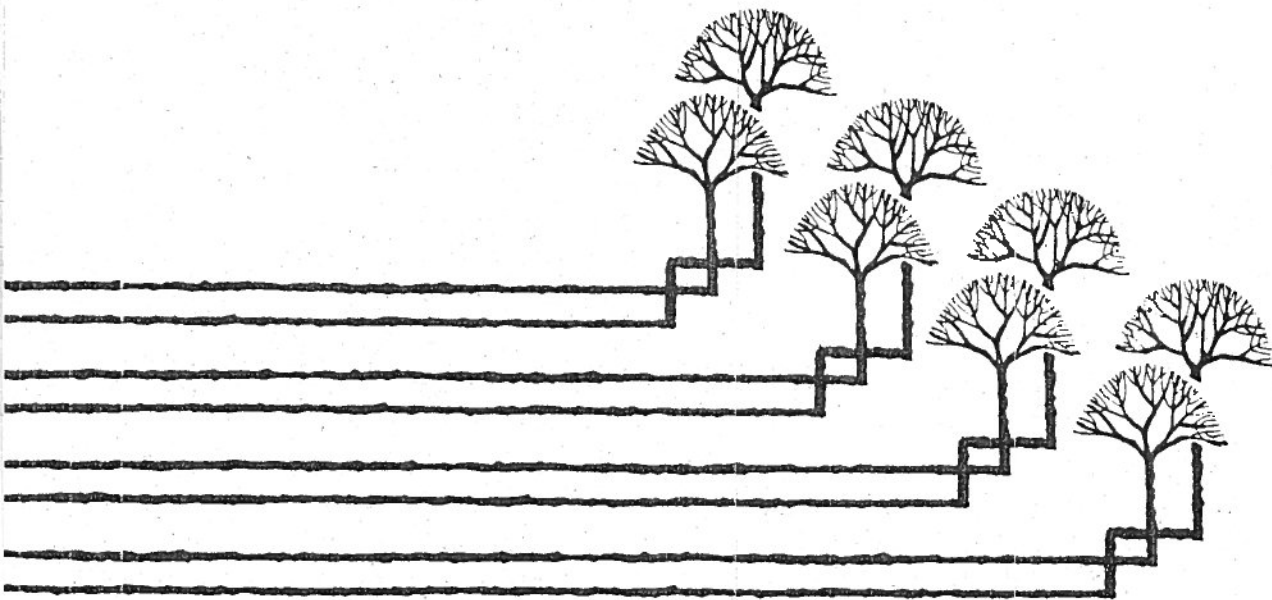


SUNNYSLOPE/ ARIZONA CANAL DEMONSTRATION AREA MASTER PLAN



**Prepared by the City of Phoenix Planning Department
with Special Assistance from the
Canal Bank Demonstration Project Team**

December 1992

RESOLUTION NO. 18115

**A RESOLUTION CONCEPTUALLY ADOPTING THE
SUNNYSLOPE/ARIZONA CANAL
DEMONSTRATION AREA MASTER PLAN**

WHEREAS, canal banks in Phoenix have the potential to become places of community pride, serving as alternative transportation corridors and linear parks to connect residents and workers with shopping, parks, jobs and housing via a scenic, safe and comfortable environment; and

WHEREAS, the Phoenix City Council in July 1990 directed staff to work with citizens to develop canal demonstration plans for five sites including the area along the Arizona Canal in Sunnyslope from Dunlap to Northern; and

WHEREAS, an interdepartmental staff and citizen team has worked closely with affected interest groups in the Sunnyslope area to develop recommendations for canal bank enhancements that could be designed and installed in phases as funding is available and presented them in a Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Phoenix City Council hereby adopts the Sunnyslope/Arizona Canal Demonstration Area Master Plan and Executive Summary in concept as set forth in the attached text and maps.

BE IT FURTHER RESOLVED that the Council directs the City Manager to pursue a variety of funding sources to implement the projects recommended in the report.

PASSED by the Council of the City of Phoenix this 9 day of December, 1992.



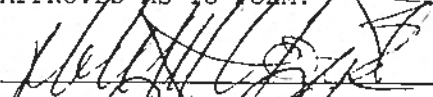
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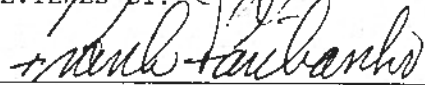
City Clerk

APPROVED AS TO FORM:



ACTING
City Attorney

REVIEWED BY:



City Manager

SUNNYSLOPE/ARIZONA CANAL DEMONSTRATION AREA MASTER PLAN

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SUNNYSLOPE/ARIZONA CANAL DEMONSTRATION AREA MASTER PLAN

PURPOSE

Canal banks in Phoenix have the potential of becoming places of community pride. No other city in the Valley has as many miles of canals and canal banks as Phoenix -- 78 miles to be exact. For decades, this unique system of infrastructure has been the conduit for providing water to a growing population while the canal banks have been a recreation and an alternative transportation route for thousands of City joggers, walkers and bicyclists. The preparers of this plan are convinced these areas can be more. In fact, with the continuous flow of water as the setting from the canals, the adjacent canal banks can be a multiple use resource for Phoenix and become a recreational and scenic corridor that will benefit our community.

This system of canal banks is part of an even larger 181 mile metropolitan system which could be utilized as an alternative transportation system. Canals course through many residential areas and cross many arterial streets with public transportation. The canals tend to take a diagonal path that follows the local topography, rather than the established orthogonal grid of the street system. In this way they offer truly alternative routes and short cuts between certain destination points for the pedestrian and cyclist.

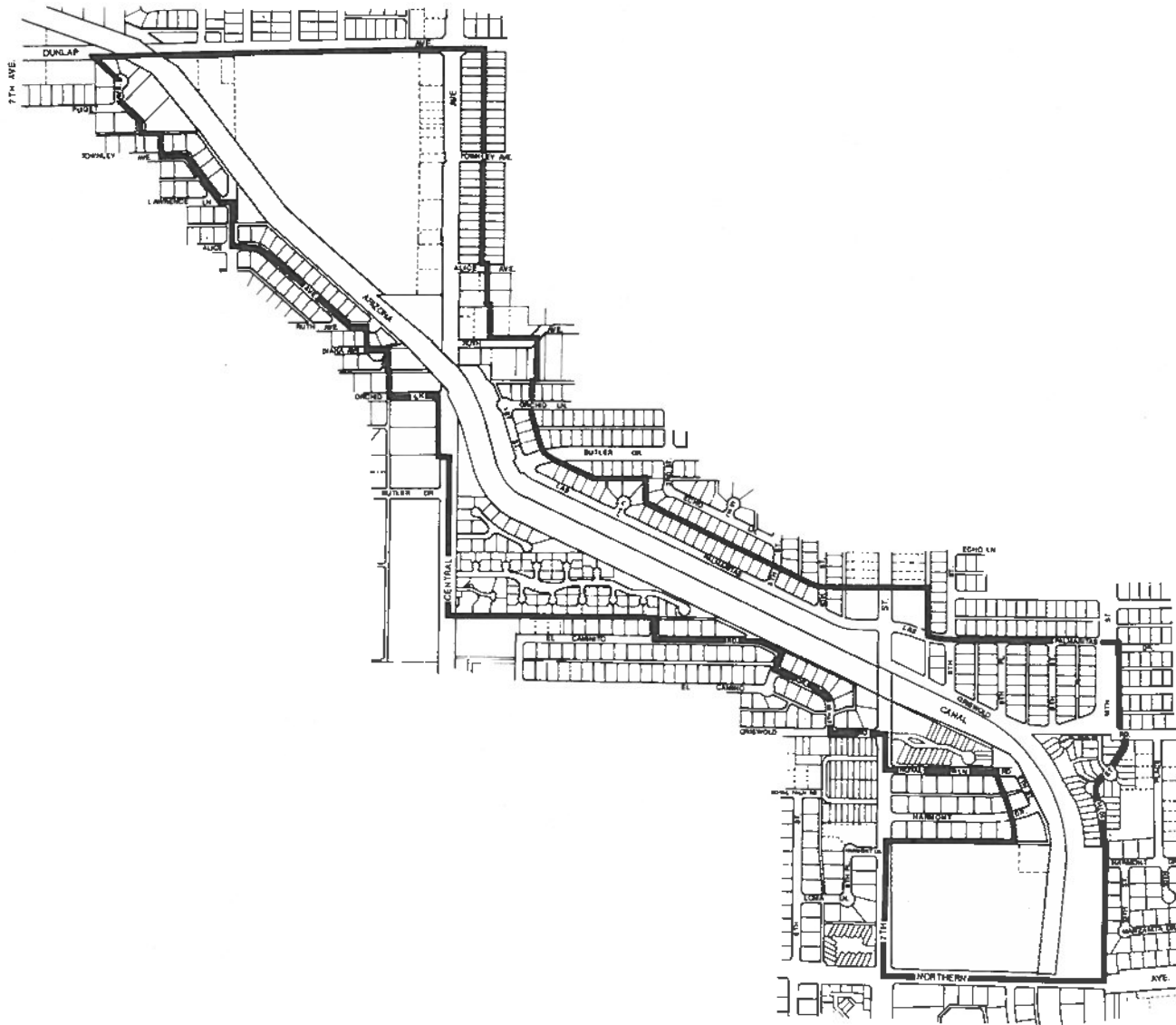
The pedestrian atmosphere of the canal bank provides a transportation alternative which is primarily auto free (other than maintenance vehicles). Canal bank users can thereby avoid traffic noise, fumes, and the carelessness of auto drivers.

Most pedestrian experiences of the canal banks will be sequential, transitional ones, as people move along this open space/utility corridor. It is therefore important that there be continuity of design along the entire stretch that would provide orientation and progression of experience. The Sunnyslope demonstration area can be seen as a destination point or as a rest stop for those passing through this corridor.

This plan is authorized by the City Council and prepared by the Canal Bank Demonstration Project Team. The purpose of the plan is to show how the Arizona Canal banks in Sunnyslope can continue to be a part of an overall trail system and offer an alternative transportation route and yet be a physical and recreational enhancement to the surrounding neighborhoods and commercial centers. The plan addresses this in a variety of ways. For instance, in some areas along the banks where the neighborhoods are located, simple landscaping enhancements are appropriate creating neighborhood linear parks which include shade trees and benches to rest. In another area where a restaurant is adjacent to the canal bank, an outdoor cafe is established on the bank itself. With the cafe located in just the right spot, patrons of the restaurant can savor the scenic view of the flowing water and the mountains in the distance.

BOUNDARIES

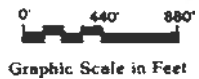
The boundaries of the Sunnyslope demonstration area plan are from Dunlap and Third Avenues to Northern Avenue and Tenth Street as shown on Map 1: Study Area Boundaries. The length of the demonstration area is 1.5 miles.



MAP 1
**SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
 STUDY AREA BOUNDARIES**



Prepared by the City of Phoenix Planning Department



GENERAL BACKGROUND

PROCESS

The City Council authorized the Canal Bank Demonstration Project Team to prepare the master plan in July 1990. The team is comprised of City and Salt River Project staff and interested citizens. Their mission is to investigate and prepare plans for demonstration sites along the canal banks within Phoenix which can be developed as areas of recreational and commercial uses. The Sunnyslope Canal Bank Plan is the first master plan to be completed. There are four other demonstration project areas within the City which are currently at different plan preparation stages.

Appendix A: General Background for the Study describes the process, the area where the project is located, and a description of the groups who support this project. More specifically the appendix provides information on: the City Council authorization; canal bank demonstration project team; the role of Salt River Project; other canal bank projects; the City's proposed canal bank design guidelines and their relationship to this study; information on the Sunnyslope community and North Mountain Village where the project is located; background on the Arizona Canal and the Arizona Canal Diversion Channel (the ACDC is adjacent to this project); and the role of the Sunnyslope Village Alliance, North Mountain Village Committee and the Metropolitan Canal Alliance, as support groups for this study.

CITIZEN INPUT

Many of the initial alternatives and visual concepts for the area were derived from the recommendations of the Phoenix Arts Commission's Sunnyslope Canal Design Task Force (see Appendix B: Phoenix Arts Commission Sunnyslope Canal Task Force for details on their charge and objectives). Other suggestions and observations are from an interest survey which was completed by 100 residents in the area (see Appendix D: Canal Interest Survey for survey results). And finally a design workshop was held in January 1991 which was sponsored by the Phoenix Arts Commission to share some enhancement ideas with the public. (See Appendix C: Sunnyslope Canal Design Workshop for workshop results.) A draft set of Citywide Canal Bank Design Guidelines was also used as a reference since they provide suggested ways to link adjacent properties with the canal banks through enhancement opportunities.

Based on this research and citizen input, a preliminary draft report was completed entitled Alternative Recommendations for Canal Bank Enhancements for the Sunnyslope Demonstration Area. This report became the subject of review at the final public workshop held in May 1992. The purpose of the workshop was to reach agreement on the alternative recommendations provided in the draft report and obtain other suggestions for enhancements. (See Appendix E: Sunnyslope/Arizona Canal Bank Demonstration Project Workshop and Feedback on Recommendations for the results of this workshop).

From all of this public input we can conclude that people want shade along the canal banks, landscaping features to enhance the area, benches, picnic tables, and signage. They would like to see the accessibility improved and would welcome special art features and garden areas along the way. Security features, such as lighting and public telephones located in strategic areas, are also important components to the users of the canal banks. This information has been incorporated into the final recommendations.

CHARACTER OF THE DEMONSTRATION AREA

The Sunnyslope area was chosen as a canal bank demonstration area for several reasons. It is adjacent to the Sunnyslope Core, parallel to the ACDC, a center of recreation activity, and a unique scenic area with manmade and natural features. Some people say that they use this corridor as a way to get to work. Further, there is private property ownership interest and Arts Commission funding is available for some of the enhancement areas.

For the purposes of identification in this report, the demonstration area has been divided into three segments. However, the entire demonstration area exhibits a cohesive identity and is compatible with the larger canal system as a destination point or rest stop/activity area along the canal transportation network.

Segment One - Dunlap to Central Avenues has the potential for combining the resources of the community and Sunnyslope High School into a civic, cultural, educational and recreational experience. This is possible due to the adjacent land uses, including the residential neighborhood, Herberger Park, the public swimming pool, adjacent parking facility and the high school playing fields.

Segment Two - Central Avenue to Seventh Street has some very special features which are the views of the distant mountains located southeast of the segment and the meandering canal providing a more peaceful setting with its flowing water. Segment Two is the longest segment and the least shaded of the three areas.

Segment Three - Seventh Street to Northern Avenue has some especially unique features. There is the radial gate at the intersection of Seventh Street and the Arizona Canal. The gate provides the sound of rushing water which subdues significantly the sound of the Seventh Street automobile traffic. There are the old eucalyptus trees in the vicinity of Northern Avenue which have added a special enhancement to the canal banks for years in this area. Lastly, are the landscaping enhancements that Evans Withycombe, apartment developers, have installed in conjunction with their new apartment complex along the south canal bank at Northern Avenue.

For more information about these three segments see Appendix F: Existing Conditions within the Canal Demonstration Project Area which describes in detail present conditions within the study boundaries (see Map 1 for boundaries). The description includes information on land use, property ownership, zoning classifications, capital improvement projects, utilities, and neighborhood linkage to the canal bank system.

SUNNYSLOPE/ARIZONA CANAL ENHANCEMENT RECOMMENDATIONS

The recommendations are divided into four sections. The first section includes the recommendations that are applicable throughout the entire demonstration area. The second section includes the recommendations that are applicable to specific sites within Segment One and Two of the demonstration area. The map on page 7, entitled Recommendations for Canal Bank Enhancements for the Sunnyslope/Arizona Canal Demonstration Area, shows the recommendations for all three segments. This is followed by a series of cross sections of the three segments in the project area that generally define the typical layout of improvements. The recommendations and phasing of improvements in these first two sections are based on the results of the public workshop held in May of this year. See Appendix E: Sunnyslope/Arizona Canal Bank Demonstration Project Workshop and Feedback on Recommendations for a summary of the workshop.

The third section provides information on the general costs of improvements for each segment, the phasing for improvements, and the various funding sources which are being considered for implementing these recommendations. A specific time frame for each phase is not stated in this plan since the phasing is based principally on the allocation of funds available. The last section provides a general summary of the next steps necessary to carry out this project.

Design Flexibility for Arts Commission Sponsored Projects.

The recommendations contained in this Plan are the result of Sunnyslope citizen input at public workshops and the visions of the Phoenix Arts Commission's Sunnyslope Canal Design Task Force. In the future, the artists chosen by the Arts Commission may recommend canal bank entrance amenities and Herberger Park improvements that differ from those shown as hypothetical examples in this report.

These recommendations are not intended to constrain the artists from being creative or to restrict further public input but rather to give enough specificity to the Plan to allow progress in areas where funding can be obtained, particularly areas not being addressed as public art sites. Final approval of public art will be by the City Council.

SECTION 1: CANAL BANK ENHANCEMENTS RECOMMENDED FOR THE ENTIRE STUDY AREA

This first section provides recommendations for improvements which are applicable to the entire study area. These include: gateway entrance features for major and local streets; linkage of shade trees along the south canal bank; linkage of shade trees along the south side of the ACDC Trail; pedestrian bridge locations; appropriate signage and its locations; and safety features, including lighting and hydroseeding along the canal edge.

SRP's Operation and Maintenance of the Canal

One of the prerequisites which we are asked to abide by is SRP's need for a 20-25 foot maintenance area along both edges of the canal. The path is primarily used to service the water and canal operations with heavy equipment utilized on both sides of the canal.

Thanks to the cooperation of SRP, this same maintenance area is used by the public for recreation and as part of an overall trail system. This plan does not recommend any permanent structures or any type of obstructions to be placed within this pathway.

Included in the canal maintenance activities are the collection and removal of silt approximately every three years which is placed on the banks, and the cutting and collecting of algae which is placed in trucks.

Historically the silt is deposited on one of the canal banks for at least 60 days until it is dry. It is recommended that the silt be collected and placed on the south canal bank. When this process occurs the canal users will be directed to the north bank. The north bank is wider, and more exposed to the public and provides more opportunity for enhancement. The algae clean-up happens several times a year. SRP has requested that ramps into the canal be provided within each segment of the demonstration project to facilitate collection of the silt and algae with less impact on the improvements. The cost per ramp is approximately \$20,000. The logical time to construct the ramps is in the beginning of the first phase to avoid disturbance of future improvements. The next time the silt collection will occur will be in January 1995.

1. CANAL BANK STREET ENHANCEMENTS

A. Major Streets

At Dunlap Avenue, Northern Avenue, and Seventh Street where these streets intersect with the Arizona Canal and ACDC it is recommended to provide improvements to these intersections to identify the canal zone. The enhancements are suggested as a visual invitation for pedestrians, bicyclists, and equestrians to use the canal banks. They also serve a safety function by identifying the canal zone for the motorist who passes through the area.

Amenities

1. clusters of native tree types, preferably shade trees
2. signage or art element which contains the regional canal logo/symbol
3. different paving for the crosswalk areas
4. pedestrian scale lighting

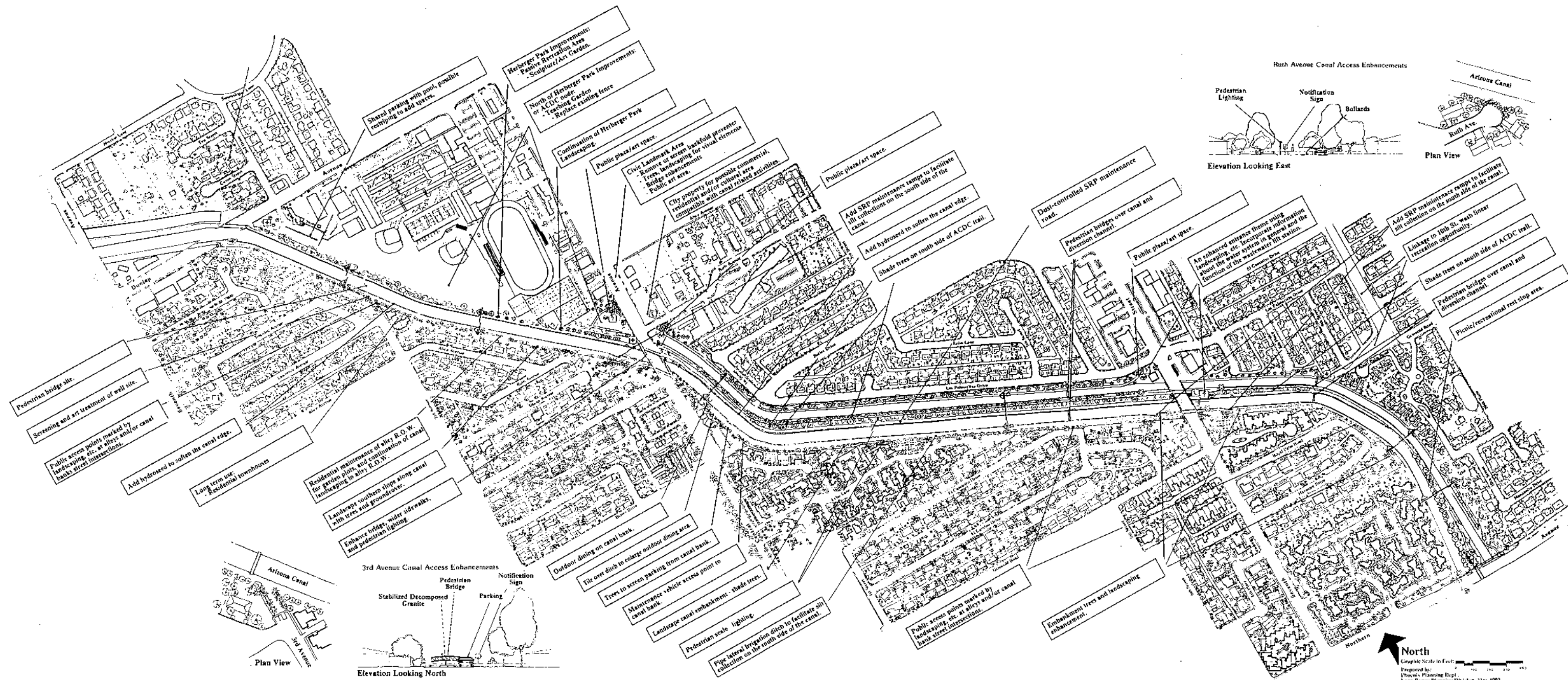
These improvements should be done in the first phase at an estimated cost of \$99,000.

B. Central Avenue Amenities

Central Avenue is the gateway into the Sunnyslope core and high school area. It is recommended that this area be treated as a key public space as follows:

Amenities

1. The above major street amenities are appropriate for enhancement. However, to define Central Avenue as a landmark area, the Central Avenue bridge should be renovated by the removal of the rusty pipe lines on the two sides of the bridge and replacing the existing railing with a more decorative one. See Sketch 1: Central Avenue Before and After on page 11.

