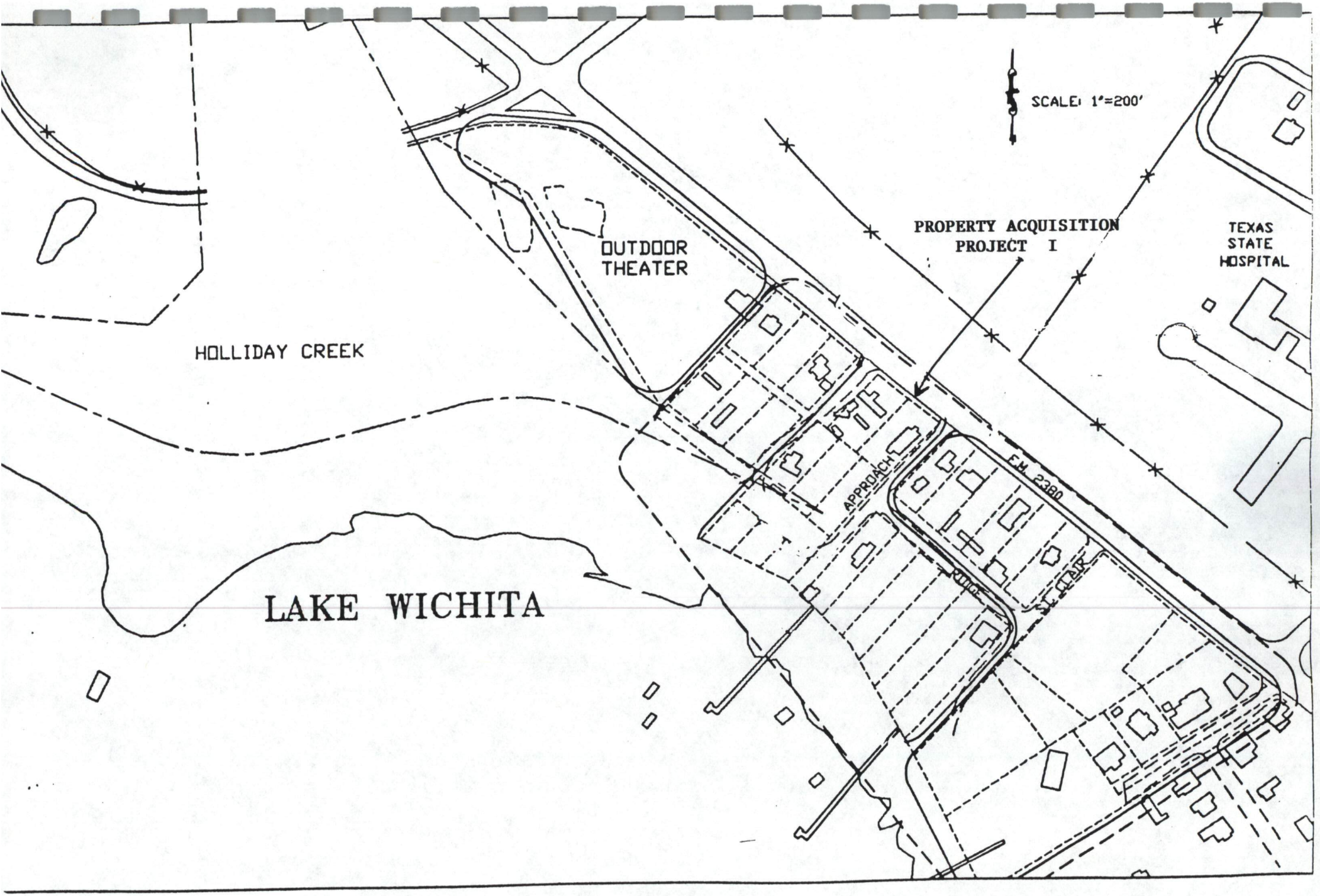

EXISTING
DIVERSION
POINT
CG
CF
CALL FIELD
LATERAL
CI
CALL FIELD
LATERAL
PROPOSED
POINT OF
DIVERSION
CE
CD
LAKE WICHITA
LAKE DIVERSION
CANAL SYSTEM

2. Property Acquisition/Demolition and Clean-up

Plan: Acquisition of two (2) lots between Approach and Inlet Avenues is needed to provide access to Lake Wichita and the proposed boat ramp and public parking adjacent to and east of the dam. This area would provide good access for people wanting to use the lake.

Estimated Cost: $30,000 ($10,000 is estimated for clean-up and clearing of the property.)

Benefit: Provide parking area for multi-usage.



