PERKINS ROAD PARK 2.0
master plan update

February 2026

BREC

JFDS

DNAworkshop
ARCHITECTURE | INTERIORS | PLANNING

A to Z Consulting

NORRIS DESIGN
PEOPLE + PLACEMAKING

NEWLINE SKATEPARKS

On behalf of the Recreation and Park Commission for the Parish of East Baton Rouge (BREC), I am pleased to share our excitement with the completion of the Perkins Road Park 2.0 - Master Plan Update. This plan represents an important milestone for one of the most cherished and heavily visited community parks in our system and reflects BREC's continued commitment to providing high-quality, accessible recreation opportunities for residents and visitors alike.

The Perkins Road Park 2.0 Master Plan is an update to the original award-winning community park master plan prepared in 2007. This update was undertaken to build upon and improve the amenities that were developed as part of the 2007 plan, while also looking forward to the future of recreation in our parish. The updated plan considers new and evolving uses for walk-up recreation, extreme and action sports, and adaptive reuse of existing facilities, ensuring that Perkins Road Park continues to meet the needs of a changing community while maximizing the value of prior investments.

Located in southeast our Parish, at the heart of the parish's largest and most densely populated areas, Perkins Road Park holds a unique and vital role in BREC's system. The park is widely recognized for its extreme sports orientation, but it also offers a diverse range of outdoor recreation opportunities, including both programmed and non-programmed activities, community gathering spaces, and Olympia Stadium. This plan improves and expands the existing facilities, and adjusts and expands offerings for new trends and the current public desires. Collectively, these amenities allow the park to serve a broad spectrum of users while also positioning it as a catalyst for economic development through sports tourism and the introduction of new recreational and entertainment venues.

The development of the Perkins Road Park 2.0 Master Plan was guided by extensive collaboration across BREC. Input from administrative leadership, planning and engineering staff, programming teams, and maintenance personnel was integral to shaping a realistic and implementable vision for the park. This internal collaboration was complemented by robust public outreach efforts, ensuring that community voices, user groups, and stakeholders played a meaningful role in the planning process.

The master plan update was prepared by the landscape architecture firm Joseph W. Furr Design Studio, in collaboration with a multidisciplinary team that included New Line Skate Parks, Norris Design, DNA Workshop (architects), and recreational consultant Randy Alvarez., Public outreach and engagement services were provided by Franklin Associates Most of the team were instrumental in preparing the 2007 master plan. Together, this team worked closely with BREC staff and the community to develop a thoughtful, forward-looking plan that honors the park's history while positioning it for long term success.

BREC looks forward to advancing the vision outlined in the Perkins Road Park 2.0 Master Plan and to continuing our work to ensure this iconic park remains a vibrant, inclusive, and dynamic destination for generations to come.

Janet Simmons
BREC Superintendent

Janet Simmons
BREC Superintendent

letter from the superintendent

SITE COMPARISON - Small Compared to Other BREC Community Parks

Perkins Road Community Park encompasses approximately 52 acres, about half the average size of other Community Parks within the BREC system. This puts a premium on maximizing recreational value of recreational offerings per acreage to provide the typical level of service for a Community Park designation. Much of the existing site is undeveloped or underdeveloped and is ripe for investment to fully meet the standards service of other Community Parks in the System.

POPULATION SERVICED - Major Recreation Load

The site is within five miles of more than 50% of the total Parish population, and the majority of the Parrish's largest tow municipalities, accounting for much of the tax base for the BREC system. Consequently investing in Perkins Rd., Park will produce recreational dividends for a majority of the parish population who live in close proximity.

SITE LOCATION - Well Situated and Connected

The site benefits from strong vehicular connectivity that distinguishes it from many other community parks in East Baton Rouge Parish. The Park also occupies a strategically important position within the broader BREC Greenway and Blueway system, serving as a key urban node in the parish's expanding network Perkins Road Community Park is strategically located in close proximity to one of Baton Rouge's primary hotel and lodging corridors, enhancing its ability to support tournaments, events, and multi-day recreational programming.

ROLE IN THE BREC SYSTEM - Improve and Expand This Important Park Within the System

In IYP2, Perkins Road Park is highlighted for phased reinvestment rather than wholesale redevelopment, with emphasis on reinvigorating existing assets, improving accessibility, and better connecting the park to surrounding neighborhoods and nearby institutions along Perkins Road and Essen Lane. Perkins Road Park is considered one of BREC's most heavily used and historically significant community parks.

PAST & FUTURE PLAN STRATEGIES - Develop the Undeveloped Updated and Improve the Existing

The 2007 master plan and subsequent development was largely oriented around establishing the park as a premier action-sports destination. However, this meant that much of the southern portion of the site remained largely unchanged—retaining older layouts, limited programming diversity, and underutilized open space that does not fully reflect current community needs. Rectifying that imbalance is essential to completing the park as a true Community Park within the BREC System

Established by the BREC Internal Stakeholders & Planning Team the Goals for the Project are:

1. Embrace the role of a Community Park within the greater BREC park system, by establishing connections to the community through vehicular, bike, and pedestrian access, as well as facilities for a wide range of community events and non-programmed recreation.

2. Improve and expand the “walk-up” recreation offerings at the park to lessen the dependence on BREC staff for programming and support of recreational activities at the park.

3. Bolster the Action Sports elements of the park by updating and expanding the action sports facilities to address new trends and user groups.

4. Improve and expand facilities to provide for flexibility and multipurpose uses to maximize the recreational footprint at the park.

5. Assess and improve all life/safety and accessibility issues throughout the park during peak and off hour usage by insuring barrier free paths, site lighting, security technology and blue light call systems, and ample access to drinking water throughout the park.

6. Reorganize for efficiency, and expand parking (permanent & overflow) with minimum impact on recreational offerings.

7. Beautify and improve the landscape and environmental aspects of the site to incorporate best management practices for storm-water, adding trees and manageable plantings to create better heat resiliency.

8. Improve The Olympia Brand by improving aesthetics and facilities, including restroom and concession areas, sports and safety lighting, accessibility, capacity and field dimensions.

After the initial analysis of the site and the programming at the park beginning of the planning process it was determined that the site naturally divided into distinct use areas that all had different existing programming, user-group demographics and in some cases even administrative staff. Since the IYP2 directive was for a mater plan update instead of a complete re-master planning effort the park was divided into 10 use zones of similar characteristics to study. These zones were used throughout the planning process for site analysis and program analysis, BREC staff and Public input, preliminary and final design recommendations.

planning zones

INTERNAL STAKEHOLDERS - 06.24.2025

BREC - Administrative, Recreation, Maintenance and Engineering Staff

- Presented Preliminary Project Goals
- Site analysis
- Opportunities, Constrains, Preliminary Strategies for Revitalization by Zones
- Open Table Interviews
- Revised and Established Final Project Goals

EXTERNAL STAKEHOLDERS - 07.27.2025

Active User Groups, Passive User Groups, Proximity User Groups

- Established Project Goals
- Site analysis
- Opportunities, Constrains, Preliminary Strategies for Revitalization by Zones
- Open Table Interviews
- Opinion Surveys

PUBLIC MEETING - 08.19.2025

Advertised Meeting Open to the General Public

- Presented the Project Goals
- Site analysis
- Strategies/Opportunities for Revitalization by Zones
- Public Comment and One to One Interviews
- Opinion Surveys / Priority Polling
- Online Survey Opened

INTERNAL STAKEHOLDERS - 10.01.2025

BREC - Administrative, Recreation, Maintenance and Engineering Staff

- Presented the Project Goals
- Presented Synopsis of Survey Results
- Presented Conceptual Plan options for Each Zone
- Open Discussion on Pros & Cons of Each Option from Relative Perspectives
- Received Written Feedback From Stakeholders

DEVELOPED PRELIMINARY MASTER PLAN FOR REVIEW

This plan is informed by all BREC and public feedback to date, site analysis, and professional expertise in planning, landscape architecture, and action sports facility design.