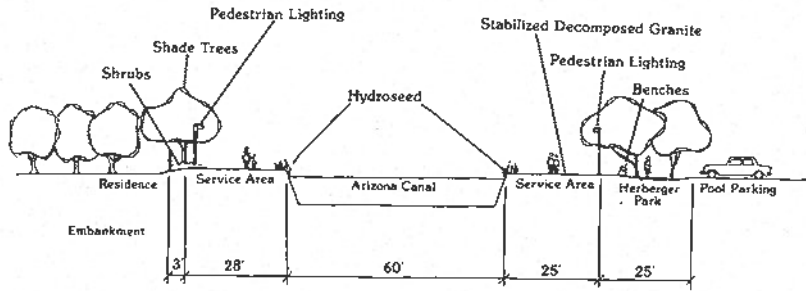


MAP 2
**SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
 RECOMMENDATIONS FOR CANAL BANK
 ENHANCEMENTS FOR THE
 SUNNYSLOPE/ARIZONA CANAL
 DEMONSTRATION AREA**

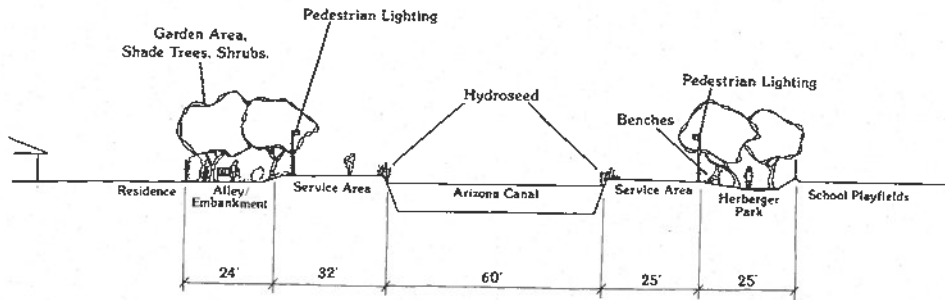
Legend

- | | | | |
|--|--|---|--------------|
| PUBLIC TELEPHONE | ORIENTATION CENTER
(orientation of canal user with respect to metro canal system) | AUTOMOBILE CANAL NOTIFICATION SIGN
(notice to drivers of Sunnyslope Canal Recreation Area) | BENCH |
| DRINKING FOUNTAIN | CANAL USER STREET SIGN
(notice to canal user of arterial street crossing) | | PICNIC TABLE |
| EDUCATION CENTER
(public information explaining the metro canal system) | | | |

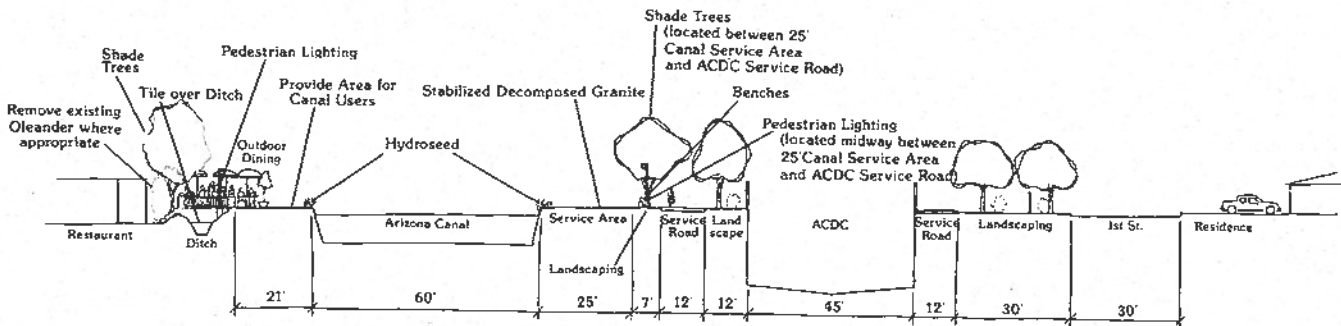
CROSS SECTIONS OF THE SUNNYSLOPE/ARIZONA CANAL DEMONSTRATION AREA



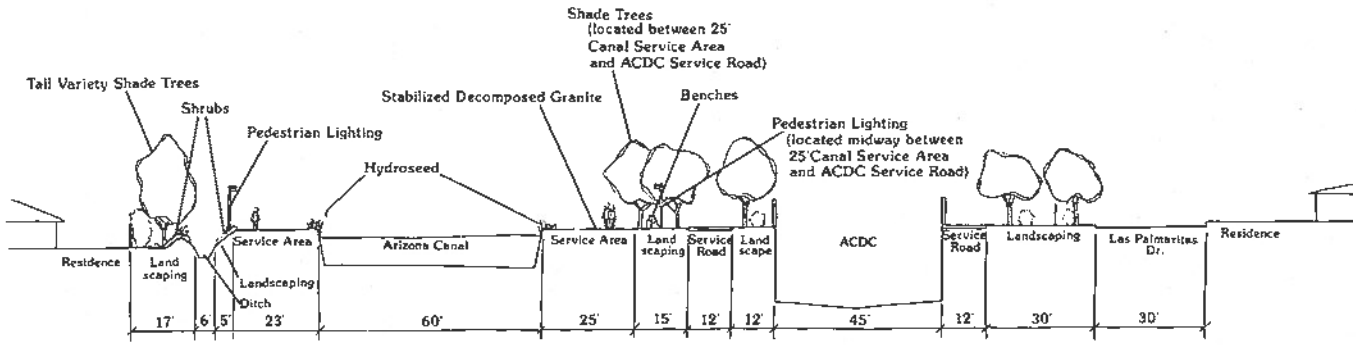
CROSS SECTION A: APPROXIMATELY 700 FEET SOUTHEAST OF DUNLAP
Segment 1: Dunlap to Central Avenue



CROSS SECTION B: APPROXIMATELY 1000 FEET NORTHWEST OF CENTRAL
Segment 1: Dunlap to Central Avenue

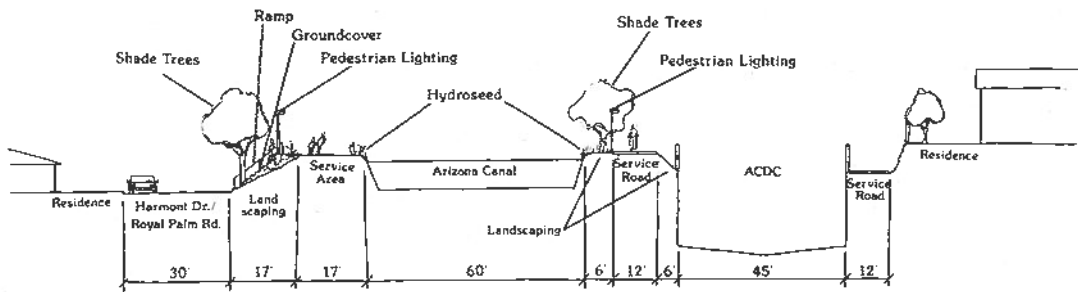


CROSS SECTION C: AT RESTAURANT
Segment 2: Central Avenue to Seventh Street



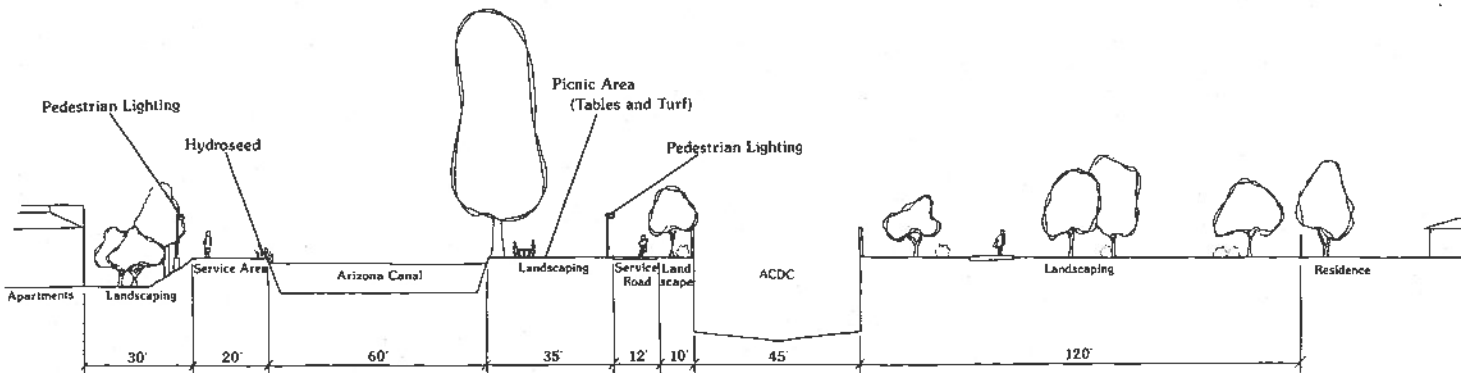
CROSS SECTION D: APPROXIMATELY 1000 FEET NORTHWEST OF SEVENTH STREET

Segment 2: Central Avenue to Seventh Street



CROSS SECTION E: APPROXIMATELY 1000 FEET NORTH OF NORTHERN AVENUE

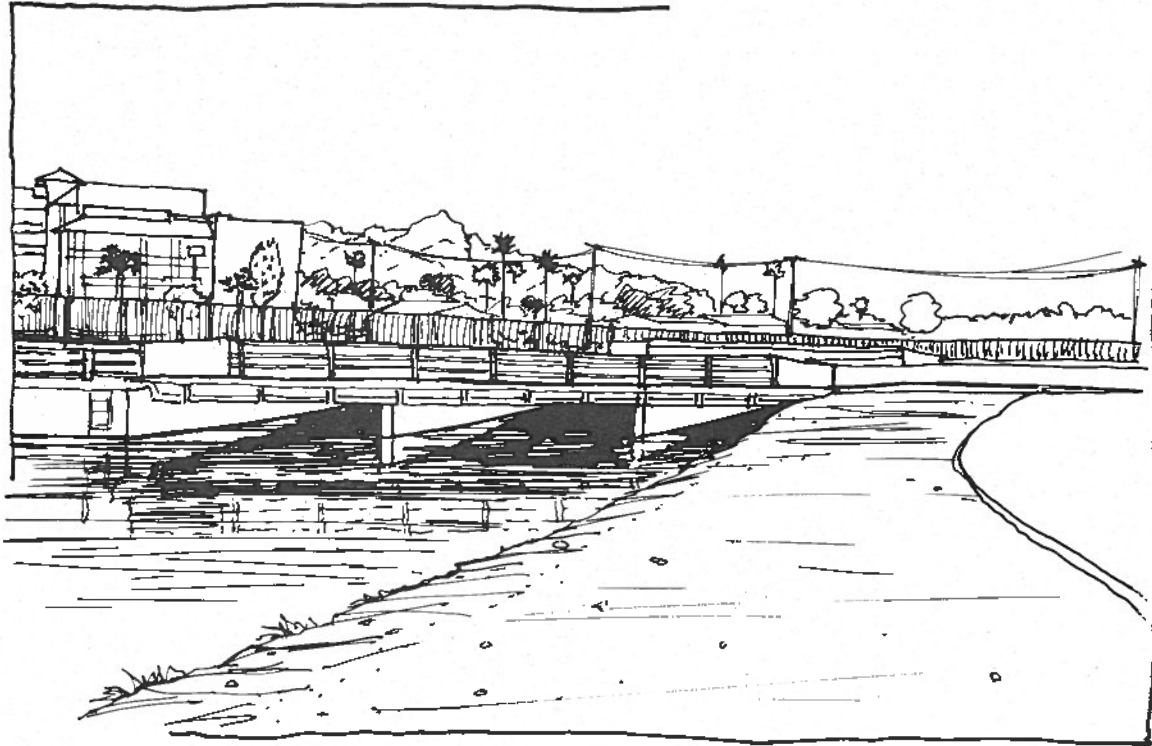
Segment 3: Seventh Street to Northern Avenue



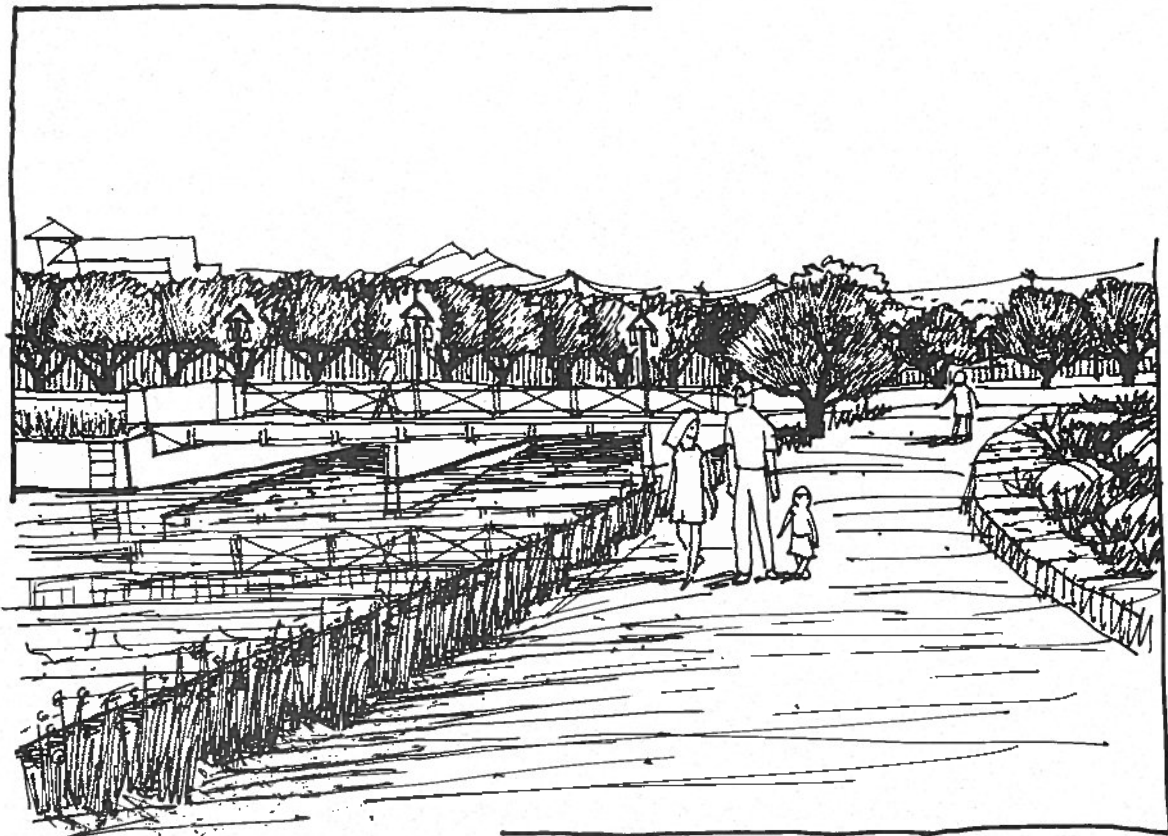
CROSS SECTION F: APPROXIMATELY 500 FEET NORTH OF NORTHERN

Segment 3: Seventh Street to Northern Avenue

SKETCH 1: CENTRAL AVENUE BEFORE AND AFTER



Looking Southeast Towards Central Avenue Bridge On South Side Of Canal



Central Avenue Bridge Enhancements

* This is a conceptual sketch which shows an example of a full range of proposed improvements.

2. The sidewalk along Central Avenue in the canal/ACDC zone should be widened from its present four feet to at least eight feet. The sidewalk improvement will facilitate pedestrian safety.

The Central Avenue amenities should be done in the first phase at an estimated cost of \$47,500.

C. Local Streets and Alleys Which Intersect the South Canal Bank

For the length of the entire project area the south canal bank borders residential neighborhoods. There are nine entrances, either local streets or alleys, that intersect with the canal bank. At each intersection it is suggested that landscaping enhancements be installed to accentuate the canal bank linkage. A small parking area is also proposed if the location is isolated from the adjacent neighborhood.

These suggestions are designed to invite more neighborhood use. If successful the neighborhoods would begin to think of the canal banks as their own linear park.

Amenities

The following amenities are similar to the previously mentioned major street enhancements only at a smaller scale:

1. pedestrian scale lighting
2. canal bank signs
3. native tree types
4. shrubs
5. street bollards

The lighting fixtures would facilitate evening and early morning use.

An added improvement at the Royal Palm Road/Harmont Drive intersection would be to upgrade the present walkway for easier access to the banks. The embankment from the neighborhood to the canal bank is very steep in this area.

The local streets and alley improvements should be done in a later phase at an estimated cost of \$25,000, which does not include the lighting. (Lighting estimates are on pages 18 and 19.)

2. **EMBANKMENT ENHANCEMENTS ON THE SOUTH CANAL BANK ADJACENT TO THE RESIDENTIAL NEIGHBORHOODS**

To provide the desired shade element along the canal banks, it is recommended that the south canal bank be lined with trees. Some shrubs should also be provided where possible. The placement of the trees would be at the outer SRP property line adjacent

to the residential areas. Aligning the trees along the south side for the entire stretch of the demonstration area will provide shade for the pedestrians using the banks in the afternoon. A 20-25 foot SRP maintenance corridor to deposit the silt mentioned on page 6 of this section will be accommodated. See Sketch 2: The Embankment Enhancements Before and After on page 14.

Tree planting and shrubs on the south canal bank should be done in the first phase at an estimated cost of \$185,200.

Central Avenue to Fifth Street (South Canal Bank)

This is one area where it will be a little more difficult to receive the shade from the planting of trees. A 15-foot wide lateral or irrigation ditch splits the trail so that there is not enough room to accommodate the 25-foot SRP maintenance area and have a line of trees next to it. The trees will therefore have to be placed on the south side of the ditch and far enough away from it to avoid the roots of the trees cracking the concrete.

One of the concerns of SRP is that the lateral needs to be cleaned out periodically using massive equipment. If the silt is to be collected on the south canal bank throughout the area, there is no room to clean out the lateral during the period when the silt is cleaned up. Therefore it is recommended that the lateral be piped to avoid any future need for maintenance of it. The piping of the lateral in the area of the adjacent restaurant next to Central Avenue will facilitate a wider outdoor cafe area and ramp from the parking area to service the SRP maintenance activities. The sketches on page 25 show the effect of this recommendation on the restaurant/ outdoor cafe area and adjacent parking lot.

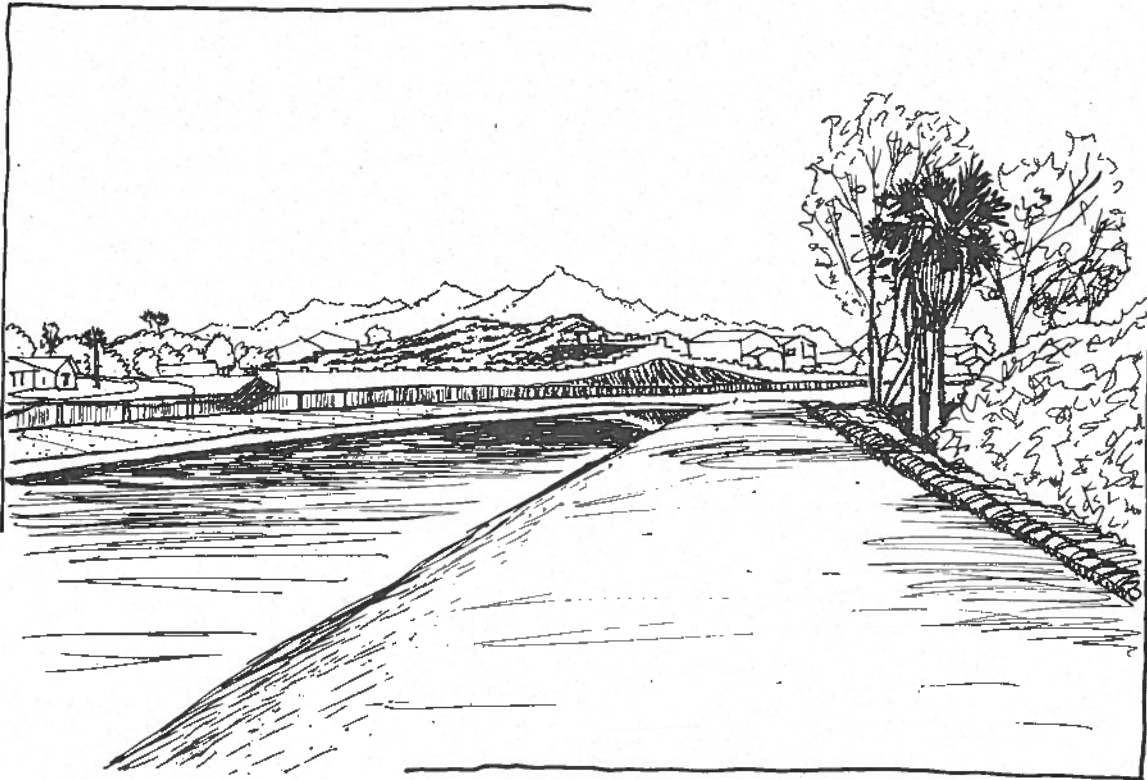
The lateral should be piped in the first phase of improvements at an estimated cost of \$137,500.

3. **LINKAGE OF SHADE TREES ON THE SOUTH SIDE OF THE ACDC TRAIL**

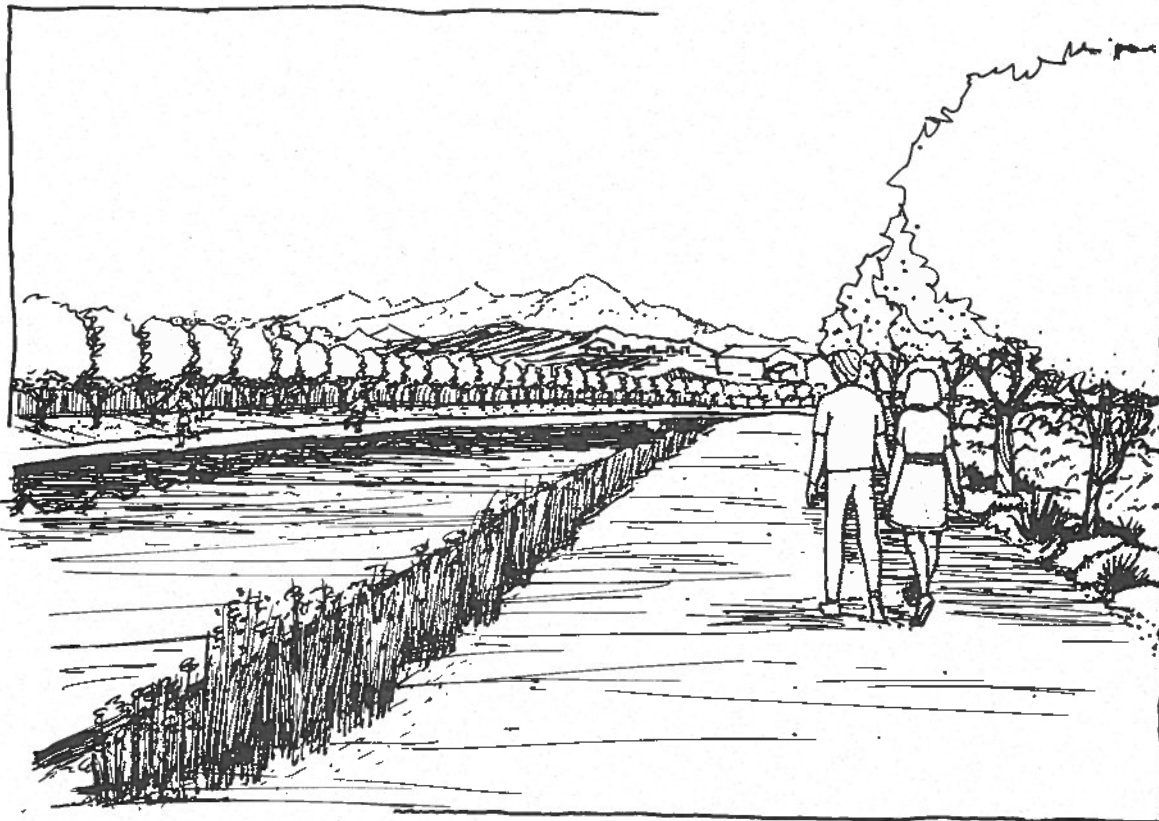
Throughout the entire demonstration area there is a ten-foot wide trail located on the south side of the Arizona Canal Diversion Channel. This location is adjacent to the north canal bank which is a section of the Maricopa County's Sun Circle Trail. To enhance this trail, which is currently well used by pedestrians and bicyclists, it is recommended that trees be provided. See Sketch 3: The ACDC Trail Shade Trees Before and After on page 15. This would extend from the eastern edge of Herberger Park to approximately 10th Street. The north bank begins to narrow at this point making it difficult for canal maintenance to be facilitated if the shade trees were extended any further. The shade would add to the pedestrian comfort and would be an invitation for more trail users. Turf could be provided between the existing east boundary of Herberger Park to Central Avenue to continue the character of Herberger Park for canal trail users.

Shade trees, turf and shrubs on the south side of the ACDC Trail should be planted in the first phase at an estimated cost of \$185,200.

