

# Open Space and Trails Master Plan

People ❖ Paths ❖ Special Places



City of Glendale, Arizona  
Parks and Recreation Department  
Todd and Associates, Inc.  
October 2005



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## A c k n o w l e d g m e n t s

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## A. Purpose

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Open Space and trail planning today is moving beyond simple physical plans. Now, these plans give additional direction and guidance to implementation, funding, operations, maintenance and public relations. The most successful plans express how open space and trails fit into and often create the sense of a community, coupled with citizens' preferred vision for the future. Citizens are involved in the planning process, and are kept engaged as the trails and open space systems are built and used. The plans recognize a community's varied users, needs and differing ability levels while they build upon the specific cultural and geographic characteristics of the community. Most importantly, the plans provide specific actions to assist citizens and staff in building, maintaining and promoting open space and trail systems that are integral to the City's infrastructure, economy and to a person's daily life.

This Open Space and Trails Master Plan builds upon numerous plans already in place in Glendale and the surrounding region. It responds to statewide "Growing Smarter" legislation that required park, open space, and bicycle elements in city General Plans. Its focus is on implementation, recognizing that Glendale's vision of open space and trails has been expressed in its 2002 Ten-Year Parks & Recreation Master Plan, the 2025 General Plan, the Glendale City Center Redevelopment Master Plan, the Western Area Plan, the Bicycle Transportation Plan, the West Valley Multi-modal Corridor Plan, and numerous other plans. These plans have been developed with extensive public involvement. Numerous projects are identified in the City's existing Capital Improvement Program that implement portions of these plans. Many of those projects already have identified funding sources such as designated bond funds and other funds. In many cases, state and federal matching fund programs have enhanced the City's funds.



Glendale has an abundance of washes, river corridors, canals, mountains, and some large parcels of farmland that create a framework for an open space and trail system. Generously landscaped major and collector streets, bike lanes, bike routes and sidewalks further contribute to an integral and comprehensive multi-modal non-motorized trail, bicycle and pedestrian network. The system is incomplete however, and the existing plans and identified projects do not articulate every possible project and specific land acquisition that would complete this system to its greatest potential. This plan identifies those missing links and gaps in the City's trails and open space infrastructure. It further provides tools to City staff and citizens to plan, build and maintain these fundamental building blocks of a vibrant, quality community.



## B. Planning Process Overview

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The master planning process was structured in five phases; analyze data, understand the issues, generate ideas, identify plan and implementation strategies, and gain final approval. They are described below:

### Analyze

In this phase, the inventory and evaluation of existing conditions, plans, procedures, facts, and initial public comment takes place. The purpose of this phase is to:

- ❖ Review and document current status of paved path and equestrian trails, “Enhanced Pedestrian Spine” and “Sidewalk and Street Tree Improvement along Linkage” as shown on the approved Parks and Recreation Master Plan
- ❖ Develop a GIS database using information collected above
- ❖ Review current planning documents, both within and outside Glendale that provide guidance to or influence Glendale’s open space and trails
- ❖ Initiate photo documentation
- ❖ Identify City staff issues and ideas through a staff and consultant team kick-off meeting
- ❖ Prepare an existing conditions report

### Understand

This phase includes the identification of additional issues, facts, needs, ideas, opportunities and constraints leading to a clear understanding of how the open space and trail system currently functions, the degree to which the system currently satisfies residents’ needs, and priorities citizens place on various aspects of improvement projects. The purpose of this phase is to:

- ❖ Produce a comprehensive picture of issues, facts, needs and ideas that affect the City’s trails and open spaces
- ❖ Understand and apply the project’s guiding goals and objectives as identified in existing plans and documents
- ❖ Document specific project opportunities and constraints
- ❖ Better understand citizen opinions through a random phone/mail-in needs assessment survey
- ❖ Gain additional public comment through staffing a booth at the annual Chocolate Affaire, a City-wide special event
- ❖ Develop an open space and trail project prioritization methodology
- ❖ Conduct a staff steering committee meeting to test the project prioritization methodology and gain input on a possible trail plan
- ❖ Conduct a public workshop at a regularly scheduled Parks and Recreation Commission meeting to:
  - Prioritize possible trails and open space project criteria
  - Collect citizen comments on the possible trail plan
- ❖ Prepare a summary analysis report of the above information



*City of Glendale’s Shirley Medler hears comments at an early project Open House*

### **Ideate**

This phase involves the synthesis of all information gathered earlier leading to a recommended comprehensive draft plan map and initial trail and path design standards. The purpose of this phase is to:

- ❖ Prepare a Draft Open Space and Trails Plan which includes a trail hierarchy and various categories of open spaces
- ❖ Use the trail hierarchy as a basis for developing trail and path standards
- ❖ Conduct a staff steering committee meeting to review the prioritized project criteria, the draft standards and the first draft open space and trails plan

### **Implement**

This phase includes production of the final recommended open space and trails plan with implementation strategies, general design guidelines, funding opportunities, general trail and paths development and maintenance costs and a prioritized project list. Additionally, this phase includes the development of a Parks and Recreation Department Conceptual Signage Plan. The purpose of this phase is to:

- ❖ Refine and prepare the Recommended Draft Open Space and Trails Master Plan based upon citizen comments
- ❖ Present the information and take comment at a citizen focus group, a public open house, and regular meetings of the Bicycle Advisory Committee, the Planning Commission, the Citizen Transportation Oversight Committee and the Parks and Recreation Commission
- ❖ Conduct a staff signage design charrette leading to a comprehensive conceptual signage design system
- ❖ Develop sound implementation strategies

### **Approve**

This phase includes the final approvals of the Recommended Draft Plan leading to the final Glendale Open Space and Trails Master Plan. These final steps include:

- ❖ Recommended approval by the Parks and Recreation Commission
- ❖ Approval by the City Council
- ❖ Refining the Capital Improvement Program to reflect the goals and strategies of the Plan

## **C. Public Involvement Summary**

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Several public meetings, presentations, and workshops throughout the planning process ensured that the public had an opportunity to voice issues and concerns. A focus group, open house, and a Parks and Recreation Commission public workshop provided hands-on opportunities to give ideas and react to possible plans and projects. Presentations to the Parks and Recreation and Planning Commissions, the Bicycle Advisory Committee and the Citizen Transportation Oversight Committee provided opportunities for direct input and creative ideas at crucial points in the process. Fact sheets, the City's Web site, and the media provided additional information and announcements for upcoming meetings. A random phone/mail-in needs assessment survey was

conducted during the winter of 2003-04 to help establish priorities for the future planning and development of trails and open space areas throughout the City including Thunderbird Conservation Park. The survey was designed to gather information from households throughout the City of Glendale. General results from the survey and the public meetings are briefly described below.

More detailed meeting summaries can be found in Appendix A. The Needs Assessment Survey Executive Summary can be found in Appendix B. The survey questionnaire can be found in Appendix C.

## **Public Meetings**

### ***Special Event Information Booth***

During the Understand Phase, In an effort to provide project information in an informal setting with a potentially large crowd, two consultant team members staffed a booth at the February 7<sup>th</sup>, 2004 Chocolate Affaire held in Murphy Park. Citizens were invited to write project ideas and thoughts on a large map highlighting existing trails, paths and open spaces. Comments reflected support for a connected system of trails, paths and open spaces.



***Consultant Duane Blossom discusses plan ideas at a project Open House***

### ***Parks and Recreation Commission Public Workshop***

This regularly scheduled meeting of the Parks and Recreation Commission on February 9<sup>th</sup>, 2004 during the Understand Phase was advertised widely as an open space and trails public workshop. The workshop had two purposes: 1) to solicit input on a draft conceptual trails plan, and 2) to prioritize various criteria that would be used to evaluate open space and trail projects. The results of the project criteria evaluation process can be found in Appendix D.



***Citizens contributed ideas thru-out the planning process***

The majority of comments relate to safety along paths and trails. The public identified the need to be able to safely walk, ride or bike to public places, such as parks and schools, without fear of automobile traffic. In addition, some comments emphasized the need for neighborhoods to connect to schools. There were also several comments that paths and trails along major arterials are not practical. Glendale and 59<sup>th</sup> Avenues were repeatedly cited as being unsafe and/or undesirable as major pedestrian routes. There were several suggestions that pedestrian routes be located on alignments parallel to these major streets, but not on them.

Regarding open space conservation, public comments were in support of the protection of wildlife and historic sites, as well as including existing open space networks, such as the river corridors. In addition, comments included the suggestion to acquire additional open space in the western portions of Glendale.

### ***Focus Group***

On April 15, 2004, early in the Implement Phase, a focus group made of citizens representing a wide-range of trail users, open space advocates and interested citizens, responded to the first draft comprehensive open space and trails conceptual plan. Additionally, this group was asked to provide their thoughts on broader definitions of open space, habitat, and

types and frequency of trail use. Fact Sheet #1 was presented at this meeting and can be found in Appendix E.

Comments focused on several topics; safety, connections, and accommodation. All attendees stressed the importance of creating a safer environment for all users, including the casual pedestrian. Several attendees felt that the new underpass along the Arizona Canal at 43<sup>rd</sup> Avenue was difficult to traverse due to slope, width and visibility. Street crossings posed safety problems as well due to traffic speed, short length of crossing times and no accommodations for equestrians. The group desired greater connectivity between local destinations and to larger regional trail and path systems. Many attendees desired a greater amount of amenities at key locations such as drinking water, benches, mileage markers, and informational signs. Low-level lighting was discussed as desirable along some trails because of the practice of riding at dusk in hotter summer months. The need for an equestrian arena was suggested as an important amenity for the equestrian community.

Regarding open space, the group felt strongly about the need to preserve the little remaining natural desert open space, recognizing it as potential habitat.

The entire group stressed their commitment to proper trail etiquette and willingness to volunteer as needed.

### ***Open House***

The open house was held on May 26<sup>th</sup>, 2004 during the Implement Phase. Attendees provided input on the draft comprehensive open space and trails conceptual plan, the conceptual signage system plan, and prioritized project criteria. The conceptual master plan information was expanded to include trail and path crossings and access areas. Fact Sheet #2 was presented at this meeting and can be found in Appendix F.



***Consultant Jim Coffman presents conceptual plan components at a public meeting***

Attendees were supportive of the presented plan. Comments were directed via a standard comment sheet. Respondents stressed connectivity to other communities and regional destinations. The City's bicycle lane system was likewise stressed as needing to connect to the system of paved paths. Additional trailheads and paved paths were suggested. Bicyclists who prefer riding on streets suggested that bike lanes would be appropriate for 59<sup>th</sup> Avenue. The conceptual sign plan received support, however several attendees stressed the need for mileage and difficulty level information on the signs along paths and trails. One attendee felt that more signage along corridors could add to a sense of safety. The City's website was suggested as a good future source for trail information.

### **Commission Presentations**

The nature of a trail and open space system is that of crossing boundaries. Within the City's governmental structure this is also the case where the planning and implementation of open spaces and trails cross responsibilities of several different departments. In order to ensure coordination during the planning process and encourage a sense of ownership, the draft plan was presented to several City committees and

commissions during the Implement Phase. Each provided unique insight and contributions to the conceptual master plan.

### ***Bicycle Advisory Committee***

The consultant and staff team made a presentation to this committee on June 7th, 2004 using the same presentation material as the Open House. Primarily, discussion centered upon the need for tying the paved path system to the on-street bike lane system. A non-committee attendee felt that the shared/multi-use path system would not be used by experienced bike riders and does not meet current trends in multi-modal transportation planning. The committee stressed the need for a critical bicycle connection along Glendale Avenue between the Loop 101 and the Agua Fria River paved path system. Attendees felt that 5' is too narrow for signature street sidewalks, preferring a 6'-8' minimum instead.

### ***Planning Commission***

The Consultant and staff team made two presentations to the Planning Commission on June 10, 2004 and [REDACTED], 2005.

The June presentation again covered the same material from the May 26<sup>th</sup> Open House. The Commission was supportive of the plan but requested additional facilities. They stressed the need for a path or trail along Grand Avenue (prefer west of the Burlington Northern Santa Fe railroad tracks) and along the proposed Northern Parkway between Grand Avenue and SR 303. They also felt that the southeast quadrant of Glendale should be closer examined for other path, trail and pedestrian enhancement opportunities to provide better linkages to downtown and to the Grand Canal Linear Park. They stressed the need for connectivity between all areas of Glendale.

*“The Planning Commission stressed the need for connectivity between all areas of Glendale”*

### ***Citizen Transportation Oversight Committee***

Of all the other services provided by the City, on and off-street transportation coordination clearly has the greatest potential impact on the trail and path system. The Consultant and staff team presented issues and solicited comments from the Citizen Transportation Oversight Committee at their July 1, 2004 meeting. Again, the conceptual plan, signage plan and prioritized project criteria were presented and discussed. Discussion focused primarily on Grand Avenue and the proposed Northern Parkway. Transportation Department staff presented a draft recommendation on the Open Space and Trails Master Plan that was not supportive of a trail along the Northern Parkway or Grand Avenue. The committee stressed the need for coordination and linkage between paths and on-street bike lanes.

### ***Parks & Recreation Commission***

The staff and Consultant team again brought information forward to the Parks & Recreation Commission at their meeting on [REDACTED], 2005. This meeting included a presentation of the revised conceptual master plan reflecting input and comments from the focus group, open house, Bicycle Advisory Committee, Planning Commission and Citizen Transportation Oversight Committee. Additionally, the conceptual signage plan was presented as well as an overview of key plan elements; public involvement, design standards, costs estimates and funding opportunities. The commission discussed [REDACTED].

The commission recommended approved of the Draft Master Plan and forwarded their recommendation to the City Council for their approval.

## **City Council**

The City Council discussed the Draft Trails Master Plan at a work-study session on \_\_\_\_\_, 2005. Discussion included \_\_\_\_\_ The City Council approved the Glendale Open Space and Trails Master Plan on \_\_\_\_\_, 2005.

## **Needs Assessment Survey**

Leisure Vision/ETC Institute worked extensively with Glendale Parks and Recreation Department officials as well as members of the open space/trails and Thunderbird Conservation Park consulting project teams in the development of the survey questionnaire. The survey addressed open space, trails, and issues related to the concurrent planning of Thunderbird Conservation Park. The Needs Assessment Executive Summary and the survey questionnaire can be found in Appendix B and C, respectively.

The survey was administered by a combination of mailings and phone calls. Approximately 2,000 surveys were mailed in December 2003 to a random sampling of households throughout the City of Glendale. Follow up phone calls were made in January and February 2004 to households that received a survey to encourage completion of the survey by mail or to complete the survey by phone.

The goal was to obtain at least 400 completed surveys. This goal was accomplished, with 403 surveys being completed. The results have a 95% level of confidence with a margin of error of +/- 4.9%.

The final report contains five sections:

- 1) Executive summary of the survey results
- 2) Tabular results by gender, household size, and household type
- 3) Tabular results by geographic area and household income
- 4) Open-ended comments
- 5) A copy of the survey document

This report is available as a separate document titled Community Attitude & Interest Citizen Survey, conducted for the Glendale Parks and Recreation Department, Glendale, Arizona, February 2004.

The following is a brief summary of the results:

### **Activities on Trails**

From the following list of activities, survey respondents were asked to indicate which activities they participate in on trails: walking/jogging, hiking, bicycling, nature/interpretive trails, mountain biking, and horseback riding. The top three activities are:

- |                    |       |
|--------------------|-------|
| 1) Walking/jogging | (64%) |
| 2) Hiking          | (47%) |
| 3) Bicycling       | (33%) |

From the same list of activities, respondents were asked to select the one they use trails for the most. The results were:

- |                    |       |
|--------------------|-------|
| 1) Walking/jogging | (61%) |
| 2) Hiking          | (42%) |
| 3) Bicycling       | (29%) |

***Over 400 Glendale residents completed the needs assessment survey***

***“Walking/jogging is the most popular activity on Glendale trails”***

## **Current Level of Use**

71% of respondents who indicated they use trails in Glendale currently use them at least a few times per month. This group is made up of 27% who use trails several times per week, 24% who use trails a few times per month, and 20% who use trails once per week. Currently, 70% of respondents use trails in Glendale that are adjacent to city streets, such as sidewalks.

## **Importance of Potential Goals for improving Trails and Open Space Areas**

Ten potential goals were listed as a means to make improvements to trails and open space in Glendale. These goals are:

- ❖ Provide habitat for wildlife, birds, and native plants
- ❖ Provide open space for passive activities
- ❖ Promote personal fitness and health
- ❖ Provide landscaping along city trails and open space
- ❖ Provide recreation uses for flood plain areas
- ❖ Provide non-motorized linkages between neighborhoods and destinations
- ❖ Establish open space along washes and rivers
- ❖ Build trail network connecting parks and open space
- ❖ Provide education programs related to nature and the environment
- ❖ Interpret unique history/culture of Glendale area

Of these, the goals that received the highest rating were:

- 1) Provide habitat for wildlife, birds and native plants (56%)
- 2) Provide open space for passive activities (54%)
- 3) Promote personal fitness and health (54%)

Respondents were also asked to rate the relative importance of each of these goals and all ten goals had over 70% of respondents rate them as being either very important or somewhat important.

Of these same ten goals, respondents were asked to select the three goals that they feel are the most important. The most important goals are:

- 1) Provide habitat for wildlife, birds, and native plants received the highest percentage (42%)
- 2) Build a trail network connecting parks and open space (37%)
- 3) Promote personal fitness and health (31%)
- 4) Provide open space for passive activities (30%)

***“Survey respondents’ most important goal to improve trails and open space in Glendale: provide habitat for wildlife, birds and native plants”***

## **Need for Trails and Open Space Facilities**

From the following list of 12 trails and open space related facilities, respondents were asked to indicate which ones they and members of their household have a need for. They are listed in order, from highest ranking to lowest.

- 1) Sidewalks for walking, biking, or running (80%)
- 2) Paved walking and biking trails in parks (67%)
- 3) Paved walking and biking trails linking destinations (66%)
- 4) Large natural areas for open space (58%)
- 5) Large natural areas for protecting wildlife (58%)
- 6) Bike lanes along streets (57%)
- 7) Large natural areas for observing wildlife (51%)
- 8) Unpaved walking and biking trails linking destinations (48%)
- 9) Nature/interpretive trails (42%)

- 10) Unpaved trails for mountain biking (27%)
- 11) Handicapped accessible trails (20%)
- 12) Unpaved trails for equestrian use (18%)

### **How Well Trails and Open Space Facilities Meet Needs**

Sidewalks, paved walking and biking trails in parks, nature/interpretive trails, and paved walking trails linking destinations are the facilities that currently meet the highest percentage of residents' needs. The facilities that least meet residents' needs are handicapped accessible trails and large natural areas for protecting and observing wildlife.

***“Providing bicycle and pedestrian connections to schools and parks is the most important action to improve trails and open space in Glendale”***

### **Reasons that Keep People from Walking or Riding Bicycles More Often**

Respondents were given a list of nine reasons that could potentially keep them from walking or riding bicycles more often. The following reasons are listed in order from highest number of responses to lowest:

- 1) Traffic on streets is too fast and/or congested (61%)
- 2) Not safe to ride a bicycle (42%)
- 3) Too hot and/or exposed (41%)
- 4) No trails to connect to other areas (32%)
- 5) Trails are too far from our residence (30%)
- 6) No safe walking area for pedestrians (28%)
- 7) Too few resting areas (17%)
- 8) Streets are too narrow (15%)
- 9) No interest in bicycling or walking (10%)
- 10) Other (14%)

Similarly, a separate question asked what the biggest barriers to walking or riding bicycles more often in Glendale and the top three reasons were the same as above:

- 1) Traffic on streets is too fast and/or congested (44%)
- 2) Not safe to ride a bicycle (25%)
- 3) Too hot and/or exposed (25%)

### **Importance of Various Actions to Improve Trails and Open Space**

Respondents were given a list of 18 steps that the City could take to improve trails and open space. These actions are listed in order of responses, from highest to lowest:

- 1) Bicycle and pedestrian connections to schools and park (85%)
- 2) Protect and enhance sensitive wildlife habitat areas (84%)
- 3) Install drinking fountains and park benches (81%)
- 4) Pedestrian/bicycle connections to open space/canal (82%)
- 5) Install an emergency response system along trails (81%)
- 6) Add sidewalks in residential areas (80%)
- 7) Develop additional trails throughout community (79%)
- 8) Connect Glendale trails with neighboring trails (79%)
- 9) Improve existing trails along open space corridors (78%)
- 10) Acquire/protect open space along New River (77%)
- 11) Improve non-vehicular connections into Downtown (76%)
- 12) Acquire/protect open space near Luke AFB (74%)
- 13) Bicycle and pedestrian connections to retail centers (72%)
- 14) Complete 51<sup>st</sup> Avenue bridle path (60%)
- 15) Develop interpretive trails along river corridors (57%)
- 16) Equestrian connections to open space and canals (50%)
- 17) Develop a Grand Avenue open space & trail corridor (50%)
- 18) Develop public art projects along trail corridors (43%)

*“By far, the most common activities on paths/trails are hiking, jogging, and bicycle riding”*

*“A majority of respondents are either very supportive or somewhat supportive of multi-purpose trails for shared use vs. a designated single use”*

*“Safety is the most important factor in limiting use of paths and trails and proximity to busy streets poses a significant perception of danger”*

### **Needs Assessment Survey Summary**

The most common activity on paths/trails and sidewalks are hiking, jogging and bicycle riding. It makes sense that the survey indicates that the three most important trails and open space **facilities** are:

- 1) Sidewalks (55%)
- 2) Paved walking and biking trails linking destinations (47%)
- 3) Paved walking and biking trails in parks (38%)

Since a smaller percentage of the general population needs and/or uses facilities for more specialized activities, such as mountain biking, equestrian activities, and handicapped accessible trails, it is not surprising that these facilities ranked consistently lowest in importance and use. This should not be interpreted that these facilities are unimportant. To the segment of the population that participates in these activities, there is no other substitute than the types of trails or paths that accommodate these activities. However, a majority of respondents (72%) are either very supportive or somewhat supportive of multi-purpose trails for shared use versus a designated single use, therefore shared-use trails and paths will accommodate these specialized trail users as well as the more general activities of walking and jogging. Likewise, the survey indicates that distances people are willing to travel for the specialized activities is greater than the distances people are willing to travel for paved walking and biking trails, indicating perhaps that there could be fewer of these facilities as long as they were well-distributed throughout Glendale.

Safety is clearly the most important factor in limiting use of paths and trails. Path and trail proximity to busy city streets poses a significant perception of danger. Improving neighborhood networks and creating a continuous regional-scale network that is located off-street will create many opportunities for multiple types of activities on paths and trails. On major arterials, where traffic typically exceeds 45 miles per hour, an adequate buffer between the sidewalk and street is essential to promote and encourage pedestrian use.

In addition to safety, the other factors that most limit activity on paths and trails are the heat and exposure. Improvements to pedestrian routes that include shade, benches, and water fountains are supported by the survey results. The survey further indicates that if trails were improved to include the amenities or facilities most important to them, 78% of respondent households indicated that they would use these trails at least a few times per month.

## **D. Existing Conditions**

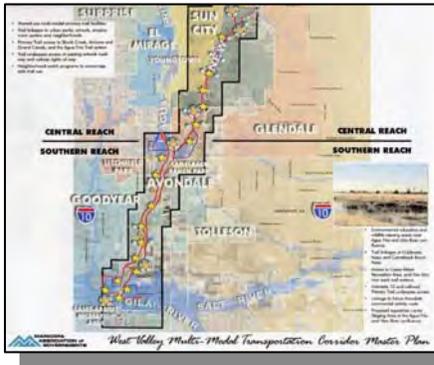
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This section outlines the various existing conditions that influence the path, trail and open space system in Glendale. There are both regional and local influences, as expressed in several planning documents. In addition, the Glendale Capital Improvement Program (CIP) is discussed as it relates to this planning effort. Finally, an inventory of the trail and pedestrian network identified in the City’s Parks and Recreation Master Plan was conducted to determine the status of existing and proposed path and trail projects throughout the City.

## **Regional Planning Influences**

### ***County/Regional level***

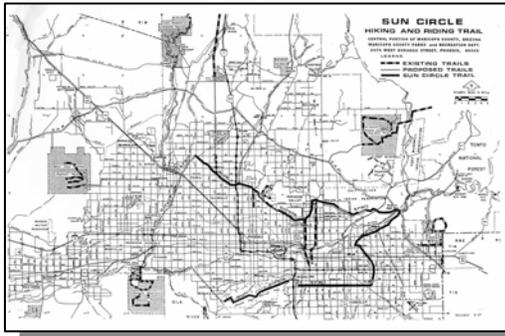
Over the last several years, planning for open space and trails has become a major unifying force for West Valley communities and Maricopa County. Plans have been prepared by individual cities, Maricopa County Parks, Maricopa Association of Governments (MAG), and the Flood Control District of Maricopa County. All plans have recognized the significance of the area's numerous signature features and their importance in the entire region's open space and multi-modal infrastructure. The regional plans include the MAG's Regional Off-Street System (ROSS) Plan, the Agua Fria Watercourse Master Plan, the West Valley Multi-Modal Transportation Corridor Master Plan, the Maricopa County Regional Trail System Plan, the MAG Pedestrian Plan 2000, and the MAG Desert Spaces Plan. See Appendix G for more information regarding these plans.



***Glendale's section of The New River is a major component of the West Valley Multi-Modal Transportation Corridor Master Plan***

Most significantly impacting Glendale, all plans recognize the Agua Fria and New Rivers as major regional open space and trail corridors. These plans also recognize the importance of the Arizona Canal, Grand Canal, Thunderbird Park, and Skunk Creek in providing local linkages within the region's open space and trail system. Because so many of these plans have either been prepared concurrently, or closely followed one from the other, they have many mutually supportive goals, objectives, design guidelines and implementation techniques. They represent a historic cooperative precedent in taking definitive steps to preserve the uniqueness of the Phoenix area and maintain multi-modal opportunities throughout the region.

The recent Maricopa County Regional Trail System Plan identifies the McMicken Dam as the primary corridor for a trail link between the White Tank Mountains and Spur Cross Ranch Conservation Area/Cave Creek Recreation Area. This corridor is immediately west of the Glendale planning boundary, providing a significant destination for Glendale's east/west trail and/or path corridors.



***The regional Sun Circle Trail passes through Glendale along the Arizona Canal/Thunderbird Paseo***

One trail plan preceded most others however, by nearly three decades; the *Sun Circle Trail*, a 110-mile regional trail that was established in the 1970s and operated by Maricopa County in partnership with the Salt River Project (SRP). It runs along the Arizona Canal through Glendale and connects Phoenix to the east and Peoria to the west. Within Peoria, the Sun Circle Trail turns south along the Skunk Creek which then continues to the New River. This corridor provides both paved path and unpaved trail opportunities.

Outside the corporate boundaries of Glendale, but potentially affected by the actions of the City of Glendale is the Central Arizona Project Canal (CAP). Glendale owns and operates a water treatment plant within the City of Phoenix' boundaries, adjacent to the CAP. In this location, Glendale can become a player in the on-going study and implementation

of a cross-state multi-use trail along the CAP from the Colorado River to Tucson.

A large, continuous multi-use open space area is provided by Maricopa County's Adobe Dam Recreation Area located immediately east of Thunderbird Conservation Park.

### ***Municipal Level***

Cities surrounding Glendale have embraced many of these regional plans and developed more detailed open space and trails plans that further connect neighborhoods.

#### *Phoenix*

The City of Phoenix Sonoran Preserve program has already protected over 1,200 acres of desert land in north Phoenix. This program, combined with separate land protection and acquisition programs have preserved Pilcher Hill, the Deem Hills and Ludden Mountain immediately north and northeast of Thunderbird Conservation Park. The planned 15,000-acre Sonoran Preserve program will eventually provide open space continuity between Thunderbird Conservation Park and Cave Creek Regional Park with closer-in destinations for Glendale residents at Pyramid Peak.

***“Phoenix’ trail and open space system links into Glendale’s system at numerous points along Glendale’s north, east and southern edge”***

The Phoenix trail and open space system links into Glendale's system at numerous points along Glendale's north, east and southern edge. Most significant connection points are east of 51<sup>st</sup> Avenue north of the Loop 101, Skunk Creek, the Arizona Canal, the Grand Canal, the New River and the Agua Fria River. Planned Phoenix trails also connect to Glendale's 51<sup>st</sup> Avenue trail in the area of Sunburst Farms at Greenway Road.

Bike lanes are shown in general along half mile streets. A bicycle/pedestrian bridge is planned for construction over I-17 at Maryland, helping to provide a continuous bikeable street from Phoenix into Glendale.

#### *Peoria*

The City of Peoria is making tremendous progress in both the development of a multi-modal system of paths and trails, and preserving its beautiful Sonoran desert in its northern mountains and along the New River and Agua Fria River. Existing plans are being implemented through a capital improvement program that will build several miles of paved paths and unpaved equestrian trails along the New River within close proximity to Glendale. Several parks are planned along the west side of New River between Deer Valley and Beardsley Roads, providing access points to the trail and path system. A community level park is planned at the confluence of the Skunk Creek and the Arizona Canal/Sun Circle Trail at approximately 75<sup>th</sup> Avenue providing more access opportunities for trail and path users. A trail underpass at 75<sup>th</sup> Avenue and Skunk Creek will improve access and mobility throughout the area. A paved path has recently been completed along the Arizona Canal from the Glendale border to Skunk Creek.

New paths and equestrian trails are soon to be built along the New River between Northern and Grand Avenue, thereby implementing portions of the Sun Circle Trail as shown on the West Valley Recreation Corridor Master Plan.

# I. Introduction

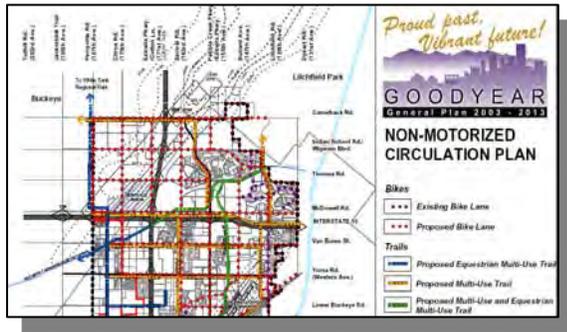
A paved path connection is planned along Pinnacle Peak Road providing a paved linkage extending from the Agua Fria River near the entrance to Thunderbird Conservation Park at 67<sup>th</sup> Avenue.

Bike lanes connect into Glendale in general along half mile east/west streets except Sweetwater. Greenway Road provides a bike lane connection to the Arizona Canal. Bike lanes connect into Glendale along north/south routes at 71<sup>st</sup> Avenue and 103<sup>rd</sup> Avenue. Also, a bike lane connects to the New River Corridor at the Williams Road alignment (1/2 miles south of Pinnacle Peak)

### Other Communities

The City of Surprise also identifies the McMicken Dam corridor as a multi-use path corridor. No paved paths or unpaved trails link directly into Glendale from Surprise.

On-street bike paths are proposed along Peoria, Reems Road, Dysart Road and the SR 303.



**The northern portion of Goodyear influences trails and paths in Glendale's western planning area**

The City of Goodyear proposes an equestrian multi-use trail along the west side of Perryville Road. A multi-use trail is proposed along the south side of Camelback Road and extending south along the Reems Road alignment. Bike lanes are proposed along Camelback Road, Perryville Road, Citrus Road, Cotton Lane, Sarival Road and the Reems Road alignment.

The Draft El Mirage Land Use Map from their General Plan proposes a trail along the west side of Agua Fria River. The River is shown as parks/open space.

Litchfield Park shows a system of existing and proposed pathways, none of which directly tie into the City of Glendale.

The Town of Buckeye's planning area abuts Glendale's planning area along Perryville Road to Northern Avenue. The Town currently does not have a trails plan.

Map 1.1 provides an overview of regional influences on Glendale's open space, trails and path network.

### **City of Glendale Planning Influences**

The City of Glendale itself possesses numerous planning documents that greatly influence the planning and implementation of the Open Space and Trails Master Plan. In addition, several separate planning efforts, such as the focus on the downtown area and Grand Avenue, have the potential to influence and guide this plan.

### **Parks and Recreation Master Plan**

The Parks and Recreation Master Plan, adopted by the City Council in 2002, provides the most directly relevant guidance to the Open Space and Trails Master Plan. Appendix H lists numerous goals and objectives from relevant plans, but one goal and action strategy is most significant to this plan:

**Goal:** *Develop a system of linked open space that connects parks and recreational opportunities to neighborhoods, schools, community amenities, and employment centers.*

**Action Strategy#4:** *Increase quantity and quality of open space linkages from neighborhoods to community and regional parks and to metropolitan open space systems.*

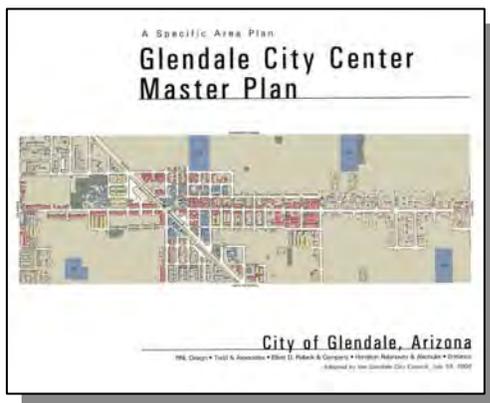
A trail and pedestrian network is the non-motorized means to link these open spaces.

The Park and Open Space Master Plan map illustrates existing and proposed parks of all levels, special facilities such as sports complexes, golf courses, cultural centers, an equestrian center, existing and proposed equestrian trails, open spaces, and enhanced pedestrian routes that link numerous facilities. The plan further identifies Community Gateways along Glendale and 59<sup>th</sup> Avenues, both streets of which are delineated as an “Enhanced Pedestrian Spine”. See Appendix I for the 2002 Parks and Recreation Master Plan Map.

Linear Park/Open Spaces are identified along the New River, Skunk Creek, the Arizona Canal, and the Grand Canal. Equestrian trail corridors follow these same corridors as well as along 51<sup>st</sup> Avenue, within Thunderbird Park, along Pinnacle Peak Road and a short segment along 71<sup>st</sup> Avenue north of the Skunk Creek. Through this equestrian trail network, the City’s largest equestrian neighborhoods have access to the City’s most significant open spaces. The City’s pedestrian network is to be enhanced largely along collector streets and Grand Avenue through R.O.W. sidewalk and street tree improvements. Special attention is given to the downtown district and redevelopment area, with a tighter network of enhanced sidewalk environments linking significant parks and public buildings.

### ***Downtown Planning***

Several plans focus on downtown and encourage an improved pedestrian environment as well as supporting land uses. The Glendale



***The City Center Master Plan stresses an improved pedestrian environment***

City Center Redevelopment Master Plan, like other downtown plans stresses an improved pedestrian environment, but also emphasizes the importance of bicycle facilities and placement of key civic structures such as a Cultural Center and a potential new downtown library. The plan focuses much attention on Grand Avenue, recognizing the significant changes that are coming that provide opportunities to improve pedestrian linkages east/west across Grand Avenue through proposed pedestrian overpasses at Lamar and Glenn and the pedestrian deck at the intersection of Grand Avenue/59<sup>th</sup> Avenue/Glendale Avenue. The plan also addresses downtown greenbelts along Lamar and Glenn and aesthetic treatments to enhance pedestrian corridors throughout downtown,

including renovations within Murphy Park. See Appendix J for a map of this plan.

Goals in Downtown Glendale; a Guide for Urban Design & Revitalization recognize that downtown is best experienced on foot, and provides

guidance on improving the pedestrian environment along existing sidewalks, alleys, intersections and major streets. It further strives to create enjoyable civic open space within downtown through plazas, parks, courtyards, malls, and paseos. Glenn Drive and Lamar Road are again identified as part of a new paseo or greenbelt system with enhanced landscaping and pedestrian amenities. Design guidelines identify amenities that would enhance pedestrian areas, both on buildings and along sidewalks.

The Glendale Downtown Design Standards Manual, like the previously mentioned plans, provides goals toward improving pedestrian and open spaces downtown. The guidelines address the form and amenities within internal open spaces, interior courtyards, sidewalks and natural areas. This plan supports an interconnected system of pedestrian corridors along streets, alleys and open spaces.

### ***City of Glendale General Plan***

The Glendale 2025 the Next Step General Plan addresses trails and open space planning within the "Quality of Life Elements" section of the plan, under the Recreation Element. A Bicycling Element is also included in this section of the plan. There is also an Open Space Element in the "Growing Smarter Plus Elements". The Open Space Element as well as the Bicycle Element are now included in all community General Plans as required by the Growing Smarter legislation.

One objective of the Plan is to connect parks to planned recreation corridors and bicycle routes. Safety is emphasized with the recommendation of grade-separated crossings for bicycle and the pedestrian pathway system. With regard to horse trails, the Plan recommends the establishment of equestrian access from the White Tanks Regional Park, Agua Fria, New River, and Skunk Creek corridors to Thunderbird Park.

The Bicycle Element emphasizes the use of bicycling as recreation as well as an alternative transportation mode. A goal of the Plan is to have a bicycle system that is continuous and provides access to all parts of the City. When possible, it is recommended that bicycle facilities be physically separated from the City's roadway system.

The Open Space Element recognizes Glendale's place in a regional context, and strives to provide connections to regional amenities such as the White Tanks Regional Park, Agua Fria, New River and Skunk Creek corridors, and Thunderbird park. The development of an Open Space/Trails Master Plan is cited as an important step in ensuring the planning for adequate open space, based on specific standards and/or levels of service as called out in the Parks and Recreation Master Plan.

The Western Area Plan was adopted by resolution in 2002. It is an amendment to the City of Glendale General Plan Land Use and Circulation Elements and addresses an area roughly bounded by 83<sup>rd</sup> Avenue, 115<sup>th</sup> Avenue, Northern and Camelback Road. Most significant to the City's open space system, this plan amended the General Plan Map by designating the New River floodway and 100-year floodplain and Grand Canal as open space. Additionally, it amended the General Plan Circulation Element Map to show a bikeway, walking/ jogging/equestrian

trail along the Grand Canal to its junction with the New River, a walking/jogging/equestrian trail north of the Grand Canal intersection with the New River, and equestrian trail south of the Grand Canal intersection with the New River.

The Western Area Plan solidifies the major open space and trail framework for this portion of Glendale's west region. It further encourages the development of an enhanced design along Glendale Avenue frontage that may include water features, lushly landscaped common areas, interconnecting pathways or a threefold increase in the minimum required setback. Significantly, the plan recognizes the need to coordinate with the Maricopa Association of Governments, and the Flood Control District of Maricopa County and adjacent jurisdictions to encourage the development of a regional trail system along New River. The plan also places great emphasis on the open space and multi-modal opportunities along the Grand Canal from the point it enters Glendale from Phoenix to the New River. Additional parks, nodes, trails, pathways and pedestrian bridges are proposed along its entire length.

### ***Other Glendale Plans***

The Glendale Bicycle Facilities Plan was prepared in 1990 and is currently being updated. Current guidance for bicycle planning in the City is largely derived from the Glendale 2025 General Plan and the Bike Plan Map, which details existing and planned bicycle routes in the City. The existing bicycle system incorporates the half-mile arterial street network. The planned system also incorporates existing and planned multi-use paths along the Skunk Creek, New River and Arizona Canal. See Appendix K for a map of this plan.

The North Valley Specific Area Plan adopted by City Council in 1989 provides urban design guidance to the two-square mile area around Arrowhead Towne Center. It focuses considerable attention on the pedestrian, bicycle and equestrian network in the area that is inclusive of Skunk Creek and the New River through what is termed "development guidance." The trail corridor along 71<sup>st</sup> Avenue is identified as well as the need for pedestrian underpasses under Bell Road between 79<sup>th</sup> and 77<sup>th</sup> Avenue. The New River and Skunk Creek are considered major open space corridors.

### **Glendale Capital Improvement Program (CIP)**

In the November 1999 City of Glendale Special Bond Election, voters overwhelmingly approved \$53.7 million for the preservation of open space and trails. These bonds enable the city to acquire land for preservation of open space and to construct multi-use trails and linear parks. This includes but is not limited to lighted walkways, play areas, benches, an amphitheater, artwork, fountains, landscaping and equestrian trails.

Numerous park, open space, trails, bicycle facilities and pedestrian improvements are identified in the City's Annual Budget Book, Fiscal Year 2003-2004. They fall into three categories: 1) Open Space & Trails, 2) Parks, and 3) Transportation. Projects are identified from FY 2003-04 through FY 2009-13. Some projects are identified for funding in FY 2003-04, but the majority of funds are identified in FY 2009-13 and would be moved forward as funding becomes available. The following highlights

selected projects from the current program. See Appendix L for a list of existing capital improvement projects.

### ***Open Space & Trails***

This category will enable the City to acquire land for the preservation of open space and to construct multi-use trails and linear parks. Funding for the development of the Grand Canal Linear Park from Loop 101 to 83<sup>rd</sup> Avenue with multi-use trails, park node, picnic areas, and an equestrian area is scheduled for FY 2003-04, with additional monies identified later. Open space and trail improvements are identified for New River, Skunk Creek and the Thunderbird Paseo. Projects that support the implementation of the City Center Plan begin in FY 2003-04 and include a downtown greenbelt, linear parks and boulevards that will link existing pedestrian and streetscape improvements, the Beet Factory and other significant public buildings and spaces.

### ***Parks***

Park projects are traditionally funded by a combination of Park G.O. Bonds and Development Impact Fees (DIF). Parkland acquisitions, renovations and enhancements to existing facilities will continue to be a major CIP priority during the next ten years. The majority of projects in this category are the development of more traditional recreational amenities in neighborhood, community and regional parks. However, several projects provide key improvements to the City's open space and trail system. Funds are identified in the program's first two fiscal years as well as FY 2009-13 for improvements to Thunderbird Park per recommendations from the new park Master Plan, of which trail improvements are a part. Funds are identified for land acquisition along the Grand Canal as well as for other new park sites. Pathway improvements are identified specifically for Sahuaro Ranch Park. Other park renovation projects provide an opportunity to improve bicycle, trail and pedestrian facilities within those parks. The Western Area Regional Park will be a major node along the Grand Canal linear park system.

### ***Transportation***

This category involves several funding sources including street revenue, G.O. Bonds, Development Impact Fees and the half-cent transportation sales tax approved by voters in 2001. The half-cent sales tax will help fund improvement projects for all modes of transportation including transit, street, bicycle, pedestrian and aviation. Over the next few years, many projects will be completed that will enhance options for non-motorized mobility throughout Glendale. Intersection improvements can greatly improve the safety of pedestrian and trail crossings along major streets. Other projects and programs include closing the gaps in the bicycle system and enhancing pedestrian facilities in activity centers. Street improvement projects provide an opportunity to likewise improve pedestrian facilities. Street lighting, streetscape and aesthetic improvements along streets are planned throughout the projected funding cycle.

In addition to numerous bike lane improvements, off-street paved path improvements are planned for the New River between Missouri Avenue/Northern Avenue and Pinnacle Peak Rd./Hillcrest Blvd.; and along the Grand Canal between 91<sup>st</sup> Avenue/New River. Both paved path and equestrian trail improvements are planned along Glendale's three and one half miles of Skunk Creek.

Improved bicycle and pedestrian mobility will be the results of new overpasses at the Grand Canal at Missouri Avenue and 79<sup>th</sup> Avenue; Loop 101 at 63<sup>rd</sup> Avenue (under or overpass); the Arizona Canal Diversion Channel (ACDC) at Marshall Elementary School; and along the ACDC under 43<sup>rd</sup> Avenue/Peoria and at 51<sup>st</sup> Avenue/ Cactus. The funding for the ACDC is shared with the City of Phoenix. Bridge widening projects will improve bicycle and pedestrian access along Glendale Avenue at New River and at Bell Road at Skunk Creek.

A variety of pedestrian enhancements are included for the downtown area including Catlin Court; around Arrowhead Towne Center such as new sidewalks, improved crossings, and landscaping; and in and around the Cardinal Stadium/Coyotes Arena area.

See Appendix M for a map of Glendale's existing capital improvement program that affects paths, trails and open spaces.

### **Path and Trail Inventory**

During the fall of 2003, the consultant team conducted an on-site inventory of the paths and trails identified in the 2002 Parks and Recreation Master Plan as well as additional potentially feasible corridors. The purpose of this inventory was:

- ❖ To become familiar with the City of Glendale's existing pedestrian, off-street bicycle facilities, and equestrian network
- ❖ To inventory specific conditions along the corridors identified in the Parks and Recreation Master Plan
- ❖ To determine the level of completion for each trail segment relative to a predetermined set of criteria
- ❖ To identify opportunities and constraints relative to the existing trails plan
- ❖ To observe its functionality and enable the team to make recommendations and/or modifications to the existing plan

### ***Parks and Open Space Master Plan Trail/Path Types***

The Parks and Open Space Master Plan identifies the following four different trail/path types:

Enhanced Pedestrian Spine: Includes the corridors of 59<sup>th</sup> Avenue from Camelback Road to the main entrance into Thunderbird Conservation Park and Glendale Avenue from 43<sup>rd</sup> Avenue to the New River. The plan envisioned enhancing the landscape treatment but maintaining the existing city standard street cross section, except along Glendale Avenue west of 67<sup>th</sup> Ave, where it was recommended to reduce the median width. The enhancements consisted of 8' sidewalks and a double row of trees on each side of the street and bike lanes. Planting buffer widths for the trees were 6.5' between the sidewalk and street and 5.5' between the sidewalk and the ROW line.

Sidewalk and Street Tree Improvements along Linkage: These corridors are primarily along the half-mile streets throughout the city and Grand Avenue. Improvements included a 7' sidewalk separated from traffic by a 5' landscape buffer with a single row of trees. Typically, the linkages

referred to the parks and schools that are often located along these streets.

**Equestrian Trail:** The off-street system of unpaved trails located primarily along the major washes and drainage corridors of Skunk Creek, New River, the Arizona Canal, and the Grand Canal. Thunderbird Conservation Park is the location for numerous equestrian trails. In addition there are some on-street equestrian trails identified in the plan, the most significant of which is the wide trail corridor running along the west side of 51<sup>st</sup> Avenue from Cactus to Thunderbird Conservation Park, and the trail along Pinnacle Peak Road between Thunderbird Park and the New River.

**Multi-Use Path:** The off-street system of paved paths located along the major drainage and recreation corridors of Skunk Creek, New River, the Arizona Canal, and the Grand Canal.

### ***Inventory Standards***

Each of these corridors was surveyed and inventoried relative to several characteristics that are required for a safe and functional network for non-motorized transportation and recreation.

- ❖ Minimum width (width of the trail or sidewalk surface)
- ❖ Minimum buffer (distance from street)
- ❖ Landscaping/improvements, shade, etc.
- ❖ Amenities (trash, benches, water, shade, enhanced signage)
- ❖ Clearance/lack of obstacles
- ❖ Street conflict/safety
- ❖ Vegetation clearance
- ❖ Lighting

In order to properly classify these trails and determine their condition, minimum standards for the different trail/path types were defined. These standards are derived from nationally accepted multi-use path and trail standards, and are described below:

### **Enhanced Pedestrian Spine**

- ❖ 6' minimum paved surface
- ❖ 4' minimum buffer between sidewalk and street
- ❖ Landscaping, including trees for shade and ground plane planting
- ❖ Amenities, such as benches, trash, water, shade structures, and enhanced signage

### **Secondary Pedestrian Linkage**

- ❖ 5'-6' minimum paved surface
- ❖ 2' minimum street buffer
- ❖ Landscaping/trees

### **Equestrian Trail**

- ❖ 5' minimum non-paved surface
- ❖ Separate from other uses
- ❖ Vegetation clearance
- ❖ No obstacles
- ❖ Safe street crossings
- ❖ Signage

## Multi-Use Path

- ❖ 10' minimum paved surface
- ❖ Separate from other uses
- ❖ Vegetation clearance
- ❖ No obstacles
- ❖ Safe street crossings

Based on the above attributes, an initial assessment was made as to the condition of each segment. The three classifications are:

Existing - good condition: No further improvements or recommendations required. Such is the case in many of the neighborhood sidewalks, where improvements are unnecessary and/or improbable.

Existing - needs upgrading: Path/trail is functional in its current condition, but needs to be improved or enhanced to bring it to the stated standard. This is the case in several areas along the “Enhanced Pedestrian Spine” of 59<sup>th</sup> Avenue and Glendale Avenue. These areas function at a basic level, but are below the desired standard. For example, in many areas the pavement is either too narrow, or is too close to the street (no buffer), or both.

Non-Existing: Either the segment is far below the standard in most respects, or is physically absent. Such is the case in many industrial areas in the area southeast of 59<sup>th</sup> Avenue and Glendale, as well as most agricultural areas in the western portions of the City.

In addition to assessing the status of each trail/path segment, comments were recorded about each segment describing it in more detail. Opportunities and constraints were also noted, as well as any unique features or issues relative to a particular trail/sidewalk segment. Future park development and open space opportunities played a significant role in determining a corridor's potential for development or enhancement.

This information was recorded on a reporting sheet for each trail/path segment. Each path or trail segment was scored based on the criteria that were developed. The sum of all scored determines the degree to which each segment is complete. This information was integrated with a map of the trail system plan using GIS (Geographic Information Systems), and will be the basis for further analysis and recommendations throughout the planning and implementation process. See Appendix N for a sample GIS database, Appendix O for the Trail, Path and Pedestrian Network Status Map, and Appendix P for Project Opportunities and Constraints.

## E. Opportunities and Constraints

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Several opportunities and constraints were identified when the City's current and planned trail and open space network were analyzed and inventoried. A complete listing of opportunities and constraints is located in Appendix P.

### **Opportunities**

Opportunities were broken down into the following six categories: connectivity, safety/street crossings, trail/streetscape improvements, equestrian issues, trailheads and nodes, and parks and open space preservation.

#### ***Connectivity***

The greatest number of opportunities lies in completing and/or improving connections between the existing pedestrian network and several destinations or regional path networks, such as Thunderbird Conservation Park, the White Tanks, New River, Agua Fria, Skunk Creek, and the Thunderbird Paseo, to name a few. There are also smaller scale connection opportunities through neighborhoods, Glendale Community College and Sahuaro Ranch Park, Downtown Glendale, city parks, and schools. In far west Glendale, irrigation canals and little used or abandoned railroad tracks provide significant trail connectivity opportunities.

#### ***Safety/Street Crossings***

There are numerous opportunities to make street crossings safer throughout the City of Glendale. This will increase the likelihood that people will use these pedestrian networks to routinely walk, bicycle, or ride to any number of destinations. Street crossing safety enhancements to consider include pedestrian underpasses, overpasses, signalized pedestrian crossings, and specialized equestrian crossings. In addition, increasing visibility of trails, especially when they run adjacent to major arterials (such as the trail along 51<sup>st</sup> Avenue) will increase motorist awareness and improve safety.

#### ***Trail/Streetscape Improvements***

There are also several opportunities for existing trail improvements and streetscape enhancements, such as along 51<sup>st</sup> Avenue extending from Thunderbird Conservation Park to Cholla, enhanced pedestrian facilities around the stadium and arena site, and trail improvements along the already developed sections of the Grand Canal.

Though the Northern Parkway concept creates significant challenges to the continuity of north/south pedestrian and trail access across it, the concept also provides a tremendous opportunity to provide a parallel long-distance non-vehicular corridor linking important commercial and recreational destinations, like the Agua Fria River, New River and White Tank Mountains Regional Park.

#### ***Equestrian Issues***

There are several equestrian neighborhoods in Glendale that lie within close proximity to a larger network of regional paths and trails, such as the river corridors and canals. There are several opportunities to improve

neighborhood connectivity to these trail networks, thereby providing equestrian neighborhoods greater access to regional open space and trails. For example, Sunburst Farms is adjacent to the 51<sup>st</sup> Avenue trail which, in turn, connects to Skunk Creek and Thunderbird Conservation Park. A drainage corridor that runs along the 71<sup>st</sup> Avenue alignment south of Union Hills would make an ideal trail corridor, as it bisects an established equestrian neighborhood and has the potential to link directly to Skunk Creek.

An opportunity exists to create a recognized, interconnected neighborhood trail network in the existing equestrian neighborhood bounded by Perryville Road, Cotton Lane, Northern Avenue and Bethany Home Road. Residents currently use the wide shoulders and the ROW adjacent to lateral irrigation lines along local streets to ride throughout the neighborhood.

### ***Trailheads and Nodes***

Where paths, trails, and city sidewalks currently intersect with existing trail corridors (such as washes, rivers, and canals) there are many opportunities for trail nodes and/or trailheads to link neighborhoods with the regional system. At several locations along the Thunderbird Paseo there are great opportunities to create enhanced access points where major north/south pedestrian routes intersect the Paseo. Potential trail node locations are at Paradise Lane, Greenway, 67<sup>th</sup> Avenue, Acoma, 59<sup>th</sup> Avenue, Sweetwater, 51<sup>st</sup> Avenue, and Cholla. In addition, there are several trail node or trailhead opportunities along the Grand Canal and at New River.

### ***Parks and Open Space Preservation***

In the far western areas of Glendale that have not yet been developed, there are opportunities for open space acquisition and preservation. Both agricultural preservation and natural desert preservation opportunities exist in this area. Preservation of a portion of the remnant large tracts will afford future generations with opportunities to appreciate the true history of the region and offer habitat for a dwindling wildlife population. Detention basins and other flood control areas also create opportunities for enhanced open space. Irrigation canals, railroad alignments, and power line corridors can become a framework for a trail system in West Glendale that has the potential to connect the river corridors of Agua Fria and New River to the White Tank Mountains to the west.

Gravel mining sites and a landfill within and adjacent to the Agua Fria River between Northern Avenue and Bethany Home Road provide long-term restoration opportunities for large open space areas centrally located within Glendale and along a regional trail corridor.

West of the Agua Fria River, ample raw land is still available to develop a neighborhood and community network of parks linked to the broader regional open space via trails and pathways.

Visual and cultural landmarks provide opportunities for focal points within an open space and parks network, i.e., the grain tower on the northwest corner of Cotton Lane and Northern, the palm groves of the existing 'White Tank Palms' wholesale nursery, and the heavily vegetated site of the Wildlife World Zoo, if that venue ever chose to relocate.

Farm lands around Luke Air Force Base that are currently slated for preservation to protect the ongoing viability of the air base, provide an opportunity for preservation of Glendale's historic agricultural roots, as well as preserve viewsheds towards the White Tank Mountains, the Estrella Mountains and others mountains north and east. The rose growing fields of Jackson-Perkins Roses and the grape fields for locally produced wines are some of the most unique agricultural uses still remaining in Maricopa County. Local roads and irrigation canals within and outside the protection zone provide local trail improvement opportunities, as well as opportunities to preserve the visual character of west Glendale's rural neighborhoods.

A new open space opportunity exists on property recently acquired by the Salt River Project for water recharge. The site, bounded by New River on the west, the Grand Canal to the northeast and the Bethany Home Road alignment to the south, provides a unique wetland viewing opportunity in a desert environment along two significant trail and path corridors.

### **Constraints**

The majority of the constraints identified by the project team are related to the relationship between paths/trails and streets. High traffic areas, limited crossings, and unsafe distances between trails and streets create difficulties for residents to complete a number of routes. Non-signalized intersections create significant barriers for trail users. The Loop 101 is a significant barrier in several locations. Additionally, there are some access constraints at several points along the Grand Canal, such as the Missouri and 99<sup>th</sup> Avenue crossings. Given that safety is one of the most significant issues that has been identified (and reinforced by the survey results), the interface between streets and paths/trails is one of the most important factors to consider in the structure and implementation of the open space and trails plan.

### A. Plan Overview

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The Open Space and Trails Master Plan takes initial direction from the Parks and Recreation Master Plan. However, the elements of this plan also echo goals found in other local and regional plans and input derived from a Citizen Needs Assessment Survey, citizen comments from various public meetings and workshops, staff committees, citizen commission review and comment, and Planning Team considerations. The common principles derived from these various sources have guided the development of the Open Space and Trails Master Plan.



These Guiding Principles include:

- ❖ Maximize connectivity
- ❖ Maximize access
- ❖ Improve safety
- ❖ Respect or respond to the user
- ❖ Importance of community character and identity
- ❖ Protect the environment



The plan is organized into four elements and addresses the entire Glendale planning area including the unincorporated lands west of the Agua Fria River to Perryville Road:

**Trail and Path Element:** includes multi-use trails, shared use paved paths, access areas, and crossings

**Pedestrian Element:** consists of sidewalks and the treatment of sidewalks, paths and trails in high-use pedestrian zones

**Open Space Element:** includes several types of open space: conservation open space, reclaimed open space, linear parks, and improved parks



**Character Element:** inclusive of scenic corridors, landmarks, agricultural preservation, and signature streets.

These elements of the Plan utilize existing natural corridors such as rivers, creeks, drainage canals, as well as built corridors, such as freeways, canals, and major arterials. It is designed as a multi-modal circulation off-street network and promotes safety and ease of access that will enable the greatest number of people to safely use the path and trail network with enjoyment. The plan takes into account different facilities for different users, such as pedestrians, bicyclists, and equestrians. In addition to the trail and path elements, the plan addresses open space for multiple purposes of passive recreation, visual quality, community character, and wildlife protection.



Map 2.1, the Open Space and Trails Master Plan Map, illustrates all of these elements. The remainder of this chapter is devoted to detailed descriptions and standards of all the elements included in this plan.

**B. Trail and Path Element**

This section outlines the proposed trail and path elements and includes specific standards for their development. This section includes recommendations and standards for unpaved trails, paved paths, access areas, and special street crossings.

**Multi-Use Unpaved Trails**

The system of multi-use unpaved trails includes trails that have a regional scope as well as trails that connect various neighborhoods to the larger trail network. Once this trail network is complete, it will be possible to travel great distances and connect to several significant open space areas, including Thunderbird Conservation Park and White Tank Regional Park. Table 2.1 lists the specific trail standards for each type of trail described in this section:

**Table 2.1: Trail Construction Standards**

Trail Type	Use	Trail Width	Horizontal Clearance	Vertical Clearance	Turning Radius	Surface Material	Running Grade	Cross Slope
Primary Trail	Multi	8' min. 10'-12' preferred	3' h x 3' w each side	12' minimum	12'	Compacted imported or native*	<5% = 1500'; 5-8% = 800'-1500' 8-10% = 500'-800'; >10% = max 500'	2% pref. 5% max. 4% max. at paved crossings
Primary Trail: Thunderbird Park	Multi	4'-6'	3' h x 3' w each side	12' minimum	12'	Native surface	<5% = 1500'; 5-8% = 800'-1500' 8-10% = 500'-800'; >10% = max 500'	2% pref. 5% max. 4% max. at paved crossings
Secondary Trail	Multi	5' - 8'	3' h x 3' w each side	12' minimum	5' - 8'	Compacted imported or native**	<5% = 1500'; 5-8% = 800'-1500' 8-10% = 500'-800'; >10% = max 500'	2% pref. 5% max. 4% max. at paved crossings
Secondary Trail: Thunderbird Park	Multi	3' - 4'	3' h x 3' w each side	12' minimum	5' - 8'	Native surface	<5% = 1500'; 5-8% = 800'-1500' 8-10% = 500'-800'; >10% = max 500'	2% pref. 5% max. 4% max. at paved crossings

\* stabilized decomposed granite along 51<sup>st</sup> Ave. from the Arizona Canal to Thunderbird Conservation Park

\*\*stabilized decomposed granite along Bethany Home Rd. alignment from 103<sup>rd</sup> Ave. to the New River Trail

**Primary Trails**



These trails include the regional and major corridors of New River, Grand Canal, Arizona Canal/Thunderbird Paseo, Skunk Creek, and 51st Avenue. In addition to these large, continuous corridors, primary trails are proposed along some streets as well, and serve as a major trail connection throughout West Glendale, ultimately connecting to the Maricopa County Regional Trail System and White Tank Regional Park.

In addition, primary trails within Thunderbird Conservation Park require slightly different standards. The major difference is that trails within the park have a narrower width, and the surface material is the native surface or soil. Constructed underpasses within Thunderbird Conservation Park must be a minimum of 12' high and 12' wide. Other considerations for primary trails in Thunderbird Park are to avoid long, straight continuous stretches of trail and avoid ridgelines. Trails within the park should roughly parallel contours.

## II. The Plan

Primary trails along streets and not contained within already secured drainage ways, canals or large open space or park areas should be located within trail/path easements ranging in width from 26' to 54', depending on the street classification. Refer to Tables 2.2 and 2.3 for specific easement requirements.

### Secondary Trails

Secondary trails are those trails that connect neighborhoods to the larger trail system. Examples of secondary trails are those within more rural neighborhoods, such as those in the far western portions of Glendale, west of Cotton Lane between Camelback and Olive. Other neighborhoods in the established portions of Glendale that have secondary trails are in the area adjacent to 51<sup>st</sup> Avenue between Thunderbird and Bell and in the equestrian neighborhood east of Arrowhead Towne Center, along 95<sup>th</sup> Ave. connecting an established equestrian neighborhood to the Grand Canal Linear Park., and a trail following the Bethany Home Road alignment from approximately 103<sup>rd</sup> Ave. west to the New River.

Secondary trails within Thunderbird Park are to have the narrowest tread width. As with primary trails in Thunderbird Park, avoid long, straight continuous stretches of trail and avoid ridgelines. Trail should roughly parallel contours.

Similar to primary trails, secondary trails along streets should be located within path/trail easements of 21' to 50' in width, depending on the street classification. Refer to Tables 2.2 and 2.3 for specific easement requirements.

**Table 2.2: Easement/Corridor Widths for Multi-Use Trails Adjacent to Roads**

Transportation Classification	Trail type & width (a) <sub>2</sub>	Distance from edge of roadway pavement and trail edge <sub>3</sub> (b)	Distance from trail edge to adjacent barrier, edge or property line <sub>3</sub> (c)	Recommended minimum trail easement <sub>4</sub> (d = a + b + c)
<b>Priority Level<sub>1</sub></b>		<b>1</b>	<b>2</b>	
Freeway/ Expressway (Over 55 MPH)	Primary: 8'-12'	30'	12'	Primary: 50'-54'
	Secondary: 5'-8'			Secondary: 47'-50'
Major/Minor Arterial and Collector Street (30-55 MPH)	Primary: 8'-12'	20'	12'	Primary: 40'-44'
	Secondary: 5'-8'			Secondary: 37'-40'
Local Street (25 MPH & under)	Primary: 8'-12'	10'	6'	Primary: 26'-30'
	Secondary: 5'-8'			Secondary: 21'-24'

<sub>1</sub> If 'Recommended minimum trail easement' width is not available, priority should be given first to providing the recommended distance between the edge of roadway pavement and the trail, and second to the recommended distance from the trail edge to the adjacent barrier, edge or property line.

<sub>2</sub> If harness horses/carts are anticipated on any trail, the minimum trail width should be 12'.

<sub>3</sub> Includes recommended shoulder/vegetation clearance.