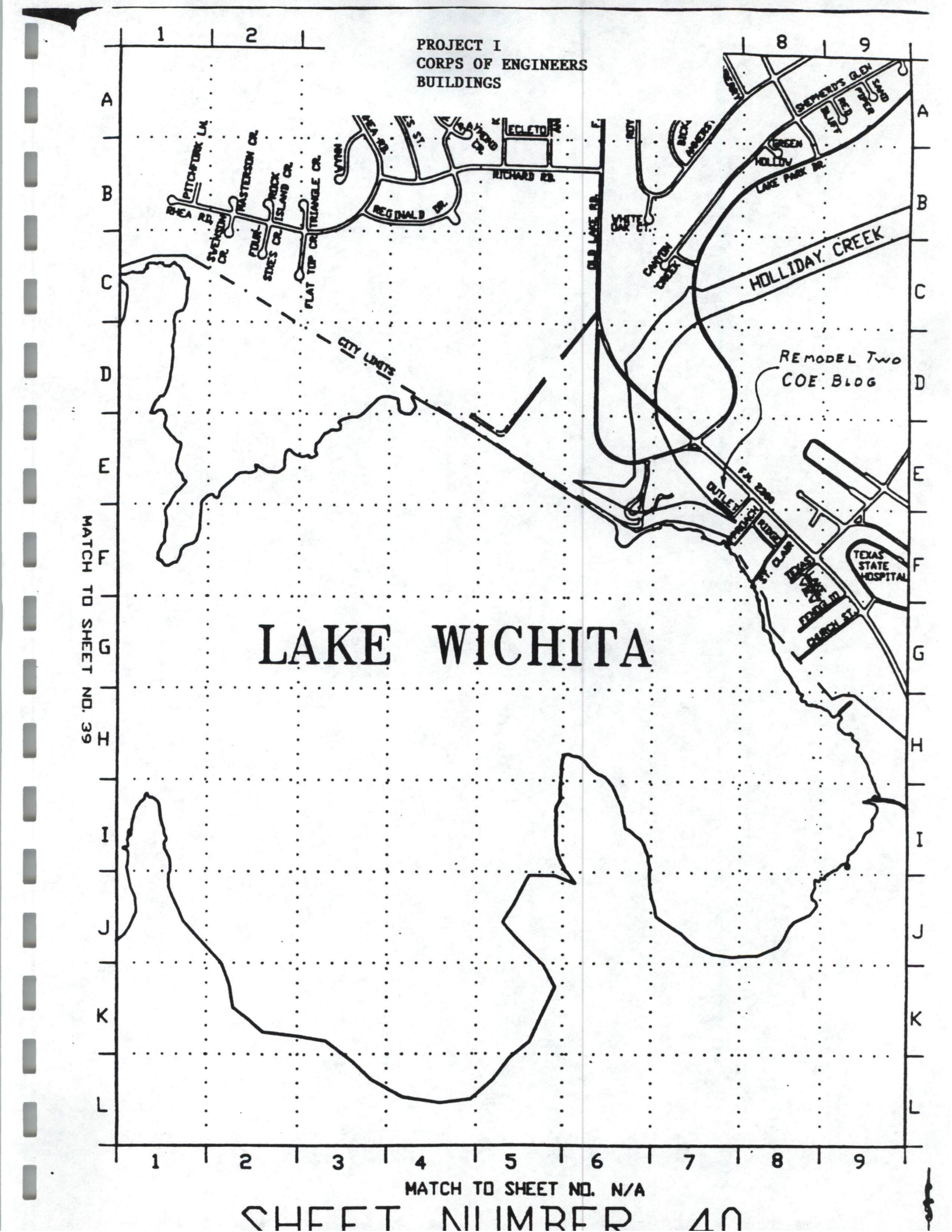
PROJECT I
PROPERTY ACQUISITION MAP

3. Remodel Two Existing COE Buildings

Plan: Approach contractor regarding donation to the City of two (2) existing buildings at the end of Texas Street. Upon acquisition of said buildings, remodel them to accommodate public use.

Estimated Cost: $20,000

Benefit: The buildings would be used for educational and recreational activities or other services as needed.



SHEET NUMBER 40

4. Provide good boating access on the east side of the lake.

Plan: Build a single lane boat ramp and parking area on city-owned land on the east side of Lake Wichita. The parking area would require enough space to allow for at least 40 pull-through vehicle and boat trailer spaces. An access road off Old Lake Road would need to be improved and paved. This particular site would be near the new spillway. It is recommended that it be located at least 500 feet from the spillway, and that a no boating zone be clearly marked for safety reasons. The ramp could also be closed during periods of extreme outflow.

It appears that some dragline dredging would be required to provide good access out into the lake. More than minimal dredging would require a 404 permit from the Corps of Engineers.

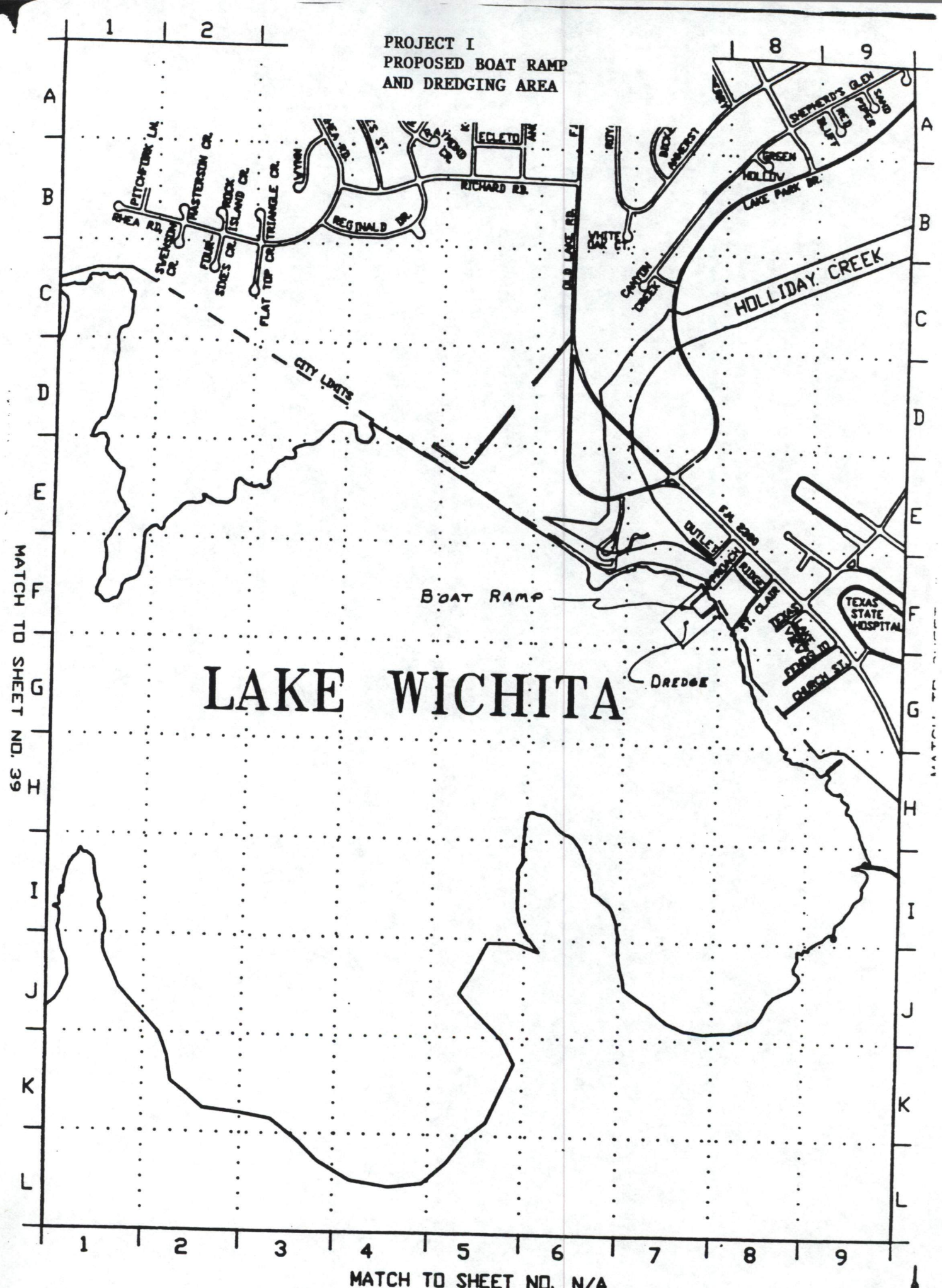
Estimated Cost: Construction costs for access, parking, and the boat ramp are estimated to be $100,000. Up to 75% of the funds required for new boat ramp construction and parking could come from the Texas Parks and Wildlife Department's (TPWD) Boat Ramp Program. This program participates on a cost share basis with local controlling authorities to improve boat access. It is possible for the local share to be achieved through in-kind contributions, i.e. city staff labor, equipment use, etc. Parks and Wildlife Department funds could be granted contingent on application approval as submitted by the City Parks and Recreation Department.