SKETCH 2: THE EMBANKMENT ENHANCEMENTS BEFORE AND AFTER



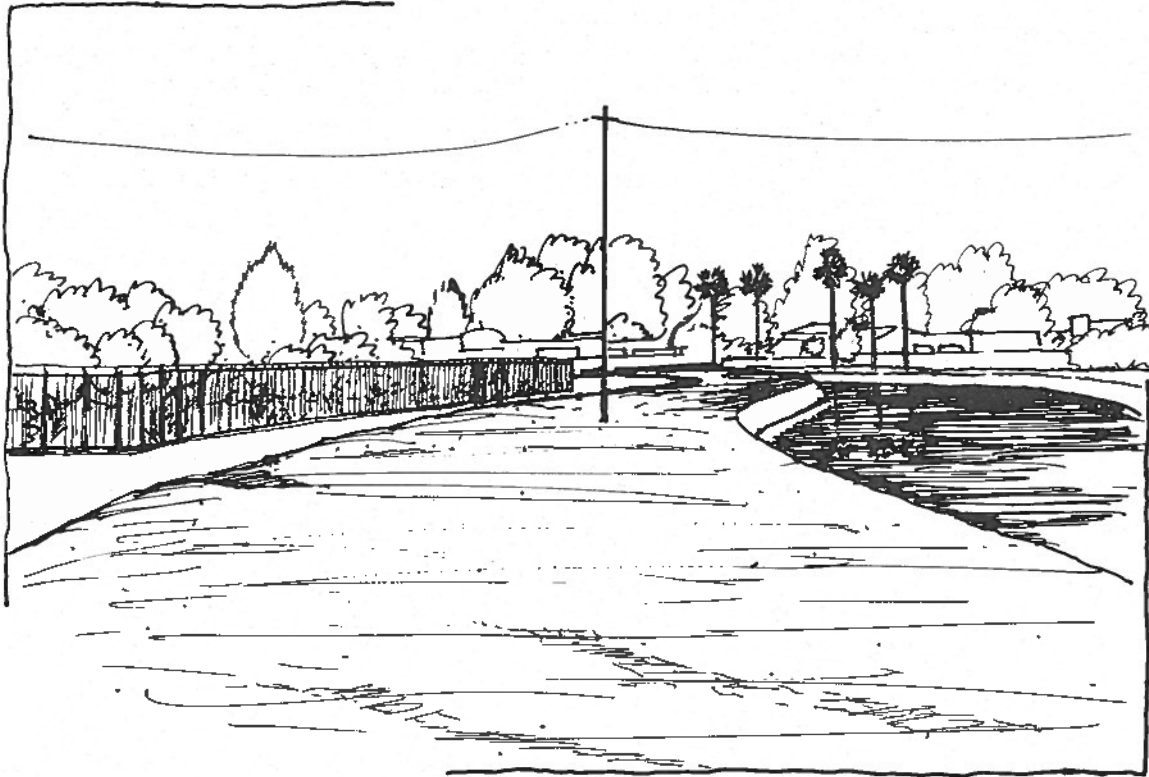
Looking Southeast on South Side of Canal from Seventh Street



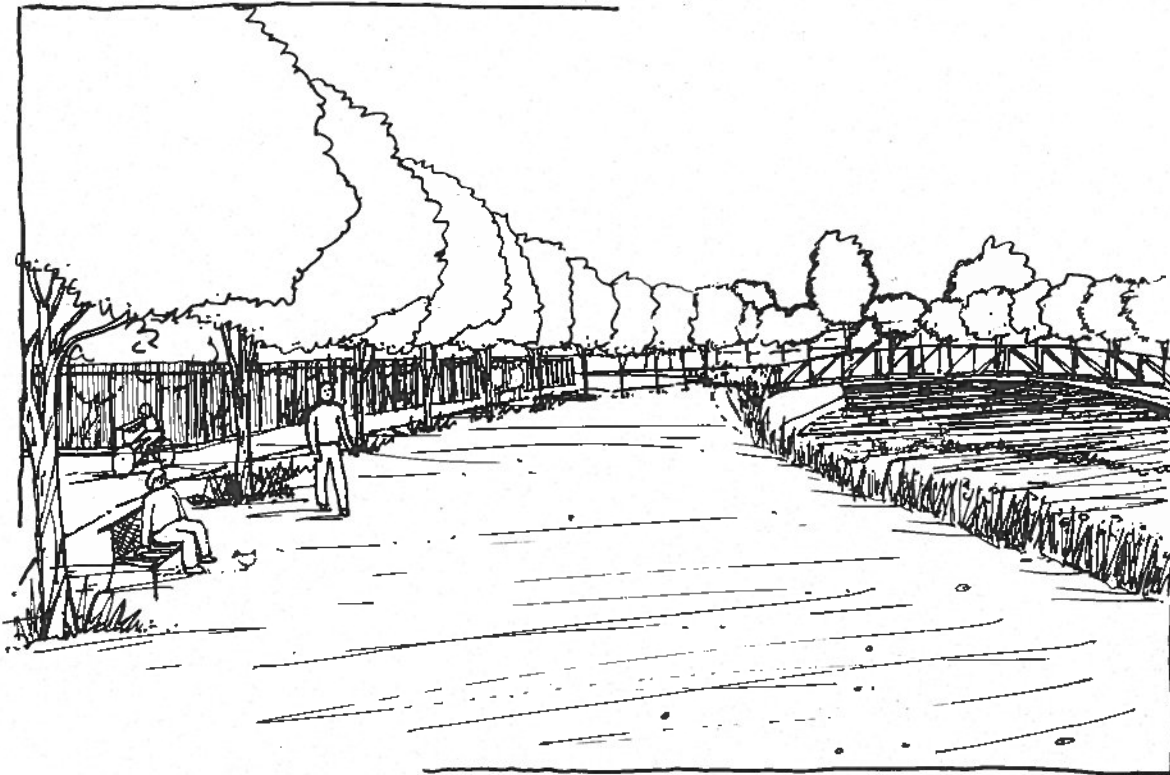
Canal Bank Enhancements

* This is a conceptual sketch which shows an example of a full range of proposed improvements.

SKETCH 3: THE ACDC TRAIL SHADE TREES BEFORE AND AFTER



Looking Southeast On North Side Of Canal From Central Avenue



Canal Bank Enhancements

* This is a conceptual sketch which shows an example of a full range of proposed improvements.

Other North Canal Bank Enhancements

As stated earlier in this report, the north canal bank is wider than the south canal bank. Therefore, it is suggested that the remaining canal bank, or that portion which is adjacent to the canal and does not contain the shade trees, should be surfaced with a material which controls dust, is more attractive than dirt and provides an acceptable surface for running. One possibility is decomposed granite. The decomposed granite should be added in the first phase at an estimated cost of \$85,300.

4. **PEDESTRIAN BRIDGES ACROSS THE ARIZONA CANAL AND ACDC**

Pedestrian bridges are recommended across the Arizona Canal and ACDC to improve the continuity of and access to the canal trails for pedestrians, bicyclists, disabled people using wheelchairs and horse riders. Pedestrian bridges attract more canal bank users, particularly from the adjoining neighborhoods. Also the bridges would eliminate the need for canal bank users to walk to the major streets to get from one bank to the other and they can connect the canal system to other trails, for instance the future Tenth Street Wash Trail.

Pedestrian bridges are subject to future capital and maintenance funding availability. The recommended locations for the new bridges are as follows:

A. Segment One:

Third Avenue (a collector street in the neighborhood) to link the neighborhoods with Herberger Park, the public swimming pool, the multi-use parking lot and the Sunnyslope playing fields.

B. Segment Two:

Fifth Street over the ACDC and the Arizona Canal to El Caminito Drive. The Fifth Street location makes it easier for residents east and west of the canal to walk, jog or bicycle to community destinations. Users will avoid the traffic on Seventh Street.

C. Segment Three:

Royal Palm Road over the Arizona Canal and the ACDC to Tenth Street. This location is recommended for two reasons: it is half way between Seventh Street and Northern Avenue which facilitates access for the users who want to avoid either major street, and the location links the Tenth Street wash which is presently being studied as a future linear recreation area.

The pedestrian bridges should be constructed in a later phase at an estimated cost of \$227,600.

5. **CANAL BANK SIGNAGE**

Four types of public information signs along the Sunnyslope Canal Bank Demonstration Project are proposed, each having a different function. Form, scale

and location are very important to the success of the sign package. It will promote the canal demonstration project to the community as a whole, and it will be done in conjunction with Maricopa County Parks and Recreation Department's development of the Sun Circle Trail signs and the Metropolitan Canal Alliance regional canal bank signs. The four types of signs are as follows:

A. Automobile Canal Notification Sign

Such signs are to identify to the motorist that they are entering the canal bank area. The sign will contain a logo which is symbolic of the metropolitan canal system. This could be a sign on a post or an art element that is approximately 36" square.

These signs will be noticed by persons riding in vehicles on arterial and local streets who pass by the canal area. Their locations should be on the arterial street edge prior to crossing the canal in both directions and at local street cul-de-sacs along the canal bank edge.

They should be constructed in a later phase of the project at an estimated cost of \$3,600.

B. Canal User Street Sign

The purpose of these signs is to orient the canal user to arterial street intersections. An example of this type of sign is the City's historic district signs which are placed on top of street signs within historic districts. These signs should be an 8" x 24" rectangle, located along the canal edge prior to arterial street crossings. They will be for persons using the canal for recreation or travel.

Where the ACDC trail underpasses are provided, two signs should be placed at the entrance to the underpass -- one that would orient the user to the arterial street followed by a second sign, or a safety sign, that would caution the user to possible oncoming pedestrians or bicyclists encountered inside the underpass.

The canal user street sign should be constructed in the first phase at an estimated cost of \$900.

C. Orientation Sign

These signs should indicate where the canal user is with respect to the entire canal network (i.e., "You are here!"). An example of this type of sign is found in shopping malls.

These signs would be located where there is a wide open space. They would be located on a kiosk adjacent to a shade structure or shade tree. The size should accommodate a full-size map of the canal network with sufficient canal user information. The kiosk may require up to a 10' x 10' pad site.

Recommended locations are:

1. Northwest corner of Central Avenue and Arizona Canal

2. Intersection of 10th Street Wash and the ACDC (if the recreation linkage occurs in the future)
3. Southeast corner of Dunlap Avenue and the Arizona Canal adjacent to the multi-use parking lot

The orientation center sign should be constructed in the first phase at an estimated cost of \$18,000.

D. Education Center Sign

These signs may take any form, but might provide information regarding the history and function of the SRP, ACDC, Arizona Canal, the City's water and wastewater system and a history of the Sunnyslope area. Their form may be dependent upon the artists' proposals submitted through the Phoenix Arts Commission process, if funding is available.

They would be provided for persons using the canal for recreation or travel, and motorists passing the canal zone.

The suggested locations are:

1. Seventh Street entrance/North canal bank
2. Seventh Street entrance/Southwest corner of Los Palmaritas and the ACDC node
3. Central Avenue entrance/West side of Central Avenue at ACDC node

These education signs will be constructed in a later phase, based on available funding.

6. **SAFETY FEATURES ALONG THE CANAL BANK**

A. Hydroseeding

Hydroseeding is a process by which mulch and flower seeds are spread over a defined area. With the appropriate mix of seeds, different flowers can be in bloom as often as three seasons of the year. It is believed that hydroseeding can be a safety feature if it occurs on each side of the canal along the water's edge of the canal bank for a width of five feet throughout the entire length of the area. Initially the process would be tested in a small area to evaluate its success. The one area where hydroseeding might not be appropriate is along Segment Three, from approximately Tenth Street to Northern Avenue. The canal banks are narrow in this area.

Hydroseeding should be a part of the first phase of construction at an estimated cost of \$4,500.

B. Pedestrian Lighting

For early morning and night time use a pedestrian light is recommended every 100 feet along both sides of the canal throughout the entire demonstration area. The lighting would be solar operated. Once the installation of each light fixture occurs, there should be little additional cost for the lighting it will provide. (A light using APS electricity would cost approximately \$10 a month.) For the south canal bank the lighting would be located to avoid shining on adjacent residential properties.

Lighting should be installed in the first phase of the project at an estimated cost of \$316,100.

C. Public Telephones

Another safety recommendation is to have a pay telephone located at each of the major streets where they intersect with the canal area. This would allow a person traveling on the canal bank to dial 911 at no cost and to make other calls.

U. S. West has selected the following locations for phone installation. (The orientation signs would provide information on the location of the phones.)

- 1) The Sunnyslope Swimming Pool Bathhouse which is accessible from the parking lot -- this is the one site that has a public phone already installed and is heavily used by the pool bathers
- 2) The northeast corner of Central Avenue and Ruth Street
- 3) The Wastewater lift station at 7th Street and the ACDC
- 4) The north side of Northern Avenue intersection of the ACDC trail.

The public telephones should be installed in the first phase of the project. U. S. West has agreed to pay for the installations.

7. **OTHER PEDESTRIAN AMENITIES**

Other recommendations for enhancement throughout the demonstration project are the placement of benches, picnic tables, trash receptacles, and drinking fountains to accommodate the canal bank user. For instance, benches are suggested along the ACDC trail and in some shaded areas away from the residential properties on the south canal bank. Picnic tables may be appropriate in the Herberger Park and in the eucalyptus grove setting near Northern Avenue. However, it should be noted that SRP has a concern about falling branches in this area.

These pedestrian amenities should be completed in the first phase at an estimated cost of \$60,200.

SECTION 2:

RECOMMENDATIONS FOR UNIQUE SITES WITHIN TWO SEGMENTS

This second section of the recommendations provides a series of improvement suggestions for locations which are especially unique along two of the three segments of the study area.

General coordination and review are required by the Parks, Recreation and Library Department for each of these projects.

SEGMENT ONE - DUNLAP TO CENTRAL AVENUES

- A. Public Alley Improvements: The location is a 16-foot wide dedicated public alley which borders the canal bank from Diana Avenue to approximately 125 feet south of Puget Avenue.

It is proposed to:

- 1) Relocate trash collection to the street,
- 2) Establish an "Adopt-A-Canal" Program in this area which would encourage area residents to maintain gardens and plant trees along the canal bank which will not interfere with SRP's ability to maintain the canal.
 - a) Some of the residents who live adjacent to the canal banks have already planted some shrubbery and flowers on the embankment.
 - b) If extended, the gardens become a unifying community feature for the area. See Sketch 4: The Public Alley Before and After on page 21.
- 3) Extend the landscaping with tall trees and shrubs to include both the embankment area (located on the outer edge of SRP's property) and the public alley area. The tall trees which would be placed in sections to avoid shading on the gardens, will be provided for pedestrian comfort.

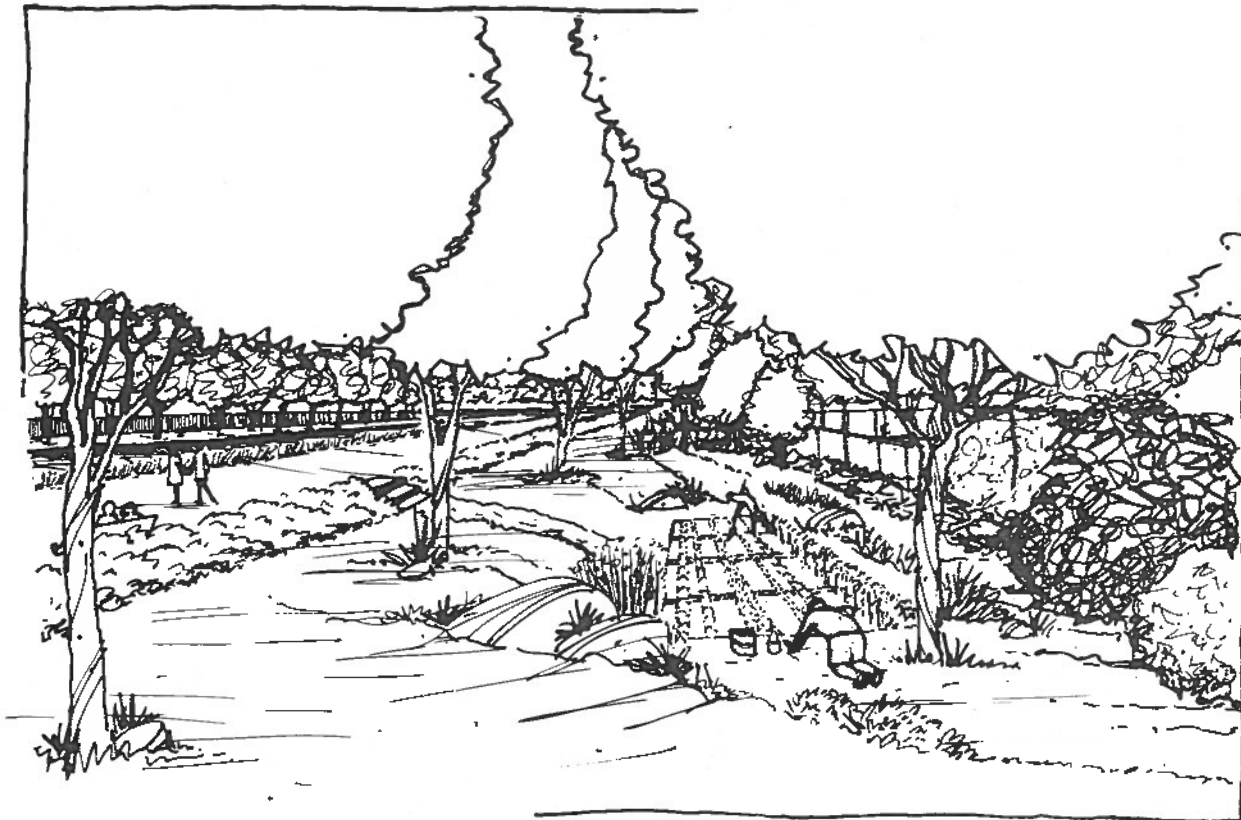
Several of the property owners affected by the alley enhancements gave positive feedback about improving the alley. Before proceeding with this recommendation, contact with all property owners by a representative of the City's Public Works Department will be required to ensure that at least 90% of the owners are in favor of changing their garbage pickup to the front of their homes.

Community support and willingness to participate in the Adopt-a-Canal gardening program must be present for the idea to be truly successful. The Parks, Recreation and Library Department can develop guidelines and suggestions for residents interested in the program. It is recommended that the residents be surveyed to determine how committed they can be to the maintenance of these areas prior to actual implementation. This public alley program would be improved in a later phase.

SKETCH 4: THE PUBLIC ALLEY BEFORE AND AFTER



Looking Southeast Down Alley Adjacent To Canal Bank, South Side Of Canal Between 3rd Avenue And Central



Alley Enhancements

* This is a conceptual sketch which shows an example of a full range of proposed improvements.

- B. Vacant Residential Parcel: A site located on the east side of Third Avenue and adjacent to the canal right of way with the size of the parcel being approximately 1/2 acre.

Long Term Use:

The owner's long term plan is to develop the site with three residential units as allowed by the PAD-8 zoning. Meanwhile, he is receptive to using his property for a community purpose. However, comments from the workshop pointed out that it would be too expensive to construct an interim use on the site, such as a park, garden or parking lot. Therefore, the only recommendation is to ask the property owner to maintain his property in a manner compatible with the surrounding residences.

- C. SRP Well Site: A site located at the intersection of Third Avenue and the south canal bank.

Make the well site into a canal bank art element. Possible treatments could be to paint the well's mechanical equipment a variety of bright colors. Replace the chain link fence with wrought iron, and add landscaping including trees, vines, and groundcover. See Sketch 5: The Well Site Before and After on page 23.

This recommendation should be a part of the first phase of improvements at an estimated cost of \$5,000.

- D. Garden Area Adjacent to Herberger Park: A site located on the north side of Herberger Park adjacent to the Sunnyslope High School playing fields.

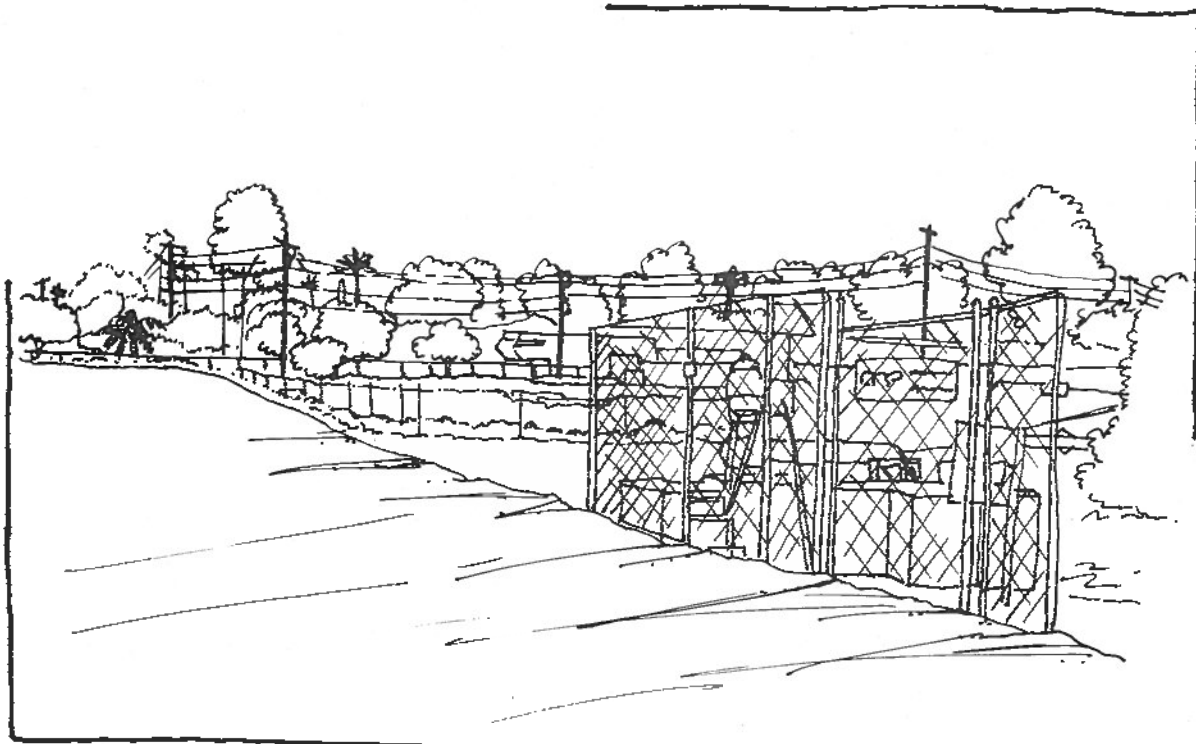
It is recommended that a teaching garden be built in association with the high school. The garden would be located on the north side of the park. The chain link fence on the school property would be replaced with a wrought iron fence and moved north to provide more room for the garden area. The gardens might exemplify the arid zone north of the canal and convey an understanding of the desert environment; they could also become part of the school curriculum and, if properly maintained, be a source of desert flora for other canal side gardens throughout the demonstration area.

If this garden is not possible adjacent to Herberger Park, an alternative location for it is at the triangular-shaped ACDC node on the northwest corner of Central Avenue and the ACDC.

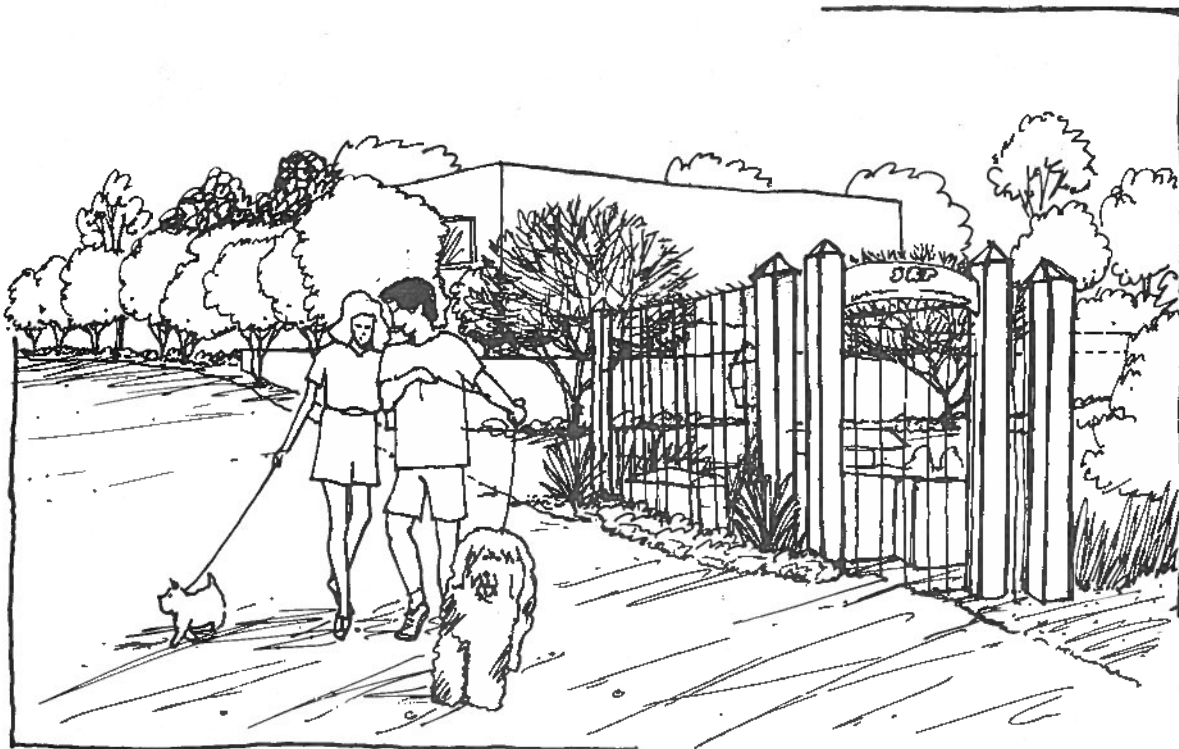
Staff met with the Sunnyslope High School principal who was interested in pursuing this idea. However, final approval must come from the school board. The timing for this improvement would be based on the schedule provided by the principal.

If the activity is to take place at the ACDC node, then the Flood Control District would need to give consent and review plans pertaining to it. The final location of the garden area and ongoing maintenance will need to be reviewed and approved by the Parks, Recreation and Library Department.

SKETCH 5: THE WELL SITE BEFORE AND AFTER



Looking Southeast Towards Well Site And 3rd Avenue



Well Site And Third Avenue Canal Access Enhancements

* This is a conceptual sketch which shows an example of a full range of proposed improvements.

- E. Herberger Park: Location is the north side of the canal bank.

Herberger Park should be enhanced. Possibilities for improvement are seating, additional trees, turf pathway improvements and interactive sculpture. Collaborative efforts between design professionals, artists, and students could be considered.

This is a potential site for a Percent for Arts project to be done at a later phase. All proposals will be coordinated and reviewed by Parks, Recreation and Library Department.