<sub>4</sub> A separate trail easement outside of the right-of-way is recommended. If desired easement width is not available, subtract an available amount of right-of-way behind the edge of pavement from the recommended minimum easement width to determine an acceptable smaller easement width. Increase width as needed in areas of steep or difficult terrain to accommodate switchbacks, avoidance of obstacles, etc.

## II. The Plan

**Table 2. 3: Easement/Corridor Width for Multi-Use Trail or Path Not Adjacent to Streets**

Classification	Tread width (a) <sub>1</sub>	Vegetation/shoulder Clearance each side	Distance from trail edge to adjacent barrier, edge or property line <sub>2</sub> (b)	Minimum easement (not adjacent to streets) (c = a + 2b)
Primary Trail	8' min. 10'-12' preferred	Min. 2' soft/mowed shoulder. Min. 3' h x 3' w clear.	15' - 20'	38' - 52'
Secondary Trail	5' - 8'	Min. 2' soft/mowed shoulder. Min. 3' h x 3' w clear	12' - 15'	29' - 38'
Shared - Use Path	10'-12'	Min. 2' shoulder	8' - 12'	26' - 36'

<sub>1</sub>If harness horses/carts are anticipated on any trail, the minimum trail width should be 12'.

<sub>2</sub>Includes recommended vegetation/shoulder clearance.



### **Shared-Use Paved Path**

The paved path system includes regional and local connections. This is primarily the off-street paved path system that is located along New River, Agua Fria, Grand Canal, the Arizona Canal/Thunderbird Paseo, and Skunk Creek. Paved paths are also proposed along the Colter Channel and along the Dysart Drain.

Some paths are proposed along streets as well. They are located along the west side of the railroad tracks along Grand Avenue, along the north side of Loop 101 between New River and 51<sup>st</sup> Avenue, along the east side of Loop 101 from Bethany Home to Orangewood, and along the west side of the Loop 303, from Camelback past Olive.

The paved paths are shared use, meaning that they are appropriate for a variety of uses (walking, jogging, bicycling, rollerblading, etc.). The path surface should be concrete or asphalt, be 10'-12' wide, and follow AASHTO guidelines for paved paths.

The paved paths along the Loop 101 and Loop 303 will most likely occur within existing ROW but outside access control fences. If possible, the paths should be set back a minimum of 30' from the freeway pavement edge. The paved path paralleling the west side of the BNSF railroad track along Grand Ave. should be a minimum of 20' away from the tracks and should be separated by a security fence. Refer to tables 2.2 and 2.3 for easement widths for all other paved paths.

### **Critical On-Street Connection**

The Open Space and Trails Master Plan identifies one area in particular as a critical east-west connection. This area is along Glendale Avenue between the Loop 101 and the west side of the Agua Fria River Bridge. Due to various constraints, this section of roadway is not suitable for trails or paved paths, but is nonetheless an important connection. Instead, this section of the plan will include a widened bridge, on-street bike lanes, buffer landscaping and improved sidewalks.

### **Access Areas**

The plan identifies several potential access points. These points are essential to allow the public to easily access all levels of unpaved trails and paved paths. In addition to formal, mapped access points, there should be some form of access at a minimum of ¼ mile along the length of all trails and paths, where possible. These are primarily unmapped local/neighborhood access points, or points where a trail and/or path intersects with a street or other public right-of-way.

There are three types of access points that are specifically proposed and mapped in this plan. They are the Enhanced Pedestrian Node (N), Trailhead with Parking (P), and Trailhead with Parking and Equestrian Facilities (E). See Map 2.2: Open Space and Trails Master Plan: Access Areas, for the location of these access areas. A full description of each of these access points follows:



#### ***Enhanced Pedestrian Node (N)***

Enhanced pedestrian nodes are developed access areas and include benches, signage, a location map, rules and regulations, special notices, drinking water, landscape and structural shade, and a trash disposal area.

There are 42 proposed Enhanced Pedestrian Nodes. These nodes are located along open space, trail and path corridors and provide neighborhood and local access. Pedestrian Nodes do not include parking facilities, and are intended for the purposes of very localized access.

#### ***Trailhead Parking (P)***

Several trailheads that include parking facilities are included in the plan as well. They are located on primary corridors to allow access to the regional trails. There are a total of nine (9) trailheads proposed on the plan, plus two (2) that are included within Thunderbird Conservation Park. Of the nine trailheads identified on the plan, four of them are existing, and just need minor improvements to make them fully functional trailheads.

There are three levels of proposed trailheads with parking, designated P1, P2, and P3 and ranging from smallest to largest. P1 trailheads are the smallest, with 10-15 parking spaces. P2 trailheads are slightly larger, with 16-30 parking spaces and more amenities. P3 trailheads are the largest, with 31-60 parking spaces. Table 2.4 describes the amenities specific to each level of trailhead.

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**Table 2.4: Trailhead Amenities**

Trailhead Level	Quantity*	Parking Spaces**	Rest-rooms	Picnic Ramada	Lighting	Amenities: benches, rules/notices, drinking water, landscape/shade, trash disposal	Signage: including location map
P1	5	10-15	X	1 single	X	X	X
P2	2	16-30	X	2 single	X	X	X
P3	2	31-60	X	3-4 single	X	X	X

\* totals do not include trailheads in Thunderbird Conservation Park

\*\*parking spaces for trailheads are in addition to number of required parking spaces for a combined park site

### **Trailhead Parking plus Equestrian Facilities (E)**

The following is a description of the proposed equestrian trailhead facilities. As with the standard trailheads, there are three levels of equestrian trailheads, E1, E2, and E3, ranging from smallest to largest. Equestrian trailheads are intended to provide facilities for equestrian uses as well as other trailhead parking and amenities. Several of the proposed equestrian trailheads are to be developed in combination with other park sites or facilities. There are nine (9) equestrian trailheads located on the plan. Features common to all equestrian trailheads include:

- ❖ Amenities: benches, rules/notices, drinking water, landscape/shade, trash disposal
- ❖ Signage: including location map
- ❖ Watering trough or a place to fill water buckets
- ❖ Equine tethering rails near off-loading areas
- ❖ ¼" minus decomposed granite for equestrian parking and off-loading areas
- ❖ Separation of equestrian from other users in parking and trail access
- ❖ Perimeter fencing & self-closing gates at pedestrian and trail entrances near streets
- ❖ Pull-through, circular roadway and parking areas

Table 2.5 describes the amenities specific to each level of equestrian trailhead.

**Table 2.5: Equestrian Trailhead Amenities**

Trailhead Level	Qty	Parking Spaces*	EQ Parking Spaces**	Rest-rooms	Picnic Ramada	Round Pen	Wash Racks	Arena***
E1	3	10-15	3-4	X	1 single			
E2	2	20-30	5-8	X	2-3 single (locate 1 near EQ facilities)	X	X	
E3	4	40-60	10-15	X	4 single (locate 2 near EQ facilities)	X	X	X

\*parking spaces for trailheads are in addition to number of required parking spaces for combined park site

\*\* equestrian parking requirements: 12' min width , 15' preferred x 60' min length, 70' length preferred

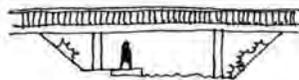
\*\*\* supportive amenities with arena include: round pen, wash racks, mounting ramp or platform, manure disposal area

A complete inventory of all levels of proposed access areas is available in Appendix Q. The inventory details the location of each site, its status, and any pertinent comments. The implementation section of the plan will list these access areas in priority order for development.

### **Crossings**

A critical aspect of any non-vehicular plan that interfaces with the street system is the treatment of street crossings. The points at which paths and/or trails overlap or intersect with streets are the greatest concern, in terms of safety, and thus require special attention. Given that street safety was repeatedly cited as the greatest area of concern by the public, and the most-frequently cited reason that people don't walk or ride bicycles more often, it is critical that crossings are evaluated and specific recommendations are made.

There are five types of crossings that will be addressed by this plan; four of which are grade-separated crossings, and one of which is an at-grade special crossings. Grade-separated crossings most typically occur when a road bridges over a river or canal. If possible, trails should be routed to this type of crossing, where a bridge or culvert already exists, especially in situations where a trail crosses a major arterial. There are also several other types of grade-separated crossings involving canals, railroads, freeways, and special pedestrian bridges. See Map 2.3: Open Space and Trails Master Plan: Crossings, for locations of these crossings. The following sections relate to these grade-separated crossings:



*A bridge underpass with a defined path/trail corridor along one side*



*A lighted pedestrian underpass shared the space with drainage*

#### ***Bridge Underpass***

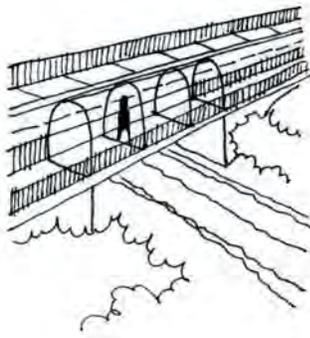
When a trail or path passes under a bridge for a road or railroad track (such as along a river or creek), the following standards apply:

- ❖ Minimum 12' height clearance
- ❖ Minimum 12' width
- ❖ Continuous, all day lighting
- ❖ Multi-use trail/path signage at both ends
- ❖ Trail/path above the low-flow channel to minimize maintenance

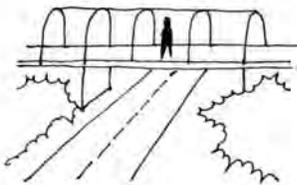
#### ***Pedestrian Underpass***

Where a trail/path passes under a road, canal, or railroad in a separate structure like a culvert or a tunnel. This is a structure exclusive to pedestrians and/or equestrians and does not include a roadway.

- ❖ Minimum 12' height clearance
- ❖ Minimum 12' width
- ❖ As close to perpendicular as possible to minimize length
- ❖ Continuous, all day lighting
- ❖ Air/light tunnel when as long as the width of a four-lane road
- ❖ Continuous sightline distance from beginning to end
- ❖ Multi-use trail/path signage at both ends



*A pedestrian corridor shares the bridge with roadway traffic but within a protective enclosure*



*A pedestrian bridge/overpass keeps users completely out of the roadway traffic flow*

### **Shared Bridge**

Where a trail or path shares a bridge with vehicles, then the bridge width should be increased to the maximum possible trail/path width on one side of the bridge.

- ❖ Vertical separation is required between trail/path and traffic, such as a jersey barrier.
- ❖ See-through, continuous sides and tops preferred around trail/path for maximum safety.

### **Pedestrian Bridge/Overpass**

In cases where a special bridge that accommodates pedestrians, bicyclists or equestrians crosses over a road, canal, creek or drainage, the following standards apply:

- ❖ Minimum 12' height clearance with see-through sides and top
- ❖ Minimum 12' width
- ❖ Lighting
- ❖ Signage at both ends

### **Land Bridge**

A land bridge is recommended within Thunderbird Conservation Park Master Plan for a variety of reasons: to maintain the continuity of open space; to provide unimpeded pedestrian, equestrian and bicycle access across 59<sup>th</sup> Avenue; and to improve wildlife movement.

### **Equestrian Special At-grade Crossings**

In addition to grade-separated crossings, special consideration must be made for at-grade crossings, especially where equestrian traffic is expected and opportunities for grade separated crossings are limited or non-existent. Due to the nature of horses, crossing intersections can be especially treacherous. Special trail crossing treatments are possible to make it safer for equestrians, as well as other users. The following standards apply to these types of crossings:

- ❖ Crossings should be a right angles to the moving traffic
- ❖ Provide adequate sightline distances that consider adequate time, visibility, warning signs, and lighting
- ❖ Signage, bus stops, benches, parked vehicles, light posts, vegetation, or other objects that could reduce user visibility should not impede sightlines at roadway crossings
- ❖ Provide a “gathering space” or a holding zone/area that will permit a group of equines to stand and wait for the appropriate and safe time to complete a roadway crossing. The trail surface width should fan out to incorporate a minimum 25-foot (7.62 m) wide area parallel to the edge of the roadway that is also a minimum of 15 feet (4.572 m) in depth from the edge of the roadway
- ❖ Push button-activated crosswalk signal mounted within the gathering space at a height of 6' at any corner crossed by the trail
- ❖ Where feasible, provide a roadway refuge or median areas that permit a “safe zone” when traffic is moving on a multi-lane or divided roadway

- ❖ Where feasible, provide traffic calming designs, such as flashing lights alerting drivers to a trail crossing area ahead in the roadway, decreased speed limits, roundabouts, narrowed travel lanes, speed tables or plateaus, and stop bars
- ❖ Provide for pedestrian/equestrian scale lighting
- ❖ Curb cuts for people with disabilities are also equestrian-friendly and should be designed to be the same width as the trail tread, or greater, whenever possible
- ❖ The tread for an at-grade, hard-surface roadway crossing should have enough texture to prevent an equine's hooves from slipping on the surface. Heavy traffic requires a very durable tread surface such as washed concrete with 3/8 – 1/2-inch (0.952 – 1.27 cm) exposed broken aggregate. Very light traffic roadways can generally utilize grooved or very coarse broom-finished concrete surfaces, bricks, pavers, or chip seal asphalt. Concrete grooves should be incised perpendicular to the direction of travel for trail users on the roadway crossing. Depth of the grooves should be ¼ - ½ inch (0.635 – 1.27 cm) deep, at 1-2-inch (2.54 – 5.08 cm) intervals. NOTE: Typical asphalt and concrete road or sidewalk surfaces do NOT provide enough texture or traction and can be very slippery to an equine.

As with the access areas discussed in the previous section, proposed crossings have been inventoried and a full description of each of these crossings is available in Appendix Q. The development or improvement of these crossings is evaluated and prioritized in the following chapter.

### C. Pedestrian Element

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This section outlines the pedestrian elements of the plan and includes standards for their development. Pedestrian elements include sidewalks, primary pedestrian zones, and secondary pedestrian zones.

#### **Sidewalks**

The sidewalk system is the standard paved network of localized pedestrian routes, which provides internal neighborhood linkages and connections to parks, schools, open space areas, trails, etc. It should be made clear that for the purposes of this plan, a sidewalk is not a path or a trail.

Based on the on-site inventory conducted early in the planning process, the majority of the sidewalks observed met minimum standards and function well. However, this plan does recognize the importance of the sidewalk network, especially in areas with a high level of pedestrian activity. For this reason, special sidewalk treatment is addressed in these zones of high activity, or pedestrian zones, discussed in the following section.

#### **Primary Pedestrian Zones**

One of the areas of the City that has the greatest degree of pedestrian activity is the Downtown Glendale area, bounded by 51<sup>st</sup> Avenue, Maryland, 59<sup>th</sup> Avenue, and Orangewood. This determination is generally based on the MAG Pedestrian Plan 2000, which defines an area of high pedestrian latent demand as an area with great potential for or existing

pedestrian activity due to denser population, mix of pedestrian activating land uses and important destinations.

Because of the high pedestrian demand in the downtown area, in combination with other relevant planning actions and investment in the downtown area, it has been defined as the Primary Pedestrian Zone in the City. Recommendations for this area include the greatest pedestrian accommodation through wider sidewalks up to 10' (8' minimum) along arterials and collectors, greenbelts, alley improvements, a greater variety of pedestrian amenities such as pedestrian level lighting, benches, drinking water, structured shade, newspaper racks, and information kiosks.

Other recommendations include improved pedestrian/transit interface through designed bus stops and completed sidewalk connections to major bus stops.

Due to the importance of this primary pedestrian zone and the downtown area within the path and trail elements of this plan, specific projects that fall within these zones should receive special priority.

### **Secondary Pedestrian Zones**

There are several other areas in Glendale that also have a high degree of and potential for pedestrian activity but at a slightly lesser level of prominence than the Downtown Area. These are primarily centers of commerce, education or sporting venues that have a high degree of pedestrian activity. These secondary pedestrian zones are located at the Foothills Park/Midwest University, Arrowhead Towne Center, American Graduate School of International Management/Banner Thunderbird Medical Center, Saguaro Ranch/Glendale Community College, the Arena/Stadium area, the Community Park/Sports Complex @ Agua Fria and Glendale Avenue, and Loop 303 & Northern (future retail/office center). Please refer to the Open Space and Trails Master Plan Map (Map 2.1) for specific boundaries of these pedestrian zones.

As with the primary pedestrian zones, these zones are generally based upon the MAG Pedestrian Plan 2000, areas of high pedestrian latent demand. These zones call for greater pedestrian accommodation through wider sidewalks up to 8' along arterials and collectors, greater variety of pedestrian amenities such as pedestrian level lighting, benches, drinking water, structured shade, newspaper racks, information kiosks, and improved pedestrian/transit interface through bus stops, and completed sidewalk connections to major bus stops.

Due to the relative importance of secondary pedestrian zones within the path and trail elements of this plan, specific projects that fall within these zones should receive special priority.

### D. Open Space Element

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This section describes the four open space elements identified in the Open Space and Trails Master Plan. There are several types of open space, each posing different opportunities as well as challenges for preservation.

#### **Conservation Open Space**

The areas of conservation open space include Thunderbird Conservation Park, Skunk Creek, New River, and the Agua Fria River. These are the largest natural open space areas in the City and the following amenities associated with these open spaces are recommended. Each area will include most, but not all, of the following amenities:

- ❖ Preservation of natural desert open space
- ❖ Habitat preservation
- ❖ Habitat enhancement as appropriate
- ❖ Multi-use trails per the plan
- ❖ Paved paths per the plan
- ❖ Trailhead/access opportunities per the plan
- ❖ Picnic facilities
- ❖ Interpretive center
- ❖ Interpretive trails
- ❖ Accessible trails as appropriate

#### **Reclaimed Open Space**

Reclaimed Open Spaces include areas that have been previously utilized for other purposes, such as mining, agricultural, landfill, and municipal and/or industrial uses. These lands have been significantly altered from their natural state. However, they have great potential for open space and many types of recreational activities can take place there. There are three reclaimed open space areas identified on the Plan:

- 1) Agua Fria River corridor between Bethany Home and Northern
- 2) The potentially reclaimed Glendale Land Fill north of Glendale Avenue and east of Agua Fria
- 3) SRP water recharge area potentially reclaimed as a wetlands between New River, the Bethany Home Road alignment and the Grand Canal.

These lands will provide continuity of both paved paths and unpaved trails through site, as well as trailhead/access as per plan.

A long-range plan will be necessary for reclamation of gravel mining and landfill operations for open space, passive recreation, interpretation, environmental education, and desert restoration.

The Agua Fria corridor reclaimed open space identified on the plan is an excellent site for an interpretive center. The reclamation process can be included in the interpretive element, and the riverine environment of the Agua Fria offers a multitude of opportunities for education of this type of ecosystem. A particularly good site for this center would be at Glendale Ave. and the Agua Fria, which would maximize on the status of Glendale Ave. as a signature street, and provide a prominence and visibility to the interpretive center that can be seen from a major transportation corridor.

### **Linear Parks**

Linear parks as identified on the Plan are long, continuous corridors adjacent to either a natural or built drainage corridor, such as a river or canal. Linear parks identified in the plan include the Arizona Canal/Paseo, the Grand Canal, Dysart Drain, Airline Canal, Colter Channel, and the 143<sup>rd</sup> Avenue alignment. Linear parks are intended to serve the surrounding residential areas as well as those using the path and trail system within. These corridors lend themselves well to a linear park, which should include:

- ❖ Paved paths and unpaved trails
- ❖ Turf as appropriate for passive use
- ❖ Playgrounds
- ❖ Landscaping
- ❖ Limited recreational development within bottom of drainage corridors/detention basins
- ❖ Picnicking with shade
- ❖ Restrooms as appropriate
- ❖ Parking as per access plan
- ❖ Open play areas

The width of the Grand Canal Linear Park west of 83<sup>rd</sup> Avenue should serve as the model for future development.

### **Improved Parks**

Improved parks include neighborhood and community parks not already identified in the Parks and Recreation Master Plan. Amenities within those parks would reflect typical amenities identified in the Parks and Recreation Master Plan. This plan identifies 17 new proposed park sites in the West Glendale Area. Locations are approximate and will be subject to specific development plans in that area. However, these parks are to include the preservation of special cultural and historic landmarks in the West Glendale Area where appropriate.

## **E. Character Element**

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This section describes the five character elements of the plan; signature streets, pedestrian greenways, scenic corridors, landmarks, and agricultural preservation. These elements, while not specifically paths or trails, greatly enhance the pedestrian or recreational experience and represent a significant contribution to the quality of paths, trails, and open space, as well as to the overall image of Glendale. Whether as conserved open space, built corridors, natural open space scenic corridors, or historic landmarks, each has a distinct potential for enhancing the character of Glendale.

### **Signature Streets**

As a significant aspect of the Plan's Character Element, Signature Streets provide an enhanced and unified streetscape design with a greater emphasis on pedestrian accommodations along streets that connect the City's most important open space and trail features. In effect, they are linear open spaces that help to define a unique character for Glendale by the use of theme landscaping; site furniture such as

benches, neighborhood and/or interpretive signage, trash receptacles and lighting; minimum sidewalk widths of 6'; and a greater emphasis on sidewalk linkages from adjoining streets and neighborhoods. Each signature street can have a design theme unique to itself that may also vary somewhat based on the character of adjoining neighborhoods.

### ***Primary Signature Streets***

Primary Signature Streets occur on major arterials that have the most impact to all of Glendale, link the City's most significant features or lead to downtown. They are identified as 59<sup>th</sup> Avenue, Glendale Avenue and Grand Avenue, and the section of Litchfield Road near the Luke AFB entrance. The following qualities define Primary Signature Streets:

- ❖ Linear open space
- ❖ Theme landscaping
- ❖ Amenities, such as benches and theme lighting
- ❖ Located within wide dedicated landscape easement
- ❖ 6' minimum sidewalk width (8' width when within Primary or Secondary Pedestrian Zones)
- ❖ Guidelines for connecting adjacent land uses to the sidewalk, such as through parking lots, and from apartment complexes.

### ***Secondary Signature Street***

Secondary Signature Streets occur on collector or smaller streets and provide linkages between Primary Signature Streets and other City amenities such as linear parks, neighborhood and community parks, etc. Additionally, Secondary Signature Streets are more densely located in the downtown area, further supporting urban design recommendations made in downtown plans and studies. Often, where Secondary Signature Streets are along collector streets, bicycle lanes are also provided. The Secondary Signature Streets are: 47<sup>th</sup> Avenue, Missouri, 63<sup>rd</sup> Avenue south of Arizona Canal to Orangewood, 62<sup>nd</sup> Avenue from Orangewood to Maryland, 67<sup>th</sup> Avenue north of Arizona Canal, Orangewood, Maryland from 47<sup>th</sup> to 62<sup>nd</sup> Ave, portion of 51<sup>st</sup> Avenue south of Grand to Missouri, Glenn Dr. from 43<sup>rd</sup> Ave to 62<sup>nd</sup> Ave, and Lamar from 43<sup>rd</sup> Ave to 62<sup>nd</sup> Ave.

Recommendations for Secondary Signature Streets include:

- ❖ Theme landscaping and amenities within dedicated landscape easement
- ❖ Standard pedestrian accommodation with paved sidewalk
- ❖ Street lighting
- ❖ Pedestrian connection between unpaved trails and paved paths
- ❖ 6' minimum sidewalk width (8' when within Primary or Secondary Pedestrian Zones)
- ❖ Guidelines for connecting adjacent land uses to the sidewalk, such as through parking lots or from apartment complexes

### **Pedestrian Greenways**

Pedestrian greenways are proposed along Glenn Drive between 51<sup>st</sup> Avenue and the future Transit Center west of Grand Avenue; and Lamar Road between 51<sup>st</sup> Avenue and Lawrence Park per the Glendale City Center Master Plan. They include the following elements:

- ❖ Enhanced landscaping, pedestrian, and bicycle amenities
- ❖ Connect to pedestrian bridges over Grand Avenue and the railroad tracks at Lamar and Glenn
- ❖ Street lighting
- ❖ 8' minimum sidewalk width
- ❖ Wide landscape setback
- ❖ Guidelines for connecting adjacent land uses to pedestrian network onto the sidewalk, such as through parking lots, and from multi-housing.

### **Scenic Corridors**

Due to the scenic quality in the western areas of Glendale and the focus on agricultural and open space preservation, the plan proposes scenic corridors along the length of Cotton Lane and along Olive Avenue between Dysart and Perryville Road, where Olive becomes the Gateway to the White Tank Mountains. These scenic corridors will preserve a sense of the openness of the historic rural Glendale landscape. Specific recommendations include:

- ❖ Provide design guidelines that address building setbacks (100' min. from ROW when used for detention, 50' min. ROW when no detention) plant material selections, fencing designs, use and place of detention areas within building setback, placement of trails and paths within building setback, theme signage, etc.
- ❖ Depending upon adjacent land use development, open space could be reclaimed/restored desert (Model: Scottsdale Road/Cave Creek Road Scenic Corridor) or developed as a linear park with turf, picnicking, playgrounds, etc. to provide for local passive recreational needs (Model: northeast corner of 59<sup>th</sup> Avenue and Mountain View)
- ❖ Cotton Lane:
  - Use of abandoned railroad tracks and detention requirements along west side of Cotton Lane to create a linear landscaped corridor with a Primary Unpaved Trail
  - Preserve view corridors south towards the Estrella Mountains and north towards the Bradshaw Mountains
- ❖ Olive Avenue:
  - Use of some old railroad track corridor and detention requirements along north side of Olive to create linear landscaped corridor with a Primary Unpaved Trail
  - Preserve view corridors towards the White Tanks

### **Landmarks**

There are many cultural, historic, rural and natural landmarks throughout the City of Glendale. Each adds to the special character of Glendale and contributes to the public benefit by providing adaptive reuses of several historic elements, representing a defining element that should be preserved, if possible. Sahuaro Ranch and Manistee Ranch Historic Areas are prime examples of significant landmark preservation. The following recommendations relate to the most significant new potential landmarks identified in the plan:

Preservation and potential adaptive public reuse of:

- ❖ Silos at the northwest corner of Cotton Lane and Northern
- ❖ Remnant palm groves at Citrus and Bethany Home Road (White Tanks Palm Nursery)

- ❖ Existing site of Wildlife World Zoo along Northern just east of the 303 (if and when it decides to relocate)
- ❖ Water towers along Grand Avenue (per Grand Avenue Image Improvement Study)
- ❖ Stone building ruins on the northeast corner of Glendale and 175<sup>th</sup>

Continued enhancement/preservation of:

- ❖ Entries into Luke Air Force Base (and visual terminus at end of Glendale Ave. at Litchfield Rd.)
- ❖ Murphy Park/City Hall
- ❖ Manistee Ranch
- ❖ Sahuaro Ranch
- ❖ Thunderbird Conservation Park
- ❖ Beet Sugar Factory

### **Agricultural Preservation**

Agricultural preservation is discussed in this section because it is believed that agricultural land use is a significant element that defines the character of a large portion of Glendale. In addition to the visual quality this open space provides, agricultural lands also provide opportunities for public benefit by accommodating trails and paths.

Although this plan does not specifically address an agricultural preservation strategy, it is nevertheless an important part of Glendale history and character. Specifically, the Luke Air Force Base land protection zone presents an opportunity to preserve the character of a large portion of western Glendale, protect it from development, and provide living history opportunities.

## **F. Planning Goals**

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Open space and trails goals have been identified through numerous other Glendale and regional plans, including the [2025 General Plan](#), the [Parks and Recreation Master Plan](#), the [North Valley Specific Area Plan](#), the [Western Area Plan](#), [Downtown Glendale: a Guide for Urban Design and Revitalization](#) and the [Downtown Glendale Design Standards Manual](#). The planning elements described in this chapter and the implementation strategies and tools presented in Chapter 3 serve to realize many of the goals identified in these prior plans.

The Open Space and Trails Master Plan, like prior plans, recognizes the importance of these elements in Glendale's quality of life and economic vitality. Prior planning goals focus on the importance of linking open space, recreation and other community destinations through a system of trails and paths. In particular, the downtown plans emphasize the pedestrian environment along its streets, alleys and public spaces, a concept that this plan strengthens. Likewise, prior plans place great emphasis on the major streets that help create a unique identity for Glendale while directing goods and services to downtown; 59<sup>th</sup> Avenue, Grand Avenue and Glendale Avenue. This emphasis is further promoted by this plan's Signature Street recommendations.

Implementation-oriented goals in prior plans address capital improvement project prioritization, planning process improvements and

## II. The Plan

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the development of more specific trail and path design guidelines. Chapter 3 provides more direction and focus on project lists, cost estimates and procedural improvements. See Appendix U for a table that cross-references the components of this plan to relevant goals from existing Glendale plans.

### A. Introduction

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This section of the plan contains the specific projects, policies and procedures that will transform the City of Glendale Trails and Open Space Plan from ideas on paper to places that are used and enjoyed. It further provides cost and funding information that will assist in developing and maximizing budgets. This information is organized as follows:

- ❖ Project prioritization methodology
- ❖ Recommended projects
- ❖ Project coordination and implementation strategies, policies and procedures
- ❖ Typical cost for path and trail development and maintenance
- ❖ Grants and external funding resources
- ❖ A conclusion focusing on the benefits of open space and trails

### B. Project Prioritization Methodology

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Prioritizing a list of possible projects was one of the most needed aspects of this plan. Based upon all of the input gathered from the public, various commission meetings, and City staff, criteria were developed that allowed the project team to evaluate a variety of project types in order to determine their implementation priority. One criteria set was used for trail, path and signature street projects, and another for access areas and crossings. Open Space opportunities were considered separately as well, with a variety of tools being used to implement these plan elements.

Whenever possible, information and recommendations are organized by the four plan elements: Trails and Paths, Pedestrian, Open Space, and Character Elements.

#### Trail and Path Element

##### ***Trail and Path Project Evaluation Criteria***

The evaluation criteria were developed by the project team and prioritized by the public in a special Parks and Recreation Commission meeting. The relative importance of each criterion varies, so a scoring system, or weighting of the criteria was devised to give more weight to those project attributes that are more important than others as determined by the public. For example, safety concerns consistently ranked among the top concerns in all public comments and therefore score among the highest. In contrast, the opportunity for public art is seen as a desirable goal, but it does not merit the weight that safety, linkage, and use do. The complete scoring of each project is included in Appendix R. In general, criteria that received a “2” score was ranked approximately twice as important by the public as those criteria with a “1” score. Each project was scored based on the criteria developed and shown in Table 3.1.

### III. Implementation

**Table 3.1: Evaluation Criteria for Trails, Paths, Sidewalks and Signature Street Projects**

Attribute/Criteria	Description	Score
<b>Safety Correction OR Safety Enhancement</b>	project corrects existing safety problem OR project provides opportunity for enhancing safety	<b>2</b>
<b>Linkage</b>	project improves access to schools and neighborhoods, community or regional open spaces and parks	<b>2</b>
<b>Loop</b>	project completes a gap in an existing loop or trail	<b>2</b>
<b>Trail Environment</b>	trail is located within a generally positive aesthetic environment	<b>2</b>
<b>Primary Pedestrian Zone</b>	project is located within this activity zone	<b>2</b>
<b>Window of Opportunity</b>	project is time-sensitive relative to other projects	<b>2</b>
<b>Multi-Modal</b>	project enhances ability to link to a variety of transportation modes	<b>1.5</b>
<b>Fragment</b>	project completes a fragment providing greater than 2 miles of usable corridor	<b>1.5</b>
<b>Secondary Pedestrian Zone</b>	project is located within this activity zone	<b>1.5</b>
<b>Most Miles</b>	completes more than 4 miles of corridor	<b>1</b>
<b>Level of Use</b>	along a corridor with heavy existing or potential use	<b>1</b>
<b>Amenities</b>	project enhances user experience through addition of drinking fountains, park benches, etc.	<b>1</b>
<b>Education</b>	project provides opportunity for unique nature and interpretive trails	<b>1</b>
<b>Linkage to Downtown</b>	project improves access to and within Downtown Glendale	<b>1</b>
<b>Linkage to Retail</b>	project improves access to and between neighborhoods and retail centers	<b>1</b>
<b>Art/Culture</b>	project provides opportunity for public art	<b>1</b>
<b>TOTAL POSSIBLE SCORE</b>		<b>23.5</b>

See Tables 3.4 and 3.5 for the Trails and Paths projects; Table 3.14 for Sidewalk projects and Table 3.15 for Signature Street project lists.

#### **Access Areas Project Evaluation Criteria**

The trailhead and node areas were evaluated separately and divided into Priority Levels 1-3 representing top, mid, and low priority, respectively. The following criteria were used to prioritize these projects:

##### Trailhead Parking and Trailhead Parking Plus Equestrian Facilities:

- ❖ Proximity to an existing comparable facility
- ❖ Area of high demand/use or on a major corridor
- ❖ Serves the greatest variety of users (equestrian, pedestrian, etc.)

##### Enhanced Pedestrian Nodes:

- ❖ Proximity to existing access area
- ❖ Within a Pedestrian Zone or on a Signature Street
- ❖ Path and/or trail completeness

See Tables 3.7, 3.8 for the Access Areas prioritized project lists.

## III. Implementation

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### ***Special Crossings Project Evaluation Criteria***

The grade-separated and at-grade crossing projects were evaluated separately and divided into Priority Levels 1-3 representing top, mid, and low priority, respectively. The following criteria were used to prioritize these projects:

#### *Grade-Separated Crossings:*

- ❖ Safety (speed, roadway width, volume of traffic)
- ❖ Proximity to other crossings/distance
- ❖ Makes an important linkage
- ❖ Within a Pedestrian Zone
- ❖ Accommodates both a path and trail vs. a single path or trail

#### *At-Grade Crossings:*

- ❖ Safety (speed, roadway width, volume of traffic)
- ❖ Proximity to destination or within equestrian neighborhood
- ❖ Makes an important linkage

See Tables 3.11 and 3.12 for the Crossings prioritized project lists.

### **Pedestrian Element**

#### ***Sidewalk Project Evaluation Criteria***

Sidewalk projects were evaluated using the same criteria for paths, trails and signature streets as shown in Table 3.1. See Table 3.14 for the Sidewalk project list.

#### ***Pedestrian Zones Evaluation***

All paths, trail, sidewalks and Signature Streets projects within a pedestrian zone are given the following evaluation points; 2 points for Primary Pedestrian Zones and 1.5 points for Secondary Pedestrian Zones. This weighting helps to give more prominence to the development of non-vehicular mobility within these zones of high pedestrian demand rather than in low demand areas.

### **Open Space Element**

#### ***Conservation and Reclamation Projects Evaluation Criteria***

Opportunities for preserving and protecting conservation and reclamation open spaces will not likely come about in the same manner as identifying a needed segment of trail or the opportunity to build a pedestrian node. The open spaces identified in this plan are closely associated with existing corridors and sites, some already under public ownership and others still private. Drawing a boundary around a particular parcel of land would potentially illicit private property rights claims or could falsely inflate the value of that land knowingly targeted by a government for acquisition. However, implementation opportunities might occur through flood protection projects, mining reclamation projects, utility corridor acquisition, water recharge or dedication through adjacent private development. These are discussed in Section D of this chapter.

In limited cases, the City of Glendale may have an opportunity to acquire particularly sensitive parcels of land along the New and Agua Fria

### III. Implementation

Rivers. This plan identifies those corridors as well as Skunk Creek as Conservation and Reclamation Open Space corridors. The following criteria should be used for the evaluation of conservation and reclamation lands if protection opportunities appear concurrently and resources are limited.

Table 3.2 lists the evaluation criteria that were developed by the project team using results of the Needs Assessment Survey and citizen input at a Parks and Recreation Commission Workshop. The relative importance of each criterion varies, so a scoring system, or weighting of the criteria was devised to give more weight to those attributes that are more important than others. For example, concerns for the aesthetic quality of open space consistently ranked among the top concerns in all public comments and therefore score among the highest. In contrast, the level of use is seen as a desirable goal, but it does not merit the weight that aesthetic quality, wildlife protection and linkage do.

**Table 3.2 Evaluation Criteria for Open Space Projects**

Attribute/Criteria	Description	Score
<b>Aesthetic Quality</b>	exceptional natural quality with significant viewsheds	<b>2</b>
<b>Wildlife Protection</b>	protects or enhances protection of important wildlife area	<b>2</b>
<b>Linkage</b>	provides or enhances a critical connection between other meaningful open space	<b>2</b>
<b>Unique Character</b>	contributes to unique character of Glendale	<b>2</b>
<b>Manageability</b>	ability to effectively maintain and monitor over time without excessive expense	<b>2</b>
<b>Variety of Use</b>	could accept a number of specific uses for passive recreation, scientific or educational purposes	<b>2</b>
<b>Window of Opportunity</b>	project is time sensitive relative to other projects	<b>2</b>
<b>Wildlife Viewing</b>	provides opportunities for observing wildlife	<b>1.5</b>
<b>Suitability</b>	identified as most suitable for preservation/conservation in Maricopa Association of Governments Desert Spaces Plan	<b>1.5</b>
<b>Parcel Size</b>	acreage encompasses numerous positive attributes	<b>1.5</b>
<b>Cultural/Historic Value</b>	Historic or cultural features present within an open space area	<b>1</b>
<b>Proximity</b>	enhances adjacent public/quasi-public land uses	<b>1</b>
<b>Level of Use</b>	heavy existing or potential appropriate use	<b>1</b>
<b>Specimen</b>	includes unique or specimen natural resources	<b>1</b>
<b>TOTAL POSSIBLE SCORE</b>		<b>23.5</b>

#### ***Linear and Improved Parks***

No evaluation criteria were developed for these two categories.

Linear Parks, as identified in the plan along canals and streets will likely happen as single, large projects associated with adjacent development, roadway or drainage improvements. Some path and trail projects within the linear parks are evaluated separately. See Tables 3.4 and 3.5. Other areas have not yet been annexed into the City of Glendale, therefore any specific project identification and prioritization would be premature.

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Improved Parks are shown in this plan at a General Plan scale. Most proposed park sites are within areas that are not yet annexed into the City.

### **Character Element**

#### ***Signature Streets Project Evaluation Criteria***

Signature Street projects were evaluated using the same citizen-based criteria for paths, trails and sidewalks as shown in Table 3.11. See Table 3.16 for the Signature Street Project List.

#### ***Pedestrian Greenways, Scenic Corridors, Landmarks, and Agricultural Preservation***

No evaluation criteria were established for these categories.

The proposed Pedestrian Greenways reflect projects already identified within major downtown capital improvements. Scenic Corridors would likely come about through adjacent private development or street improvements. Much of the proposed Scenic Corridors are not yet annexed into the City of Glendale. Landmarks are shown to highlight their visual and cultural importance to Glendale. Some are currently privately owned. Any private developed should strive to integrate these landmarks into plans. Public development likewise should integrate these landmarks into proposed plans as well as explore potential public use. Agricultural preservation mirrors the land being evaluated for the protection of flight corridors for Luke Air Force Base. The success of this protection process will determine the success of agricultural preservation in Glendale.

## **C. Projects**

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This section identifies specific projects that will execute this plan and, ranks each project in terms of importance to building the overall open space and trail system and providing recreation and mobility options to City residents. Based upon the methodology discussed in the previous section, projects were identified and prioritized and are organized by the four plan elements: Trails and Paths, Pedestrian, Open Space, and Character Elements.

### **Trail and Path Element**

#### ***Prior Trail and Path Related CIP Projects***

As a part of the Planning Process, an extensive database was compiled that includes the prior identified CIP projects throughout the City. The funding categories include Parks, Transportation, Bicycle/Pedestrian, and Open Space/Trails. All of these CIP projects were added to the GIS database and mapped, to enable City staff to cross-reference the CIP projects originating in other departments in order to get a complete picture of the projects being planned citywide. This will facilitate the coordination between several departments in getting many of the proposed path, trail, and open space improvements included in currently identified CIP project scopes. See Appendix L and M for the complete listing and map of these CIP projects. Tables 3.9 and 3.13 list newly

### III. Implementation

proposed access and crossings projects respectively that should be tied to these already identified CIP projects.

**Action:** Update the City's GIS database to reflect the existing CIP data collected during this planning process.

#### Trail and Path Projects

Each of the projects in the following tables was scored by the methods described in the previous section. The highest possible score was 23.5. The projects scored between 17 (highest priority) and 3 (lowest priority). Based upon the differences in scores, it was possible to divide the project list into the Top Ten project list and Priority Two projects, ranging from highest to lowest priority. Table 3.4 lists the Top Ten trail and path projects. Table 3.5 lists the Priority Two projects.

A sample scoring of the top ranked project is shown below:

**Table 3.3: Sample Scoring for the Top Trail and Path**

Attribute/Criteria	Safety	Linkage-schools & Open Space	Loop	Environment	Primary pedestrian zone	Window of Opportunity	Multi-modal	Fragment	Secondary pedestrian zone	Most miles	Level of use	Amenities	Education	Linkage-downtown	Art & culture	Total Score
Paved Path connection to "park and ride lot" along east side of SR 101 at stadium/arena between Orangewood and the Grand Canal	2	2	2	2	0	2	1.5	0	1.5	1	1	1	0	0	1	17

It should be noted, however, that although the Top Ten list represents the ten most important projects that have been currently identified, it is not necessary to follow it to the exclusion of other opportunities. Rather, it is a guideline to directing resources towards the areas that have been determined most significant to realizing the vision of this plan. If an opportunity exists to make an improvement on a project that is not on the Top Ten list, whether through a related CIP project, or through coordination with another city or the county or through private development, that opportunity should be considered relative to the current resources and timing of other related projects, and to the overall benefit of the entire plan.

**Table 3.4: Top Ten Trail and Path Projects**

Project Rank	Project Type	Project Description
1	Paved Path	Paved path connection to "park and ride lot" along east side of SR 101 at stadium/arena. Continue north to Orangewood on-street bike lane and south to the Grand Canal paths
2	Primary Trail	Construct new trail east side of 51st Avenue from AZ Canal south to Sunnyside Lane and along north side of Sunnyside Lane east to AZ Canal
3	Primary Trail	Construct unpaved trail along Skunk Creek, including additional signage and tread definition, (bottom of wash or along top of bank) running from 73rd Avenue to the east side of the 51st Avenue bridge connecting to Phoenix
4	Primary Trail	New trail entrances into the south side of Thunderbird Park from sidewalks on east and west side of 59th Avenue
5	Path and Trail	Paved path and unpaved trail along the Colter Channel/Airplane Canal from just east of Litchfield Road to the Agua Fria River (requires County coordination)

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Project Rank	Project Type	Project Description
6	Path and Trail	Paved path and unpaved trail along the Dysart Drain from Litchfield Road to the Agua Fria River (requires County coordination)
7	Primary Trail	51st Avenue west side Primary Trail improvement from Thunderbird Park to Cactus Road/AZ Canal/Paseo. (Black Canyon Sheep Trail) Includes tread definition (12') with stabilized decomposed granite, landscape improvements, signage, and improved trail visibility as it passes under SR 101. Also includes signage and greater trail definition and access throughout Sunburst Farms along streets and alleys
8	Paved Path	Paved path along west side of Burlington Northern Santa Fe railroad tracks that parallel Grand Avenue with fence separating path from tracks
9	Primary Trail	Construct trail link at north end of 51st Ave. connecting to Thunderbird Park. Trail construction, signs, and street crossings. Coordinate with Phoenix
10	Paved Path	Paved path along west side of 83rd Ave. from its crossing of New River south to Bell Rd. Attach to paved path coming along west side of New River within Peoria and change over to east side of New River within Glendale

**Table 3.5: Priority Two Trail and Path Projects**

Project # - Rank	Project Type	Project Description
11	Paved Path	Path connections along the Paseo at several locations from Sweetwater to Hearn where street dead-end into the Paseo
12	Paved Path	Add paved path north side of Skunk Creek between 59th-57th Aves. Tie to bridge construction
13	Paved Path	E/W paved path along north side of 101, connecting New River to 51st Ave.
14	Secondary Trail	Complete unpaved trail south side of Pinnacle Peak Road from end of subdivision (west of 67 <sup>th</sup> Ave.) east to 67th Ave. Add signage and some trail definition. Improve intersection crossing. Install signs at all corners of intersection. Add trail segment west side of 67th, from Pinnacle Peak to Patrick Lane, into new park entrance
15	Paved Path	Construct trail link between 51st Ave. trail and Skunk Creek paths
16	Secondary Trail	Loop trail around city-owned land adjacent to east side of New River between Bethany Home Rd., Missouri, and 107th Ave.
17	Secondary Trail	Construct trail along drainage corridor (71st Ave. alignment) from Union Hills to Skunk Creek. Construct ramps into trail at Grovers alignment
18	Paved Path	Paved path links along New River between Pinnacle Peak and SR 101
19	Path/Trail	Landscape improvements along the south side of the AZ Canal from the Marshall Ranch Elementary School to 59th Ave.
20	Paved Path	Construct paved path link into Skunk Creek (east side) through drainage easement at Grovers alignment

**Action:** The Top 10 and Priority Two trail and path projects to the CIP project lists. Top 10 in FY 05/06-07/08, Priority Two in FY 08/09-10/11.

#### Access Area Projects

There are three general types of access areas providing seven different levels of access. They were discussed in detail in Chapter 2. They are:

- ❖ Enhanced Pedestrian Node: N
- ❖ Trailhead Parking: Levels, P1, P2, and P3
- ❖ Trailhead Parking Plus Equestrian Facilities: Levels E1, E2, & E3

Table 3.6 summarizes the features and amenities associated with the various access areas.

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**Table 3.6: Access Areas Features and Amenities**

Trail-head Level	Parking Spaces *	EQ Parking Spaces	Rest-rooms	Picnic Ramada	Lighting	Amenities: benches, rules/notices, drinking water, landscape/shade, trash disposal	Signage: including location map	Round Pen	Wash Racks	Arena & support amenities
<b>N</b>	0	0	0	0	X	X	X			
<b>P1</b>	10-15	0		1 single	X	X	X			
<b>P2</b>	16-30	0	X	2 single	X	X	X			
<b>P3</b>	31-60	0	X	3-4 single	X	X	X			
<b>E1</b>	10-15	3-4		1 single	X	X	X			
<b>E2</b>	20-30	5-8	X	2-3 single	X	X	X	X	X	
<b>E3</b>	40-60	10-15	X	4 single	X	X	X	X	X	X

N=Enhanced Pedestrian Node

P1=Trailhead Parking Level 1, P2=Trailhead Parking Level 2, P3=Trailhead Parking Level 3

E1=Trailhead Parking Plus Equestrian Facilities Level 1, E2= Trailhead Parking Plus Equestrian Facilities Level 2, E3=Trailhead Parking Plus Equestrian Facilities Level 3

\*parking spaces for trailheads are in addition to number of required parking spaces for combined park site

#### Trailhead Projects

All proposed trailhead facilities were prioritized and are listed in Table 3.7. The top priority trailheads all include equestrian facilities, as these facilities accommodate the greatest number and variety of trail users. The top priority trailheads are located on the Arizona Canal and the Grand Canal and are shaded in gray.

Trailhead projects that are within Thunderbird Conservation Park are not prioritized here, and will be developed per the recommendations of the Thunderbird Conservation Park Master Plan.

**Table 3.7: Prioritized Trailhead Facilities**

Priority Level	Trailhead Type/ Level	Trailhead Location	Project Description
<b>1</b>	E3	One of three potential locations: 1) East side of 63 <sup>rd</sup> Ave. north of Paseo Racquet Club 2) North side of Thunderbird between Paseo and Paseo Racquet Club 3) Within proposed community park site southwest of Thunderbird Rd. and the Paseo	Possible equestrian arena location if space permits
<b>1</b>	E1*	Within property bounded by New River to west, Grand Canal to east and Bethany Home Rd. alignment to south	*Possible equestrian arena location if not feasible in above project
<b>1</b>	E2*	North side of the Paseo along southwest side of 71 <sup>st</sup> Ave./Greenway Rd.	*Equestrian facilities only as other parking already available nearby
<b>1</b>	E1	Northeast corner of 51 <sup>st</sup> Ave. and Sunnyside Drive close to Arizona Canal	Proposed trailhead
<b>2</b>	P1	Within Foothills Community Park	Existing trailhead – needs shade, benches, drinking water and trail network location map, rules and regulations
<b>2</b>	P1	Park and Ride Lot along east side of the SR 101 between Bethany Home Rd. alignment and Glendale Ave.	Park and Ride proposed, needs upgrading

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Priority Level	Trailhead Type/ Level	Trailhead Location	Project Description
2	P3	East of New River @ Rose Garden alignment	Coordination/cooperation with City of Peoria possible
3	P1	West of 75 <sup>th</sup> Ave. @ Hillcrest Blvd.	Within City of Peoria jurisdiction. Require inter-jurisdictional coordination. Potential City of Glendale gateway statement
3	P1	North side of Paseo west of 56 <sup>th</sup> Ave.	Existing trailhead – needs improvement. Add trail network location map, rules & regulations, benches, shade
3	P1	East side of Litchfield Rd. within proposed park site along Colter Channel alignment	Potential City of Glendale gateway statement
3	P2	North side of Paseo west side of 59 <sup>th</sup> Ave.	Existing trailhead – needs improvement. Add trail network location map, rules & regulations

N=Enhanced Pedestrian Node

P1=Trailhead Parking Level 1, P2=Trailhead Parking Level 2, P3=Trailhead Parking Level 3

E1=Trailhead Parking Plus Equestrian Facilities Level 1, E2= Trailhead Parking Plus Equestrian Facilities Level 2, E3=Trailhead Parking Plus Equestrian Facilities Level 3

**Action:** Add the above identified Trailhead projects to the CIP list. Priority Level One: FY 05/06-06/07, Priority Two: FY 07/08-08/09, Priority Three: FY 09/10-10/11.

#### Enhanced Pedestrian Nodes Projects

Table 3.8 lists the prioritized node projects. These node projects are considered stand along projects as they are on river and canal corridors where a trail or path generally already exists. The top priority level projects are shaded in gray.

**Table 3.8: Prioritized Pedestrian Nodes**

Priority Level	Location	Project Description
1	Northwest and southwest corners of 51 <sup>st</sup> Ave. and the Skunk Creek Wash	Existing - needs improvement. Better trail connections, benches
1	Skunk Creek paved path intersection with 67 <sup>th</sup> Ave. Secondary Signature Street sidewalks (southeast corner)	Proposed new node
1	Paseo paths and trail intersections with 67 <sup>th</sup> Ave. Secondary Signature Street sidewalks (all corners)	Proposed new node
1	South side of Arizona Canal at intersection of 47 <sup>th</sup> Ave. Secondary Signature Street sidewalks	Existing - needs improvement. Add trail network location map, rules & regulations
1	Both sides of Grand Canal where Missouri Ave. pedestrian bridge crosses the Canal	Proposed new node
1	Both sides of Grand Canal where pedestrian bridge crosses canal at approx 87 <sup>th</sup> Lane alignment	Proposed new node
1	West of Litchfield Rd. along north side of the Dysart Drain (at Lightning Street)	Interpretive opportunities with Luke Air Force Base
2	North side of Paseo where paved path crosses Paseo and intersects with Paseo north side paved path	Proposed new node
2	Paseo paths and trail intersections with 59 <sup>th</sup> Ave. Primary Signature Street sidewalks (all corners)	Proposed new node
2	Paseo paths and trails intersections with sidewalks and trails along 51 <sup>st</sup> Ave. (all corners)	Proposed new node
2	Both sides of 91 <sup>st</sup> Ave. where sidewalks intersect with Grand Canal Linear Park paths and trails	Proposed new node
2	Both sides of Grand Canal Linear Park where Secondary Trail intersects from the south and where paved path crosses Linear Park and intersects the north side paved paths	Proposed new node
3	North side of Skunk Creek @ drainage swale at 71 <sup>st</sup> Ave. alignment	Some benches nearby
3	Intersection of 73 <sup>rd</sup> Ave. trail and path with Paseo paved path north side of Paseo	Proposed new node
3	South of Arizona Canal and west of 43 <sup>rd</sup> Ave. where paths and trails intersect with 43 <sup>rd</sup> Ave. and Cactus Rd. sidewalks	Potential City of Glendale gateway statement
3	Both sides of Grand Canal west of 75 <sup>th</sup> Ave. and north of Camelback Rd.	Potential City of Glendale gateway statement

### III. Implementation

**Action:** Add the above Enhanced Pedestrian Node projects to the CIP project list. Priority One: FY 05/06-06/07, Priority Two: FY 07/08-08/09, Priority Three: FY 09/10-10/11.

#### Access Projects with a CIP Tie-In

As opposed to the stand-alone projects identified above, there are several access projects that should be closely tied to prior identified CIP projects or larger new trail and path projects identified in this plan. These “tie-In” access projects therefore, have not been prioritized in the same manner as the previous projects. In most cases, the trailheads and/or nodes should be developed at the same time as the CIP Tie-In path and/or trail. Table 3.9 lists the proposed access areas that should be tied-in to these CIP projects whether they are from a previously identified CIP project or a new project identified in this plan.

**Table 3.9: Access Projects with a CIP Tie-In**

Access Type	Location	Project Description	CIP Tie-In	Prior or New CIP
N	City boundary where both Paved Path and Primary Unpaved Trail enter City along the New River from Peoria	Proposed new node. Potential City of Glendale gateway statement	Tie to trail and path construction	Prior
N	Northeast corner of Glendale Ave. and the New River	Proposed new node	Tie to New River path and trail construction	Prior
N	North and south sides of Paseo where proposed paved path connects from Marshall Ranch Elementary School on the south side to paved path on north side of Paseo	Proposed new node	Tie to capital improvement program that builds paved path crossing	Prior
N	City boundary where both Paved Path and Primary Unpaved Trail enter City along the Agua Fria River from Phoenix	Proposed new node. Potential City of Glendale gateway statement	Tie to path and trail construction	Prior
N	City boundary where both Paved Path and Primary Unpaved Trail enter City along the Agua Fria River from El Mirage	Proposed new node. Potential City of Glendale gateway statement	Tie to path and trail construction	Prior
N	Northwest corner of Glendale Ave. and the Agua Fria River	Proposed new node	Tie to path and trail construction	Prior
N	Grand Avenue Corridor: City boundary where Paved Path intersects with either 71 <sup>st</sup> Ave. or Butler Dr.	Proposed new node. Potential City of Glendale gateway statement.	Tie in with Grand Avenue paved path project	New
N	Grand Avenue Corridor: Intersection of Paved Path and 63 <sup>rd</sup> /62 <sup>nd</sup> Ave. Secondary Signature Street 62 <sup>nd</sup> Ave.	Proposed new node. Glendale High School interpretive opportunity	Tie in with Grand Avenue paved path project	New
N	Grand Avenue Corridor: Intersection of Paved Path and sidewalk systems/plaza at 59 <sup>th</sup> Ave. and Glendale Ave. proposed deck	Proposed new node. Downtown interpretive opportunity. Major public art opportunity	Tie in with Grand Avenue improvement project/deck construction	New
N	Grand Avenue Corridor: Intersection of Paved Path and sidewalks along Bethany Home Rd and 51 <sup>st</sup> Ave. Secondary Signature Streets	Proposed new node	Tie in with Grand Avenue paved path project	New
N	Grand Avenue Corridor: City boundary where Paved Path intersects with Camelback Rd.	Proposed new node. Potential City of Glendale gateway statement	Tie in with Grand Avenue paved path project	New
E2	Grand Canal: Southwest corner of 81 <sup>st</sup> Ave. and Bethany Home Rd.	Proposed E2 trailhead	Tie-in with the rerouting of Bethany Home Rd. to south of the Grand Canal from 81 <sup>st</sup> Ave. west	Prior
E3	Glendale landfill/proposed park and golf course site north of Glendale Ave. and east of Agua Fria River	Proposed E3 trailhead	Tie-in to future park development and construction	Prior

N=Enhanced Pedestrian Node, P1=Trailhead Parking Level 1, P2=Trailhead Parking Level 2, P3=Trailhead Parking Level 3, E1=Trailhead Parking Plus Equestrian Facilities Level 1, E2= Trailhead Parking Plus Equestrian Facilities Level 2, E3=Trailhead Parking Plus Equestrian Facilities Level 3

### III. Implementation

**Action 1:** Update existing/prior CIP project descriptions to add the related nodes and trailhead facilities identified above. Modify CIP project budgets accordingly.

**Action 2:** Combine the new Access projects identified above with their respective CIP Tie-In projects.

#### Access Projects in the West Glendale Planning Area

Projects that lie in the unincorporated lands west of the Agua Fria River to Perryville Road are not prioritized in this plan. Rather, the development of these access areas should be included in the construction of any adjacent path/trail projects, and developed as the opportunity presents itself. Table 3.10 lists these future access areas in the West Glendale Planning Area.

**Table 3.10: Proposed Access Areas – West Glendale Planning Area**

Access Type	Location	Project Description	Project Tie-In (if any)
E1	Northwest or southwest corner of Intersection of Olive Ave. and Cotton Lane	E1 trailhead. Located at the intersection of two proposed scenic corridors	
E3*	Northwest corner of Citrus Rd. and Bethany Home Rd.	*Equestrian amenities only. Potential interpretive use of old palm grove/White Tank Palms Nursery	
N	Intersection of Primary Trail along railroad ROW and Paved Path along north side of Northern Pkwy. drainage	Proposed new node	Tie in with trail and/or path construction
N	Intersection of Paved Path along north side of Northern Pkwy. drainage with both sidewalks on both sides of Reems Rd.	Proposed new node	Tie in with path construction
N	City boundary where Paved Path enters City along west side of the SR 303 from Surprise	Proposed new node. Potential City of Glendale gateway statement	
N	City boundary where Primary Unpaved Trail enters City along west side of Cotton Lane from Surprise	Proposed new node. Potential City of Glendale gateway statement	
N	All corners of Intersection of Paved Path along west side of SR 303 and Primary Unpaved Trail along north side of Olive Ave. Scenic Corridor	Proposed new node	Tie in with trail and /or path construction project
N	North side of Olive Ave. at intersection of master planned community sidewalk/paved path system and Primary Unpaved Trail	Proposed new node. Potential City of Glendale gateway statement	
N	Intersection of Secondary Unpaved Trails along both sides of Northern Ave. with Primary Unpaved Trail along west side of the Cotton Lane Scenic Corridor	Proposed new node	Tie in with trail construction project
N	Northeast corner of Glendale Ave. and 175 <sup>th</sup> Ave.	Proposed new node. Possible interpretive use of old stone house ruin	
N	East side of Perryville Rd. within potential park site at approx. Missouri Ave. alignment	Proposed new node. Potential City of Glendale gateway statement	Tie in with park construction
N	Intersection of two Primary Unpaved Trails on northwest corner of Cotton Lane Scenic Corridor and Camelback Rd.	Proposed new node. Potential City of Glendale gateway statement	
N	Intersection of Paved Path on west side of SR 303 and Primary Unpaved Trail on north side of Camelback Rd	Proposed new node. Potential City of Glendale gateway statement	
P2	Within proposed park site along north side of Northern Pkwy. Paved Path at approximately Sarival Ave.	Proposed new node	Potentially combine with a park and ride lot

N=Enhanced Pedestrian Node

P1=Trailhead Parking Level 1, P2=Trailhead Parking Level 2, P3=Trailhead Parking Level 3

E1=Trailhead Parking Plus Equestrian Facilities Level 1, E2= Trailhead Parking Plus Equestrian Facilities Level 2, E3=Trailhead Parking Plus Equestrian Facilities Level 3

### III. Implementation

**Action 1:** Explore intergovernmental means to implement these nodes prior to City annexation. Coordinate with ADOT and Maricopa County Planning to have these projects added to State and County plans.

**Action 2:** Upon City annexation, add these access projects to the CIP project lists. Prioritize them using the project evaluation criteria identified in the previous section: “Access Areas Project Evaluation Criteria/Enhanced Pedestrian Nodes.”

#### Crossings Projects

##### Grade-Separated Crossings Projects

Each of the Priority 1 crossings in Table 3.11 is an already existing underpass or overpass, needing only minor improvements such as signage, minor connections, or resurfacing. These are intended as stand-alone projects. There are many other grade-separated crossing improvements that must be made, but these should be tied to larger trail improvement projects, such as those within Skunk Creek and New River. They are addressed in Table 3.13 as CIP Tie-In Crossing Projects.

**Table 3.11: Prioritized Grade-Separated Crossings**

Priority Level	Location	Project Description
1	ACDC/Thunderbird Paseo/ Thunderbird Rd.	Existing bridge. Existing trail needs signage and connection from top of canal bank under west side of Thunderbird Rd. bridge. Paved Path exists
1	Arizona Canal/47 <sup>th</sup> Ave. alignment	Top of canal banks across the Arizona Canal and ACDC. Existing bridge needs additional width and height to accommodate equestrians. Existing trail and path needs signage
1	Grand Canal/east of 91 <sup>st</sup> Ave.	Top of canal banks across the Grand canal. Existing bridge. Existing trail needs signage and connection from top of canal bank down under 91 <sup>st</sup> Ave.
1	Grand Canal/Missouri alignment	Top of canal banks across the Grand Canal. Existing bridge. Trail needs signage
1	Arizona Canal/43 <sup>rd</sup> Ave./Peoria Ave.	Below grade between Arizona Canal and ACDC under 43 <sup>rd</sup> Ave. and Peoria. Existing underpass not horse friendly due to curve in tunnel and lack of concrete texture. Existing trail and path needs signage
1	Arizona Canal/ Marshall Ranch Elem. School	Top of canal banks across the AZ Canal. Existing bridge needs signage. Trail needs signage. Paved Path exists
1	Arizona Canal/63 <sup>rd</sup> Ave. alignment/ Racquet Center	Top of canal banks across the AZ Canal. Existing bridge needs signage. Trail needs signage. Paved Path exists
2	ACDC/Thunderbird Paseo/59 <sup>th</sup> Ave.	Existing bridge. No trail definition. Needs signage. Paved Path exists. Needs signage
2	Grand Canal/87 <sup>th</sup> Ave. alignment	Top of canal banks across the Grand Canal. Existing bridge needs textured surfacing. Existing trail and path needs signage
2	Grand Canal/east of 83 <sup>rd</sup> Ave.	Top of canal banks across the Grand Canal. Existing bridge. Needs surfacing improvement. Existing trail and path needs signage. Could be tied to Bethany Home Road construction
2	ACDC/Thunderbird Paseo/67 <sup>th</sup> Ave.	Existing bridge. No trail definition. Needs signage. Paved Path exists. Needs signage
2	SR 101/Grand Canal	Top of banks north and south side of canal and north side of detention basin/linear park under freeway. Top of banks of north side of detention basin/linear park under freeway. Existing bridge. Need trail definition. Paved path exists but needs signage
2	Arizona Canal/east of 51 <sup>st</sup> Ave.	Top of canal banks across the Arizona Canal. Provides access to future underpass (below) for equestrians and other users of corridor south of AZ Canal. Proposed bridge. Existing trails and paths need signage
3	Grand Canal/95 <sup>th</sup> Ave. alignment (approx)	Canal following 95 <sup>th</sup> Ave trail to connect to Grand Canal trail on north side of canal. Proposed bridge. Some paved path exists leading up to this crossing point
3	Grand Canal/SR 101 Detention Basin @ Bethany Home Rd. alignment	Top of banks of north side of detention basin/linear park over SR 101 detention basin. Proposed bridge and path. Some paved path exists

### III. Implementation

**Action:** Add the above Grade Separated Crossings projects to the CIP project lists. Priority One: FY 05/06-06/07, Priority Two: FY 07/08-08/09, Priority Three: FY 09/10-10/11.