The costs of any required dredging (estimated at $50,000) could be eligible for TPWD funding.

Benefit: There will be accessibility on the east side of the lake. Boating access will allow people to enjoy recreational activities on the water. The average 4.5 foot water depth at spillway elevation 976 msl (Biggs and Mathews 1991) should provide adequate water depths for practically all recreational boating.

Excavation of the channel will allow the public greater and easier boat access to Lake Wichita from the east side. It will also allow at least 4-foot of water depth to enable easier access onto the main body of the lake.

Without good boat access, recreational use and fishing opportunities will be severely limited. The local economic benefits derived from additional days spent fishing need to be seriously considered. It is estimated that expenditures by anglers fishing in Texas public waters in 1991 averaged $42.32 per day fished (1991 National Survey of Fishing, Hunting, and Wildlife - Associated Recreation 1993). The Final Environmental Statement (U.S. Army Corps of Engineers 1979) predicted that by allowing angler access and gradually restoring fish and wildlife habitats after project completion, an increase in sport fishing of about 400 man-days per year could be expected. This would translate into an increased, recurring economic benefit of approximately $17,000 per year just from fishing alone.



SHEET NUMBER 40

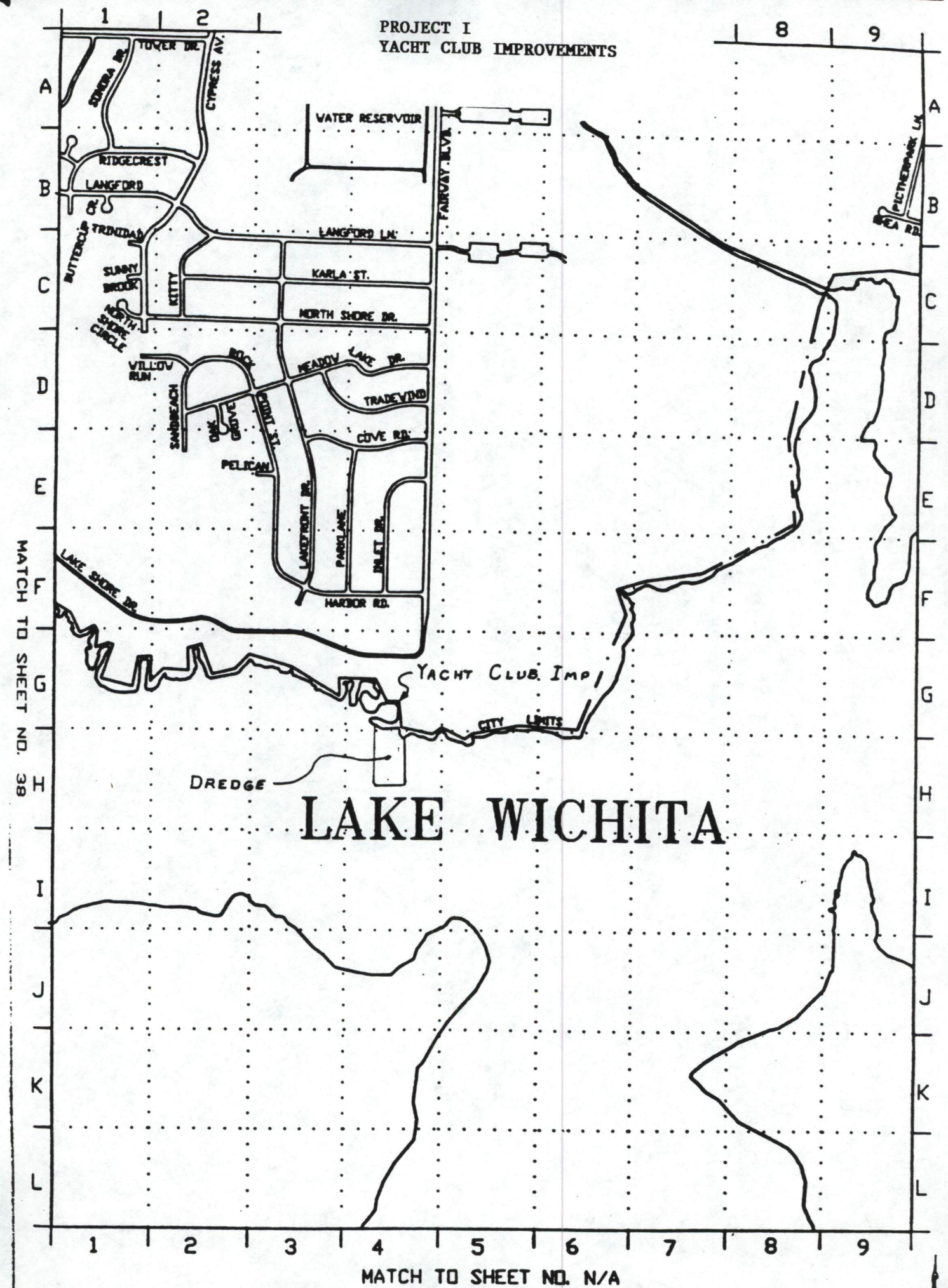
5. Yacht Club Improvements

Plan: To improve Yacht Club building (existing), make general grounds improvements, limited boat ramp improvements, and provide a fence to separate Club building and other facilities from public parking and boat ramp.

To deepen the channel to a depth of 972 msl from the boat ramp to the body of the lake. Possible uses of dredge material could be at Jaycee Park or the west end of the lake.

Estimated Cost: $10,000 for improvements to the existing building, and $50,000 for dredging to a depth of 972 msl.

Benefit: These improvements will serve to enhance the boat ramp area, and provide public access to the lake on the northwest side currently available to members only. While removing exclusive use privileges to the boat ramp from current Club members, the upgrading of their current facilities should offer ample residual benefits to the members. These improvements will also provide additional shoreline angler access.