It has been vetted through BREC by Planning & Engineering

EXTERNAL STAKEHOLDERS - 10.29.2025

Active User Groups, Passive User Groups, Proximity User Groups

- Project Goals
- Present Preliminary Master Plan (Conceptual Plan)
- Obtain Final Feedback from User-groups

major meetings

ZONE 1 - WALKING LOOP

1. Expanded Pedestrian Paths
2. Alternative Greenway Entrance to Park
3. New Gateway Structure
4. Entry & Edge Improvements

ZONE 2 - PARKING

1. 45 New Paved Spaces
2. 45 New Paved Spaces
3. 45 New Paved Spaces
4. 349 Overflow Parking Spaces

ZONE 3 - FAMILY ZONE

1. New Restroom Pavilion
2. Events Lawn
3. Splash Pad
4. Bayou Themed Playground
5. Family Gathering Pavilion
6. New Ball Field Complex
7. Reinforced Turf Sports Field/Overflow Parking

ZONE 4 - SOUTHERN GREEN / LAKEFRONT

1. Lake Expansion
2. New Pedestrian Bridge
3. Fishing Pier
4. Game Area (Sand Volleyball Beach Games)
5. Fishing Bank/Beach
6. Canoe/Kayak Access

ZONE 5 - OLYMPIA STADIUM

1. Stadium Expansion
2. Maintenance Area
3. Expanded Playing Surface
4. New Support Buildings

ZONE 6 - NW GREEN / PICKLEBALL CENTER

1. 6 New Covered or Indoor Pickleball Courts
2. 9 Covered Pickleball Courts
3. Pickleball Center Office (in existing Rec Center)
4. Group Pavilion & Fireplace
5. Outdoor Games (Corn hole/Bocce/Jinga/Ping Pong
6. 2 New Tennis Courts

ZONE 7 - RADIAL PLAZA & HUB

1. "The Hub" Administrative Center of the Park - Offices Cafe', Seating/Vending, Heat Respite, IT Center
2. Restroom Pavilion
3. Bouldering Pad

ZONE 8 - PUMPTRACK

1. Beginner Loop
2. Intermediate Loop
3. Obstacle Course
4. Jump Lanes

ZONE 9 - SKATE PARK

1. New Beginners Plaza
2. Renovated Exiting Skate Bowls & Plaza
3. Skateable Entrance into Velodrome

ZONE 10 - " THE VELODROME"

1. New Skateable Public Plaza
2. Muti-purpose Lawn
3. Entertainment Venue & Stage

MASTER SITE PLAN

STRATEGIES FOR REVITALIZATION - Walk/Jog/Bike

- Enhance the entrances into the park making the park a true trail head along the greenway, add way-finding and announcement signage at these entrances for information about the park and the greenway.
- Elevate the quality, safety, and security of the path by adding amenities such as benches, drinking fountains, and trash receptacles throughout the loop. Add blue-light emergency call systems, area lighting, and video surveillance to enhance safety during off hour times. Create heat resiliency and sustainability by tree planting and sustainable landscaping.
- Reduce the bike/ped conflicts by providing separation of paths, adequate space, and striping. Expand the path throughout the park to provide a true bike/ped loop with connections to the greenway to the south and proposed the greenways to the north and east.

ZONE 1

precedents

In Zone One, proposed improvements focus on strengthening circulation, safety, and wayfinding to create a more cohesive and accessible experience throughout Perkins Road Community Park. A continuous loop system is introduced by clearly separating pedestrian and bicycle movement wherever feasible, using a combination of dedicated paths and shared corridors with painted lane striping where space is constrained. This approach improves user comfort and reduces conflicts while maintaining efficient connectivity around the park. New security features, lighting, and Blue-light system, and security enhancements are incorporated along these routes, with a preference for solar-powered fixtures to improve visibility, safety, and sustainability during both day and evening use.

Additional improvements include the creation of new gateways at key entry points, particularly at the southern entrance of the Greenway, to reinforce park identity and improve orientation and way-finding signage. A new gathering pavilion is proposed at the existing circular trailhead located between Perkins Road Community Park and the proposed southeast trail expansion, establishing a recognizable hub for users entering or transitioning through the system. Zone One also emphasizes inter-park and intra-park connectivity, providing ADA-compliant pathways that link all major facilities and amenities. Extensive tree planting is planned along primary and secondary pathways to establish a future canopy, enhance user comfort, and visually unify circulation routes throughout the park while supporting long-term environmental resilience.

STRATEGIES FOR REVITALIZATION - Parking - Efficiency in Expansion/multi-use/Sustainable

- Provide reinforced turf areas as overflow parking for large events in open spaces that can serve as a multi-purpose recreational assets and parking areas as needed.
- Improve the environmental quality and character of the existing and proposed parking by introducing ample trees and vegetated storm-water treatment BMP's to protect the fishing resources at the pond, and other down stream elements of the Parish drainage system.
- Provide new paved parking, but in underutilized areas without impacting recreational opportunities, through consolidation and reorganization of existing paved areas and by expansion in areas adjacent to the existing paved parking.

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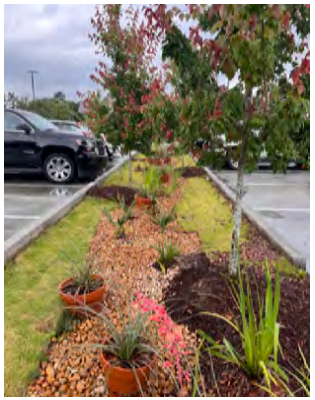
ZONE 2



precedents

In Zone Two, proposed improvements focus on expanding parking capacity while simultaneously upgrading site functionality and environmental performance at Perkins Road Community Park. Two new parking areas are proposed at the ends of the football fields by reclaiming underutilized space within the existing end zones, allowing additional parking to be integrated efficiently without expanding the overall park footprint. A third parking area is proposed near the Sportsplex building to better serve high-demand athletic and event uses and new facilities proposed in that area of the park. Each of these three new parking sections is designed to accommodate approximately 45 to 50 vehicles, strategically distributed to reduce congestion and shorten walking distances to major facilities. In addition, existing parking areas will be reconfigured and upgraded to incorporate increased tree canopy, bio retention, and other green infrastructure elements that improve stormwater treatment and on-site water management. To further support large tournaments and special events, a large fiber-reinforced natural turf area is proposed to function as overflow parking when needed, providing approximately 350 additional parking spaces while maintaining a usable open space or sports fields during non-event periods.


expanded playing surface
support building TBD
expanded stadium seating
bayou themed playground
expanded stadium seating
new maintenance facility
family pavilion
reinforced overflow parking/multi-purpose
outfield fence w/ multiple gates
fishing pier
lake expansion
sand beach game area
pedestrian bridge
new ballfields

ZONES 3-5

STRATEGIES FOR REVITALIZATION - Family Gathering Play/Splash /Gather/Celebrate

- Create a family gathering area with separate "Kids Zone" that is a destination playground specifically oriented to families and children 1-12 years of age for daily walk-up use. Provide for small and large group gathering such as birthday parties, large picnics, and company gatherings.
- Create a plaza for vertical transition from the restroom and an area for a splash pad that is out of the flood plain. Use this as a new anchor and entrance to the zone. In this plaza provide more tables and pavilions for small groups in addition to the larger pavilions
- Renovate one of ball fields for pick up softball, kickball or cricket in association with birthday parties and large family gatherings. Provide some separation between this gathering area from the Kids Zone.
- Upgrade and expand play equipment in the shaded areas, add splash play opportunities for heat resiliency, and the ability to provide temporary inflatables, catering and other elements to enhance the area for small and large group gatherings.
- Provide rectilinear, reinforced turf play fields that can serve as overflow parking for large events spaces, creating a multi-purpose recreational assets and parking areas as needed.