#### Equestrian Special At-Grade Crossings Projects

There are several special at-grade equestrian crossings proposed in this plan. The majority of these crossings are located on the trail along the west side of 51<sup>st</sup> Avenue leading to Thunderbird Conservation Park. Table 3.4 identifies the 51<sup>st</sup> Avenue Trail Improvement Project as one of the Top Ten priority projects. This project also includes several other types of intersection and signage improvements. The crossings listed below in table 3.12 can either all become part of this 51<sup>st</sup> Avenue Trail Improvement Project, or they can be improved individually. For this reason, they were prioritized individually, so that City staff can opt to improve only a portion of these crossings versus all of them at the same time.

**Table 3.12: Prioritized Equestrian Special At-grade Crossings**

Priority Level	Location	Project Description
1	51 <sup>st</sup> Ave./SR 101. West side of 51 <sup>st</sup> Ave. under SR 101	Needs signage and crossing improvements
1	67 <sup>th</sup> Ave./Patrick Lane: Across 67 <sup>th</sup> Ave., north side of Patrick Lane	Trail needs definition and signage
1	51 <sup>st</sup> Ave./Paradise Lane: Across 51 <sup>st</sup> Ave. south side of Paradise Lane	Proposed crossing. Trail needs definition and signage. Coordinate with the City of Phoenix
1	51 <sup>st</sup> Ave./Greenway Rd.: Across Greenway Rd., west side of 51 <sup>st</sup> Ave.	Proposed crossings. Trails need definition and signage. Across 51 <sup>st</sup> Ave. south side of Greenway in collaboration with the City of Phoenix
1	Dysart Rd./Dysart Drain: Across Dysart Rd. north side of Dysart Drain	Proposed crossing and trail
2	51 <sup>st</sup> Ave./Thunderbird Rd. Across Thunderbird Rd., west side of 51 <sup>st</sup> Ave.	Proposed crossing. Trail needs definition and signage
2	51 <sup>st</sup> Ave./Cactus Rd. Across Cactus Rd. west side of 51 <sup>st</sup> Ave.	Proposed crossing. Trail needs definition and signage
3	51 <sup>st</sup> Ave./Union Hills Across Union Hills, west side of 51 <sup>st</sup> Ave.	Proposed crossing. Trail needs definition and signage
3	51 <sup>st</sup> Ave./Bell Rd. Across Bell Rd., west side of 51 <sup>st</sup> Ave	Proposed crossing. Trail needs definition and signage

**Action:** Add the above Equestrian Special At-Grade Crossings projects to the CIP project lists. Priority One: FY05/06-06/07, Priority Two: FY 07/08-08/09, Priority Three: FY 09/10-10/11.

#### Crossing Projects with a CIP Tie-In

There are several crossing projects that are closely tied to existing or new CIP projects and have therefore not been prioritized in the same manner as the previous projects. The development of these crossings should coincide with the related CIP improvements. In most cases, the crossings should be developed at the same time as the path, trail, or roadway improvement is made. Table 3.13 lists the proposed crossings, the related CIP tie-in, and whether the CIP project is new or from an existing prior list.

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**Table 3.13: Crossing Projects with a CIP Tie-In**

Crossing Type	Location	Project Description	CIP Tie-In	Prior or New CIP
Equestrian at-grade crossing	95 <sup>th</sup> Ave. and new Bethany Home Rd.	Across Bethany Home Rd. east side of 95 <sup>th</sup> Ave. Proposed crossing and trail.	Tie to Bethany Home Rd. construction	Prior
Grade-separated	51 <sup>st</sup> Ave./ACDC/ Thunderbird Paseo. At-grade west side of 51 <sup>st</sup> Ave. on bridge extension or separate bridge over the ACDC.	Provides 51 <sup>st</sup> Ave. trail and path access to path and trail between ACDC and Arizona Canal and the new underpass under 51 <sup>st</sup> Ave. and Cactus. Proposed bridge. Trail exists north of Cactus and historically has been planned to connect to Arizona Canal/Sun Circle Trail. Connection needs to be made. Path is proposed	Tie to existing 51 <sup>st</sup> Ave. below-grade crossing project	Prior
Grade-separated	63 <sup>rd</sup> Ave. alignment/SR 101	Over Loop 101 Proposed crossing in existing CIP. On-street bike lanes and sidewalks exist	Tie to 59 <sup>th</sup> Ave. roadway improvements	Prior
Grade-separated	Grand Canal/New River	Top of canal banks east side of New River across the Grand Canal. Proposed bridge, trail and path	Coordinate with existing New River trail/path project	Prior
Grade-separated	Grand Canal/99 <sup>th</sup> Ave.	Below top of canal grade north side of the canal under 99 <sup>th</sup> Ave. Proposed bridge, trail and path	Coordinate with Grand Canal Linear Park extension project or 99 <sup>th</sup> Ave. widening project	Prior
Grade-separated	Arizona Canal/51 <sup>st</sup> Ave./Cactus Rd.	Below grade between Arizona Canal and ACDC under 51 <sup>st</sup> Ave. and Cactus. Proposed underpass. Need to make equestrian friendly. Existing trails and paths cross at grade	Tie in the existing 51 <sup>st</sup> Ave. below-grade crossing project	Prior
Grade-separated	Agua Fria Dysart Drain	Top of canal banks across the Dysart Drain on west side of Agua Fria. Proposed bridge, path and trail	Tie to Agua Fria path/trail construction	Prior
Grade-separated	Agua Fria/Northern Pkwy. Agua Fria bottom grade west side of Agua Fria under Northern Pkwy.	Proposed bridge. Proposed trail, path and on-street bicycle lane	Tie to Northern Pkwy. construction	Prior
Grade-separated	New River/Deer Valley Rd.	Trail coming from west side of New River north of Deer Valley to west side of New River south of Deer Valley, under Deer Valley. Existing bridge. Proposed trail. Peoria to build Paved Paths	Tie to path project Coordination with City of Peoria	New
Grade-separated	New River/Union Hills Dr.	Path coming from west side of New River north of Union Hills to east side of New River south of Union Hills (west side of 83 <sup>rd</sup> Ave.), under Union Hills. Coordination with City of Peoria. Existing bridge. Some facilities exist in Peoria, but path needs construction in Glendale	Tie to path project	New
Grade-separated	Skunk Creek/Bell Rd.: Creek grade south side of creek under Bell Rd.	Creek grade centered under Bell Rd. Existing bridge. Unimproved bottom of wash. Needs trail definition and signage. Path exists up to this point, but crosses Bell at-grade	Tie all improvements to existing path project under bridge	Prior
Grade-separated	Skunk Creek/67 <sup>th</sup> Ave.	Existing bridge. Trail exists top of bank north side of creek. Unimproved bottom of wash. Needs trail definition and signage. Paved path crossing exists	Tie to trail construction	New
Grade-separated	Skunk Creek/Union Hills	Existing bridge. Unimproved bottom of wash. Needs trail definition and signage. Paved path currently detours at-grade along Union Hills	Tie to Skunk Creek project	New
Grade-separated	Skunk Creek/59 <sup>th</sup> Ave.	Existing bridge. Unimproved bottom of wash. Needs trail definition and signage. Paved path exists under 59 <sup>th</sup> Ave.	Tie to Skunk Creek project	New
Grade-separated	Skunk Creek/57 <sup>th</sup> Ave.	Proposed bridge and trail improvements. Paved path exists each side of 57 <sup>th</sup> Ave. Connections needed	Tie to Skunk Creek project	New
Grade-separated	Skunk Creek/51 <sup>st</sup> Ave.	Existing bridge. Needs trail definition and signage. Paved path exists both sides of wash in Glendale, neither side in Phoenix	Tie to skunk Creek project (Coordinate with City of Phoenix)	New

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Crossing Type	Location	Project Description	CIP Tie-In	Prior or New CIP
Grade-separated	New River/Northern Pkwy.	Existing bridge needs improvement. No specific trail improvements. No specific path improvements, but proposed in existing CIP	Tie to trail/ path CIP along New River	Prior
Grade-separated	New River/Glendale Ave.	Existing bridge but no specific trail improvements. No specific path improvements, but proposed in existing CIP	Tie to CIP along New River	Prior
Grade-separated	Agua Fria East/Glendale Ave.	Existing bridge to be improved. Proposed trail, path and on-street bicycle lane	Tie to CIP park construction	Prior
Grade-separated	Agua Fria West Glendale Ave.	On new Glendale Ave. bridge. Existing bridge to be improved. Proposed trail, path and on-street bicycle lane	Tie to path construction	Prior

**Action 1:** Update the “Prior” CIP project descriptions to include the related crossings projects identified above. Modify the CIP project budgets accordingly.

**Action 2:** Combine the “New” Crossings projects identified above with their CIP tie-in projects.

#### Crossings Projects in the West Glendale Planning Area

Projects that lie in the unincorporated lands west of the Agua Fria River to Perryville Road are not prioritized in this plan. Rather, the development of these crossings should be included in the construction of any adjacent path/trail projects, and developed as the opportunity presents itself. Table 3.14 lists the proposed crossings located in the West Glendale Planning Area.

**Table 3.14: Proposed Crossings – West Glendale Planning Area**

Crossing Type	Location	Project Description	Project Tie-In (if any)
At-Grade Equestrian	Litchfield Rd./Old Northern Ave.	Across Litchfield Rd. north side of Old Northern. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Reems Rd./Olive Scenic Corridor	Across Reems Rd. north side of Olive. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Alsup Ave./Old Northern Ave.	Across Alsup Ave. north of Old Northern. Across Old Northern west side of Alsup Ave. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Cotton Lane Scenic Corridor/Olive Scenic Corridor	Across Cotton Lane north side of Olive. Across Olive west side of Cotton Lane. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Cotton Lane Scenic Corridor/Old Northern Ave.	Across Cotton Lane north side of Old Northern./ Across Old Northern west side of Cotton Lane. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Cotton Lane Scenic Corridor/Glendale Ave.	Across Cotton Lane north side of Glendale/Across Glendale west side of Cotton Lane. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Cotton Lane Scenic Corridor/Camelback Rd.	Across Cotton Lane north side of Camelback Rd./Across Camelback Rd. west side of Cotton Ln. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Perryville Rd./Old Northern Ave.	Across Old Northern east side of Perryville. Proposed crossing and trail	Tie to trail construction
At-Grade Equestrian	Perryville Rd./Olive Scenic Corridor	Across Olive Ave. east side of Perryville/Across Perryville Rd. north side of Olive. Proposed crossing and trail	Tie to trail construction
Grade-separated	143 <sup>rd</sup> Ave. alignment (old railroad ROW) /Northern Pkwy.	Most feasible grade-separated location per final designs. Proposed bridge. Proposed trail and path	Tie to trail and path construction
Grade-separated	SR 303/Olive Scenic Corridor	Most feasible grade-separated location per final designs. Proposed bridge. Proposed trail	Tie to trail construction
Grade-separated	SR 303/Northern Pkwy.	Most feasible grade-separated location per final designs. Proposed bridge. Proposed trail	Tie to trail construction
Grade-separated	SR 303/Old Northern Ave.	Most feasible grade-separated location per final designs. Proposed bridge. Proposed trail and path	Tie to trail and path construction

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Grade-separated	SR 303/Glendale Ave.	Most feasible grade-separated location per final designs. Proposed bridge. Proposed trail and path	Tie to trail and path construction
Grade-separated	SR 303/Camelback Rd.	Most feasible grade-separated location per final designs. Proposed bridge. Proposed trail and path	Tie to trail and path construction

**Action 1:** Explore inter-governmental means to implement these Crossings projects prior to City annexation. Coordinate with ADOT and Maricopa county Planning to have these crossings added to State and County plans.

**Action 2:** Upon City annexation, add these Crossings projects to the CIP project lists.

#### Pedestrian Element

##### **Sidewalk Projects**

In general, sidewalk installation in Glendale follows acceptable and well-established standards. Sidewalks are routinely built with adjacent construction projects. The planning team did however, identify two sidewalk projects in areas that are largely built out, that would fill a gap in the area's pedestrian circulation. They are described in Table 3.15 below.

**Table 3.15: Top Priority Sidewalk Projects**

Project Rank	Project Type	Project Description
1	Sidewalk	Connect 63rd Ave. Signature Street to Lions Park
2	Sidewalk	Improve sidewalk/pedestrian link along Sherrie Jean at 72nd Ave.

**Action:** Add the above Sidewalk projects to the CIP project list in the earliest possible fiscal year.

#### Open Space Element

##### **Conservation and Reclamation Open Space Protection Strategies**

Typically, the best way to protect a resource from development is to own it. However, funds may not be immediately available to purchase the land or the land may not be available to purchase. There are other strategies to protect open space resources that can be as effective as outright purchase.

**Action 1:** Incorporate open space into flood protection activities using the following tools: floodplain restrictions, detention basins, and unchanneled streams and washes.

**Action 2:** Protect utility corridors as open space corridors using power line corridors and pipeline corridors.

**Action 3:** Incorporate open space into development plans using the following tools: density transfers, dedication to public entity or not-for-profit, reduction of development intensities (agricultural conservation), and conservation of wash corridors, internal trails,

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*drainage ways and other undeveloped areas as public access open spaces.*

**Action 4:** *Purchase one large tract of natural open space to expand an existing Conservation Open Space area.*

**Action 5:** *Aggressively pursue protection/reclamation of open space and natural habitat along and between the New River & Agua Fria Corridors.*

**Action 6:** *Implement the Thunderbird Conservation Park Master Plan, incorporating trail and path standards as identified in this plan. Add specific capital improvement items to the CIP project list.*

**Action 7:** *Coordinate with the City of Peoria, the Flood Control District of Maricopa County and the Maricopa Association of Governments on the protection of lands along the New River and Agua Fria River.*

**Action 8:** *Aggressively pursue protection/reclamation of open space and natural habitat along and between the New River & Agua Fria Corridors. Agua Fria River areas include all lands within the 100-year flood plan, inclusive of the mining disturbed lands between the Bethany Home Road alignment and Northern Avenue.*

**Action 9:** *Work with the Salt River Project on establishment of a scenic/environmental education wetland at the water recharge site at New River/Bethany Home/Grand Canal. Incorporate a loop path and trail system, desert and riparian revegetation and possible trailhead and equestrian amenities as recommended in this plan.*

#### **Character Element**

##### ***Signature Street Projects***

Each of the projects below in Table 3.16 was scored by the methods described in the previous section. The criteria for Signature Street projects were the same as those for paths, trails and sidewalk projects. All downtown Signature Street projects support recommendations of the Glendale City Center Master Plan.

**Table 3.16: Signature Street Projects**

<b>Project Rank</b>	<b>Project Type</b>	<b>Project Description</b>
<b>1</b>	Primary Signature Street	Primary Signature Street improvements through downtown pedestrian zone. Complete 59th Avenue and Glendale Avenue including sidewalk improvements, landscaping, and amenities
<b>2</b>	Primary Signature Street	Primary signature street improvements along Grand Avenue including sidewalk improvements, landscaping, and amenities
<b>3</b>	Secondary Signature Street	Pedestrian/streetscape enhancements along 63 <sup>rd</sup> Avenue from Grand Ave. south to Myrtle, Myrtle to 62 <sup>nd</sup> Ave. and along 62 <sup>nd</sup> Ave south to Maryland
<b>4</b>	Secondary Signature Street	Pedestrian/streetscape improvements along 47th Avenue through downtown from Glendale Ave. to Grand Avenue

### III. Implementation

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**Action 1:** Add these Signature Street projects to the CIP project list. Tie Project #1 to downtown street reconstruction resulting from the ADOT Grand Avenue underpass project.

**Action 2:** Use the Downtown Design Guidelines as a basis for developing detailed designs for downtown's Secondary Signature Streets.

#### **Pedestrian Greenways**

The concept for Pedestrian Greenways comes directly from the Glendale City Center Master Plan and applies to Glenn Drive and Lamar Road. The Open Space and Trails Plans fully supports the upgrading of these streets downtown to improve the pedestrian and bicycling environment, to create critical linkages to the future Transit Center, and to improve access across Grand Avenue. Pedestrian greenway projects are already included in Glendale's Capital Improvement Program.

**Action 1:** Include pedestrian greenway improvements in both public and private development projects.

**Action 2:** Use the Downtown Design Guidelines as a basis for developing detailed designs for downtown's pedestrian greenways.

#### **Agricultural Preservation**

The historic agricultural character of Glendale is disappearing. However, the City of Glendale has preserved for the public's use and appreciation, two significant ranch house properties with some of their respective out buildings and agricultural lands; Manistee Ranch and Saguaro Ranch. There is still an opportunity to preserve the visual character of agricultural lands in West Glendale and potentially provide a direct public use of at least of portion of these lands.

**Action 1:** Incorporate minimum 5-acre agricultural preservation within future park site purchases in West Glendale. Explore not-for-profit demonstration gardens and community gardens within this acreage. Locate these smaller agricultural preserve sites adjacent to major roadways and freeway to create a greater sense of Glendale's history and to create view corridors to the White Tank Mountains.

**Action 2:** Fully support the Luke Air Force Base protection legislation that secondarily preserves the agricultural open space of West Glendale.

## D. Implementation Strategies

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Execution of this plan is a long-term effort on the part of the City and Citizens of Glendale. Once completed, this plan will result in a path and trail system that provides connectivity for a variety of non-motorized recreation activities throughout the City and an open space system that links the cities parks, river corridors, mountains and unique spaces.

### Project Coordination

#### ***Private Development***

The Planning Department reviews all proposed requests for rezoning and site plan submittals for various City public needs such as right-of-way preservation, capital construction, easement dedication, open space or landmark conservation that are necessary to execute policies identified in the General Plan, specific plans and this Open Space and Trails Master Plan. Typical tools to elicit public benefits from private development are dedications, density transfers and performance based zoning.

The following recommendations aim to improve this process by improving the tools available to plan reviewers as well as improving the construction/ inspection process. These recommendations should improve the conditions of privately built trails, and the relationship of newly protected open spaces to existing open space and to adjacent development. The Parks and Recreation Department's continued involvement in the plan review process is critical to ensure the best possible paths, trails and open spaces.

**Action 1:** *Initiate direct involvement by Parks and Recreation Department staff in the review and comment of all private development proposals through attendance at project review meetings or routing of submittal documents for all proposed development.*

#### **Trail Checklist**

The developer first meets with City staff in a pre-application submittal meeting where a conceptual site plan of the proposed development is submitted. During this meeting, checklists are often distributed to the developer describing various types of city requirements and expectations. A trail/path and open space checklist should be available to any developer at this step in the process if a component of this plan is present within a proposed development. See Appendix X for a recommended trail/path checklist. This checklist includes probing questions and/or direction to ensure proper placement of the paths and trails within the plan. The list would direct the developer to investigate the proposed trail classification and associated design standards, adjacent path/trail connections, drainage conditions, utility connections and placement, street crossings and cross-section standards, and other issues that would affect the nature and quality of the path and/or trail.

### III. Implementation

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**Action:** *The Parks and Recreation Department should work with Planning Department staff to incorporate a path/trail and open space checklist into the plan review process.*

#### **Trail Stipulations**

Like the checklist above, standardized stipulations would greatly improve the manner in which path/trail and open space requirements are consistently communicated to private developers. These stipulations should address trail and path issues including: easement width, easement terminology i.e. path/trail easement, location, classification and standards application; inspection, review and approval procedures; dedication requirements; signage requirements; and maintenance responsibilities. Standardized stipulations clarify requirements and reduce possible confusion between various plan reviewers and coordinators.

**Action:** *The Parks and Recreation Department should work with the Planning Department to write standard path, trail and open space stipulations.*

#### **Construction and Inspection Process**

The basic plan review process has been largely successful in including paths and trails in approved plans. Often, the weakest point in the implementation process is during construction and inspection, which often occurs months or years after a rezoning, or site plan has been reviewed and approved by the City. The construction inspection process can be improved by better education of the City's inspectors as to the specific requirements of a successful trail and path.

**Action:** *A Parks and Recreation Department representative responsible for reviewing private development proposals, should attend meetings of the City inspectors at least twice annually. The purpose of this meeting is two-way communication: 1) The Parks and Recreation Department representative should share with the inspectors the City's path and trail standards, name and phone number of the representative, examples of the most successful paths and trails in the City, and coordination of trail sign installation, etc. and 2) the Inspectors should share with the representative current and upcoming projects that may impact the City's path and trail system.*

#### **Public/Capital Improvements (CIP)**

In addition to privately developed trail, path and open space projects, each of the project types identified in this plan can be executed through a variety of public/capital improvement opportunities. This section connects project categories identified in this plan with specific City managed opportunities for their execution, and identifies a responsible lead department for initiating the project. Several project types have multiple implementation opportunities.

Generally, projects identified in this plan can be implemented through the public execution of roadway improvements, Federal enhancement funds and other grant programs (discussed in the External Funding section of this chapter), construction of drainage and flood control facilities, sidewalk improvements/landscaping and projects, or as stand alone

### III. Implementation

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projects within the Parks and Recreation Department. Public financing of park, trail and open space facilities can be done through general bond funds and revenue bonds.

Table 3.17 below summarizes these opportunities. Table 3.18 identifies the various department that may play a role in the implementation of a particular project.

#### **Bicycle and Pedestrian Improvement Projects**

Paved pathways, grade-separated crossings, bicycle lanes, and sidewalk improvements already benefit from the City's capital improvement program.

**Action:** Focus future bicycle and pedestrian projects along Signature Streets, Scenic Corridors, Conservation and Reclamation Open Spaces, Linear Parks and within Pedestrian Zones.

#### **Roadway Improvement Projects**

By their nature, signature street projects, scenic corridors, linear parks along roadways, downtown pedestrian greenways, paths and trails that parallel streets and street side pedestrian improvements can be closely associated with roadway improvements.

**Action 1:** Funding for the construction of pedestrian and bicycle amenities associated with signature streets, pedestrian zones, paths and trails adjacent to all streets shall be included in all capital budget requests. Additional funding could be provided through other resources identified in the Funding Section of this Chapter. Use standard costing information (adjusted for inflation) for paths and trails included in this plan for preliminary estimates. Design for these amenities shall be addressed at the time of roadway design.

**Action 2:** Right-of-way preservation for scenic corridors, signature streets and linear parks shall be a consideration in all roadway design.

#### **Sidewalk/Landscaping Improvement Projects**

The City oversees numerous projects that deal specifically with sidewalk and landscape improvements. Many of these improvements could be located along signature streets, scenic corridors or within pedestrian zones.

**Action:** Design and construct sidewalks and landscaping on Signature Streets, Scenic Corridors and within Pedestrian Zones in conformance with the guidelines included in this plan.

#### **Drainage/Flood Control Projects**

Drainage, flood control and storm water management projects are done at the local level as well as at the regional level. Lands needed for these projects could be located within scenic corridors and linear parks to provide multiple-use for these open space lands. Retention and detention basins can be revegetated to become "Reclaimed Open Space."

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**Action:** Consider these project opportunities in all storm water management facility planning, design and construction. Additional expenses that cannot be covered through facility funding should be addressed in combination with City Grants Coordinator and Parks and Recreation Department.

#### Parks, Trails, Paths and Open Space Projects

The Parks and Recreation Department currently oversees its capital improvement programs for parks, trails, paths and open space protection and improvements. This document, plus the Parks and Recreation master Plan provides direction on projects that are clearly within the purview of this department as well as those that will require coordination or initiation by other departments.

**Action 1:** Use the projects identified in this plan and in the Parks and Recreation Master Plan to build year to year capital budgets for the Department.

**Action 2:** Enhance the funding opportunities for these facilities. The City should adopt a policy to fund trails as an integral part of street and capital facility design. In doing this, the City could set the bar for private and other public (e.g., county, state and federal) development or redevelopment that could occur within its planning area.

#### Public Art Projects

Public Art funds associated with certain roadway or other large capital projects could be steered toward projects identified in this plan such as pedestrian nodes, trailheads, signature street improvements, etc. Public art integral to an overall project design has been done throughout the Phoenix area, specifically overpasses across SR 51 in Phoenix, bus stop improvements in Tempe, Scottsdale and Phoenix, and to fund an interpretive trail in Phoenix' Lookout Mountain Park.

**Action:** Explore opportunities within the capital budget to implement aspects of this plan through the public art program.

**Table 3.17 Implementation Opportunities for Project Categories**

Project Categories/ Implementation Opportunities	Bicycle and Pedestrian	Roadway Improvements	New Development/ Redevelopment	Sidewalk/ Landscaping Improvement Projects	Drainage/ Flood Control Projects	Parks and Recreation Department
Unpaved Trail		X	X	X	X	X
Paved Path	X	X	X	X	X	X
Reclaimed Open Space			X		X	X
Linear Park	X	X	X		X	X
Pedestrian Zones	X	X	X	X		X
Scenic Corridors	X	X	X	X		X
Signature Streets	X	X	X	X		X
Landmarks						X
Agricultural Preservation					X	X

### III. Implementation

**Table 3.18 Department Involvement Related to Various Project Types**

■ = Lead Department

□ = Participating Department

Project Categories/ Department Involvement	Parks and Recreation	Planning	Engineering	Transportation	Transportation- Bicycle Program
Unpaved Trail	■	□	□	■	
Paved Path	■	□		□	■
Reclaimed Open Space	■	□	■		
Linear Park	■	□	■	□	□
Pedestrian Zones		■	□	■	□
Scenic Corridors	□	□	□	■	□
Signature Streets	□	□	□	■	□
Landmarks	□	■			
Agricultural Preservation	■	■			

#### Policies & Procedures

##### ***Regional & Statewide Planning Coordination***

Several of the City's trails and open space corridors are considered of regional or even statewide significance. The Agua Fria and New Rivers provide major north/south trail and open space corridors and have been planned extensively by the multi-jurisdictional West Valley Rivers Master Plan document. The Sun Circle Trail passes through Glendale along the Arizona Canal and New River as part of its 110-mile loop through the Phoenix metropolitan area. The Grand Canal provides connections deep into Phoenix and eventually to the Salt River. Skunk Creek provide links into Phoenix, and like the Aqua Fria and New Rivers, provide connections to the Central Arizona Project Canal, which is being studied as a statewide trail corridor. Clearly, these corridors can play a significant role in providing trail and open space opportunities to residents and visitors from throughout Arizona.

**Action 1:** Continue Parks and Recreation Department participation in statewide and regional open space, trail planning and feasibility studies that aim to provide these opportunities to residents and visitors.

**Action 2:** Submit the entire Glendale Trail System Plan to the Arizona State Committee on Trails for inclusion in the State Trail System, thereby making all trails eligible for matching grants from the Arizona State Parks' Heritage Fund for trails.

**Action 3:** Continue to work closely with other jurisdictions on the protection and development of recreational facilities along New River and Agua Fria River.

**Action 4:** Continue to coordinate with the City of Phoenix on trail and open space issues along the common border, particularly the 51<sup>st</sup> Avenue Trail (Black Canyon Sheep Trail), the Skunk

## III. Implementation

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*Creek crossing at 51<sup>st</sup> Avenue, the Arizona Canal, the Grand Canal and the Maryland Avenue bike lane.*

### **City Planning Coordination**

The nature of trails, paths and open spaces is that they cross jurisdictional and management boundaries. Implementation of this system therefore, is complex and reliant on individuals and organizations that represent many interests including parks, trails, transportation, and land use planning to name just a few. Within the City of Glendale, this represents numerous departments and Citizen Boards and Commissions. This plan has been developed with the participation and review of this broad range of staff and citizens. The Plan's success depends upon a commitment by these individuals to understand and implement the Plan.

**Action 1:** *Maintain Parks and Recreation Department participation in Citywide planning issues related to Transportation, Open Space, and Community Facilities.*

**Action 2:** *Conduct joint meetings as needed with the Parks & Recreation Commission and Citizen Transportation Oversight Committee where common issues, concerns and crossover projects are discussed and coordinated.*

**Action 3:** *Conduct joint meetings as needed with the Bicycle Advisory Committee where common issues, concerns and crossover projects are discussed and coordinated.*

**Action 4:** *Conduct joint meetings at least once annually with the Planning Commission to review common issues, concerns and crossover projects.*

**Action 5:** *Have the Parks and Recreation Department conduct a training session for key City staff on the components and elements of this Open Space and Trails Master Plan that particularly rely on inter-departmental coordination. Focus on the GIS database of all prior identified and newly proposed capital improvement projects.*

**Action 6:** *If annexation occurs proactively, pursue park, open space, view and trail/path corridor protection within the new city limits.*

### **Management and Operations**

#### **Need for Additional Staff**

As the City grows and a system of trails, paths and open space develops and matures, the management and operations of this system will become more complex. Open spaces based primarily on quality natural resources require a professional knowledge base different than that typically required for a sports and recreation oriented facility. Natural systems knowledge and education/interpretation experience must complement basic knowledge of parks operations and maintenance. A trail/path system requires continuous oversight and management to maintain connectivity. Likewise, implementing the revisions to the Private Development Plan Review Process, developing a detailed Trail

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Standards and Policies Manual, and developing the City's first Trail Maintenance Standards, will likewise take considerable effort, on top of the ongoing trail planning and management issues.

**Action 1:** Hire a Trails and Open Space Coordinator to oversee the development and maintenance of the City's trails paths and natural resource based open spaces. This person shall be skilled in regional planning, trails maintenance and development standards as well as native plan horticultural practices. Primary responsibilities would include trail, path and open space planning and implementation, citizen inquiries, oversight of trail maintenance issues, on-site trail sign installation, and presentations before Boards, Commissions, City Council, and citizen groups.

#### **Trail Standards and Policies Manual**

This document provides a basic framework for the development of a hierarchy of unpaved trails and paved paths. However, this is not a comprehensive standards and policies manual, which would provide detailed construction techniques addressing water bars, stairs, wash crossings, cross-slopes, and other construction techniques.

**Action:** Develop a Trail Standards and Policies Manual, which will provide detailed guidance on trail construction and development. Adopt federal standards for paved path development, rather than creating a separate standards and policies manual for these facilities.

#### **Trail Maintenance Standards Development**

The City of Glendale does not currently have trail maintenance standards. This section provides general guidance on a process for determining trail and path maintenance standards as well as provides some general costs per trail and path type.

##### Suggested Methodology for Determining Maintenance Standards

For the long-term operations and maintenance of the trail system, the City must first identify what is to be maintained, and who is responsible for trail maintenance. There are many different parties that could be responsible for trail maintenance, such as a homeowners association (HOA), a private landowner, a utility/canal operator, or the City of Glendale. Once the parameters of the system are defined, strategies, procedures and budgets can be implemented.

The initial research and documentation of the trail responsibility is the up-front task from which all subsequent work follows. This information (ownership, maintenance responsibility, trail category, and location) can be added to the existing GIS database. Once the areas of responsibility are known and documented, an operations and maintenance program can then be established, budgeted, and scheduled. This program is cyclical and ongoing to ensure the operational safety and quality of the trails and paths. The steps in this program are:

- ❖ Evaluate the existing condition of the trail
- ❖ Determine a maintenance cycle
- ❖ Respond to damage caused by unusual weather events, accidents or vandalism

### III. Implementation

The already established trail classifications and their related components (signs, trail bed, width, etc.) form the basis of the maintenance program. An **Evaluation Checklist** should be created to aid in the evaluation phase of the program. This checklist should identify the trail standard, location, trail name, and notations of deficiencies. Depending on the trail classification, trail evaluations may vary from quarterly to annually. For instance, a busy Primary Trail should be evaluated more frequently than a Secondary Trail with less use. Evaluations should be done for all public trails within the City, including those officially maintained by homeowner's associations. From these checklists, work orders for repairs can be written. In addition, the information could be input into a performance database and utilized for baseline information for future maintenance programs. A notification procedure should be established whereby HOA's are told of trail work required for trails under their responsibility.

A regular maintenance cycle should be established for every trail under the City of Glendale's responsibility. This same cycle should be shared with private HOA's so they have an understanding of the City's expectations in maintaining public trails. The following is a general recommendation, differentiated by trail classification.

**Table 3.19: Trail Maintenance Cycle**

Trail Classification	Maintenance Cycle
Primary	6 months
Primary: Thunderbird Conservation Park	1 year
Secondary	6 months
Secondary: Thunderbird Conservation Park	1 year

Under unique conditions or based upon the performance database, these frequencies could be increased or decreased for specific trail segments. Ideally, the City would be responsible for maintaining all of the public trails not within an organized homeowner's association, thereby ensuring a consistent level of maintenance and care. Well-documented maintenance standards, evaluation schedules and maintenance cycles will likewise improve the level of maintenance performed by HOA's and private property owners.

**Action 1:** *Develop trail maintenance standards based upon the above cycle per Trail Classification.*

**Action 2:** *Assign trail maintenance responsibilities to appropriate parks maintenance staff. Work with the Trails Planner to establish the maintenance standards, schedule and budget.*

#### **Master Plan Review, Update and Revision Procedures**

This Master Plan provides a snapshot vision and specific direction for Glendale's open space and trails for approximately a five-year period. Inevitably, changes will occur over time and it will be necessary to make adjustments based on factors such as the development climate and pace, available budget, and public need. Additionally, many parks, open

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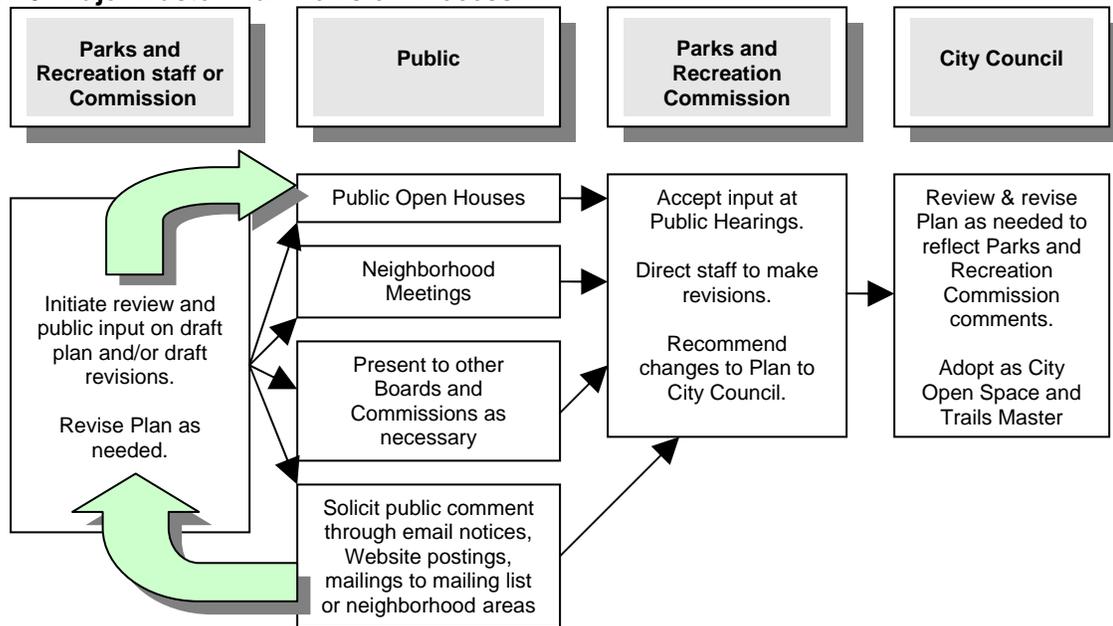
space areas, trails, trailheads and trail components will be acquired, developed and improved. Certain trail and path corridors may be relocated or modified based upon unforeseen site-specific constraints. Levels and types of use will be better known. Review and evaluation of this Plan should be part of the regular implementation program.

In order to maintain focus on the intent and scope of this plan, it is recommended that several processes be put into place within the Parks and Recreation Department which are outlined below:

#### Major Updates and Revisions

The Open Space and Trails Master Plan should undergo a comprehensive update every five (5) years. If major revisions or updates occur in the interim, such revisions must be reviewed and approved by the Parks and Recreation Commission and City Council. Major revisions are those items deemed by the Parks and Recreation Department Director to significantly alter the intent or spirit of the plan (such as the deletion of a trail from the trail network or the loss of a major open space area). The major updates and revisions conducted at five-year intervals will follow the adoption and approval process as outlined in the following chart.

**Table 3.20: Major Master Plan Revision Process**



**Action 1:** Update the entire Open Space and Trails Master Plan document every five years beginning five years after initial approval.

**Action 2:** As necessary, make major revisions to the Open Space and Trails Master Plan and follow the above process.

#### Minor Updates and Revisions

These changes are those determined to not significantly alter the intent or spirit of the plan such as minor relocations of trails on the Trails Master Plan. Minor revisions to the plan will be subject to staff review and will be sent to the Parks and Recreation Commission as deemed

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necessary by the Parks and Recreation Director. The Transportation Commission will review all staff changes on a yearly basis.

**Action 1:** *As determined by the Park and Recreation Director, bring minor revisions to the Parks and Recreation Commission for review and approval.*

**Action 2:** *The Parks and Recreation Department should conduct an annual internal progress review to track trail planning and development activities relative to the Plan and its implementation. Provide an annual “Trails System Review” to the Parks and Recreation Commission. Highlight projects completed, programs initiated, and any changes recommended.*

#### GIS Database Maintenance

To maintain the usefulness of the information already collected in the GIS database regarding trail inventories, existing and proposed capital projects it is essential that the database is updated and maintained on a regular basis. Keeping the database current is essential to continue appropriate planning, tracking maintenance and trail signage status, and creating accurate maps for planning purposes and for the public.

**Action:** *Update the trail database on a regular basis. The Parks and Recreation Department staff should meet with the Planning Department GIS specialist to determine the best process for keeping the database current and communicating with all other City staff that has input into the GIS database.*

#### **Awareness & Education**

The open space and trail system is only as good as the public's ability to safely and easily access, use, and enjoy it. Their ability to do all these things is largely dependent upon the manner in which the system is made known to the public. Trail and open space users want to know, first of all, where they can go safely and legally. They want to know the rules to follow to minimize their impact on others and to ensure their own safety and enjoyment. Likewise, the public who may not use this system, but whose neighborhoods are impacted by them, want to know what responsibilities the City has towards those facilities, who to call with concerns, and the rules that apply to users.

**Action 1:** *Make copies available of the Arizona Recreation Use Statute. See Appendix V.*

**Action 2:** *Produce a map and brochure of Glendale's trail, path and open space system that distinguishes between existing and proposed facilities. Include trail etiquette, rules, and appropriate phone numbers for maintenance and emergencies.*

**Action 3:** *Revise signage standards to reflect those prepared concurrent to this plan, which include location for trail name, mileage or location markers, and phone numbers for emergency calls.*

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### **Citizen Participation**

#### **Volunteerism/Stewardship**

The most successful trail and open space preservation programs throughout the country have a well-established volunteer program. There is great value to involving volunteers and organizations in stewardship opportunities in municipal programs. These programs complement the government-sponsored efforts and often lend visibility to a program while expanding upon available resources. A successful volunteer program will have well-organized stewardship recruitment, training, retention and reward or recognition programs. Many communities assist citizens in establishing neighborhood or citywide volunteer organizations, and these organizations work in tandem with the community agencies to help monitor and maintain trail corridors and provide informal visitor contact and monitoring of open space areas. This maximizes trail and open space experiences for the community's citizens and visitors.

Existing youth, senior, health-care, school, church, business, conservation, environmental, land trust, and a wide variety of trail-user clubs and organizations are already well equipped to assist in volunteer activities. These organizations and others can provide the basis of an effective community trail stewardship program. Through these in-kind volunteer activities, a municipality can significantly expand open space and trail opportunities and accelerate the implementation of an entire community-wide system.

**Action 1:** *Develop an adopt-a-trail program for all trail classifications within Glendale. Explore existing trails advocacy groups as potential first adopters, such as the Mountain Bike Association of Arizona (MBAA) and the Arizona State Horseman's Association (ASHA). Encourage neighborhoods to adopt neighborhood and local level trails.*

**Action 2:** *Develop a "Citizen Watch" program for conservation and reclaimed open space areas in the City. Encourage neighborhood organizations and user groups to get involved.*

#### **Parks & Recreation Commission Advocacy**

Because the trails and path components of this plan are so significant, and they represent the recreational pursuits of a large number of people, it would be appropriate for at least one citizen with interest and/or knowledge in trails or paths be appointed to the City's Parks & Recreation Commission. It is important for this person to take on the role of being a strong advocate for the City's path and trail system, attending events and openings, and participating in system planning issues. This will greatly improve the visibility and importance of Glendale's trails and paths, and keep important issues in front of key decision makers.

**Action:** *Recommend a formal policy to the City Council to maintain at least one strong trails/paths advocate on the Parks & Recreation Commission.*

### III. Implementation

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#### **Trails and Open Space Advisory Committee**

Throughout the planning process, an effort was made to include all types of trail and path users and open space advocates for input and review. Individuals represented their own interests as well as interests of organized groups. A Citizen Advisory Committee currently exists that provides comment on the City's paved path and on-road bicycle facility system. What is lacking, however, is a single advocacy organization that promotes and protects the City's system of multi-use unpaved, non-motorized trails.

**Action:** Lend staff support to the creation and operation of a "Trails Advisory Committee" that would serve at the discretion of and advise to the Glendale Parks and Recreation Commission. This group would be similar in nature to the Bicycle Advisory Committee, but would focus on the off-road system of unpaved trails.

#### **Involving the Public in Planning, Projects and Funding**

This document begins to implement the City of Glendale's Open Space and Trails Plan. Ongoing public support and advocacy for the trails and open spaces envisioned in this plan is necessary for future bond funding, lending strength to grant applications, and ensuring that all of these facilities are included in new development proposals that are approved by the City. Neighborhood groups will benefit from a well planned, built and maintained open space and trail system. Bicycle stores, tack and feed shops, hiking and outdoors stores all have a stake in keeping Glendale a quality community of trails and open spaces. Many community entities such as WestMarc, the West Valley Rivers organization sponsored by Valley Forward, and not for profit groups are currently lending support to communities to inform people about the benefits of trails as well as lending support to grant applications and bond efforts.

**Action 1:** Encourage neighborhoods or organizations to become advocates for a trail alignment or open space. These activities should include the maintenance of existing facilities, lobbying for city funding to construct the trails/paths, acquire or otherwise protect needed open spaces during capital budgeting cycles, tracking development proposals that could implement portions of this plan, looking for grant funds and writing grant applications, or providing in-kind labor for limited construction activities.

**Action 2:** Work with businesses that could benefit from various plan elements to provide funding and materials for trail/path construction, signage, trailhead construction, habitat preservation, etc. These entities could be organized to focus on a project each year and provide cash or materials that could result in funding specific improvements. Garden Centers could be encouraged to donate plant materials or sponsor a pocket green space in exchange for advertising.

**Action 3:** Encourage community entities to support Glendale's open space and trail funding efforts. Involve these groups in various funding efforts.

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#### E. Typical Costs

##### Development

The following generalized cost estimates are provided to assist in developing future budgets for future trail and path projects including pedestrian nodes and trailheads. These costs take into consideration such things as steep grades, signage, surface materials, consultant design and City fees, and a planning/construction contingency. See Appendix T for detailed cost breakdowns. Estimates are based upon FY 2005 dollars.

**Table 3.21: Average Trail Cost Per Mile\***

Trail/Path Type	Citywide	Thunderbird Conservation Park
Primary	\$30,427	\$17,593
Secondary	\$16,787	\$14,302
Paved Path	\$176,408	NA

\*No land acquisition costs

**Table 3.22: Average Access Area Size and Costs\***

Access Type/Size	Cost
Enhanced Pedestrian Node (900 sf)	\$30,440
Trailhead Parking - P1 (.64 acres)	\$239,710
Trailhead Parking – P2 (1.65 acres)	\$579,450
Trailhead Parking – P3 (1.91 acres)	\$736,890
Trailhead Parking plus Equestrian Facilities – E1 (1.49 acres)	\$366,560
Trailhead Parking plus Equestrian Facilities – E2 (2.0 acres)	\$611,915
Trailhead Parking plus Equestrian Facilities – E3 (4.0 acres)	\$1,132,200

\*No land acquisition costs

##### Maintenance

##### ***Path and Trail Estimated Average Annual Maintenance Cost***

To fund the ongoing trails operation and maintenance program, it is necessary to establish an annual operating budget. The amount of money needed for maintenance directly correlates to the Trail Classification. Annual budgets can be determined using an average cost per mile (annual maintenance) multiplied across the entire system.

### III. Implementation

**Table 3.23: Estimated Average Annual Maintenance Cost**

Trail Classification	Cost/Mile/Year
Paved Path	\$_____
Primary	\$1750
Secondary	\$1500

#### F. Grants & Other External Funding Opportunities

There are many sources of funding available for open spaces, parks, trails, trailheads, and the special resources identified in this plan. Some of these funds are available from government and agency sources and others are available from the private sector. Developers, associations, foundations, corporations, trails organizations, private companies, and individuals often participate in the process of funding open space acquisition and development, trail segments, entire trail systems and trail amenities. The sources for this funding are very broad based, and it is vital to “cast a large net” to maximize and utilize this wide variety of available funding resources.

Some funding sources provide 100% grants, while others require matching funds and/or in-kind matching resources, and some funds are directed toward supporting specific user-group recreational opportunities. Table 3.24 provides a summary of several funding sources.

**Table 3.24: Funding Resources**

Improvement Category	Trails	Active or Flatland Parks	Agricultural Preservation – Specialty Parks	Trailheads
<b>FEDERAL FUNDING SOURCES</b>				
Bureau of Land Management (BLM) Easements for Conservation, Access Roads, Trails, and Improvements	Y	Y	Y	Y
Bureau of Reclamation Title 28 Funds	Y	N	N	Y
Congestion Mitigation Air Quality Funds – TCMS in Section 108(F)(1)(A) of the CAAA	N	Y	N	Y
Environmental Protection Agency Brownfields Grants	Y	Y	Y	Y
EPA Five Star Restoration Program	Y	N	Y	N
FHWA transportation and community and system Preservation Pilot	Y	N	N	Y
Land and Water Conservation Fund (LWCF)	Y	Y	Y	Y
Federal Transportation Efficiency Act for the 21 <sup>st</sup> Century	Y	N	N	Y

### III. Implementation

Improvement Category	Trails	Active or Flatland Parks	Agricultural Preservation – Specialty Parks	Trailheads
(TEA-21) Enhancement Funds				
Army Corps of Engineers	Y	N	N	Y
Farm Bill 2002 – Farmland Protection Program	N	N	Y	N
<b>STATE FUNDING SOURCES</b>				
Arizona Preserve Initiative Livestock and Crop Conservation Fund	N	N	Y	N
Arizona State Parks – Game & Fish Heritage Fund	Y	N	N	Y
Arizona State Parks – Historic Preservation Heritage Fund	Y	Y	N	Y
Arizona State Parks – Trails Heritage Fund	Y	N	N	Y
Local, Regional and State Parks (LRSP) Heritage Fund	Y	Y	N	Y
<b>PRIVATE/FOUNDATIONS</b>				
Bikes Belong	Y	N	Y	Y
The Conservation Fund Eastman Kodak American Greenways Awards	Y	N	Y	Y
National Recreational Trails Funding Program	Y	N	N	Y
2002 National Trails Endowment	Y	N	N	Y
North American Wetlands Conservation Council Small Grants	Y	N	Y	Y
Recreational Equipment Incorporated (REI)	Y	Y	Y	Y
Altria Group, Inc.	Y	N	Y	Y
American Conservation Association	Y	N	Y	Y
Eddy Foundation	Y	N	Y	N
National Fish and Wildlife Foundation	Y	N	Y	N
Nina Mason Pulliam Charitable Trust	Y	Y	Y	Y
Wilberforce Foundation	Y	N	Y	N

The City has an active grants writing office that focuses on high return activities such as Transportation Enhancement Funds and Arizona Heritage Fund Grants. Capital Improvement funds can be greatly expanded upon by making use of available matching grant programs at the state and national level. Arizona State Parks oversees the Trails Heritage Fund, a 50% matching grant program for trails listed on the State's Trail System. The Arizona Game and Fish Department also supports a Heritage Fund Grant program that is targeted toward habitat preservation as well as public access to wildlife areas. As such, it has been used to fund trails and trailheads in areas known for their wildlife. TEA 3, a federal multi-modal funding program also provides matching grants for eligible projects under the enhancement program. A Recreational Trails program also exists within TEA 3. The Arizona Department of Transportation (ADOT) locally oversees the fund. Projects

### III. Implementation

complete statewide. Table 3.25 summarizes opportunities available through TEA 3 and the Heritage Fund.

**Action 1:** *The Parks and Recreation Department should continue working with the grants writing office to develop its own grant-writing capabilities to actively seek sources that are not traditional funding sources for the City.*

**Action 2:** *The Parks and Recreation Department should provide incentives to staff to learn grant writing techniques and to search for alternative funding sources.*

**Action 3:** *Select appropriate projects from the projects list to make annual grant applications to the Heritage Fund.*

**Action 4:** *Consider TEA 3 grant applications for the larger capital projects such as grade-separated crossings that will serve multiple non-vehicular transportation needs.*

**Table 3.25 Federal and State Grant Funding Opportunities**

Project Categories/ Funding Sources	Enhancement Funds	Trails Heritage Fund Grants	Game & Fish Heritage Fund Grants
Unpaved Trail	X	X	X
Paved Path	X	X	
Trailheads			X
Reclaimed Open Space		X	X
Linear Park		X	
Pedestrian Zones		X	
Scenic Corridors	X	X	
Signature Streets	X	X	
Landmarks	X	X	

### G. Conclusion

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Using trails is one of America's fastest growing recreational activities. In the Arizona State Parks Trails 2005 Survey conducted by Arizona State University, it was determined that over 2/3 (66.4%) of the state's residents use trails. More than 62% of these trail users are involved in activities on non-motorized trails. Among the three first level priorities for this group of Arizona trail users is protecting access to trails and acquiring land for public access.

Nationwide the American Hiking Society reports almost one-third of Americans, more than 67 million, went hiking in the year 2000. In fact, the USDA Forest Service is predicting steep increases in participation in backpacking and hiking, including an 80% increase in hiking in the Southern and Pacific Coast areas, over the next 50 years.

Recreational trail use is often associated with backcountry areas and camping, but as trail use grows and more trails are developed near population centers, communities are recognizing the economic, social and health benefits of trails, paved paths and the open spaces they often traverse. These benefits include improvements to physical and emotional health and quality of life, increased property values, reduction of traffic congestion and air pollution, heat island mitigation, and increased city revenues, to name a few. The potential environmental, economic, social, and health benefits are enormous.

Here in the US, people have recently begun to recognize the tremendous benefits of trails as a resource to improve the health of our nation's citizens. With strong urging from the U.S. Surgeon General's office in Washington, DC, community leaders are now looking at their trail systems as having value far beyond their ability to provide recreational experiences and transportation linkages.

As a means of transportation, the development of a path, trail, and greenway infrastructure is essential to enable people to utilize non-motorized means of travel to work, school, or shopping. This will not be realized, however, unless the appropriate land use and infrastructure are present. Current low rates of non-motorized trips appear to exist not because of lack of desire, but rather because of the lack of infrastructure that supports non-motorized trips. Green infrastructure, bike lanes, sidewalks, trails, and greenways provide the infrastructure that makes non-motorized trips not only possible, but also safe and enjoyable.

## APPENDIX

# Open Space and Trails Master Plan

People ❖ Paths ❖ Special Places



City of Glendale, Arizona  
Parks and Recreation Department  
Todd and Associates, Inc.  
May 2005



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## Appendix A: Summary of Public Input

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### **February 9<sup>th</sup> Parks and Recreation Commission Meeting**

The majority of comments relate to safety along paths and trails. The public identified the need to be able to safely walk, ride or bike to public places, such as parks and schools, without fear of automobile traffic. In addition, some comments emphasized the need for neighborhoods to connect to schools. There were also several comments that paths and trails along major arterials are not practical. Glendale and 59<sup>th</sup> Avenues were repeatedly cited as being unsafe and/or undesirable as major pedestrian routes. There were several suggestions that pedestrian routes be located on alignments parallel to these major streets, but not on them.

Regarding open space conservation, public comments were in support of the protection of wildlife and historic sites, as well as including existing open space networks, such as the river corridors. In addition, comments included the suggestion to acquire additional open space in the western portions of Glendale.

The following list is a summary of public comments gathered from the Parks and Recreation Commission meeting and Public Workshop on February 9, 2004.

#### *Safety*

- Need to be able to walk, ride, or bike to public places (i.e. schools, parks, and adjacent city school and parks) safely without fear of being hit by cars!!
- Safety enhancements – where it makes sense, i.e. not on a mountaintop.
- Safety is #1 concern. Thunderbird Park must be conserved and preserved. It should be enhanced; no 4-lane highway – danger – noise- air quality- excessive speed and increased traffic.
- Safety correction of known issues should take place first
- Need better/safer auto entry to Thunderbird Conservation Park for north/south bound traffic.

- Question: Could you use secondary linkage parallel to Glendale Avenue to use east/west in lieu of Glendale Avenue, thereby avoiding traffic and improving safety?
- How do you cross 59<sup>th</sup> Avenue at Thunderbird Conservation Park?
- Need underpass at south end of Thunderbird Park under 59<sup>th</sup> Avenue.

#### *Use*

- Hikers and walkers don't usually go to retail centers, except once in awhile to restaurants.
- We are an automobile society so trying to provide trails and links may not be cost effective. People will not give up their cars for going to parks, schools, shopping.
- Not in favor of too many multi-use trails. As a hiker it becomes annoying with mountain bikers and must be same for bikers.
- Provide loop: Sahuaro Ranch, Glendale Community College, downtown – parallel but not on 59<sup>th</sup> Avenue. Go thru Catlin Court.
- Look at railroad ROW along Grand Avenue.
- Loops only on the ends north and west. Downtown is a destination only, not part of a loop.
- Trails along major arterials minimally useful.
- Nothing to draw people from the west to downtown. There are several good nodes from the north to downtown.
- Keep horses separate in some areas.
- Enhanced Pedestrian Spine on 59<sup>th</sup> Avenue could impinge on NOA land. 51<sup>st</sup> Avenue more feasible.
- Multi-use 67<sup>th</sup> Avenue
- Linkages between schools are very important and with neighborhoods. To keep the youth safe with an enhanced safety environment would help out with trail usage.

#### *Connectivity*

- Connection points through and adjacent to communities are vital. Trail should allow us to cross the valley the same way cars do.
- Should have a paved connection between Thunderbird Conservation Park and New River paved paths along the Pinnacle Peak Road alignment from 67<sup>th</sup> Avenue to approximately 75<sup>th</sup> Avenue.
- Should put pedestrian linkages in Luke AFB buffer area west of Luke AFB.
- 67<sup>th</sup> Avenue important connection for bikes and pedestrians.
- New River is important connection through Peoria.
- New River through Peoria will allow easy horse/bike access to White Tanks.
- Unpaved road on south side of Arizona Canal/Thunderbird Paseo that continues to 44<sup>th</sup> Street.
- Provide more of a secondary pedestrian linkage north/south in place of 59<sup>th</sup> Avenue.
- Provide enhanced pedestrian linkage on parallel routes to 59<sup>th</sup> Avenue...possibly 65<sup>th</sup> Avenue
- Connecting trails along New River/Skunk Creek through Peoria is critical!

#### *Equestrian Issues*

- Equestrian bridge over Arizona canal to get to Sun Circle Trail @ 51<sup>st</sup> Avenue & Cactus...once we get the underpass @ 51<sup>st</sup> Avenue/Cactus.
- New underpass @ 51<sup>st</sup> Avenue, similar to the one at 67<sup>th</sup>/Thunderbird
- No place to park trailer to get into the Paseo. Possibly at 67<sup>th</sup> Ave. south of Thunderbird (where we used to keep trash containers)
- No horse access from 51<sup>st</sup> Avenue/south of Arizona Canal/Thunderbird Paseo at Cactus.
- Looks good in upper New River area for horses.

#### *Open Space Conservation*

- Open space and water source recharge west of Agua Fria between Glendale and Bethany Home Roads.
- Acquire island open space (80-160 acres) in western Glendale and provide linking trail corridors, 100 ft wide.
- Great things can happen in small spaces. We don't have a lot of mountain tops –

space and features need to be on human scale – approachable and usable

- Try to add to Thunderbird Park adjacent undeveloped parcels
- Important to show historic sites

#### *Wildlife Habitat*

- Wildlife habitat need in west Glendale area around Peoria Avenue and Loop 303.
- Wildlife should be well protected.
- Identify wildlife watching area in Thunderbird Conservation Park, west of 59<sup>th</sup> Avenue.
- Wildlife protection and viewing is not very practical in our highly urbanized society.

#### *Other*

- Need more benches for people to take a rest break
- West side area looks good. No sidewalks.
- Bike/Pedestrian paved path across AC/DC @ Marshall Ranch school/55<sup>th</sup> Ave
- Bike/Pedestrian paved underpass planned for 51<sup>st</sup> Avenue and Cactus
- Bike/pedestrian route planned over Grand Avenue with the overpass along Maryland Avenue.
- Work with Glendale Community College to facilities bike/pedestrian access!
- Linkage via a Secondary Pedestrian Link along 79<sup>th</sup> Avenue south of Maryland, through park and to multi-use facilities along Grand Canal.
- Need more cross walks in arena/stadium area @ 91<sup>st</sup> Avenue.
- Bike routes are being planned around arena area, probably through Grand Canal or SRP access.
- Bike routes are being planned between Arrowhead Towne Center and Skunk Creek mostly on north side and throughout corridor.
- Corridor along Grand? Screen/improve tracks visually.

#### ***April 15<sup>th</sup> Focus Group Meeting***

The group was very well representative of the project's elements of trails and open space. Users attending included hikers, bicyclists, equestrians, and even an educator looking for ways to get children to school and parks safely. Glendale Hiking Club, Glendale

Equestrian Club, and the Glendale Bicycle Advisory Committee all had representatives there. Several in attendance were very interested in the preservation of Open Space.

### *Safety*

- Equestrians and bicyclists comments -the 43rd Avenue underpass is very dangerous. People are going too fast in a scary area with high risk. 43rd Avenue underpass/tunnel the same. Low clearances force equestrians to dismount.
- Difficult to get across the canal near 51st Avenue. At-grade crossings are extremely dangerous.
- Hiker/walker comment - the little motorized scooters are really a problem on the sidewalks and non-motorized trails. The kids take the standard motors and make them really loud and they go fast on sidewalks and places they shouldn't be.
- Bicyclist comment - the 67th Avenue and Thunderbird Road area is extremely dangerous to bicyclists.
- Bicyclists concern - streets are way too scary, dangerous, and traffic speed is too great to ride on streets safely.
- General comment – there needs to be safer ways to cross under or over the streets instead of at-grade crossings.
- Equestrian concern - they emphasized the importance of having trail easements and corridors wide enough to accommodate safe trails along transportation corridors. They were encouraged after hearing the presentation.
- Hiker/walker comment - wants trails that he doesn't feel threatened by all of the fast traffic.
- Hiker/walker comment - some of the sidewalks are so narrow, and right up close to the street, that it is really dangerous to walk kids to school or walk a dog. Traffic is flying by at high speeds. It is really scary.

### *Use*

- Bicyclist comment - most bicyclists are very courteous and follow the rules of trail etiquette to yield to other trail users. Equestrians heartily agreed with his comment.
- Equestrian comment - we are very happy to share trails and trailheads with other

users. We know this is the only way we can afford the connected trails and bridges we want. We spend a lot of time helping the City with volunteer trail maintenance work.

- Equestrian comment – need areas with NO motorized vehicles for hiking, biking and equestrian riding.

### *Connectivity*

- Equestrian comment - need multi-modal/multi-use non-motorized bridges at least 10 feet wide over canals and roadways at critical connection points to maintain neighborhood linkages. The bridge over to the elementary school near Yucca and 47<sup>th</sup> Avenue is 6 feet wide with a centralized bollard, so people with disabilities cannot use it. Even the school children who have the wider wheelchairs cannot use the bridge.
- Bicyclist comment - the Paseo could be a great way to get to work, but it isn't connected to the neighborhoods and even though 55th Avenue has a bike lane, the traffic is going dangerously fast.
- Bicyclist - would like to be able to ride a bike instead of get into a car to go to the store. It is safer, keeps the air clean.
- General comment - what connections are planned for the trails to the west and north of 59th Avenue and Skunk Creek?
- Bicyclists concern - want bicycle routes that are contiguous to get to parks and other destinations.
- General comment - we need more access points close to neighborhoods.
- General comment - a lot of people are using the banks of the water retention and canal areas to get down into the trail areas around 49th Avenue. This isn't good, but there are no other choices.
- General comment - everyone was highly complimentary about the draft plan - they felt it addressed their needs and they liked the connectivity it offered to urban and local streets and to trail systems and open space.
- Bicyclist comment - right now he has to put his bike in his pickup truck and drive to Thunderbird Park to mountain bike ride. He would ride from his home, and prefer to, if he could. The extra mileage would not discourage him from doing this; in fact, he would enjoy the extra mileage.

- General comment – need for trails off the streets with more access points

#### *Equestrian Issues*

- Equestrian comment - disappointed that the southwest side of the canal had been paved with asphalt. Horse hooves sink into it during summer heat, so they can't use it on that side.
- Equestrian comment - equestrians don't really want sidewalks for trails in their neighborhoods. They prefer the more rural environment and lifestyle. They are OK with sidewalks if they have an unpaved surface type of trail in their neighborhood. To get from one place to the next to reach a trail or open space we have to use the sidewalks in gated communities, and we don't like to take our horses where they might leave manure on the sidewalks of these gated communities. It isn't neighborly.
- Staff comment - discussed the types of parcels that will be slated for development in the Maricopa County lands west of Glendale. The County manages those lands, not the City of Glendale. However some will be 1-acre lots that could be equestrian zoned, but the City doesn't have any control of this. (NOTE: Planning Department staff provides review and comment )
- Equestrian comment - Glendale needs an equestrian arena. Must trailer to City of Phoenix Reach 11 Park for events. A community the size of Glendale needs an equestrian arena for youth events and other equestrian activities.
- Equestrian comment - there is a place that was an old City of Glendale dumpster area on 59th Avenue south of Thunderbird Road that would make a good trailhead and staging area for trail users in that area.
- Equestrian comment - the traffic signal actuators can't be reached while mounted on a horse to change the light to cross. Have to dismount to use them. Need an actuator up higher so they can reach to change the traffic signal.
- Equestrian concern - lack of new properties coming online in the future with equestrian privileges.
- Equestrian concern - existing trailheads not large enough for horse trailer and

vehicle articulation (pull-through), parking, and staging/unloading and lack of trailheads for access to the trail system.

- Equestrian comment - when the cars park in the trailheads they take up the space that was intended to be equestrian staging area, so we can't park and unload our horses at places like Thunderbird.
- Equestrian comment - we like the Paseo tread surfaces, the dirt roads like we trailer to in Morristown. The open space is so much safer because there are no motorized vehicles, so the riding is much more enjoyable.
- Equestrian comment – need an equestrian arena for the “west side”.
- Equestrian comment – need more horse properties to be developed.