PROJECT I
YACHT CLUB IMPROVEMENTS
WATER RESERVOIR
FAIRWAY BLVD.
TOWER DR.
SONORA DR.
CYPRESS AVE.
RIDGECREST
LANGFORD
TRINIDAD
BUTTERCUP
LANGFORD LN.
SUNNY BROOK
KITTY
KARLA ST.
NORTH SHORE DR.
NORTH SHORE CIRCLE
WILLOW RUN
MEADOW LAKE DR.
TRADEWIND
SANDBEACH
OAK GROVE
PELICAN
COVE RD.
LAKEFRONT DR.
PARKLANE
INLET DR.
HARBOR RD.
LAKE SHORE DR.
YACHT CLUB IMP.
CITY LIMITS
DREDGE
LAKE WICHITA
PICTURE PARK LN.
MATCH TO SHEET NO. 38
MATCH TO SHEET NO. N/A
SHEET NUMBER 29

6. Sand Beach

Plan: To develop one-half acre in the Jaycee Park area with a sand beach for public swimming and wading.

Estimated Cost: $16,335

Benefit: To provide the public with an area for sunning, swimming and wading. The sand beach would blend with other uses of the area near picnic sites and the trail. It would create a public facility that is not available within a 50-mile radius.

LITERATURE CITED

Biggs and Mathews, Inc. 1991. Study Report of Lake Wichita Improvements. 2500 Brook Street, Wichita Falls, Texas.

U.S. Army Engineer District 1979. Final Environmental Statement for Lake Wichita, Holliday Creek - Wichita Falls, Texas. Tulsa, Oklahoma.

U.S. Department of the Interior, Fish and Wildlife Service and U.S. Department of Commerce, Bureau of the Census. 1993. 1991 National Survey of Fishing, Hunting, and Wildlife - Associated Recreation. U.S. Government Printing Office, Washington, D.C.

PROJECT II

ACTIVITY	ESTIMATED COST
Property Acquisition (East side)	$180,000
Clearing Acquired Property	20,000
Pedestrian Bridge Over Spillway	100,000
Trail from Jaycee to Pedestrian Bridge (to include fishing access on dam face)	400,000
Trail from Pedestrian Bridge to Texas Park	90,000
Outdoor Theater (to include parking)	50,000
	$840,000

LAKE WICHITA STUDY COMMITTEE REPORT
RECOMMENDATION DETAILS

PROJECT II

1. Property Acquisition

Plan: Acquire property from approximately Texas Street north and west to spillway. ("Texas Park" area)

Estimated Cost: $180,000

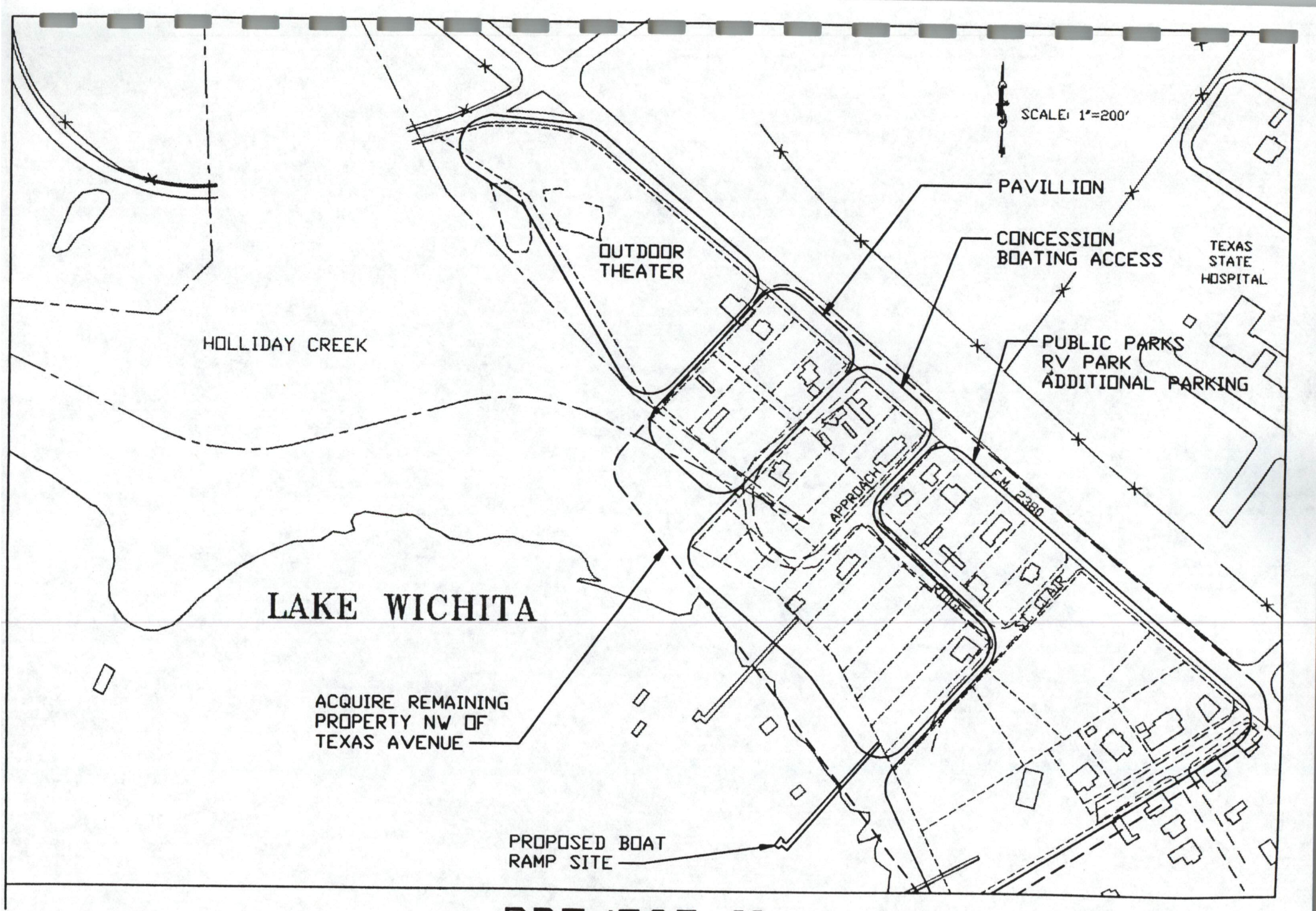
Benefit: This area will be used as a recreational area, and provide enough space for proposed construction of facilities to be mentioned later. (i.e. Pavilion, Outdoor Theater, RV Park) Development of these facilities would enhance the property value of adjacent properties.