- F. Underground Placement of Utility Lines

A recommendation that could have potentially improve the demonstration area visually is the undergrounding of existing overhead utility lines. The enhancement would primarily occur in Segment One where most of the utility lines are located. Presently there are APS 12kv lines, along with U.S. West telephone and Dimension Cable lines. These utility lines are primarily on the south canal bank along the outer edge of SRP property adjacent to the residential properties.

Suggestions for the undergrounding process would include 25' poles located at the residential rear yards, or trenches in the residential backyards with the wiring connected to the homes. Costs to be incurred by the residents would range from \$3,000 to \$3,500 under a conversion district with payments over ten years.

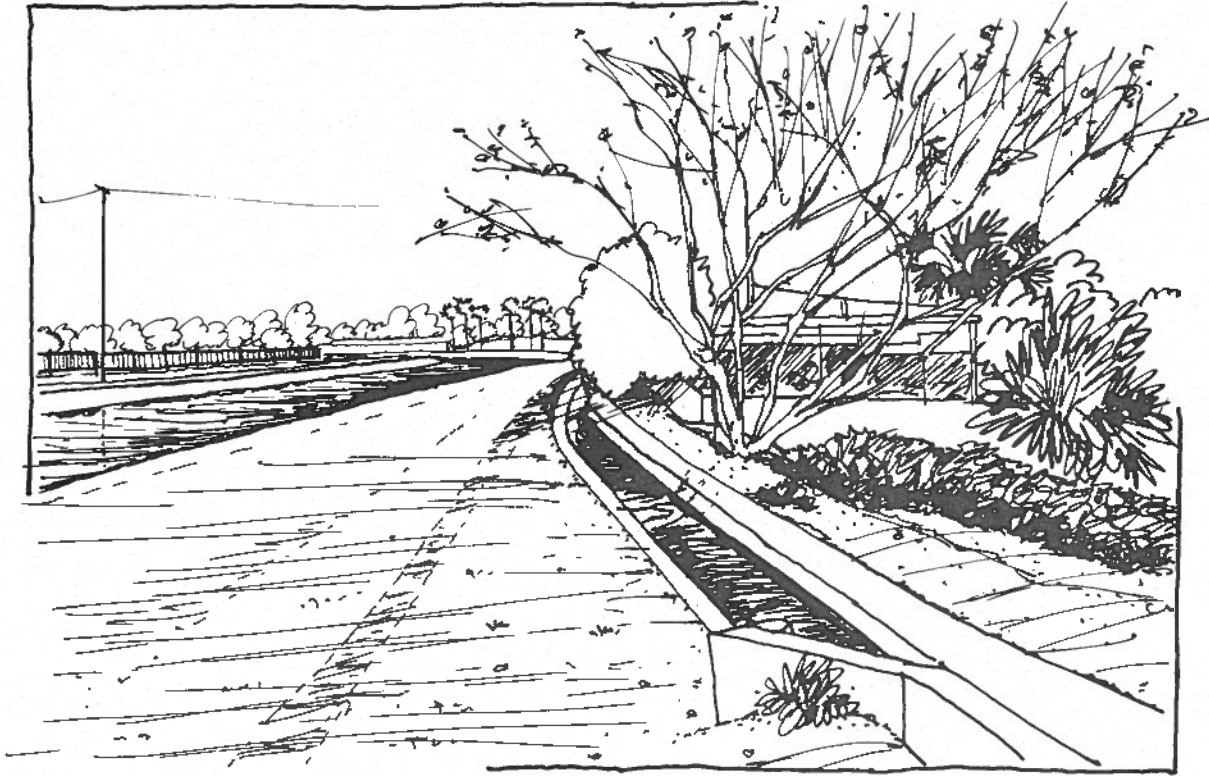
This recommendation was low on the list of priorities due to the lack of support from the workshop participants. Contact with each of the property owners, who would be impacted, would have to be made. Due to the costs and the present lack of interest from the public, it is no longer considered a viable recommendation.

SEGMENT TWO - CENTRAL AVENUE TO SEVENTH STREET

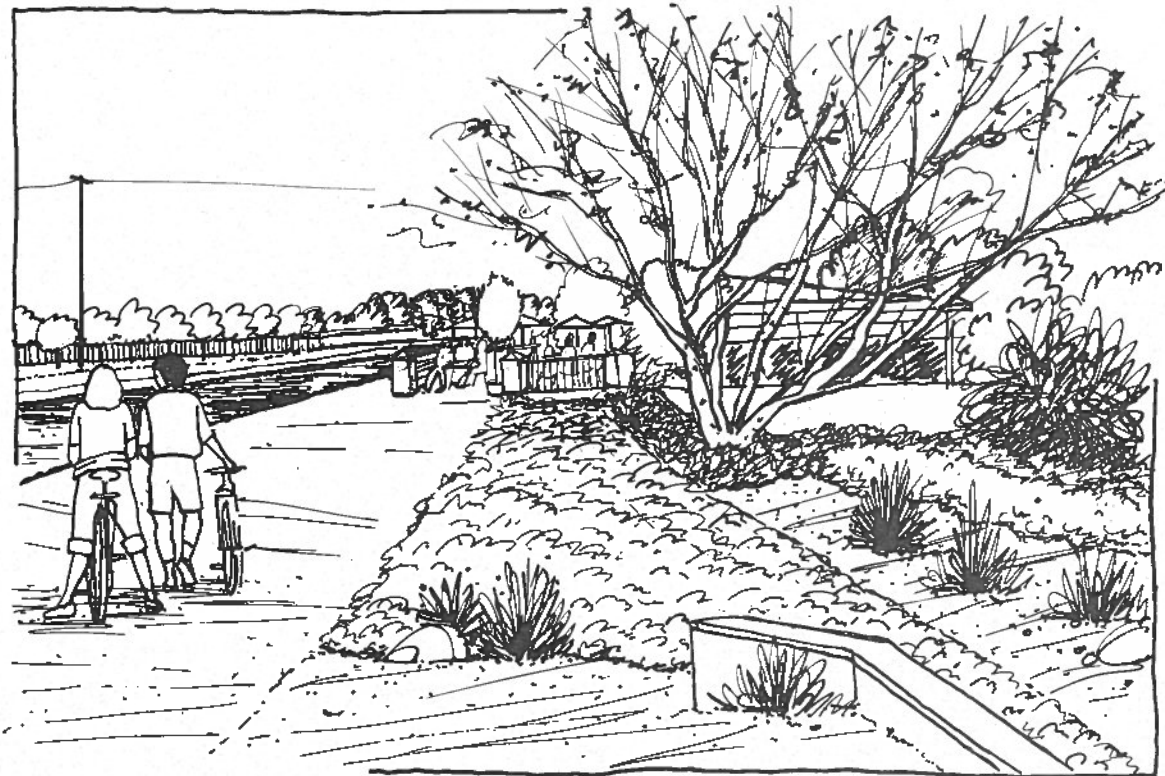
Restaurant/Outdoor Cafe Area and Adjacent Parking Lot: A site located on the south side of the canal bank along Central Avenue.

Extend the outside eating area of the restaurant to the canal bank by the removal of an oleander hedge and construction of steps to the canal bank, tiling of the drainage ditch, and placement of tables over the ditch. To accommodate the trail in the area of the restaurant, 15' of space needs to be left outside the dining area for proper trail clearance. The cafe would be in operation during the day and early evening hours. To accommodate SRP maintenance of the canal, a ramp is suggested by SRP from the restaurant parking lot to the canal bank to accommodate the SRP maintenance vehicles. This suggestion would avoid SRP maintenance vehicles passing by the restaurant. Respondents of the canal interest survey indicate that cafes and restaurants are a high priority as an appropriate type of use adjacent to canal banks. The outdoor cafe will allow the public to enjoy the view of the mountains and the serenity of the moving water. See Sketch 6: The Outdoor Cafe Before and After on page 26.

SKETCH 6: THE OUTDOOR CAFE BEFORE AND AFTER



Looking Southeast Towards Restaurant On South Side of Canal



Restaurant Enhancements On Canal Bank

* This is a conceptual sketch which shows an example of a full range of proposed improvements.

It is suggested that the adjacent parking area be multi-use and include bicycle racks for patrons of the restaurant and the public using the canal bank.

This outdoor cafe improvement is to be completed in the first phase with private funding.

Publicly Owned Vacant Lot: The site is located on the northeast corner of Central and Ruth Avenues, and is approximately 1/3 acre in size.

The development of a cultural and/or a commercial and residential use with shared parking, which is compatible with the adjacent recreation activities of the canal banks and ACDC urban plaza is recommended. It is also recommended that this future use provide some parking area available for the canal users and others.

The development of this site will be based on a review process of proposals submitted in response to a request for proposals issued by the City's Community Economic Development Department. This process will occur in a later phase.

SECTION 3: COST AND FUNDING SOURCES FOR IMPROVEMENTS

COSTS

The table entitled Summary of Preliminary Estimated Costs of Improvements and Recommended Phasing, on page 28, provides information on the costs for the recommended improvements and a general phasing schedule for them. While the table shows the costs for the entire demonstration project, Appendix G: Sunnyslope Canal Bank Demonstration Project Construction Cost Estimates shows the costs allocated by each segment of the study area. It should be noted that there is at this time no defined beginning or ending period for each phase.

The total costs for the first phase are more than three times the costs for the later phase as shown on the table. There are three reasons for this:

First, the improvements in the first phase are considered basic ingredients to begin a successful project. They can be classified into three categories:

- o identification -- signage and landscaping to let the public know that the canal project exists and is for their use,
- o user enhancements -- trees, benches, picnic tables, and visual improvements to provide a comfort level and pleasant experience for the canal user,
- o security -- lighting, public telephones, and other amenities to allow users to feel safe at all times.

Second, some of the later phase activities can be classified as programs and will involve the community in participating in the improvements. The costs will be derived at the time each program is developed; and, as the table shows, some programs depend on private donations to help pay costs. Examples are the Herberger Park improvements which will involve artists and designers chosen by the Phoenix Arts Commission along with high school students. Together these groups may prepare art features for the Herberger Park. Adjacent to Herberger Park will be the high school garden area for students to learn, as part of their curriculum, the study of botany. This program will be directed through the school's administration and costs will be derived once the program is specifically defined.

The public alley garden will be primarily a neighborhood program and similar to the school project, the costs will be derived once the program is specifically defined.

Third, the first group of priorities is based on the general direction the participants gave the task force at the final public workshop held in May. The public's feedback on the recommendations and the phasing was incorporated into this plan.

FUNDING SOURCES

Once this final report is reviewed by the Planning Commission and Parks Board and approved by the City Council, a specific program will be designed to request for funding to carry out the project.

TABLE 1
SUMMARY OF PRELIMINARY ESTIMATED COSTS
OF IMPROVEMENTS AND RECOMMENDED PHASING

PHASING IMPROVEMENTS

<u>IMPROVEMENTS</u>	<u>FIRST PHASE</u>	<u>LATER PHASE</u>	<u>COST *</u>
Major Street Intersections			
Seventh Street	X		35,000
Dunlap Avenue	X		34,000
Northern Avenue	X		30,000
Central Avenue	X		47,500
Local Streets and Alleys Intersections		X	25,000
Embankment South Bank Trees	X		75,600
Shrubs	X		109,600
Lateral Piping, Vehicle Ramp/Restaurant	X		138,300
Linkage of Shade Trees (ACDC Trail)	X		64,800
Shrubs and turf	X		80,400
Dust-Control Material	X		85,300
Pedestrian Bridges		X	227,600
Canal Bank Signage			
Auto Canal Notification		X	3,600
Canal User	X		900
Orientation Center	X		18,000
Education Center		X	Arts Commission
Hydroseeding	X		4,500
Pedestrian Solar Lighting	X		316,000
Public Telephones			Installed by U.S. West
Picnic Tables	X		18,000
Benches	X		26,400
Trash Receptacles	X		10,800
Water Fountains	X		4,800
SRP Well Site Improvements	X		5,000
Herberger Park Improvements		X	Arts Commission Project
Restaurant Improvements	X		Private Funds
Vacant Public Property (Ruth and Central)		X	Private Funds
Public Alley -- Garden		X	Private Funds
Sunnyslope High School Garden		X	Private Funds
SRP Canal Maintenance Ramps	X		60,000
Wrought Iron Fence along School		X	33,000
Irrigation System	X		79,900
Totals	1,244,800	289,200	
	* 1,618,240	* 375,960	

* A 30% Design, Construction and Administration Cost is added to the Capital Costs, which include materials and labor. These costs are estimates developed by City staff based on research completed from other projects. No detailed project specifications have been prepared or bids solicited.

The annual maintenance costs are estimated to be approximately \$76,320 for both phases.

A. Utility Aesthetics Funds

SRP Water Aesthetic Funds

Base funds are available from SRP in the form of capital expenditures (labor, material and equipment) for the design and construction of aesthetic improvements to SRP facilities. Corresponding to the Sunnyslope demonstration area, projects eligible for funding include improvements related to SRP facilities: well sites, irrigation ditches, and possibly some landscaping features at canal entrances.

B. Forestry For Phoenix

Shade trees can be obtained from the Forestry for Phoenix -- an organization funded by the U.S. Forest Service, SRP, the Desert Botanical Garden, and the Global Releaf American Forestry Association. Applicants are required to plant and maintain the trees.

C. Arizona Heritage Fund Grants

The State Heritage Fund has programs administered through two departments. The Trails and Environmental Education Programs are sponsored by the State Parks Department while the Urban Wildlife Fund and Environmental Education Program, administered in conjunction with schools, are sponsored through the Game and Fish Department.

- o Urban Wildlife: Provides funding for the conservation and enhancement of wildlife that occurs within limits of an incorporated area. The emphasis is primarily on wildlife and the wildlife habitat. A project is 100% funded with this program. This year there was \$362,000 available at the State level.
- o Schools/Environmental Education: Provides funding for schools who are interested in participating in an environmental education program. This year there was \$40,000 available at the State level.
- o Trails: Provides funding for trail improvements throughout communities in Arizona. Eligible work includes but is not limited to bridges, bank improvements, signs, parking areas, bike racks, water facilities and benches. The trail grants are awarded on a 50/50 matching basis where the grantee provides 50% of the project cost and the fund provides the other 50%. The minimum grant award is \$4,000. The maximum grant allowable is \$100,000. No applicant can receive more than 20% of the monies available for any one fiscal year.
- o Environmental Education: Provides funding for educational programs dealing with basic ecological principles and the effects of natural and man related processes on natural and urban systems and programs to enhance public awareness of the importance of safeguarding natural resources. Eligible projects include publications, videos, resource centers, signage displays that may explain the following: urban planning process, vegetation, water quality/quantity, history of the area. Grants are awarded in the total amount of \$5,000 to \$25,000 on a 50/50 minimum matching basis. The grantees' portion will be a

minimum of 10% cash; the remainder may be provided by in-kind contributions or cash.

- D. Federal Land and Water Conservation Act: Provides funding for local, regional, and state recreational improvements. Eligible projects can include park development including playground equipment, lighting, picnic facilities, ramadas, restrooms and land acquisition to serve current and future outdoor recreation needs. Linear park development applications which propose the development or enhancement of trail linkages, greenways, or open space corridors will be given priority consideration. Grants are awarded on a 50/50 matching basis where the recipient provides 50% of the project cost and the grant provides the other 50%. No applicant can receive more than 20% of the monies available for any one fiscal year.

E. Private Donations/Adopt a Tree Funding Sources

One potential source for the planting of trees is to have private citizens and/or businesses donate to an adopt-a-tree fund.

F. Private Development/Redevelopment

For example, at the Evans Withycombe apartments located at Northern Avenue and the Arizona Canal, the developers have planted trees and groundcover along the canal embankment for the entire length of the development. A gate from the development provides access to the canal banks for residents of the complex.

G. Percent for Art Projects Funding

City Council has authorized \$120,000 to design four art projects in the demonstration area. Administered by the Phoenix Arts Commission, such art projects are allocated on the basis of capital improvement projects completed in the area.

H. Private Nonprofit Organizations Funding

The Sunnyslope Village Alliance and Valley Partnership may help sponsor and/or be partners to raise funds for certain improvements of the project.

I. Maricopa County Flood Control District Assistance

The Maricopa County Flood Control District is a possible participant in planting and maintaining trees and shrubs along the south side of the ACDC trail.

J. Maricopa County Parks Assistance

The demonstration project is a section of the Sun Circle Trail. In 1986 County funds were approved for the purpose of improving the trail.

K. City of Phoenix

The construction drawings and engineering costs for the project are estimated to be \$45,000--\$50,000. Also, with the Arizona Heritage Fund sources the City

should assist with some of the matching costs for the proposed enhancements.

L. Intermodal Surface Transportation Efficiency Act (ISTEA)

Signed into federal law in 1991 this funding source has an enhancement section to provide for the creation of facilities for pedestrians and bicyclists, acquisition of scenic easements or sites near highways, historic preservation and preservation of abandoned railway corridors for possible future use. Approximately \$3.3 billion for these types of enhancements are available during the next six years.

M. National Recreation Trails Trust Fund

Sometimes known as the Symms Fund, it will provide between \$15 million to \$30 million in federal funds to states each year. It involves an underwriting program of trail acquisition, construction, and maintenance.

Table 2: Possible Funding Sources for First Phase Projects lists some of the different programs available for funding and/or providing capital expenditures for development of the first phase improvements.

**TABLE 2
POSSIBLE FUNDING SOURCES FOR FIRST PHASE PROJECTS**

	Costs	Heritage Funds							Private Donations	Mar. Co. Parks '86 Bonds	Private Development	U.S. West	City of Phoenix
		SRP Aesthetic	Env. Education	Trails	Land & Water C.	Arts Comm.	Forestry For Phoenix	Donations					
1. Entrance Enhancements (trees, groundcover, crosswalk, lighting)													
A. Central	\$49,000			*	*								
B. 7th Street	\$36,500				*								
C. Dunlap	\$35,450				*								
D. Northern	\$31,250				*								
2. S. Canal Enhancements													
A. Trees	A + B												
B. Shrubs	S1-\$61,800 S2-\$121,775 S3-\$41,175								*	*	*	*	
C. Piping of Irrigation Ditch	\$160,000								*	*	*	*	
3. N. Canal Shade Trees													
A. Herberger to Central (trees, turf & irrigation)	\$12,673									*			
B. Central to 7th Street	\$121,065			*	*				*	*	*	*	
C. 7th Street to 10th Street Wash	\$40,425			*	*				*	*	*	*	
D. Dust-Control Material	S1-\$30,000 S2-\$39,000 S3-\$17,000			*	*				*	*	*	*	
4. Signage													
A. Canal User Street Sign	\$600		*							*		*	
B. Auto Signs	\$3,600		*							*		*	
C. Orientation Center (3)	\$18,000		*							*		*	
D. Education Center											*	*	

TABLE 2 Continued
POSSIBLE FUNDING SOURCES FOR FIRST PHASE PROJECTS

Costs	SRP Aesthetic	Env. Education	Heritage Funds			Private Donations	Mar. Co. Flood	Mar. Co. Parks '86 Bonds	Private Devlpmt	U.S. West	City of Phoenix
			Trails	Land & Water C.	Arts Comm.						
5. Safety											
A. Hydroseeding	\$4,533	*	*			*	*	*			
B. Pedestrian lighting	\$347,600	*	*			*	*	*			
C. Telephones	---									*	
6. SRP Well Site	\$5,000	*									
7. Herberger Park W.S.H.S. Students, Teachers, Artists					*						
8. Restaurant/Outdoor Cafe											*
9. Park Benches	\$16,000	*	*			*	*	*			
A. Herberger to Central	\$4,000										
B. Central to 7th Street	\$9,600										
C. 7th Street to Northern	\$2,400										
10. Picnic Tables	\$14,400	*	*			*	*	*			
A. Herberger to Central	\$7,200										
B. Central to 7th Street	---										
C. 7th Street to Northern	\$7,200										
11. Trash Receptacles	\$7,200	*	*			*	*	*			
12. Water Fountains	\$1,000	*	*			*	*	*			
13. SRP Canal Ramp Maintenance	\$20,000	*									*
14. Wrought Iron Fence along School	\$33,000	*				*					
15. Construction Plans											*

SECTION 4: NEXT STEPS FOR THE PROJECT

After all approvals for the Master Plan document are obtained from the Parks Board, Planning Commission and City Council, steps toward the implementation of the project can begin. The Parks, Recreation and Library Department will be responsible for the implementation of this project and will initiate each step:

1. **MAINTENANCE ISSUES/DEVELOPMENT OF AN INTERGOVERNMENTAL AGREEMENT**

The Parks, Recreation and Library Department will assume the lead role to coordinate with Maricopa County Flood Control District, Maricopa County Parks Department and SRP to develop a maintenance agreement for the demonstration project. This agreement will be developed prior to completion of the construction plans.

2. **DEVELOPMENT OF CONSTRUCTION PLANS**

This will be done by a private consultant with reviews and approvals provided by Parks, Recreation and Library Department with input from the Planning Department.

3. **SUNNYSLOPE/ARIZONA CANAL TEAM (SACT)**

The Parks Recreation and Library Department will work with the departments to develop a program including a list of tasks for completing this project. Representatives from SRP, Maricopa County Flood Control District and Maricopa County Parks Department will also participate along with private citizens to review this project as it progresses. Following the development of this outline the group will be involved in the review of the project design.

4. **REQUESTS FOR FUNDING FOR IMPROVEMENTS**

The Parks, Recreation and Library Department will apply for various grants and other funding which are appropriate to develop the improvements with input from the Planning and Engineering and Architectural Services Departments. Some of the funding sources such as the SRP Aesthetic Funds, Flood Control District, Maricopa County Parks and Recreation and Forestry for Phoenix can be applied for immediately following completion of construction plans. Others such as Arizona Heritage Fund Grants only accept applications in June and July of each year.

5. **LICENSING PROGRAM WITH SRP**

SRP requires a license when landscaping enhancements or other improvements are ready for construction on their right of way. Once the first permit with the City is completed, it will become an established framework for all other improvements. In effect an amendment process will be developed with each new request.

6. **CONSTRUCTION PHASE**

The Parks, Recreation and Library Department will be responsible for overseeing the actual construction done by a private contractor.

These next few stages will perhaps be the most difficult and require continuous public support from all affected interest groups, owners and residents. Those who have participated will continue to be involved in reviewing designs and placement of improvements.

APPENDIX A

GENERAL BACKGROUND FOR THE STUDY

ROLE OF SALT RIVER PROJECT

The 131 miles of canal system in our Valley are owned by the United States Bureau of Reclamation and managed by Salt River Project. Salt River Project's paramount responsibility is to provide reliable and adequate power and water service to its customers at a reasonable cost (stated in SRP's Canal Multiple-Use Guidelines).

However over the years SRP has been asked to provide direction and guidance for allowing the canal system to be more than a power and water service easement. Many Valley cities and special interest groups are looking at the opportunities for recreational and commercial development along the banks.

As a reaction to this demand, SRP adopted the Canal Multiple Use Guidelines in 1989. The purpose of the guidelines is to provide a permit or license process to allow the use of the canal system for recreation and commercial activities while not interfering with the economic operation and maintenance of the canal system. The process includes SRP's review of the proposed plans submitted by either public and/or private entities. Approval is subject to stipulations outlined by SRP's Board of Governors.

CITY COUNCIL AUTHORIZATION

In July 1990, the City Council authorized the Canal Bank Demonstration Project Team (see next paragraph for their charge) to prepare master plans, to seek funding, and if needed, to assist consultants and private property owners with proposals for the demonstration sites. Authority was also given to the team to develop design guidelines for inclusion in the Phoenix Zoning Ordinance for development adjacent to canals in general accord with the ASU Metropolitan Canals: A Regional Design Framework and to develop a planning process to identify appropriate land uses and focal points along the 78 miles of major canals located within Phoenix.