#### *Open Space Conservation*

- General comment – need joint projects between Glendale and bordering cities.
- General comment – need natural areas with programs.
- Open space concern - so much development is happening that there may not be enough open space for wildlife and recreation in Glendale if we don't start preserving it now.
- Open space advocate comment - Don't Glendale Airpark and Luke AFB have some open space around their perimeters that could become preserved open space if we acted soon enough?
- General comment - water retention areas are very pleasant, green space; gives the feeling of open space in neighborhoods.
- General comment - open spaces similar to Thunderbird Park need to be preserved.

#### *Wildlife Habitat*

- Open space advocate comment - we need to retain the natural washes for the wildlife, build an interpretive center and encourage birding areas for bird watching activities.
- Open space comment - we love the desert as it is. We don't want to interfere with the natural beauty, cactus, and wildlife. If we don't keep the corridors open for wildlife movement by putting in so many closed, gated communities, then we will "land lock" all of the wildlife.

#### *Other*

- General comment - we need trails with rest areas and water fountains every now and then.
- General comment - we would like to have lighting along our trail system. Nothing glaring or light that would filter into neighborhoods. But we'd like a way to see the trail when we use the trail in the evening hours when we get home from work, especially in the summer months. The lights can be low to the ground, like the lighting in San Antonio along the River Walk.
- One bicyclist's comment to consultant at the end of the meeting: "I came here thinking I would see the old traditional approach to bike lanes and do-nothing plans that never get implemented. I came away from this meeting highly encouraged, the planning is outstanding, and I'll do all I can to support this master planning process. I feel like this Master Plan might really make it through the approval process."
- Educator - family neighborhoods need parks with basketball courts, ball fields, trees, and rocks and play areas to help children stay active, healthy and keep them out of mischief.
- General comment – need rest areas with benches and water.
- General comment – need signs to mark trails and how far to next point.

#### **May 26<sup>th</sup> Open House**

The Open House was held at Fire Station # 156 at 6801 W. Deer Valley Road from 6:30 – 8:30 p.m. Seventeen citizens attended, three staff members and five consultants.

#### *The Overall Concept Plan:*

- I think it's a great concept
- We use the paths almost daily and love them. We're very encouraged to hear that an under/overpass is already planned at 63rd Avenue and Union Hills
- I am excited for Glendale's Plan to expand and improve and most importantly connect the City(ies) so a continuous pedestrian use system is feasible.
- Shows that much thought went into it.

#### *Trail and Path Elements: (Multi-use Unpaved Trails, Shared-use Paved Paths, Access Areas, Crossings)*

- Bridge over 101 at 63rd will be great
- Hike asphalt better than concrete
- Incorporate paths/trails into Glendale web page with the length of paths/trails with level of difficulty (Thunderbird Park)
- At beginning of each path/trail indicate the length of trail (similar to National Parks)
- Paved paths very important.
- Very interested in Pedestrian underpass at 63rd Avenue/Union Hills.
- Wonderful.
- Yes – paved path on north side of 101.
- Planned pedestrian overpass at 63rd and 101 – where does it go on the south side of 101?
- Do not show any crossing at Thunderbird Park and 59th Avenue

#### *Pedestrian Elements: (Pedestrian Zones or areas of existing or potential high pedestrian concentrations:*

- No comments

#### *Character Elements: (Scenic Corridors, Signature Streets, Landmarks)*

- Good idea.
- The signs are very nice. I'd like to see some mile markers if possible.
- Very good.

#### *Open Space Elements: (Linear Parks, River Corridors, Reclaimed Space, Conservation Parks, Newly Proposed Improved Parks)*

- Very necessary

#### *Project List:*

- Opportunity to provide trailhead parking at 73rd Avenue at Thunderbird Paseo in Ice Rink
- Trail on Skunk Creek seem disjointed. Maybe signs would help when trail crosses the wash and restarts on other side
- I'd love to see the north side of Skunk Creek Wash paved between 59th and 57th Avenue adjacent to the south side of the Honeywell property. There is currently NO viable passage around the Honeywell property for walkers, runners, or bikers.

- Would be happy to see bike lane on 59th Avenue for improvement plan.
- Would be pleased to see paved path just to south of Honeywell property line just north of Union Hills at 59th Avenue and/or sidewalk easement along 59th Avenue going north past Honeywell. None exists and is unsafe for pedestrian and cyclists trying to navigate north on that throughway.
- Should maybe be an equestrian access point on east side of Thunderbird Park.

*Have we missed anything regarding the above elements?*

- No talk about connecting trails to bike lanes on arterial roads. This is essential if we are to use bicycles to commute to work or do errands – return a book to the library. Please don't allow this oversight – take action to make these connections a part of this wonderful plan.

#### GENERAL COMMENTS

- Open restroom in parks (like Paseo) earlier in the summer when people exercise earlier, like 4:30 or 5:00 a.m.
- Very pleased to see Glendale as a City that cares about its citizen's input. Thanks!
- I like the sign concepts especially the 1) caps 2) shade ideas.
- Be sure to add mileage at beginning signs and where trails intersect.

### **June 7th Bicycle Advisory Committee Meeting**

*The Overall Concept Plan:*

- To dismiss Glendale Ave. automatically is a gross mistake. Routine accommodation includes on-street striped bike lanes. Connectivity on this arterial is key!
- Bad for bicycle safety and AZ laws compliance. You embraced the multi-use trail/path without consulting modern bicycle safety training and advocacy.
- I have been on various open space committees in Gilbert, Phoenix, etc. We never eliminated any street. Plan must connect to on-street bike plans as a transportation mode.
- Joe Terranova: Consider bike lanes on-road on Glendale Avenue and 59th

Avenue, but not a consensus from the committee.

- Bridges on Glendale Avenue to be widened to accommodate bicycles.
- A bike lane exists on Glendale west of the stadium/arena.
- Critical area of the City is from 101 to Agua Fria on Glendale.

*Trail and Path Elements: (Multi-use Unpaved Trails, Shared-use Paved Paths, Access Areas, Crossings)*

- Bad concept for bicyclists.
- Need to follow AASHTO Guidelines.
- There will be an overpass over the Loop 101 at Maryland and bike lanes to connect to New River Trail and back to Glendale Avenue bike lanes. Concept for Maryland to be a bicycle friendly road between New River and I-17 where a bridge is to be built over I-17.

*Pedestrian Elements: (Pedestrian Zones or areas of existing or potential high pedestrian concentrations)*

- 5' path is too narrow. Make sure 6' or 8' minimum.
- Sun protection on ramadas or trails is important.
- This really applies only to peds.

*Character Elements: (Scenic Corridors, Signature Streets, Landmarks)*

- Signature Street should all have bike lanes. League of American Bicyclist discuss what is a bicycle friendly Community. Build it, they will ride their bikes and get out of their cars.

*Open Space Elements: (Linear Parks, River Corridors, Reclaimed Space, Conservation Parks, Newly Proposed Improved Parks)*

- Great link to all regional parks.

*Project List:*

- Nothing suggested.

*Have we missed anything regarding the above elements?*

- Connectivity on Glendale Avenue is a point you need to consider.

#### GENERAL COMMENTS

- Round three of bicycling and walking tours of cities is underway where you pay

consultants \$7000 to have a ½ dozen specialists come in and do an audit of your community.

- Consider bike lanes on 59th Avenue and Glendale Avenue.
- As a transportation mode, shared-use paths will not be used by experienced cyclists. One set of bicycle plans do not fit all users.

- Jim Coffman agreed to add a designation to the plan of a “critical on-street bicycle connection” along Glendale Avenue from Loop 101 west to the proposed paved pathways along the Agua Fria River.

## Appendix B: Needs Assessment Survey Executive Summary

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# **Community Attitude and Interest Citizen Survey**

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## **Executive Summary of Citizen Survey Results (Final Report)**

### ***Overview of the Methodology***

The City of Glendale Parks and Recreation Department conducted a Community Attitude and Interest Survey during the Winter of 2003-2004 to help establish priorities for the future development of trails and open space areas throughout the City, including Thunderbird Conservation Park. The survey was designed to gather information from households throughout the City of Glendale.

Leisure Vision worked extensively with Glendale Parks and Recreation Department officials as well as members of the Todd and Associates, Inc. and Logan Simpson Design, Inc. project teams in the development of the survey questionnaire. This work allowed the survey to be tailored to issues of strategic importance to effectively plan the future open space and trails system as well as appropriately plan Thunderbird Conservation Park.

The survey was administered by a combination of mailings and phone calls. Approximately 2,000 surveys were mailed to a random sampling of households throughout the City of Glendale. Follow-up phone calls were made to households that received a survey to encourage completion of the survey by mail or to complete the survey by phone.

The goal was to obtain at least 400 completed surveys. This goal was accomplished, with 403 surveys being completed. The results of the random sample of 403 households have a 95% level of confidence with a precision of at least +/-4.9%.

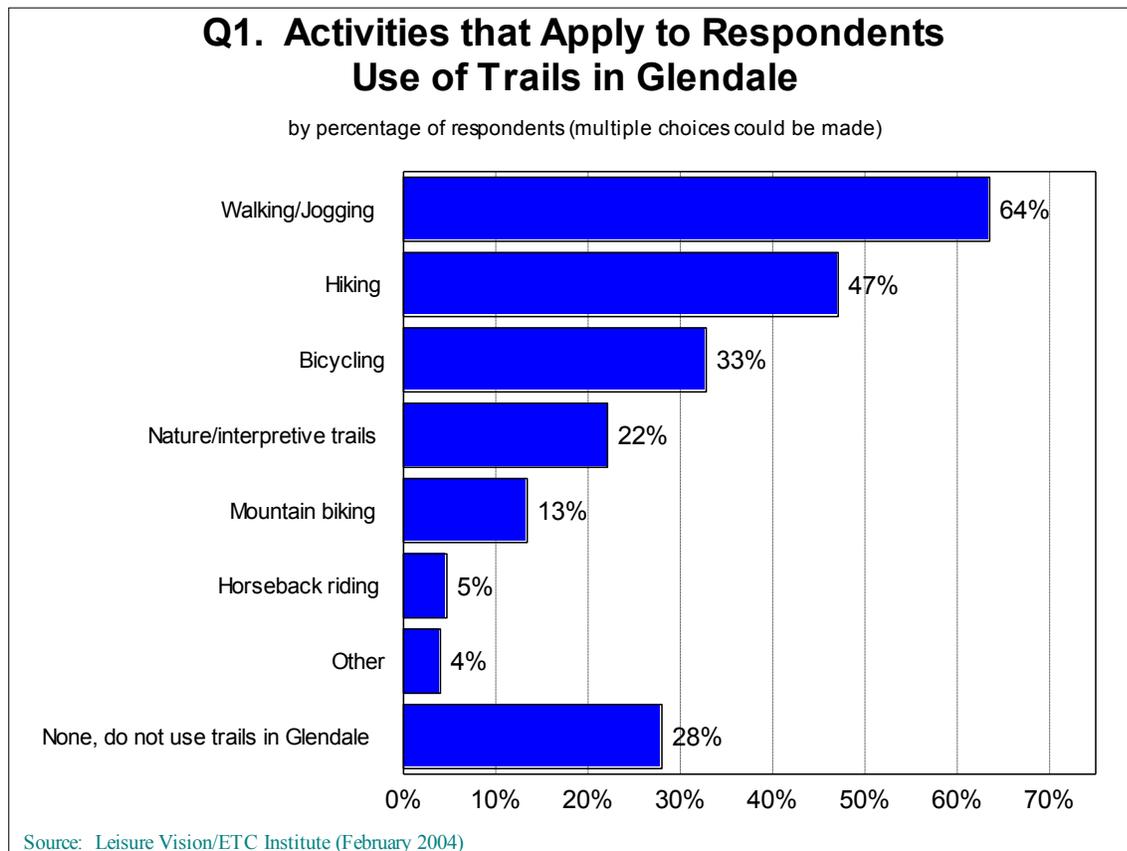
This final report contains the following five sections: 1) an executive summary of survey results; 2) tabular results by gender, household size, and household type; 3) tabular results by geographic area and household income; 4) open ended comments; and 5) a copy of the survey document.

The following pages summarize major survey findings.

## Activities on Trails

From a list of six various activities, respondents were asked to indicate all of the ones that apply to their use of trails in Glendale. The following summarizes key findings:

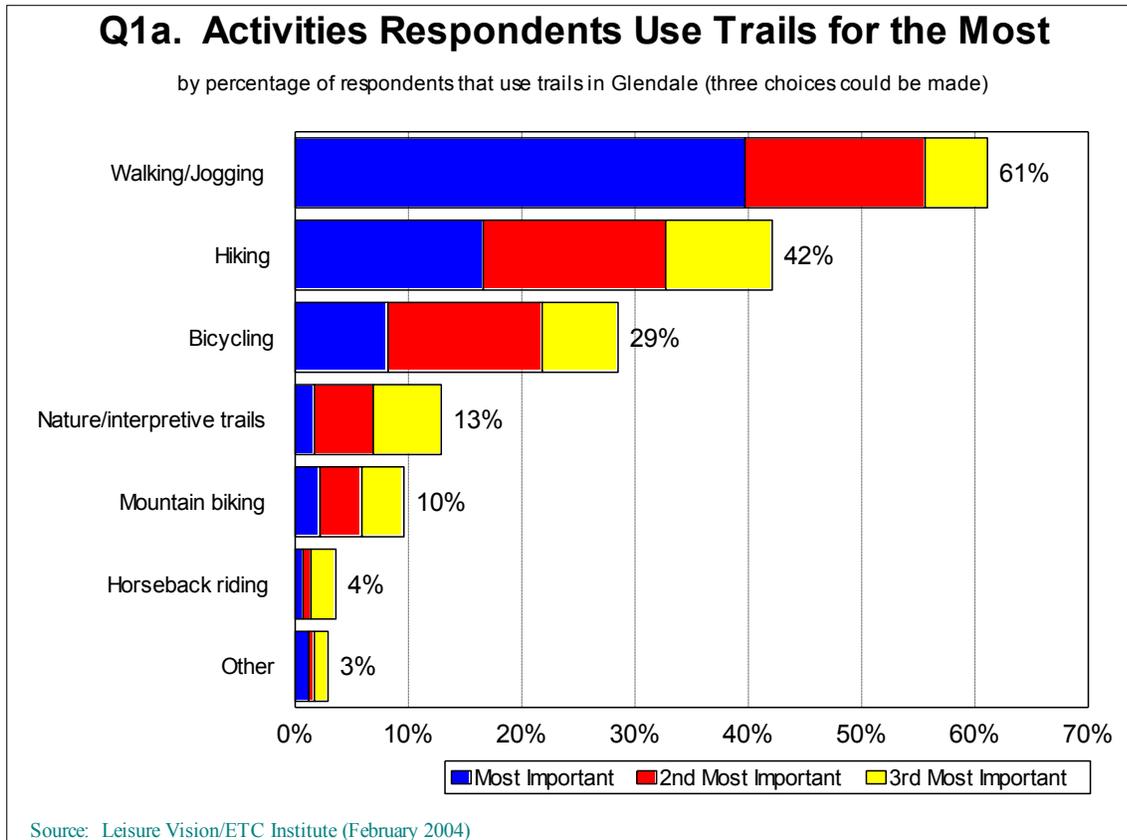
- **Walking/jogging (64%) is the activity for which the highest percentage of respondents use trails in Glendale.** There are two other activities for which at least one-third of respondents use trails in Glendale, including: hiking (47%); and bicycling (33%). It should also be noted that 72% of respondents indicated they use trails in Glendale.



## Most Used Activities on Trails

From the list of six various activities, respondents who indicated they use trails in Glendale were asked to select the three activities they use trails for the most. The following summarizes key findings:

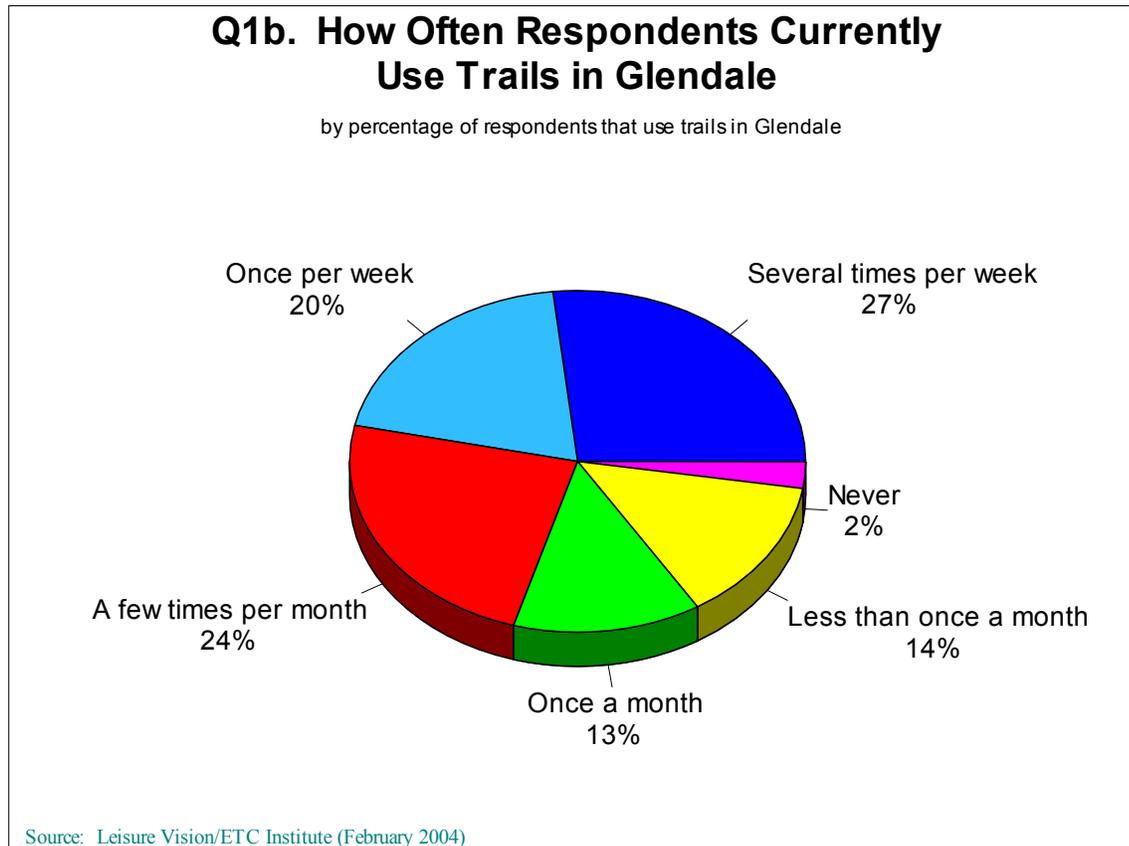
- **Walking/jogging (61%) had the highest percentage of respondents select it as one of the three activities they use trails for the most.** There are two other activities that over 25% of respondents indicated they use trails for the most, including: hiking (42%); and bicycling (29%). It should also be noted that walking/jogging had the highest percentage of respondents select it as their first choice as the activity they use trails for the most.



## *Current Level of Use on Trails*

Respondents who indicated they use trails in Glendale were asked how often they and members of their household currently use trails in Glendale. The following summarizes key findings:

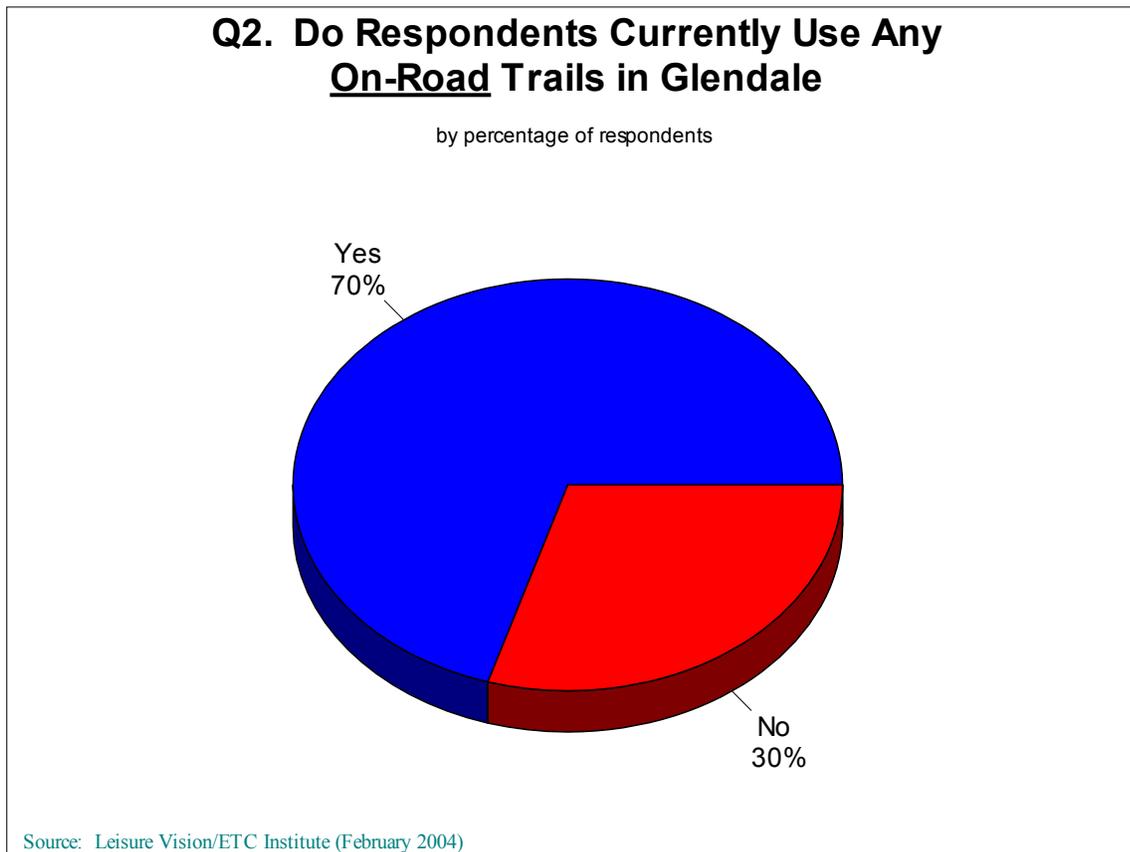
- **Seventy-one percent (71%) of respondents who indicated they use trails in Glendale currently use them at least a few times per month.** This group includes 27% who use trails several times per week, 24% who use trails a few times per month, and 20% who use trails once per week.



## ***Current Use of On-Road Trails***

Respondents were asked if they currently use any on-road trails in Glendale such as city streets, roadside sidewalks for walking, hiking, biking, etc. The following summarizes key findings:

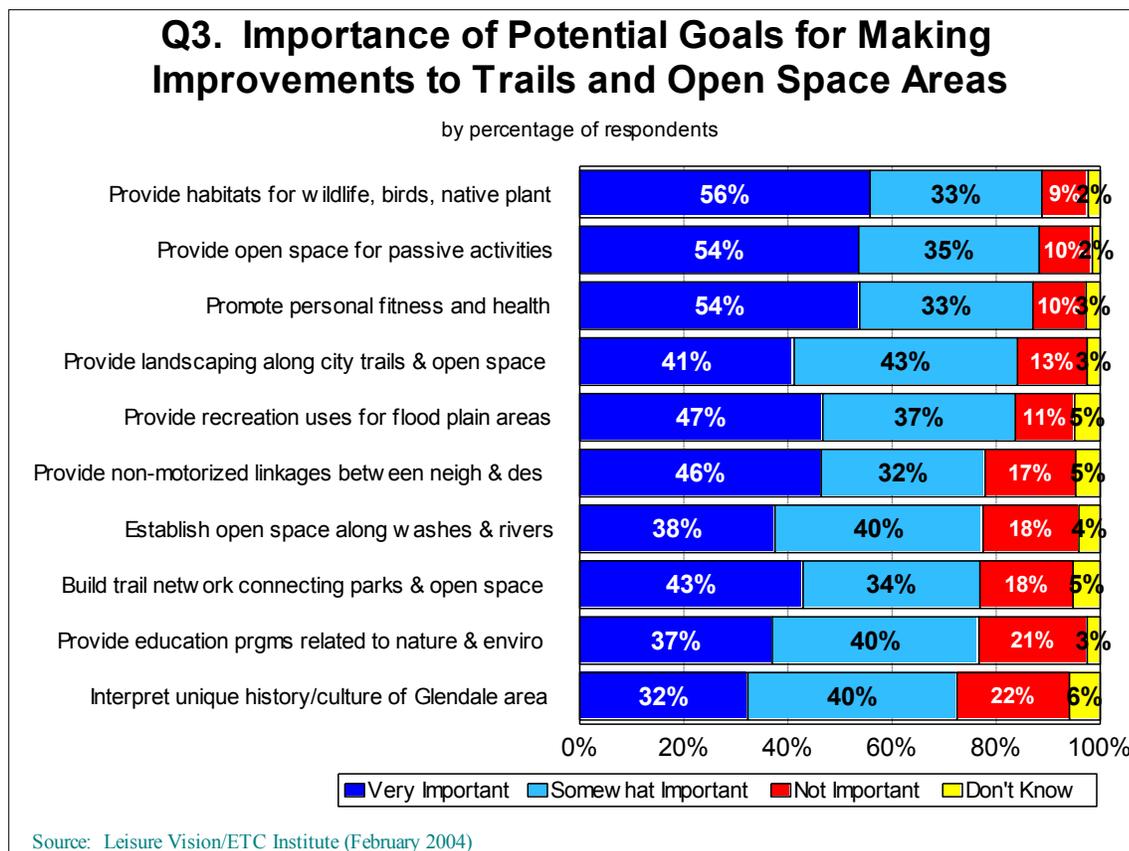
- **Seventy percent (70%) of respondents indicated they currently use on-road trails in Glendale, with the other 30% indicating they do not currently use on-road trails.**



## Importance of Potential Goals for Improving Trails and Open Space Areas

From a list of ten potential goals for making improvements to trails and open space areas, respondents were asked to rate the importance of each one. The following summarizes key findings:

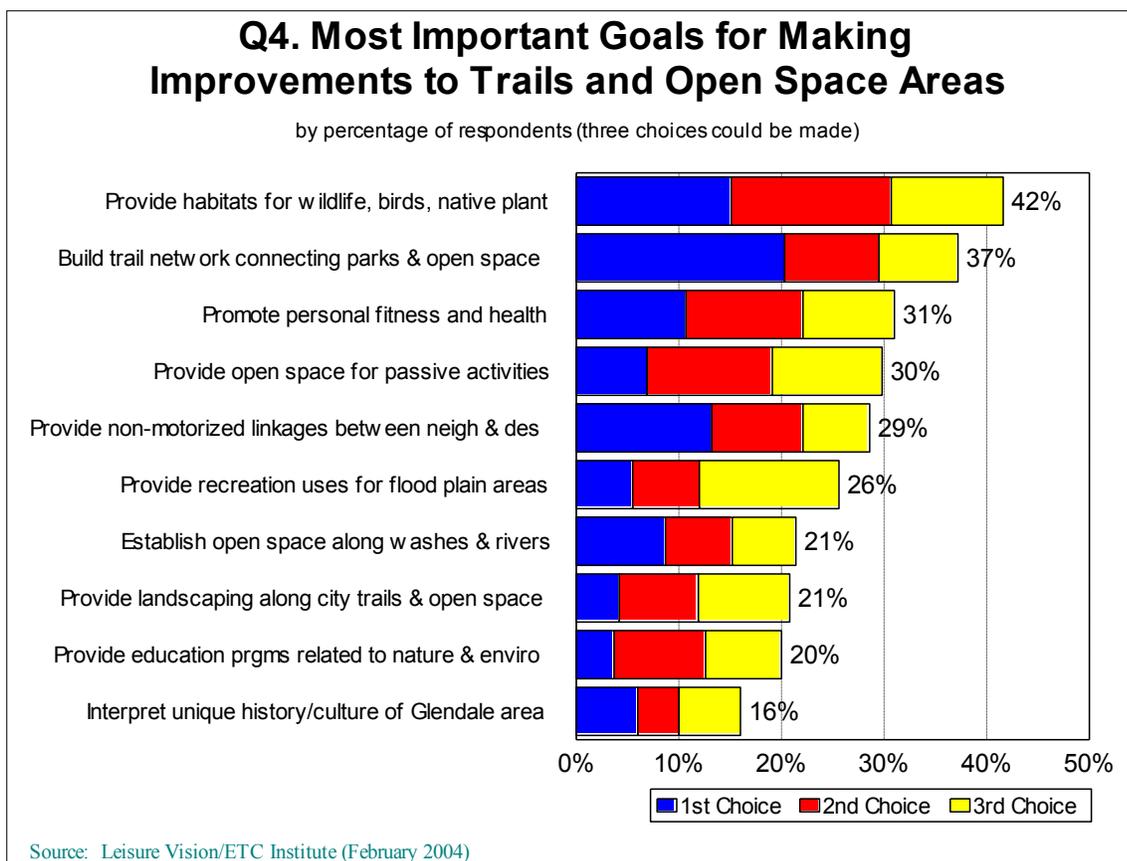
- Three of the 10 goals had over 50% of respondents rate them as being very important.** The goals that received the highest very important ratings are: provide habitats for wildlife, birds and native plant life (56%); provide open space for passive activities (54%); and promote personal fitness and health (54%). It should also be noted that all 10 goals had over 70% of respondents rate them as being either very important or somewhat important.



## Most Important Goals for Improving Trails and Open Space Areas

From the list of ten potential goals for making improvements to trails and open space areas, respondents were asked to select the three they feel are most important. The following summarizes key findings:

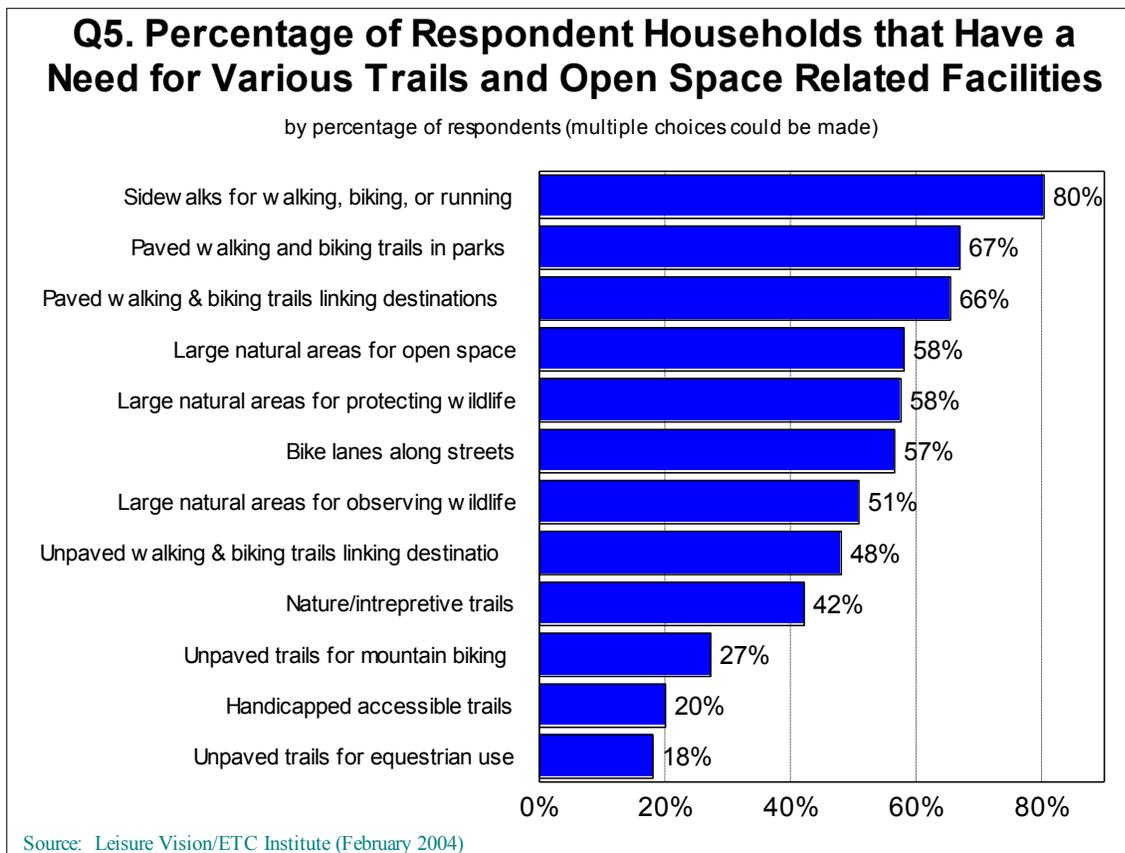
- **Provide habitats for wildlife, birds and native plant life (42%) had the highest percentage of respondents select it as one of the three most important goals for trails and open space areas.** There are three other goals that at least 30% of respondents indicated as one of the three most important goals, including: build a trail network connecting major parks and open space areas (37%); promote personal fitness and health (31%); and provide open space for passive activities (30%). It should also be noted that build a trail network connecting parks and open space areas had the highest percentage of respondents select it as their first choice as the most important goal for trails and open space areas.



## *Need for Trails and Open Space Facilities*

From a list of 12 trails and open space related facilities, respondents were asked to indicate which ones they and members of their household have a need for. The following summarizes key findings:

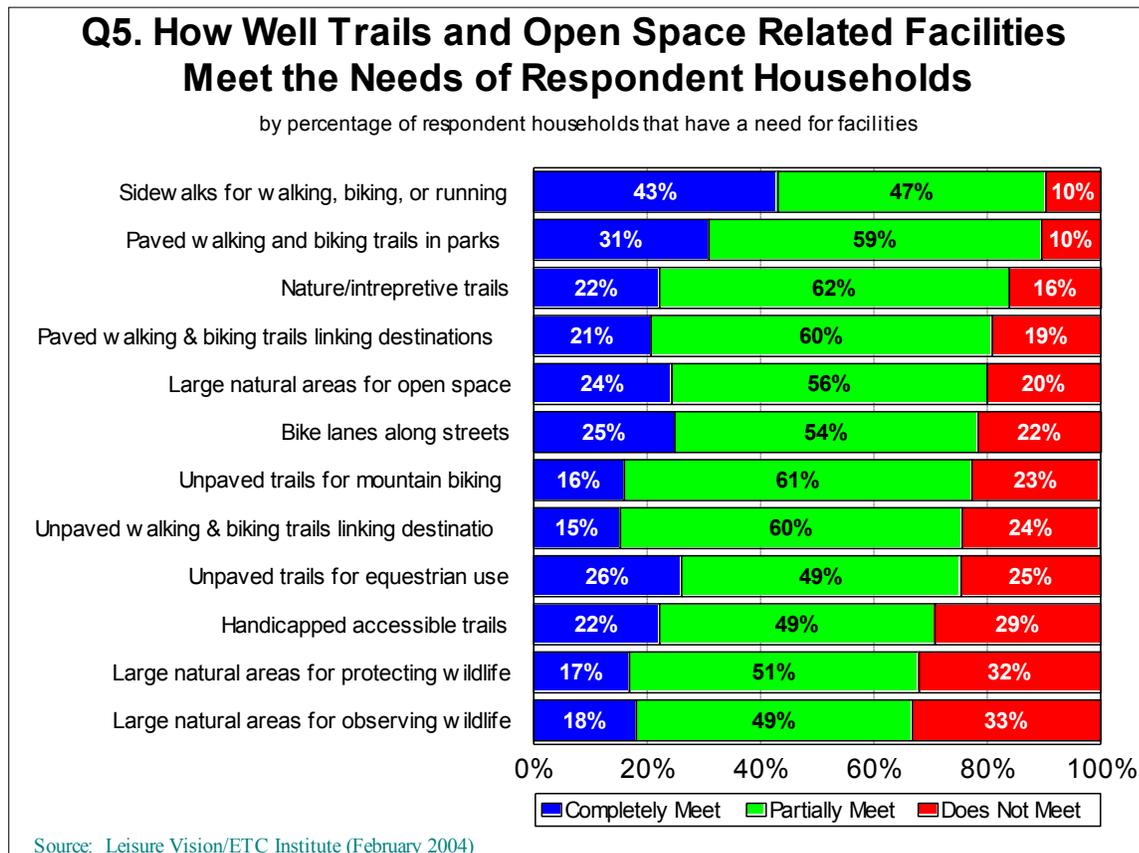
- **Three of the 12 trails and open space related facilities had over 60% of respondent households indicate they have a need for it.** The facilities that the highest percentage of respondent households indicated they have a need for include: sidewalks for walking, biking, or running (80%); paved walking and biking trails in parks (67%); and paved walking and biking trails linking parks, schools and other destinations (66%).



## How Well Trails and Open Space Facilities Meet Needs

From the list of 12 trails and open space related facilities, respondents were asked to indicate how well each facility meets the needs of their household. The following summarizes key findings:

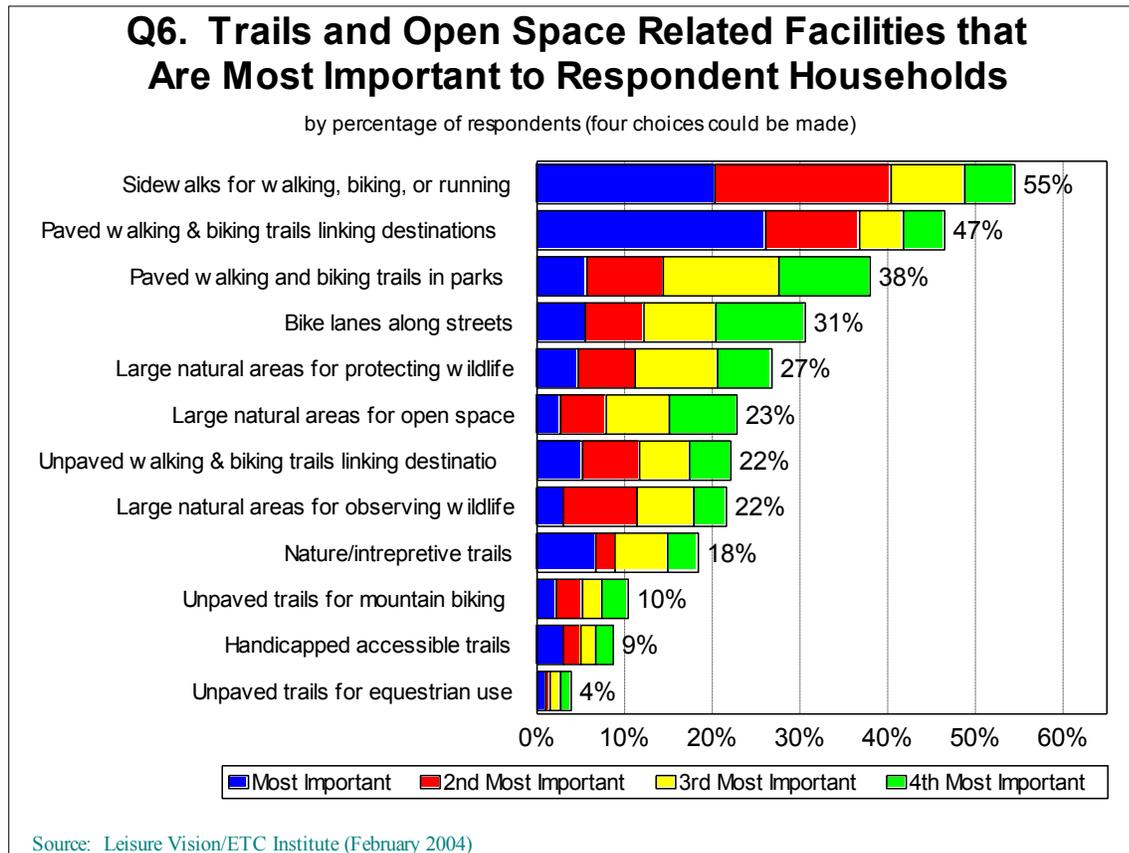
- Four of the 12 trails and open space related facilities had over 80% of respondents indicate that the facility either completely or partially meets the needs of their household.** The facilities that the highest percentage of respondents indicated as completely or partially meets their needs include: sidewalks for walking, biking, or running (90%); paved walking and biking trails in parks (90%); nature/interpretive trails (84%); and paved walking and biking trails linking parks, schools and other destinations (81%). It should also be noted that all 12 facilities had less than 50% of respondent households indicate that their needs are being completely met.



## Most Important Trails and Open Space Facilities

From the list of 12 trails and open space related facilities, respondents were asked to select the four that are most important to them and members of their household. The following summarizes key findings:

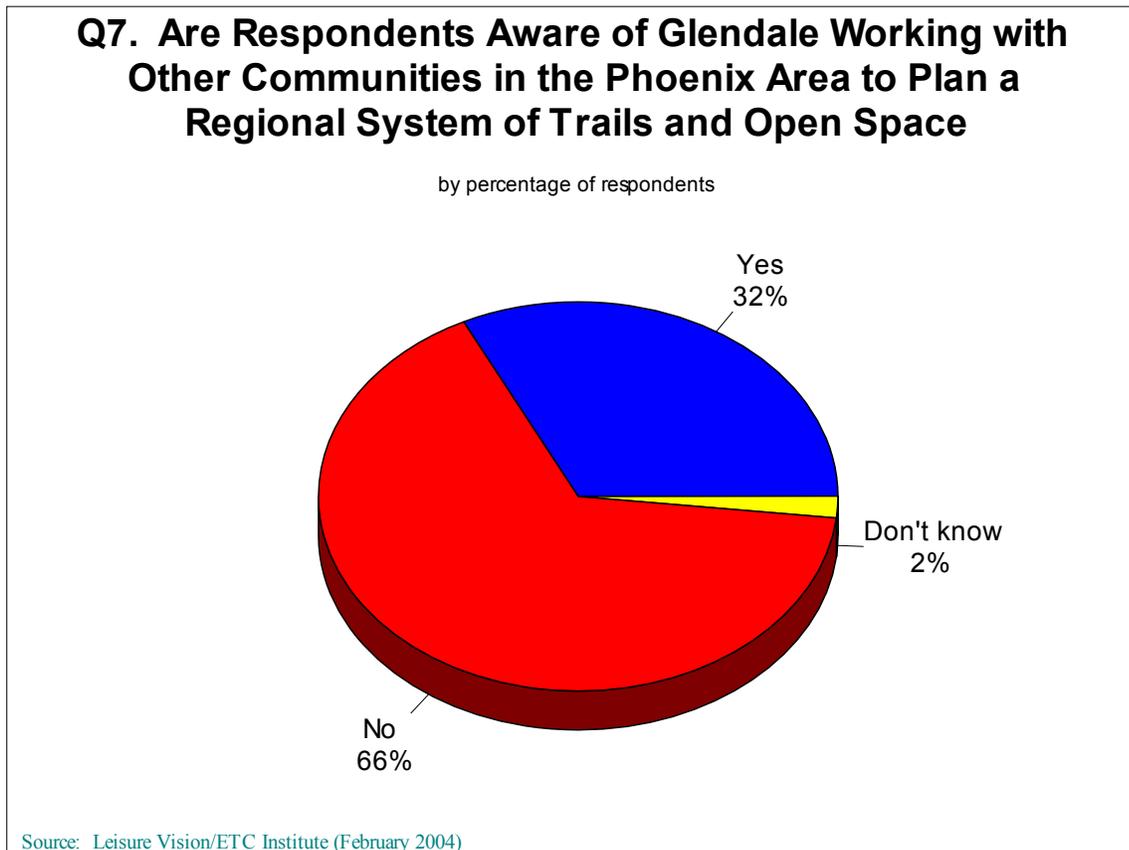
- **Sidewalks for walking, biking or running (55%) had the highest percentage of respondents select it as one of the four most important facilities to their household.** There are three other facilities that over 30% of respondents rated as one of the four most important, including: paved walking and biking trails linking parks, schools and other destinations (47%); paved walking and biking trails in parks (38%); and bike lanes along streets (31%). It should also be noted that paved walking and biking trails linking parks, schools and other destinations had the highest percentage of respondents select it as their first choice as the most important facility.



# *Awareness of Glendale Working with Other Communities to Plan a Regional System of Trails and Open Space*

Respondents were asked if they were aware that Glendale is working with other communities in the Phoenix area to plan a regional system of trails and open space for walking, biking, and horseback riding, and to protect plant and animal habitat. The following summarizes key findings:

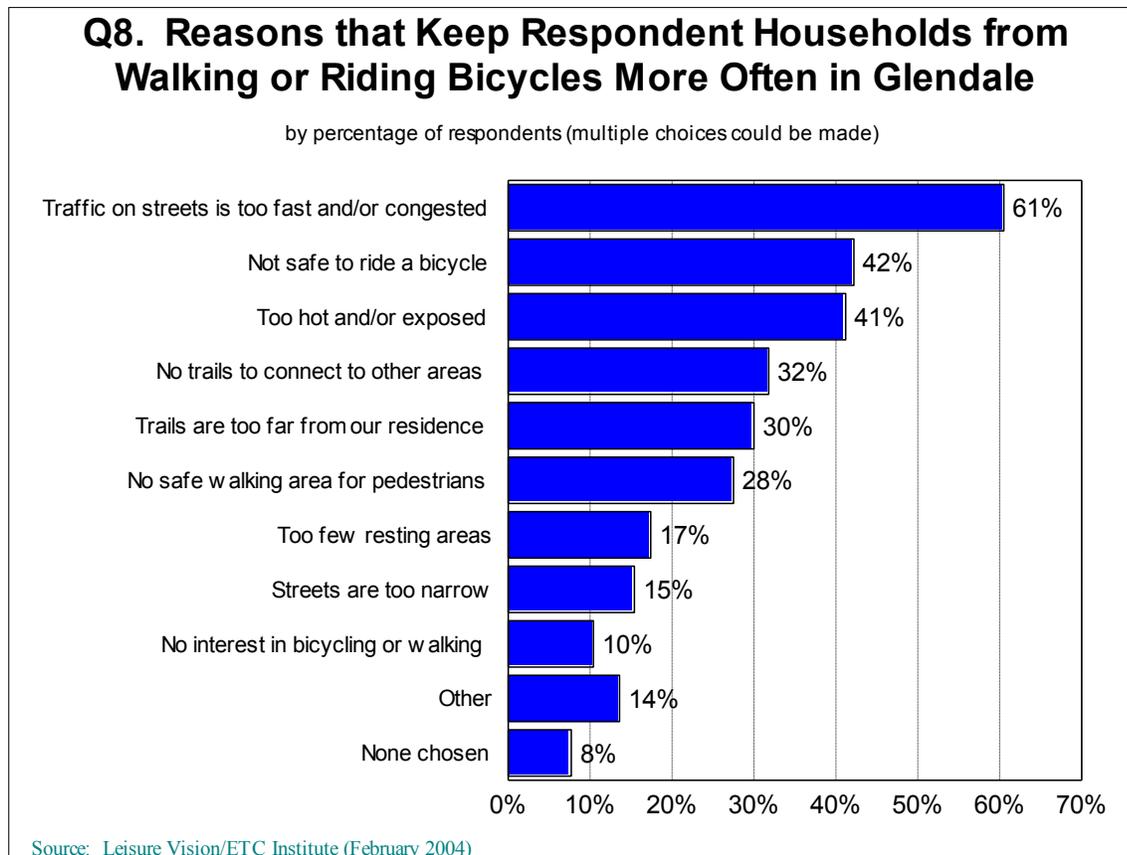
- **Thirty-two percent (32%) of respondent households indicated they are aware that Glendale is working with other communities in the Phoenix area to plan a regional system of trails and open space, 66% are not aware, and 2% indicated “don’t know”.**



## *Reasons that Keep Respondents from Walking or Riding Bicycles More Often*

From a list of nine options, respondents were asked to indicate all of the reasons that keep them or members of their household from walking or riding bicycles more often in Glendale. The following summarizes key findings:

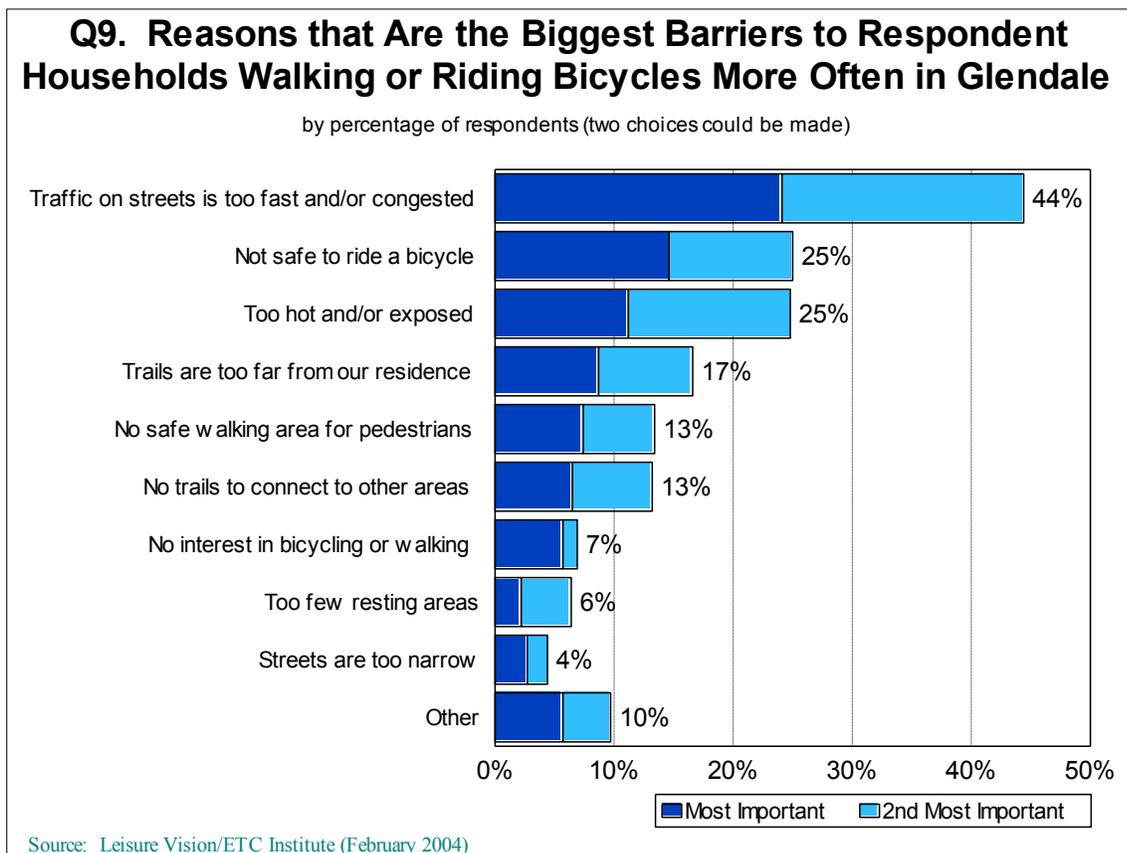
- **Traffic on streets is too fast and/or congested (61%) is the reason that kept the highest percentage of respondent households from walking or riding bicycles more often.** There are two other reasons that kept over 40% of respondent households from walking and riding bicycles more often, including: not safe to ride a bicycle (42%); and too hot and/or exposed (41%).



## ***Biggest Barriers to Walking or Riding Bicycles More Often***

From the list of nine options, respondents were asked to select the two reasons that are the biggest barriers to them and their household walking or riding bicycles more often in Glendale. The following summarizes key findings:

- **Traffic on streets is too fast and/or congested (44%) had the highest percentage of respondent households select it as one of the two biggest barriers to them walking or riding bicycles more often.** There are two other reasons that at least one-fourth of respondent households selected as one of the two biggest barriers, including: not safe to ride a bicycle (25%); and too hot and/or exposed (25%). It should also be noted that traffic on streets is too fast and/or congested had the highest percentage of respondents select it as their first choice as the biggest barrier.



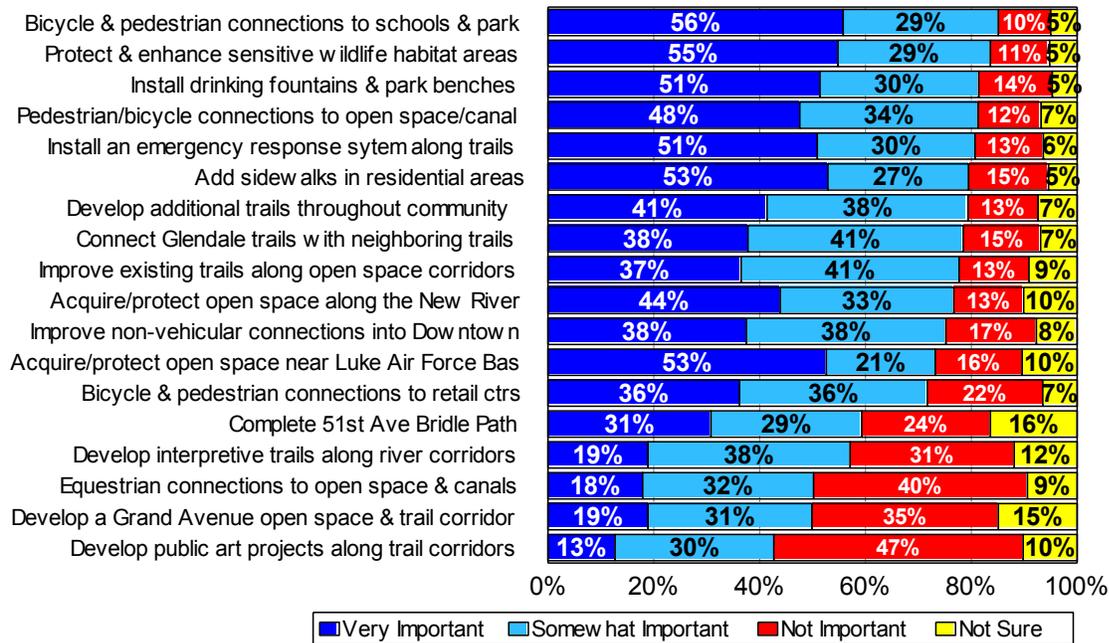
# Importance of Various Actions to Improve Trails and Open Space

From a list of 18 major actions the City of Glendale could take to improve trails and open space in the community, respondents were asked to rate the importance of each one. The following summarizes key findings:

- Six of the 18 actions had over 50% of respondents rate them as being very important.** The actions that received the highest very important ratings are: bicycle and pedestrian connections to schools and parks (56%); protect and enhance sensitive wildlife habitat areas (55%); add sidewalks in residential areas (53%); acquire and protect open space near Luke Air Force Base (53%); install drinking fountains and park benches (51%); and install an emergency response system along trails (51%). It should also be noted that 13 of the 18 actions had over 70% of respondents rate them as being either very important or somewhat important.

## Q10. Importance of Various Actions the City of Glendale Could Take to Improve Trails & Open Space in the Community

by percentage of respondents

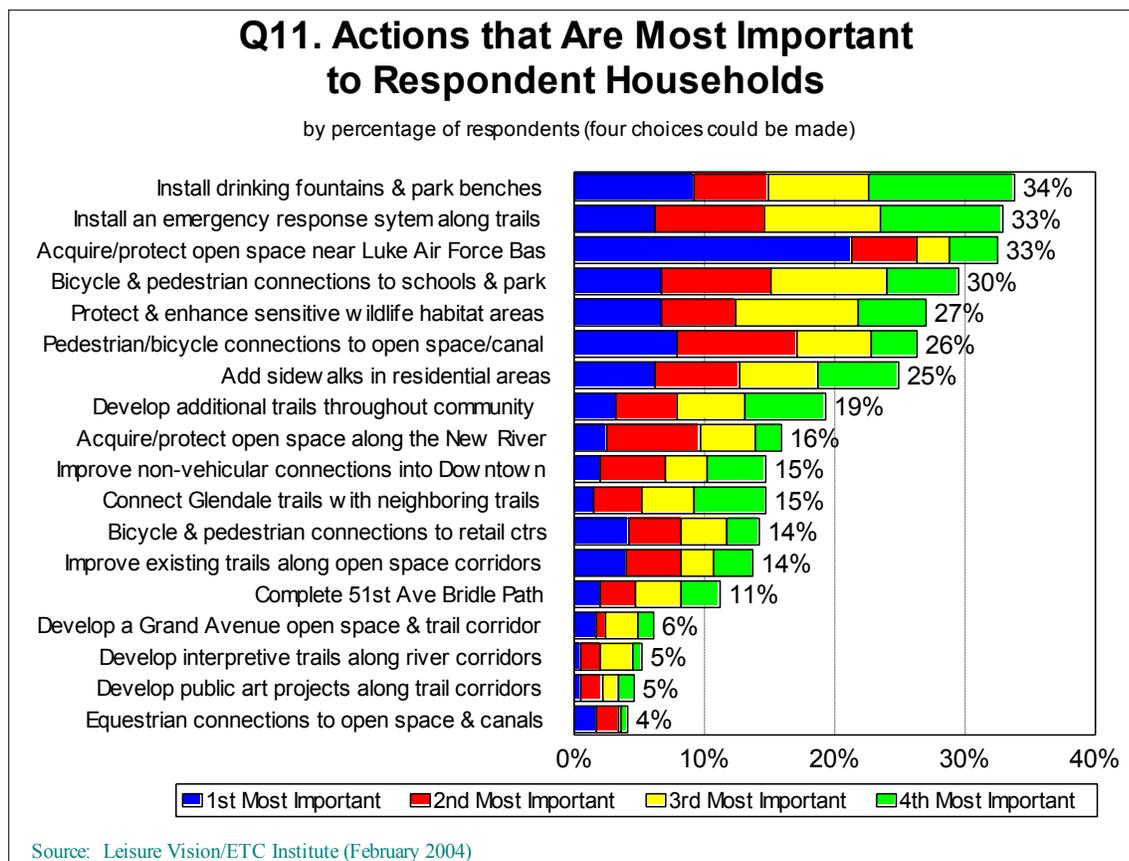


Source: Leisure Vision/ETC Institute (February 2004)

## Most Important Actions to Be Taken to Improve Trails and Open Space

From the list of 18 major actions the City of Glendale could take to improve trails and open space in the community, respondents were asked to select the four that are most important to them and their household. The following summarizes key findings:

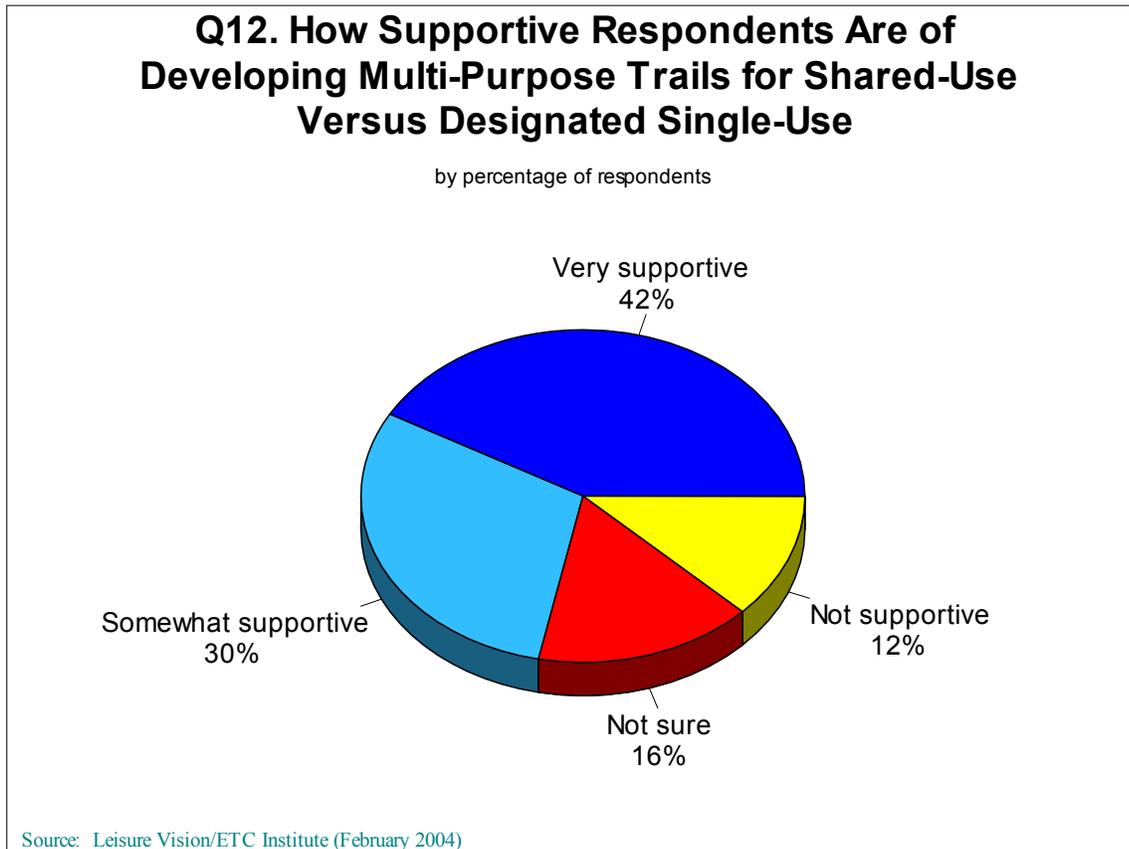
- Install drinking fountains and park benches (34%) had the highest percentage of respondents select it as one of the four most important actions.** There are three other actions that at least 30% of respondents selected as one of the four most important, including: install an emergency response system along trails (33%); acquire and protect open space near Luke Air Force Base (33%); and provide bicycle and pedestrian connections to schools and parks (30%). It should also be noted that acquire and protect open space near Luke Air Force Base had the highest percentage of respondents select it as their first choice as the most important action.