2. Clearing Acquired Property

Plan: Clear, clean and contour property; leaving existing trees and shrubs where possible.

Estimated Cost: $20,000

Benefit: Site preparation for Texas Park area. This will make the area around the boat ramp, dam, and spillway more attractive; and will pave the way for future development in the area.



PROJECT II
PROPERTY ACQUISITION MAP

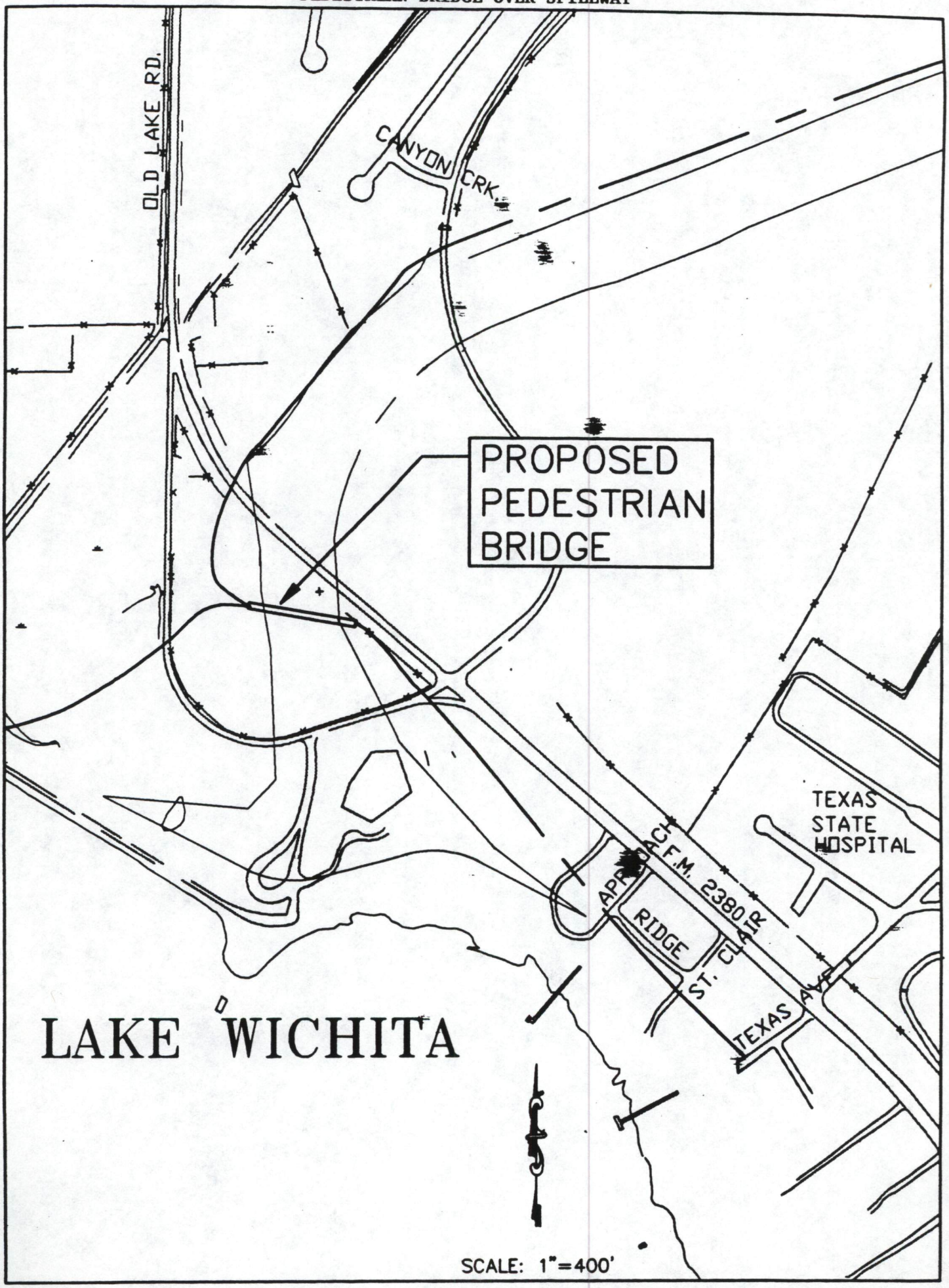
3. Pedestrian Bridge Over Spillway

Plan: Build a pedestrian bridge over 200' spillway from the end of the Jaycee Park trail on the west side to the east side of the spillway, and link both areas of development on the north side of the lake to pedestrian and bicycle traffic.

Estimated Cost: $100,000

Benefit: This bridge will serve as a connector between trails on the east and west sides of the spillway, and link both areas of development on the north side of the lake to pedestrian and bicycle traffic.