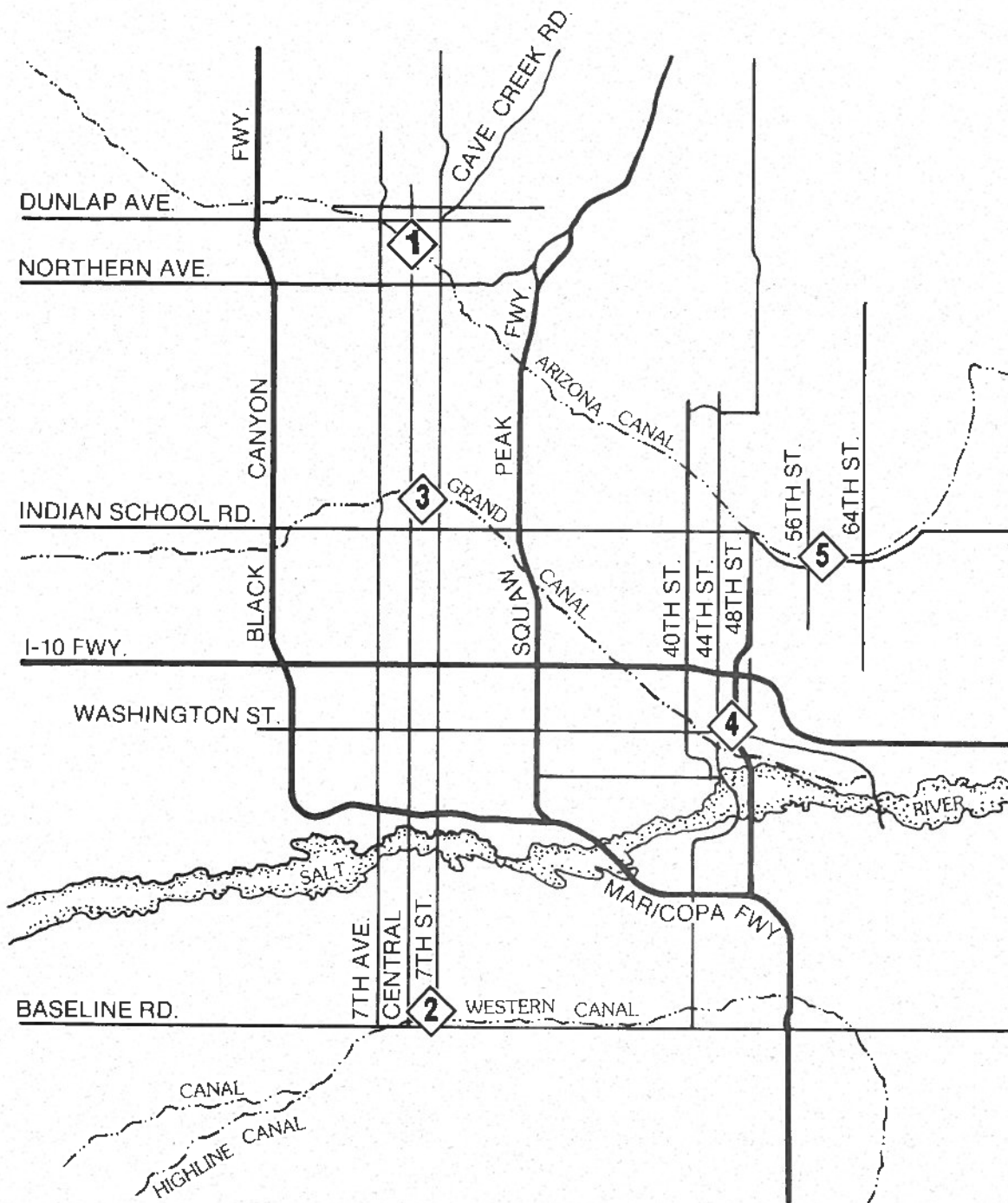
CANAL BANK DEMONSTRATION PROJECT TEAM

In September 1988 the Canal Bank Demonstration Project Team was formed as an offshoot of the City of Phoenix and SRP Joint Strategic Planning Coordinating Committee. The team's purpose is to explore the potential for future multiple use developments along the canal banks. The group is comprised of City and Salt River Project staff and interested citizens. The Team's mission statement is: "To investigate potential sites along the canal banks within the City of Phoenix which can be developed for areas of recreational and commercial uses."

The Team prepared this Plan with major input from the Sunnyslope Canal Bank Task Force, whose purpose is described under Appendix B: Phoenix Arts Commission Sunnyslope Canal Task Force.

OTHER CANAL BANK DEMONSTRATION PROJECTS

There are four other demonstration projects, as shown on Map 3: Citywide Canal Bank Demonstration Projects, which are at different stages of plan preparation. As with the Sunnyslope Canal study, the



MAP 3
**SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN**
CITYWIDE CANAL BANK DEMONSTRATION PROJECTS

Legend

- | | |
|---------------------|-------------------------|
| ① SUNNYSLOPE | ④ PUEBLO GRANDE |
| ② JESSE OWENS PKWY. | ⑤ ARCADIA-ARIZONA FALLS |
| ③ INDIAN SCHOOL | |

Note: Demonstration projects are not prioritized

Prepared by the City of Phoenix Planning Department



location for each project was selected after the demonstration team toured over two dozen possible sites along the Arizona, Grand, Western and Highline Canals. Each site was carefully evaluated according to specific planning criteria. The other demonstration sites are: 1. Western Canal/Central Avenue to Seventh Street with an emphasis on the Jesse Owens Parkway crossing; 2. Grand Canal/Central Avenue to Seventh Street with an emphasis on the west side of Central Avenue and part of the Phoenix Indian School Development Plan; 3. Grand Canal/at the Pueblo Grande Museum; and 4. Arizona Canal/48th to 64th Streets along Indian School Road.

CITY-WIDE CANAL BANK DESIGN GUIDELINES

Many of the recommendations for this plan are based on the design criteria in the proposed Phoenix Canal Bank Design Guidelines. These guidelines will apply to all development for both private and public land adjacent to all canals, including Highline, Grand, Arizona and Western. The Guidelines are divided into eight different topics including accessibility, preservation, integration, landscaping, safety, power easements, adjacent land use, and canalscape treatment/design continuity.

The primary research used to develop the guidelines is from the document entitled Metropolitan Canals: A Regional Design Framework which was completed in June 1990 by Arizona State University College of Architecture and Environmental Design. The document describes general design principles and guidelines for canal enhancement throughout the region.

After adoption, Phoenix Canal Bank Design Guidelines will be incorporated into the Zoning Ordinance under the design review section. They are being reviewed by the Design Review Standards Committee after extensive review by their subcommittee. More public review will precede public hearings.

HISTORY OF THE ARIZONA CANAL

In a document entitled SRP/Canals, which is published by Salt River Project, it states that the Arizona Canal is the longest in SRP's system with 47 miles. It supplies water to all of the other canals on the north side of the Salt River.

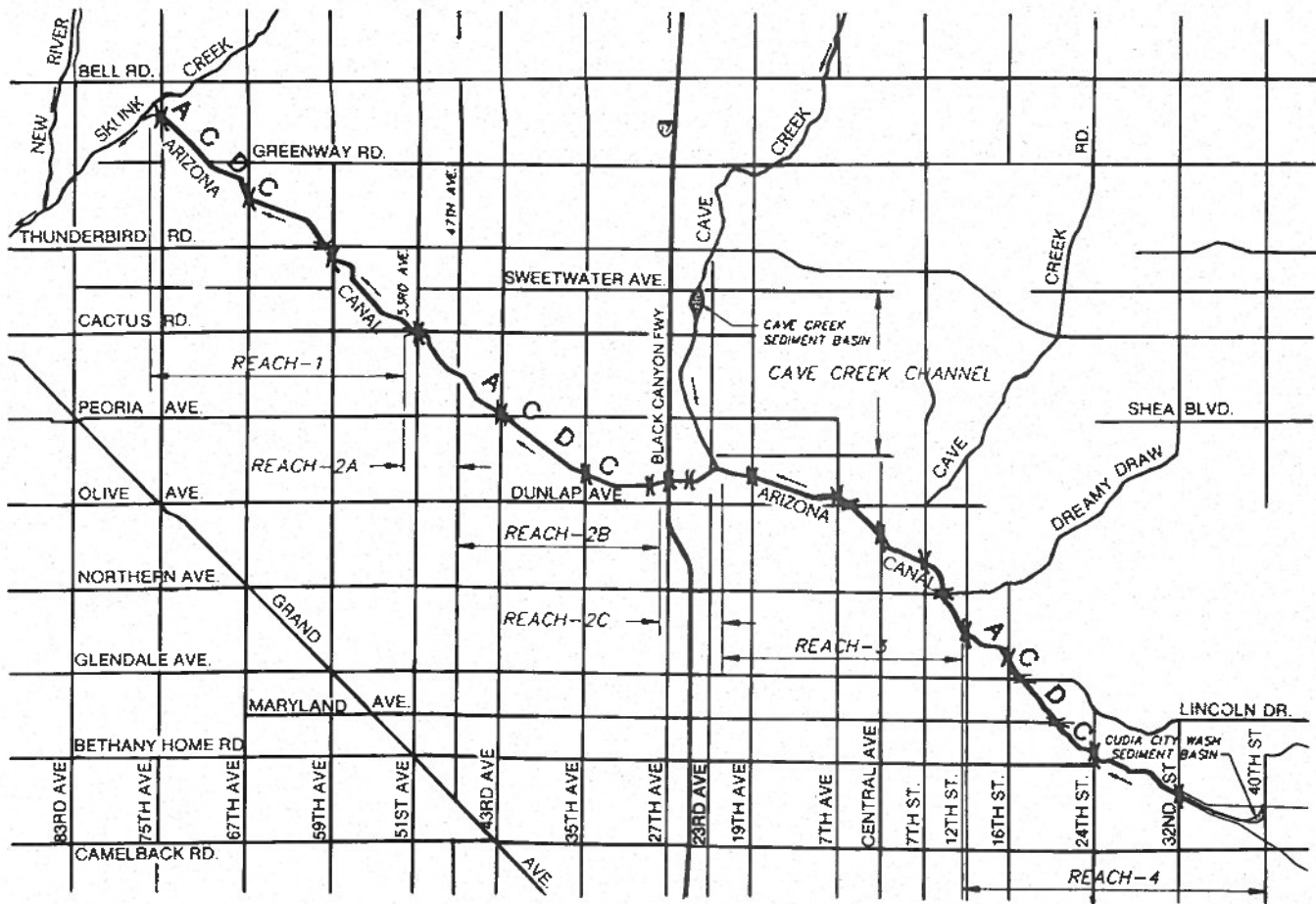
The Arizona Canal was built in one year between 1883 and 1884 but was destroyed in a spring flood in 1886. The second rebuilding of the canal was done with rock-filled wooden cribs from 32 train carloads of Oregon pine lumber. At that time, an estimated 291,000 cubic feet per second of water flowed down the canal. The Secretary of Interior agreed to purchase the canal in 1903 following the formation of the Salt River Project. The federal government assumed canal operation in 1907.

The Arizona Canal is a conduit for water flowing from the Granite Reef Dam to the two water treatment plants located in the vicinity of 31st Avenue and 24th Street. It also provides water for irrigation. The canal banks have become easements for power utility lines.

ARIZONA CANAL DIVERSION CHANNEL

Parallel to the north bank of the Arizona Canal is the Arizona Canal Diversion Channel. The ACDC is a flood control project developed by the U.S. Army Corp of Engineers working with the Maricopa County Flood Control District. The diversion channel extends from Cactus Road and 51st Avenue to the vicinity of Stanford Drive and 39th Street as shown on Map 4: Arizona Canal Diversion Channel Boundaries.

The flood control project includes an integrated system of dams, channelization, and flowage easements. The City's storm drainage systems flow into this below grade channel.



MAP 4
**SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN**
ARIZONA CANAL DIVERSION CHANNEL BOUNDARIES
 ≡ A.C.D.C. BRIDGE CROSSING



Prepared by the City of Phoenix Planning Department



A system of hiking, bicycling, and equestrian trails with rest areas and other facilities is nearly completed along the channel. Arid region landscape materials are being used, with continuous wrought iron security fences and/or screen fences as needed. The channel itself has a colored concrete tone to integrate with the built environment. Landscape nodes are at each major intersection. Similar to the trail system the landscaping blends with the existing neighborhoods and is adapted to the hot arid environment.

The Flood Control District is responsible for the operation and cost of maintenance of landscaping and facilities. This includes the removal of debris and silt accumulated in the channel and the maintenance of the landscaped banks. The ACDC is scheduled for completion in the fall of 1992.

The section of the ACDC in which the Sunnyslope/Arizona Canal Demonstration Study Area is located is known as Reach 3. Reach 3, extending 3.6 miles from Cave Creek to Dreamy Draw (12th Street), is 50 to 60 feet wide and 20.5 to 23.5 feet deep. Approximately 2,565 feet of this Reach are covered to allow Sunnyslope High School to continue to use its athletic fields. For specific details about the relationship of the ACDC to the Canal Bank study area see Appendix G: The Existing Conditions for the Canal Study Area.

SUNNYSLOPE/ARIZONA CANAL SUPPORT GROUPS

Sunnyslope Village Alliance

The Sunnyslope Village Alliance is particularly supportive of the canal bank demonstration project. The canal bank survey was sent to each member of the Alliance and a large number of the membership attended the initial canal bank workshop held in January 1991 and the follow-up workshop in May 1992.

The SVA is a non-profit corporation of approximately 280 citizens working to revitalize the Sunnyslope community. Their primary goal is to preserve the unique Sunnyslope small-town atmosphere and promote a self-contained community by expanding employment opportunities and increasing the economic vitality of the community. The corporation also strives to promote the participation of residents, business owners, and property owners in any decision making processes that will affect the Sunnyslope community.

North Mountain Village Planning Committee

This Committee's 1991 work program listed the Arizona Canal/Sunnyslope Demonstration Project as the number one priority. The group has provided suggestions on the preliminary drafts of this report and helped sponsor the May workshop.

Appointed by the Mayor and City Council, the North Mountain Village Planning Committee represents the residents and business owners in the Village. The Committee's primary purpose is to review and comment on land use issues as they affect the development of the village.

Metropolitan Canal Alliance

This service organization has been very supportive of the efforts of the Canal Bank Demonstration Project Team. Members are representatives from the private and public sector regionwide. The group's goal is to facilitate the wide spread community involvement in the promotion of a regional multi-use canal improvement plan.

CHARACTER OF NORTH MOUNTAIN VILLAGE

The demonstration project is located in one of the City's ten urban village planning areas known as the North Mountain Village as shown on Map 5: North Mountain Village. The area occupies 22,800 acres in the northwest central section of the City. The boundaries are 51st Avenue, 16th Street, Northern Avenue, and Greenway Road. It is generally perceived as a stable, middle-income residential area which presently provides homes for approximately 146,032 people. Recent socioeconomic data indicate that 49,748 jobs (office, retail, industrial, public, other) are located within the village as well as 65,257 housing units. Projected data for the year 2015 indicate 164,685 people, 61,860 jobs, and 74,404 housing units.

The Metrocenter area is the primary village core which includes the Metrocenter Mall and the Corporate Center east of the Black Canyon Freeway. Sunnyslope, considered the secondary village core, includes the John C. Lincoln Medical Center. The core does not include the mountain preserve area. The mountains provide a unique setting for two of North Mountain's communities, Sunnyslope and Moon Valley.

Other noteworthy features of North Mountain Village are:

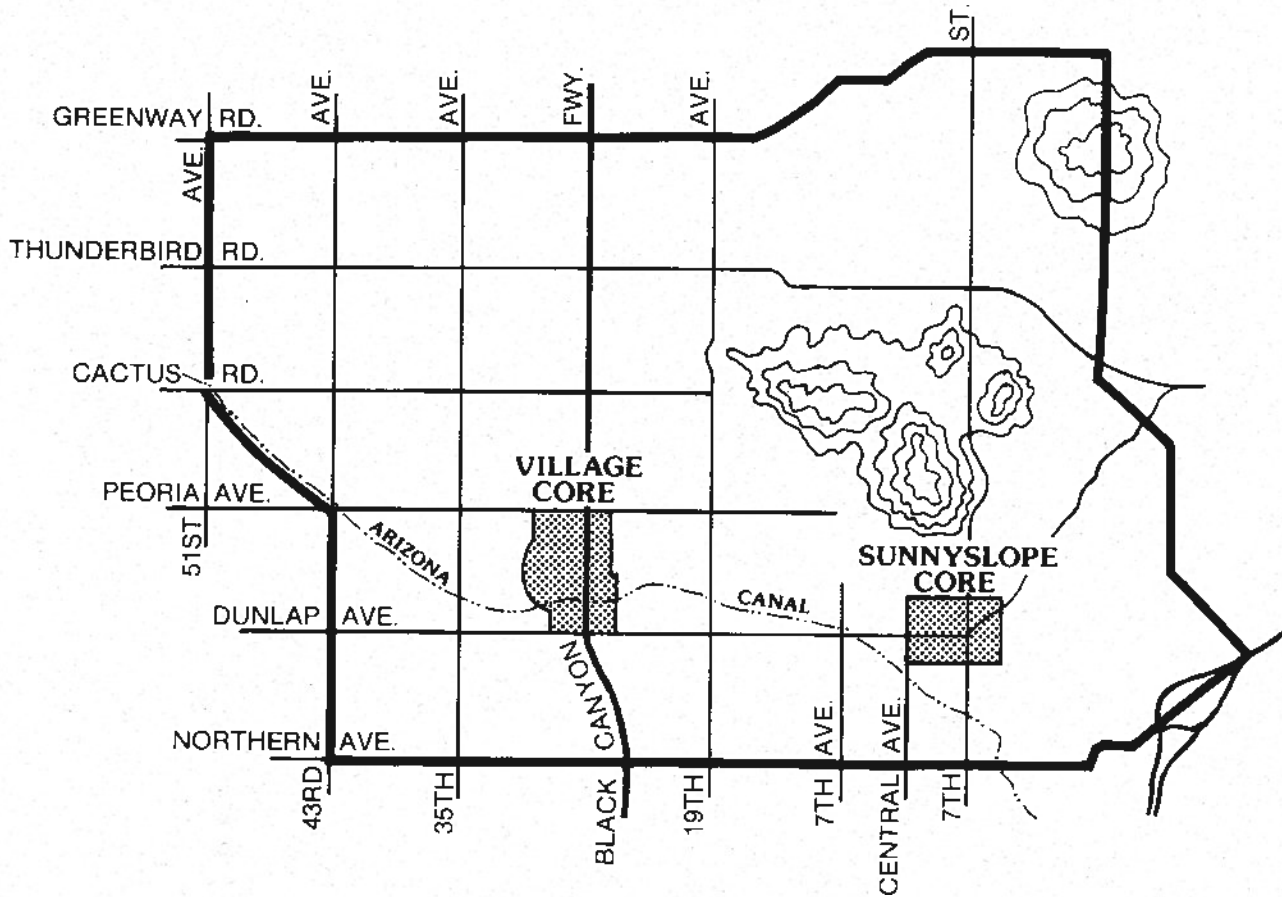
- Cave Creek Park and the Arizona Canal
- Desert mountain terrain such as North Mountain Park and the peaceful ponds and greenery of Cortez Park
- Arizona State University West extension
- The Pointe Tapatio Resort and the Moon Valley Country Club

CHARACTER OF THE SUNNYSLOPE COMMUNITY

The Arizona Canal defines the southern boundary of the Sunnyslope community, the Phoenix Mountain Preserves are the north and east boundaries while 19th Avenue is the west. The community has approximately 40,000 people and primarily includes single family homes and small-scale, locally owned businesses.

Sunnyslope was founded in the early 1900's for victims of tuberculosis, asthma, and other bronchial ailments due to the area's climate of clean, dry air. The area began to experience rapid growth after World War II when servicemen previously assigned to Luke and Williams Air Force Bases returned with their families. Because of its proximity to Downtown Phoenix, churches, and a growing medical center, Sunnyslope offered an attractive residential climate for many of these young families. The urbanization of the community and the need for municipal services resulted in the area being annexed to the City of Phoenix in 1959.

The City's General Plan designates the area bounded by Hatcher Road, Dunlap Avenue, 10th Street, and Central Avenue as the secondary core (Sunnyslope) of the North Mountain Urban Village. In addition, Interim Design Guidelines for the area bounded by Mountain View Road, Central Avenue, 12th Street and the Arizona Canal have been adopted by the City Council to govern building and site development.



MAP 5
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
 NORTH MOUNTAIN VILLAGE



Prepared by the City of Phoenix Planning Department



Graphic Scale in Miles

APPENDIX B

PHOENIX ARTS COMMISSION SUNNYSLOPE CANAL TASK FORCE

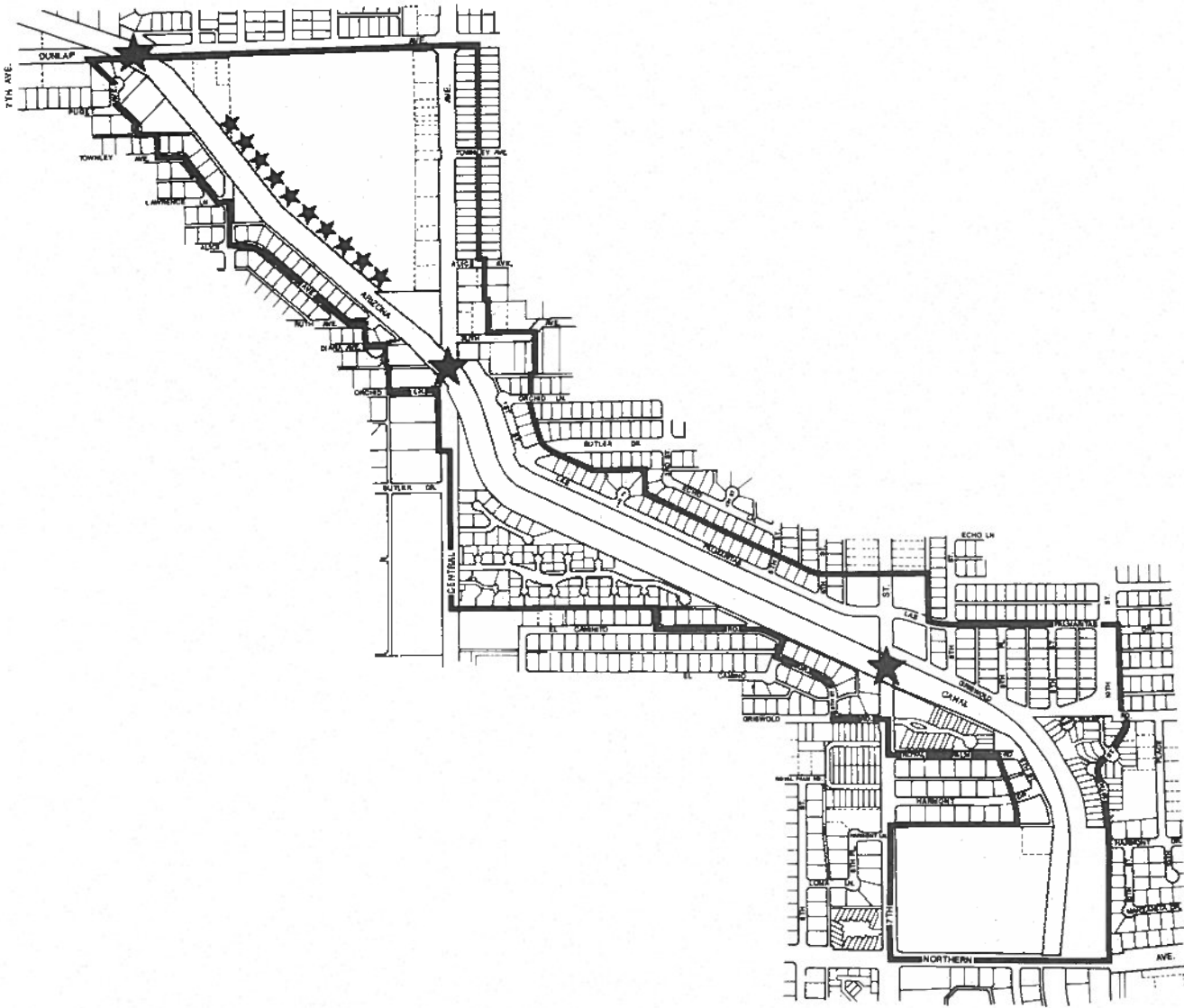
A group that initially played a significant part in guiding the recommendations contained in this report was the Sunnyslope Canal Design Task Force, whose members were: Mirra Meyer, community resident and chair of the District 3 Art Advisory Subcommittee; Dave Longey, community resident and member of the Sunnyslope Village Alliance; Dan Collins, artist; Michael Fifield, project director and principal co-author of Metropolitan Canals: A Regional Design Framework; and Susan Frey, editor of Foreground and former editor of Landscape Architecture. This team was formed under the auspices of the City's Percent for Art Program, which designates up to one percent of the City's Capital Improvement Budget funds for public art. In 1988 and 1989, City Council authorized the use of such funds to develop four public art projects at the following locations in the Sunnyslope Canal Demonstration Area: (See Map 6: the Sunnyslope Arizona Canal/Percent for Art Program on page 44.)

1. Dunlap Avenue crossing of the Canal/ACDC
2. Herberger Park, from Dunlap to Central
3. Central Avenue crossing of Canal/ACDC
4. 7th Street crossing of Canal/ACDC

In 1992, City Council allocated \$120,000 from Water, Wastewater and Storm Sewers Percent for Art funds to design the public art projects at these sites. The designs, which will follow the task force's recommendations for the sites, will be produced in fiscal year 1992-93 and are expected to be built in fiscal year 1993-94.

The task force arrived at its recommendations after studying the aesthetic, cultural and recreational potential for improving the banks of the Arizona Canal and ACDC in Sunnyslope. As part of its study, the task force held a public workshop to discuss canal improvements with local residents and civic and business groups. Based on this discussion, the results of the canal questionnaire circulated by the Planning Department, the Arts Commission and the District 3 Art Advisory Committee, and extensive site visits, the task force recommended that the public art projects be carried out in conjunction with other improvements in the Demonstration Area to accomplish the following:

1. Create civic landmarks that invite exploration of the larger canal zone and serve as gateways to Sunnyslope and the high school.
2. Maximize the comfort and safety of the canal trails and banks.
3. Convey knowledge about Sunnyslope's history and identity.
4. Involve the community north and south of the canal in the unique environmental conditions and benefits of the canal.
5. Broaden the range of activities accommodated by the ACDC landscape nodes and Canal trail system.