## ***Support for Shared-Use Versus Designated Single-Use Trails***

Respondents were asked how supportive they would be of the City of Glendale developing multi-purpose trails for shared use versus designated single use trails. The following summarizes key findings:

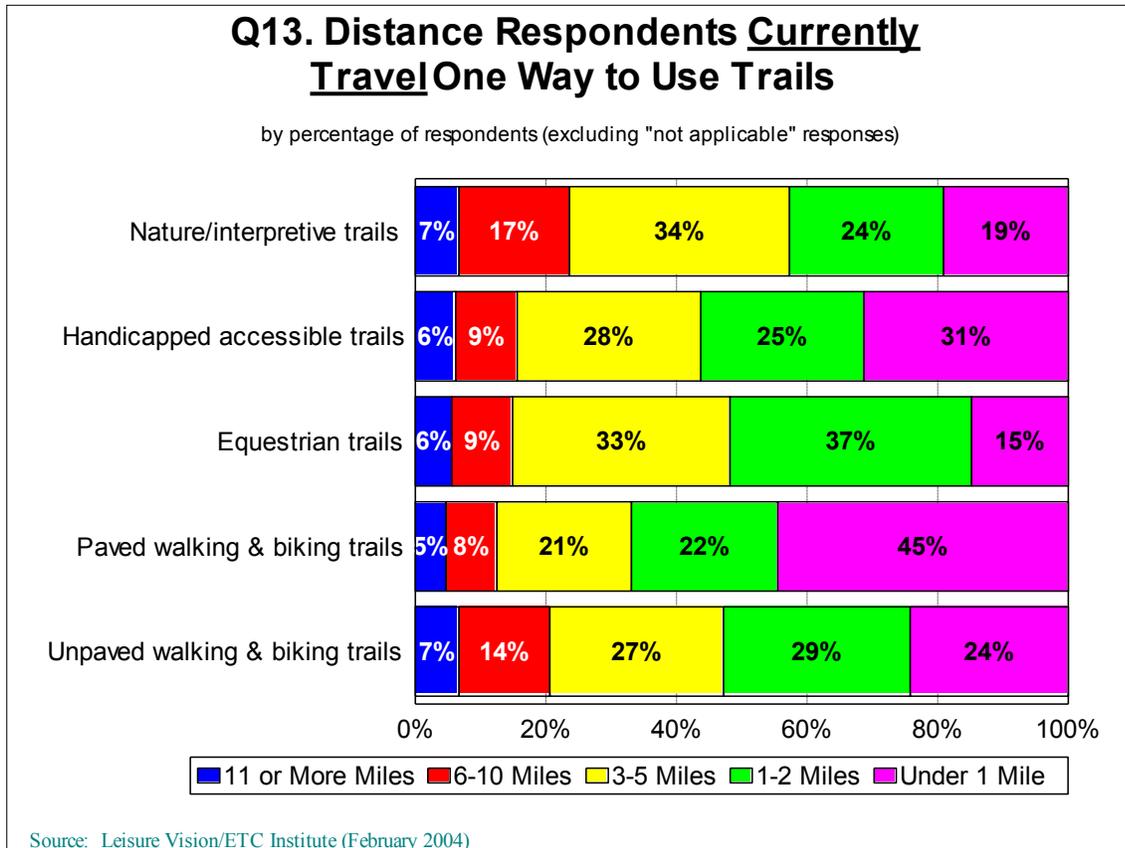
- **Seventy-two percent (72%) of respondents indicated they would be either very supportive (42%) or somewhat supportive (30%) of Glendale developing multi-purpose trails for shared use versus designated single use.** An additional 12% indicated they are not supportive, and the remaining 16% indicated “not sure”.



## ***Distance Currently Traveled to Use Trails***

From a list of five types of trails, respondents were asked to indicate the number of miles they are currently traveling one way from their residence to use each type of trail. The following summarizes key findings:

- **All five types of trails had over 33% of respondents indicate they currently travel 3 miles or more to use them.** The types of trails that the highest percentage of respondents travel at least 3 miles to use include: nature/interpretive trails (58%); equestrian trails (48%); and unpaved walking and biking trails (48%).



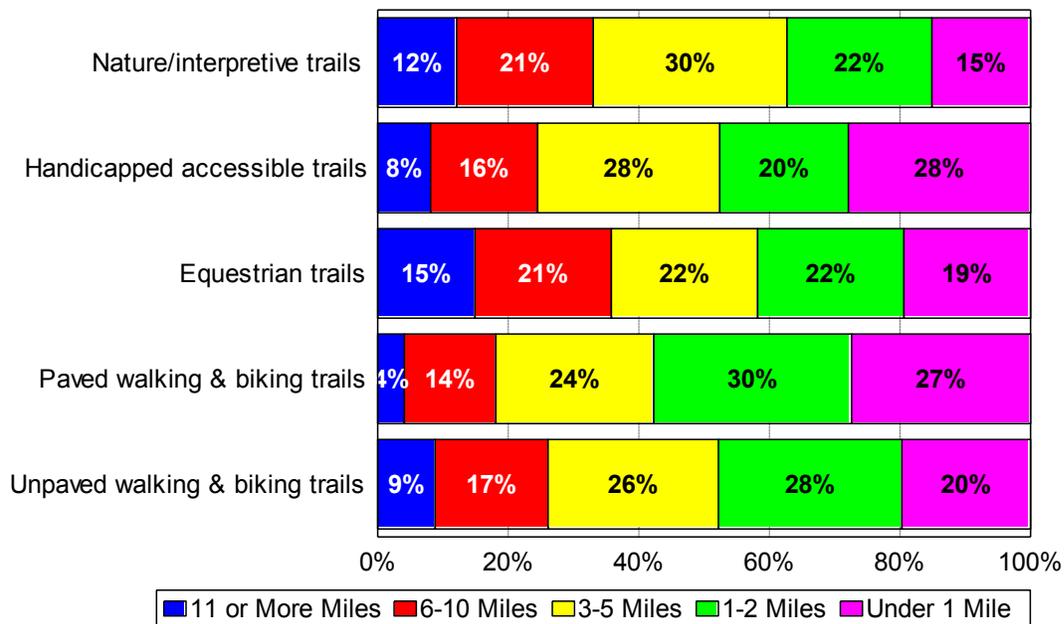
## ***Distance Willing to Travel to Use Improved Trails***

From the list of five types of trails, respondents were asked to indicate the number of miles they are willing to travel one way from their residence to use each type of trail if it had the types of improvements most important to their household. The following summarizes key findings:

- **All five types of trails had over 40% of respondents indicate they would travel 3 miles or more to use them if they had the types of improvements most important to their household.** The types of trails that the highest percentage of respondents would travel at least 3 miles to use include: nature/interpretive trails (63%); handicapped accessible trails (52%); and unpaved walking and biking trails (52%).

### **Q14. Distance Respondents Are Willing to Travel One Way to Use Trails with the Most Important Types of Improvements**

by percentage of respondents (excluding "not applicable" responses)



Source: Leisure Vision/ETC Institute (February 2004)

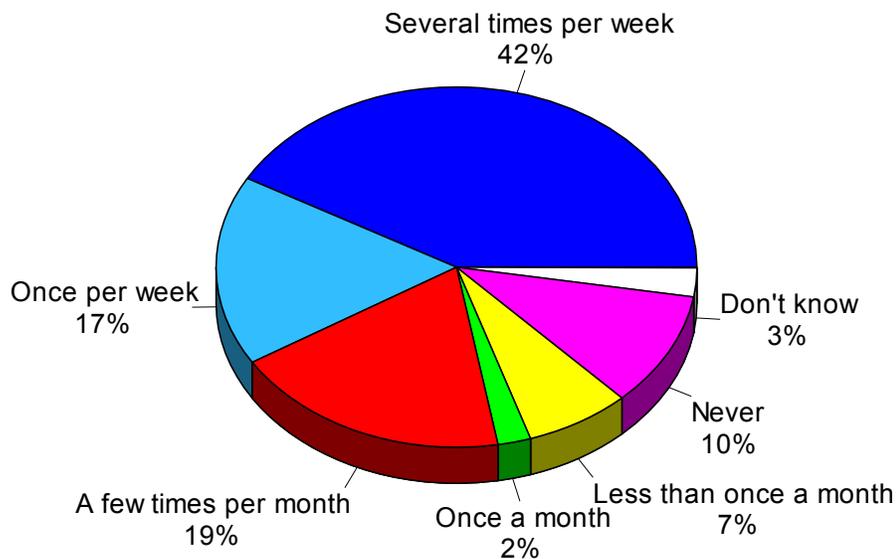
## *Anticipated Level of Use of Improved Trails*

Respondents were asked how often they and members of their household would use trails with the types of improvements that are most important to them. The following summarizes key findings:

- Seventy-eight percent (78%) of respondent households indicated they would use trails at least a few times per month if they had the types of improvements most important to them. This group includes 42% who would use trails several times per week, 19% who would use trails a few times per month, and 17% who would use them once per week. An additional 7% would use trails less than once a month, 2% would use trails once a month, and 10% would never use trails. The remaining 3% indicated “don’t know”.

### **Q15. How Often Respondent Households Would Use Trails in Glendale with the Most Important Types of Improvements**

by percentage of respondents

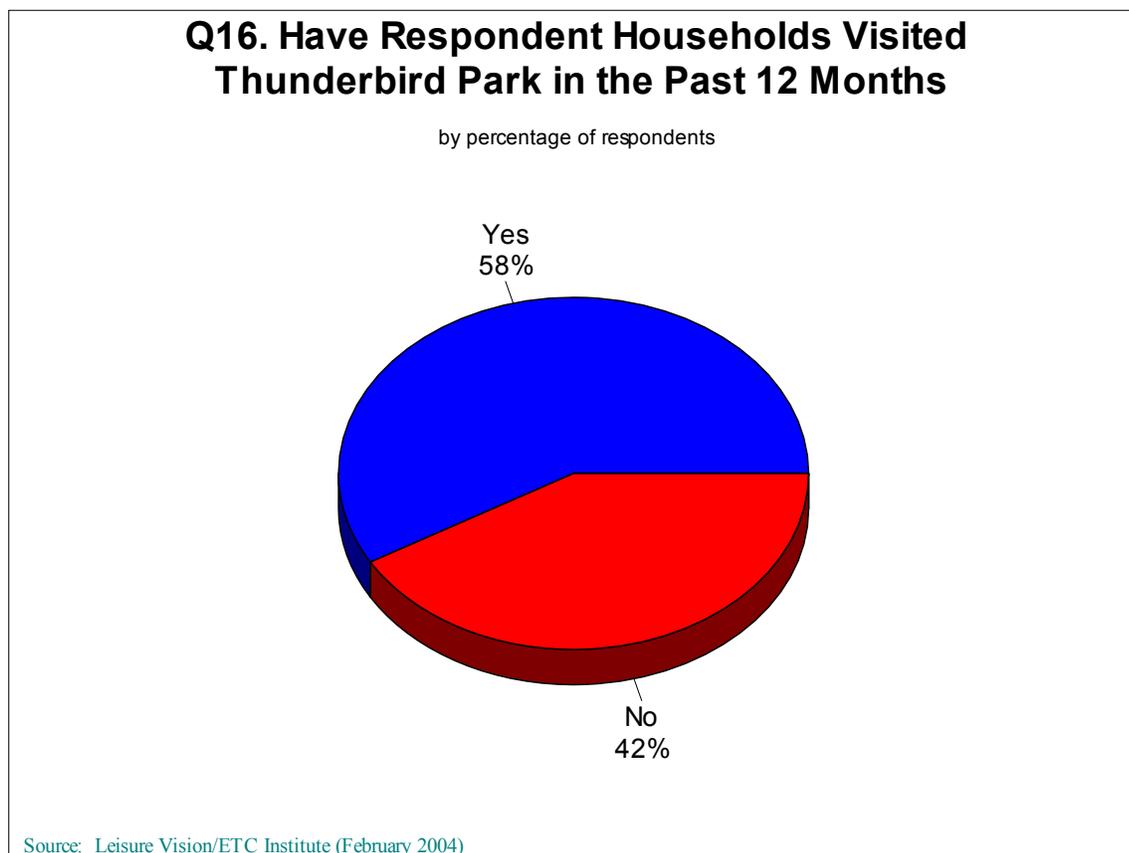


Source: Leisure Vision/ETC Institute (February 2004)

## *Visitation of Thunderbird Conservation Park*

Respondents were asked if they have visited Thunderbird Conservation Park in the past 12 months. The following summarizes key findings:

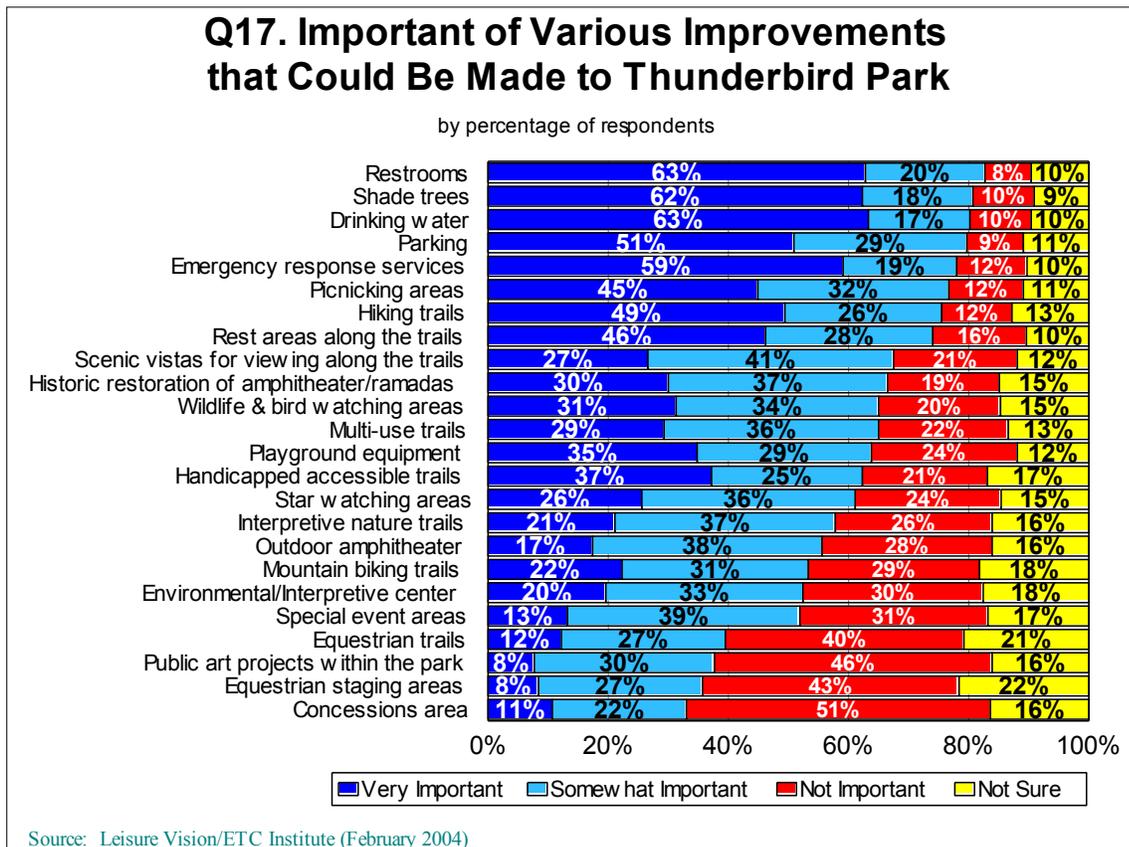
- **Fifty-eight percent (58%) of respondent households indicated they have visited Thunderbird Conservation Park in the past 12 months, and the other 42% have not visited Thunderbird Park in the past 12 months.**



# Importance of Potential Improvements to Thunderbird Conservation Park

From a list of 24 improvements that could be made to Thunderbird Conservation Park, respondents were asked to rate the importance of each one. The following summarizes key findings:

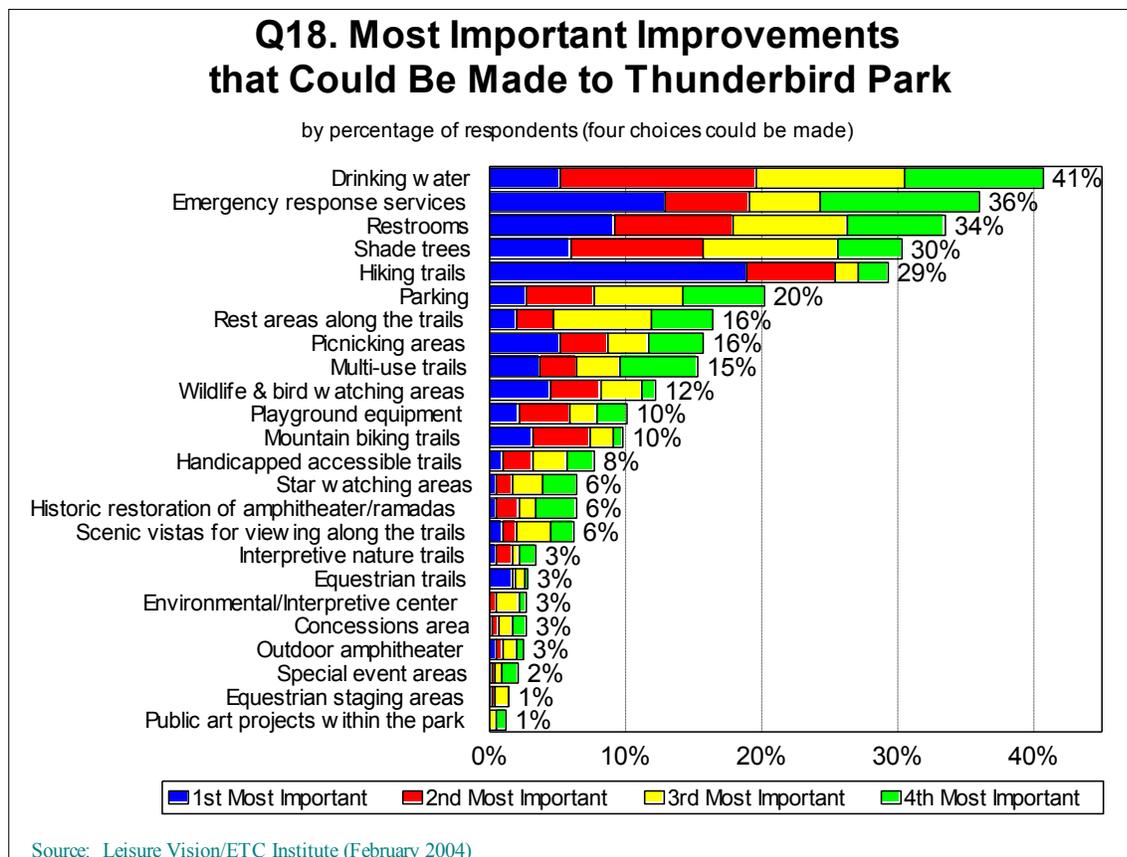
- Five of the 24 improvements that could be made to Thunderbird Conservation Park had over 50% of respondents rate them as being very important.** The improvements that received the highest very important ratings are: restrooms (63%); drinking water (63%); shade trees (62%); emergency response services (59%); and parking (51%). It should also be noted that 20 of the 24 improvements had over 50% of respondents rate them as being either very important or somewhat important.



## Most Important Potential Improvements to Thunderbird Conservation Park

From the list of 24 improvements that could be made to Thunderbird Conservation Park, respondents were asked to indicate the four that are most important to them and their household. The following summarizes key findings:

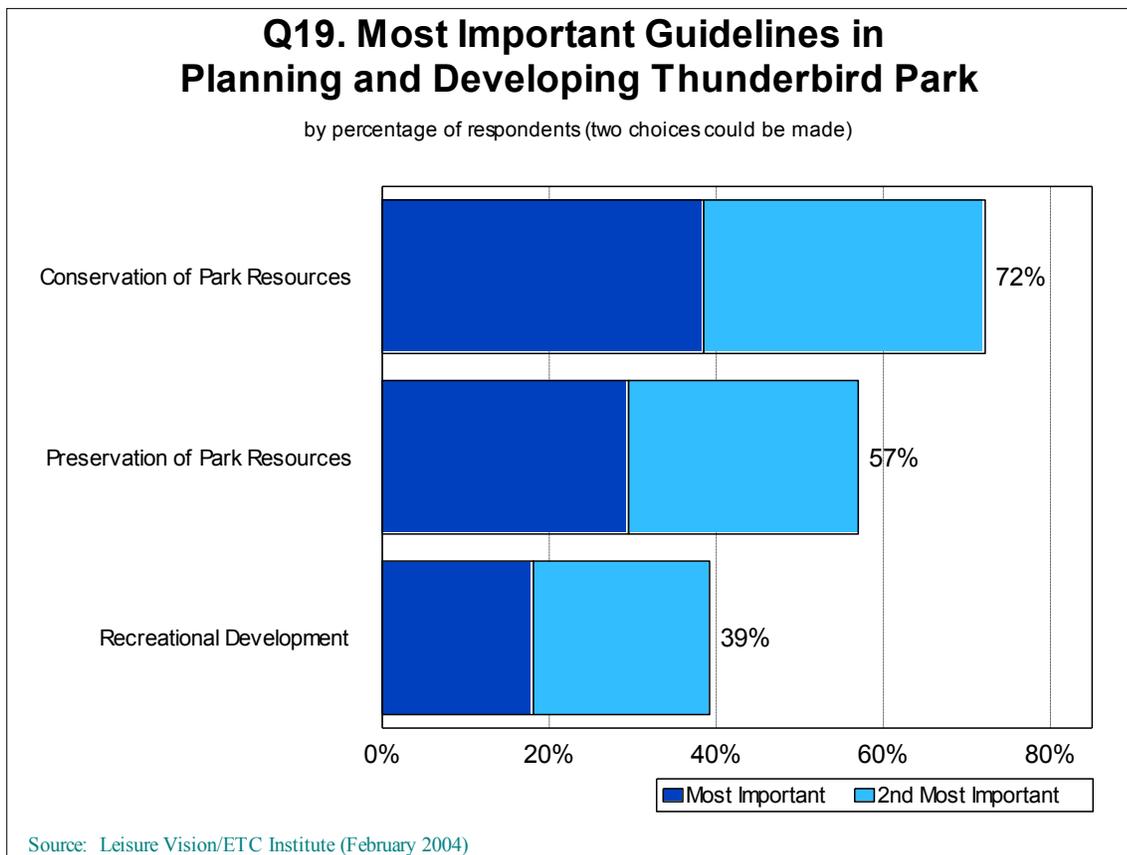
- Drinking water (41%) had the highest percentage of respondents select it as one of the four most important improvements that could be made to Thunderbird Park.** Other improvements that a high percentage of respondents selected as one of the four most important include: emergency response services (36%); restrooms (34%); shade trees (30%); and hiking trails (29%). It should also be noted that hiking trails had the highest percentage of respondents select it as their first choice as the most important improvement that could be made to Thunderbird Conservation Park.



# ***Most Important Guidelines in Planning and Developing Thunderbird Conservation Park***

From a list of three planning and development guidelines for Thunderbird Conservation Park, respondents were asked to indicate the two they feel are most important in planning and developing Thunderbird Park. The following summarizes key findings:

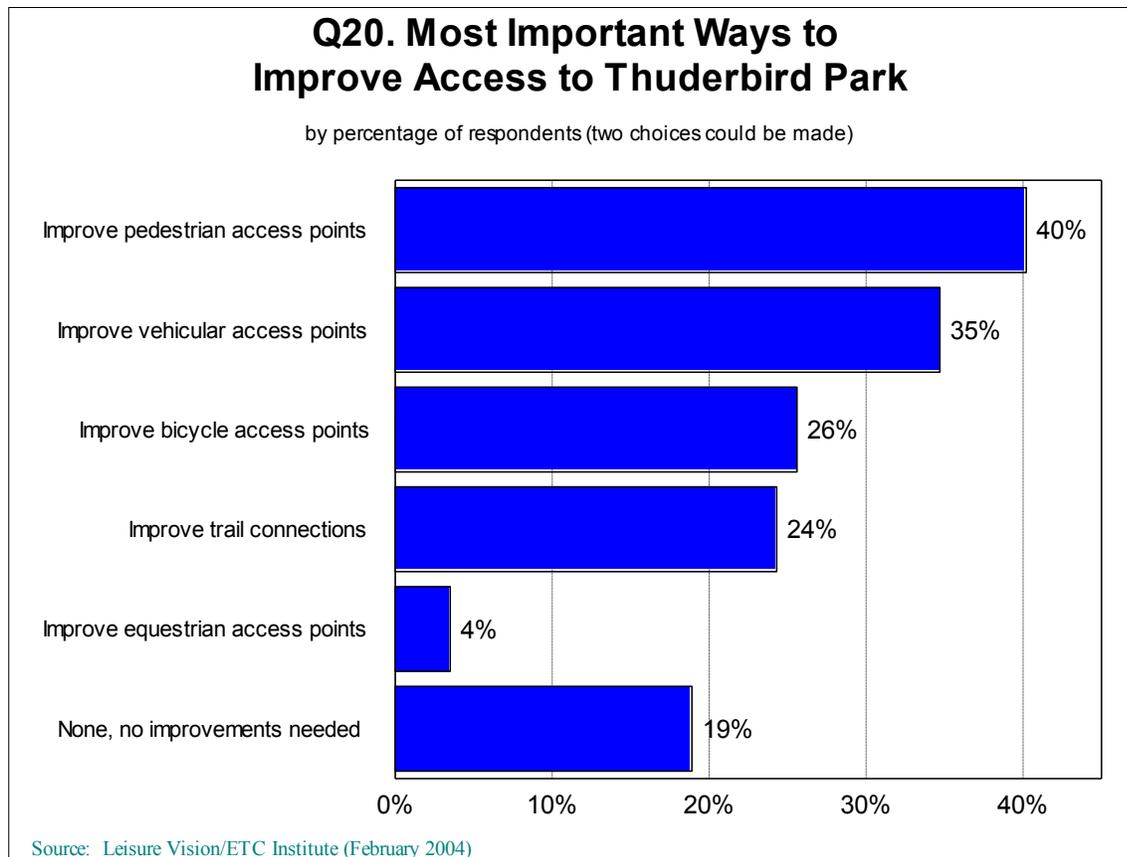
- **Seventy-two percent (72%) of respondents selected conservation of park resources as one of the two most important guidelines in planning and developing Thunderbird Conservation Park.** Fifty-seven percent (57%) of respondents selected preservation of park resources as one of the two most important, and 39% selected recreational development as one of the two most important.



## ***Most Important Ways to Improve Access to Thunderbird Conservation Park***

From a list of five descriptions of how access to Thunderbird Conservation Park can be improved, respondents were asked to indicate the two they feel are most important in improving access to Thunderbird Conservation Park. The following summarizes key findings:

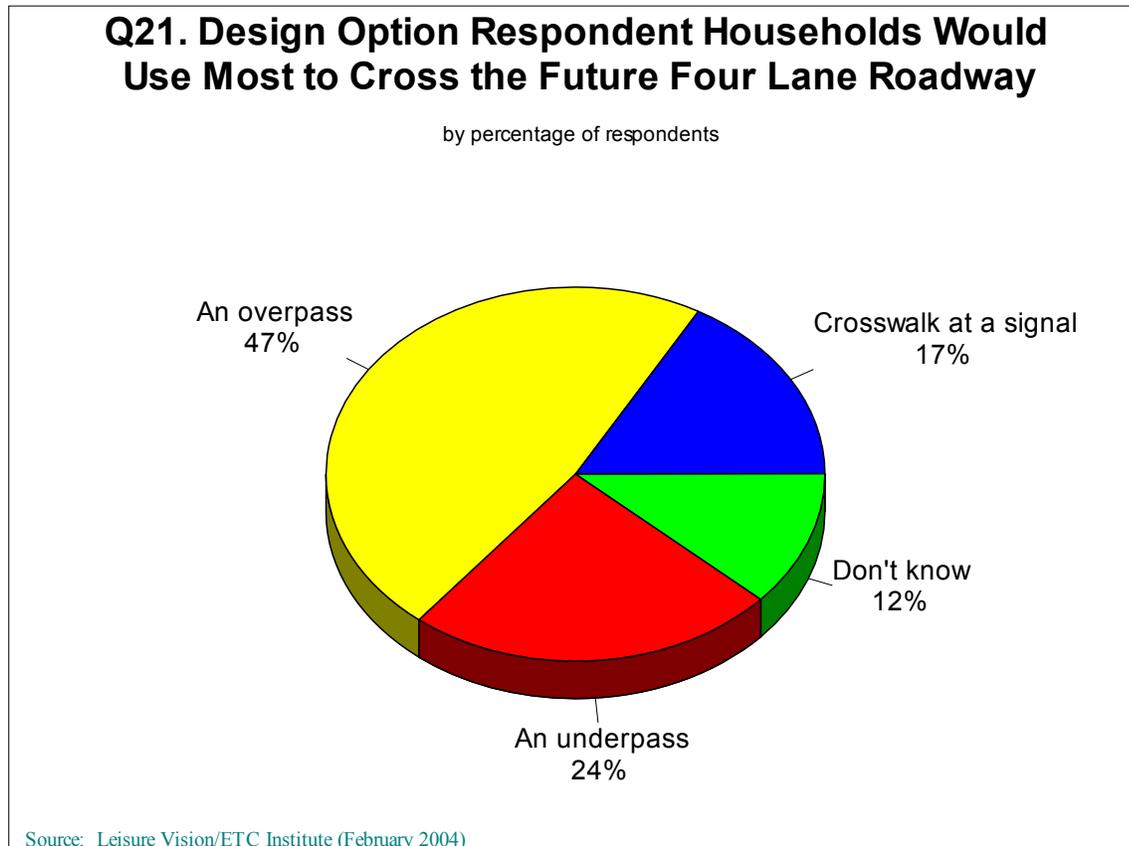
- **Improve pedestrian access points (40%) had the highest percentage of respondents select it as one of the two most important ways to improve access to Thunderbird Conservation Park.** Improve vehicular access points (35%) is the other way that over one-third of respondents selected as one of the two most important.



## ***Methods to Cross a the Roadway within Thunderbird Conservation Park***

From a list of three options, respondents were asked to indicate which one design option they would use most to cross the roadway for park user access from one side of Thunderbird Park to the other. The following summarizes key findings:

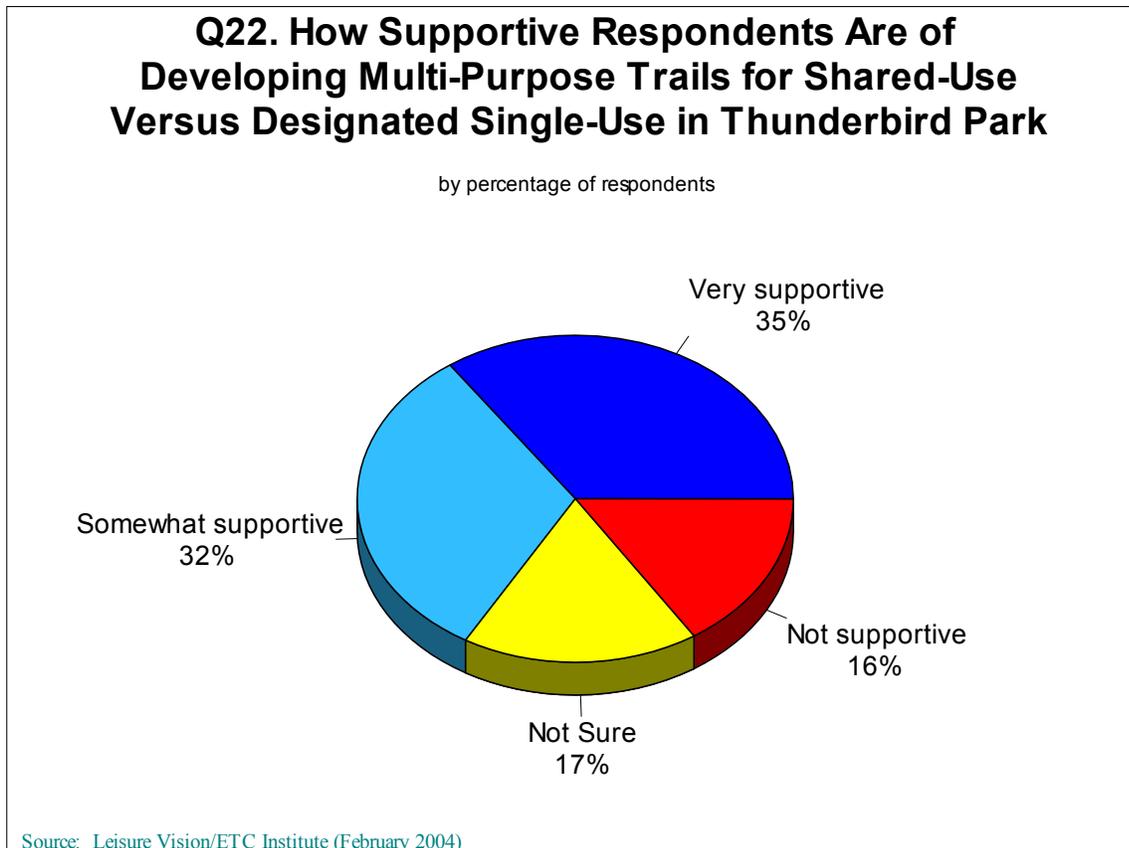
- **Nearly half (47%) of respondents selected an overpass as the way they would use most to cross the roadway.** An additional 24% would use an underpass the most, and 17% would use a crosswalk at a signal the most. The remaining 12% indicated “don’t know”.



## ***Support for Shared-Use Versus Designated Single-Use Trails within Thunderbird Conservation Park***

Respondents were asked how supportive they would be of the City of Glendale developing multi-purpose trails for shared use versus designated single use within Thunderbird Park. The following summarizes key findings:

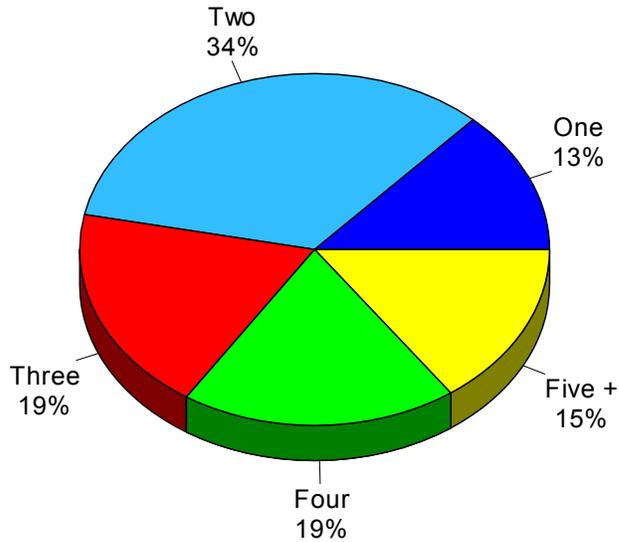
- **Sixty-seven percent (67%) of respondents indicated they would be either very supportive (35%) or somewhat supportive (32%) of Glendale developing multi-purpose trails for shared use versus designated single use within Thunderbird Park.** An additional 16% indicated they are not supportive, and the remaining 17% indicated “not sure”.



# Demographics

## Q23. Demographics: Number of People in Household

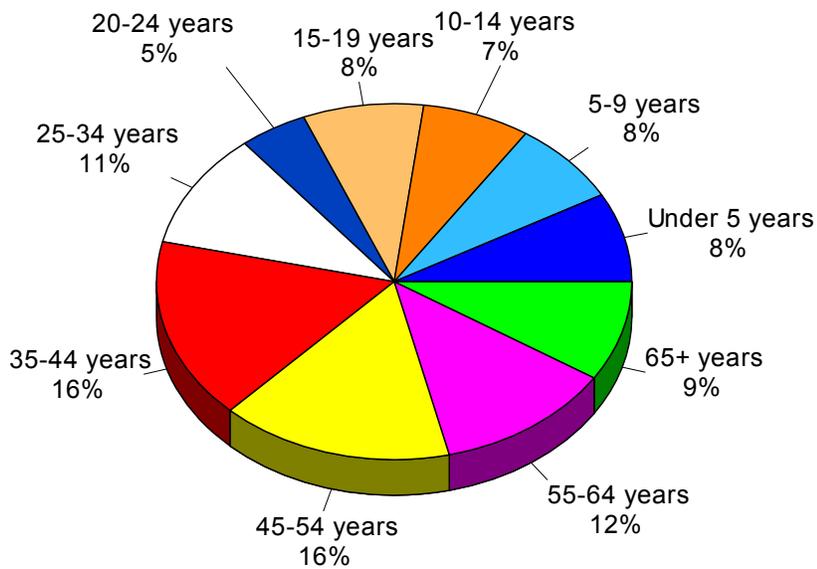
by percentage of respondents



Source: Leisure Vision/ETC Institute (February 2004)

## Q24. Demographics: Ages of People in Household

by percentage of household occupants

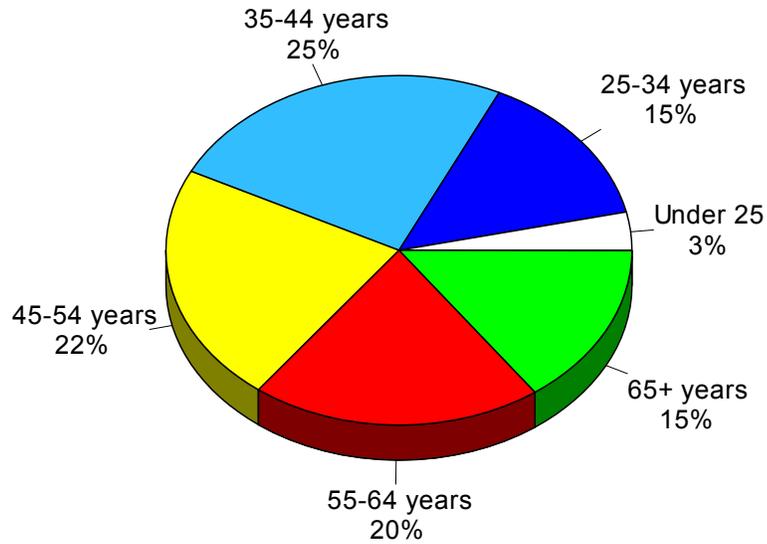


Source: Leisure Vision/ETC Institute (February 2004)

## Demographics (Continued)

### Q25. Demographics: Ages of Respondents

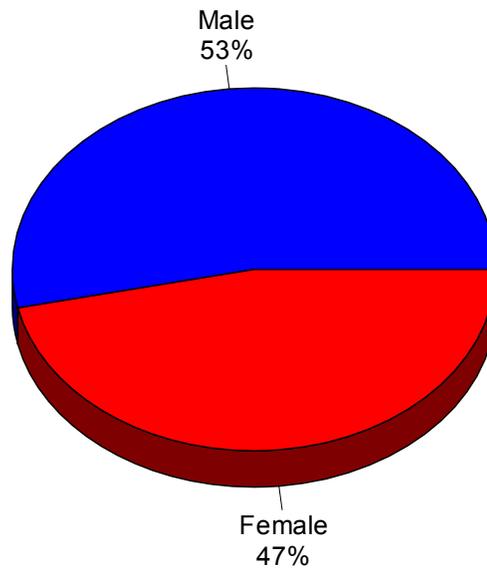
by percentage of respondents



Source: Leisure Vision/ETC Institute (February 2004)

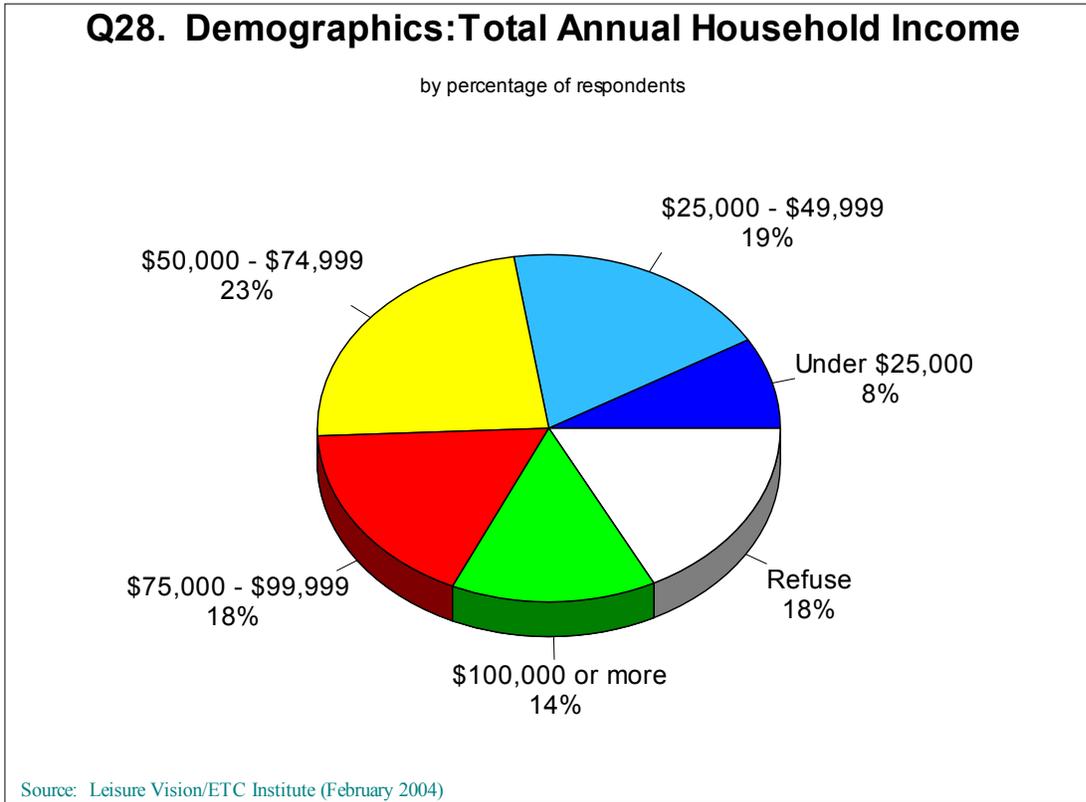
### Q26. Demographics: Respondent Gender

by percentage of respondents



Source: Leisure Vision/ETC Institute (February 2004)

## Demographics (Continued)



## Appendix C: Needs Assessment Survey

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he Glendale Parks and Recreation Department would like your input to help determine the city's trails and open space priorities, including Thunderbird Park. This survey will take approximately 10 minutes to complete. When you are finished, please return your survey in the enclosed postage-paid, return-reply envelope. We greatly appreciate your time.

**1. From the following list, please check ALL the activities that apply to your use of trails in Glendale.**

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> (1) Walking/Jogging | <input type="checkbox"/> (4) Horseback riding           | <input type="checkbox"/> (7) Other: _____  |
| <input type="checkbox"/> (2) Bicycling       | <input type="checkbox"/> (5) Nature/interpretive trails | <input type="checkbox"/> (8) None, do not use trails in<br>Glendale (go to questions #2) |
| <input type="checkbox"/> (3) Hiking          | <input type="checkbox"/> (6) Mountain biking            |  |

**1a. Which THREE activities listed in Question #1 do you USE TRAILS FOR THE MOST?** [Write in the numbers below for your 1st, 2nd, & 3rd choice using the numbers from the list in question #1 above.]

1st Most                       2nd Most                       3rd Most

**1b. How often do you and members of your household CURRENTLY use trails in Glendale for walking, biking, hiking, equestrian use, etc?**

- |   |   |
|---|---|
| <input type="checkbox"/> (1) Several times per week | <input type="checkbox"/> (4) Once a month           |
| <input type="checkbox"/> (2) Once per week          | <input type="checkbox"/> (5) Less than once a month |
| <input type="checkbox"/> (3) A few times a month    | <input type="checkbox"/> (6) Never                  |

**2. Do you currently use any on-road trails in Glendale, i.e. city streets, roadside sidewalks for walking, hiking, biking, etc?**  (1) Yes       (2) No

**3. The City of Glendale is planning improvements to trails and open space areas throughout the community. For each of the potential goals for trails and open space areas listed below, please indicate whether you think the goal is very important, somewhat important, or not important to members of your household by circling the corresponding number.**

	Very Important	Somewhat Important	Not Important	Don't Know
(A) Build a trail network connecting major parks and open space areas, i.e. Thunderbird Park, Skunk Creek, New River, etc. ....	1	2	3	9
(B) Establishing open space along washes and rivers .....	1	2	3	9
(C) Provide <u>non-motorized</u> travel linkages between neighborhoods and major destinations .....	1	2	3	9
(D) Interpret the unique history and culture of the Glendale area.....	1	2	3	9
(E) Provide habitats for wildlife, birds and native plant life.....	1	2	3	9
(F) Provide open space for passive activities, such as picnicking, etc. ....	1	2	3	9
(G) Promote personal fitness and health.....	1	2	3	9
(H) Provide landscaping along city trails and open spaces .....	1	2	3	9
(I) Provide education programs related to nature and the environment.....	1	2	3	9
(J) Provide recreational usages for flood plain areas that cannot be developed	1	2	3	9

**4. Which THREE of the goals listed in Question #3 do you think are MOST important?** [Write in the letters below for your 1st, 2nd, and 3rd choice using the letters from the list in question #3 above.]

1st                       2nd                       3rd

**5. Please indicate if YOU or any member of your HOUSEHOLD has a need for each of the trails and open space facilities listed below by circling the YES OR NO next to the recreational facility.**

If YES, indicate if the trails and open space related FACILITIES in the City of Glendale “completely meet”, “partially meet”, or “do not meet” the needs of your household.

**Does your household have needs for:**

			<b><i>If YES, How well do existing Facilities meet your needs?</i></b>		
			Completely	Partially	Do Not
			<u>Meet</u>	<u>Meet</u>	<u>Meet</u>
(A)	Nature/interpretive trails.....	Yes..... No .....	1	2	3
(B)	Paved walking and biking trails linking parks, schools and other destinations .....	Yes..... No .....	1	2	3
(C)	Sidewalks for walking, biking, or running in neighborhoods .....	Yes..... No .....	1	2	3
(D)	Unpaved walking and biking trails linking parks, schools and other destinations .....	Yes..... No .....	1	2	3
(E)	Large natural areas for observing wildlife.....	Yes..... No .....	1	2	3
(F)	Large natural areas for protecting wildlife.....	Yes..... No .....	1	2	3
(G)	Large natural areas for open space .....	Yes..... No .....	1	2	3
(H)	Unpaved trails for equestrian use .....	Yes..... No .....	1	2	3
(I)	Unpaved trails for mountain biking.....	Yes..... No .....	1	2	3
(J)	Paved walking and biking trails in parks.....	Yes..... No .....	1	2	3
(K)	Bike lanes along streets .....	Yes..... No .....	1	2	3
(L)	Handicapped accessible trails .....	Yes..... No .....	1	2	3

**6. Which FOUR of the facilities from the list in Question #5 are most important to your household?**

[Please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> choices using the letters in Question #5 above, or circle NONE.]

1st: \_\_\_\_\_ 2nd: \_\_\_\_\_ 3rd: \_\_\_\_\_ 4th: \_\_\_\_\_ NONE

**7. Are you aware that Glendale is working with other communities in the Phoenix area to plan a regional system of trails and open space for walking, biking, and horseback riding, and to protect plant and animal habitat?**

\_\_\_\_\_ (1) Yes \_\_\_\_\_ (2) No

**8. From the following list, please CHECK ALL the reasons that keep you or other members of your household from walking or riding bicycles more often in Glendale.**

- |  |   |
|--|---|
| ___ (A) Streets are too narrow               | ___ (F) Too few resting areas                           |
| ___ (B) No safe walking area for pedestrians | ___ (G) Too hot and/or exposed                          |
| ___ (C) Not safe to ride a bicycle           | ___ (H) Trails are too far from our residence           |
| ___ (D) No trails to connect to other areas  | ___ (I) Traffic on streets is too fast and/or congested |
| ___ (E) No interest in bicycling or walking  | ___ (J) Other: _____                                    |

**9. Which TWO of the reasons listed above do you feel are the biggest barriers to members of your household walking or riding bicycles more often in Glendale? [Write in the letters below for your 1st and 2nd choice using the letters from the list in question #8 above.]**

1st: \_\_\_\_\_ 2nd: \_\_\_\_\_

10. For each of the following major actions the City of Glendale could take to improve trails and open space in the community, please indicate if you feel the action is very important, somewhat important, or not important to be made by circling the corresponding number.

Very      Somewhat      Not      Not  
Important   Important   Important   Sure

***The following actions could be taken:***

- (A) Acquire and protect open space near Luke Air Force Base and explore recreational use of the land.....1 .....2 .....3 .....9
- (B) Acquire and protect open space along the New River .....1 .....2 .....3 .....9
- (C) Provide pedestrian and bicycle connections from neighborhoods to open space areas and canals .....1 .....2 .....3 .....9
- (D) Provide equestrian connections from equestrian neighborhoods to open space areas and canals .....1 .....2 .....3 .....9
- (E) Improve existing trails along open space corridors.....1 .....2 .....3 .....9
- (F) Provide bicycle and pedestrian connections to retail centers.....1 .....2 .....3 .....9
- (G) Provide bicycle and pedestrian connections to schools and parks ..1 .....2 .....3 .....9
- (H) Add sidewalks in residential areas for walking, running, biking ....1 .....2 .....3 .....9
- (I) Complete 51<sup>st</sup> Avenue Bridle Path between Arizona Canal/ Sun Circle Trail and Thunderbird Park.....1 .....2 .....3 .....9
- (J) Develop a Grand Avenue open space and trail corridor along the railroad tracks.....1 .....2 .....3 .....9
- (K) Develop public art projects along open space and trail corridors ...1 .....2 .....3 .....9
- (L) Develop interpretive trails along river corridors .....1 .....2 .....3 .....9
- (M) Develop additional trails throughout the community.....1 .....2 .....3 .....9
- (N) Protect and enhance sensitive wildlife habitat areas along river corridors, i.e. Skunk Creek, New River, and Aqua Fria .....1 .....2 .....3 .....9
- (O) Install an emergency response system along major trail and open space corridors.....1 .....2 .....3 .....9
- (P) Improve non-vehicular connections into Downtown Glendale along bike lanes, sidewalks, and trails .....1 .....2 .....3 .....9
- (Q) Connect Glendale trails with neighboring city and county trails ....1 .....2 .....3 .....9
- (R) Install drinking fountains and park benches along trails.....1 .....2 .....3 .....9
- (S) Other: \_\_\_\_\_ .....1 .....2 .....3 .....9

11. Which FOUR of the actions from the list in Question #10 are most important to your household? [Please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> choice using the letters in Question #10 above, or circle NONE.]

1st: \_\_\_\_\_ 2nd: \_\_\_\_\_ 3rd: \_\_\_\_\_ 4th: \_\_\_\_\_ NONE



**16. Thunderbird Park is a large conservation area of over 1,000 acres located between 55th and 67th Avenues, and Pinnacle Peak and Deer Valley Roads. Have you visited Thunderbird Park in the past 12 months?**

\_\_\_\_ (1) Yes

\_\_\_\_ (2) No

**17. The City of Glendale is planning improvements to Thunderbird Park. From the following list of potential improvements, please indicate if you feel the improvement is very important, somewhat important, or not important to be made at Thunderbird Park by circling the corresponding number.**

Very      Somewhat      Not      Not  
Important   Important   Important   Sure

*The following facilities could be added or improved at the Park*

- |  |        |        |        |   |
|--|--------|--------|--------|---|
| (A) Hiking trails .....  | 1..... | 2..... | 3..... | 9 |
| (B) Mountain biking trails .....   | 1..... | 2..... | 3..... | 9 |
| (C) Picnicking areas .....   | 1..... | 2..... | 3..... | 9 |
| (D) Equestrian trails .....  | 1..... | 2..... | 3..... | 9 |
| (E) Wildlife and bird watching areas.....  | 1..... | 2..... | 3..... | 9 |
| (F) Star watching areas .....  | 1..... | 2..... | 3..... | 9 |
| (G) Environmental/Interpretive center.....   | 1..... | 2..... | 3..... | 9 |
| (H) Outdoor amphitheater .....   | 1..... | 2..... | 3..... | 9 |
| (I) Restrooms .....  | 1..... | 2..... | 3..... | 9 |
| (J) Playground equipment, designed with historical and cultural themes, consistent with the environment in the park..... | 1..... | 2..... | 3..... | 9 |
| (K) Parking.....   | 1..... | 2..... | 3..... | 9 |
| (L) Shade trees.....   | 1..... | 2..... | 3..... | 9 |
| (M) Rest areas along the trails .....  | 1..... | 2..... | 3..... | 9 |
| (N) Handicapped accessible trails.....   | 1..... | 2..... | 3..... | 9 |
| (O) Interpretive nature trails.....  | 1..... | 2..... | 3..... | 9 |
| (P) Concessions area.....  | 1..... | 2..... | 3..... | 9 |
| (Q) Scenic vistas for viewing along the trails .....   | 1..... | 2..... | 3..... | 9 |
| (R) Special event areas.....   | 1..... | 2..... | 3..... | 9 |
| (S) Multi-use trails, i.e. shared by bikes, horses, hikers, dogs, etc.....   | 1..... | 2..... | 3..... | 9 |
| (T) Drinking water.....  | 1..... | 2..... | 3..... | 9 |
| (U) Historic restoration of the existing amphitheater, ramadas, and BBQ pits.....  | 1..... | 2..... | 3..... | 9 |
| (V) Equestrian staging areas.....  | 1..... | 2..... | 3..... | 9 |
| (W) Public art projects within the park .....  | 1..... | 2..... | 3..... | 9 |
| (X) Emergency response services, i.e. '911' phones.....  | 1..... | 2..... | 3..... | 9 |
| (Y) Other: _____ .....   | 1..... | 2..... | 3..... | 9 |

**18. Which FOUR of the facilities from the list in Question #17 are most important to your household?**  
 [Please write in the letters below for your 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> choice using the letters in Question #17 above, or circle NONE.]

1st: \_\_\_\_\_ 2nd: \_\_\_\_\_ 3rd: \_\_\_\_\_ 4th: \_\_\_\_\_ NONE

**19. In master planning Thunderbird Park, the City of Glendale needs to balance preservation, conservation, and recreational development issues. The following are definitions of each of these planning and development principles for Thunderbird Park**

- (A) **Preservation of Park Resources** - Protection of significant sensitive natural, cultural, and scenic resources should be of prime importance in planning the park, even if that means that recreational development is NOT allowed. This option would place the greatest value on protecting sensitive natural, cultural and scenic resources even if that meant that no recreational development was allowed.
- (B) **Conservation of Park Resources** - Protection of natural, cultural, and scenic resources should be of prime importance in planning the park while providing limited recreational development. This option would place value on protecting natural, cultural, and scenic resources in the park, while balancing it with limited recreational development.
- (C) **Recreational Development** – Development of passive and active recreation facilities on land suitable for construction should be emphasized. This option would place the greatest value on development of passive and active recreation facilities in the park, even if it impacted natural, cultural, and scenic resources.

**From the above definitions of planning and development guidelines, please write in the letters below for the TWO guidelines that you think are MOST IMPORTANT in planning and developing Thunderbird Park.** [Please write in the letters below for your 1st and 2nd choices using the letters in Question #19 above, or circle NONE.]

\_\_\_\_\_  
1st Most  
Important

\_\_\_\_\_  
2nd Most  
Important

None

20. **From the following descriptions of how ACCESS to Thunderbird Park can be improved, please check the TWO (2) improvements that are most important in improving ACCESS TO THUNDERBIRD PARK.**
- \_\_\_\_\_ (A) Improve trail connections into Thunderbird Park from the 51st Avenue Bridle Path
  - \_\_\_\_\_ (B) Improve pedestrian access points into Thunderbird Park
  - \_\_\_\_\_ (C) Improve equestrian access points into Thunderbird Park
  - \_\_\_\_\_ (D) Improve bicycle access points to Thunderbird Park
  - \_\_\_\_\_ (E) Improve vehicular access points to Thunderbird Park
  - \_\_\_\_\_ (F) None, no improvements to access points into Thunderbird Park are needed
21. **The City of Glendale is planning street improvements to 59th Avenue as it runs through Thunderbird Park. From the following list of potential design options for park user access from one side of the park to the other, which one would you use MOST?**
- \_\_\_\_\_ (1) Crosswalk at a signal
  - \_\_\_\_\_ (2) An overpass (e.g. bridge)
  - \_\_\_\_\_ (3) An underpass
22. **How supportive would you be of the City of Glendale developing multi-purpose trails for shared usage versus designated single use trails (i.e. hiking, mountain biking, equestrian) within Thunderbird Park?**
- \_\_\_\_\_ (1) Very supportive
  - \_\_\_\_\_ (2) Somewhat supportive
  - \_\_\_\_\_ (3) Not sure
  - \_\_\_\_\_ (4) Not supportive

**Demographics**

23. Including yourself, how many people live in your household? \_\_\_\_\_
24. Counting yourself, how many people in your household are?  
Under 5 years \_\_\_\_\_ 15 - 19 years \_\_\_\_\_ 35 - 44 years \_\_\_\_\_ 65+ years \_\_\_\_\_  
5 - 9 years \_\_\_\_\_ 20 - 24 years \_\_\_\_\_ 45 - 54 years \_\_\_\_\_  
10 - 14 years \_\_\_\_\_ 25 - 34 years \_\_\_\_\_ 55 - 64 years \_\_\_\_\_
25. What is your age? \_\_\_\_\_
26. Your gender: \_\_\_\_ (1) Male \_\_\_\_ (2) Female
27. What is your zip code? \_\_\_\_\_
28. What is your total annual household income? (check one)  
\_\_\_\_ (1) Under \$25,000 \_\_\_\_\_ (4) \$75,000 to \$99,999  
\_\_\_\_ (2) \$25,000 to \$49,999 \_\_\_\_\_ (5) \$100,000 or more  
\_\_\_\_ (3) \$50,000 to \$74,999

The results of the survey will be available at the first public meetings for both the Thunderbird Conservation Park and City-Wide Open Space Trails masterplans. The first public meeting for Thunderbird Park masterplan input is set for January 7th at 6:30 p.m. at the Foothills Branch Library, 19055 N. 57th Avenue. If you would like to be placed on a notification list for information on other upcoming public meetings on Thunderbird Park and for City-Wide Open Space and Trails masterplans, please provide the following information:

Name: \_\_\_\_\_

Complete Mailing Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Phone: \_\_\_\_\_

**This concludes the survey; Thank you for your time.  
Please return your Completed Survey in the Enclosed Return-Reply Envelope  
Addressed to ETC Institute, 725 W. Frontier Circle; Olathe, Kansas 66061**

Your response will remain Completely Confidential  
The address information on the sticker to the right will  
ONLY be used to help identify areas with special interests

## Appendix D: Project Prioritization Evaluation Criteria Results

Glendale Open Space & Trails Master Plan																						
Project Prioritization Criteria																						
Public Comments - February 9, 2004																						
<b>Trails</b>																			<b>Total Average</b>			
Linkage: Schools/O.S.	5	5	1	3	3	3	5	5	5	5	3	1	5	5	3	5	5	4	3	74	3.89	10
Linkage: Neigh/Retail	3	4	2	3	3	1	2	3	2	3	2	1	5	1	3	2	4	1	1	46	2.42	1
Linkage: Downtown Loop	4	3	1	2	2	3	4	3	1	5	1	1	5	3	3	3	5	2	1	52	2.74	1
Education	4	5	1	4	3	3	3	1	3	4	2	1	5	5	5	3	5	4	4	65	3.42	5
Art/Culture	4	3	1	4	3	2	3	3	4	3	2	1	3	3	3	5	4	5	2	58	3.05	1
Art/Culture	3	3	0	1	1	2	1	3	3	3	2	5	2	1	1	4	3	1	1	40	2.11	1
Safety Enhance	5	4	5	4	2	5	5	5	4	5	5	5	4	3	1	5	3	4	2	76	4.00	11
Safety Correct	5	5	4	4	4	5	4	4	4	1	5	5	4	5	5	5	4	5	2	80	4.21	7
Fragment	4	4	1	3	3	4	3	3	4	1	3	1	4	3	5	3	5	4	3	61	3.21	1
Level of use	4	4	1	3	3	3	4	4	2	5	4	1	4	5	3	3	3	3	4	63	3.32	
Most miles	3	5	1	3	2	3	3	3	3	5	5	1	3	3	5	4	1	3	4	60	3.16	2
Amenities	3	4	2	4	3	5	5	4	4	5	4	1	3	3	1	3	3	5	3	65	3.42	4
Environment	4	5	4	4	4	5	3	5	5	3	3	1	5	3	5	5	4	5	4	77	4.05	10
Multi-modal	5	4	4	4	4	4	3	3	5	5	3	1	4	1	1	5	4	3	3	66	3.47	4
<b>Open Space Conservation</b>																			<b>Total Average</b>			
Aesthetic	5	4	2	4	4		3	3	5	3	3		3	5	5	4	5	5	4	67	3.94	6
Wildlife Protection	4	2	5	5	4		4	5	4	4	3		5	5	5	5	2	5	3	70	4.12	10
Linkage	4	4	3	3	4		3	4	4	5	1		4	5	3	4	5	3	3	62	3.65	4
Wildlife Viewing	5	3	5	5	5		3	4	5	2	2		4	3	5	5	2	5	2	65	3.82	6
Cultural/historical	3	3	0	2	2		1	3	3	3	4		3	1	1	3	3	1	1	37	2.18	
Proximity	4	4	1	3	4		4	3	4	5	5		4	3	1	3	4	3	3	58	3.41	3
Suitability	3	5	5	3	3		2	3	4	1	5		5	5	5	3	3	5	4	64	3.76	5
Variety	3	4	2	4	3		5	4	4	2	4		5	3	1	3	5	4		56	3.29	8
Level	4	4	4	3	3		3	5	2	5	4		4	3	3	4	3	3	4	61	3.59	1
Parcel size	4	5	2	3	4		2	4	2	4	5		5	3	3	4	1	4	4	59	3.47	1
Specimen	4	3	5	3	5		2	3	3	1	3		5	3	5	3	4	3	3	58	3.41	1
Character	4	4	5	3	4		2	3	2	5	4		5	5	5	4	5	3	4	67	3.94	3
Manageability	5	5	5	5	4		3	5	3	5	3		5	5	5	5	3	4	4	74	4.35	8

For additional information, please contact Shirley Medler or RJ Cardin, City of Glendale Parks and Recreation Department: (623)930-2820.



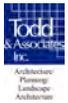
# Open Space and Trails Master Plan

People ♦ Paths ♦ Special Places

April 15, 2004



## FACT SHEET #1



### We're off and running, and walking, and riding...

The City Council approved a contract with Todd & Associates, Inc. in July 2003 to complete **a plan that will address the identification and protection of open space and the planning and development of a non-motorized trail system within the City of Glendale.**

The multi-disciplinary team of planners, landscape architects, public involvement specialists and an equestrian specialist have been working since that time to develop a comprehensive Open Space and Trails Master Plan that will guide actions for years to come. The plan, whose basis is the City Council approved 2002 Parks and Recreation Master Plan, is anticipated to go to the City Council for their approval in the fall of 2004.

### What has happened so far?

#### Investigation

The consultant team has been working closely with staff to listen to and understand citizen needs, investigate and document existing conditions, and to identify specific projects opportunities that will create an interconnected system of open space and trails that meet the needs of citizens and visitors. Already identified trail, path and primary sidewalk corridors have been walked, biked and ridden and a geographic information system (GIS) database is being created that records all the various factors of those corridors that would effect future improvements. Additionally, potential new corridors have been investigated, primarily in west Glendale that may contribute to a trail and open space network that might some day help link the White Tank Mountains to the Agua Fria River and New River, to Skunk Creek and the Grand Canal Linear Park, to the Thunderbird Paseo, Thunderbird Conservation Park, and beyond to Phoenix' new Sonoran Preserve.

#### Needs Assessment Survey

In Dec. '03, and Jan. and Feb. '04, a phone and mail-in needs assessment survey was conducted by Leisure Vision/ETC Institute. Over 2000 questionnaires were mailed out to a random sampling of Glendale households. Over 400 surveys were completed resulting in a precision of at least +/-4.9%. The survey addressed specific needs for open space, trails, pathways, and pedestrian facilities city-wide as well as similar needs relevant to Thunderbird Conservation Park. The results of this survey will be combined with other public involvement results in order to identify open space lands worthy of protection, identify needed linkages in a trail network, and to prioritize implementation techniques and projects.