ZONE 3







precedents

reflect the region's natural landscape and culture. Enhanced boardwalk access will connect this area to the shaded Cypress Grove, where additional play elements, pads, small pavilions, and seating areas are proposed to create immersive and comfortable family spaces. East of the proposed three ball fields, a large family pavilion with restrooms will serve tournaments and everyday park use. The existing baseball fields are proposed for demolition and replacement with three new, modernized fields supported by a central plaza pavilion. One of these fields will include multiple large gates in the fixed outfield fencing to allow for use of the outfield as overflow parking for the largest events at the park allowing the space to flex between athletic use, overflow parking when needed, further increasing the adaptability and functionality of Zone Three.

proposed

Zone Three, proposed improvements focus on creating a family-oriented activity core and flexible event space within Perkins Road Community Park. Planned additions include a new restroom building and an adjacent event plaza with a terraced lawn designed to support festivals, performances, and community gatherings. A new splash pad is proposed alongside a comprehensive renovation of the existing playground, which will be re-imagined with a Louisiana Bayou theme incorporating play equipment, interpretive elements, and materials that

STRATEGIES FOR REVITALIZATION - Southern Green - Pond expansion and recreational improvements

- Because this area is remote form parking the recreational amenities here should be oriented to pedestrians and bike access the recreational draw for this area should be more oriented as a node off of the greenway.
- Enhance and expand the fishing pond as part of the storm water management to provide a better fishing resource. Provide better access to fishing areas with piers, and clear bank access and a riparian edge to foster best practices for fisheries.
- Provide paved kayak access form nearby parking areas and suitable launching grades & docks for paddle craft.
- provide sand areas for beach related games and activities.
- Provide more pavilions for waterside gathering.
- Enhance the urban forest with hearty tree plantings to provide shade at the gathering areas and along the walking and bicycle loops.

ZONE 4

Zone Four, proposed improvements center on enhancing water-based recreation, ecological function, and connectivity within Perkins Road Community Park. The existing pond is proposed to be expanded by approximately one-third and redesigned to provide sufficient depth, stabilized riparian edges, and improved lakeshore access, all aimed at strengthening fisheries habitat and overall water quality. These enhancements also create opportunities for paddling activities, supported by the addition of a pedestrian bridge spanning the central portion of the pond. Two fishing piers are proposed, including one with a covered pavilion that incorporates canoe and kayak launch access and a small dock. Multiple secondary pathways are introduced to improve circulation around the water feature, with clear separation between bicycle and pedestrian routes to enhance safety and usability. Additional amenities include a large sand area designed for beach-style games and informal recreation, as well as the inclusion of one new ballfield constructed as part of the adjacent new ballfield complex, further reinforcing Zone Four as a flexible recreation and destination area within the park.

precedents

proposed

STRATEGIES FOR REVITALIZATION - Olympia Stadium & Field - Identify, Right-Size, Upgrade

- Right-size the stadium footprint and upgrade the perimeter by replacement and realignment of fencing with something more visually appealing. Configure the spaces adjacent to the field, under and outside of the stadium, to be used for more productive and multi-use activities to maximize the usable space of the park.
- Explore potential partnerships with local sports organizations or schools to enhance functionality and programming of this area and to consider those needs for future expansion of seating, field geometry, sports lighting and ancillary services needed for these potential partnerships
- Enhance the identity of the stadium as Olympia Stadium in-and-of itself separate from Perkins Road Community Park. Improve the facades to provide for a more Iconic identity for the stadium.
- Consider redevelopment of spaces under and adjacent to the bleachers for better stadium infrastructure. Provide new restrooms & concessions services, locker rooms. Also consider including new elements for supportive park programming such as shaded seating, fitness zones, gathering areas to be used outside of normal operational stadium use times.

ZONE 5

Zone Five - proposed improvements focus on the long-term modernization and operational viability of Olympia Stadium, which functions as a largely independent, standalone venue within Perkins Road Community Park and will require a dedicated approach to future renovation, programming, and management. Planned upgrades include comprehensive improvements to the stadium façade on both sides to enhance aesthetics, visibility, and functionality. Tye goal is to maximize it's use, and to strengthen partnerships with existing and new users to bolster the facility's role in local sports and sports tourism.

The plan also calls for the creation of a centralized and expansion of the maintenance facility to support Olympia Stadium as well as broader park operations. The playable field area is proposed to be expanded to meet width standards capable of hosting professional soccer league matches, while existing oversized end-zones will be reduced to reclaim underutilized space for additional on-site parking. Additional enhancements focus on improving spectator capacity, comfort, and support amenities. Bleachers are proposed to be expanded at both ends of the stadium on both sides, increasing seating by approximately 4,000 seats and bringing the total capacity to roughly 8,400. Existing restrooms and concession stands on both sides of the stadium will be renovated, and new support buildings are proposed at three corners of the facility to accommodate additional restrooms, locker rooms, concessions, and administrative offices. Where feasible, areas beneath the expanded bleachers will be activated with covered and shaded recreational amenities, such as fitness equipment and informal gathering spaces, further integrating the stadium into the daily life of the park while maintaining its ability to host large-scale athletic and entertainment events.

proposed


bike /ped loop through park
group pavilions & outdoor games
9 pickleball covered or indoor
new pickleball center administrative office (in recreation center)
6 Indoor or covered pickleball courts
2 tennis courts
separated pedestrian loop
45 additional parking spaces & bio-retention
enhanced vegetation and bio-retention

ZONE 6

STRATEGIES FOR REVITALIZATION - Northern Green - Pickleball Center and Family Gathering

- Create a New Pickleball Center with controlled access similar to the facility Greenwood Park. The facility should be designed to host major tournaments to from beginner to pro level players. Add 15-20 pickleball courts with lighting provide at least some indoor or covered in conjunction with gymnasium. Explore the possibility of using the sportsplex gymnasium to provide some indoor pickleball opportunities.
- Replace the exiting tennis courts that are in a state of disrepair with new tennis courts and lights .
- Re-frame the area as a dynamic social and recreational hub for young adults and families with older children for walk-up net sports, casual games, and small group gathering oriented around same in this shaded area.
- Make a better connection to the park walking loop, particularly along Kenilworth parkway to connect bike access to future medical, add site lighting and Blue Light systems to extend usability and improve safety, provide drinking water.
- Add a large group pavilion for gatherings as an anchor for programmed events, and small picnic pavilions with outdoor game areas, barbecue pits, fire pits, and casual seating areas. Relocate the sand volleyball court to this area for consolidation of recreation offerings.