MAP 6
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
**SUNNYSLOPE ARIZONA CANAL/
 PERCENT FOR ARTS PROGRAM LOCATIONS**

★ LOCATION OF PROPOSED ARTS PROJECTS



Prepared by the City of Phoenix Planning Department



APPENDIX C

PHOENIX ARTS COMMISSION

SUNNYSLOPE CANAL DESIGN WORKSHOP

On January 12, 1991, the Phoenix Arts Commission's Sunnyslope Canal Task Force sponsored a workshop for the purpose of discussing enhancement opportunities along the Arizona Canal and the ACDC from Dunlap to Northern Avenues. The workshop was attended by approximately 125 people. A presentation by task force members generated a group discussion about the following concerns and issues.

Enhancement opportunities included increasing shade along the canal banks, low level lighting for evening hours, orientation signs for the canal trail, maintaining view corridors, developing of community gateways to the area, and developing a linear park, canal-side water features and linkages to historical, cultural, and natural systems.

Safety and security issues included the problem of public access to the canal banks and how more public usage will affect adjacent property owners. It was mentioned that there was a need for redirecting parking at canal cul-de-sacs in order to keep outsiders from using neighborhood streets. Canal banks should not become a gathering spot for unwanted activities.

Education, important for both schoolchildren and adult visitors, should focus on environmental and historical aspects of the canals.

Art as an integral part of any future plan for the canals should include temporary exhibits of artwork, pavement enhancement for auto traffic and functional features such as seating and bridges. Community nature trails and botanical gardens were also suggested.

SUNNYSLOPE CANAL DESIGN WORKSHOP SUGGESTIONS

Overall suggestions based on results of the January, 1991 Phoenix Arts Commission Sunnyslope Canal Design Workshop are:

1. Encourage responsible public use of and appreciation for canals.
2. Help ensure the safety and security of the canal trails and adjacent neighborhoods.
3. Have canals become a unifying feature of the area.
4. Improve the continuity of and access to canal trails for people on foot, bicycles, wheelchairs and horses.
5. Link the canal with other trail systems.
6. Increase the pleasure and comfort of the canal zone.
7. Take advantage of the opportunities to mark the transition between canal segments and neighborhoods at major intersections.

8. Make the canal a destination by building upon the existing character or facilities of the area.
9. Preserve and, where appropriate, enhance the natural beauty of the area.
10. Try not to overdevelop the canal trails.
11. Strengthen the linear park character of the canal trails.
12. Provide signage, interpretive and educational areas that help orient canal users to the canal and its trails, nearby municipal systems, and the surrounding environment.
13. Celebrate the value of water in the desert.

APPENDIX D

CANAL INTEREST SURVEY

A canal interest survey prepared by the City of Phoenix Planning Department and Arts Commission was distributed in the fall of 1990 to the North Mountain Village Planning Committee, the Sunnyslope Village Alliance, and the workshop attendees. The survey asked residents and visitors to Sunnyslope to respond to questions concerning the use and design of the Arizona Canal and the ACDC from Dunlap Avenue to Northern Avenue. One hundred responses were received.

Most of the respondents to the survey were residents of the area, and their comments reflect the concerns of those who live on or near the canals.

The following observations and suggestions for improvements are based on the results of the canal interest survey. The tabulated results are attached to this appendix. This information was incorporated, where appropriate, in the preparation of alternative recommendations.

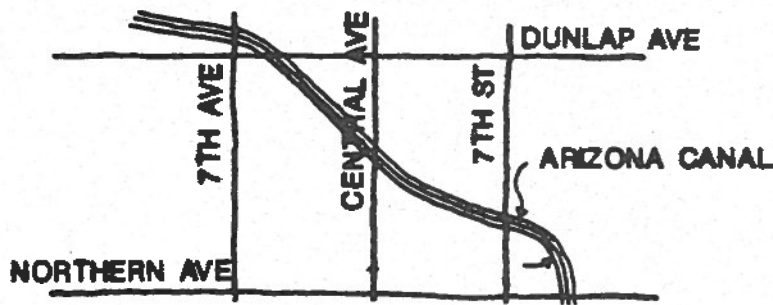
SUNNYSLOPE CANAL INTEREST SURVEY RESULTS

1. A high percentage of the respondents use the canal banks in the Sunnyslope area primarily for recreational walking, bicycling and jogging.
2. The location of the canal banks provides a recreational opportunity away from automobile traffic, is convenient, and close to home, and has views of the natural landscape.
3. Recreational opportunities along the banks could incorporate in appropriate locations benches, picnic tables, parks, cafes, restaurants, canal bank festivals and planting parties.
4. Improvements that would entice more canal bank users are shade trees, landscaping, bike paths, safer street crossings, rest stop benches, and pedestrian bridges over the canal.
5. Accessibility could be made easier if there were designated parking locations, landscaped entrances, defined gateways, trailway signage/maps, pedestrian bridges, and ramps. Some respondents expressed concern that having easier access would be an invitation to security problems in the area.
6. With the increase of public use, there were concerns with more litter, security, maintenance, noise, and safety.

CANAL INTEREST SURVEY

Site: Arizona Canal 7th Avenue to Northern Avenue

North



During the next two years, the Phoenix Mayor's Subcommittee on Canal Banks will be conducting a *long-range study* of five canal sites. These demonstration projects will be examples of ways to incorporate the canal into new development. Through this process, it can be shown what an asset the canal system can truly be to the city.

This survey pertains to the Arizona Canal and Arizona Canal Diversion Channel from 7th Avenue to Northern Avenue. The purpose of this survey is to give you the opportunity to express how you currently use the canal banks, and what you think could be improved. Your opinion is an important part of this study to determine future use of the canal banks. If you would like to receive more information regarding this study, please include your name and mailing address on this survey when you return it.

No. of Responses

- | | | | | |
|----|----|--|---------------------------|-------------------|
| 99 | 1. | Is your property immediately adjacent to the canal? | A. <u>30%</u> yes | B. <u>70%</u> no |
| 45 | 2. | If yes, is your property | A. <u>91%</u> residential | C. _____ other |
| | | | B. <u>9%</u> commercial | D. List: _____ |
| 99 | 3. | Do you or any members of your family ever use the canal banks? | A. <u>84%</u> yes | B. <u>16%</u> no |
| 17 | 4. | If no, why not? <u>Safety; not close to home; blocked off</u> | | |

No. of Responses

- 194 5. If yes, in what **ways** do you use the canal banks?
 A. 36% recreational walking
 B. 30% bicycling
 C. 5% bird watching
 D. 8% short cut between places
 E. 2% fishing
 F. 17% jogging
 G. 1% horseback riding
 H. 1% picnicking
 I. _____ other
 J. List: 6 Dog run; walk to vote;
 K. watch ducks
- 251 6. If yes, what are your reasons for using the canal banks?
 A. 19% nearness to water
 B. 21% views of natural landscape
 C. 30% away from auto traffic
 D. 23% convenience/closeness to home
 E. 7% shortcuts
 F. _____ other
 G. List: 12 Quiet; cooler in summer;
 H. good for running
- 556 7. If yes, at what **times** do you use the canal banks?
 A. 13% winter
 B. 11% summer
 C. 14% spring
 D. 14% fall
 E. 10% weekdays
 F. 13% weekends
 G. 11% early morning
 H. 6% mid-day
 I. 8% evenings
- 409 8. What **other** urban outdoor leisure activities do you participate in?
 A. 14% gardening
 B. 15% hiking
 C. 5% bird watching
 D. 7% fishing
 E. 5% boating
 F. 14% outdoor dining
 G. 16% visiting a park
 H. 18% attending exhibits or fairs
 I. 6% organized sports
 J. List: _____
 K. _____
 L. _____ other
 M. List: 31 soccer, tennis, football,
 N. bicycling
 O. _____
- 63 9. In what ways could the canal banks include the above listed activities?
Canal bank festivals; planting parties; develop areas for parks, picnic tables,
pathways, places to fish
- 79 10. What would be your primary concerns with increased public use of the canals?
Litter, security, maintenance, noise, safety
- 320 11. In appropriate locations adjacent to the canal, would you approve of any of the following active uses incorporating the canal, and orienting toward it rather than the street?
 A. 22% cafes, restaurants
 B. 11% office parks
 C. 11% apartments, condominiums
 D. 13% shops
 E. 29% parks/open space
 F. 14% museums, libraries, city buildings

No. of Responses

- 718 12. What improvements for the canal bank user would you like to see in your area?
- | | |
|---|---|
| A. <u>1%</u> none | L. <u>5%</u> public artwork |
| B. <u>8%</u> rest stop benches | M. <u>10%</u> bike paths |
| C. <u>11%</u> shade trees | N. <u>6%</u> shade structures |
| D. <u>10%</u> more landscaping | O. <u>8%</u> drinking fountains |
| E. <u>5%</u> orientation signs | P. _____ other |
| F. <u>5%</u> environmental education | Q. List 22 <u>Restrooms, exer. station,</u> |
| G. <u>9%</u> safer street crossings | R. <u>underpasses, info. kiosks</u> |
| H. <u>4%</u> parking areas | |
| I. <u>8%</u> pedestrian bridges over the canal | |
| J. <u>6%</u> safety features to delineate canal edge | |
| K. <u>5%</u> pedestrian overpasses at streets crossing canals | |

- 93 13. Is access to the canal banks difficult for you or your family members?
- | | |
|-------------------|------------------|
| A. <u>12%</u> yes | B. <u>88%</u> no |
|-------------------|------------------|

- 30 14. How could access be made easier? Parking locations; landscaped entrances; gateways; pedestrian bridges; ramps or stairs

- 59 15. Would you be interested in being involved in canal bank improvements in your area by:
- | |
|--|
| A. <u>10%</u> hosting meetings to explain canal bank improvements |
| B. <u>63%</u> distributing canal bank information flyers in your neighborhood |
| C. <u>25%</u> contributing donations for the actual construction of improvements |
| D. <u>2%</u> contributing construction materials |
| E. _____ other |
| F. List: 20 <u>Involvement in design, construction, planting</u> |
| G. _____ |

16. If you would like to be kept informed about future canal projects, please fill in your name and address below:
- Name: _____
- Address: _____
- Phone: _____

Thanks for your help.

Please return to: ATTN: Chris Hood
 Phoenix Planning Department
 125 E. Washington, Third Floor
 Phoenix, AZ 85004

CANAL INTEREST SURVEY RESULTS (CONTINUED)

4. Do you or any members of your family ever use the canal banks? If no, why not?

A neighbor of mine was attacked by 2 men whirling a 2 x 4.
I more often hike in the mountain preserve.
Am not very close to canal.
Nothing nearby -- if it was part of park system would use.
It is smelly, because dog feces lies (opposite sides) at several stretches between 12th and 16th Streets.
I don't feel they are safe.
Get enough exercise working double shifts. Have to get some sleep.
Psychologically they have been blocked off.
I used to walk my dog on it and loved it but the cement scares me; he could jump in and not get out.
Banks adjacent to us are fenced off and the ditch runs between the canal and our place and a chain fence.
It's too dirty and too dangerous.
Don't care to.
No reason to use.
Senior citizen.
I thought you were not suppose to use the canal banks.
Legally blind.
Would like to but do not know enough about them. I think it would be a good rec. area.

5. If yes, in what ways do you use the canal banks? (Other)

Watching the ducks.
Dog walking.
To go to voting office.
Drawing/Photography.
Dog run.
Years ago auto pulled water skiing and swimming.

6. If yes, what are your reasons for using the canal banks? (Other)

Duck watching.
Quiet.
Quiet, Peaceful.
Quiet place for exercise and meditation.
Sunsets on water for photos.
Cooler in summer than streets.
Good surface for running.
Bikepath.
Cooler in summer, off pavement.
Softer than pavement for jogging.
The Murphy Bridle Path to the Sun Circle Trail.
Recreation

8. What other urban outdoor leisure activities do you participate in?

Biking.
Photography; compeer--befriending a mental health patient.
Concerts, kite flying, model airplanes, pet parades, neighborhood fairs.
Football, basketball.
Soccer, baseball, skiing.
Go to Public Library.
Gymnastics, bicycling.
Tennis.
Dog Walking.
Tennis.
Hunting.
Bicycling.
Football, baseball, basketball, hockey.
Softball.
Jogging.
Soccer, softball.
Walking.
Jazzercise.
Bicycling, basketball, soccer.
Tennis.
Golf, racquetball, tennis.
Football, basketball.
Tennis, camping.
Golf, City league softball.
Hunting; we love the outdoors and our beautiful state.
Golf.
Aerobics; weight-lifting, sailing.
Golf.
Bicycling, mountain climbing, horse back riding, back packing, photography.
Volleyball, golf.
Tennis.

9. In what ways could the canal banks include the above listed activities?

Use of Parks money for landscape development; leasing to concessionaires for cafes,
etc.
Staying accessible to public.
Organized "planting" parties, places to fish safely on the sides of the canal.
All if done.
All of them.
More vegetation to beautify and provide safety for wild life.
A return to urban agriculture, the edible landscape.
Green areas (park-like) paved areas (bikes) picnic tables and facilities for cooking--
lighting for night-time activities.
How about fishing the canals -- that was popular in the 60's. I might get back to fishing
if it was this close.
Provide areas (ie. cement slabs) to be used for various activities.
More trees (shade) bushes and cacti (to discourage ambushes) or thorny bushes
(flowering if possible), groundcover.
Arts and crafts shows.
Plan a canal bank festival for a neighborhood.

9. In what ways could the canal banks include the above listed activities? (Continued)

Walking paths, biking paths, rest areas (tables/benches) fishing, lagoons off present irrigation canal.

Small park areas (rest areas) at 1/4-1/2 mile intervals with benches, shade, water, phone, access to streets at rest areas for picking up people and emergency vehicles.

Park areas should be designed to enable fair activities (need access for vehicles, electric supply boxes, lighting).

Picnic tables on/in mini-mini parks 100' x 100' or less, patio of restaurants on them. If water is clean, swimming and powered boats.

Commercial.

Weekend fairs, restaurants with outdoor seating.

Could include a small park at the end of 14th Avenue south of Hatcher or a parking lot.

Landscaping, improved walkways, destination routing, linear parks.

Have better bicycle paths and better landscape; more scenic, more trees, bushes, etc.

Picnic areas, auxiliary flow through ponds.

Could continue as it has been - if would quit work on diversion channel.

With Sunnyslope High School fields for recreation.

Enhance with more desert, native vegetation that would provide shade, attract and educate Phoenicians on beauty of native plants.

Make concrete paths the full distance and if possible, widen to allow bike passing.

Don't have dangerous drop-offs, as in some areas.

Have a pooper scooper sign say dog folks would be welcome.

Surface for jogging and walking.

Banks could be widened to include tables and seats at certain intervals.

Atmosphere.

Develop multi-purpose bicycling facilities -- to be included as part of alternative transportation; also recreation.

They could be used as a means of making people from both parking lots/parks and activity centers that are oriented towards the canal.

Linear park adjacent to canal.

Any and/or could probably be included.

Picnic areas.

Shops, restaurants, areas for retired or senior citizens to socialize, play cards, visit and relax, outdoor park and recreation, art displays, classes in dancing.

They are doing a good job of it in most areas now, but the experience could be enhanced with landscape, etc.

Paths, parkways, events.

Neighborhood gardens, gardening club demonstrations, botanical paths, picnic tables, shade trees, good links to other hiking, biking trails.

Lighting at night and police patrols; benches, tables; overpasses for pedestrians at busy intersections.

If they looked like the Indian Bend in Scottsdale, all of above.

A bike trail (one that is not broken) and degrading of the canal area.

Parks, bike paths, no cars, tennis courts landscaping for birds, etc., picnic tables, open space.

Basketball courts, lawn areas.

Landscaping, bike trails.

Continue having paths for walking, bicycling, maybe boating or fishing; plantings to encourage birds and animals.

Bike paths, jogging and walking paths.

Have long hikes or bike rides with rest station and/or refreshment stops along the way.

9. In what ways could the canal banks include the above listed activities? (Continued)

By pursuing the Sunnyslope Task Force regarding the canal project which I believe will make the right decisions regarding the canal.

Make them more of an inviting City feature/amenity and less of a back alley.

The 110 miles Sun Circle Trail already exists and has since 1964. It accommodates hikers, riders, bicyclists and joggers.

More landscaping, tunnels under major streets for pedestrians and bikes.

Landscaping, lovely to look at while walking or bicycling.

More trees would be nice or picnic spots.

The canal banks could include parks, bikepaths, walking paths, picnic areas.

Does not apply.

Retail shops; i.e. bakery, coffee house.

Walking.

Canal banks would best be used for hiking, biking and jogging.

All but mountain climbing. How about scuba diving or even snorkeling; canoeing or punting.

If canal banks are developed, potential development shouldn't only include recreational facilities such as parks, sports facilities, etc.

Hiking, picnicking, canoeing.

10. What would be your primary concerns with increased public use of the canals?

Protection of children and non-swimmers from the canal.

That the canals would attract people who through lack of respect for the resource, litter, vandalize, etc.

Littering and drownings.

Homes next to the canal will experience more crimes and violence.

Litter, crime, accidental drownings.

Noise.

No concern--Think it would be great to see increased usage.

Public safety, keeping people from polluting the canals.

Loud music and skate boards. The peaceful serenity and safety is important.

Due to the proximity of our property -- trespassers.

Aesthetic treatment relative to water safety.

Safety; comfort.

None -- the more the merrier.

Safety first.

Vandalism--mugging (Ambushes) other crimes, fire-hazards (arson, drive thru illegal)

Would hope walkers would leave dogs at home

Hazards, dust/dirt, pollution, safety.

None.

Cleaner walkways.

I like to job, good paths.

Kids swimming unsafely.

The deep cement ACDC is a danger problem if it isn't really protected by a good fence all the way through.

Hazards created by pedestrians, bicycles, and skate board traffic on the canal bank crossing major streets and by people falling into the canals (children, elderly).

Trash! Trash cans & Recyclable containers should be available.

Impact on adjacent lands -- trash, vandalism, noise, theft, street people living at rest areas, etc.

Safety.

Keep projects uncluttered -- natural looking.

10. What would be your primary concerns with increased public use of the canals? (Continued)

That they be properly maintained--like any park.
Trash and of course drownings.
Idiots getting drunk and drowning.
None.
Noise, vandalism, night security (muggers).
Garbage dumped in the canal.
Crime.
Keeping them clean.
Safety and beauty.
Canal accidents.
Too much traffic may cause bicycle accidents. Too much ruining shoes for traffic would trample out grass and cause a dust bowl.
Supervision.
Room on the walks, possibly crime.
No problem; I always loved the canal folks.
Too crowded to jog.
Safety of user; maintenance of grounds; preservation of "open space" ambiance, erosion of canal banks.
Public needs canal banks for walking, cycling, horseback riding, running.
Properly planned and designed.
Trash, security (physical, visual) privacy.
People living adjacent maybe adversely impacted.
The City's increase in liability and its cost to citizens.
Neighborhood parking, large parking lots must be made available to the public possibly thru coalition with churches or shopping centers.
Control security.
Security, maintenance, landscaping.
Trash and debris, curfew times at night, vandalism to area and adjacent homeowners, enough off-street parking.
There is always the problem of water safety.
Safety; overuse.
Security; "gang use".
Vandalism, security, maintenance.
Lighting.
Safety.
Flashers, sexual perverts.
Over use by the public as they have no other place (except Encanto) to go.
Dust, security of property, safety, noise, parking, traffic congestion.
Safety, keep clean, controlled use.
Noise, invasion of privacy.
Safety.
Vandalism, over use.
Litter and trash.
Keeping the area clean; increased vehicle traffic in area.
Street crossings.
Maintaining the canal banks in a beautiful and litter free condition.
Crowding horsemen off the trail system they devised.
Not attractive enough to encourage additional use; lack of low-level night lighting.
Litter! We need great help with the Sunnyslope area. There is a good start but we still need more improvement on North Central north of the canal.
Cleanup and safety.
Too crowded; litter; graffiti; dogs.

10. What would be your primary concerns with increased public use of the canals? (Continued)

Keep in mind not to make it too convenient for transients to be able to sleep nights or during the day. Safety for homeowners is also a concern.

Traffic.

Vandalism; transient traffic.

I would be opposed to shops, office buildings, etc., along canals, especially east of the Biltmore Hotel area.

Too many people.

Liability/safety, but I feel that it can be addressed and handled.

Safety and proper police patrols.

12. What improvements for the canal bank user would you like to see in your area? (Other)

Pave half and leave half unpaved.

Enhance canal, protect neighborhoods next to canal.

If it's integral to site amenities; no "plop" art.

Food vendors; restrooms and picnic areas; adequate lights

Portajohns.

Pedestrian overpasses.

Current dirt is difficult to ride on with bikes.

Bike, under or overpasses at freeway.

Picnic areas.

More police patrol; keep bikepaths clear.

Par course (exercise stations).

Underpasses appear unsafe; increase lighting.

Restrooms.

Areas off limits to certain animals.

Low level lighting at night.

Stop SRP from cutting down trees between 7th Street and Northern.

Maps and mileage signs.

Horse troughs, informational kiosks; over/underpasses.

All of #11.

Desert landscaping, maintain riparian.

Horseback riding; fishing holes; mountain bike.

Smoother dirt.

14. How could access be made easier?

Gates (w/latches too high for small children to reach) by way of City, County SRP easements.

Easier access to the canal, also means access is easier from canal to the houses located besides the canal, which exposes them to more break-ins, etc.

Easements through to streets where possible.

A decent bike path map that would avoid streets.

Parking availability.

More gradual grade for disabled.

Obvious well-landscaped entrances wherever possible.

Access points should be available at places other than major street crossings; ie: at the end of a cul-de-sac or dead end neighborhood street. This would keep as much traffic as possible away from the major street crossings.

Bike/Handicap ramps at access points (Not Steep!).

Access is not hard -- on weekends you can park in business areas.

Small parking lot with formal entry.

14. How could access be made easier? (Continued)

Part of linear park system and off-road path/park walkways.
Modes of entry other than walking or biking.
Leave it alone, keep it the same.
Soft service top.
If we lived closer or there was some parking close to the canal.
We are blocked off by construction of the flood canal.
Consider access from Phoenix bicycle lanes and bicycle ramps.
Stairs, steps of bridgeworks.
Parking lots, designated access points, signage.
Clean on periodic basis.
It is easy at major cross street; improve access at 3rd Avenue or by steps, grading,
etc.
Parking location; make sure access is smooth at each major street.
Pedestrian bridge.
By designing, bridges, crosswalks, gateways to canal banks, and most importantly
parking.
Limited parking at intersections and in canal-side parks.
Finish the ACDC. ACDC crossings should be included where feasible.
Horse, canoeing, or boating.
More information on when to access them and a place to park.
Take down fences blocking access.

15. Would you be interested in being involved in canal bank improvements in your area by:
(Other)

Will read paper. If able will give donations of time and monies.
Public workshops to gain ideas and input from public, public view of plans.
Help with planting.
Environmental Education; i.e. plant signs as at Botanical Gardens.
Design input, presentation graphics.
I would donate my time for construction efforts.
Not much in the way of contributions can be expected in our present neighborhood.
How much cooperation do you expect? Money used is for Indians and agriculture.
I am a member of Sunnyslope Village Alliance.
Raise tax; get part money from SRP.
I would only donate to more native desert plants.
Would like to donate my time as a landscape architect.
No time, we run a business.
Attending Canal Bank Workshops.
Being involved through Sunnyslope Alliance.
Participating in planning.
Contributing suggestions and ideas.
Make available the top of Central Restaurant for meetings to promote project.
When possible would work towards beautifying Phoenix and North Phoenix.
Involvement in creation and planning.

APPENDIX E

SUNNYSLOPE/ARIZONA CANAL BANK DEMONSTRATION PROJECT WORKSHOP AND FEEDBACK ON RECOMMENDATIONS

In May of 1992 a follow-up public workshop was held which was sponsored by the Sunnyslope Village Alliance and the North Mountain Village Planning Committee. The preparation and facilitating of the meeting was conducted by the Canal Bank Demonstration Project Task Force. The purpose of the workshop was to reach agreement on alternative recommendations for canal bank enhancements and provide other suggestions for improvements. The participants reviewed 16 recommendations by responding to an evaluation form. They were also asked on the form to comment on what phase they would like to see each improvement.

There were 56 evaluation forms completed at the workshop. The tallied responses are part of this appendix. Any comments that were stated on the form are also attached to this appendix.

The following recommendations are concluded as first priorities based on the tabulation of the evaluation forms.