According to the survey, walking and jogging is the highest use on Glendale's trails with 27% of the respondents using trails several times per week. When given a list of ten potential goals for improving trails and open space areas in Glendale, the highest scoring goal was providing habitats for wildlife, birds and native plants, with 89% of the respondents believing that goal is very or somewhat important.



A paved path along Skunk Creek Linear Park

### This plan will:

#### Gauge citizen wants & needs through:

- A Needs Assessment survey
- Public presentations, work sessions and focus groups
- Respectful accommodation of a variety of users

#### Identify a multi-faceted off-street, non-motorized trail, path and pedestrian system comprised of:

- Paved pathways and unpaved trails following rivers, canals, drainage corridors, selected streets and other linear corridors
- Trailheads, nodes and other gathering places
- Underpasses, overpass and other improved crossings
- Pedestrian facility improvements and the identification of pedestrian zones
- Cost estimates for development and maintenance of trails and paths
- General design guidelines for trails, paths and sidewalks

#### Identify a comprehensive system of meaningful open space comprised of:

- Protected natural areas and improved degraded areas along existing river corridors
- Canal linear parks, both existing and new opportunities in west Glendale
- Thunderbird Conservation Park
- Opportunities for agricultural preservation
- Major street corridor landscape and character improvements
- New open space preservation opportunities
- Implementation and protection strategies
- **Provide conceptual design of a park, trail and open space signage system**

For additional information, please contact Shirley Medler or RJ Cardin, City of Glendale Parks and Recreation Department: (623)930-2820.

## Appendix F: Fact Sheet #2

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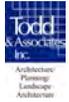
# Open Space and Trails Master Plan

## People ♦ Paths ♦ Special Places

May 26, 2004



## FACT SHEET #2



### Citizens contribute ideas and opinions

At two separate meetings, many citizens and parks and recreation commissioners have told staff and the consultant team how to improve Glendale's open space and trail network.

On **February 9<sup>th</sup>**, commissioners and attendees at a regular meeting of the **Parks and Recreation Commission** had the opportunity to contribute their ideas in two very distinct ways: 1) write their thoughts on maps of the City of Glendale that showed a possible trail network and 2) help develop and prioritize criteria that would be used to evaluate potential open space and trail projects.

At a **focus group** meeting on **April 15<sup>th</sup>**, eleven residents had an informal discussion with staff and consultants about what exactly constitutes open space; what barriers exist that keep people from riding horses and bicycles more; and what is lacking along the City's sidewalks, paths and trails. This group also previewed an earlier version of the Conceptual Master Plan presented at the May 26<sup>th</sup> Open House providing helpful insight.

The criteria prioritized at the February meeting will be critical in prioritizing potential projects in as objective a manner as possible.

### Trail and path criteria in priority order:

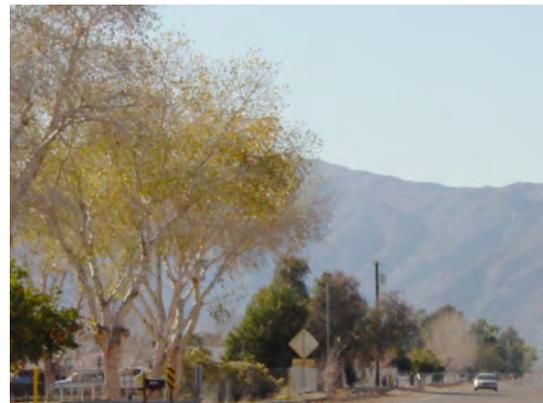
- ❖ Safety correction
- ❖ Safety enhancement
- ❖ Linkage to schools, regional open space & parks
- ❖ Loop
- ❖ Trail environment
- ❖ Primary pedestrian zone
- ❖ Window of opportunity
- ❖ Multi-modal
- ❖ Fragment
- ❖ Secondary pedestrian zone
- ❖ Most miles
- ❖ Level of use
- ❖ Enhance experience
- ❖ Education
- ❖ Linkage downtown
- ❖ Linkage to retail
- ❖ Art/culture



A paved path along Skunk Creek

### Open Space Criteria in priority order:

- ❖ Aesthetic quality
- ❖ Wildlife protection
- ❖ Linkage between meaningful open space
- ❖ Unique character
- ❖ Manageability
- ❖ Variety of use
- ❖ Window of opportunity
- ❖ Wildlife viewing
- ❖ Suitability
- ❖ Parcel size
- ❖ Cultural/historic value
- ❖ Proximity
- ❖ Level of use
- ❖ Specimen



Rural Glendale and White Tanks Regional Park

### The Plan takes shape

The purpose of the Open Space and Trails Master Plan is to identify a comprehensive network of open space, trails, paths and pedestrian focus areas. The plan will identify new projects, general costs and prioritization, establish a City integrated GIS database for trail and path related projects, trail and path guidelines, and implementation strategies and funding. The plan, whose basis is the City Council approved 2002 Parks and Recreation Master Plan, is anticipated to go to the City Council for their approval in the fall of 2004. Additionally, the consultant team is developing a conceptual signage design that will be used in the City's parks, conservation areas, along trails and at other City facilities.

### Four main plan elements

The physical form of the Concept Master Plan will elaborate upon each of these four elements.

- ❖ Trail and Path Element
- ❖ Pedestrian Element
- ❖ Character Element
- ❖ Open Space Element

The **Trail and Path Element** addresses both **multi-use unpaved trails** and **shared-use paved paths**. Multi-use trails are divided into Primary and Secondary Trails based upon their anticipated level of use, and potential multiple uses. Recommended trail width varies from as little as 3' for a Secondary Trail in sensitive desert environments like Thunderbird Conservation Park to 12' along busy, long distance corridors such as New River. Paved pathways are always between 10'-12' to meet national standards and provide a safe width for comfortable passing. Paved paths exist or proposed along the City's major river and canal corridors and along a drainage corridor paralleling the proposed Northern Parkway.

Within the **Trail and Path Element** are **access areas** and crossings. Access areas distinguish between **primary non-vehicular access points** to paths and trails, **vehicular parking areas**, and **parking areas that accommodate equestrian trailers**.

**Crossings** are organized by **grade-separated crossings** and **special at-grade roadway crossings for equestrians**. There are two types of grade-separated crossings: 1) part of a roadway system crossings other roads and drainageways such as the roadway bridges that cross the New River and Agua Fria River, and 2) primarily pedestrian/bicycle/equestrian crossing that go over or under canals, like many that exist along the Arizona Canal/Thunderbird Paseo. The special at-grade equestrian crossings are located in areas with an existing or potential large number of equestrians and little opportunity for grade separation. These crossings recommend a higher rider-activated push button, staging areas to keep horses away from traffic and pedestrians at the corners and a special cross-walk surface.

The **Pedestrian Element** addresses the likelihood that certain areas of the City will generate greater numbers and concentrations of pedestrians justifying enhanced pedestrian design standards and amenities. Glendale's downtown is recognized as a **Primary Pedestrian Zone** where many improvements have been made to the pedestrian environment. **Secondary Pedestrian Zones** include the new stadium/arena area, Foothills Park/Midwestern University area and others.

The consultants are reviewing and recommending improvements to the City's current street cross-sections to better accommodate pedestrians throughout the City.

The **Character Element** addresses those existing features that help define Glendale's uniqueness as well as identify other opportunities for enhancing Glendale's built image and environment. **Scenic corridors** are identified in west Glendale to help maintain a sense of the City's rural heritage and protect views to the White Tank Mountains. Glendale Avenue and 59<sup>th</sup> Avenue are identified as **Signature Streets** as most of the City's attractions are located along these corridors and both lead directly into the heart of downtown Glendale. The concept of **Signature Streets** involves the establishment of landscape and design themes and the provisions of a slighted elevated standard of pedestrian accommodation.

**Agricultural preservation** is identified as a character element for Glendale. The plan acknowledges the on-going work to acquire and protect farm land around Luke Air Force Base as a means to ensure its continued viability.

Potential **landmarks** are identified in the far western Glendale and include such things as the grain elevators at the northwest corner of Northern and Cotton Lane, a grove a palm trees and a ruin of an old stone house. Each of these sites provides a unique opportunity to preserve Glendale's fast disappearing agricultural heritage as well as provide potential public uses.

The **Open Space Element** addresses the importance of Glendale's abundant river and creek corridors and the dramatic Hedgepeth Hills of Thunderbird Conservation Park. These sites are identified as **natural/conservation oriented open spaces**. The Grand Canal and the Arizona Canal have already been developed as green **linear parks** offering a variety of recreational opportunities. Other canals and drainage channels in west Glendale offer similar opportunities.

The Agua Fria River currently contains numerous gravel mines. As mines complete their productive times, there is an opportunity to reclaim them for open space and recreational use. A portion of the Agua Fria corridor is identified therefore as **reclaimed open space**.

Development pressure is increasing in the agricultural lands west of Luke Air Force Base. Large subdivisions have been approved by Maricopa County that include a variety of **developed parks**. The Open Space Element identifies these park sites as well as identifies other general locations for **developed parks** west of the Agua Fria River.

A **Conceptual Signage Design** is also being prepared by the consultants that will apply to all of Glendale's parks, open spaces, trails and facilities. The design addresses entry monuments, trailhead, bulletin boards, directional signs, trail markers, feature ID signs and more. This design will be the basis for a complete engineered design to be completed at a later date.

## We're not done yet

The consultant team will evaluate all comments received at the May 26<sup>th</sup> Open House as well as other public meetings scheduled in the Spring and Summer of 2004. Upcoming meetings include:

- ❖ Transportation Oversight Committee, Thurs. July 1, 7:00 p.m. City Hall Room B-3
- ❖ Planning Commission, Thursday, June 10, 7:00 p.m. City Hall Room 2A
- ❖ Bicycle Advisory Committee, Monday, June 7, 6:30 p.m. City Hall Room B-3
- ❖ Open House, May 26, 2004
- ❖ Parks and Recreation Commission, Monday, July 12, 7:00 p.m. City Hall Room B-3
- ❖ City Council, Fall 2004

Call the number below to get an update on these meetings and to be put on a mailing list.

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## Appendix G: Regional Plans and Influences

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### Appendix G: Regional Plans and Influences

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#### *MAG Regional Off-Street System Plan: Creating Non-Motorized Paths/Trails in Existing Corridors (ROSS)*

This plan was completed by MAG in February 200. The purpose of the plan was to provide residents of the MAG region safe and convenient access to an attractive, shared-use non-motorized transportation system that provides a viable alternative to driving for local trips, such as trips to work, school, shopping and leisure activities. The plan provided various goals addressing access, safety, connectivity, user-friendliness, and implementation. The plan focused on the corridors comprised by canals, desert washes and waterways, flood control structures and rights-of-way, highway and freeway corridors and utility easements through the Phoenix area. The Plan mapped these corridors and provided design guidelines addressing all of the goal categories.

#### *Agua Fria Watercourse Master Plan*

This master plan outlines specific recommendations relative to floodplain management strategies, recreation opportunities, and habitat preservation for the corridor, defined between the outfall at Lake Pleasant in north Peoria to the confluence of the Gila River in Goodyear. The City of Glendale is adjacent to or within the Agua Fria floodplain from Missouri Avenue to Northern Avenue. The Agua Fria River passes along the west side of the Glendale Municipal Airport roughly between 107<sup>th</sup> Avenue and El Mirage Road. It joins the New River at approximately Camelback Road. The plan shows a combination of both multi-use trails and bike trails along its entire length. Within Glendale, the plan shows planned and existing multi-use trails along the west side of the corridor. An east-west trail is shown going west along the Colter Channel from the confluence of the Agua Fria and New River.

A staging area is shown at the River crossing of Camelback Road, from which a multi-use bike trail is shown going south along the west bank. Equestrian facilities are shown within Phoenix' proposed Camelback Ranch Park on the northeast corner of Camelback Road and the river; and the northeast corner of Indian School Road and the River; and within Glendale on the southeast corner of Glendale Avenue and the river. A park is shown on the west side of the river, south of Glendale at the confluence of the Airline Canal.

The Aqua Fria functions as the alignment of the Sun Circle Trail south of its confluence with the New River.

#### *Maricopa County Regional Trail System Plan*

The vision of the plan is "to connect the majestic open spaces of the Maricopa County Regional Parks with a non-motorized trail system." A further goal of the plan is to link metropolitan areas, municipal trails, communities and neighborhood with regional non-motorized multi-modal corridors. As identified in this plan, the New River and the Agua Fria provide regional trail corridors between the Estrella Mountain Regional Park and Lake Pleasant Regional Park. Additionally, these corridors provide additional connections to trails along the Central Arizona Project Canal, the McMicken Dam and a corridor defined between Lake Pleasant Regional Park and Spur Cross Ranch Conservation Area/Cave Creek Recreation Area. Trail corridor recommendations for the New River and the Agua Fria follow those of the Agua Fria Watercourse Master Plan and the West Valley Multi-Modal Transportation Corridor Master Plan and are both paved and unpaved.

The plan supports and adopts the trail classifications from the West Valley Multi-Modal Transportation Corridor Master Plan with 10'-12' paved Primary Trails, 8'-10'

decomposed granite Secondary Trails, 8'-10' paved Neighborhood/Transit/Connector Trails, 4' min. natural surface Conservation/Interpretive Trails and a 4' min. natural surface Equestrian Corridor. Along river corridors, the paved trails are on the top of the bank and the equestrian corridor is in the wash bottom.

#### *MAG Desert Spaces Plan*

This plan was adopted by the Maricopa Association of Governments Regional Council for the in 1995. The Plan recommends conservation and management strategies for natural resources and open spaces critical to the quality of life in the Phoenix area. The concept of the plan is to preserve, protect and enhance the mountains and foothills, rivers and washes, canals and cultural sites, upland desert vegetation, wildlife habitat, and existing parks and preserves. The plan establishes a network of protected open spaces that correspond to regionally significant mountains, rivers, washes and upland desert. The plan recommended four different implementation options including MAG oversight and with an advisory board, a decentralized series of Intergovernmental Agreements, a master Intergovernmental Agreement, or an independent authority.

#### *MAG Pedestrian Plan 2000*

This document, adopted by the MAG Regional Council in 1999 provided a comprehensive plan to improve the pedestrian environment and promote a mode-shift from single-occupancy vehicles to pedestrianism in the Phoenix Metropolitan Area. The plan included the identification of potential stakeholders, goals, objectives and policies and an action plan to guide the work of the MAG Pedestrian Working Group. Innovative transportation modeling was applied to pedestrians through a latent demand model and roadside pedestrian condition model.

#### *Canamex Route*

The Canamex Route designation is intended to provide a specific bypass route between Mexico and Canada for freight truck traffic. At the present time a specific corridor has not been selected for the Canamex. The City of Surprise is not in support of the Canamex Route designation on SR 303 and strictly emphasizes the need for truck traffic and local traffic separation. The City of Surprise encourages the Canamex Corridor to be located along major grade separated interstates only. The city believes the designation of a Canamex truck route will only increase the environmental and safety impacts on the planning area.

## Appendix H: Related Glendale Plan Goals, Objectives and Policies

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### **GLENDALE 2025, GLENDALE'S GENERAL PLAN**

The General Plan addresses trails and open space planning within the "Quality of Life Elements" section of the plan, under the Recreation Element. A Bicycling Element is also included in this section of the plan. There is also an Open Space Element in the "Growing Smarter Plus Elements".

One objective of the Plan is to connect parks to planned recreation corridors and bicycle routes. Safety is emphasized with the recommendation of grade-separated crossings for bicycle and the pedestrian pathway system. With regard to horse trails, the Plan recommends the establishment of equestrian access from the White Tanks Regional Park, Agua Fria, New River, and Skunk Creek corridors to Thunderbird park.

The Bicycle Element emphasizes the use of bicycling as recreation as well as an alternative transportation mode. A goal of the Plan is to have a bicycle system that is continuous and provides access to all parts of the City. When possible, it is recommended that bicycle facilities be physically separated from the City's roadway system.

The Open Space Element recognizes Glendale's place in a regional context, and strives to provide connections to regional amenities such as the White Tanks Regional Park, Agua Fria, New River, and Skunk Creek corridors, and Thunderbird park. The development of an Open Space/Trails Master Plan is cited as an important step in ensuring the planning for adequate open space, based on specific standards and/or levels of service as called out in the Parks and Recreation Master Plan.

### **GLENDALE BICYCLE PLAN**

The Glendale Bicycle Plan was prepared in 1990 and is currently being updated.

Current guidance for bicycle planning in the City is largely derived from the Glendale 2025 General Plan (see Glendale 2025 summary) and the Bike Plan Map, which details existing and planned bicycle routes in the City. The existing bicycle system incorporates the ½ mile arterial street network. The planned system also incorporates existing and planned multi-use paths along the Skunk Creek, New River and Arizona Canal.

### **LUKE AIR FORCE BASE PLANNING**

West of Litchfield Road is the Luke Air Force Base (LAFB). LAFB is the largest F-16 training base in the world. Glendale supports the LAFB mission and has identified much of the land in the vicinity of the base with the Luke Compatible Land Uses category. This area is delineated by the 1988 JLUS 65 ldn noise contour. The Plan calls for identifying open space land uses in the area that are consistent with the Luke Compatible land Uses category.

### **DOWNTOWN GLENDALE; A GUIDE FOR URBAN DESIGN & REVITALIZATION**

#### **GOALS:**

- 1. Encourage Pedestrian Movement in Downtown: downtown is best experienced on foot. Encourage pedestrian use by creating new pathways and improving existing pathways with landscaping, surface treatment and appropriate furnishings. Provide new activities and uses to stimulate people to use their automobiles less and walk the downtown more. (TRAILS)
- 2. Create Enjoyable Open Space within Downtown: Improve the quality of open space in the downtown. Create plazas, parks, courtyards, malls, alleys and paseos as urban, civic spaces establishing a special downtown flavor. Major goal of the city: providing enjoyable pedestrian environments in civic spaces. (OPEN SPACE)

**OBJECTIVES:**

- Revitalized streetscape program of widened sidewalks, trees, lighting and other amenities as appropriate to the character of the street. (TRAILS)
- Major open space element; landscaped buffer along Lamar Road, to protect adjacent residential neighborhoods to the south. (OPEN SPACE/TRAILS)
- The “pedestrian paseo system” that permeates the downtown blocks between 59<sup>th</sup> Avenue and 57<sup>th</sup> Avenue. This system: a dense network composed of sidewalks, and mid-block alleys. The intersection of these components provides opportunities for small plazas, courtyards and other open space amenities. (Basically includes Glendale Avenue, and parallel streets one block north, and one block south of Glendale Ave.; Glenn Drive and Lamar Road, in the downtown area, between 53<sup>rd</sup> and 59<sup>th</sup> Avenues). (TRAILS)
- Open Space: Street trees and wide sidewalks along Glendale Avenue; improvements of street trees, sidewalk paving, lighting and street furniture throughout the downtown district. (OPEN SPACE)
- Design Guidelines: Enhance pedestrian areas and storefronts with awnings, canopies, trellises and other amenities. Connect interior courtyards and rear yards to make a pedestrian network in the middle of commercial blocks. (TRAILS)

**GLENDALE CITY CENTER REDEVELOPMENT MASTER PLAN**

**GOALS:**

- 1. Improve pedestrian circulation in and around the City Center area. Pedestrian/bicycle routes plus linear park improvements. (TRAILS)
- 2. Provide more attractive pedestrian links, sidewalks and shaded areas. (TRAILS)
- 3. Direct bicycles toward specific areas such as linear parks and paths to reduce points of conflict. (TRAILS)
- 4. The Glendale City Center is at a pedestrian friendly scale to be

preserved and enhanced by improving pedestrian walkways. (TRAILS)

- 5. Urban Design Strategy: Open Space-focus on location of new public facilities within an easy walking distance to reinforce the character of the area and generate new public open spaces: (OPEN SPACE)
- **Create linkages** between these new public spaces to adjoining neighborhoods to develop and improve connectivity. (TRAILS)

**DESIGN STANDARDS:**

- Promote pedestrian connectivity to adjacent developments. (TRAILS)
- Create a safe, continuous pedestrian network that minimizes conflict with automobiles while promoting a convenient option for pedestrian movement within and between developments. (TRAILS)
- Make walkways connect focal points of pedestrian activity such as transit stops, street crossings, open space, building and store entry points and adjacent pedestrian systems. (TRAILS)

**OBJECTIVES:**

- 1. Development of walking/ biking trails using the rights-of-way of Glenn Drive and Lamar Road that help delineates the Downtown District. (TRAILS)
- 2. Develop pedestrian bridges over Grand Avenue and the railroad to improve the connectivity of areas east and west of Grand Avenue; and to stimulate development of public facilities and private development of west Grand Avenue. (TRAILS)
- 3. Linear pedestrian greenways along Glenn Drive and Lamar Road; 51<sup>st</sup> Avenue west to Lawrence Park, then north to Glendale Avenue; creating a linear loop of connectivity to the City Center. (TRAILS)
- 4. Grand Avenue Pedestrian Deck; resulting from the under grounding of Grand Avenue At 59<sup>th</sup>, and Glendale Avenues; upgraded landscape and pedestrian lighting and amenities to create a stronger more pleasant pedestrian connection/link over Grand Avenue. (TRAILS/OPEN SPACE)

- 5. Improvements to Alleyways; making them more attractive linkages at mid-block for pedestrians through lighting, paving and landscape improvements. (TRAILS)
- 6. City Center Streetscape Improvements; including good quality sidewalks, lighting, signage, benches, and other amenities to give streets more pedestrian presence. (TRAILS)
- 7. Murphy Park Upgrade; Option of removing Velma Teague Library (replacing it with a new facility in a new location) to strengthen and revitalize the existing major open space (Murphy Park) in the Downtown area; add a major focal element, i.e.; fountain/plaza, and make space more programmable for community events venues. (OPEN SPACE)

## **GLENDALE DOWNTOWN DESIGN STANDARDS MANUAL**

### **GOALS:**

- 1. Downtown Glendale – a place for pedestrians, first; automobiles second. (TRAILS)
- 2. Encouragement of mid-block pedestrian circulation by utilizing and improving existing alleyways (TRAILS)
- 3. Placement of street benches, sidewalk improvements, and public art in and around Murphy Park should be carried throughout the pedestrian portion of downtown. (TRAILS)
- 4. Take advantage of natural open spaces by providing transitions and opportunities for people to interact with those few natural areas. (OPEN SPACE)
- Front public open spaces (rivers, desert, hills) with trails, streets, and walkways that in turn may front semi-public spaces such as front yards.
- Provide a gradual transition from public to private spaces rather than an abrupt transition.
- Leave natural features and open spaces un-walled, open and accessible to the public.

- Require projects adjacent to natural features, or linear parks, to include a gradual transition from the open space features to the private open spaces in the project.
- Require land use transitions such as roadways, pedestrian walkways, bikeways, and equestrian trails that provide public access and parking between projects and public open space features.
- Develop natural areas with passive uses such as trails and picnic ramadas for people to enjoy the natural environment. Do not over develop natural areas with manmade structures.

### **DESIGN STANDARDS:**

- Internal open space – recognize opportunities where building forms delineate
- Space for interior courtyards and sheltered pedestrian spaces. (OPEN SPACE)
- Enhance pedestrian areas and sidewalks - by utilizing building arcades, colonnades and shade structures wherever appropriate. (TRAILS)
- Sidewalk Canopies – enhance pedestrian areas and storefronts with awnings,
- Canopies, trellises and other amenities. (TRAILS)
- Pedestrian Network Design – Connect interior courtyards and rear yards to make a pedestrian network in the middle of commercial blocks. (TRAILS)

## **PARKS AND RECREATION MASTER PLAN**

Prepared by Design Workshop in association with Leon Younger and PROS and ETC Institute. Adopted by Glendale City Council, 2002.

### **STRENGTHS OF THE EXISTING PARK SYSTEM**

- 1,706 acres of existing parkland for 205,236 Glendale residents.
- Parkland development along the Thunderbird Paseo, Skunk Creek, Grand Canal and New River Corridor will create diverse linear recreational opportunities.

- Desert washes provide an opportunity to connect to regional linear open space systems and regional parks outside of Glendale.

**GOALS INCLUDED IN THE PLAN**

- Provide an equitable distribution of park and recreational amenities that enhance the quality of life in the community.
- Provide opportunities for Glendale residents to participate in the design and planning of parks and facilities.
- Develop a system of linked open space that connects parks and recreational opportunities to neighborhoods, schools, community amenities, and employment centers.
- Develop parklands, open spaces, and facilities that improve the aesthetic appearance of the community and are compatible with the principles of sustainability and conservation of natural resources.
- Provide parks, open space, facilities and services that are safe for participants and City staff.
- Encourage cooperation between the Parks and Recreation Department and other public agencies and private entities as it relates to development, maintenance and shared use of recreational facilities and services.
- Provide high quality parks and recreation facilities in a manner that is efficient, cost effective, and adds value to surrounding land uses.

**PLAN RECOMMENDATIONS RELEVANT TO THE TRAILS MASTER PLAN:**

- Increase quantity and quality of open space linkages from neighborhoods to community and regional parks and to metropolitan open space systems.
- Enhance street intersections to promote traffic calming and safe integration of vehicular and non-vehicular users.
- Partner with school districts to jointly use fields and courts. This would include the use of indoor facilities.
- Include shaded picnic facilities and playground amenities as a guideline for all parks.

- Develop off leash activity areas for dogs in new and existing parks.
- Develop four multi-dimensional regional community centers that can serve the needs of teens, seniors, and families, to adequately allow access for all residents to use.

**NORTH VALLEY SPECIFIC AREA PLAN**

Adopted December 12, 1989. The North Valley Specific Area Plan is a master development plan for a mixed-use activity center built around a regional shopping center. The planning area includes the two-square mile area bounded by Skunk Creek on the south, 67<sup>th</sup> Avenue on the southeast and Bell Road on the south, Union Hills Road on the north and the New River on the west. Since this is a master development plan, it only includes development guidance.

**DEVELOPMENT GUIDANCE INCLUDED IN THE PLAN:**

- Restrict non-residential uses adjacent to neighborhoods
- Separate the most intense commercial development from neighborhoods.
- Provide multifamily housing.
- Provide neighborhood parks at Grovers and 75<sup>th</sup> Avenue and 69<sup>th</sup> Avenue and Skunk Creek.
- Provide pedestrian/bicycle/tram to the area south of Bell Road through an underpass located between 79<sup>th</sup> and 77<sup>th</sup> Avenues.
- A bicycle path that extends south under Bell Road to Skunk Creek through an underpass located between 79<sup>th</sup> and 77<sup>th</sup> Avenues, circles the regional center.
- Provide bike, pedestrian and equestrian access as described in Urban Design Element transition plan.
- The bicycle circulation system extends east of 75<sup>th</sup> Avenue on the Campo Bello Drive Alignment across the 71<sup>st</sup> Avenue drainage way to the proposed neighborhood park and Skunk Creek.
- A detailed bicycle and pedestrian plan will be developed during the first phase of development.
- Arterial streets near the regional mall include sidewalks for pedestrians.

- The Bell Road corridor accommodates east/west pedestrian circulation.
- North south pedestrian circulation is provided along 83<sup>rd</sup>, 79<sup>th</sup>, and 75<sup>th</sup> Avenues.
- The regional mall includes major pedestrian features extending into the parking area.
- The majority of the pedestrian ways around the regional mall are designed to accommodate bicycle circulation and connect with major bicycle routes.
- Special pedestrian ways and bikeways radiate from the mall to Skunk Creek via the pedestrian underpass under Bell Road.
- Expand the existing equestrian trail system on 75 Avenue.
- Build bridges across the Skunk Creek at 75<sup>th</sup> Avenue and 76<sup>th</sup> Avenue (approximately).
- Provide wide, extensively landscaped median along Bell Road.
- Provide heavily landscaped buffers along 75<sup>th</sup> Avenue south of Grovers Avenue and on 79<sup>th</sup> Avenue between Union Hills Drive and Grovers Avenue, and on Grovers Avenue between 79<sup>th</sup> and 77<sup>th</sup> Avenues.
- Provide extensively landscaped medians adjacent to neighborhoods along 75<sup>th</sup> Avenue.
- Provide six-foot sidewalk on Standard and Super Arterial streets.
- Pedestrian circulation within multifamily sites should be accommodated with a network of sidewalks that should occur in defined, **landscaped open spaces**. **The Pedestrian** network should be developed internally, allowing for movement throughout the site, while providing linkage to the overall pedestrian network.

### **WESTERN AREA PLAN**

Adopted by Resolution No. 3580. June 4, 2002 (Effective Date July 4, 2002). City of Glendale Planning Department. Prepared as an Amendment to the City of Glendale General Plan Land Use and Circulation Elements. The planning area is generally bounded by 115<sup>th</sup>

Avenue on the west, Northern Avenue on the North, 83<sup>rd</sup> Avenue on the east, Camelback Road to 99<sup>th</sup> Avenue and on the south, the Grand Canal between 99<sup>th</sup> Avenue and the New River, and the New River to 115<sup>th</sup> Avenue. The plan addresses a variety of land use and circulation issues. Goals relevant to the Trails Plan are listed below.

#### **GOALS:**

- **Provide public open space and recreational amenities that enhance the quality of life for Glendale residents...**The City will need to work with private developers and homeowners associations to link privately owned common open space with city parks and multi-use trails whenever possible. The City will also need to coordinate with Maricopa Association of Governments (MAG), the Maricopa County Flood Control District (MCFCD), and adjacent jurisdictions to encourage the development of a regional trail system along New River.
- Amends the General Plan Map by designating the New River floodway and 100-year floodplain and Grand Canal as Open Space, adds neighborhood park/elementary school/high school designations to each square mile east of the Loop 101.
- Amends the General Plan Circulation Element Map to show bikeway, walking/jogging trail and horse riding trail along the Grand Canal to it's junction with the New River, walking/jogging trail and horse riding trail north of the Grand Canal intersection with the New River, and horse riding trail south of the Grand Canal intersection with the New River.

#### **AIRPARK DEVELOPMENT GUIDELINES**

- Encourage major developments that include common open space, multi-use trails, lakes, golf courses, and other focal points and amenities to enhance the character of the area.
- The West Glendale Design Plan will guide Onsite development and streetscape improvements along Glendale Avenue.
- Participate with the Maricopa County Flood Control District and other West

Valley Cities in the planning and development of the West Valley Recreation Corridor along the New River.

- Provide a multi-use trail and open space along the Grand Canal to connect the future trail along the New River with the Grand Canal Linear Park in the Parkside Character Area.
- Encourage developers abutting Glendale Avenue to include one or more of the design amenities suggested along the Glendale Avenue frontage. Design amenities may include a water feature, such as a lake or series of ponds, fountains, or waterfalls; a lushly landscaped common area providing shade, interconnecting pathways, armadas and benches; or increase the required setback abutting Glendale Avenue to three (3) times the minimum setback.

#### **PARKSIDE DEVELOPMENT GUIDELINES**

- Reserve areas for equestrian and suburban estate subdivisions with flood irrigation near existing large lot subdivisions.
- Provide equestrian trails from equestrian subdivisions to the Grand Canal Linear Park multiple use trail.
- The West Glendale Avenue Design Plan will guide Onsite development and streetscape improvements along Glendale Avenue. Review this plan and update it if necessary to ensure the desired character of development.
- Incorporate the Bethany Home Outfall Drainage Channel into the design of the Grand Avenue Canal Linear Park and trail system. Minimize any impacts on existing residential neighborhoods.
- Acquire and develop land for future neighborhood parks according to the Parks and Recreation Master Plan.
- Construct a bridge over the Grand Canal at 79<sup>th</sup> Avenue and at 87<sup>th</sup> Avenue

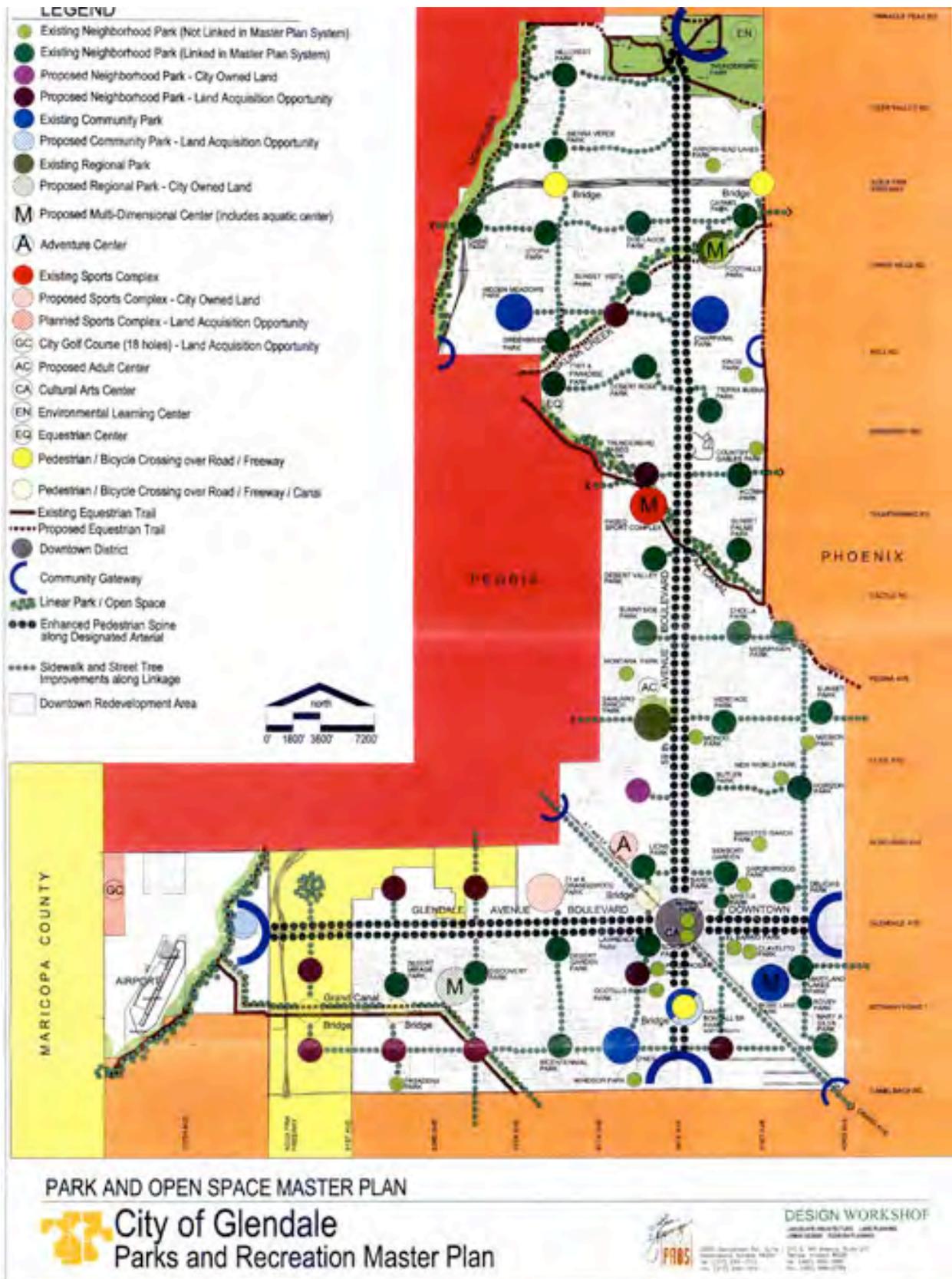
to accommodate pedestrian, bicycle, and equestrian travel.

- Require development master plans prior to rezoning to ensure coordinated development on larger parcels and assemblages of smaller parcels. These plans should at a minimum address land use, anticipated parcel size, access, circulation, water and sewer, drainage, common open space amenities, master signage, and basic site design guidelines.
- Encourage developments that include common open space, multi-use trails, lakes, golf courses, and other focal points and amenities to enhance the character of the area.
- Provide access to the Grand Canal linear park from adjacent neighborhoods.
- Locate a neighborhood park as a buffer between the existing Pendergast Estates neighborhood and the future business park along 95<sup>th</sup> Avenue.
- Encourage residential areas to be linked together with multi-use trails and common open space.
- Encourage the dedication or acquisition of additional parkland; along the Bethany Home Road alignment between 83<sup>rd</sup> Avenue and the Loop 101 Freeway during the development plan process.
- Provide a 50-foot landscape screening buffer adjacent to Camelback Road from 91<sup>st</sup> Avenue to 95<sup>th</sup> Avenue.
- Encourage developers abutting Glendale Avenue to include one or more of the design amenities suggested along the Glendale Avenue frontage. Design amenities may include a water feature, such as a lake or series of ponds, fountains, or waterfalls; a lushly landscaped common area providing shade, interconnecting pathways, armadas and benches; or increase the required setback abutting Glendale Avenue to three (3) times the minimum setback.

# Appendix I: 2002 Glendale Parks and Recreation Master Plan Map

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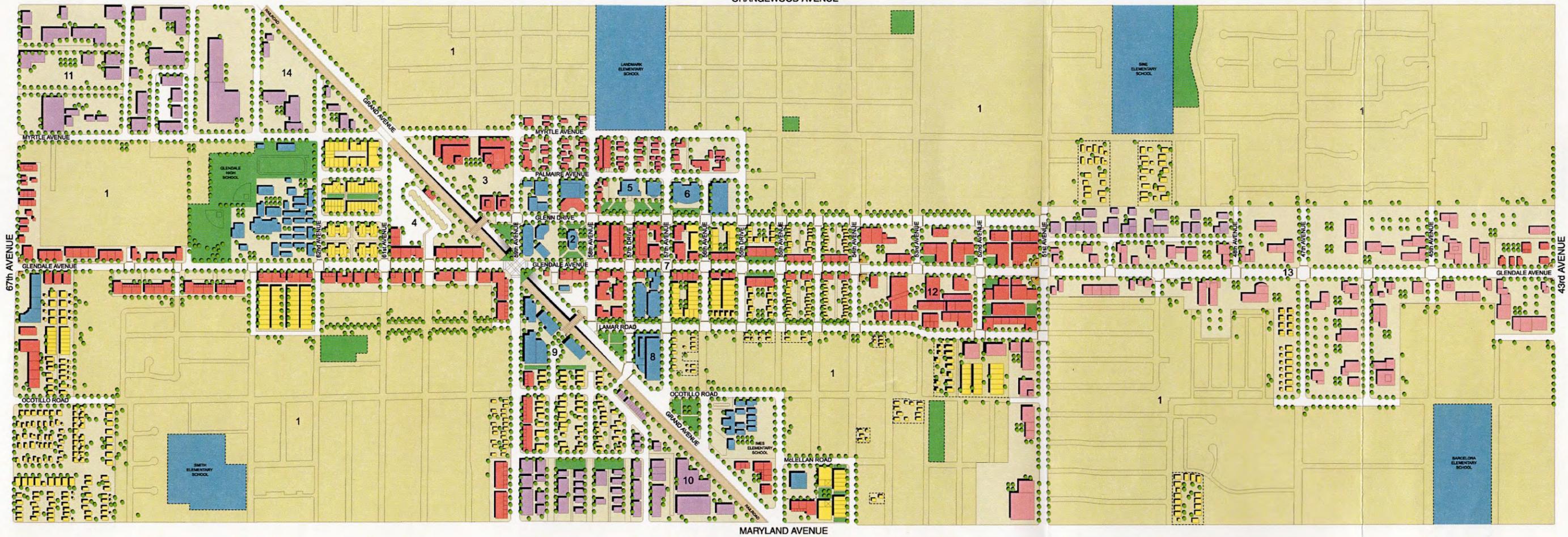
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# Appendix J: Glendale City Center Redevelopment Master Plan Map

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ORANGEWOOD AVENUE



LEGEND:

- INDUSTRIAL / HEAVY COMMERCIAL
- CIVIC
- COMMERCIAL / RETAIL / OFFICE
- AUTO-ORIENTED RETAIL
- RESIDENTIAL
- OPEN SPACE / PARKS
- 1. NEIGHBORHOOD CONSERVATION AREA
- 2. ALTERNATIVE A: Historical Resource Center  
ALTERNATIVE B: Murphy Park Enhancement
- 3. ASSEMBLE ENTERTAINMENT AND RETAIL SITE
- 4. PUBLIC FACILITY (potential Transit Center location)
- 5. CIVIC CENTER
- 6. PUBLIC FACILITY (potential Cultural Arts Center location)
- 7. HISTORIC RETAIL CORE
- 8. PUBLIC FACILITY (potential Library location)
- 9. PUBLIC FACILITY (potential Courts/Office location)
- 10. SONORITA BUSINESS PARK
- 11. NORTHWEST BUSINESS PARK
- 12. SUGAR BEET FACTORY (Retail Redevelopment)
- 13. AUTO-ORIENTED RETAIL REDEVELOPMENT
- 14. CITY OPERATIONS CENTER



Figure 1: Illustrative Plan of the City Center



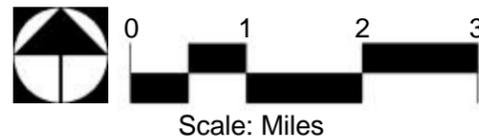
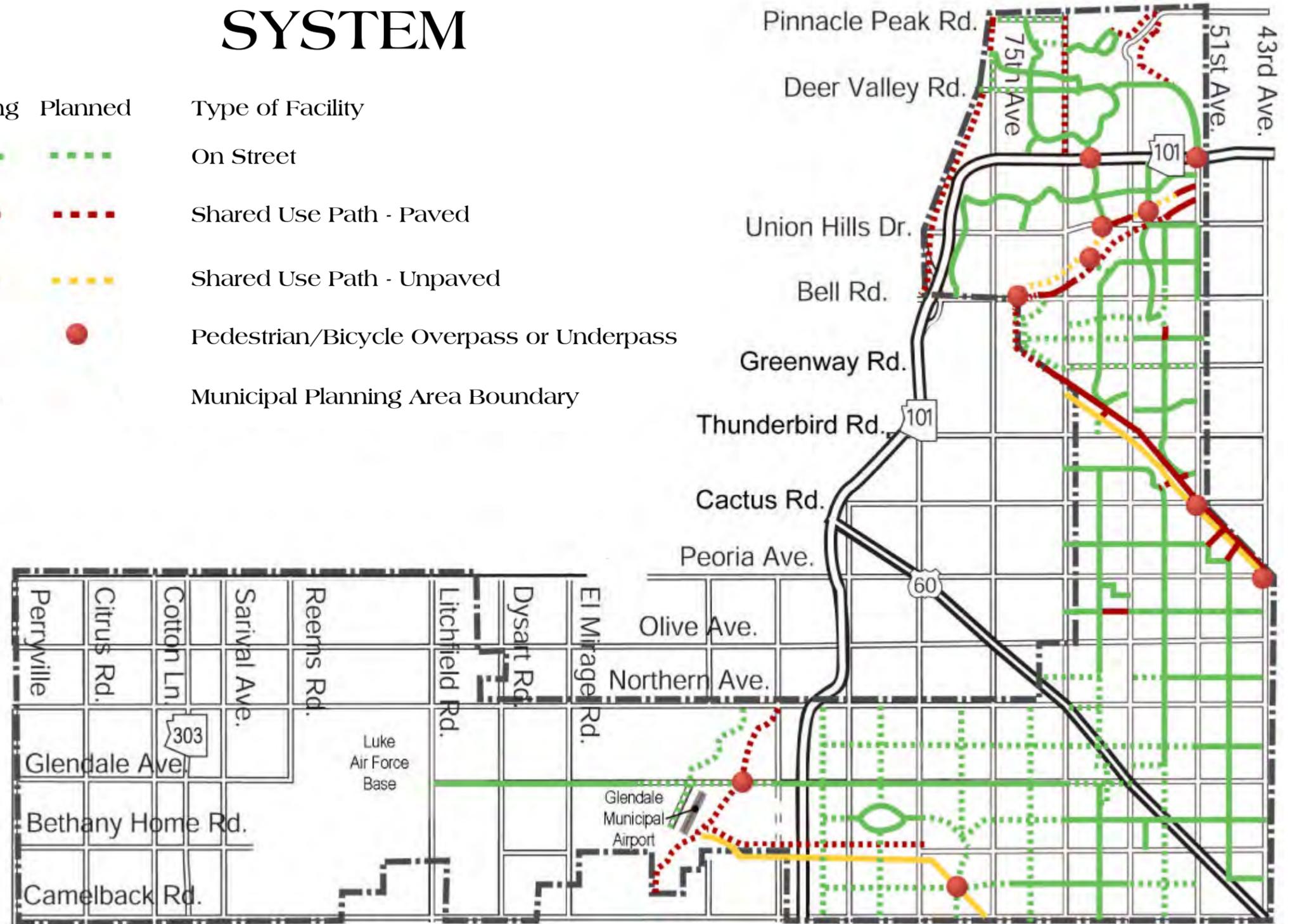
## Appendix K: Bicycle Routes Map: Glendale General Plan 2025

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# BICYCLE & PATHWAY SYSTEM

Existing	Planned	Type of Facility
		On Street
		Shared Use Path - Paved
		Shared Use Path - Unpaved
		Pedestrian/Bicycle Overpass or Underpass
		Municipal Planning Area Boundary



## Appendix L: Glendale Capital Improvement Program Summaries

### TRAIL AND PATH PROJECTS

ID #	Segment ID	Department/ Funding Category	CIP #	Description
1		Transportation	9466	New roadway construction - Bethany Home Road
2		Transportation	9456	Northern Avenue "super street" advance ROW improvements
3		Transportation		Street widening 91st Ave Camelback to Northern
4		Transportation	9450	Sidewalk and landscaping 51st Ave. Camelback to Grand
5		Transportation	9455	Loop 101/Maryland Park and Ride lot
6		Transportation	9459	Bike lanes on 63rd Ave Grand to Northern
7		Transportation	9568	Street improvements along 67th Avenue
8		Transportation		Maryland from 51st-59th new sidewalk and landscape
9		Transportation	8813	Widen 67th with walks and landscape/lighting
10		Transportation	9564	Widen 67th Ave. to include frontage roads
11		Transportation	9460	Bike route lane improvements on 67th Ave. north of the Loop 101
12		Parks & Recreation	8550	Sahuaro Ranch Park bike paths
13		Transportation/ Bicycle & Pedestrian		New Multi-use pathway along New River - Missouri to Northern
14		Transportation/ Bicycle & Pedestrian	9470	Multi-use pathway along Grand Canal 91st Ave. to New River
15		Transportation/ Bicycle & Pedestrian	9465	Multi-use bridge over Grand Canal at Missouri & 79th Ave
16		Transportation/ Bicycle & Pedestrian		Alley improvements between 57th Dr. and 58th Ave. north of Glendale
17		Transportation/ Bicycle & Pedestrian	9467	Downtown pedestrian circulation
18		Transportation/ Bicycle & Pedestrian	9558	Catlin Court alley treatments - ped. entry features
19		Transportation/ Bicycle & Pedestrian	9458	Bike improvements along 63rd Ave.
20		Transportation/ Bicycle & Pedestrian	9459	Bike lanes on 63rd Avenue
21		Transportation/ Bicycle & Pedestrian	9433	Bike underpass to cross 43rd & Peoria at AZ Canal
22		Transportation/ Bicycle & Pedestrian	New	Bike underpass 51st & Cactus
23		Transportation/ Bicycle & Pedestrian	New	Street widening for bike route 59th-61st
24		Transportation/ Bicycle & Pedestrian	New	Construct overpass or underpass at Loop 101
25		Transportation/ Bicycle & Pedestrian	New	Widen bridge for bike/ped over Skunk Creek

26		Transportation/ Bicycle & Pedestrian	9460	Bike/ped improvements along 67th Ave.
27		Transportation/ Bicycle & Pedestrian		New River bike trail multi-use trail on east side of New River - Pinnacle Peak to Hillcrest
28		Transportation/ Bicycle & Pedestrian	8523	Skunk Creek linear park development multi-use/equestrian trail system 3 1/2 mile with rest stations

### TRAILHEAD, PARK AND OPEN SPACE PROJECTS

ID #	Segment ID	Department	CIP #	Description
1		Parks & Recreation	8942	West area pool and family recreation center on Bethany Home Road
2		Parks & Recreation	8943	West area pool and family recreation center on Bethany Home Road
3		Parks & Recreation	8955	New 10 acre city/school park at 87th Ave/Missouri
4		Parks & Recreation	8928	Develop park/school 79th & Orangewood
5		Parks & Recreation	8931	Develop 5 acre park adjacent to school - 63rd/Maryland
6		Parks & Recreation	9590	87th Ave & Orangewood 5acre/10acre joint use city/school park
7		Parks & Recreation	8932	New 5-10 acre neighborhood park 63rd/Butler
8		Parks & Recreation/ Open Space & Trails	8524	Grand Canal linear park development
9		Parks & Recreation/ Open Space & Trails	9609	Downtown greenbelt Lamar & Glenn
10		Transportation/ Bicycle & Pedestrian	9474	Cardinal/Coyote area ped. circulation facilities
11		Transportation	8817	New bridge over Grand Canal
12		Transportation	9579	Downtown urban design plan walking loop at old town ???
13		Transportation	9477	Bridge over Skunk Creek at 57th Ave.
14		Transportation/ Bicycle & Pedestrian	9472	Widen bridge at New River for bike/ped
15		Transportation/ Bicycle & Pedestrian		Trail underpass connecting Peoria trails to Glendale trails along the ACDC
16		Transportation/ Bicycle & Pedestrian		Community level park planned
17		Transportation/ Bicycle & Pedestrian		Neighborhood Park
18		Transportation/ Bicycle & Pedestrian	New	Ped/bike improvements within Arrowhead T.C.

### STATUS OF PROGRAMMED BICYCLE AND PEDESTRIAN PROJECTS

- Half Cent Sales Tax Projects
- Parks and Recreation Projects
- All other - White

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>1. Bike Improvements/ 63<sup>rd</sup>. Avenue/ Olive Avenue to Peoria Avenue</b></p> <p><b>Project Number:</b> 9458  <b>Project Description:</b> Restripe bike route and make other improvements to enhance access to Glendale Community College where needed. Coordinate with the new GCC master plan  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost - \$371,316</b>  03/04-\$37,132  04/05-\$334,184  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$0</p>					<p>This project is programmed in the GO! Glendale and is currently not a high priority at this time.</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>2. Bike Lanes on 63<sup>rd</sup> Avenue: Grand Avenue to Olive Avenue</b></p> <p><b>Project Number:</b> 9459  <b>Project Description:</b>  Roadway widening, paving, and striping. Approximately 1.5 miles along 63<sup>rd</sup>. Avenue. Project supports Park and Recreation's proposed bicycle facility/park development near 63<sup>rd</sup> and Northern. CMAQ funds will be available for repayment of \$363,600 in FY 2006-2007  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$671,726  03/04-\$64,890  04/05-\$606,836  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$0</p>				Yes	Meeting to be held on Oct. 22 <sup>nd</sup> to discuss "Safety City" element in the planned Bicycle Park at 63 <sup>rd</sup> and Olive (organized by Paula Moloff, Grants Coordinator).

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>3. Bike/Pedestrian Improvements 67<sup>th</sup> Avenue: Deer Valley Rd. to Pinnacle Peak Rd.</b></p> <p><b>Project Number:</b> 9460  <b>Project Description:</b>  Construct bike lane improvements along 67th Avenue to provide future access to Thunderbird Park, and improve bicycle and pedestrian travel near Mountain Ridge High School.</p> <p><b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$543,152  03/04-\$53,045  04/05-\$490,107  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$0</p>	<p>URS has completed final DCR for project on May 7, 2003. Total estimated cost listed in DCR is \$335,000. For DCR see Greg Davies x2926</p>	<p>Stanley Consultants is completing final design in conjunction with Eng. CIP project to widen 67<sup>th</sup> from Deer Valley to PP.</p>		<p>Yes</p>	<p>Pinnacle Peak side connection to be addressed. Connection to Loop 101 and 63<sup>rd</sup> Ave. overpass to be addressed. To be coordinated with Park and Rec's Thunderbird Park Plan (not yet completed) and MAG's study of bike and ped needs in this area. Also to be coordinated with Maricopa county's Regional Trail System Plan. Parks and Rec. concerned about future Pinnacle Peak to Parkside Ln. alignment at 67<sup>th</sup> Ave.</p>
<p><b>4. Multi-use Bridge-over Grand Canal @ Missouri Avenue and 79<sup>th</sup> Avenue</b></p> <p><b>Project Number:</b> 9465  <b>Project Description:</b>  Construct a new bridge over the Grand Canal in the area of Missouri Avenue and 79th Avenue for bicycle and pedestrian access</p> <p><b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$309,000  Carryover-\$30,900  03/04-\$278,100  04/05-\$0  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$0</p>	<p>Negotiating with DMJM as of late May 2003 to complete final design.</p>			<p>Behind schedule</p>	<p>Property Management has ordered a Condition of Title Report on the property SW of the planned bridge. The pathway from the bridge to 79<sup>th</sup> Ave. would cross this property. Council approved property acquisition for bridge on 4/22/03. Warranty deed was recorded with Maricopa County on 4/30/03.</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>5. Arrowhead Pedestrian Circulation</b></p> <p><b>Project Number:</b> New  <b>Project Description:</b>  Provide pedestrian and bicycle circulation improvements within the Arrowhead Towne Center area to increase safety for pedestrians/cyclists, and improve connections to stores and services. Improvements will probably include new sidewalks, improved crossings, landscaping for shade, and other pedestrian linkages.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$2,996,257  03/04-\$0  04/05-\$0  05/06-\$295,036  06/07-\$2,701,221  07/08-\$0  09-13-\$0</p>					<p>Bicycle and pedestrian access to the Center from areas to the north and east will be addressed.</p>
<p><b>6. Downtown Pedestrian Circulation</b></p> <p><b>Project Number:</b> 9467  <b>Project Description:</b>  Provide pedestrian circulation enhancements in the downtown Central business District. CMAQ grant will fund 50% of this project with repayment of \$2,814,952 after 2010.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$5,602,051  03/04-\$871,000  04/05-\$1,591,350  05/06-\$1,789,090  06/07-\$1,350,611  07/08-\$0  09-13-\$0</p>					<p>An interdepartmental meeting will be held to address needs.</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>7. Widen Bridge: Glendale Avenue @ New River for bicycle and pedestrian access</b></p> <p><b>Project Number:</b> 9472  <b>Project Description:</b>            Bridge reconstruction and widening for bicycle and pedestrian access over New River. On Glendale Avenue. CMAQ grant will fund 50% of this project with repayment of \$650,000 after 2007. Engineering portion is under a separate grant.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost - \$1,300,000</b>            03/04-\$0            04/05-\$1,300,000            05/06-\$0            06/07-\$0            07/08-\$0            09-13-\$0</p>	<p>Final DCR was approved 9-11-02.            Project manager - Debbie Burdette</p>	<p>Approval of 100% plans Oct., 2003. INCA (design consultant) will take project to 60% design starting 6/13/03.</p>	<p>Project to be advertised Oct., 2003. ADOT responsible for construction oversight</p>	<p>On schedule</p>	<p>In MAG TIP Environmental determination is in progress, 09/05/02. Environmental completed 6/9/03.</p> <p>Per Debbie Burdette, project to be "Advance Constructed."</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>8. Multi-use pathway along New River from Missouri Avenue to Northern Avenue</b></p> <p><b>Project Number:</b> New  <b>Project Description:</b>  Construct a multi-use pathway along New River from Missouri Avenue to Northern Avenue as part of a major reconstruction project within this corridor. A Transportation Enhancement Grant for \$500,000 will fund 25% of this project and is anticipated after 2006.</p> <p><b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$2,086,713  04/04-\$0  04/05-\$0  05/06-\$208,688  06/07-\$1,878,025  07/08-\$0  09-13-\$0</p>					<p>See MAG's West Valley Rivers report to address east side and west side needs. The West Valley Rivers Plan indicates the pathway, from Northern to Bethany, will be on the west side of new River. Staff will submit application 7/703 for Transportation Enhancement Program funds.</p>
<p><b>9. Bike overpass/underpass at Loop 101</b></p> <p><b>Project Number:</b> New  <b>Project Description:</b>  Construct an overpass or underpass in the vicinity of Loop 101 at 63rd Avenue for safe bicycle and pedestrian crossing of the Loop101. CMAQ 88% repayment of \$3,053,379 anticipated after 2007.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$3,477,822  03/04-\$0  04/05-\$347,782  05/06-\$3,130,040  06/07-\$0  09-13-\$0</p>					<p>Design concept work is underway with URS. Bridge concept was presented at a separate public meeting on February 27, 2003 and three open house public meetings for the GO program in May 2003.</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>10. Multi-use pathway: Grand Canal – 91<sup>st</sup> to New River</b></p> <p><b>Project Number:</b> 9470  <b>Project Description:</b>  Construct a new multi-use pathway from Bethany Home Road at 91st Avenue along the Grand Canal to New River. Part of the West Valley Rivers Trail.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$1,969,640  03/04-\$1,721,045  04/05-\$191,227  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$0</p>					<p>The easement along the Loop 101 drainage channel is the preferred alignment.</p>
<p><b>11. Street Widening for Bike Route – Cholla, 59<sup>th</sup> to 61<sup>st</sup>.</b></p> <p><b>Project Number:</b> New  <b>Project Description:</b>  Widening of street to accommodate new bike route.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost</b> - \$347,782  03/04-\$34,778  04/05-\$313,004  05/06-\$0  06/07-\$0  07-08-\$0  09-13-\$0</p>	Completed	Completed	Completed		Completed.

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>12. Pathway/ACDC @ Marshall Elem.</b></p> <p><b>Project Number: 9431</b>  <b>Project Description:</b>  <b>Construction of a multi-use pathway across the ACDC.</b>  <b>Design costs are covered under separate grant. CMAQ funds of \$282,400 will only apply to construction.</b>  <b>Funding Source:</b>  <b>General Obligation Bonds - Streets and Parking</b>  <b>Total Cost - \$299,500</b>  <b>03/04-\$299,500</b>  <b>04/05-\$0</b>  <b>05/06-\$0</b>  <b>06/07-\$0</b>  <b>07/08-\$0</b>  <b>09-13-\$0</b></p>	<p>Final DCR completed Sept., 2001  Project manager – Debbie Burdette</p>	<p>30% plans waiting for an environmental determination</p> <p>Environmental approved 3-21-03.</p> <p>90% Plan comments due 6-13-03.</p>	<p>Project to be advertised Aug 2002. ADOT responsible for construction oversight.</p>	<p>Behind schedule</p>	<p>ADOT Environmental Section is unable to process determinations in a timely manner according to Debbie Burdette.</p>
<p><b>13. Pathway/ACDC @ Marshall Elem. - Transp. Enhancement</b></p> <p><b>Project Number: 9432</b>  <b>Project Description:</b>  <b>Design and construction of a multi-use pathway across the ACDC.</b>  <b>STP/TEA funds of \$272,107 will only apply to construction. City match is \$32,369.</b>  <b>Funding Source:</b>  <b>General Obligation Bonds - Streets and Parking</b>  <b>Total Cost - \$304,476</b>  <b>Carryover-\$304,476</b>  <b>03/04-\$0</b>  <b>04/05-\$0</b>  <b>05/06-\$0</b>  <b>06/07-\$0</b>  <b>07-08-\$0</b>  <b>09-13-\$0</b></p>	<p>This project is being done in conjunction with # 12 above.  Project manager – Debbie Burdette</p>	<p>Same as above</p>	<p>Same as above</p>	<p>Same as above</p>	<p>Same as above</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>14. 43rd and Peoria/ACDC - Bike Match</b></p> <p><b>Project Number: 9433</b></p> <p><b>Project Description:</b>  <b>Construct a bicycle underpass to cross 43rd and Peoria Avenues at the Arizona Canal. This is a CMAQ-funded joint project with Phoenix. Funding shown is Glendale's share of the match requirement.</b></p> <p><b>Funding Source:</b>  <b>General Obligation Bonds - Streets and Parking</b></p> <p><b>Total Cost - \$176,510</b></p> <p><b>03-04-\$176,510</b></p> <p><b>04/05-\$0</b></p> <p><b>05/06-\$0</b></p> <p><b>06/07-\$0</b></p> <p><b>07/08-\$0</b></p> <p><b>09-13-\$0</b></p>	<p>The City of Phoenix is managing this project. Project manager – Maurice Goyette (602-495-2050)</p>	<p>Completed. Awaiting letter from FHWA to proceed with advertising for bids.</p>	<p>Goyette says he wants to advertise in early Oct.</p> <p>Const. contract awarded in March, '03.</p>	<p>On schedule</p>	<p>The City of Glendale programmed \$176,510 for its share of the required match for CMAQ funds.</p> <p>Information supplied by Maurice Goyette, City of Phoenix, Traffic and Streets Dept.</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>15. Catlin Court</b></p> <p><b>Project Number: 9558</b></p> <p><b>Project Description:</b>  <b>Catlin Court is the area of downtown Glendale from Paltaire to Myrtle &amp; 59th Ave. to a half block east of 57th Ave. This phased project may include pedestrian entry features, auto entry features, alley treatments and side streets improvements.</b></p> <p><b>Funding Source:</b>  <b>General Obligation Bonds - Streets and Parking</b></p> <p><b>Total Cost - \$879,504</b></p> <p><b>03/04-\$243,804</b></p> <p><b>04/05-\$0</b></p> <p><b>05/06-\$0</b></p> <p><b>06/07-\$0</b></p> <p><b>07/08-\$0</b></p> <p><b>09-13-\$635,700</b></p>	<p>DCR completed, environmental statement approved. Project manager - Tim Quinn</p>	<p>Consultant is completing the "contract documents."</p>		<p>On schedule</p>	<p>Tim Quinn supplied this information on Sept. 9, 2002.</p>

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>16. 51st Ave/ACDC - Bike Match</b></p> <p><b>Project Number: New</b>  <b>Project Description:</b>  Construct a bicycle underpass to cross 51st Avenue and Cactus Road at the Arizona Canal. This is a CMAQ-funded joint project with Phoenix. Funding shown is Glendale's share of the match requirement.</p> <p><b>Funding Source:</b>  General Obligation Bonds - Streets and Parking  <b>Total Cost - \$301,280</b>  03/04-\$0  04/05-\$0  05/06-\$301,280  06/07-\$0  07/08-\$0  09-13-\$0</p>	<p>The City of Phoenix is managing this project.</p>				<p>Will coordinate with Phoenix on equestrian needs to cross Peoria and 51<sup>st</sup> Avenues.</p>
<p><b>17. Bike &amp; Ped/ Skunk Creek @ Bell</b></p> <p><b>Project Number: New</b>  <b>Project Description:</b>  Widen existing bridge to provide pedestrian and bicycle access across bridge over Skunk Creek. CMAQ grants will fund 95% of this project.</p> <p><b>Funding Source:</b>  Grants  <b>Total Cost - \$476,100</b>  02/04-\$47,205  04/05-\$0  05/06-\$428,895  06/07-\$0  07/08-\$0  09-13-\$0</p>					

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>18. Skunk Creek Linear Park Development</b></p> <p><b>Project Number:</b> 8523  <b>Project Description:</b>  Construction of multi-use and equestrian trails system, which will connect anchor parks along the creek. The project includes 3-1/2 miles of trails, landscaping and rest stations.  <b>Funding Source:</b>  General Obligation Bonds - Open Space/Trails  <b>Total Cost - \$902,284</b>  02/03-\$902,284  03/04-\$0  04/05-\$0  05/06-\$0  06/07-\$0  08-12-\$0</p>	Completed	Completed	Completed		Completed
<p><b>19. Manistee Ranch Development</b></p> <p><b>Project Number:</b> 8510  <b>Project Description:</b>  Park development including: lighting, walkways, benches, irrigation, and parking.  <b>Funding Source:</b>  General Obligation Bonds - Parks Bonds  <b>Total Cost - \$159,500</b>  03/04-\$0  04/05-\$0  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$159,500</p>	Completed	Completed	Completed		Completed

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>20. Thunderbird Park Improvements</b></p> <p><b>Project Number:</b> 8530  <b>Project Description:</b>  Enhancement to conservation park. Renovation of picnic ramadas, restrooms, roadways, amphitheater, trail improvements and additional parking.  <b>Funding Source:</b>  General Obligation Bonds - Parks Bonds  <b>Total Cost</b> - \$2,455,149  03/04-\$290,000  04/05-\$162,508  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$2,002,641</p>					Hold for completion of Thunderbird Park Master Plan
<p><b>21. Sahuaro Ranch Park Improvement</b></p> <p><b>Project Number:</b> 8550  <b>Project Description:</b>  Completion of replacement and renovation of existing ramadas, drinking fountains, restrooms, trees, parking, tables, benches, bicycle paths, fencing, etc.  <b>Funding Source:</b>  General Obligation Bonds - Parks Bonds  <b>Total Cost</b> - \$3,120,319  03/04-\$16,819  04/05-\$0  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$3,103,500</p>	Completed	Completed	Completed		Completed

Bicycle – Pedestrian Project	Preliminary Engineering	Final Design	Construction	On Schedule ?	Comments
<p><b>22. New River Bike Trail</b></p> <p><b>Project Number:</b>  <b>Project Description:</b>  Construct a multi-use pathway along the east side of New River from Pinnacle Peak Rd. to Hillcrest Blvd.  <b>Funding Source:</b>  <b>Total Cost - \$300,000</b></p>					Proposed CIP project
<p><b>23. Ped Circualtion/Cardinal-Coyote Area</b></p> <p><b>Project Number:</b> 9474  <b>Project Description:</b>  Contribute to pedestrian circulation facilities in the Cardinal/Coyote area.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost - \$2,824,260</b>  03/04-\$278,100  04/05-\$2,546,160  05/06-\$0  06/07-\$0  07/08-\$0  09-13-\$0</p>					
<p><b>24. Old Roma Alley Pedestrian Project</b></p> <p><b>Project Number:</b> New  <b>Project Description:</b>  This project will improve the alley between 57<sup>th</sup> Drive and 58<sup>th</sup> Avenue, from Glendale Avenue to Glenn Drive. CMAQ 50% repayment of \$75,000 anticipated after 2007.  <b>Funding Source:</b> Half-Cent Sales Tax  <b>Total Cost - \$150,000</b>  03/04-\$871,000  04/05-\$1,591,350  05/06-\$1,789,090  06/07-\$1,350,611  07/08-\$0  09-13-\$0</p>					May submit project for Transportation Enhancement Program funds in July, 2003.