ZONE 6

Zone Six - proposed improvements focus on the creation of the Perkins Road Community Park Pickleball Center and an adjacent family gathering destination, transforming a previously underutilized area into an active and highly social recreation hub within Perkins Road Community Park. The plan includes up to fifteen dedicated pickleball courts, with six courts initially covered or indoor. The remaining nine courts are organized as three sets of three, allowing the ability to cover or enclose courts in logical increments without disrupting overall site circulation. Small shaded pavilions are strategically placed between court groupings to provide rest areas, shade, and social space for players and spectators. The existing tennis courts in this zone are proposed for demolition and relocation to the south, where new tennis courts will be constructed with blended striping to accommodate an additional four to six pickleball courts for overflow use during large tournaments and special events.

Controlled access and operational support are key components of the Zone Six plan. Perimeter fencing will be provided around the pickleball complex, with primary access routed through the existing recreation center, which will be renovated to include dedicated offices and a central point of contact for pickleball programming, reservations, and events. North of the courts, within the shaded oak grove, a complementary family gathering area is proposed, anchored by a large pavilion with a fireplace and supported by smaller pavilions, informal lawn games such as bocce and cornhole, barbecue pits, and integrated lighting for evening use. Portions of the park's bicycle and pedestrian loop will be enhanced as they pass through this zone, completing the continuous circulation loop and ensuring seamless connectivity between the pickleball center, gathering spaces, and the rest of the park.

precedents

proposed


food truck pads
‘the hub” pavilion
new parking & entrance
restroom pavilion
bouldering pad
pumptrack - beginners loop
pumptrack - intermediate loop
radial plaza (semi skatable)
spectator berm @ pumptrack
pumptrack - jump lanes
pumptrack -obstacle course

ZONES 7&8

STRATEGIES FOR REVITALIZATION - The Hub - Gathering/Office/Cafe/Comfort

- Enhance this area as a social and visual connector between major park elements and hub for wheeled sports. It should function as a shared, flexible gathering space that supports passive use, way finding, and visual clarity across action sports areas.
- Remove the unused rock wall to free up space for a stronger focal point. Create a shaded or conditioned gathering area, for main point of contact for Park staff, concessions, and restrooms.
- Create and develop the remaining, undeveloped “spokes” of the wheel for permanent, or special event uses. Consider a drive through “Coffee Shack” cafe, food truck parking, and flexible event space.
- Maintain visual and functional separation between skate-park and existing playground area. Acknowledge different user group conflicts by relocating the playground to the southern “Kids Zone” and providing bouldering and climbing opportunities in this area.

ZONE 7






internet-enabled services. Radiating outward from this pavilion, the Radio Plaza is organized with “spokes” that directly connect to surrounding wheel sports amenities, including the skate park, pump track, and a new skate plaza proposed within the velodrome footprint. Supporting improvements include a new restroom pavilion, dedicated hardscape pads for food trucks and event vendors, and enhancements to the circular plaza, which will be partially skateable in designated areas and reinforced with additional tree canopy for shade and comfort. Together, these elements position Zone Six as the center of gravity for the park’s extreme and alternative sports programming, while also serving as a highly visible gathering space and primary point of contact for visitors.

precedents

Zone Seven - proposed improvements further establish this area as the epicenter of action sports and social activity within Perkins Road Community Park through the creation of a new Hub Pavilion and completion of the Radio Plaza concept. The existing rock climbing wall is proposed for removal and replacement with more flexible and “walk-up” bouldering opportunities in the existing playground area. The play equipment will be assessed to potentially be relocated to better-suited areas of the park in zone 3. The Hub Pavilion is envisioned as an iconic architectural feature and primary public interface for the action sports zone, incorporating conditioned indoor space for a respite from heat and for park offices, high-quality food vending, a café and small group seating, multimedia displays, and

proposed

STRATEGIES FOR REVITALIZATION - BMX - Pump-track/Jump-lines/Progressive

- Modernize the BMX to be a more appropriate and available to the user asset for BMX use by creating a Pump Track that does not require programming staff and secure fencing, and drastically reducing maintenance.
- Remove the perimeter fencing to allow free flow between the skate park, bike/ped paths, and Action Sports hub and to reduce the footprint of the space and to allow for adjacent and compatible uses to be integrated with the recreational hub.
- Provide paved track(s) with jump lines race opportunities and a progression of challenges for rider development. Provide tree planting to create areas of shaded, ridable track, with open grass areas to improve heat resiliency.
- Relocate the office and restrooms from the entrance of the existing BMX park to the center of the Hub to allow the new pump-track to be adjacent to the center of action sports activities.
- Enhance this area as a social and visual connector between major park elements and hub for wheeled sports. It should function as a shared, flexible gathering space that supports passive use, way finding, and visual clarity across action sports areas.

ZONE 8

Birmingham City Walk Skatepark
Birmingham, AL
*56,000 SF**

Mueller Skatepark + Pump Track
Austin, TX
*15,000 SF**

C Jay Smith Skate Plaza and Pump Track
Newnan, GA
34,000 SF

Anna Skatepark
Anna, TX
*25,600 SF**

Fire Station Skatepark
Fort Worth, TX
47,000 SF

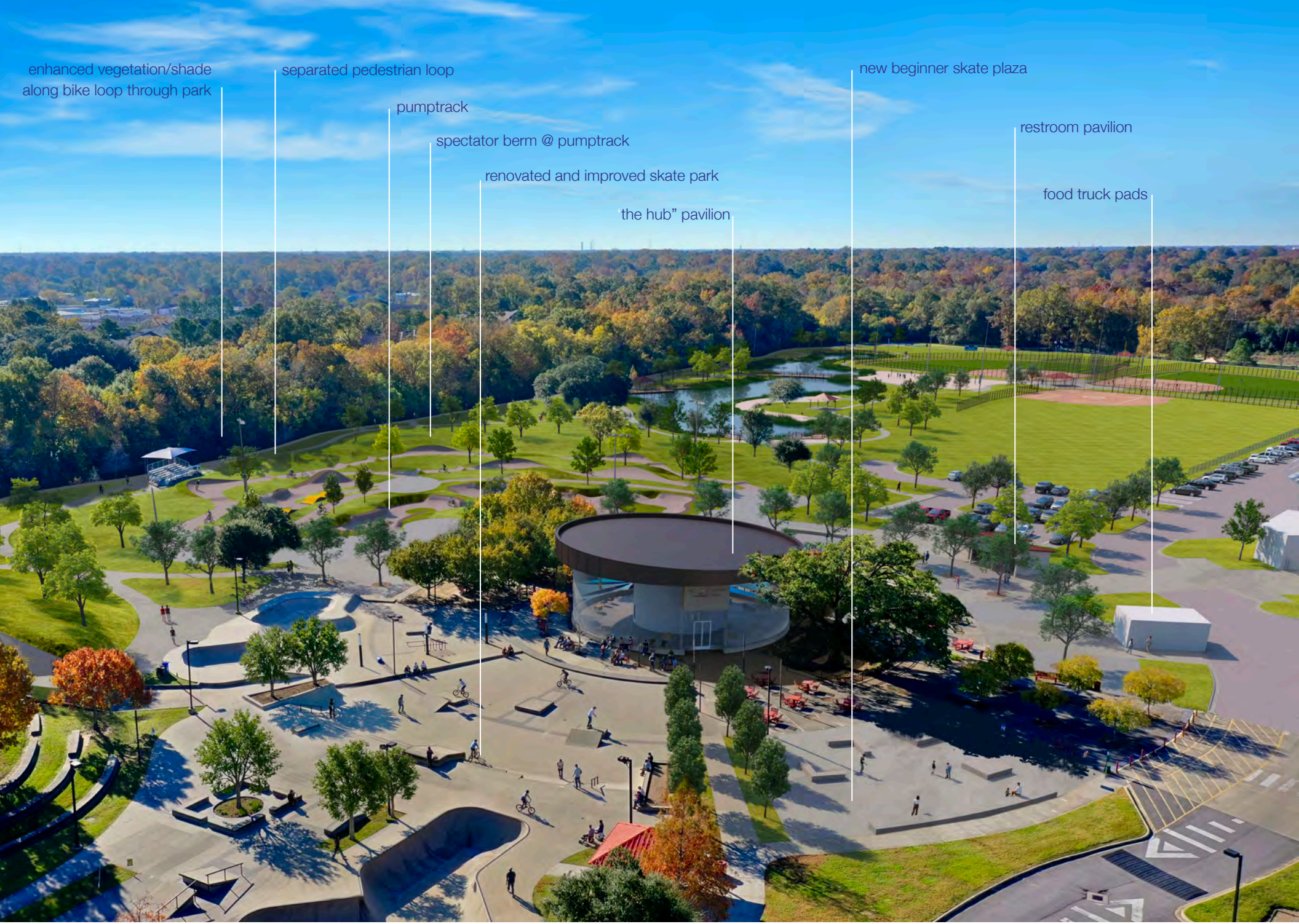
Bonita Springs Skatepark
Bonita Springs, CA
21,000 SF