1. Major street canal bank intersection enhancements will include landscaping, signage, special crosswalk paving. Central Avenue would be improved with similar enhancements and include decorative bridge railing and elimination of exposed pipes on each side of the bridge.
2. Shade trees and shrubs will be located along both the north and south canal bank.
3. The irrigation lateral will be piped from Central Avenue to Fifth Street along the south canal bank. This will accommodate the outside dining at the restaurant and picking up the silt from the canal bottom.
4. The restaurant outside dining -- This improvement will be done by the restaurant owner. (Strong support was shown on the evaluation form to have this activity completed in phase one of the project.)
5. Canal bank signage which will include canal user street signs and orientation center signs.
6. Safety features which will include hydroseeding, pedestrian lighting, and public telephones.
7. Improvement of the appearance of the SRP well site at Third Avenue which would include buffering it with trees and landscaping.
8. Picnic/recreational area will be defined under the eucalyptus grove at Northern Avenue.
9. A teaching garden in association with the high school on the north side of Herberger Park will be developed.
10. The public alley improvements will include the garden and more trees. Before this activity can occur the property owners who have their garbage collected along the alley would be contacted by the City to change the location to the front of their homes. At least 90% of the property owners must be in agreement.

11. Herberger Park improvements would include involvement of students and artists to develop interactive sculpture, shade seating and other amenities. This project might be developed into a design effort for the team selected by the Phoenix Arts Commission.

The second priorities which would be constructed in a later phase are:

1. Canal bank/local streets and alleys intersection enhancements are recommended which will include landscaping, signage, and bollards.
2. Pedestrian bridges across the Arizona Canal and the ACDC will be constructed.
3. Canal bank signage will include:
 - a. automobile canal notification -- more research needs to be done with the Metropolitan Canal Alliance and the County Parks and Recreation Department on the most appropriate regional signage for the entrances to the banks and,
 - b. education center sign -- a project for the Phoenix Arts Commission.
4. A par 18-station exercise course will be developed.
5. Development of the public owned vacant parcel at Central and Ruth Avenues will be developed with land uses compatible to the canal project.

Those recommendations which are suggested to be eliminated are:

1. The proposed river rock in concrete along the edge of the canal is eliminated from the list of recommendations since it had very little support.
2. The interim uses on the vacant parcel at Third Avenue -- it is too costly to develop the site for an interim recreation or parking lot use when the property owner will build three units on the site over the long term. The comments on this issue from the evaluation form confirm this assessment.
3. The placement of the utility lines underground between Dunlap and Central Avenues on the south canal bank. This recommendation had the highest amount of "unsure" votes by the respondents of the evaluation form. Therefore before a final decision is made on this recommendation each of the adjacent property owners that would be affected by this improvement will be contacted.

EVALUATION RESULTS

**SUNNYSLOPE/ARIZONA CANAL BANK DEMONSTRATION PROJECT
EVALUATION AND COMMENT FORM**

	LIKE	DON'T LIKE	COMPLETE			COMMENTS
			UNSURE	IN FIRST PHASE	IN LATER PHASE	
<u>ALTERNATIVE RECOMMENDATIONS</u>						
1. Canal Bank Entrance Enhancements						
a. Major Streets	41	3	5	19	6	
b. Local Streets and Alleys	36	6	4	12	10	
c. Central Avenue	41	3	4	22	3	
2. Embankment Enhancements on the South Canal Bank Adjacent to the Residential Neighborhoods						
a. Shade trees	46	1	2	19	3	
b. Groundcover	41	2	3	17	6	
c. Piping the irrigation lateral between Central Avenue and Fifth Street to accommodate outside dining, the collection of silt in this segment and still provide shade trees	34	1	9	15	7	
3. Provide shade trees on the south side of the ACDC Trail for user comfort	45	2	5	17	5	
4. Pedestrian bridges across the Arizona Canal and the ACDC Prioritize which bridges you would like to see built first:						
a. Segment One - Third Avenue	28	19	9	7	11	#1=1; #2=2; #3=4
b. Segment Two - Butler Drive to restaurant area and/or Fifth Street to El Caminito Drive	30	10	7	6	13	#1=1; #2=4; #3=2
c. Segment Three - Royal Palm Road to Tenth Street and Wash	28	4	10	6	13	#1=5; #2=1; #3=1
5. Canal Bank Signage						
a. Automobile Canal Notification	33	3	9	13	10	
b. Canal User Street Sign	39	3	5	17	7	
c. Orientation Center Sign	37	2	6	16	11	
d. Education Center Sign	37	3	7	13	14	

ALTERNATIVE RECOMMENDATIONS

	<u>LIKE</u>	<u>DON'T LIKE</u>	<u>UNSURE</u>	COMPLETE IN FIRST PHASE	COMPLETE IN LATER PHASE	<u>COMMENTS</u>
6. Safety Features						
a. Hydroseeding along the edge of the canal	38	6	8	18	5	
b. River rock in concrete along the edge of the canal	20	14	12	7	5	
c. Pedestrian lighting	48	3	2	24	2	
d. Public telephones at major streets	46	4	2	17	5	
7. Underground Placement of 12kv Utility Lines (south side segment #1; requires cost to property owner))	19	14	15	3	10	
8. Public Alley Improvements						
a. "Adopt-A-Canal" - Neighborhood gardens	35	5	9	14	5	
b. Extend the tall trees and landscaping to this area from the south canal bank	37	2	6	15	5	
c. To accommodate a. or b. move the garbage collection to the street front	34	8	6	17	3	
9. Vacant Residential Parcel Interim Uses (at 3rd Avenue)						
a. Parking lot	15	20	10	5	3	
b. Extend the "Adopt-A-Canal" neighborhood garden	24	9	9	8	6	
c. Park with possible water/sculpture garden theme	29	11	5	5	10	
10. SRP Well Site/Third Avenue						
a. Make into art element -- wrought iron fence and different colored components	25	10	9	7	4	
b. Buffer with trees, landscaping	32	6	5	10	3	
c. Relocate below grade	14	17	9	1	7	
11. North side of Herberger Park/adjacent to the Sunnyslope High School playing fields.						
A teaching garden in association with the high school	45	2	3	15	8	

ALTERNATIVE RECOMMENDATIONS

	<u>LIKE</u>	<u>DON'T LIKE</u>	<u>UNSURE</u>	<u>COMPLETE IN FIRST PHASE</u>	<u>COMPLETE IN LATER PHASE</u>	<u>COMMENTS</u>
12. Herberger Park						
Involvement with students and artists to develop interactive sculpture, shade seating and other amenities	44	3	1	14	8	
13. Restaurant/Central Avenue outdoor cafe on the canal bank	36	6	5	18	2	
14. Public Owned Vacant Parcel - Central/Ruth Avenues	25	2	10	9	6	
15. Par 18-station exercise course	25	12	10	5	13	
16. Picnic/recreational area under eucalyptus grove	38	4	3	15	4	

YOUR ROLE IN THE PROJECT

	<u>YES</u>	<u>NO</u>	<u>MAYBE</u>	<u>COMMENTS</u>
1. Participate with Funding	6	8	6	
2. Participate with Fund Raising	12	7	3	Yes N=4
3. Donate a Tree	19	6	5	Yes N=1; I=2
4. Participate in Tree Installation	19	3	4	Yes N=5; I=2
5. Participate in Annual Maintenance	13	7	4	Yes N=5; I=1

Neighborhood/Group Effort = N / I
 Individual Effort = I / Z

**SUNNYSLOPE/ARIZONA CANAL BANK DEMONSTRATION PROJECT WORKSHOP COMMENTS
BASED ON EVALUATION FORM RECOMMENDATIONS**

Question No.

1. Canal Bank Entrance Enhancements.

I am concerned about bicycles and pedestrians crossing major streets. Currently, maps show a surface "trail" and "underpass". Bicyclists will use the underpass; if pedestrians use underpass--potential for injury is high--warning signs, adequate lighting in underpasses, east/west lane marking, possibly even "motion-detectors" to warn bicyclists that there is foot traffic in an underpass, as bicyclists enter the underpass. One lady in our group suggested signs requiring bicyclists to dismount and walk thru underpasses. This will be ignored by most bicyclists. I believe bicyclists outnumber pedestrians, especially on Sundays. Bicyclists don't mind being careful near pedestrians, but the problem is that, on entering an underpass, the cyclist cannot see far enough into the underpass. That's why some sort of pedestrian detector (like some burglar alarms that detect motion of a person in a room) would help. The detector would, unfortunately, also detect bicyclists. Perhaps the best overall solution is to keep pedestrians on the surface and provide traffic control lights at the pedestrian crosswalks to help them deal with auto traffic.

Need to encourage cleanup!

Like except change trees -- palms to keep too expensive. Try Palo Brea, other desert. We live in a desert and let's enjoy it! But no palms -- too expensive.

Considering the City is touting water conservation, I believe use of native vegetation would be ideal. Some of the trees at the Botanical Gardens would be eye catching and beautiful.

No place to park.

Crosswalks are too dangerous -- use underground tunnels.

This project has to address parking and the impact of the neighborhood!

Very Important. Most focal point and most visible for enhancement.

Parking.

Native indigenous species. Play up our native plants in Sunnyslope -- don't make us look like every other place in Phoenix. We are unique. No Palms, Olives, Eucs! (Eucs would be appropriate only in areas where they exist already.) Don't make Sunnyslope look like Downtown or Tempe or every other insensitive palmscape in this town. Let us be an example of living in the desert.

Need more signage.

Do not create additional traffic in residential neighborhood.

Use trees that won't hide mountain views.

Use bottle trees?

Good shade trees; Low water; Low maintenance.

Bottle trees instead of palms, stay green year around and a good shade; less maintenance.

1a. Major Streets.

Need consensus meeting/workshop for gateway design treatment between City, Arts team, and SVA Planning and Design Committee.

"Entrance" is not appropriate at major streets. Should try to convey one theme to pedestrians and bikers crossing street. Don't want to convey "you reached the end of the road; if you cross, you start a new "segment".

1b. Local Streets and Alleys.

Neighborhood use/access only. Sketches all reflect orderly, urban, midwest theme. I'd prefer to see more casual, native and/or in keeping with history of Phoenix/canals (e.g., Palo Verde, eucalyptus). With a strong theme of the canal, even across major streets, there will be an effective entrance to the driver by a distinct canal theme, and it will help canal users see a continuation of the canal across the vast pavement of major streets. Better landscaping. NO PALM TREES!

1c. Central Avenue

Unsure, need workshop.

Like decorative bridge. Don't like palms.

Narrow street along side dangerous to pedestrians.

Widen the sidewalk on the bridge.

2. Embankment Enhancements on the South Canal Bank Adjacent to the Residential Neighborhoods.

Shade desert trees (no palm trees).

Desert trees.

Use water/light fixtures as gateways (vs. palms).

Plant vegetation that does not cause allergies.

Arizona trees.

Please don't put trees all in a line! Natural groves would be better -- maybe make them more orderly at street intersections but keep them in loose groves the rest of the time.

2a. Shade trees.

Desert trees

Use desert landscaping.

Like very much.

Do groves where possible instead of line. Don't block Mountain View Street.

2b. Groundcover.

Groundcover and shrubs that attract hummingbirds and butterflies would be a great idea.

Leave as much space as possible for recreational use.

Like very much.

2c. Piping the irrigation lateral between Central Avenue and Fifth Street to accommodate outside dining, the collection of silt in this segment and still provide shade trees.

Watch the smell from the silt -- it would not help dining. Dining is a real plus. Low maintenance trees.

Shouldn't restaurant pay for this?

How will the silt be handled?

3. Provide shade trees on the south side of the ACDC Trail for user comfort.

Chilean mesquite, sweet acacias have a nice umbrella type growth that would provide great shade.

Good shade tree.

Shade trees; work with Desert Botanical Garden.

Leave as much space as possible for recreational use.

I like shade trees. Very good proposal!

Please paint AC/DC fence a deep taupe color -- not prison bar black. Taupe will blend better with water, concrete, plants, granite.

Bottle trees; Palo Verde

4. Pedestrian bridges across the Arizona Canal and the ACDC.

Pedestrian bridges across major streets would be desirable, to separate bicycles (using underpasses) and pedestrians.

Easy escape.

4a. Segment One - Third Avenue.

Not familiar with crossings.

Locate near triangle.

Don't like--neighborhood crossing to SSHS.

Very concerned about 3rd Avenue having more foot traffic from the school crossing into my backyard.

4b. Segment Two - Butler Drive to restaurant area and/or Fifth Street to El Caminito Drive.

Would create a link.

4c. Segment Three -- Royal Palm Road to Tenth Street and Wash.

Should probably be built when 10th Street Park is finished.

Would tie into wash area.

#1 because I live in area and use wash weekly and don't know other areas as well.

Crime, safety?

5. Canal Bank Signage.

Pedestrian/bicyclist warning/separation needed.

Will these collect graffiti? It could be a problem.

Remember that the canal is a Regional system -- need to have consistent regional signs.

Parking notification signs; nature signs

Keep unobtrusive. Historic Markers.

No sign.

Please don't over-do it. Keep small unobtrusive. No turquoise paint please. Aren't you sick of it? It doesn't blend with plants. Keep well off of trails so no one gets hurt!

Signs a "new uniform color designated for canal only, useful for snowbirds".

5b. Canal User Street Sign.

Necessary for user orientation.

Just street size.

5c. Orientation Center Sign.

Should be regional in nature.

5d. Education Center Sign.

Good donor project for SRP.

Like, but too many are suggested.

6. Safety Features

Vandalism?

Safety is an issue!

Drug dealers returning.

Plan for type of plant preferred by waterfowl and other birds.

6a. Hydroseeding along the edge of the canal.

SRP will probably not allow if canal side of bank.

Like, but not practical.

Wild flowers, keep casual.

6b. River rock in concrete along the edge of the canal.

Limited amounts.

6c. Pedestrian lighting

Underpass lighting -- pedestrian "detection" in underpass with warnings at both end of underpass.

Not too much, just enough to be safe.

6d. Public telephones at major streets.

Necessary for security (must be a timed phone).

Will phone become hangout for gangs and drug dealers?

The phone company will soon have portables for everyone to carry his own phone.

7. Underground Placement of 12kv Utility Lines (south side segment #1; requires cost to property owner).

Trees will help to distract from above-ground installation. This should be low priority.

Try disguising it with trees.

Sounds good but may not really be feasible.

Very large expense.

Don't like because of cost. Property owner--if cost could be spread out over 10 years, it wouldn't be so bad, but \$3,000 to \$3,500 seems a bit high.

This will take time perhaps. You need signatures!

Property owner's choice, not mine.

Property owner should not cover cost for a demonstration project!

Costly.

As a luxury.

8. Public Alley Improvements.
Clean up canal bank.
If people will take care of it.
- 8a. "Adopt-A-Canal" - Neighborhood gardens.
Even though I don't live along canal, I'd adopt a section. (I do use the canal; bike rides).
Arizona Bicycle has a "Adopt-A-Tunnel" Project.
If required to maintain.
Too difficult to maintain.
- 8c. To accommodate (a) or (b), move the garbage collection to the street front.
With increase use of the canal, alleys should be used for neighborhood circulation, but discourage outside users from using alley ways for canal access.
Property owner.
9. Vacant Residential Parcel Interim Uses (at 3rd Avenue).
Off-site cul-de-sac -- All 3 can accommodate if carefully designed.
Should be a landscaped cul-de-sac; needs more thought.
Cost effective for kind of use? Landscape to buffer adjacent residential?
No extra cars needed! Let them park in existing parking lots.
- 9a. Parking lot.
Do not create more car traffic in the area.
- 9b. Extend the "Adopt-A-Canal" neighborhood garden.
Not practical.
Will not be kept up in the long run.
- 9c. Park with possible water /sculpture garden theme.
Who pays for the water?
Cement benches, amphitheater.
No water feature unless it is canal water with a return to canal.
Not as interim use.
Sensible use of water only; might be a waste.

10. SRP Well Site/Third Avenue.

No wrought iron -- possible interpretive explanation of well function and operation; paint each part with a keyed color.

Definitely -- make it look wonderful.

Simple screening, concentrate money on improvements.

Fencing should be down-played visually.

Dangerous intersection with the amount of children in the area.

10a. Make into art element -- wrought iron fence and different colored components.

Solid fence.

The art element would have to be done frequently to cover gang graffiti.

10b. Buffer with trees, landscaping.

But not with palms.

10c. Relocate below grade.

Waste of money to put below grade.

Just extra cost.

Who would pay for this?

11. North side of Herberger Park/adjacent to the Sunnyslope High School playing fields. A teaching garden in association with the high school.

Need more space -- move to engage with Central Avenue more.

Yes, it will help the teenagers to identify with the area -- less Vandalism.

Have recently read about gardens in schools. There are many positive aspects to be had. The students learn; gain self-esteem by learning to care for something; have a harvest to show their efforts.

See grant funding/donor items.

Expand to include water education and purification to potable water.

Location should be at the triangular node of the ACDC.

Wonderful idea!

Don't cut off bike path. Keep the feel of Herberger Park -- shade old Arizona Canal.

Involve Kids! Have a native plant garden that attracts native birds and animals. Give the feel of the existing mesquite groves -- old Arizona Canal and here. Wish this could be like this more often.

Take into account the bike path.

12. Herberger Park -- Involvement with students and artists to develop interactive sculpture, shade seating and other amenities.

How do those of us who work in the Arts area get to know of the meetings and choose this and ?

Should be cultural and educational in nature.

Conditional uses to protect adjacent residential and proper buffering.

Be careful of things that attract graffiti.

Should involve landscape architects!

13. Restaurant/Central Avenue outdoor cafe on the canal bank.

Develop an active commercial area -- encourage commercial nodes along canal.

Okay if owner pays.

Don't encroach on canal bank.

This restaurant is already a problem within non-zoning compliance. How is C-1 zoning going to be controlled?

May be placing too much activity in one area.

Tell Ted A. no lasers!

Great idea for neighborhood.

I don't think the citizens should pay for the enhancement of a restaurant so that the owner can make a profit for himself. If this is what he wants, let the owner pay for all of these improvements himself, since he is the one that will be raking in the money.

14. Public Owned Vacant Parcel - Central/Ruth Avenues.

Close Ruth -- possible site of historical museum.

Make into museum (historical).

Erect a Sunnyslope historical society museum in this area.

The suggestion of putting a Sunnyslope historical museum on the City lot is very attractive.

Keep for use for historical museum.

Future home Sunnyslope historical society.

Needs more planning SVA.

Outdoor Restaurant -- Built around an old Victorian House. Could be used for business meetings during the weekdays; cater to the walking traffic in the early evenings and on weekends. Possible addition uses along with restaurant concept is to rent roller blades, bicycles, etc.

Need for a meeting/workshop between City and SVA.

Arizona Artists Guild.

No commercial development.

Use on vacant parcel should be consistent with uses existing and bring developed on Central Avenue as well as being compatible to the canal uses.

Parking.

Parking area.

With commercial and/or residential uses.

Need a gourmet coffee shop/bakery/cafe with outdoor patio/seating, shade of native trees.

Sunnyslope historical museum would be nice!

Suggest the City work with the Sunnyslope Historical Society to use in future for a small museum.

15. Par 18-station exercise course.

Concentrate elements in a small loop so it will be used.

People don't use.

There is one in Royal Palm Park.

Keep golf to golf courses. Canal must have limited FOCUSED use.

16. Picnic/recreational area under eucalyptus grove.

Don't do typical furniture; possible "serpentine" seat wall. (illustration on comment form)

Don't like because the problem with tree droppings.

Create as much shade as possible.

Good idea, benches, limited picnic use, but no barbecues.

Must include Sunnyslope into a theme throughout the canal project. Sunnyslope "Village" theme -- covered bridges at major streets; quaint park settings -- Village atmosphere however the designers create that sight and feel for a community. We need a unifying theme for this community -- the canal project just might set it for the entire community.

YOUR ROLE IN THE PROJECT

1. Participate with Funding.

If able at that time.

2. Participate with Fund Raising.

As a group we could help in this.

3. Donate a Tree.

I've grown seedlings that I'd donate if I had any when needed.

Cassia bushes

Use Sunnyslope tree bank.

5. Participate in Annual Maintenance.

Have different neighbors, groups, participate on 1 month a year basis on Neighborhood/Group effort or individual effort.

Depends on what you have in mind. Yes to "Adopt-a-Stretch" to pick up trash twice per year.

Detailed Comments:

I would participate in Arizona Bicycle Club work.

I would like to help with this project. If am President of the Villa Sierra Model Townhouses by the Palms -- 160 units. I think we could help.

I strongly believe any landscaping ideas should be looked at with low water, low maintenance, yet esthetic, pleasing to look at, in mind. I'd suggest getting ideas from the Desert Botanical Gardens before landscaping.

City Planning Department continue to work closely with the SVA Planning Committee and community of Sunnyslope.

Get community organizations involved in volunteering services to the canal project from Little Leagues to Kiwanis, etc.

Great presentation -- very informative.

As chairman of the SVA Community Planning and Design Committee, I wish to be included in all future planning and design for this project.

Work with Sunnyslope Alliance for items above.

SVA Project Betterment Committee. SVA could make some of this a community project.

Provide at the "at grade crossing" signage similar to school crossing; would slow down autos also pedestrians would have the right-of-way.

Need to focus on making paths reflect a "natural" setting. Dislike any structures that tend to make canal pathways "mall-like". It is best to maintain a somewhat rustic setting. If there is to be public art, there should be a neighborhood advisory committee to review such proposals.

Would like to help! SVA Community Betterment Committee will help also!

APPENDIX F

EXISTING CONDITIONS FOR THE CANAL BANK STUDY AREA

This appendix describes the present conditions along the canal banks. Such features as the adjacent land use, property ownership of adjacent land, the zoning classifications, the City's capital improvement projects in the area, the relationship to the Arizona Canal Diversion Channel and other existing conditions are specifically described in separate sections of the appendix.

The existing conditions are divided into three geographical segments. They are Dunlap to Central Avenues, Central Avenue to Seventh Street, and Seventh Street to Northern Avenue. This approach allows the unique features of the three segments to be described separately.

DUNLAP TO CENTRAL AVENUES

Existing Conditions

A. Land Use

The adjacent property on the south side of the canal bank is predominantly single family residential with 23 backyards bordering the banks as shown on Map 7: Existing Land Use: Dunlap to Central Avenues. Most of the homes, which are one story, were built in the 1960's. The landscaping in the backyards include palm trees, citrus trees and oleanders. There is a half-acre vacant triangular-shaped parcel on the east side of Third Avenue and Lawrence Lane.

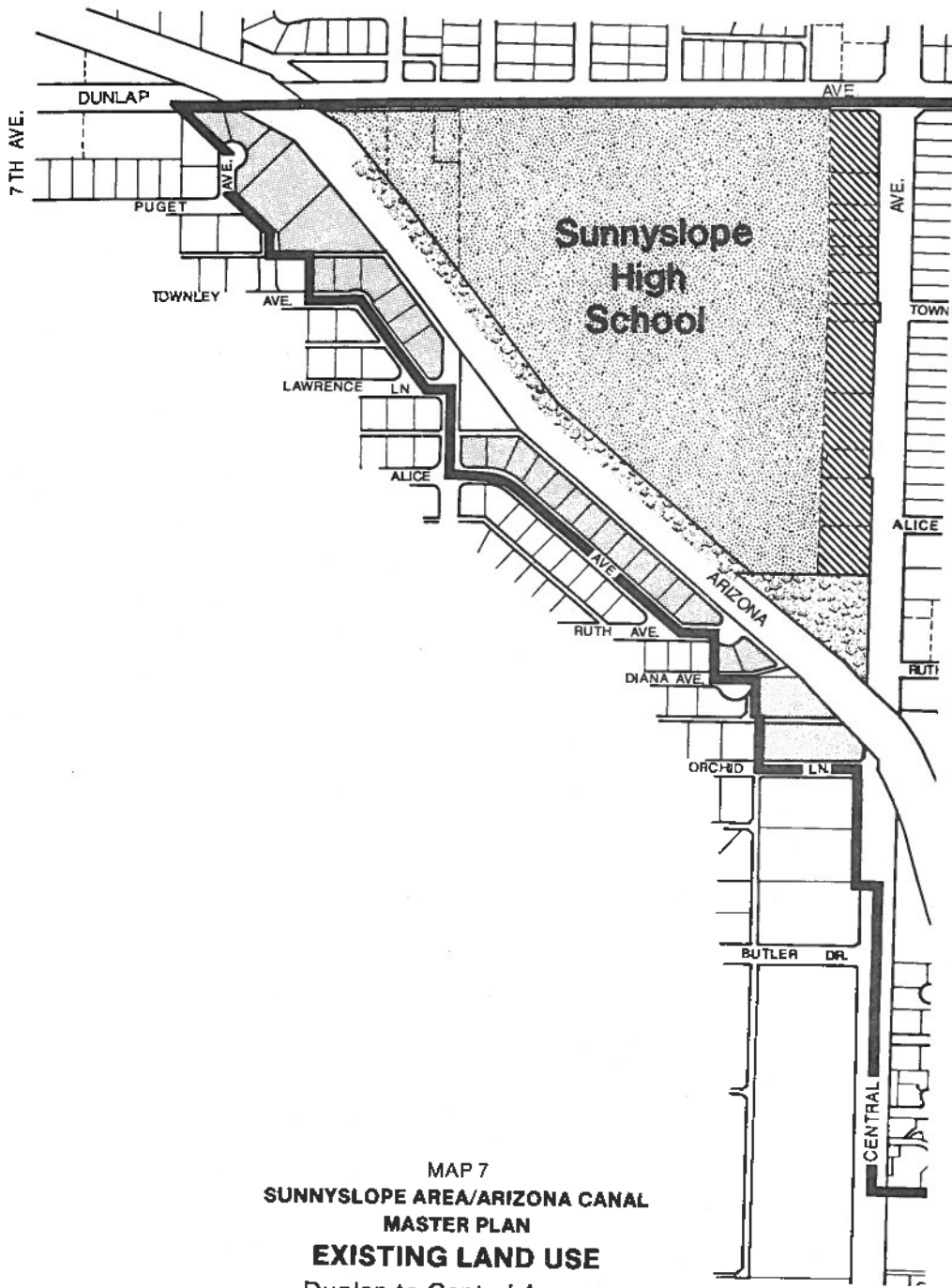
A 16-foot public alley borders along the canal bank from Diana Avenue to approximately 125 feet south of Puget Avenue. It is primarily used for garbage pick-up. The canal bank width adjacent to the alley is approximately 24 feet.