PROJECT II
PEDESTRIAN BRIDGE OVER SPILLWAY



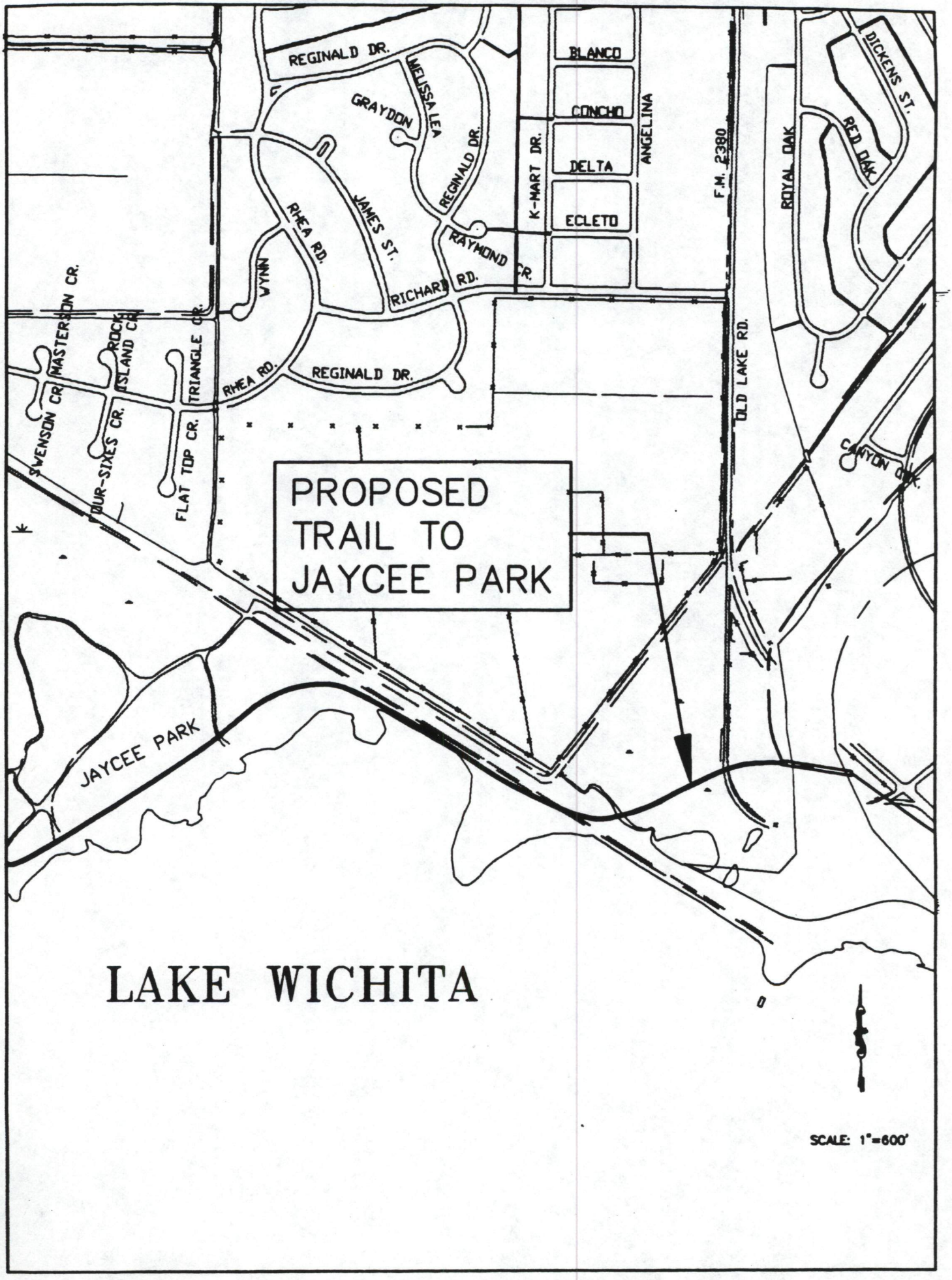
4. Trail from Jaycee Park to Pedestrian Bridge

Plan: Construct a 12' hiking/biking trail from the east side of Jaycee Park, along the shoreline of the lake, and on top of the dam to the spillway (approximately 8,000'). Also, to construct several fishing access points along the dam face.

Estimated Cost: $400,000

Benefit: This trail would provide a pedestrian/bicycle connection between Jaycee Park and the spillway. The public could use this trail for health and fitness purposes, nature walks, etc.; and it would also provide access at several points along the dam for fishermen.

PROJECT II
TRAIL FROM JAYCEE PARK TO PEDESTRIAN BRIDGE



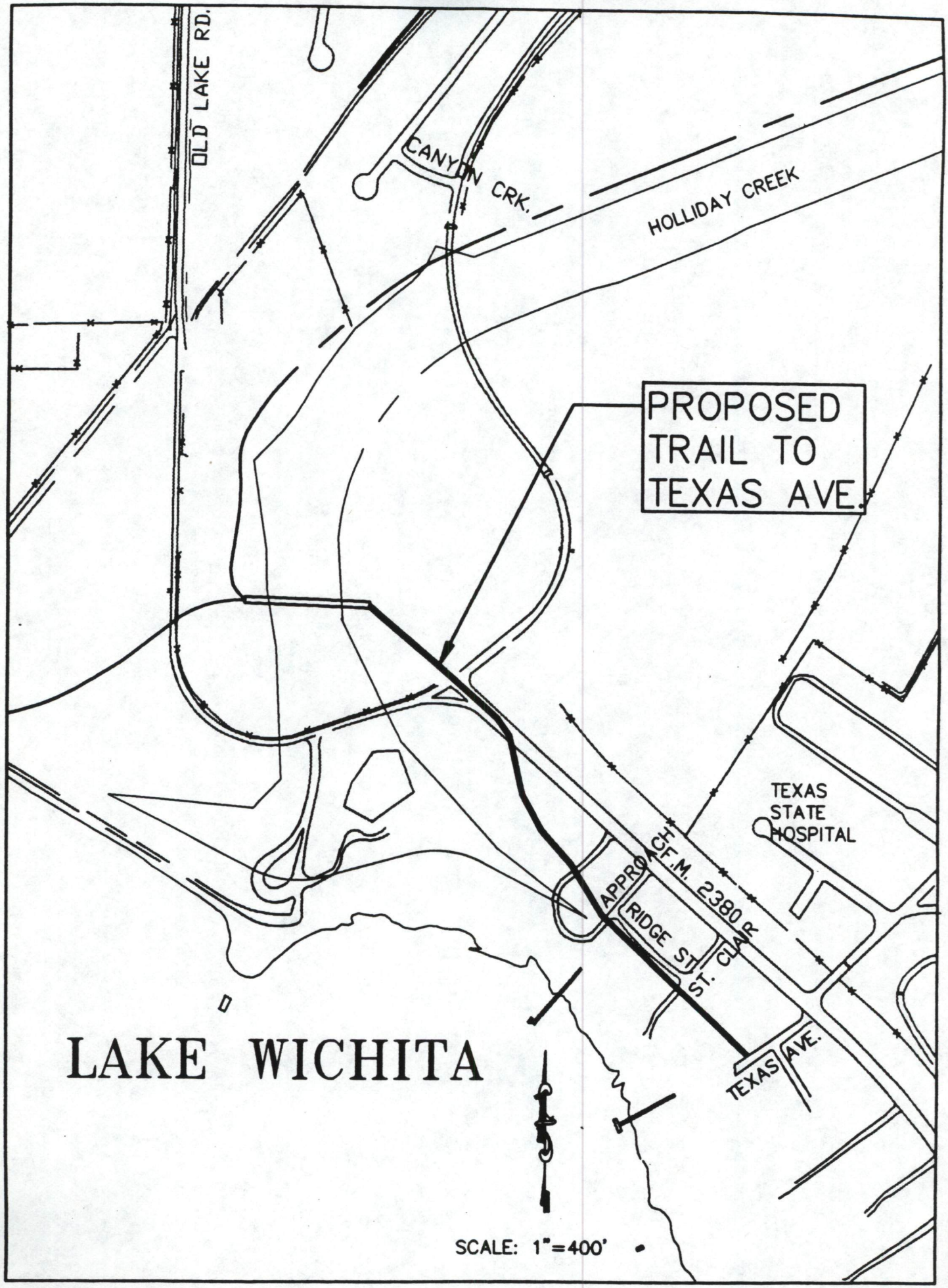
5. Trail from Pedestrian Bridge to Texas Park

Plan: Continue the trail from the east end of the spillway bridge to the "Texas Park"/boat ramp area (approximately 1,800').