lounging space, while a transitional connection to the Radio Hub Plaza would strengthen access, visibility, and overall integration with adjacent activity zones. Throughout the area, thoughtfully placed staging zones, shade trees, and rest areas would improve comfort and usability, helping the space function not only as a riding destination but also as a social and event-ready gathering place. By incorporating currently underutilized land within the BMX footprint, the plan expands the wheel-sports district further around the Hub Plaza, adding both landform and active recreation to create a more dynamic, connected, and welcoming edge to the park.

precedents

Zone Eight -Proposed improvements to Zone Eight focus on transforming the existing dirt BMX track into a new concrete pump track complex that supports progressive skill development for riders of all ages and abilities. The redesigned facility would be organized into distinct track types—including a beginner loop, an intermediate loop, jump lanes, and an obstacle-course loop—creating a layered environment where users can build confidence, refine technique, and advance safely over time. A grass berm would wrap the complex to provide informal spectator seating and comfortable

proposed


enhanced vegetation/shade
along bike loop through park
separated pedestrian loop
pumptrack
spectator berm @ pumptrack
renovated and improved skate park
"the hub" pavilion
new beginner skate plaza
restroom pavilion
food truck pads

ZONE 9

STRATEGIES FOR REVITALIZATION - Skate Park - Renovation/New Trends/Progressive/Expansion

- Update and renovate the existing skate park to improve and re-establish this area as the recreational anchor for the action sports elements of the park. This area should function as a space that relates to and enhances other similar recreational needs.
- Maintain visual contact, but functional separation, between skate park, BMX, future rock climbing, and central Radial Hub for action sports to respect different user groups.
- Consider relationship to future BMX/pump-track elements proposed for change to create synergy between both action sports, making them compatible, and to foster an environment for the progression of skills from beginner to professional levels.
- Consider expanding the footprint of the skate park into adjacent spaces and the inside of the velodrome to provide different skate dynamics and styles as well as to provide more skateable area. The area inside the velodrome could be designed to a multi-use plaza that fosters skating as well as other community uses and flat areas for interchangeable programming and events, game and shaded seating areas.

ZONE 9

The Jon Comer Memorial Skatepark
Garland, TX
*46,500 SF**

NE Community Skatepark
Frisco, TX
*47,000 SF**

City Walk Skatepark
Birmingham, AL
*56,000 SF**

The Plaza at the Forks
Winnipeg, MN
*48,000 SF**

Anna Skatepark
Anna, TX
*25,600 SF**

C. Jay Smith Skatepark
Newnan, GA
*34,000 SF**

move seamlessly between multiple skating environments, offering a wider variety of terrain, features, and riding experiences within a single continuous sequence. Renovations to the existing skate park respond directly to evolving trends in skate park design and are informed by extensive input from the local skateboarding community. These improvements address known flow challenges, introduce missing feature types, and ensure the skate park remains relevant, inclusive, and responsive to current and future users.

precedents

Zone Nine Proposed improvements focus on modernizing and expanding the existing skate park at Perkins Road Community Park to create a more complete, progressive, and developmentally oriented skating environment. Planned upgrades include targeted repairs to existing skate park elements, the addition of a dedicated beginner zone, and strategic modifications that improve flow and support skill progression from novice to advanced users. The redesign strengthens physical and visual connections to the Radio Hub Plaza and improves the transition into the adjacent BMX pump track area, reinforcing this zone as an integrated component of the park's action sports network.

A key feature of the Zone Nine improvements is the proposed opening of the velodrome wall to create a "flow valley" linking the skate park directly with the newly proposed skateable urban plaza. This connection allows skaters to

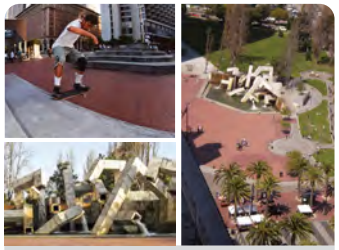
proposed


new pump track
multi-purpose field
new parking
"the hub" & radial plaza
new skate plaza
new pickleball center
"the velodrome" entertainment venue & stage
flow valley between skate areas
shaded walking loop
group pavilions & outdoor games
PERKINS ROAD PARK

ZONE 10

STRATEGIES FOR REVITALIZATION - Skate Park - Renovation/New Trends/Progressive/Expansion

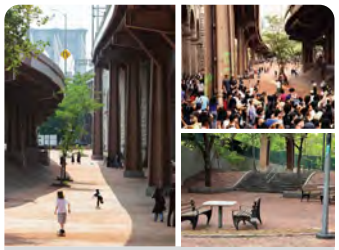
- Update and renovate the existing skate park to improve and re-establish this area as the recreational anchor for the action sports elements of the park. This area should function as a space that relates to and enhances other similar recreational needs.
- Maintain visual contact, but functional separation, between skate park, BMX, future rock climbing, and central Radial Hub for action sports to respect different user groups.
- Consider relationship to future BMX/pump-track elements proposed for change to create synergy between both action sports, making them compatible, and to foster an environment for the progression of skills from beginner to professional levels.
- Consider expanding the footprint of the skate park into adjacent spaces and the inside of the velodrome to provide different skate dynamics and styles as well as to provide more skateable area. The area inside the velodrome could be designed to a multi-use plaza that fosters skating as well as other community uses and flat areas for interchangeable programming and events, game and shaded seating areas.



Embarcadero Plaza
San Francisco, CA

Freedom "Pulaski" Plaza
Washington D.C.

Love Park
Philadelphia, PA



Brooklyn Banks
Brooklyn, NY

UN Plaza
San Francisco, CA

Union Square Plaza
San Francisco, CA

creating a new edge identity for the park.