## Appendix M: Glendale Capital Improvement Program Map

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# Appendix N: GIS Database Sample

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Segment	Street	Date	Surveyor	Trail Type	Minimum width	Minimum buffer	Landscape	Amenities	No obstacles in trail	No Street Conflict/Safety	Vegetation clearance	Lighting	Recommended Classification Status	Role	Priority	image1	image2	image3
3N2E21C	47TH AVE	9/19/03	AH	2	1	0	0	0	1	1	1	1	1					
3N2E28A	47TH AVE	9/19/03	AH	2	1	0	1	0	1	1	1	1	1					
3N2E28C	47TH AVE	9/19/03	AH	2	1	0	0	0	1	1	1	1	1					
2N2E16A	47TH AVE	9/17/03	AH	2	1	0	0	0	0	1	1	1	2	1	N/A			
2N2E4A	47TH AVE	9/15/03	AH	2	1	0	N/A	0	1	1	1	1	2	N/A	N/A			
2N2E4C	47TH AVE	9/15/03	AH	2	1	0	0	0	1	1	1	1	2	1	N/A			
2N2E9AC	47TH AVE	9/17/03	AH	2	1	0	0	0	1	0	1	1	2	1	N/A			
3N2E33C	47TH AVE	9/15/03	AH	2	1	0	1	0	1	1	1	1	1	1	N/A			
3N2E33A	47TH AVE	9/15/03	AH	2	1	0	0	0	1	1	1	1	2	1	N/A			
3N2E17AC	51ST AVE	9/24/03	AH	3	1	1	0	0	1	1	1	1	2					
3N2E20A	51ST AVE	9/24/03	AH	3									3					
3N2E8AC	51ST AVE	9/24/03	AH	3	1	1	1	0	1	1	1	1	1					
3N2E8A	51ST AVE	9/24/03	AH	3	1	1	0	0	1	1	1	0	2					
4N2E20C	51ST AVE	9/19/03	AH	3	1	1	1	0	1	1	1	1	1					
4N2E29AC	51ST AVE	9/24/03	AH	3	0	1	1	0	1	1	1	1	2					
4N2E32C	51ST AVE	9/24/03	AH	3	1	1	1	0	1	1	1	1	1					
4N2E32A	51ST AVE	9/24/03	AH	3	0		1	0	0	0	0	1	2					
2N2E17A	55TH AVE	9/17/03	AH	2	1	0	0	0	1	0	1	1	2	1	N/A			
2N2E17C	55TH AVE	9/17/03	AH	N/A	N/A	N/A	N/A	0	1	0	1	0	N/A	N/A	N/A			
2N2E5C	55TH AVE	9/15/03	AH	2	1	0	0	0	1	1	1	0	2	1	N/A			
2N2E8A	55TH AVE	9/17/03	AH	2	0	0	1	0	1	1	1	1	2	1	N/A			
2N2E8C	55TH AVE	9/17/03	AH	2	0	0	0	0	1	0	1	0	3	1	N/A			
4N2E29C	57TH AVE	9/19/03	AH	2	0	0	0	0	1	1	1	1	2					
3N2E17A	59TH AVE	9/17/03	AH	1	0	0	1	0	1	0	1	1	2					
3N2E17C	59TH AVE	9/17/03	AH	1	1	1	1	0	1	1	1	1	1					
3N2E18A	59TH AVE	9/17/03	AH	1	0	0	1	0	1	0	1	1	1 2					
3N2E18C	59TH AVE	9/17/03	AH	1	0	0	1	0	1	0	1	1	2					
3N2E19A	59TH AVE	9/17/03	AH	1	0	1	1	1	1	1	1	1	2					
3N2E19C	59TH AVE	9/17/03	AH	1	0	0	1	0	1	0	1	1	2					
3N2E20CA	59TH AVE	9/17/03	AH	1	0	0	1	0	1	0	1	1	2					

Comments	Opportunities	Constraints	Unique Features
Nice connection to canal. Tucs/ curb attached	Enhance l/s e/side.		Bike lanes
Nice l/s/ row. Very pleasant street. Wide l/s strip. Curb attached tucs. Rear yard walls some front yard orient.			Bike lanes. Mixed.
Tucs front yard orient. No l/s.			
Tucs. Side yard orientation residential. Not much shade - pretty bleak	Street is very wide with ample bike lane width. Opportunity to connect to greenbelt/detention on grand avenue.	Lots of curb cuts and walls.	Bike lanes.
Typical unimproved residential area.	Opportunity to landscape row on east side.		Bike lanes.
Typical unimproved collector street (tucs).	Big opportunity for landscaping on east side - wide row.		Bike lanes.
Tucs - sidewalk _____ to curb. Some mature trees, some shade from adjacent property. Landscaping along park.	Some property walls adjacent to sidewalk.		Bike lanes.
Typical enhanced 2 corridor. Existing landscape in			Bike lanes on both sides.
Very little landscaping - more on west side.	East side opportunity to landscape row.		Bike lane.
Partially upgraded. Needs l/w & trail def. For most of segment		Curb from commercial driveway cuts across trail. Should be removed.	
Connection to canal/paseo. All paved/on street.		Very little opportunity for equestrian. Trail. Space & grade constraints.	
South section recently improved. Very nice w/ l/s & defined trail. Ties into equestrian. Neighborhood.	Room for trail but it hasn't been defined well. North segment need more trees.		Equestrian. Neighborhood adjacent
Wide gravel path. No l/s, no trail definition.	Needs l/s. Needs lighting.		
Very nice non-paved trail. S/section could use l/s improvements.			
Trail needs widening, definition in most places. Some areas trail doesn't exist b/c undeveloped parcels.	Connect to high school	Canal crossing - limited equestrian access. No trail but passable	
Very nice. Except vacant parcel @ bell.	Nodes. Opportunity. For amenities		
Major conflict @ H.S. Trail disappears. Very little room/obstacles. Trail is possible but with work.		Lots of obstacles, signs, fences, util. Boxes, etc.	
Curb attached sidewalk - narrow along west side.	On east side enhanced landscape. Lots of room in row.		No bike lanes/no buffer. Recommend possible deletion.
Minimal lighting. Sidewalk on curb.	Wide row on west side, connects directly to linear park south of camelback, adjacent to residential	Industrial uses on east side. Possibly add to plan????	
Tucs - narrow street.	West side buffer - easy to make pedestrian friendly. Myrtle park node.		
Tucs, sidewalk in curb, no bike lanes. Patchy in places detached - almost missing in places.	Use school grounds to connect/expand path. Opportunity for more landscaping improvements.	Pavement narrow in places. School grounds are fenced off.	Looks like recent improvements south of Lamar west side nice buffer, landscaping, trees are in good shape.
No sidewalk - nada, dirt/industrial area.	Wide are west side plenty of room.	Connects to nothing.	None. Preliminary recommend to delete.
Mostly non-existent. Just curb & gutter to desert. Only developed in front of library/park.			Bike lanes
Mostly attached to curb. Narrow. Nice l/s adj. To s/w.			
30-35' buffer w/trees. Then in & out mostly nice path. Very nice path.			
Nice l/s adj. To s/w	Few opportunities to improve		
Attached s/w.	Opportunities to l/s row		Palm trees.
Patchy. Detached w/nice l/s then non-existent	Install in vacant areas		Nice l/s w/ palm trees. Mostly in good shape w/exception of vacant patch.
L/s s/w to wall. Curb attached then walls of subdivision. 12' row			Commercial development. Nice s/w at Peoria
Patchy. Mostly on curb.	Enhance l/s. Side between s/w & wall.		

## Appendix O: Trail, Path and Pedestrian Network Status Map

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## Appendix P: Project Opportunities and Constraints List

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### Connectivity

- East-west paved path connection to New River system from the following streets: Hillcrest Blvd, Rose Garden Lane (near church/school).
- East-west trail and/or paved path along north side of drainage swale on the north side of Loop 101, connecting New River to 51<sup>st</sup> Avenue. Crossings at 75<sup>th</sup> Avenue, 67<sup>th</sup> Avenue, 59<sup>th</sup> Avenue, and 51<sup>st</sup> Avenue.
- Trail link into Phoenix open space and Thunderbird Park where 51<sup>st</sup> Avenue turns west into Arrowhead Ranch. Coordination with City of Phoenix.
- New park entrance, grade separated trail crossings with redesign and construction of 59<sup>th</sup> Ave, through Thunderbird Park.
- New trail entrance into Thunderbird Park at end of sidewalk east side of 59<sup>th</sup> Avenue and past bridge
- Better trail link/access between 51<sup>st</sup> Avenue and Skunk Creek trails
- Additional paved path link into Skunk Creek through drainage easement at Grovers Alignment
- Paved path connection along Butler alignment to future neighborhood park along 61<sup>st</sup> Avenue
- Improved path connections along Orangewood
- Improved sidewalk/pedestrian link along Sherrie Jean at 72<sup>nd</sup> Avenue
- Paved path through Glendale Community College and Sahuaro Ranch Park along the Mountain View Alignment
- Opportunity to tie New River trails into West Valley Multi-Modal Recreation Corridor along Agua Fria
- Trail link to White Tank Mountains from Agua Fria through canal at Orangewood alignment, up to Northern alignment and continue west and north to Olive to main entrance into White Tanks County Park
- Connections to Peoria Community Park at Skunk Creek and Arizona Canal
- Underpass under Loop 101 at 63<sup>rd</sup> Avenue and link to 63<sup>rd</sup> Avenue sidewalks
- Bike path connections to park & ride lot along east side of 101 at stadium
- Link Glen Harbor paved paths to system along New River

- Loop trail around city-owned land adjacent to east side of New River between Bethany Home Road, Missouri and 107<sup>th</sup> Avenue
- Paved path along west side of 83<sup>rd</sup> Avenue from its crossing of New River south to Bell Road. Attach to paved path coming along west side of New River within Peoria and change over to east side of New River within Glendale.
- Complete unpaved trail south side of Pinnacle Peak Road from end of subdivision east to 67<sup>th</sup> Avenue. Add signage and some trail definition. Improve intersection crossing as no crossing apparatus currently exists. Need signs on all corners of intersection
- Paved path along the Colter Channel (County coordination)
- Paved path along the Beardsley Channel (County coordination)
- Path connections along the Paseo at several locations from Sweetwater to Hearn
- Trail and path connections onto the Arizona Canal trail and path at Sunnyside
- Equestrian friendly bridge east of 51<sup>st</sup> Avenue over the canal to the trail between the ACDC and the Arizona Canal (improves an existing narrow bridge not accessible to horses and some wheelchairs)

### Safety/Street Crossings

- Enhance 51<sup>st</sup> Avenue trail visibility as it passes under the Loop 101
- Enhanced pedestrian crossing and access to Arrowhead Towne Center and Hidden Meadows Park at 75<sup>th</sup> Avenue and Grovers

### Trail/Streetscape Improvements

- Greater trail statement and improvements/paved path opportunities and streetscape improvements along 51<sup>st</sup> Avenue from Thunderbird Conservation Park to Cholla
- Enhanced pedestrian, bicycle and equestrian access into Thunderbird Park with reconstruction of park entrance along 75<sup>th</sup> Avenue
- Enhanced pedestrian facilities and connections along 91<sup>st</sup> Avenue combined with street widening project and improved connection to Grand Canal linear park at Bethany Home Road alignment

- Provide improved pedestrian/bicycle facilities along new Glendale Avenue bridge over New River
- Sidewalk/pedestrian improvements into Lions Park from east, southeast, and west
- Sidewalk/pedestrian improvements along 61<sup>st</sup> Avenue from Northern to Grand
- Enhanced pedestrian circulation around arenas/stadium
- Landscape along the south side of the Arizona Canal from the Marshall Ranch Elementary School to 59<sup>th</sup> Avenue
- Signage along the Arizona Canal/Paseo
- Signage along the Grand Canal Linear Park
- Signage along the New River trail system

### **Equestrian issues**

- Equestrian friendly neighborhood with trails along streets. Links to Skunk Creek along 71<sup>st</sup> Avenue drainage corridor and 67<sup>th</sup> Avenue. Remove equestrian link at end of 73<sup>rd</sup> Avenue, and add equestrian trail along Grovers
- Improve equestrian trails and access throughout Sunburst Farms, along streets and alleys. Connect neighborhood to 51<sup>st</sup> Avenue trail, and to 59<sup>th</sup> Avenue at Paradise Lane
- Equestrian trail loop around neighborhood bound by Mountain View, 51<sup>st</sup> Avenue, 53<sup>rd</sup> Avenue, and Cortez Street.
- Defined equestrian crossing and defined pedestrian approaches for neighborhoods with construction of Skunk Creek Bridge at 57<sup>th</sup> Avenue

### **Trailheads and Nodes**

- Trail node at end of Hillcrest at New River
- Trail node at end of Rose Garden alignment at New River
- Trail node at end of Villarita Drive at City Park
- Nodes/access improvement along Thunderbird Paseo at the following points: Paradise Lane, Greenway, 67<sup>th</sup> Avenue, Acoma, 59<sup>th</sup> Avenue, 56<sup>th</sup> Avenue, Sweetwater, 51<sup>st</sup> Avenue, and Cholla
- Trail node at Grand Canal & Missouri (47<sup>th</sup> Avenue at the AZ Canal is a great example)
- Trail node at Grand Canal and 83<sup>rd</sup> Avenue

- Trailhead development at Sunnyside and 51<sup>st</sup> Avenue northeast corner
- Trailhead incorporated into the Racquet Center as a mini park on the east or north side or trailhead incorporated into the proposed multi-generational center and park on the southwest corner of Thunderbird Road and the Arizona Canal
- Trailhead signage along the Paseo

### **Parks and Open Space Conservation**

- Agricultural preservation around Luke AFB
- Grand Canal linear park from Loop 101 to New River
- Enhanced downtown pedestrian zone with urban greenbelt improvements
- Greenbelt/park within detention basins between Loop 101 and the arena/stadium site
- Desert revegetation potential at City-owned property between New River, Bethany Home Road, Missouri and 107<sup>th</sup> Avenue

### **Constraints**

- High traffic street at 67<sup>th</sup> Avenue
- No continuity of sidewalk/path along 71<sup>st</sup> Avenue alignment through golf course
- Non-signalized intersection at Grovers and 75<sup>th</sup> Avenue restricting access from neighborhood to Hidden Meadows Park
- Non-signalized intersection at Union Hills and 71<sup>st</sup> Avenue restricting non-motorized access across Union Hills
- Restricted space for trail along 51<sup>st</sup> Avenue adjacent to Deer Valley High School because of existing walls and fences
- No canal crossing at the Grand Canal and Missouri
- No special access across Grand Canal at 99<sup>th</sup> Avenue
- No public access across Luke AFB
- No current north-south access through Desert Mirage Public Golf Course
- Loop 101 crossings from east-west trail and/or paved path along north side of drainage swale on the north side of Loop 101 at 75<sup>th</sup> Avenue, 67<sup>th</sup> Avenue, 59<sup>th</sup> Avenue, and 51<sup>st</sup> Avenue.

## Appendix Q: Inventory of Access Areas and Crossings

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### Access Areas

**N = Enhanced Pedestrian Node (42 total)**

**P = Trailhead Parking** (totals do not include trailhead in Thunderbird Conservation Park)

*P1 = Level 1 (5 total)*

*P2 = Level 2 (2 total)*

*P3 = Level 3 (2 total)*

**E = Trailhead Parking plus Equestrian**

**Facilities** (totals do not include trailheads in Thunderbird Conservation Park)

*E1 = Level 1 (3 total)*

*E2 = Level 2 (2 total)*

*E3 = Level 3 (4 total)*

<b>ID#</b>	<b>General Location</b>	<b>Access Type</b>	<b>Comments</b>	<b>Status</b>
<b>1</b>	West of 75 <sup>th</sup> Ave. @ Hillcrest Blvd.	❖ P1	❖ Within City of Peoria jurisdiction. Require inter-jurisdictional coordination. Potential City of Glendale gateway statement.	❖ Proposed.
<b>2</b>	West entrance of Thunderbird Conservation Park east of 67 <sup>th</sup> Ave.	❖ E: Level as defined by Thunderbird Conservation park Master Plan	❖ Coordination and details per Thunderbird Conservation Park Master Plan.	❖ Existing. Needs improvement.
<b>3</b>	West of 59 <sup>th</sup> Ave. within Thunderbird Conservation Park	❖ P: Level as defined by Thunderbird Conservation Park Master Plan	❖ Coordination and details per Thunderbird Conservation Park Master Plan.	❖ Existing. Needs improvement.
<b>4</b>	South of Pinnacle Peak Rd. @ approx. 53 <sup>rd</sup> Ave.	❖ E: Level as defined by Thunderbird Conservation Park Master Plan	❖ Coordination and details per Thunderbird Conservation Park Master Plan. Possible equestrian arena site. Potential City of Glendale gateway statement.	❖ Existing. Needs improvement.
<b>5</b>	East of New River @ Rose Garden alignment	❖ P3	❖ Coordination/cooperation with City of Peoria possible.	❖ Proposed.
<b>6</b>	SR 101 paved path @ 67 <sup>th</sup> Ave. Secondary Signature Street sidewalk intersections (both sides of 67 <sup>th</sup> Ave.)	❖ N		❖ Proposed.
<b>7</b>	SR 101 paved path @ 59 <sup>th</sup> Ave. Primary Signature Street sidewalk intersections (both sides of 59 <sup>th</sup> Ave.)	❖ N		❖ Proposed.
<b>8</b>	Northwest and southwest corners of 51 <sup>st</sup> Ave. and the Skunk Creek Wash	❖ N	❖ Needs better trail connections, benches.	❖ Existing. Needs improvement.
<b>9</b>	Within Foothills Community Park	❖ P1	❖ Add trail network location map, rules & regulations, shade, benches and drinking water.	❖ Existing. Needs improvement.
<b>10</b>	Villarita Park, east of Skunk Creek @ Villarita Drive	❖ N		❖ Existing.
<b>11</b>	Skunk Creek paved path intersection with 67 <sup>th</sup> Ave. Secondary Signature Street sidewalks (southeast corner)	❖ N		❖ Proposed.
<b>12</b>	North side of Skunk Creek @ drainage swale at 71 <sup>st</sup> Ave. alignment	❖ N	❖ Some benches nearby.	❖ Proposed.
<b>13</b>	Intersection of 73 <sup>rd</sup> Ave. trail and path with	❖ N		❖ Proposed.

<b>ID#</b>	<b>General Location</b>	<b>Access Type</b>	<b>Comments</b>	<b>Status</b>
	Paseo paved path north side of Paseo			
<b>14</b>	North side of the Paseo along southwest side of 71 <sup>st</sup> Ave./Greenway Rd.	❖ E2*	❖ *Equestrian facilities only as other parking available nearby.	❖ Proposed.
<b>15</b>	Paseo paths and trail intersections with 67 <sup>th</sup> Ave. Secondary Signature Street sidewalks (all corners)	❖ N		❖ Proposed.
<b>16</b>	North side of Paseo where paved path crosses Paseo and intersects with Paseo north side paved path	❖ N		❖ Proposed.
<b>17</b>	North side of Paseo west side of 59 <sup>th</sup> Ave.	❖ P2	❖ Add trail network location map, rules & regulations.	❖ Existing. Needs improvement.
<b>18</b>	One of three potential locations: 1) east side of 63 <sup>rd</sup> Ave. north of Paseo Racquet Club 2) north side of Thunderbird between Paseo and Paseo Racquet Club 3) Within proposed community park site southwest of Thunderbird Rd. and the Paseo	❖ E3	❖ Possible equestrian arena location if space permits.	❖ Proposed.
<b>19</b>	Paseo paths and trail intersections with 59 <sup>th</sup> Ave. Primary Signature Street sidewalks (all corners)	❖ N		❖ Primary.
<b>20</b>	North side of Paseo west of 56 <sup>th</sup> Ave.	❖ P1	❖ Add trail network location map, rules & regulations, benches, shade.	❖ Existing. Needs improvement.
<b>21</b>	North and south sides of Paseo where proposed paved path connects from Marshall Ranch Elementary School on the south side to paved path on north side of Paseo	❖ N	❖ Tie to capital improvement program that builds paved path crossing.	❖ Proposed.
<b>22</b>	Paseo paths and trails intersections with sidewalks and trails along 51 <sup>st</sup> Ave. (all corners)	❖ N		❖ Proposed.
<b>23</b>	Northeast corner of 51 <sup>st</sup> Ave. and Sunnyside	❖ E1		❖ Proposed.

<b>ID#</b>	<b>General Location</b>	<b>Access Type</b>	<b>Comments</b>	<b>Status</b>
	Drive close to Arizona Canal			
<b>24</b>	South side of Arizona Canal at intersection of 47 <sup>th</sup> Ave. Secondary Signature Street sidewalks	❖ N	❖ Add trail network location map, rules & regulations.	❖ Existing. Needs improvement.
<b>25</b>	South of Arizona Canal and west of 43 <sup>rd</sup> Ave. where paths and trails intersect with 43 <sup>rd</sup> Ave. and Cactus Rd. sidewalks	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>26</b>	City boundary where Paved Path intersects with either 71 <sup>st</sup> Ave. or Butler Dr.	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>27</b>	Intersection of Paved Path and 63 <sup>rd</sup> /62 <sup>nd</sup> Ave. Secondary Signature Street 62 <sup>nd</sup> Ave.	❖ N	❖ Glendale High School interpretive opportunity.	❖ Proposed.
<b>28</b>	Intersection of Paved Path and sidewalk systems/plaza at 59 <sup>th</sup> Ave. and Glendale Ave. proposed deck	❖ N	❖ Downtown interpretive opportunity. Major public art opportunity.	❖ Proposed.
<b>29</b>	Intersection of Paved Path and sidewalks along Bethany Home Rd and 51 <sup>st</sup> Ave. Secondary Signature Streets	❖ N		❖ Proposed.
<b>30</b>	City boundary where Paved Path intersects with Camelback Rd.	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>31</b>	Both sides of Grand Canal west of 75 <sup>th</sup> Ave. and north of Camelback Rd.	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>32</b>	Both sides of Grand Canal where Missouri Ave. pedestrian bridge crosses the Canal	❖ N		❖ Proposed.
<b>33</b>	Within Community park at northeast corner of 83 <sup>rd</sup> Ave. and Bethany Home Rd.	❖ E3*	❖ *Equestrian facilities only in additional to already planned park facilities.	❖ Proposed.
<b>34</b>	Both sides of Grand Canal where pedestrian bridge crosses canal at approx 87 <sup>th</sup> Lane alignment	❖ N		❖ Proposed.
<b>35</b>	Both sides of 91 <sup>st</sup> Ave. where sidewalks	❖ N		❖ Proposed.

<b>ID#</b>	<b>General Location</b>	<b>Access Type</b>	<b>Comments</b>	<b>Status</b>
	intersect with Grand Canal Linear Park paths and trails			
<b>36</b>	Both sides of Grand Canal Linear Park where Secondary Trail intersects from the south and where paved path crosses Linear Park and intersects the north side paved paths	❖ N		❖ Proposed.
<b>37</b>	Park and Ride Lot along east side of the SR 101 between Bethany Home Rd. alignment and Glendale Ave.	❖ P1		❖ Park and Ride proposed, needs upgrading.
<b>38</b>	City boundary where both Paved Path and Primary Unpaved Trail enter City along the New River from Peoria	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>39</b>	Northeast corner of Glendale Ave. and the New River	❖ N		❖ Proposed.
<b>40</b>	Southwest corner of Glendale Ave. and the New River	❖ P3		❖ Proposed.
<b>41</b>	Within property bounded by New River to west, Grand Canal to east and Bethany Home Rd. alignment to south	❖ E1*	❖ *Possible equestrian arena location (or 36 or 38).	❖ Proposed.
<b>42</b>	City boundary where both Paved Path and Primary Unpaved Trail enter City along the Agua Fria River from Phoenix	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>43</b>	Along Airline Canal corridor east of El Mirage Rd. between Glendale Ave. and Bethany Home Rd. alignment	❖ E2*	❖ *Possible equestrian arena location (or 33 or 36).	❖ Proposed.
<b>44</b>	Glendale landfill/proposed park and golf course site north of Glendale Ave. and east of Agua Fria River	❖ E3	❖ Combine with future park development plans.	❖ Proposed.
<b>45</b>	City boundary where both Paved Path and Primary Unpaved Trail	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.

<b>ID#</b>	<b>General Location</b>	<b>Access Type</b>	<b>Comments</b>	<b>Status</b>
	enter City along the Agua Fria River from El Mirage			
<b>46</b>	Northwest corner of Glendale Ave. and the Agua Fria River	❖ N		❖ Proposed.
<b>47</b>	West of Litchfield Rd. along north side of the Dysart Drain (at Lightning Street)	❖ N	❖ Interpretive opportunities with Luke Air Force Base.	❖ Proposed.
<b>48</b>	East side of Litchfield Rd. within proposed park site along Colter Channel alignment	❖ P1	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>49</b>	Intersection of Primary Trail along railroad ROW and Paved Path along north side of Northern Pkwy. drainage	❖ N		❖ Proposed.
<b>50</b>	Intersection of Paved Path along north side of Northern Pkwy. drainage with both sidewalks on both sides of Reems Rd.	❖ N		❖ Proposed.
<b>51</b>	Intersection of Primary Unpaved Trail along north side of Olive Ave. Scenic Corridor with sidewalks on both sides of Reems Rd.	❖ N		❖ Proposed.
<b>52</b>	City boundary where Paved Path enters City along west side of the SR 303 from Surprise	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>53</b>	City boundary where Primary Unpaved Trail enters City along west side of Cotton Lane from Surprise	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>54</b>	All corners of Intersection of Paved Path along west side of SR 303 and Primary Unpaved Trail along north side of Olive Ave. Scenic Corridor	❖ N		❖ Proposed.
<b>55</b>	Within proposed park site along north side of Northern Pkwy. Paved Path at approximately Sarival Ave.	❖ P2	❖ Potentially combine with a park and ride lot.	❖ Proposed.
<b>56</b>	Northwest or southwest corner of Intersection of	❖ E1		❖ Proposed.

<b>ID#</b>	<b>General Location</b>	<b>Access Type</b>	<b>Comments</b>	<b>Status</b>
	Olive Ave. Scenic Corridor and Cotton Lane Scenic Corridor			
<b>57</b>	North side of Olive Ave. at intersection of master planned community sidewalk/paved path system and Primary Unpaved Trail	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>58</b>	Intersection of Secondary Unpaved Trails along both sides of Northern Ave. with Primary Unpaved Trail along west side of the Cotton Lane Scenic Corridor	❖ N		❖ Proposed.
<b>59</b>	Northeast corner of Glendale Ave. and 175 <sup>th</sup> Ave.	❖ N	❖ Possible interpretive use of old stone house ruin.	❖ Proposed.
<b>60</b>	Northwest corner of Citrus Rd. and Bethany Home Rd.	❖ E3*	❖ Equestrian amenities only. Potential interpretive use of old palm grove/White Tank Palms Nursery.	❖ Proposed.
<b>61</b>	East side of Perryville Rd. within potential park site at approx. Missouri Ave. alignment	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>62</b>	Intersection of two Primary Unpaved Trails on northwest corner of Cotton Lane Scenic Corridor and Camelback Rd.	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.
<b>63</b>	Intersection of Paved Path on west side of SR 303 and Primary Unpaved Trail on north side of Camelback Rd.	❖ N	❖ Potential City of Glendale gateway statement.	❖ Proposed.

## Special Crossings

### Roadway/River Grade-Separated Crossings

ID#	General Location	Path/Trail Type	Comments	Status
R1	51 <sup>st</sup> Ave./SR 101	❖ Primary Trail	❖ At-grade west side of 51 <sup>st</sup> Ave. under 101.	❖ Existing bridge. Trail exists. Needs signage and equestrian crossing improvements.
R2	New River/Deer Valley Rd.	❖ Primary Trail	❖ Trail coming from west side of New River north of Deer Valley to west side of New River south of Deer Valley, under Deer Valley. Coordination with City of Peoria.	❖ Existing bridge. Proposed trail. Peoria to build Paved Paths.
R3	New River/Union Hills Dr.	❖ Paved Path	❖ Path coming from west side of New River north of Union Hills to east side of New River south of Union Hills (west side of 83 <sup>rd</sup> Ave.), under Union Hills. Coordination with City of Peoria.	❖ Existing bridge. Some facilities exist in Peoria, but path needs construction in Glendale.
R4	Skunk Creek/Bell Rd.	❖ Primary Trail ❖ Paved Path	❖ Creek grade centered under Bell Rd. ❖ Creek grade south side of creek under Bell Rd.	❖ Existing bridge. Unimproved bottom of wash. Needs trail definition and signage. Path exists up to this point, but crosses Bell at-grade.
R5	Skunk Creek/67 <sup>th</sup> Ave.	❖ Primary Trail ❖ Paved Path	❖ Creek grade north side of creek under 67 <sup>th</sup> Ave. ❖ Creek grade south side of creek under 67 <sup>th</sup> Ave.	❖ Existing bridge. Trail exists top of bank north side of creek. Unimproved bottom of wash. Needs trail definition and signage. Paved path crossing exists.
R6	Skunk Creek/Union Hills Dr	❖ Primary Trail ❖ Paved Path	❖ Creek centered under Union Hills Dr. ❖ Creek grade north side of creek under Union Hills Dr.	❖ Existing bridge. Unimproved bottom of wash. Needs trail definition and signage. Paved path currently detours at-grade along Union Hills.
R7	Skunk Creek/59 <sup>th</sup> Ave.	❖ Primary Trail ❖ Paved Path	❖ Creek grade centered under 59 <sup>th</sup> Ave. ❖ Creek grade south side of creek under 59 <sup>th</sup> Ave.	❖ Existing bridge. Unimproved bottom of wash. Needs trail definition and signage. Paved path exists under 59 <sup>th</sup> Ave.
R8	Skunk Creek/57 <sup>th</sup> Ave.	❖ Primary Trail ❖ Paved Path	❖ Creek grade centered under 57 <sup>th</sup> Ave. ❖ Creek grade south side of Creek under 57 <sup>th</sup> Ave.	❖ Proposed bridge and trail improvements. Paved path exists each side of 57 <sup>th</sup> Ave.

ID#	General Location	Path/Trail Type	Comments	Status
				Connections needed.
R9	Skunk Creek/51 <sup>st</sup> Ave.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Creek grade centered under 51<sup>st</sup> Ave.</li> <li>❖ Creek grade one or both sides of creek (coordinate with City of Phoenix).</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge. Needs trail definition and signage. Paved path exists both sides of wash in Glendale, neither side in Phoenix.</li> </ul>
R10	ACDC/Thunderbird Paseo/67 <sup>th</sup> Ave.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Bottom of Paseo grade centered under 67<sup>th</sup> Ave.</li> <li>❖ Bottom of Paseo grade north side of Paseo under 67<sup>th</sup> Ave.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge. No trail definition. Needs signage. Paved Path exists. Needs signage.</li> </ul>
R11	ACDC/Thunderbird Paseo/Thunderbird Rd	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Bottom of Paseo grade centered under Thunderbird.</li> <li>❖ Bottom of Paseo grade north/east side of Paseo under Thunderbird.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge. No trail definition. Needs signage. Paved Path exists. Needs signage.</li> </ul>
R12	ACDC/Thunderbird Paseo/59 <sup>th</sup> Ave.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Bottom of Paseo centered under 59<sup>th</sup> Ave.</li> <li>❖ Bottom of Paseo grade north side of Paseo under 59<sup>th</sup> Ave.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge. No trail definition. Needs signage. Paved Path exists. Needs signage.</li> </ul>
R13	New River/Northern Pkwy.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ New River bottom grade east side of River north of Northern moving to west side of River south of Northern under Northern.</li> <li>❖ New River bottom grade west side of River north of Northern moving to east side of River south of Northern under Northern.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge needs improvement. No specific trail improvements. No specific path improvements, but proposed in existing CIP.</li> </ul>
R14	91 <sup>st</sup> Ave./Grand Canal	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Bottom of detention basin/linear park grade south side of basin under 91<sup>st</sup> Ave.</li> <li>❖ Bottom of detention basin/linear park grade north side of basin under 91<sup>st</sup> Ave.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge. Existing trail needs signage. Paved path existing leading up to crossing point</li> </ul>
R15	New River/Glendale Ave.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> <li>❖ Critical On-Street Bicycle Connection</li> </ul>	<ul style="list-style-type: none"> <li>❖ New River bottom grade west side of River under Glendale.</li> <li>❖ New River bottom grade east side of River under Glendale.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge but no specific trail improvements. No specific path improvements, but Proposed in existing CIP.</li> </ul>
R16	SR 101/Glendale Ave.	<ul style="list-style-type: none"> <li>❖ Critical On-Street Bicycle Connection</li> </ul>	<ul style="list-style-type: none"> <li>❖ At-grade along Glendale Ave. with SR 101 above.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge needs improvement and in existing CIP.</li> </ul>

<b>ID#</b>	<b>General Location</b>	<b>Path/Trail Type</b>	<b>Comments</b>	<b>Status</b>
R17	SR 101/Grand Canal	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Top of banks north and south side of canal and north side of detention basin/linear park under freeway.</li> <li>❖ Top of banks of north side of detention basin/linear park under freeway.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge. Need trail definition. Paved path exists but needs signage.</li> </ul>
R18	SR 101/Northern Pkwy.	<ul style="list-style-type: none"> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Most feasible grade-separated location per final designs.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge and path.</li> </ul>
R19	Agua Fria East/Glendale Ave.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> <li>❖ Critical On-street Bicycle Connection</li> </ul>	<ul style="list-style-type: none"> <li>❖ Agua Fria bottom grade east side of Agua Fria under Glendale Ave.</li> <li>❖ Agua Fria bottom grade east side of Agua Fria under Glendale Ave.</li> <li>❖ On Glendale Ave. bridge both directions.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge to be improved. Proposed trail, path and on-street bicycle lane.</li> </ul>
R20	Agua Fria West Glendale Ave.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> <li>❖ Critical On-street Bicycle Connection</li> </ul>	<ul style="list-style-type: none"> <li>❖ Agua Fria bottom grade west side of Agua Fria under Glendale Ave.</li> <li>❖ Agua Fria bottom grade west side of Agua Fria under Glendale Ave.</li> <li>❖ On new Glendale Ave. bridge.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Existing bridge to be improved. Proposed trail, path and on-street bicycle lane.</li> </ul>
R21	Agua Fria/Northern Pkwy.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Agua Fria bottom grade west side of Agua Fria under Northern Pkwy.</li> <li>❖ Agua Fria bottom grade west side of Agua Fria under Northern Pkwy.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge. Proposed trail, path and on-street bicycle lane.</li> </ul>
R22	143 <sup>rd</sup> Ave. alignment (old railroad ROW) /Northern Pkwy.	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Most feasible grade-separated location per final designs.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge. Proposed trail and path.</li> </ul>
R23	SR 303/Olive Scenic Corridor	<ul style="list-style-type: none"> <li>❖ Primary Trail</li> </ul>	<ul style="list-style-type: none"> <li>❖ Most feasible grade-separated location per final designs.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge. Proposed trail.</li> </ul>
R24	SR 303/Northern Pkwy.	<ul style="list-style-type: none"> <li>❖ Paved Paths</li> </ul>	<ul style="list-style-type: none"> <li>❖ Most feasible grade-separated location per final designs.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge. Proposed path.</li> </ul>
R25	SR 303/Old Northern Ave.	<ul style="list-style-type: none"> <li>❖ Secondary Trail</li> <li>❖ Paved Path</li> </ul>	<ul style="list-style-type: none"> <li>❖ Most feasible grade-separated location per final designs.</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge. Proposed trail and path.</li> </ul>
R26	SR 303/Glendale Ave.	<ul style="list-style-type: none"> <li>❖ Secondary</li> </ul>	<ul style="list-style-type: none"> <li>❖ Most feasible grade-</li> </ul>	<ul style="list-style-type: none"> <li>❖ Proposed bridge.</li> </ul>

ID#	General Location	Path/Trail Type	Comments	Status
		Trail ❖ Paved Path	separated location per final designs.	Proposed trail and path.
R27	SR 303/Camelback Rd	❖ Primary Trail ❖ Paved Path	❖ Most feasible grade-separated location per final designs.	❖ Proposed bridge. Proposed trail and path.

### ***Pedestrian/Bicycle/Equestrian Grade-Separated Crossings***

ID#	General Location	Path/Trail Type	Comments	Status
P1	59 <sup>th</sup> Ave./Thunderbird Conservation Park	❖ Primary Trail	❖ Most feasible per 59 <sup>th</sup> Ave. study and Thunderbird Conservation Park MP.	❖ Proposed crossing. Trails needs to be connected to crossing point.
P2	63 <sup>rd</sup> Ave. alignment/SR 101	❖ Paved Path continuation of on-street bike lanes and sidewalks	❖ Over 101.	❖ Proposed crossing in existing CIP. On-street bike lanes and sidewalks exist.
P3	Skunk Creek/70 <sup>th</sup> Ln. alignment	❖ Paved Path	❖ Ped/Bicycle bridge across 70 <sup>th</sup> Lane drainage channel north side of Skunk Creek.	❖ Existing bridge and path.
P4	Grand Canal/New River	❖ Primary Trail/Paved Path	❖ Top of canal banks east side of New River across the Grand Canal.	❖ Proposed bridge, trail and path.
P5	Grand Canal/99 <sup>th</sup> Ave.	❖ Primary Trail/Paved Path	❖ Below top of canal grade north side of the canal under 99 <sup>th</sup> Ave.	❖ Proposed bridge, trail and path.
P6	Grand Canal/SR 101 Detention Basin @ Bethany Home Rd alignment	❖ Paved Path/Primary Trail	❖ Top of banks of north side of detention basin/linear park over SR 101 detention basin.	❖ Proposed bridge and trail. Some paved path exists.
P7	Grand Canal/95 <sup>th</sup> Ave. alignment	❖ Primary Trail	❖ Top of banks of detention basin/linear park over detention basin/linear park.	❖ Proposed bridge and trail. Some paved path exists leading up to this crossing point.
P8	Grand Canal/east of 91 <sup>st</sup> Ave.	❖ Primary Trail	❖ Top of canal banks across the Grand canal.	❖ Existing bridge. Existing trail needs signage and connection from top of canal bank down under 91 <sup>st</sup> Ave.
P9	Grand Canal/87 <sup>th</sup> Ave. alignment	❖ Primary Trail/Paved Path	❖ Top of canal banks across the Grand Canal.	❖ Existing bridge. Needs improvement. Existing trail and path needs signage.
P10	Grand Canal/east of 83 <sup>rd</sup> Ave.	❖ Primary Trail/Paved Path	❖ Top of canal banks across the Grand Canal.	❖ Existing bridge. Needs improvement. Existing trail and path needs signage.
P11	Grand Canal/Missouri alignment	❖ Secondary Signature Street sidewalk/bike	❖ Top of canal banks across the Grand Canal.	❖ Existing bridge. Trail existing needs signage.

ID#	General Location	Path/Trail Type	Comments	Status
		lanes/Primary Trail		
P12	Arizona Canal/43 <sup>rd</sup> Ave./Peoria Ave.	❖ Primary Trail/Paved Path	❖ Below grade between Arizona Canal and ACDC under 43 <sup>rd</sup> Ave. and Peoria.	❖ Existing underpass not horse friendly due to curve in tunnel and lack of concrete texture. Existing trail and path needs signage.
P13	Arizona Canal/47 <sup>th</sup> Ave. alignment	❖ Secondary Signature Street/Paved Path/Primary Trail	❖ Top of canal banks across the Arizona Canal and ACDC.	❖ Existing bridge needs additional width and height to accommodate equestrians. Existing trail and path needs signage.
P14	Arizona Canal/east of 51 <sup>st</sup> Ave.	❖ Primary Trail/Paved Path	❖ Top of canal banks across the Arizona Canal. Provides access to future underpass (below) for equestrians and other users of corridor south of Arizona Canal.	❖ Proposed bridge. Existing trails and paths need signage.
P15	Arizona Canal/51 <sup>st</sup> Ave./Cactus	❖ Primary Trail/Paved Path	❖ Below grade between Arizona Canal and ACDC under 51 <sup>st</sup> Ave. and Cactus.	❖ Proposed underpass. Need to make equestrian friendly. Existing trails and paths cross at grade.
P16	51 <sup>st</sup> Ave./ACDC/Thunderbird Paseo	❖ Primary Trail/Paved Path	❖ At-grade west side of 51 <sup>st</sup> Ave. on bridge extension or separate bridge over the ACDC. Provides 51 <sup>st</sup> Ave. trail and path access to path and trail between ACDC and Arizona Canal and the new underpass under 51 <sup>st</sup> Ave. and Cactus.	❖ Proposed bridge. Trail exists north of Cactus and historically has been planned to connect to Arizona Canal/Sun Circle Trail. Connection needs to be made. Path is proposed.
P17	Arizona Canal/Marshall Ranch Elem. School	❖ Primary Trail/Paved Path	❖ Top of canal banks across the Arizona Canal.	❖ Existing bridge needs signage. Trail needs signage. Paved Path exists.
P18	Arizona Canal/63 <sup>rd</sup> Ave. alignment/Racquet Ctr.	❖ Primary Trail ❖ Paved Path	❖ Top of canal banks across the Arizona Canal.	❖ Existing bridge needs signage. Trail needs signage. Paved Path exists.
P19	Agua Fria Dysart Drain	❖ Primary Trail/Paved Path	❖ Top of canal banks across the Dysart Drain on west side of Agua Fria.	❖ Proposed bridge, path and trail.

### ***Equestrian Special At-grade Crossings***

ID#	General Location	Path/Trail Type	Comments	Status
E1	67 <sup>th</sup> Ave./Patrick Ln.	❖ Primary Trail	❖ Across 67 <sup>th</sup> Ave., north side of Patrick Ln.	❖ Proposed crossing. Trail needs definition and signage.

<b>ID#</b>	<b>General Location</b>	<b>Path/Trail Type</b>	<b>Comments</b>	<b>Status</b>
E2	51 <sup>st</sup> Ave./Union Hills	❖ Primary Trail	❖ Across Union Hills, west side of 51 <sup>st</sup> Ave.	❖ Proposed crossing. Trail needs definition and signage.
E3	51 <sup>st</sup> Ave./Bell Rd.	❖ Primary Trail	❖ Across Bell Rd., west side of 51 <sup>st</sup> Ave.	❖ Proposed crossing. Trail needs definition and signage.
E4	51 <sup>st</sup> Ave./Paradise Ln.	❖ Secondary Trail	❖ Across 51 <sup>st</sup> Ave. south side of Paradise Ln in collaboration with City of Phoenix.	❖ Proposed crossing. Trail needs definition and signage.
E5	51 <sup>st</sup> Ave./Greenway Rd.	❖ Primary Trail	❖ Across Greenway Rd., west side of 51 <sup>st</sup> Ave. ❖ Across 51 <sup>st</sup> Ave. south side of Greenway in collaboration with City of Phoenix.	❖ Proposed crossings. Trails need definition and signage.
E6	51 <sup>st</sup> Ave./Thunderbird Rd.	❖ Primary Trail	❖ Across Thunderbird Rd., west side of 51 <sup>st</sup> Ave.	❖ Proposed crossing. Trail needs definition and signage.
E7	51 <sup>st</sup> Ave./Cactus Rd.	❖ Primary Trail	❖ Across Cactus Rd. west side of 51 <sup>st</sup> Ave.	❖ Proposed crossing. Trail needs definition and signage.
E8	Dysart Rd./Dysart Drain	❖ Primary Trail	❖ Across Dysart Rd. north side of Dysart Drain.	❖ Proposed crossing and trail.
E9	Litchfield Rd./Old Northern Ave.	❖ Primary Trail	❖ Across Litchfield Rd. north side of Old Northern.	❖ Proposed crossing and trail.
E10	Reems Rd./Olive Scenic Corridor	❖ Primary Trail	❖ Across Reems Rd. north side of Olive.	❖ Proposed crossing and trail.
E11	Alsup Ave./Old Northern Ave.	❖ Secondary Trail	❖ Across Alsup Ave. north of Old Northern. ❖ Across Old Northern west side of Alsup Ave.	❖ Proposed crossing and trail.
E12	Cotton Ln. Scenic Corridor/Olive Scenic Corridor	❖ Primary Trail	❖ Across Cotton Ln. north side of Olive. ❖ Across Olive west side of Cotton Ln.	❖ Proposed crossing and trail.
E13	Cotton Ln. Scenic Corridor/Old Northern Ave.	❖ Primary Trail	❖ Across Cotton Ln. north side of Old Northern. ❖ Across Old Northern west side of Cotton Ln.	❖ Proposed crossing and trail.
E14	Cotton Ln. Scenic Corridor/Glendale Ave.	❖ Primary Trail	❖ Across Cotton Ln. north side of Glendale. ❖ Across Glendale west side of Cotton Ln.	❖ Proposed crossing and trail.
E15	Cotton Ln. Scenic Corridor/Camelback Rd.	❖ Primary Trail	❖ Across Cotton Ln. north side of Camelback Rd. ❖ Across Camelback Rd. west side of Cotton Ln.	❖ Proposed crossing and trail.
E16	Perryville Rd./Old Northern Ave.	❖ Primary Trail	❖ Across Old Northern east side of Perryville Rd.	❖ Proposed crossing and trail.
E17	Perryville Rd./Olive Scenic Corridor	❖ Primary Trail	❖ Across Olive Ave. east side of Perryville Rd. ❖ Across Perryville Rd. north side of Olive Ave.	❖ Proposed crossing and trail.

## Appendix R: Project Lists and Scores for Paths, Trails and Signature Streets

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## Appendix S: Protection Strategies and Funding Opportunities

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**BUREAU OF LAND MANAGEMENT (BLM) EASEMENTS FOR CONSERVATION, ACCESS ROADS, TRAILS & IMPROVEMENTS**

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**FUNDING CYCLE:** Ongoing.

**PURPOSE:** The Bureau acquires land when it is in the public interest and consistent with publicly-approved land use plans. The BLM's land acquisition program is designed to: 1) improve management of natural resources through consolidation of Federal, State and private lands; 2) secure key property necessary to protect endangered species, promote biological diversity, increase recreational opportunities, and preserve archaeological and historical resources; and, 3) implement specific acquisitions authorized by Acts of Congress by acquiring minimal non-Federal lands or interest in lands.

**APPLICABLE TYPES OF PROJECTS:** Conservation, Access Roads, Trails and Improvements.

**GRANT AMOUNTS:** Easements for Conservation, access roads, trails, and improvements allows BLM to control rights on private property which usually involve access or development. The lands remain in private ownership with limited rights owned by the BLM. Easements allow landowner to maintain existing land uses but protect the land from incompatible uses through conservation easements; provides access to "landlocked" public lands allowing BLM to construct road improvements for better management and increased public access.

**CONTACT PERSON:** BLM - Phoenix Field Office  
2015 West Deer Valley Road  
Phoenix, AZ 85027-2099

**TELEPHONE:** (623) 580-5500

**REQUIRED MATCH:** None.

## US BUREAU OF RECLAMATION TITLE 28 FUNDS

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<b>FUNDING CYCLE:</b>	Rolling.
<b>PURPOSE:</b>	Title 28 funds are used to increase recreation opportunities associated with Bureau of Reclamation land and improvements.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Capital projects, project and program design, programs and other types recreation activities and programs.
<b>GRANT AMOUNTS:</b>	None specified.
<b>CONTACT PERSON:</b>	Rick Mellegard U.S. Department of Interior, Bureau of Reclamation Phoenix Area Office P.O. Box 81169 Phoenix, AZ 85069
<b>TELEPHONE:</b>	(602) 216-3848
<b>EMAIL:</b>	Not available.
<b>REQUIRED MATCH:</b>	50%

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**CONGESTION MITIGATION AIR QUALITY FUNDS – TCMS IN SECTION 108(F)(1)(A) OF THE CAAA**

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<b>FUNDING CYCLE:</b>	Requests must be submitted through the jurisdiction in time for the annual Maricopa Association of Governments TIP process, which generally begins in August or September of each year.
<b>PURPOSE:</b>	Explore options for market-based Transportation Control Measures (TCMs) including non-motorized transportation, road pricing, congestion pricing, Vehicle Miles Traveled tax, and parking pricing as cost effective ways to reduce Vehicle Miles Traveled and congestion.
<b>APPLICABLE TYPES OF PROJECTS:</b>	New construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas: Bicycle parking facilities, Showers and lockers for bicyclists, Bicycling education and marketing programs, Creation of bicycle paths, rights-of-way, to enable and encourage cycling, Provision of security for bicycle paths, rights-of-way, accommodation of bicyclists on transit.
<b>GRANT AMOUNTS:</b>	Federal CMAQ projects are funded through the Maricopa Association of Governments. MAG has an annual Transportation Improvement Program (TIP), which is incorporated into the State TIP (STIP) and used to guide the allocation of federal funds. There is no limit.
<b>CONTACT:</b>	Eric Anderson Maricopa Association of Governments 302 North 1 <sup>st</sup> Avenue Phoenix, AZ 85004
<b>TELEPHONE:</b>	(602) 254-6300
<b>EMAIL:</b>	eanderson@mag.gov
<b>REQUIRED MATCH:</b>	Depends on project.

## ENVIRONMENTAL PROTECTION AGENCY BROWNFIELDS PROGRAM GRANTS

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<b>FUNDING CYCLE:</b>	Ongoing.
<b>PURPOSE:</b>	EPA's brownfield program helps communities clean up and redevelop properties. EPA defines a brownfield site as "real property, the expansion, redevelopment or reuse of which may be contaminated by the presence of potential presence of a hazardous substance, pollutant, or contaminant." The program helps mitigate potential health risks and assists in restoring economic vitality to areas where brownfields exist. EPA's Assessment Grants are directed toward environmental activities preliminary to cleanup, such as site assessment, site identification, site characterization, and site response or cleanup planning. EPA's cleanup Revolving Loan Fund helps to clean up and redevelop brownfields and can be used for land acquisition.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Best Management Practices, economic development, enforcement/compliance, ground water monitoring, planning, pollution prevention, research, restoration, watershed management.
<b>GRANT AMOUNTS:</b>	Up to \$200,000 for two years.
<b>CONTACT PERSON:</b>	<b>U.S. Environmental Protection Agency</b> Office of Brownfields Cleanup and Redevelopment (5105T) EPA West Building, 1200 Pennsylvania Avenue Washington, DC 20460
<b>TELEPHONE:</b>	202 566-2777; hotline 800 424-9346
<b>EMAIL</b>	<a href="mailto:epahotline@bah.com">epahotline@bah.com</a>
<b>WEBSITE:</b>	<a href="http://www.epa.gov/brownfields">http://www.epa.gov/brownfields</a>
<b>REQUIRED MATCH:</b>	None specified.

## EPA FIVE-STAR RESTORATION PROGRAM

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<b>FUNDING CYCLE:</b>	Check website. Generally early March each year.
<b>PURPOSE:</b>	The Five Star Restoration Program brings together students, conservation corps, other youth organizations, citizen groups, corporations, landowners and government agencies to provide environmental education through projects that restore stream banks and wetlands.
<b>APPLICABLE TYPES OF PROJECTS:</b>	The program provides challenge grants, technical support, and opportunities for information exchange to enable community-based restoration projects.
<b>GRANT AMOUNTS:</b>	Funding levels are modest, from \$5,000 to \$20,000, with \$10,000 as the average amount awarded per project.
<b>CONTACT PERSON:</b>	Myra Price
<b>ADDRESS:</b>	<b>USEPA Wetlands Division</b> Room 6105 (4502 T) Ariel Rios Building, 1200 Pennsylvania Avenue, NW Washington, DC 20460
<b>TELEPHONE:</b>	602 353-0378 ext 3
<b>EMAIL:</b>	<a href="mailto:cahanap.conception@epa.gov">cahanap.conception@epa.gov</a>
<b>WEBSITE:</b>	<a href="http://www.epa.gov/owow/wetlands/restore/5star/">http://www.epa.gov/owow/wetlands/restore/5star/</a>
<b>REQUIRED MATCH:</b>	On average, for each dollar of sponsor funds, five additional dollars in matching contributions will be provided by restoration partners in funding, labor, materials, equipment or in-kind services.

**FEDERAL HIGHWAY ADMINISTRATION TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT**

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**FUNDING CYCLE:** This program is not currently funded.

**PURPOSE:** The Transportation and Community and System Preservation Pilot program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.

**APPLICABLE TYPES OF PROJECTS:** Planning assistance under the TCSP is intended to provide financial resources to States and communities to explore integrating their transportation programs with community preservation and environmental activities. Grants will be awarded for planning activities that will achieve this integration, meet the purposes of the program described above and are innovative. This may include, for example, public and private involvement activities; improving conditions for bicycling and walking; better and safer operation of existing roads, signals and transit systems; development of new types of transportation financing and land-use alternatives; development of new programs and tools to measure success; and the creation of new planning tools and policies necessary to implement TCSP-related initiatives.

**GRANT AMOUNTS:** Average 2003 grant was approximately \$640,000.

**CONTACT PERSON:** Ed Stillings

**ADDRESS:** None provided.

**TELEPHONE:** (602) 379-3915

**EMAIL:** [ed.stillings@fhwa.dot.gov](mailto:ed.stillings@fhwa.dot.gov)

**WEBSITE:** [http://www.fhwa.dot.gov/tcsp/pi\\_tcsp.htm](http://www.fhwa.dot.gov/tcsp/pi_tcsp.htm)

**REQUIRED MATCH:** None.

## LAND & WATER CONSERVATION FUND (LWCF)

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<b>FUNDING CYCLE:</b>	None specified.
<b>PURPOSE:</b>	LWCF has two components: A federal (BLM) program and a State matching grants program. Each state prepares & updates its statewide comprehensive outdoor recreation plan (SCORP), which identify needs and new opportunities for recreation. States initiate statewide competition for allocation for award via matching grants through National Park Service. LWCF is a visionary and bipartisan program, established by Congress in 1964 to create parks and open spaces, protect wilderness, wetlands and refuges, preserve wildlife habitat, and enhance recreational opportunities.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Parks, playgrounds, wilderness to wetlands, bicycle paths to hiking trails, LWCF has helped communities acquire nearly seven million acres of park land, water resources, and open space.
<b>GRANT AMOUNTS:</b>	\$900 million per year, however the amount available in the fund for distribution to the States varies from year to year.
<b>CONTACT PERSON:</b>	Arizona State Parks Grants and Recreation Programs Section 1300 West Washington Street Phoenix, AZ 85007
<b>TELEPHONE:</b>	(602) 542-4174
<b>EMAIL:</b>	<a href="mailto:grants@pr.state.az.us">grants@pr.state.az.us</a>
<b>REQUIRED MATCH:</b>	None.

**FEDERAL TRANSPORTATION EFFICIENCY ACT FOR THE 21ST CENTURY (TEA-21)  
ENHANCEMENT FUNDS**

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<b>FUNDING CYCLE:</b>	Annual, applications are generally due to the Maricopa Association of Governments in August or September of each year.
<b>PURPOSE:</b>	<p>The federal highway bill of 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) broadened the federal government's transportation focus to include Transportation Enhancement Activities (TEA) – from beautification projects to bicycle and pedestrian facilities to the rehabilitation of historic transportation facilities.</p> <p>The funding, as continued under the Transportation Equity Act for the 21st Century (TEA-21), improves the cultural, aesthetic and environmental aspects of the transportation system. It also promotes diverse modes of transportation, increases benefits to communities and encourages citizen involvement in transportation decisions. With enhancement funding, communities can partner with the state to create and preserve treasures that can be enjoyed for generations.</p>
<b>APPLICABLE TYPES OF PROJECTS:</b>	There are ten eligible project categories: Facilities for bicycles and pedestrians; acquisition of scenic easements and/or scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors (rails to trails); control and removal of outdoor advertising; archeological planning and research; mitigation of water pollution due to highway runoff.
<b>GRANT AMOUNTS:</b>	Up to 500,000.
<b>CONTACT PERSON:</b>	Dawn Coomer Maricopa Association of Governments 302 North 1 <sup>st</sup> Avenue, Suite 300 Phoenix, AZ 85004
<b>TELEPHONE:</b>	(602) 254-6300
<b>EMAIL:</b>	<a href="mailto:dcoomer@mag.maricopa.gov">dcoomer@mag.maricopa.gov</a>
<b>REQUIRED MATCH:</b>	None.

## U.S. ARMY CORPS OF ENGINEERS

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<b>FUNDING CYCLE:</b>	There is no funding cycle for this program. After initial headquarters approval to initiate a study, the division usually approves projects.
<b>PURPOSE:</b>	The Corps' role as a funding source for a project should be characterized as the project becoming a federal project meeting federal objectives. The Corps identifies problems & opportunities, defines objectives and formulates solutions that meet those objectives.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Improvements to Environment -Section 1135 of the Water Resources Development Act of 1986, as amended, authorizes a program of modifications to water resources projects constructed by the Corps for the improvement of the environment. Projects that address degradation of the quality of the environment caused by a Corps project may also be undertaken.
<b>GRANT AMOUNTS:</b>	Non-Federal sponsors are responsible for 25% of the project cost and usually 100% of the operation, maintenance, replacement and rehabilitation. Up to 80% of the non-Federal share may be provided as work-in-kind. Non-governmental entities may serve as the non-Federal sponsor. The Federal per project limit is \$5 million and the annual appropriation limit is \$25 million. Aquatic Ecosystem Restoration- Section 206 of the Water Resources Development Act of 1996 authorizes the Secretary to carry out aquatic ecosystem restoration projects that will improve the quality of the environment, are in the public interest, and are cost-effective. Individual projects are limited to \$5 million in Federal cost. Non-Federal interests must contribute 35% of the cost of construction and 100% the cost of operation, maintenance, replacement and rehabilitation. The program has an annual program limit of \$25 million. This program received initial funding of \$6 million in FY 1998.
<b>CONTACT PERSON:</b>	John Drake US Army Corps of Engineers 3636 N. Central, Suite 740 Phoenix, Arizona
<b>EMAIL:</b>	<a href="http://www.usace.army.mil/inet/functions/cw/cecwa2/cecwp_temp/plngrms.htm">http://www.usace.army.mil/inet/functions/cw/cecwa2/cecwp_temp/plngrms.htm</a>
<b>REQUIRED MATCH:</b>	See Grants Amount, above.

## **FARMBILL 2002 - FARMLAND PROTECTION PROGRAM**

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<b>FUNDING CYCLE:</b>	Varies. Usually 45 days after publication of a Request for Proposals in the Federal Register.
<b>PURPOSE:</b>	The Farmland Protection Program is a voluntary program that helps farmers and ranchers keep their land in agriculture. The program provides matching funds to State, Tribal, or local governments and nongovernmental organizations with existing farmland protection programs to purchase conservation easements or other interests in land.
<b>APPLICABLE TYPES OF PROJECTS:</b>	To qualify for FRPP, the land offered must be part or all of a farm or ranch and must: contain prime, unique, or other productive soil or historical or archaeological resources; be included in a pending offer from a State, Tribal, or local government or nongovernmental organizations farmland protection program; be privately owned; be covered by a conservation plan for any highly erodible land; be large enough to sustain agricultural production; be accessible to markets for what the land produces; be surrounded by parcels of land that can support long-term agricultural production; and be owned by an individual or entity that does not exceed the Adjusted Gross Income (AGI) limitation.
<b>GRANT AMOUNTS:</b>	Up to 50% of the appraised amount of the conservation easement and a landowner donation of up to 25% of the appraised fair market value of the conservation easement.
<b>CONTACT PERSON:</b>	Local NCRS office
<b>ADDRESS:</b>	12409 W. Indian School Rd., Bldg B, Ste. 201 Avondale, AZ 85323-9526
<b>TELEPHONE:</b>	(602) 353-0378 ext 3
<b>EMAIL:</b>	<a href="http://www.nrcs.usda.gov/programs/farmbill/2002/">http://www.nrcs.usda.gov/programs/farmbill/2002/</a>
<b>REQUIRED MATCH:</b>	50%.