Estimated Cost: $90,000

Benefit: This section of trail would tie the north side of the lake's development areas together and thus provide a tremendous view of the lake from a wide area along the northern shoreline. It will also be the final leg of nearly two (2) miles of trails stretching from Jaycee Park to "Texas Park".

PROJECT II
TRAIL FROM PEDESTRIAN BRIDGE TO TEXAS PARK



6. Outdoor Theater

Plan: To construct an outdoor theater type structure beside the dam, possibly using the natural contour of the landscape to form the seating areas.

Estimated Cost: $50,000

Benefit: This facility could be used for outdoor concerts of all types; plays, meetings, and other cultural or recreational events. The variety of potential uses for this type of theater would attract a wide cross-section of the community to the lake, and expand the scope of Lake Wichita as a recreational area.

PROJECT III

ACTIVITY		ESTIMATED COST
Pavilion		
a)	Building	200,000
b)	Patio (concrete)	22,000
c)	Restroom	40,000
d)	Kitchen	20,000
e)	Storage Room	10,000
f)	Multi-use Facility with Environmental/Wildlife Study Classroom	20,000
RV Park (Texas Park)		75,000
		$387,000

LAKE WICHITA STUDY COMMITTEE REPORT
RECOMMENDATION DETAILS

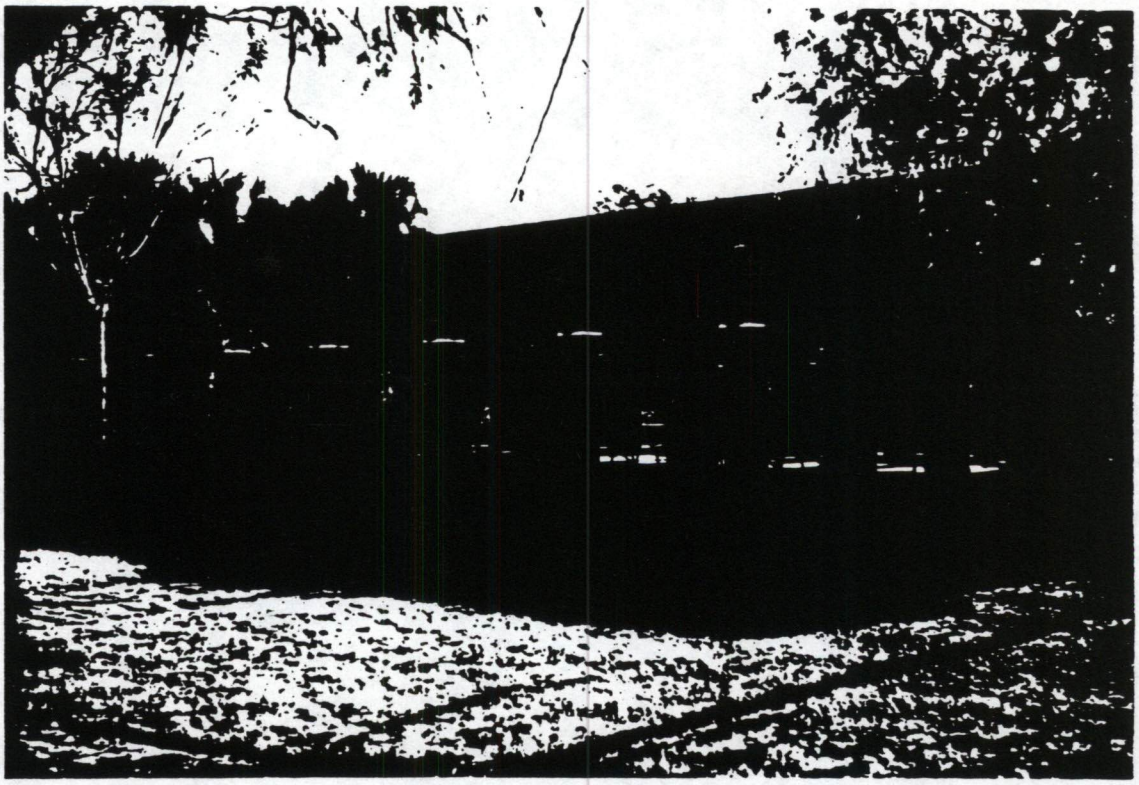
PROJECT III

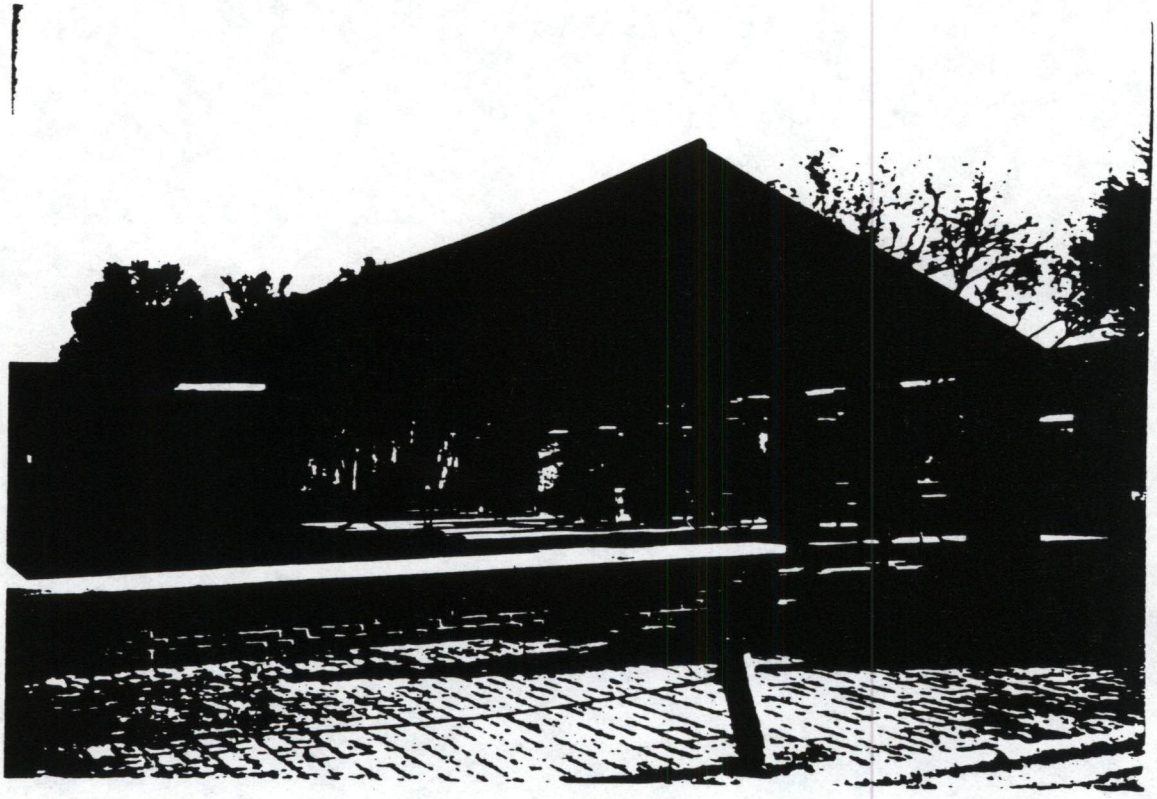
1. Pavilion

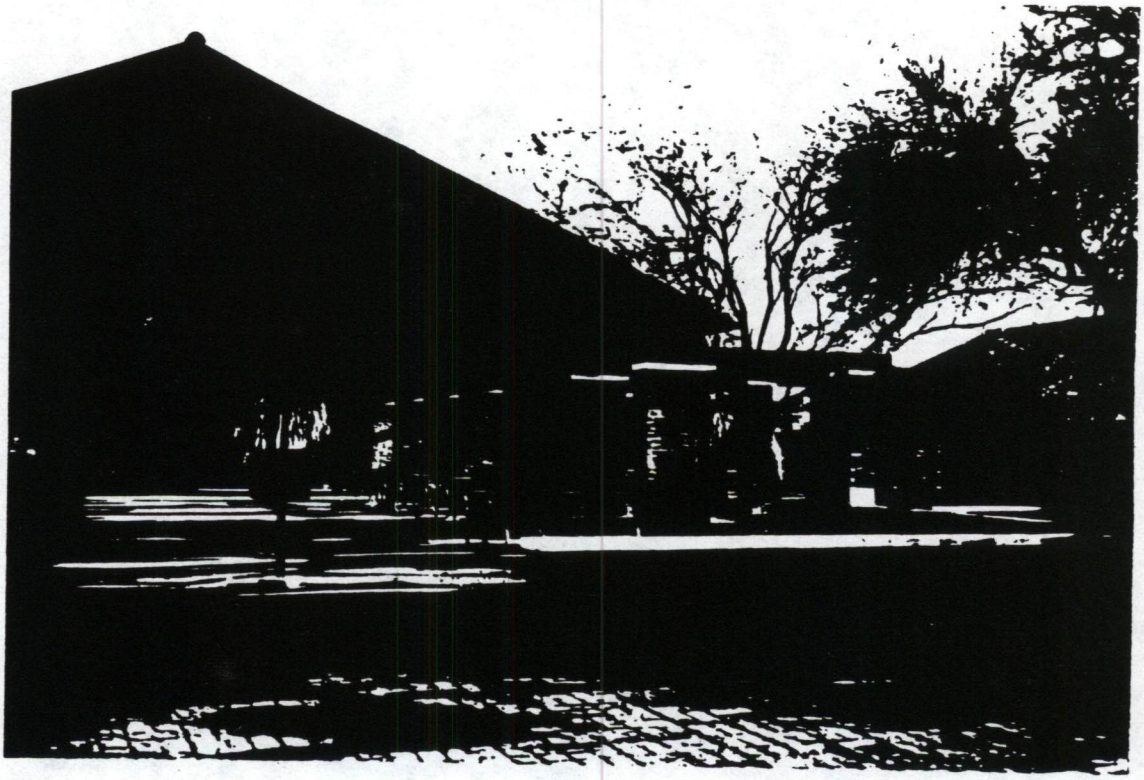
Plan: Construct an open-air covered pavilion (approximately 50' x 80') with restroom, kitchen, storage area, and an outdoor educational facility built under the roofed area to include an outdoor concrete patio area.

Estimated Cost: $312,000

Benefit: This facility could be used by a number of church groups, civic clubs, or private groups to hold meetings, barbecues, weekend outings, etc. It would also provide visitors to the Texas Park area a refuge in inclement weather. Pavilion could be used as an educational facility for school groups or a field trip type setting.







2. RV Park (Texas Park)

Plan: Construct a 20-space RV Park in the boat ramp/pavilion area.