The skate plaza will be an extension to the existing flow park and provide plaza street skating opportunities which is the prevailing trend and desires of the skating community. However it will function as a gathering plaza as well day to day as well, at special events, and as part of the concert venue when needed for seating. The multi purpose field is large enough for flag football and other field sports and will also serve as lawn seating for concerts. The entertainment venue will incorporate a fixed, shaded stage and the infrastructure necessary to support professional-level production, enabling the park to host significant concerts, performances, and community events. Landscape architectural design both inside and outside the velodrome emphasizes adaptable, layered spaces that support a wide range of uses, reinforcing Zone Ten as a signature destination capable of accommodating both everyday recreation and large-scale events.

precedents

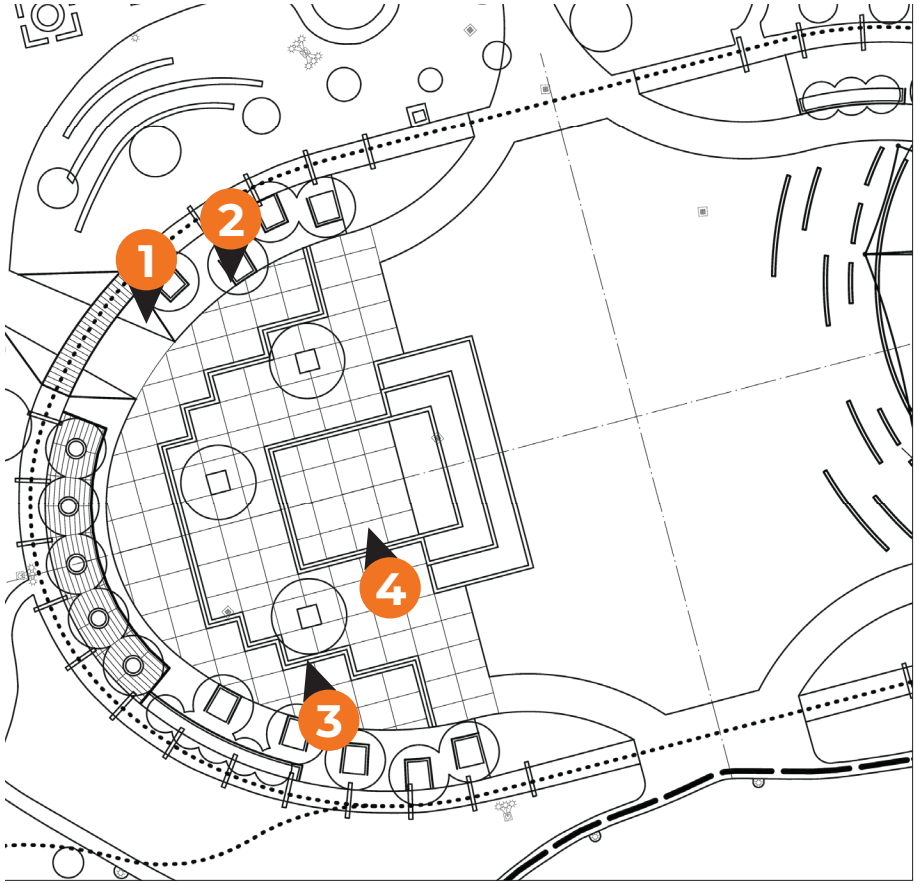
Zone Ten - proposed improvements reimagine the existing velodrome at Perkins Road Community Park as a dynamic, multi-use community destination through adaptive reuse, with the interior intentionally organized into three distinct yet interconnected spaces that can function independently or together depending on programming and event needs. These spaces are terraced and include a skateable urban plaza inspired by Baton Rouge's original skateboarding location at the Centeroplex, a multipurpose reinforced turf field designed for sports or informal recreation and flexible event use, and a dedicated velodrome entertainment venue. Outside of the bowl a permanently shaded quarter-mile walking loop is proposed along the top of the velodrome, providing a unique elevated promenade and fitness amenity with views into the activity below. The shade structure acts as heat reducer for walkers and creates a significant architectural addition to the landform

proposed

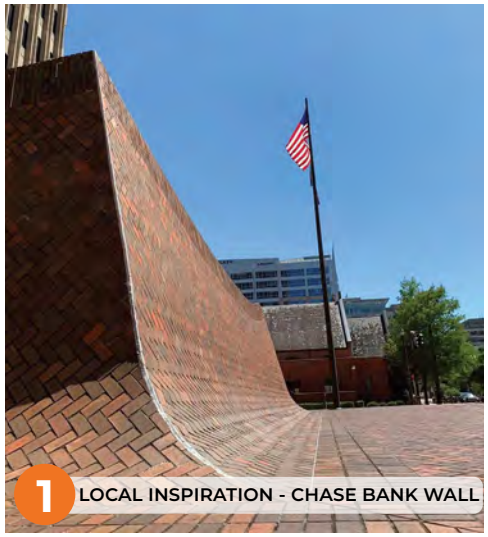
the skatable plaza - ZONE 10

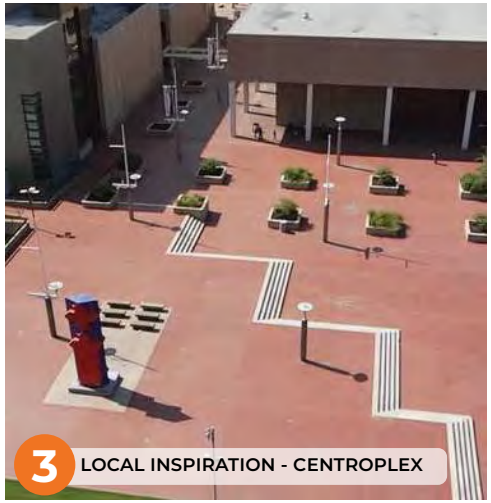
the skatable plaza - ZONE 10

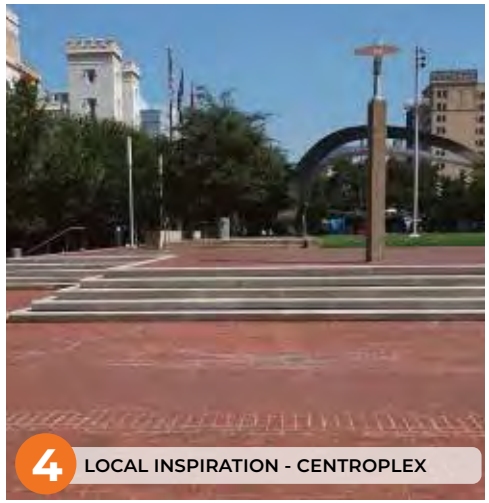
Velodrome Multi-Use Plaza | Concept Imagery & Inspiration



Site Master Plan | Key Map







the skatable plaza - ZONE 10

the velodrome venue - ZONE 10

the velodrome venue - ZONE 10

Opinion of Probable Cost - Perkins Road Park 2.0 Master Plan Update

The following Opinion of Probable Cost (OPC) represents a planning-level budget for the Perkins Road Park 2.0 Master Plan Update and is organized by the master plan zones to support project phasing, funding strategies, and bid packaging. The total estimated cost for the improvements is ranges from just over $22 million to nearly $27 million depending on the configuration of open, covered, and indoor pickleball courts. The individual zone budgets reflect the relative complexity, specialty construction needs, and infrastructure requirements anticipated in each area of work. This was derived by estimated unit costs basis taken form the proposed master plan update drawings and include an assumed contractor burden of 12% (2% mobilization and 10% overhead & profit) and a 10% contingency.