## **ARIZONA PRESERVE INITIATIVE (API) LIVESTOCK AND CROP CONSERVATION FUND**

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<b>FUNDING CYCLE:</b>	March 31.
<b>PURPOSE:</b>	Conservation based projects.
<b>APPLICABLE TYPES OF PROJECTS:</b>	The Growing Smarter Act also authorizes the Arizona State Parks Board to award grants, that do not require matching funds, "to individual landowners or grazing or agricultural lessees of state or federal land who contract with the Parks Board to implement conservation-based management alternatives using livestock or crop production practices, or reduce livestock or crop production, to provide wildlife habitat or other public benefits that preserve open space."
<b>GRANT AMOUNTS:</b>	\$2 million per year through to award grants for the acquisition of State Trust Lands, leasing of up to 50 years, purchases of a parcel's development rights, or fee simple purchase of a parcel. Grants may be made for up to 50% of the appraised value of a land parcel.
<b>CONTACT PERSON:</b>	Sue Hilderbrand Acting Chief of Grants/ Land Conservation Program Coordinator
<b>ADDRESS:</b>	Growing Smarter Grants Program Arizona Department of Agriculture 1688 West Adams Street Phoenix, AZ 85007
<b>TELEPHONE:</b>	((602) 542-7126
<b>EMAIL:</b>	<a href="mailto:shilderbrand@pr.state.az.us">shilderbrand@pr.state.az.us</a>
<b>WEBSITE:</b>	<a href="http://www.pr.state.az.us/partnerships/grants/gsmnl.pdf">http://www.pr.state.az.us/partnerships/grants/gsmnl.pdf</a>
<b>REQUIRED MATCH:</b>	50%.

## **ARIZONA STATE PARKS - GAME & FISH HERITAGE FUND**

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<b>FUNDING CYCLE:</b>	Application Deadline - No later than 5:00 p.m. on the last official workday of November each year.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Environmental education; schoolyard grants; Identification, Inventory, Acquisition, Protection, and Management of Sensitive Species and Habitats (IIPAM); Urban Wildlife and Urban Wildlife Habitat; Public Access.
<b>GRANT AMOUNTS:</b>	Environmental education (\$27,000); School yard grants (\$41,300); Identification, Inventory, Acquisition, Protection, and Management of Sensitive Species and Habitats (IIPAM) (\$270,000); Urban Wildlife and Urban Wildlife Habitat (\$169,000); Public Access (\$100,000).
<b>ELIGIBLE APPLICANTS:</b>	Federal government or any federal department or agency, Indian tribes, State of Arizona, all departments, agencies, boards, and commissions of State of Arizona, counties, school districts, cities, towns, all municipal corporations and any other political subdivisions of State of Arizona.
<b>CONTACT PERSON:</b>	Robyn Beck, Heritage Grants Coordinator Funds/Planning Section Arizona Game and Fish Department 221 West Greenery Road Phoenix, Arizona 85023-4312
<b>TELEPHONE:</b>	(602) 789-3530
<b>EMAIL:</b>	<a href="http://www.rbeck@gf.state.az.us">http://www.rbeck@gf.state.az.us</a>
<b>REQUIRED MATCH:</b>	(602) 789-3530

## ARIZONA STATE PARKS - HISTORIC PRESERVATION HERITAGE FUND

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<b>PURPOSE:</b>	To support historic preservation efforts, including acquisition, stabilization and rehabilitation of historic properties and preservation education.
<b>FUNDING CYCLE:</b>	Annual grant cycle with applications due to the ASP Grants Application Review Program Section on the last working day of March. Application manuals are available annually in the winter and informational workshops are held prior to the application due date.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Historic preservation activities eligible for funding include, but not limited to: stabilization, rehabilitation, restoration, reconstruction, education and preservation program development, interpretive development and acquisition. To qualify for grant assistance, projects must directly involve resources either listed on the Arizona or National Register of Historic Places or determined eligible by the State Historic Preservation Officer (SHPO) to be listed on the Arizona Register.
<b>WHO MAY APPLY:</b>	Incorporated municipalities, counties, state agencies, tribal governments and public educational institutions. Private non-profit organizations must meet certain conditions in order to apply for funding.
<b>GRANT AMOUNTS:</b>	ASP receives up to \$1.7 million each year from the Arizona Lottery Fund. Grants are awarded on a matching basis, where the applicant must provide at least 40% of the total project cost and the grant provides the remainder. For awarded grants, grantees are reimbursed for costs incurred during the approved project period. Matching funds can be in the form of cash or in-kind contributions.
<b>CONTACT PERSON:</b>	Arizona State Parks Board Grants and Recreation Programs (GARP) Section 1300 West Washington Phoenix, Arizona 85007
<b>TELEPHONE:</b>	(602) 542-7131
<b>EMAIL:</b>	<a href="http://www.pr.state.az.us">www.pr.state.az.us</a>
<b>REQUIRED MATCH:</b>	See grant amounts above.

## ARIZONA STATE PARKS - TRAILS HERITAGE FUND

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<b>FUNDING CYCLE:</b>	Application Deadline - No later than 5:00 p.m. on the last official workday of February.
<b>PURPOSE:</b>	To support non-motorized trail acquisition, construction and improvements throughout Arizona.
<b>GRANT AMOUNTS:</b>	Up to \$500,000 annually from the Arizona State Parks Board Heritage Fund.
<b>ELIGIBLE APPLICANTS:</b>	Incorporated municipalities, counties, state agencies, federal agencies and Indian Tribes.
<b>CONTACT PERSON:</b>	Arizona State Parks 1300 West Washington Phoenix, AZ. 85007
<b>TELEPHONE:</b>	(602) 542-4174
<b>EMAIL:</b>	<a href="http://www.pr.state.az.us">http://www.pr.state.az.us</a>
<b>REQUIRED MATCH:</b>	None.

## LOCAL, REGIONAL & STATE PARKS (LRSP) HERITAGE FUND

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<b>FUNDING CYCLE:</b>	Application Deadline - No later than 5:00 p.m. on the last official workday of February.
<b>PURPOSE:</b>	To support land acquisition and development of facilities for outdoor recreation throughout Arizona.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Acquisition and construction of parks, trails and trailheads and interpretive facilities.
<b>GRANT AMOUNTS:</b>	Budget - Up to \$3.5 million annually from the Arizona State Parks Board Heritage Fund.
<b>WHO CAN APPLY?</b>	Incorporated municipalities, counties, state agencies, and Indian Tribes.
<b>CONTACT PERSON:</b>	Arizona State Parks Board Grants and Recreation Programs (GARP) Section 1300 West Washington Phoenix, Arizona 85007
<b>TELEPHONE:</b>	(602) 542-4174
<b>EMAIL:</b>	<a href="http://www.pr.state.az.us">http://www.pr.state.az.us</a>
<b>REQUIRED MATCH:</b>	None.

## **CAPITAL IMPROVEMENT PROGRAM (CIP)**

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<b>PURPOSE:</b>	The CIP budgets for major public improvements to build or expand roads, bridges, parks and recreational facilities, water, stormwater, wastewater, and public safety facilities.
<b>FUNDING CYCLE:</b>	The CIP is the jurisdiction's plan two to five year plan for the priority, timing, and financing of projects. It is re-evaluated annually to incorporate any changes to priorities and to incorporate new projects.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Capital improvement projects include all construction projects. They can include trails, trailheads, flatland parks, All Terrain Cycles (ATCs) and specialty parks.
<b>GRANT AMOUNTS:</b>	There is no minimum or maximum amount. Funding based on budget.
<b>CONTACT PERSON:</b>	City, town or county Budget Officer
<b>REQUIRED MATCH:</b>	None.

## DEDICATIONS

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<b>PURPOSE:</b>	Generally, private land developers will dedicate land and/or land and improvements to provide public open space, parks or roads to the public. These dedications may be made to enable public maintenance and insurance of these areas or they may be a requirement of rezoning.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Generally associated with rezoning, variance or special use permit applications submitted to the city of county or through development agreements. Applicable to all projects within the study area that include any of the proposed trail alignments.
<b>GRANT AMOUNTS:</b>	This is not a grant program.
<b>CONTACT PERSON:</b>	Usually, the planning department or development services department of the jurisdiction implements this option.
<b>REQUIRED MATCH:</b>	This is not a grant program.

## DENSITY TRANSFER

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<b>FUNDING CYCLE:</b>	This is not a grant program, and has no cycle.
<b>PURPOSE:</b>	The On-Site Density Transfer is to provide an incentive to property owners for encouraging the protection, preservation and enhancement of significant sensitive lands and cultural resources. Sensitive resource areas may be set aside from development, while allowing a portion of the density, otherwise allowed upon the sensitive or cultural area, to be transferred to the developable (non-sensitive) portion of the site. <sup>1</sup>
<b>APPLICABLE TYPES OF PROJECTS:</b>	Development projects.
<b>GRANT AMOUNTS:</b>	The specific areas to be protected and the amounts of density that can be transferred (can be 1:1 or more or less than 1:1) are determined by the implementing jurisdiction.
<b>CONTACT PERSON:</b>	City or county planning department.
<b>REQUIRED MATCH:</b>	This is not a grant program.

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<sup>1</sup> Vancouver Washington. Zoning Ordinance. Chapter 20.75.

## GENERAL FUND

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<b>FUNDING CYCLE:</b>	Fiscal Year for respective municipality.
<b>PURPOSE:</b>	The General Fund is used to provide all or part of the operating expenses for City services, including, but not limited to Police, Fire, Parks and Recreation, Administration. General Funds may also be used for the purchase of land and equipment and the construction of public facilities. The General Fund includes revenues from sales tax, State Shared Revenues, Grants and other non-dedicated sources.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Maintenance and operation of parks and trails, Construction of parks and trails and related facilities not addressed through bond funds or other sources.
<b>GRANT AMOUNTS:</b>	The specific amounts are determined through the City's operating budget or Capital Improvement Program.
<b>CONTACT PERSON:</b>	City or county budget office.
<b>REQUIRED MATCH:</b>	This is not a grant program.

## REVENUE BONDS - CITY OF GLENDALE

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<b>FUNDING CYCLE:</b>	As needed.
<b>PURPOSE:</b>	Revenue bonds are issued by the county or municipality and backed by a dedicated revenue stream. The advantage to utilizing revenue bonds is that people using the facilities pay for the facilities via park entrance fees or other charges.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Recreation facilities including swimming pools, parks, playgrounds, municipal golf course, ball parks, and open space.
<b>GRANT AMOUNTS:</b>	Determined by the bonding capacity of the county of municipality. Specific project amounts determined by the jurisdiction.
<b>CONTACT PERSON:</b>	Jurisdiction Budget Officer
<b>REQUIRED MATCH:</b>	This is not a grant program.

## PERFORMANCE BASED ZONING

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<b>PURPOSE:</b>	Under performance zoning, land development and use are regulated by a series of performance standards relating to specific impacts of a proposed development. Performance standards can, for example, limit the intensity of development, control the impacts of development on nearby land uses, limit the effects of development on public infrastructure, and protect the natural environment. <sup>2</sup>
<b>APPLICABLE TYPES OF PROJECTS:</b>	Any development or redevelopment project.
<b>GRANT AMOUNTS:</b>	This is not a grant program.
<b>CONTACT PERSON:</b>	Usually, the planning department or development services department of the jurisdiction administers zoning. Zoning is approved by the elected body of the jurisdiction.
<b>REQUIRED MATCH:</b>	This is not a grant-based program.

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<sup>2</sup> Ottensmann, John R. Planning and Markets. UCLA 199-2000.

## **TRANSFER OF DEVELOPMENT RIGHTS (TDR)**

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<b>FUNDING CYCLE:</b>	This is not a grant program, and can be implemented through rezoning or development agreements.
<b>PURPOSE:</b>	City authorized Transfer of Development Rights Programs transfer development rights from one property or development parcel to another. These programs use market forces to simultaneously promote conservation in high value natural, agricultural and open space areas while encouraging smart growth in developing sections of a community. In a TDR program, a community identifies an area within its boundaries which it would like to see protected from development (the sending zone) and another areas where it would like to encourage development (the receiving zone). Landowners in the sending zone are allotted a number of development credits which can be sold or applied to another parcel. As a result of the transfer, the 'receiving' parcel may be developed at densities higher than permitted by the General Plan. <sup>3</sup>
<b>APPLICABLE TYPES OF PROJECTS:</b>	Residential and commercial development projects that include areas within floodplains or/and floodways.
<b>GRANT AMOUNTS:</b>	This is not a grant program.
<b>CONTACT PERSON:</b>	Usually, the planning department or development services department of the jurisdiction implements this option.
<b>REQUIRED MATCH:</b>	This is not a grant program.

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<sup>3</sup> 1,000 Friends of Oregon Fact Sheet #5.

## BIKES BELONG

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<b>FUNDING CYCLE:</b>	Rolling.
<b>PURPOSE:</b>	Bikes Belong Coalition is sponsored by members of the American Bicycle Industry. Our goal is putting more people on bikes more often. We seek to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century.
<b>APPLICABLE TYPES OF PROJECTS:</b>	The coalition seeks to assist local organizations, agencies and citizens in developing bicycle facilities projects that will be funded by TEA-21.
<b>GRANT AMOUNTS:</b>	Up to \$10,000, successor grants for continuing projects will be considered.
<b>CONTACT PERSON:</b>	Bikes Belong 368 Beacon Street, Suite 102 Brookline, MA. 02446-2800
<b>TELEPHONE:</b>	(617) 734-2800
<b>EMAIL:</b>	<a href="mailto:Mail@Bikesbelong.org">Mail@Bikesbelong.org</a>
<b>REQUIRED MATCH:</b>	None.

## **THE CONSERVATION FUND EASTMAN KODAK AMERICAN GREENWAYS AWARDS**

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<b>FUNDING CYCLE:</b>	March 1 to June 1 each year.
<b>PURPOSE:</b>	This is a partnership project of Kodak, The Conservation Fund and the National Geographic Society instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. The Goals of the program are to develop new, action-oriented greenway projects; assist grassroots organizations, leverage additional money for conservation and greenway development, and recognize and encourage greenway proponents and organizations.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Activities such as mapping, ecological assessments, surveying, conferences and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants, incorporating land trusts; building a foot bridge, planning a bike path. In general, grants can be used for all appropriate expenses needed to complete a greenway project including planning, technical assistance, legal, and other costs.
<b>GRANT AMOUNTS:</b>	Up to \$2,500.00, most grants range from \$500.00 to \$1,000.00.
<b>CONTACT PERSON:</b>	American Greenways
<b>ADDRESS:</b>	The Conservation Fund 1800 North Kent Street, Suite 1120 Arlington, Va. 22209
<b>TELEPHONE:</b>	(703) 525-6300
<b>EMAIL:</b>	<a href="http://www.conservationfund.org">www.conservationfund.org</a>
<b>WEBSITE:</b>	<a href="http://www.conservationfund.org/?article=2106">http://www.conservationfund.org/?article=2106</a>
<b>REQUIRED MATCH:</b>	None.

## NATIONAL RECREATIONAL TRAILS FUNDING PROGRAM

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<b>FUNDING CYCLE:</b>	Annual, following Federal fiscal year.
<b>PURPOSE:</b>	Maintenance of recreational trails and trail facilities.
<b>APPLICABLE TYPES OF PROJECTS:</b>	½ funds provided for Off Highway Vehicles, the balance is allocated for non motorized trails, including equestrian. The program focus changes annually as well.
<b>GRANT AMOUNTS:</b>	The total amount available and the total amount available per project changes annually and dependent on total fund income. Fund income is derived from State gas tax receipts and the total amount of the fund changes annually.
<b>CONTACT PERSON:</b>	Annie McVay, Recreational Trails Coordinator Partnership Division Arizona State Parks 1300 W Washington St Phoenix AZ 85007-2932
<b>TELEPHONE:</b>	(602) 542-7116
<b>EMAIL:</b>	<a href="mailto:amcvaay@pr.state.az.us">amcvaay@pr.state.az.us</a>
<b>TELEPHONE:</b>	(602) 254-6300
<b>EMAIL:</b>	<a href="mailto:dcoomer@mag.maricopa.gov">dcoomer@mag.maricopa.gov</a>
<b>REQUIRED MATCH:</b>	20% match.

## NATIONAL TRAILS ENDOWMENT

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<b>FUNDING CYCLE:</b>	This program is not accepting applications. The last grants were awarded in 2001.
<b>PURPOSE:</b>	Millions of people enjoy trails annually, yet many of our favorite trails are in a major state of disrepair due to an enormous federal backlog of badly-needed trail maintenance. By awarding much-needed grants to trail clubs across that nation, the National Trails Endowment program helps clubs secure volunteers, tools and materials to protect our cherished trails. <sup>4</sup>
<b>APPLICABLE TYPES OF PROJECTS:</b>	Securing trail lands, including acquisition of trails and trail corridors and the costs associated with acquiring conservation easements, building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage. Constituency building surrounding specific trail projects – including volunteer recruitment and support.
<b>GRANT AMOUNTS:</b>	Usually between \$2,500 and \$5,000, with a maximum of \$10,000.
<b>CONTACT PERSON:</b>	Liz Dooley Alliance Programs Manager American Hiking Society Attn: National Trails Endowment 1422 Fenwick Lane Silver Spring, MD 20910
<b>TELEPHONE:</b>	(301) 565-6704
<b>EMAIL:</b>	<a href="mailto:Ldooley@americanhiking.org">Ldooley@americanhiking.org</a>
<b>REQUIRED MATCH:</b>	None.

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<sup>4</sup> American Hiking Society.

## **NORTH AMERICAN WETLANDS CONSERVATION COUNCIL SMALL GRANTS**

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<b>FUNDING CYCLE:</b>	Annual, applications are generally due to the Maricopa Association of Governments in August or September of each year.
<b>PURPOSE:</b>	The purpose of the 1989 North American Wetlands Conservation Act (NAWCA), as amended, is to promote long-term conservation of North American wetland ecosystems, and the waterfowl and other migratory birds, fish and wildlife that depend upon such habitat.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Principal conservation actions supported by NAWCA are acquisition, creation, enhancement and restoration of wetlands and wetland-associated uplands. Funding priority will be given to projects from new grant applicants (individuals or organizations who have never received a NAWCA grant) with new partners, where the project ensures long-term conservation benefits. This does not preclude former NAWCA grant recipients from receiving Small Grants funding; ultimately, project resource value is the critical factor in deciding which projects are funded by the Council. At this time, the Small Grants program is open only to projects proposed for the U.S.; it is not open to projects in Canada or Mexico.
<b>GRANT AMOUNTS:</b>	To be considered for funding, proposals must have a grant request no greater than \$50,000. Proposals requesting more than \$50,000 are ineligible for Small Grants program funding. All wetland conservation proposals which meet the requirements of the Act will be accepted.
<b>CONTACT PERSON:</b>	North American Waterfowl and Wetlands Office, U.S. Fish and Wildlife Service 4401 North Fairfax Drive, Suite 110 Arlington, VA. 22203 Attn: Small Grants Coordinator
<b>TELEPHONE:</b>	(708) 358-1784
<b>EMAIL:</b>	None Provided.
<b>REQUIRED MATCH:</b>	None.

## RECREATIONAL EQUIPMENT INCORPORATED (REI)

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<b>FUNDING CYCLE:</b>	Annual, applications are generally due to the Maricopa Association of Governments in August or September of each year.
<b>PURPOSE:</b>	REI <a href="#">Outdoor Recreation Grants</a> support projects that increase access to outdoor activities, encourage involvement in muscle-powered recreation, promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources. REI <a href="#">Conservation Grants</a> support projects that mobilize and build constituencies, or influencing public policy to protect lands and waterways, make these resources accessible to more people who enjoy the outdoors better utilize and preserve our natural resources for recreation.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Trails, greenways, trail maintenance, and a wide range of conservation projects.
<b>GRANT AMOUNTS:</b>	\$200.00 to \$2,000.00
<b>CONTACT PERSON:</b>	Local REI store.
<b>TELEPHONE:</b>	Varies.
<b>EMAIL:</b>	<a href="http://www.rei.com">www.rei.com</a>
<b>REQUIRED MATCH:</b>	None.

## ALTRIA GROUP, INC

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<b>FUNDING CYCLE:</b>	Annual. Applications posted on website during funding cycle only.
<b>PURPOSE:</b>	The Altria family of companies supports environmental protection and conservation. Through our environmental grant making, Altria Group awards grants to organizations that employ diverse approaches and strategies to protect and preserve the earth's resources. Altria Group, Inc. is the parent company of Kraft Foods, Philip Morris International, Philip Morris USA and Philip Morris Capital Corporation. Altria Group is also the largest shareholder in the world's second-largest brewer, SABMiller plc, with a 36% economic interest.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Mostly grants to not-for-profit entities for specific programs or activities.
<b>GRANT AMOUNTS:</b>	varies up to \$75,000.00
<b>CONTACT PERSON:</b>	Marilynn Donini
<b>TELEPHONE:</b>	917-663-4171
<b>EMAIL:</b>	<a href="mailto:Marilynn.donini@altria.com">Marilynn.donini@altria.com</a>
<b>REQUIRED MATCH:</b>	None stated.

## AMERICAN CONSERVATION ASSOCIATION

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<b>FUNDING CYCLE:</b>	Submit proposal early, preferably in the spring of each year.
<b>PURPOSE:</b>	A private operating foundation organized to advance knowledge and understanding of conservation; to preserve the beauty of the landscape and the natural and living resources in areas of the U.S. and elsewhere; and to educate the public in the proper use of such areas.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Pollution abatement and control, Natural resources conservation and protection, Environmental beautification and open spaces, Animal protection and welfare, Wildlife preservation and protection
<b>GRANT AMOUNTS:</b>	\$5,000 to \$40,000
<b>CONTACT PERSON:</b>	Charles M. Clusen, Executive Director
<b>ADDRESS:</b>	1350 New York Ave N.W., Washington, D.C. 20005 USA
<b>TELEPHONE:</b>	202 624-9367
<b>EMAIL:</b>	None stated.
<b>REQUIRED MATCH:</b>	None stated.

## EDDY FOUNDATION

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**FUNDING CYCLE:** None Stated.

**PURPOSE:** Land Conservation Programs.

**APPLICABLE TYPES OF PROJECTS:** Program related investments focusing on land conservation.

**GRANT AMOUNTS:** None stated.

**CONTACT PERSON:** None stated, see email address.

**ADDRESS:** 123 Lakeshore Drive  
Essex, New York 12936  
USA

**TELEPHONE:** 518 962-4762

**EMAIL:** [jphill82@aol.com](mailto:jphill82@aol.com)

**WEBSITE:** none.

**REQUIRED MATCH:** None stated.

## NATIONAL FISH AND WILDLIFE FOUNDATION

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<b>FUNDING CYCLE:</b>	Depends on Grant.
<b>PURPOSE:</b>	The National Fish and Wildlife Foundation is a private, non-profit, 501(c)(3) tax-exempt organization, established by Congress in 1984 and dedicated to the conservation of fish, wildlife, and plants, and the habitat on which they depend. Our goals are to promote healthy populations of fish, wildlife, and plants by generating new commerce for conservation. The Foundation meets these goals by creating partnerships between the public and private sectors and strategically invests in conservation and sustainable use of natural resources. The Foundation does not support lobbying, political advocacy, or litigation..
<b>APPLICABLE TYPES OF PROJECTS:</b>	<b>Wildlife</b> - Conserving keystone species of special concern. <b>Habitat</b> - Protecting healthy rivers and wetland systems, forests and grasslands, and oceans. <b>Education</b> - Promoting conservation education programs that reach the general public, stakeholders, and resource managers including local communities, land-owners, and affected industry. <b>International Conservation</b> - Supporting the conservation of trust species protected in law or under international treaty..
<b>GRANT AMOUNTS:</b>	Typically \$25,000 to \$75,000 with some as much as \$150,000.
<b>CONTACT PERSON:</b>	Claire Thorp, Director Southwest Region.
<b>ADDRESS:</b>	28 Second Street, 6th Floor San Francisco, CA 94105
<b>TELEPHONE:</b>	415-778-0999
<b>EMAIL:</b>	<a href="mailto:thorp@nfwf.org">thorp@nfwf.org</a>
<b>WEBSITE:</b>	<a href="http://www.nfwf.org/index.htm">http://www.nfwf.org/index.htm</a>
<b>REQUIRED MATCH:</b>	Depends on the grant.

## **NINA MASON PULLIAM CHARITABLE TRUST**

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<b>FUNDING CYCLE:</b>	Unique Process. Must use their forms and process. Preliminary application deadlines vary from year to year.
<b>PURPOSE:</b>	The Nina Mason Pulliam Charitable Trust seeks to help people in need, especially women, children and families; to protect animals and nature; and to enrich community life in the metropolitan areas of Indianapolis and Phoenix.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Environmental projects must have statewide impact.
<b>GRANT AMOUNTS:</b>	Average 2003 grant approximately \$60,000.
<b>CONTACT PERSON:</b>	Edmund H. Portnoy, Ph.D., Director of Grants
<b>ADDRESS:</b>	Grants Administration Nina Mason Pulliam Charitable Trust 2201 East Camelback Road, Suite 600 B Phoenix, AZ 85016
<b>TELEPHONE:</b>	602.955.3000
<b>EMAIL:</b>	<a href="mailto:eportnoy@nmpct.org">eportnoy@nmpct.org</a>
<b>WEBSITE:</b>	<a href="http://www.ninapulliamtrust.org/html/about.htm">http://www.ninapulliamtrust.org/html/about.htm</a>
<b>REQUIRED MATCH:</b>	None stated.

## **WILBURFORCE FOUNDATION**

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<b>FUNDING CYCLE:</b>	Program, General Support, and Capacity Building grants of \$15,000 or less can be submitted throughout the year, with decisions made within six to eight weeks of the submission of the application. When contacting a program officer regarding the possibility of a grant, be sure to specify the dollar level of your request. For larger grants, check webpage for application deadlines.
<b>PURPOSE:</b>	Wilburforce Foundation is a private, philanthropic foundation that funds environmental issues in the Western U.S. and Western Canada. Begun in 1991, the Foundation awards grants to nonprofit organizations that have programs operating in Alaska, the Yellowstone to Yukon region, British Columbia, Washington, Oregon, Nevada, Utah, Arizona or New Mexico.
<b>APPLICABLE TYPES OF PROJECTS:</b>	Ecoregions in the southwest like the Great Basin, the Mojave and Sonoran Deserts, and Red Rock Canyonlands are unique ecological communities unlike any others on earth. Roadless wildlands in the Southwest are home to an important diversity of endangered, sensitive, and endemic species, ranging from the Gila monster, chuckwalla, desert bighorn sheep and desert tortoise to the golden eagle, bison, prairie dog, kit fox and mountain lion. In many cases, these species represent only remnant populations of a once rich ecosystem increasingly threatened by the pressures of development and human population. However, large, unroaded wilderness-quality public lands still exist, including over 11 million acres (4.4 million hectares) in Utah, 2.5 million acres (1 million hectares) in New Mexico, and millions more still being inventoried in Nevada and Arizona. Protection of core areas of critical habitat is vital for efforts to stitch wildlands back to health.
<b>GRANT AMOUNTS:</b>	Average 2003 grant approximately \$60,000.
<b>CONTACT PERSON:</b>	Denise Joines
<b>ADDRESS:</b>	3601 Fremont Ave N #304 Seattle, WA 98103-8753
<b>TELEPHONE:</b>	206-632-2325
<b>EMAIL:</b>	<a href="mailto:denise@wilburforce.org">denise@wilburforce.org</a>
<b>WEBSITE:</b>	<a href="http://www.wilburforce.org/">http://www.wilburforce.org/</a>
<b>REQUIRED MATCH:</b>	None stated.

## Appendix T: Trail, Path and Access Area Cost Estimates

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## City of Glendale E3 Trailhead Development



### GENERAL PATH INFORMATION:

Project Manager:

Trailhead Name:

Address/Location:

Station Location along trail/path: STA.    +    

Overall Improvement Area Square Feet: 174240

### Special Conditions: (fill in the qty. and cost as req'd)

1	Steep Grade	1	x	\$ 3,000.00	/l. sum =	\$ 3,000.00
1	Landscape Mitigation Req'd	1	x	\$ 3,000.00	/l. sum =	\$ 3,000.00
	Retaining Wall Req'd	0	x		/lf =	\$ -
	Safety Rail Req'd	0	x	\$ -	/lf =	\$ -
1	Vehicular Barrier	1	x	\$ 5,000.00	/lf =	\$ 5,000.00
	Buffer Req'd	0	x		/sf =	\$ -
1	Access Points	1	x	\$ 15,000.00	/ea =	\$ 15,000.00
0	Paved Dips	0	x		/ea =	\$ -
4	Curb Cuts	4	x	\$ 2,000.00	/ea =	\$ 8,000.00
	Drainage Condition (rebuild inlet)	0	x		/l. sum =	\$ -
<b>SECTION SUB-TOTAL</b>						<b>\$ 36,550.00</b>

### Improvement Tasks / Status:

0	Easement width (lf):	0	x	\$ 3.25	/sf =	\$ -
1	Grading width (lf):	174240	x	\$ 0.15	/sf =	\$ 26,136.00
	Hard Surfacing (sf)      Concrete	3000	x	\$ 2.10	/sf =	\$ 6,300.00
	Soft Surfacing (sf)      DG Trail	2400	x	\$ 0.10	/sf =	\$ 240.00
<b>SECTION SUB-TOTAL</b>						<b>\$ 32,676.00</b>

### Ammenities Provided:

4	Signage (ea):	8	x	\$ 125.00	/l. sum =	\$ 1,000.00
1	Kiosk (ea):	2	x	\$ 3,500.00	/ea =	\$ 7,000.00
	Restroom (ea):	1	x	\$ 100,000.00	/ea =	\$ 100,000.00
12	Lights - 12' HT.:	18	x	\$ 3,000.00	/ea =	\$ 54,000.00
13	Parking Stalls (complete):	50	x	\$ 1,300.00	/ea =	\$ 65,000.00
	Equestrian Parking Stalls (complete):	12	x	\$ 1,000.00	/ea =	\$ 12,000.00
	Driveway (DG + concrete ribbon curbin	400	x	\$ 48.00	/lf =	\$ 19,200.00
1	Landscape (sf):	120000	x	\$ 2.70	/sf =	\$ 324,000.00
	Ramada	4	x	\$ 8,000.00	/ea =	\$ 32,000.00
	Fencing (lf):	420	x	\$ 65.00	/lf =	\$ 27,300.00
3	Bollards (ea):	6	x	\$ 350.00	/ea =	\$ 2,100.00
	Interpretive Signs	0	x		/l. sum =	\$ -
3	Benches	6	x	\$ 500.00	/ea =	\$ 3,000.00
3	Trash Receptacles	6	x	\$ 350.00	/ea =	\$ 2,100.00
	Water Trough	1	x	\$ 1,500.00	/ea =	\$ 1,500.00
	Hitching Rail	9	x	\$ 750.00	/ea =	\$ 6,750.00
	Round Pen	1	x	\$ 2,000.00	/ea =	\$ 2,000.00
	Arena	2	x	\$ 30,000.00	/ea =	\$ 60,000.00
	Wash Rack	4	x	\$ 1,250.00	/ea =	\$ 5,000.00
	Manure Disposal Area	1	x	\$ 1,200.00	/ea =	\$ 1,200.00
	Mounting Ramp	1	x	\$ 4,500.00	/ea =	\$ 4,500.00
	Mounting Block	1	x	\$ 500.00	/ea =	\$ 500.00
<b>SECTION SUB-TOTAL</b>						<b>\$ 730,150.00</b>

ENHANCEMENTS SUB-TOTAL	\$	786,250.00
Planning/Construction Contingency (20%)	\$	157,250.00
<b>PROJECT SUB-TOTAL</b>	<b>\$</b>	<b>943,500.00</b>
Consultant Design & City Fees (20%)	\$	188,700.00
<b>PROJECT TOTAL</b>	<b>\$</b>	<b>1,132,200.00</b>

## Appendix U: Goals Accomplished for Various Glendale Plan Documents by the Open Space and Trails Master Plan

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### Goals Achieved by the Designation of Signature Streets

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
<p>1. Open Space: Street trees and wide sidewalks along Glendale Avenue; improvements of street trees, sidewalk paving, lighting and street furniture throughout the downtown district. <i>(Downtown Glendale; A Guide For Urban Design &amp; Revitalization)</i></p>	<ul style="list-style-type: none"> <li>❖ Glendale Avenue is identified as a Primary Signature Street which recommends revitalized streetscapes.</li> </ul>
<p>2. Implement a revitalized streetscape program of widened sidewalks, trees, lighting and other amenities as appropriate to the character of the street. <i>(Downtown Glendale; A Guide For Urban Design &amp; Revitalization)</i></p>	<ul style="list-style-type: none"> <li>❖ Implementation of Signature Streets along Orangewood, Maryland, 47<sup>th</sup> Avenue, Glendale Avenue, 59<sup>th</sup> Avenue, Grand Avenue, and portions of 63<sup>rd</sup>/62<sup>nd</sup> Avenue, Glenn and Lamar will provide revitalized streetscapes.</li> </ul>
<p>3. Major open space element; landscaped buffer along Lamar Road, to protect adjacent residential neighborhoods to the south. <i>(Downtown Glendale; A Guide For Urban Design &amp; Revitalization)</i></p>	<ul style="list-style-type: none"> <li>❖ Lamar Road is identified as a Secondary Signature Streets thereby recommending a revitalized streetscape.</li> </ul>
<p>4. Create a safe, continuous pedestrian network that minimizes conflict with automobiles while promoting a convenient option for pedestrian movement within and between developments. <i>(Downtown Glendale; A Guide For Urban Design &amp; Revitalization)</i></p>	<ul style="list-style-type: none"> <li>❖ Implementation of Primary Signature Streets along Glendale Avenue, 59<sup>th</sup> Avenue, and Grand Avenue will include enhanced pedestrian routes that provide linkages into adjoining neighborhoods and public spaces. Likewise, the Secondary Signature Street status of Orangewood, Maryland, 47<sup>th</sup> Avenue, and portions of 63<sup>rd</sup>/62<sup>nd</sup> Avenues, Glenn and Lamar will enhance pedestrian movements throughout downtown.</li> </ul>
<p>5. Make walkways connect focal points of pedestrian activity such as transit stops, street crossings, open space, building and store entry points and adjacent pedestrian systems. . <i>(Downtown Glendale; A Guide For Urban Design &amp; Revitalization)</i></p>	<ul style="list-style-type: none"> <li>❖ The network of Signature Streets within and connecting to downtown provide enhanced pedestrian corridors between the downtown's major destinations as well as improvements to the basic pedestrian infrastructure that improves access to building entrances, transit, and at-grade and grade separated crossings.</li> </ul>
<p>6. Development of walking/ biking trails using the rights-of-way of Glenn Drive and Lamar Road that help delineates the Downtown District. <i>(Downtown Glendale; A Guide For Urban Design &amp; Revitalization)</i></p>	<ul style="list-style-type: none"> <li>❖ These are identified as Secondary Signature Streets.</li> </ul>

*& Revitalization)*

7. Linear pedestrian greenways along Glenn Drive and Lamar Road; 51<sup>st</sup> Avenue west to Lawrence Park, then north to Glendale Avenue; creating a linear loop of connectivity to the City Center. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)
  - ❖ These are identified as Secondary Signature Streets.
8. Increase quantity and quality of open space linkages from neighborhoods to community and regional parks and to metropolitan open space systems. (*Parks and Recreation Master Plan*)
  - ❖ This plan includes linkages for West Glendale, not included in the Parks and Recreation Master Plan that improves trail and open space connections between the Agua Fria River and White Tanks Regional Park. Additionally, it designates 59<sup>th</sup>, 67<sup>th</sup>, 63<sup>rd</sup> /62<sup>nd</sup> and 47<sup>th</sup> Avenues as Signature Streets that enhance connections to the Arizona Canal, Skunk Creek and Thunderbird Conservation Park. Signature Street status of Glendale, Orangewood and Missouri provide enhanced connections to the New River and Agua Fria River and to the Grand Canal Linear Park. It includes Pedestrian Zones throughout the City.
9. Provide access to the Grand Canal linear park from adjacent neighborhoods. (*Western Area Plan*)
  - ❖ This Plan designates Missouri Avenue as a Secondary Signature Street from 51<sup>st</sup> Avenue to the Grand Canal.
10. Enhance pedestrian areas and sidewalks - by utilizing building arcades, colonnades and shade structures wherever appropriate. (*Glendale Downtown Designs Standards Manual*)
  - ❖ 63<sup>rd</sup>, 67<sup>th</sup>, 59<sup>st</sup>, 47<sup>th</sup> and Glendale Avenue are designated as Signature Streets. These streets are planned to have extensive pedestrian and bicycle facilities and provide links to City and region-wide destinations.
11. Provide six-foot sidewalk on Standard and Super Arterial streets. (*Parks and Recreation Master Plan*)
  - ❖ The plan identifies 59<sup>th</sup>, 67<sup>th</sup> and Northern Avenues and Glendale Road as Primary Signature Streets. These streets include enhanced pedestrian facilities.
12. The Bell Road corridor accommodates east/west pedestrian circulation. (*Parks and Recreation Master Plan*)
13. Create linkages between these new public spaces to adjoining neighborhoods to develop and improve connectivity. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)
  - ❖ Implementation of Primary Signature Streets along Glendale Avenue, 59<sup>th</sup> Avenue, and Grand Avenue will provide direct links to an enhanced Murphy Park, new library sites and the proposed deck along Grand Avenue at 59<sup>th</sup> and Glendale. Likewise, the Secondary Signature Street status of Orangewood, Maryland, 47<sup>th</sup> Avenue, and portions of 63<sup>rd</sup>/62<sup>nd</sup> Avenues,

14. Promote pedestrian connectivity to adjacent developments. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)

Glenn and Lamar link other future public and private development downtown and its surrounding neighborhoods.

- ❖ Grand, Glendale, 59<sup>th</sup>, 47<sup>th</sup>, Orangewood, Maryland, 63<sup>rd</sup>/62<sup>nd</sup> Lamar and Glenn are all designated Signature Streets that include pedestrian routes that provide linkages into adjoining neighborhoods and public spaces.

15. Encourage pedestrian use by creating new pathways and improving existing pathways with landscaping, surface treatment and appropriate furnishings. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)

- ❖ The prioritized project list identifies specific pathway projects for the downtown. In addition Glendale, 59<sup>th</sup>, 67<sup>th</sup>, 63<sup>rd</sup>/62<sup>nd</sup>, 47<sup>th</sup> Avenues, Grand, Orangewood, and Maryland are designated as signature streets that include enhanced pedestrian facilities.

### **Goals Accomplished by the Designation of Pedestrian Zones**

#### **Goal**

#### **Implementation Actions Achieving This Goal**

16. The “pedestrian paseo system” that permeates the downtown blocks between 59<sup>th</sup> Avenue and 57<sup>th</sup> Avenue. This system: a dense network composed of sidewalks, and mid-block alleys. The intersection of these components provides opportunities for small plazas, courtyards and other open space amenities. (Basically includes Glendale Avenue, and parallel streets one block north, and one block south of Glendale Ave.; Glenn Drive and Lamar Road, in the downtown area, between 53<sup>rd</sup> and 59<sup>th</sup> Avenues). (*Downtown Glendale; A Guide For Urban Design & Revitalization*)

- ❖ This area is identified as a Primary Pedestrian Zone. The pedestrian potential of a broader downtown area is expressed in the Secondary Pedestrian Zone designation east of 51<sup>st</sup> Avenue and west of 59<sup>th</sup> Avenue.

17. Provide more attractive pedestrian links, sidewalks and shaded areas. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)

- ❖ Accomplished by the Signature Streets and designation of Glendale’s downtown core as a Primary Pedestrian Zone and a broader downtown area as a Secondary Pedestrian Zone.

18. The Glendale City Center is at a pedestrian friendly scale to be preserved and enhanced by improving pedestrian walkways. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)

- ❖ The entire downtown area is designated as either a Primary or Secondary Pedestrian Zone which recommends enhanced pedestrian facilities including wider sidewalk widths, street furniture, shade, etc.

19. Improvements to Alleyways; making them more attractive linkages at mid-block for pedestrians

through lighting, paving and landscape improvements. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)

20. City Center Streetscape Improvements; including good quality sidewalks, lighting, signage, benches, and other amenities to give streets more pedestrian presence. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)
21. Downtown Glendale – a place for pedestrians, first; automobiles second. (*Glendale Downtown Designs Standards Manual*)
22. Encouragement of mid-block pedestrian circulation by utilizing and improving existing alleyways (*Glendale Downtown Designs Standards Manual*)
23. Placement of street benches, sidewalk improvements, and public art in and around Murphy Park should be carried throughout the pedestrian portion of downtown. (*Glendale Downtown Designs Standards Manual*)

### **Goals Accomplished by the Designation of Open Space Corridors with Paved Paths and Unpaved Trails**

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
24. Direct bicycles toward specific areas such as linear parks and paths to reduce points of conflict. ( <i>Downtown Glendale; A Guide For Urban Design &amp; Revitalization</i> )	❖ Linear parks have been designated along the Grand and Arizona Canals, the Dysart Drain, the Colter Channel and the Airline Canal as well as Old Northern Avenue, all with paths and trails which provide interconnectivity with on-street bicycle facilities on most collector (half-mile) streets.
25. Take advantage of natural open spaces by providing transitions and opportunities for people to interact with those few natural areas. ( <i>Glendale Downtown Designs Standards Manual</i> )	❖ The New River, Agua Fria River and Skunk Creek have been designated open space/conservation corridors which are connected to each other directly and via bicycle and pedestrian facilities along 67 <sup>th</sup> , 59 <sup>th</sup> , Orangewood and Glendale Avenue Signature Streets as well as Linear Parks along the canals and Old Northern Avenue. Cotton Lane and Olive Avenue have been designated Scenic Corridors providing enhanced connectivity between the river corridors and White Tank Regional Park.
26. The majority of the pedestrian ways around the regional mall are designed to accommodate	❖ New River and Skunk Creek are identified as open space/conservation

bicycle circulation and connect with major bicycle routes. (*Parks and Recreation Master Plan*)

27. The City will also need to coordinate with Maricopa Association of Governments (MAG), the Maricopa County Flood Control District (MCFCD), and adjacent jurisdictions to encourage the development of a regional trail system along New River. (*Western Area Plan*)
28. Amends the General Plan Map by designating the New River floodway and 100-year floodplain and Grand Canal as Open Space, adds neighborhood park/elementary school/high school designations to each square mile east of the Loop 101. (*Western Area Plan*)
29. Participate with the Maricopa County Flood Control District and other West Valley Cities in the planning and development of the West Valley Recreation Corridor along the New River. (*Western Area Plan*)
30. Amends the General Plan Circulation Element Map to show bikeway, walking/jogging trail and horse riding trail along the Grand Canal to it's junction with the New River, walking/jogging trail and horse riding trail north of the Grand Canal intersection with the New River, and horse riding trail south of the Grand Canal intersection with the New River. (*Western Area Plan*)

corridors with paved paths and unpaved trails along them that connect to the Arrowhead Town Center's system of sidewalks. The path and trail system along the Arizona Canal/Paseo provides linkage to Skunk Creek and hence to the mall.

- ❖ In accordance with the Maricopa Association of Governments West Valley Rivers Plan, this Plan identifies a paved path and primary unpaved trail along the New River. The Plan reflects current and proposed City of Peoria trail, path and trailhead activity along New River.
- ❖ This plan designates the New and Agua Fria Rivers as Open Space/Conservation Corridors and the Grand Canal as a Linear Park, all with combined system of paved paths and unpaved trails.
- ❖ This Plan designates the Agua Fria and New Rivers as Open Space/Conservation Corridors and includes paved paths and unpaved trails along both rivers.
- ❖ This Plan designates a paved path (suitable for walking, bicycling, roller blading) and Primary unpaved trail (suitable for pedestrians, equestrians and mountain bicyclists) along the Grand Canal and New River.

### **Goals Accomplished by the Identification of an Open Space and Trails System**

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
31. Provide an equitable distribution of park and recreational amenities that enhance the quality of life in the community. ( <i>Parks and Recreation Master Plan</i> )	❖ New Improved Parks are located in the areas west of the Agua Fria River, that reflect the principle of one park per square mile (where population and density warrant).
32. Develop a system of linked open space that connects parks and recreational opportunities to neighborhoods, schools, community amenities, and employment centers. ( <i>Parks and Recreation Master Plan</i> )	❖ The Plan provides access from all locations throughout the community to numerous types of open spaces and amenities. In western Glendale, Olive Avenue provides a trail connection to White Tanks Regional Park and is a designated scenic corridor. Trails

along Perryville Road and Cotton Lane connect to the Olive Avenue trail and other trails both inside and outside of Glendale. Paths and trails along Old Northern, Northern Parkway and Olive Avenue connect to the Agua Fria River via the Dysart Drain. In central Glendale, the Grand Canal connects to the Agua Fria River and the Missouri Signature Street. In east Glendale, the New River, Skunk Creek and Arizona Canal provide diagonal connections to north/south signature streets, paved paths and unpaved trails. A Primary Trail along 51<sup>st</sup> Avenue (using stabilized decomposed granite) provides equestrian, pedestrian and bicycle connections from existing neighborhoods, some with equestrian privileges to the Thunderbird Paseo and Thunderbird Conservation Park.

- 33. Provide high quality parks and recreation facilities in a manner that is efficient, cost effective, and adds value to surrounding land uses. *(Parks and Recreation Master Plan)*
- 34. Provide public open space and recreational amenities that enhance the quality of life for Glendale residents. *(Western Area Plan)*
- 35. Encourage residential areas to be linked together with multi-use trails and common open space. *(Western Area Plan)*

- ❖ This plan primarily identifies on existing publicly-owned rights of way, open spaces corridors as opportunities for paths, trails and open space connections. Identified landmarks are a combination of already protected public amenities or amenities with a potential to be incorporated into public facilities.
- ❖ The Plan provides an interlinked system of paths, trails, open space corridors and the improved pedestrian conditions of signature streets and pedestrian zones that knit together all areas of the community. Landmarks help to identify and recommend protection of icons unique to Glendale’s quality of life.

**Goals Achieved by Further Defining a System of Paved Paths and Unpaved Trails**

***Goal***

***Implementation Actions  
Achieving This Goal***

- 37. Provide a multi-use trail and open space along the Grand Canal to connect the future trail along the New River with the Grand Canal Linear Park in the Parkside Character Area. *(Western Area Plan)*

- ❖ This Plan includes a Paved Path and a Primary Unpaved Trail along the Grand Canal to its junction with the New River. Additionally, it recommends a Secondary Unpaved Trail along the Bethany Home Road alignment from where the Grand Canal veers north, west to the New River Primary

38. Provide an equestrian trail along the 51<sup>st</sup> Avenue alignment from the AZ Canal to Thunderbird Conservation Park. (*Parks and Recreation Master Plan*)

39. Provide equestrian trails from equestrian subdivisions to the Grand Canal Linear Park multiple use trail. (*Parks and Recreation Master Plan*)

Provide an equestrian trail along the AZ Canal linking Phoenix to Peoria. (*Parks and Recreation Master Plan*)

Provide an equestrian trail along the Skunk Creek linking Phoenix to Peoria. (*Parks and Recreation Master Plan*)

Provide an equestrian trail along the New River linking to both Phoenix and Peoria. (*Parks and Recreation Master Plan*)

Provide an equestrian trail along Pinnacle Peak Road linking Thunderbird Conservation Park to the New River. (*Parks and Recreation Master Plan*)

#### Unpaved Trail.

- ❖ This Plan shows this important corridor as a Primary Unpaved Trail and recommends that it be built of stabilized decomposed granite so that it is handicapped accessible while also serving equestrian, walkers and bicyclists. The plan recommends landscape and signage enhancements in this corridor as well as improvements to the trails crossing under the Loop 101.
- ❖ A Secondary Unpaved Trail is shown on the east side of 95<sup>th</sup> Avenue from approximately Missouri Avenue north to the trail system along the Grand Canal providing a direct trail link to for this existing equestrian neighborhood.
- ❖ West of the Agua Fria, this plan provides equestrian linkages to the Agua Fria River along Olive Avenue, Old Northern Avenue and along the southern planning boundary of the City.
- ❖ East of the Agua Fria, this plan provides equestrian linkages along the Agua Fria and New Rivers, Grand and Arizona Canals and Skunk Creek.
- ❖ This plan continues to show this important unpaved trail linkage as well as a paved path.
- ❖ This plan recommends that a more defined unpaved trail be built along the entire length of the Creek in Glendale.
- ❖ This plan reflects plans being implemented by the City of Peoria where the entire corridor runs within their jurisdiction, as well as continues these trails and paths south to the boundary with Phoenix.
- ❖ The plan indicates this important connection as a Primary Unpaved Trail.

### **Goals Achieved Through the identification of New Specific Capital Improvements**

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
40. Develop pedestrian bridges over Grand Avenue and the railroad to improve the connectivity of	❖ Pedestrian bridges have been identified at roughly the Lamar and Glenn Drive

- areas east and west of Grand Avenue; and to stimulate development of public facilities and private development of west Grand Avenue. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)
41. Grand Avenue Pedestrian Deck; resulting from the under grounding of Grand Avenue At 59<sup>th</sup>, and Glendale Avenues; upgraded landscape and pedestrian lighting and amenities to create a stronger more pleasant pedestrian connection/link over Grand Avenue. (*Downtown Glendale; A Guide For Urban Design & Revitalization*)
42. Provide parks, open space, facilities and services that are safe for participants and City staff. (*Parks and Recreation Master Plan*)
43. Provide pedestrian/bicycle/trail to the area south of Bell Road through an underpass located between 79<sup>th</sup> and 77<sup>th</sup> Avenues. (*Parks and Recreation Master Plan*)
46. Special pedestrian ways and bikeways radiate from the mall to Skunk Creek via the pedestrian underpass under Bell Road. (*Parks and Recreation Master Plan*)
48. Incorporate the Bethany Home Outfall Drainage Channel into the design of the Grand Canal Linear Park and trail system. Minimize any impacts on existing residential neighborhoods. (*Western Area Plan*)
49. Construct a bridge over the Grand Canal at 79<sup>th</sup> Avenue and at 87<sup>th</sup> Avenue to accommodate pedestrian, bicycle, and equestrian travel. (*Western Area Plan*)
50. Encourage the dedication or acquisition of additional parkland; along the Bethany Home Road alignment between 83<sup>rd</sup> Avenue and the Loop 101 Freeway during the development plan process. (*Western Area Plan*)
- alignments over Grand Avenue.
- ❖ This intersection has been shown as having a “Roadway/River Grade-Separated Crossing” reflecting the pedestrian plaza over Grand Avenue.
  - ❖ The various types of special crossings promote increased safety for trail and path users. Safety correction and enhancement are two of the highest valued criteria used for evaluating the priority of potential path, trail and signature street projects. Several identified projects will directly improve safety.
  - ❖ An underpass is proposed along the Skunk Creek where it passes under Bell Road at approximately the 71<sup>st</sup> Drive alignment. An unpaved trail has been built along the west side of 73<sup>rd</sup> Avenue linking the Skunk Creek to the Arizona Canal/Thunderbird Paseo.
  - ❖
  - ❖ The Grand Canal Linear Park has been extended along the entire length of the Grand Canal to the New River. The linear park will be located north of the canal, minimizing neighborhood impacts. A trail will link the linear park to
  - ❖ Both bridges have been completed and are reflected in this plan.
  - ❖ This corridor is identified as the Grand Canal Linear Park which recommends a similar corridor width as that already developed east of 91<sup>st</sup> Avenue.

## Goals Accomplished through Additional Design Guidance

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
51. Develop parklands, open spaces, and facilities that improve the aesthetic appearance of the community and are compatible with the principles of sustainability and conservation of natural resources. ( <i>Parks and Recreation Master Plan</i> )	❖ The four primary elements of this plan: 1) path and trail, 2) pedestrian, 3) character, and 4) open space each address the improvement, protection and conservation of the public landscape of Glendale through design guideline recommendations varying from streetscape improvements to preservation of scenic corridors and conservation open space.

## Goals Accomplished Through Implementation of New Procedures

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
52. Require development master plans prior to rezoning to ensure coordinated development on larger parcels and assemblages of smaller parcels. These plans should at a minimum address land use, anticipated parcel size, access, circulation, water and sewer, drainage, common open space amenities, master signage, and basic site design guidelines. ( <i>Western Area Plan</i> )	❖ In the processes section of this implementation plan, steps are outlined to help ensure that the City can easily determine if open spaces and trails identified in this plan should be addressed as part of proposals for development.

## Goals Accomplished Through the Planning Process

<b>Goal</b>	<b>Implementation Actions Achieving This Goal</b>
53. Provide opportunities for Glendale residents to participate in the design and planning of parks and facilities. ( <i>Parks and Recreation Master Plan</i> )	❖ The development of this plan was based upon a process that included a public needs assessment survey, an open house, a focus group meeting and numerous presentations to the Parks and Recreation Commission, Planning Commission, Citizens Transportation Oversight Committee and the Bicycle Advisory Committee as well as the final approval by the City Council. Information was posted on the City's website and meetings were announced in the local newspapers as well as in fliers distributed at public facilities.
54. Encourage cooperation between the Parks and	❖ This plan was developed with input

Recreation Department and other public agencies and private entities as it relates to development, maintenance and shared use of recreational facilities and services. (*Parks and Recreation Master Plan*)

from a variety of City departments, including engineering, economic development, planning, information systems, police and the Mayor's Neighborhood Office. The plan links to open spaces, corridors, paths and trails in surrounding communities. The plan also includes a funding plan that identifies a range of options for funding future parks, open spaces, trails and trailheads.

## **Appendix V: Liability for Attractive Nuisance – Arizona Revised Statutes 33-551. Recreational Use**

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### **Arizona Revised Statutes 33-1551. Duty of owner, lessee or occupant of premises to recreational or educational users; liability; definitions**

- A. A public or private owner, easement holder, lessee or occupant of premises is not liable to a recreational or educational user except upon a showing that the owner, easement holder, lessee or occupant was guilty of willful, malicious or grossly negligent conduct which was a direct cause of the injury to the recreational or educational user.
- B. This section does not limit the liability which otherwise exists for maintaining an attractive nuisance, except with respect to dams, channels, canals and lateral ditches used for flood control, agricultural, industrial, metallurgical or municipal purposes.
- C. As used in this section:
  - 1. “Educational user” means a person to whom permission has been granted or implied without the payment of an admission fee or any other consideration to enter upon premises to participate in an educational program, including but not limited to, the viewing of historical, natural, archaeological or scientific sights. A nominal fee that is charged by a public entity or a nonprofit corporation to offset the cost of providing the educational or recreational premises and associated services does not constitute an admission fee or any other consideration as prescribed by this section.
  - 2. “Grossly negligent” means a knowing or reckless indifference to the health and safety of others.
  - 3. “Premises” means agricultural, range, open space, park, flood control, mining, forest or railroad lands, and any other similar lands, wherever located, which are available to a recreational or educational user, including, but not limited to, paved or unpaved multi-use trails and special purpose roads or trails not open to automotive use by the public and any building, improvement, fixture, water conveyance system, body of water, channel, canal or lateral, road, trail or structure on such lands.
  - 4. “Recreational user” means a person to whom permission has been granted or implied without the payment of an admission fee or any other consideration to travel across or to enter upon premises to hunt, fish, trap, camp, hike, ride, exercise, swim or engage in similar pursuits. The purchase of a state hunting, trapping or fishing license is not the payment of an admission fee or any other consideration as provided in this section. A nominal fee that is charged by a public entity or a nonprofit corporation to offset the cost of providing the educational or recreational premises and associated services does not constitute an admission fee or any other consideration as prescribed by this section.

## Appendix W: Subdivision Regulation – Arizona Revised Statutes

### 11-806.01 Enabling Legislation for Trails

#### 11-806.01. Subdivision regulation; platting regulations; violation; classification; easement vesting

A. The county board of supervisors shall regulate the subdivision of all lands within its corporate limits, except subdivisions which are regulated by municipalities.

B. No plat of a subdivision of land within the area of jurisdiction of such county shall be accepted for recording or recorded until it has been approved by the board. The approval of the board shall be endorsed in writing on the plat and shall also include specific identification and approval of the assurances except those for hiking and equestrian **trails** required by this section. If a county planning and zoning commission exists, the plat may be referred to such commission for its consideration and the board may receive the recommendation of the commission. If the subdivision is comprised of subdivided land, as defined in section 32-2101, and is within a groundwater active management area, as defined in section 45-402, the plat shall not be approved unless it is accompanied by a certificate of assured water supply issued by the director of water resources, or unless the subdivider has obtained a written commitment of water service for the subdivision from a city, town or private water company designated as having an assured water supply by the director of water resources pursuant to section 45-576 or is exempt from such requirement pursuant to section 45-576. The board shall note on the face of the plat that a certificate of assured water supply has been submitted with the plat or that the subdivider has obtained a commitment of water service for the proposed subdivision for a city, town or private water company designated as having an assured water supply, pursuant to section 45-576.

C. Any person causing a final plat to be recorded without first submitting the plat and obtaining approval of the board is guilty of a class 2 misdemeanor. No county recorder shall accept for recording or record any plat which has not been approved as provided by this article.

D. The ground of refusal or approval of any plat submitted, including citation of or reference to the rule or regulation violated by the plat, shall be stated upon the record of the board.

E. The commission shall recommend to the board and the board shall adopt general regulations of uniform application governing plats and subdivisions of land within its area of jurisdiction. The regulations adopted shall secure and provide for the proper arrangement of streets or other highways in relation to existing or planned streets, highways or bicycle facilities or to the official map for adequate and convenient open spaces for traffic, utilities, drainage, access of fire fighting apparatus, recreation, light and air. The board may adopt general regulations to provide for the proper arrangement of hiking and equestrian **trails** in relation to existing or planned streets or highways, and if adopted, such hiking and equestrian **trails** shall conform to the official map for adequate and convenient open spaces for traffic, utilities, drainage, access of fire fighting apparatus, recreation, light and air. The general regulations may provide for modification by the commission in planned area development or specific cases where unusual topographical or other exceptional conditions may require such action. The regulations shall include provisions as to the extent to which streets and other highways shall be graded and improved and to which water, sewer or other utility mains, piping or

other facilities shall be installed or provided for on the plat as a condition precedent to the approval of the final plat.

F. On recording of a plat, the fee of the streets, alleys, avenues, highways, easements, parks and other parcels of ground reserved to the use of the public vests in trust in the county for the uses and to the extent depicted on the plat including, but not limited to, ingress and egress easements depicted on such plat. On annexation by any city or town such fee automatically vests in the city or town.

G. Boards of supervisors of counties shall prepare specifications and make orders, inspections, examinations and certificates as may be necessary to protect and complete the provisions and make them effective. The regulations shall require the posting of performance bonds, assurances or such other security as may be appropriate and necessary to assure the installation of required street, sewer, electric and water utilities, drainage, flood control and improvements meeting established minimum standards of design and construction.

H. Before adoption of regulations by the board or any amendment as provided in this article, a public hearing shall be held by the commission. A copy of the regulations shall be certified by the commission to the county board of

supervisors which shall hold a public hearing after notice of the time and place has been given by one publication fifteen days prior to the public hearing in a newspaper of general circulation in the county.

I. Approval of a plat shall not be deemed to constitute or effect an acceptance by the county for designation of any street, highway, bicycle facility or other way or open space shown upon the plat into the county maintenance system except for hiking and equestrian **trails** which shall be constructed and maintained by the county. However, at such time as the streets, highways, bicycle facilities or other ways are fully completed in accordance with the approved plat and written specifications made by the county board, the county shall accept such streets, highways, bicycle facilities and other ways into the county maintenance system within one year of completion.

J. For any subdivision that consists of lots, tracts or parcels, each of which is of a size as prescribed by the board of supervisors, the board may waive the requirement to prepare, submit and receive approval of a preliminary plat as a condition precedent to submitting a final plat and may waive or reduce infrastructure standards or requirements except for improved dust-controlled access and minimum drainage improvements.

## Appendix X: Private Development Plan Review Check-List

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# UNPAVED TRAILS AND PAVED PATHS DEVELOPMENT PLAN REVIEW CHECKLIST

The City of Glendale will use this Plan Review Checklist to incorporate unpaved trails and paved paths as appropriate into plans for approval. For additional information, please contact the City of Glendale Parks and Recreation Department at \_\_\_\_\_.

**PROJECT NAME:** \_\_\_\_\_

**DATE:** \_\_\_\_\_ **PROJECT #:** \_\_\_\_\_ **REVIEWER:** \_\_\_\_\_

## SUBMITTAL REQUIREMENTS:

- 1. One set of plans (sheet size 24" x 36") Landscape, Grading and Drainage, and Master Plan or Site Plan.

## GENERAL REQUIREMENTS (Show the following on the plans)

- 2. Name of project and address in title block
- 3. Designer or firm name, address and phone number
- 4. Scale: 20 scale or 30-scale maximum. Use graphic bar scale.
- 5. North Arrow
- 6. Vicinity Map
- 7. Sheets numbered i.e., 1 of 4 or L1 of L4
- 8. Sheet index key
- 9. Street, sidewalks, accessible ramps, and curbs shown and labeled
- 10. Right-of-way line (property line) shown and labeled
- 11. Development Services Department's project number if assigned \_\_\_\_\_.
- 12. Text 1/8 inch minimum
- 13. Plans sealed by a licensed engineer, architect or landscape architect appropriate to the type of plan under review.
- 14. Maintenance by Owner \_\_\_\_\_ or City of Glendale. If City of Glendale, then reviewed by Parks and Recreation Department: initials \_\_\_\_\_ date \_\_\_\_\_. If Owner, provide name, address and phone number of responsible party.
- 15. Provide signature line as shown below:

\_\_\_\_\_  
Authorized City of Glendale Representative

\_\_\_\_\_  
Date

## TRAIL AND PATH REQUIREMENTS

- 16. Show and label all trails on the plan, equestrian trails, multi-use trails, shared-use paths and private trails.
- 17. Are there City of Glendale required trails for this project per \_\_\_\_\_ approved trails plans? Yes \_\_\_\_\_ No \_\_\_\_\_
- 18. Trails shall not be located in the bottoms of retention basins, drainage channels, dry creeks, washes, etc. (Provide cross-section showing trail's relationship to any drainage course or water body).
- 19. Trails shall be designed in accordance with approved City of Glendale Trail Design Standards/Guidelines (See attached).
- 20. Trails adjacent to turf shall have concrete headers on each side that abuts turf. (Provide cross-section).
- 21. Include relevant trail design details on the plan drawings.
- 22. Trails show meet grade and flow directly into ADA approved ramps at all roads and driveway crossings.
- 23. No thorny or poisonous plants shall be located within 10 feet of trail edges.



## Appendix Y: Definitions

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## Appendix Z: Bibliography

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