Estimated Cost: $75,000

Benefit: This project would allow use of the "Texas Park" area facilities on an extended basis. Campers could come in for weekend trips and remain in the lake area during their stay. This area would encourage travelers to stop overnight in our city as opposed to driving through to larger metropolitan areas nearby. Currently, the area south and west of U.S. Highway 287 has no hotel/motel or camping facilities for overnight visitors.

PROJECT IV

ACTIVITY	ESTIMATED COST
1. Study to Raise Lake Level to 978 msl or Above	150,000

LAKE WICHITA STUDY COMMITTEE REPORT
RECOMMENDATION DETAILS

PROJECT IV

Plan: Request a study from the Corps of Engineers to deepen the lake two (2) feet. There are a variety of options available that range from a complete dredging of the lake at a very high cost, to considerably lower cost spillway modifications that will allow management of the lake level and adequate flood control during the extremely rare times of major flood threat.

Estimated Cost: $150,000

Benefit: There are several advantages associated with deepening the lake. Among them are:

1) an improved wildlife habitat and nature area.

2) an increase in the area that can be used safely for recreational activities.

3) significant enhancement to the other improvements recommended in this report.

With improved access to the lake area through the widening of FM 2380 (Lake Road), improved access to the lake through other projects recommended in this report and continued development of Wichita Falls around the lake, Lake Wichita will become a more important asset to the community. The effect of Phase III of the Flood control Project will leave a very large percentage of the remaining lake area unsuitable for normal boating activities. An additional two feet of water depth will significantly improve the quality and safety of the lake. Formulation of a reasonable plan to insure that Lake Wichita will be a usable and safe water recreation facility are both important and necessary.