- Zone 1 – Walking Loop: $380,000
- Zone 2 – Parking Lots: $1,610,000
- Zone 3 – Southern Playground and Ballfields: $3,500,000
- Zone 4 – Southern Green, Ballfield, and Pond: $960,000
- Zone 5 – Olympia Stadium and Field: $3,500,000
- Zone 6 – Northwest Green and Pickleball Center: $2,735,000 - $7,500,000 (depends on amount of covered/indoor courts provided)
- Zone 7 – Radio Hub and Hub Pavilion: $2,042,371
- Zone 8 – Pump Track: $3,000,000
- Zone 9 – Skate Park: $1,335,000
- Zone 10 – Velodrome: $3,190,000

Total OPC: $23,250,000- 27,000,000

A more detailed breakdown of the OPC is provided in the appendix. This costs is exclusive of any soft costs such as A&E fees, surveying, permitting or other reglatory costs involved with the next phases of the work.

IMPLEMENTATION STRATEGY

This project will need to be phased to respond to both site constraints and the reality of available construction funding over time, rather than attempting to build all improvements at once. Perkins Road Park is a highly active facility with limited access points and tightly connected circulation, so sequencing must prioritize maintaining safe entry, exit, parking, and continuous use of key amenities while construction occurs. An analysis of the opinion of probable cost by zone is provided below to support funding strategy, bid packaging, and logical implementation steps. Final phasing decisions will ultimately be shaped by operational considerations—such as access, maintaining park functionality, and minimizing closures—as well as BREC administrative decisions related to priorities, timing, and budget coordination with other projects and commitments within the Imagine Your Parks 2 (IYP2) plan.

ANALYSIS OF CONSTRUCTION IMPACT TO OPERATIONS BY ZONE

CONSTRUCTION OF ZONE 1—THE WALKING LOOP ($380,000±)

The impacts of construction for this zone would create a moderate disruption to Perkins Road Park because, while the work footprint is relatively small and linear, it occurs in one of the highest-use, highest-demand areas of the site where daily circulation and exercise routines are concentrated. Temporary detours, short-term closures of segments, and periodic access limitations near tie-ins, crossings, and adjacent amenities should be expected, but the impacts can be managed with clear wayfinding, phased sequencing, and maintaining at least one continuous pedestrian route whenever possible. Because Zone 1 is so heavily relied upon by park users, it should be treated as a high-priority early completion item to restore normal operations quickly and demonstrate visible progress. The work is well suited to a smaller contractor (typical walking trail, minor grading, base prep, and paving/finishing), allowing for tighter scheduling, more nimble mobilization, and faster turnover compared to specialty park elements.

CONSTRUCTION IMPACTS FOR ZONE 2—THE PARKING LOTS (1,610,000±)

The impacts of construction for this zone would be high if delivered as a single, standalone project, because parking upgrades are distributed across the site and directly affect the park's ability to function day-to-day (access, event operations, and turnover for high-demand amenities). However, because these parking areas are segmented around the park, they can be implemented in smaller sections and paired strategically with other nearby work to reduce the overall disruption—for example, upgrading a lot while an adjacent zone is already under construction, rather than closing multiple areas at different times. A key first step is completing a stormwater management plan to understand the effects of any added impervious surface, including changes to runoff volume, drainage patterns, and required detention or storage, so that parking phasing and design do not create unintended operational or flooding

impacts. With that analysis in place, the parking work should be planned as targeted, coordinated packages—sequenced to maintain adequate parking supply, protect peak-use periods, and minimize the number of times circulation patterns must be altered—thereby lessening impacts on overall park operations while still achieving the needed improvements.

CONSTRUCTION IMPACTS FOR ZONE 3-SOUTHERN PLAYGROUND & BALL FIELDS ($3,460,000±)

The impacts of construction for this zone for construction may be best understood as two distinct but related efforts: (1) the Playground and Splash Pad and (2) the Ball Fields Family Pavilion. Overall disruption would be moderate to high in this portion of the park because it directly affects family-oriented, peak-use amenities and nearby circulation, but the phasing opportunities help manage those impacts. The Playground and Splash Pad work can begin sooner as a largely self-contained construction zone, with fencing, utility work, and localized access detours that can be maintained without waiting on major site-material movements. By contrast, the Ball Fields Family Pavilion is more dependent on heavy site logistics, because it requires earthwork and fill sourced from the pond excavation in Zone 4—meaning its schedule should align with (or follow) the Zone 4 pond work to efficiently balance cut/fill, reduce import costs, and limit redundant hauling through the park. To further reduce operational disruption, parking improvements in this area could be split between the two Zone 3 phases, with interim parking maintained during the Playground/Splash Pad build and the remaining parking upgrades completed when the heavier Ball Field/Pavilion earthwork is underway, minimizing repeated closures and maintaining more consistent park access throughout construction.

CONSTRUCTION IMPACTS FOR ZONE 4—SOUTHERN GREEN & BALLFIELDS ($961,500±)

The impacts of construction for this zone are centered on the pond expansion—would be moderate overall, with the most intensive activity tied to excavation, hauling, and grading, but largely buffered because the work occurs in a currently underutilized portion of the park that can be accessed with minimal interference to primary parking areas and internal circulation. The pond expansion is also a key “enabling” project, since the excavated material provides fill dirt needed to raise grades for improvements in other zones, including the ballfield areas, the playground, the BMX/pump track complex, and potentially portions within the velodrome, making careful sequencing essential to avoid importing soil and to reduce truck trips through high-use areas. Zone 4 also includes a third baseball field, which would likely be best delivered in coordination with Phase 2 of Zone 3, when the other ballfield elements and family pavilion work are constructed, to consolidate sports-field closures and streamline mobilization. Amenities such as bridges, pavilions, piers, and related site features can either be packaged as a standalone project or treated as a critical-path finishing scope, placed toward the end of Zone 4 construction once major earthwork is complete to reduce damage risk and rework. As with other impervious and grading-intensive work, Zone 4 is dependent on completion of a stormwater management plan to confirm appropriate mitigation measures, including how fill placement affects runoff patterns, storage capacity, and required detention, ensuring the pond expansion and downstream improvements function as intended without creating operational or drainage impacts.

CONSTRUCTION IMPACTS FOR ZONE 5 - OLYMPIA STADIUM & FIELD ($3,500,000±)

The impacts of construction for this zone would range from moderate to significant, primarily because multiple elements directly affect park operations, event scheduling, and back-of-house functions. The maintenance facility reallocation into this zone is among the highest priorities and is a prerequisite for implementing other recreational amenities elsewhere in the park, meaning its construction will likely need protected access for service vehicles, staging, and utilities while maintaining safe separation from public areas. The conversion of underutilized space in both end zones into additional parking is also a key operational upgrade; however, these lots do not necessarily need to be delivered as a single, stadium-only project and can be bundled with other nearby phases to minimize repeated closures and better coordinate circulation changes. Field expansion can be executed as a standalone project either early or later, depending on facility scheduling, league/event commitments, and other decisions outside the master plan’s control. In contrast, any building renovation or expansion and seating expansion will require substantial study—including architectural programming, structural and code analysis, and partnership/user-driven decisions—so these components should be treated as standalone capital projects that proceed on their own timeline, separate from the more typical master-plan landscape and sitework packages.

CONSTRUCTION IMPACTS FOR ZONE 6 -THE PICKLEBALL CENTER - NORTHWEST GREEN ($2,734,000± - $7,500,000)

The impacts of construction for this zone relatively low to moderate because it is planned in an underutilized portion of the park, allowing the work to be isolated with fencing and dedicated construction access so that impacts to primary park circulation and day-to-day operations remain minimal. Despite the limited disruption, this zone carries high public value, as demand for pickleball is extremely high across BREC facilities and the broader region, making it a strong candidate for prioritized delivery when funding and contractor availability align. Implementation will require specialty tennis/pickleball court contractors (court base preparation, surfacing systems, fencing, lighting, and striping), so packaging Zone 6 as its own bid—or pairing it with other court-related scopes—can help achieve the right contractor mix and pricing. Zone 6 also pairs naturally with the parking expansion south of the Sportsplex building, which can be coordinated to provide supplemental parking capacity for the new pickleball destination while reducing the need for multiple separate mobilizations and minimizing disruption from repeated changes to access and circulation. Options for court configurations will be based on available funding. The premier option of all 15 courts in an indoor conditioned facility. A mid-level option would have 6 covered courts and 9 indoor courts. Some of the renderings herein show the courts uncovered for clarity of seeing the court layouts. The ability to cover additional courts and to make some or all of the pickleball complex indoor could be phased in or completed in the initial phase of work. A range of costs is provided to assess all options.

CONSTRUCTION IMPACTS FOR ZONE 7 - RADIAL HUB PLAZA ($2,050,000±)

The impacts of construction for this zone would be high as components are driven less by the plaza paving itself and more by the fact that key portions must be completed early to enable access and relocation of critical elements tied to the pump track and adjacent wheel-sport amenities. Because Zone 8 requires relocating the restrooms and office, it is efficient for the Zone 8 contract to also include the new restroom pavilion and its supporting infrastructure (water, sewer, electrical), along with select plaza segments that establish functional pedestrian and wheeled access from the hub/radial area to the BMX pump track. The Radial Plaza is also the setting for the Beginner Skate Plaza (Zone 10). Additional impacts include relocating the rock-climbing wall and providing a new bouldering area to replace existing playground equipment, which requires coordinated demolition, utility work, and temporary reroutes. For constructibility and to keep wheel-sport activity “on” as much as possible during the build, a strong approach is to combine the related elements of Zones 7, 8, and 9 into a single, well-phased project, with some critical path scheduling, completing the shared access, relocations, and action-sports interfaces together; the Hub Pavilion can either be included in that package or delivered as a standalone project depending on funding and partnership decisions.

CONSTRUCTION IMPACTS FOR ZONE 8 - PUMP TRACK ($3,000,000)

The impacts of construction for this zone would be moderate to significant during active earthwork and infrastructure installation, because the project requires substantial dirt import or on-site reuse to build the berming and track forms, along with additional drainage and supporting utilities to ensure the facility performs properly and does not create runoff or ponding issues. Impacts also extend beyond the track itself due to the need for enabling infrastructure: the relocation of restrooms and offices requires early completion of underground utilities, pads, and connections, and functional access must be established from the Radial Hub Plaza so users can comfortably and safely reach the new action sports area during and after construction. With proper sequencing, disruption to the broader park can remain manageable by isolating work zones and maintaining alternate routes, but this zone benefits from smart packaging—particularly because the specialized construction methods for action sports (track shaping, concrete/shotcrete features, surfacing, and related detailing) align well with the contractor profile used for skate park improvements, making Zone 8 a natural candidate to combine with skate park scope to streamline mobilization, improve coordination, and achieve better overall contractor efficiency.

CONSTRUCTION IMPACTS FOR ZONE 9 - THE SKATE PARK ($1,335,000±)

The impacts of construction for this zone should be managed as a high-priority safety-driven effort, beginning with targeted repairs to the existing skate park to address deterioration and hazards before larger renovation work proceeds. This zone is best packaged to include the Beginner Skate Plaza and the planned renovation/improvement scope for the existing park so that interfaces, grades, drainage, and circulation ties are built once and operate as a cohesive

action-sports destination. Because the skate park is a heavily used facility, the construction strategy should focus on minimizing full closures by sequencing work in phases—closing only portions at a time and maintaining some level of skate access whenever feasible through temporary fencing, clear separation of active construction, and safe alternate routes. The work will require an action-sports specialty contractor experienced in skate park concrete, transitions, and surfacing, and this contractor profile aligns closely with the construction type needed for Zone 8's pump track and related action-sports features, making Zones 8 and 9 a natural pairing for coordinated bidding and mobilization.

CONSTRUCTION IMPACTS FOR ZONE 10 - THE VELODROME ($3,200,000)

The impacts of construction for this zone would be moderate to significant depending on which components advance, because the work spans structural modifications, new program areas, and circulation upgrades. Early impacts are driven by removing portions of the velodrome wall to form the "Flow Valley" connection between the skate park, pump track, and Radial Hub, along with building a new skateable plaza within the velodrome interior; these improvements require careful demolition, concrete work, and safety controls but can be staged to keep adjacent wheel-sport areas operating as much as possible. The shaded walking path is a high-importance circulation and comfort element that can be packaged into multiple projects as tie-ins occur or delivered as a standalone project to provide immediate user benefit and improve access around construction zones

Development within the velodrome breaks into three distinct zones: the south-end skateable plaza and multipurpose lawn, the middle zone ($2,000,000±), and the north-end velodrome entertainment venue ($1,200,000), which is a major facility component likely best delivered later to allow time for public/private partnerships, naming rights, programming decisions, and design standards to be finalized. If the entertainment venue is deferred, select enabling portions—such as graded gathering areas, utility rough-ins, and temporary staging space—could still be constructed early to support interim activation, while a separate later project delivers the stage canopy, back-of-house functions, and final venue build-out.

IDEAS ABOUT PHASING

From the master planner's perspective, and funding priorities not withstanding, phasing should prioritize projects that deliver high public value quickly, minimize operational disruption, and package specialty construction efficiently.
Under that lens, Zone 6 (Pickleball Center)—paired with the adjacent parking expansion—is the "lowest-hanging fruit" based on demand, constructibility, and its location in a relatively underutilized area of the park. Phasing of additional indoor courts would be easily coordinated at any time, but may cause some disruption of the Pickleball operations during the construction of the additional structures. A second early-phase catalyst project is Zone 4 (pond expansion and related earthwork), which can be advanced early because it generates fill and establishes foundational site-work needed for multiple improvements across the park; this package could logically include select walking loop and pedestrian circulation segments where tie-ins support access and maintain continuity. The southern playground with supporting parking

Zone 3 - the first phase of two is also well suited as an early standalone project, and could proceed concurrently with Zone 4 earthwork, provided construction access and staging are coordinated; similarly, the maintenance area reallocation should be delivered either within this early window or as its own early standalone project because it enables other park amenities to move forward. Once the earthwork phase is complete, the three ballfields and overflow parking should be delivered as a single coordinated package to consolidate field closures and leverage established grades and fill placement.

For action sports, a combined project encompassing large portions of Zones 7, 8, and 9 is recommended to secure an appropriate specialty contractor and deliver pump track, hub/radio access elements, and skate park repairs/renovations under one mobilization—while recognizing that certain components will require critical-path scheduling to maintain safe circulation and keep some wheel-sport activity operational.

Finally, Zone 10 (Velodrome reuse) remains a high priority but is best phased after the pump track and skate park renovations are complete to reduce compounded impacts on park operations; within Zone 10, further internal phasing can be considered so early improvements support interim activation while larger venue elements advance later as partnerships and programming decisions are finalized.