The north canal bank is adjacent to a variety of uses. A parking lot, located along Dunlap Avenue, is used by patrons of the City's Sunnyslope Pool just north of the lot. South of the parking lot is Herberger Park which lines the northern edge of the canal bank up to the Arizona Canal Diversion Channel node at the northwest corner of Central Avenue and the Arizona Canal. Herberger Park contains mature mesquite trees. An old six-foot wide pedestrian pathway meanders through the trees. At the northern and southern edge of the park the pathway continues as part of the ACDC maintenance road/bike path. The path links with pedestrian tunnels underneath Dunlap and Central Avenues.

A chain link fence separates Herberger Park from Sunnyslope High School's baseball fields. The ACDC is covered for a stretch of 2,565 feet to enable the high school to maintain the use of its athletic fields.

At the northwest corner of Central Avenue and the Arizona Canal is an ACDC node, approximately 1.4 acres. The node includes drought-tolerant trees and shrubs with decomposed granite.

Along the west side of Central Avenue from Dunlap Avenue to the ACDC node is a mixture of offices and retail businesses.



MAP 7
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
EXISTING LAND USE
 Dunlap to Central Avenue

Legend

- | | | | |
|---|----------------------|---|----------------------------|
|  | SINGLE FAMILY |  | PUBLIC/QUASI PUBLIC |
|  | MULTI-FAMILY |  | PARKS/OPEN SPACE |
|  | COMMERCIAL |  | VACANT |



Prepared by the City of Phoenix Planning Department



Graphic Scale in Feet

B. Zoning

The properties on the south side of the banks from Dunlap to Lawrence Avenues are zoned RI-10 as shown on Map 8: Existing Zoning: Dunlap to Central Avenues. The triangular-shaped parcel at Lawrence and Third Avenues is zoned PAD-8. From Alice to Diana Avenues the zoning is R1-6. The properties from Diana Avenue to Orchid Lane are zoned R-3.

On the north side of the bank the area is zoned R1-6 except for C-2 properties along the west side of Central Avenue up to Dunlap Avenue and the ACDC node.

C. Property Ownership

This segment of the study area has 47 properties. The largest property owner is Glendale Union High School District with approximately 20 acres. The Maricopa County Flood Control District owns the triangular-shaped parcel at the northwest corner of Central Avenue and the Arizona Canal, while the City of Phoenix owns the triangular shaped parcel at the southeast corner of Dunlap Avenue and the Arizona Canal which is the public swimming pool. On the south side of the Arizona Canal each of the residential properties is under separate ownership.

The U.S. Bureau of Reclamation owns the canal right-of-way.

D. Capital Improvement Projects

In Segment One there are two City storm drainage projects. The first one is located at Dunlap Avenue and the Arizona Canal and is constructed to direct drainage to the ACDC. The second drainage project is along Central Avenue from the Arizona Canal to Dunlap Avenue. This project also incorporates the drainage flow into the ACDC along with providing better drainage to the neighborhoods adjacent to Central Avenue. A future Arts Commission project will be located in the vicinity of this intersection.

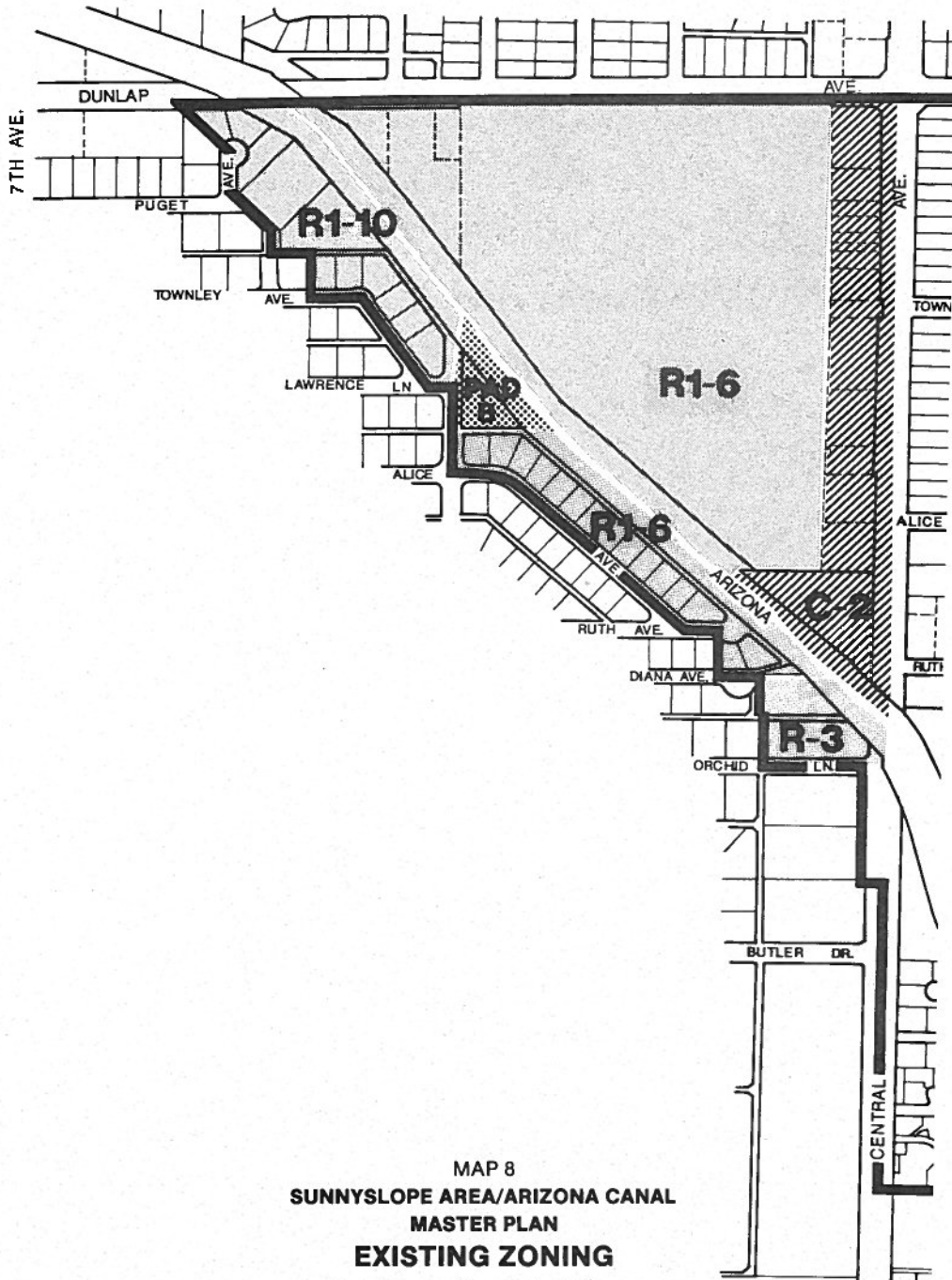
E. Neighborhood Linkage to Canal Bank System

Both sides of the Arizona Canal are linked by two major streets, Dunlap Avenue on the west end and Central Avenue on the east end as shown on Map 9: Neighborhood Linkage to Canal System: Dunlap to Central Avenue.

Direct access to the adjacent neighborhood is available on the south bank via alleys and local streets. One alley is located between Puget and Townley Avenues. A second one is between Diane Avenue and Orchid Lane. Lawrence Lane and Ruth Avenue are cul-de-sacs at the bank. Finally, a public alley is parallel to the south bank from Townley to Diana Avenue.




F. Utilities

On the south bank an APS 12kv distribution line runs from Dunlap Avenue to approximately 300' southeast of Dunlap Avenue. Telephone and Cable TV lines are attached to the power poles from approximately 300' southeast of Dunlap Avenue to 3rd Avenue. An APS 12kv feeder line at approximately 300' southeast of Dunlap Avenue crosses the canal. The APS 12kv line continues from approximately 300' southeast of Dunlap to Ruth Avenues. There are no underground utility lines paralleling the canal. SRP has a well site at 3rd Avenue.



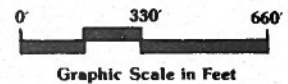
MAP 8
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
EXISTING ZONING
 Dunlap to Central Avenue

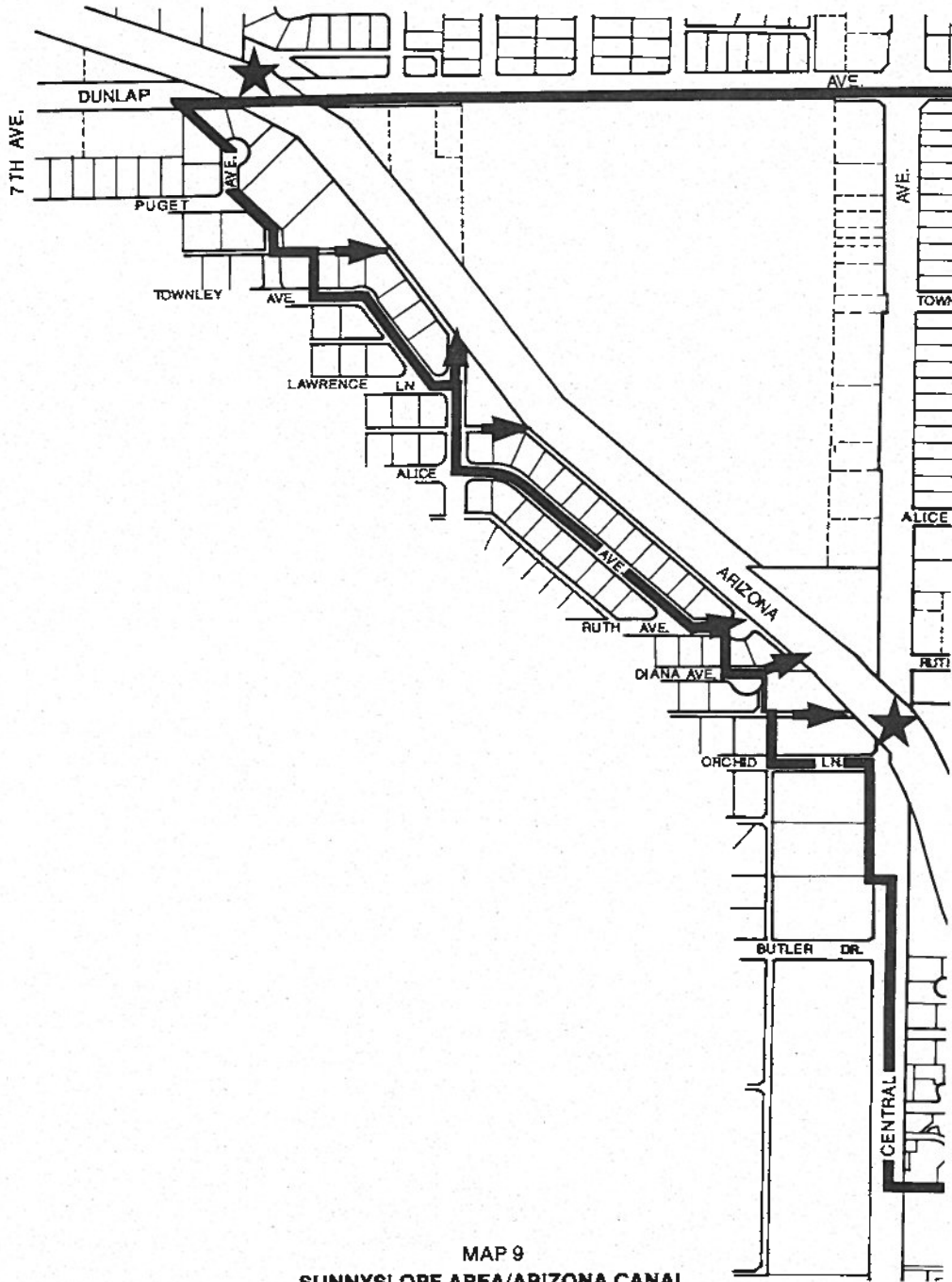
Legend

-  SINGLE FAMILY—R1-6, R1-10
-  MULTI-FAMILY—R3, PAD 8
-  COMMERCIAL-C-2





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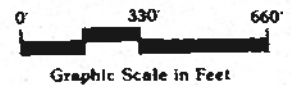
MAP 9
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
NEIGHBORHOOD LINKAGE TO CANAL SYSTEM
 Dunlap to Central Avenue

Legend

-  NEIGHBORHOOD ACCESS TO CANAL BANK
-  CANAL BANK ACCESS FROM MAJOR STREET



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From Central to Ruth Avenues there is a 4" ACP water line. From Ruth Avenue to Lawrence Lane along the public alley there is an 8" VCP sewer line.

CENTRAL AVENUE TO SEVENTH STREET

Existing Conditions

A. Land Use

The adjacent property on the south side of the canal bank is predominantly residential as shown on Map 10: Land Use Central Avenue to Seventh Street. It consists of an attached townhouse development at the northern end with 16 residential units. South of this project is a 53 unit patio home development. Within the development and adjacent to the canal bank are lighted tennis courts and a storage area. There are 16 single family units to the south of this project.

Also adjacent to the south bank is a restaurant located along Central Avenue with an outdoor eating area. There is a large parking lot adjoining the restaurant on the south side.

The width of the south canal bank is approximately 18 feet. An adjacent drainage ditch starts at Central Avenue and continues to Fifth Street (approximately 9 feet in width). It parallels the south bank. South of the ditch is a slope area with an approximate width of 17 feet. A foot bridge is located across the ditch in the vicinity of Second Place.

The land use north of the north side canal bank is the Arizona Canal Diversion Channel. In this segment the width from the canal bank to the channel is approximately 56 feet.

To the north of the channel is a neighborhood of single family homes. At Central Avenue north of the ACDC is a landscaped node. While at the south end of this segment there is an adjacent commercial property located at the northwest corner of the ACDC and Seventh Street.

B. Zoning

The majority of the property on the north canal bank is zoned R1-6 as shown on Map 11: Existing Zoning: Central Avenue to Seventh Street. Along the east side of Central Avenue the properties are zoned C-2. This includes the ACDC node at the northeast corner of Central Avenue and the Arizona Canal. The C-2 zoning also occurs on the ACDC node at the northwest corner of Seventh Street and the Arizona Canal.

On the south canal bank all properties are zoned for residential use with the exception of the restaurant which was recently zoned C-1. South of the restaurant's parking lot are three multi-family developments zoned R-3, PAD-9, and PAD-11. The remainder of the properties are zoned R1-6.

C. Property Ownership

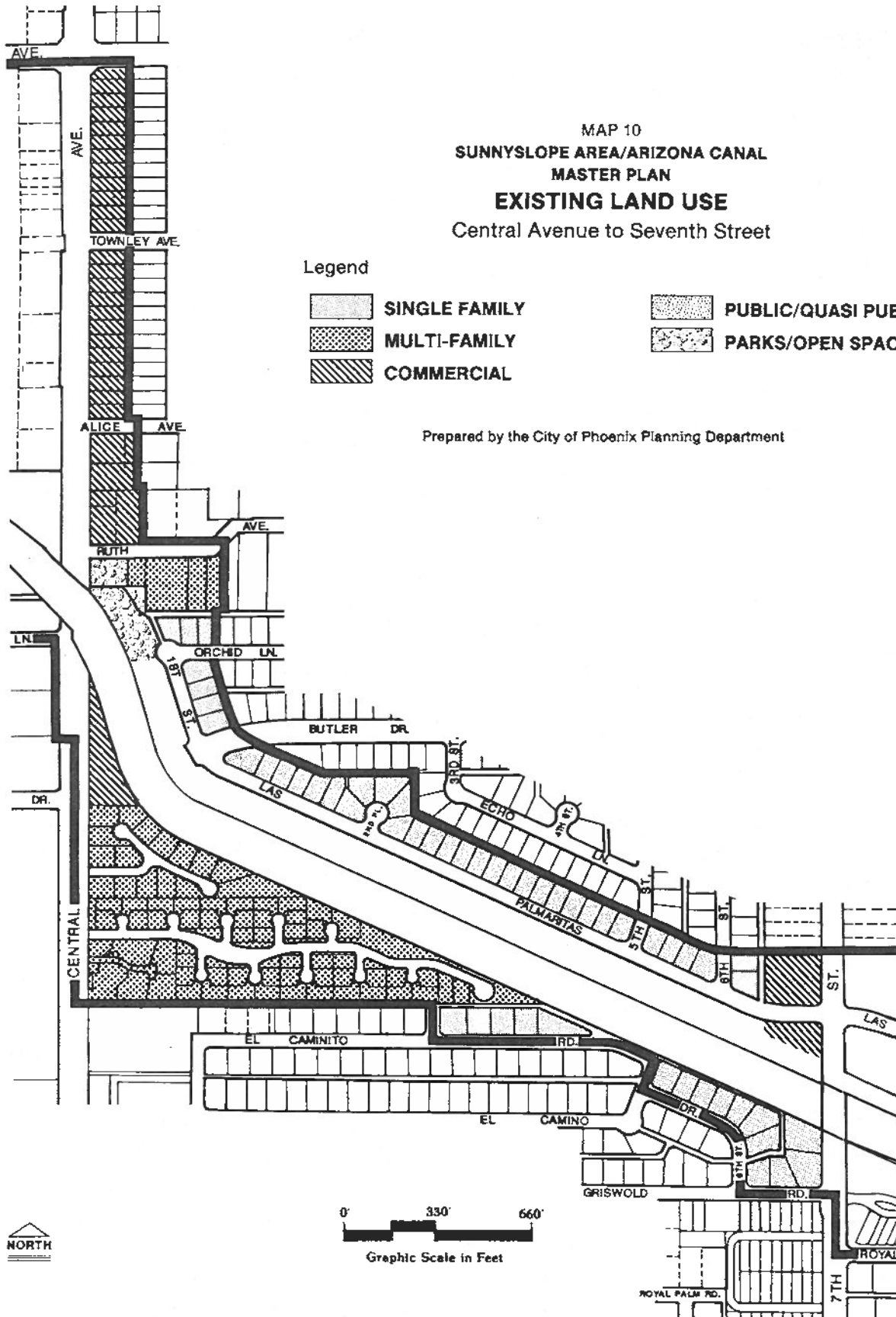
Along the east side of Central Avenue there are 24 commercial properties with 15 of the properties owned by the City of Phoenix. The property at the northwest corner of Seventh Street and the Arizona Canal, north of the ACDC node is also a commercially

MAP 10
SUNNYSLOPE AREA/ARIZONA CANAL
MASTER PLAN
EXISTING LAND USE
 Central Avenue to Seventh Street

Legend

- | | | | |
|---|----------------------|---|----------------------------|
|  | SINGLE FAMILY |  | PUBLIC/QUASI PUBLIC |
|  | MULTI-FAMILY |  | PARKS/OPEN SPACE |
|  | COMMERCIAL | | |




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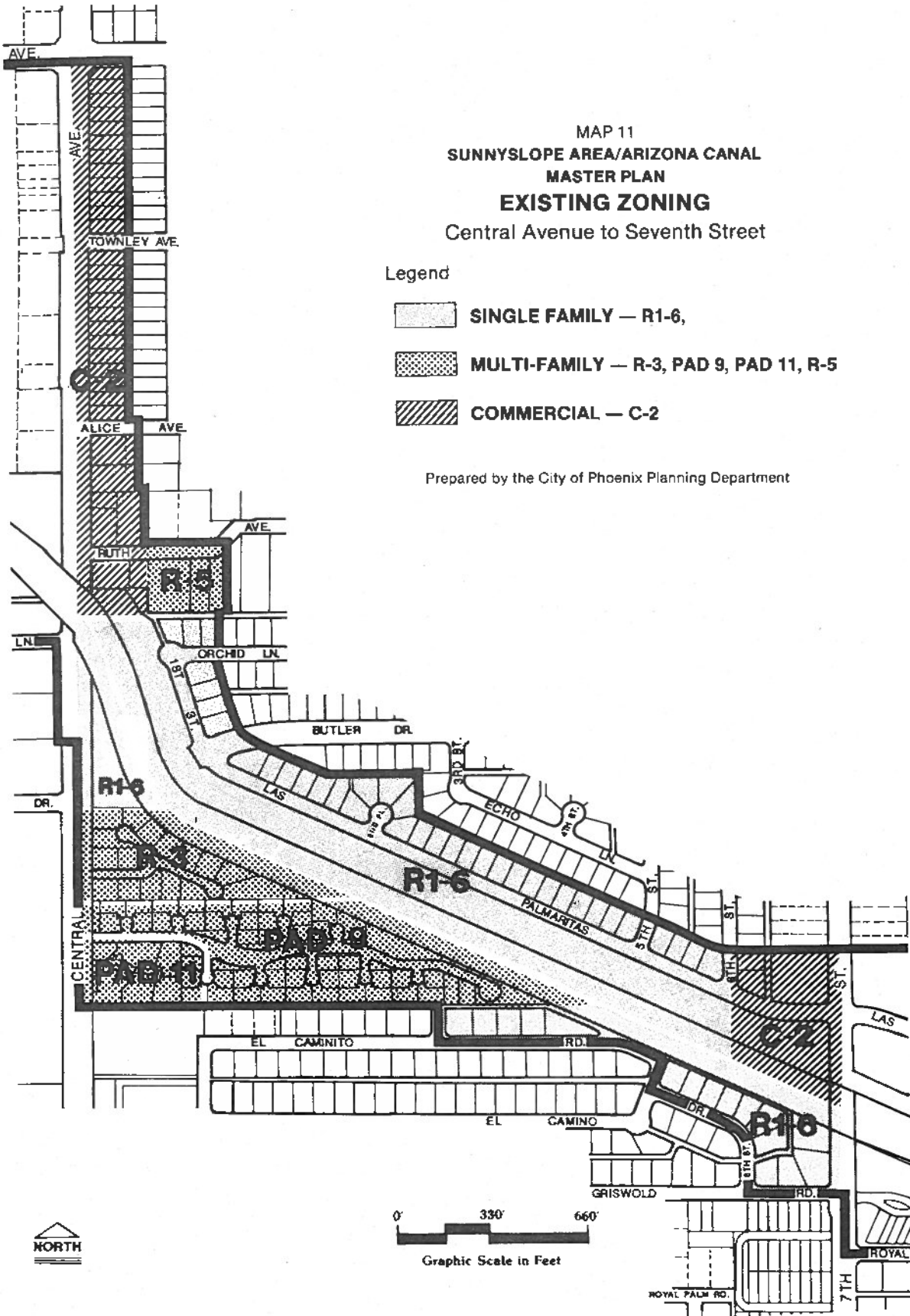
MAP 11
**SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
 EXISTING ZONING**

Central Avenue to Seventh Street

Legend

-  SINGLE FAMILY — R1-6,
-  MULTI-FAMILY — R-3, PAD 9, PAD 11, R-5
-  COMMERCIAL — C-2

Prepared by the City of Phoenix Planning Department



owned property. The remainder of the east canal bank is owned by 84 individual residential property owners.

The west side of the canal bank is owned by 103 individual residential property owners. There is one commercial owner at the southeast corner of Central Avenue and the Arizona Canal.

D. Capital Improvement Projects

A wastewater lift station was built at the intersection of the Arizona Canal and the Seventh Street bridge in 1988. A future Arts Commission project will be located in the vicinity of this intersection.

E. Neighborhood Linkage to Canal Bank System

Both Central Avenue and Seventh Street provide major street linkages to the canal banks in Segment 2 as shown on Map 12: Neighborhood Linkage to Canal Bank System/Central Avenue to Seventh Street. On the south canal bank direct access into the neighborhood is available from El Caminito Road and El Camino Drive. There is also an alley which parallels the canal bank from Sixth Street to El Camino Drive. There is a steep slope separating the west canal bank from the adjoining neighborhood.

The ACDC is parallel to the north canal bank. Access from the neighborhood to the ACDC is from First Street and Las Palmaritas Drive. Also, Orchid Lane, Butler Drive, Fifth and Sixth Streets link directly to the ACDC.

F. Utilities

There are no overhead utilities from Central Avenue to approximately 300' west of 5th Street. An APS 12kv distribution line from approximately 300' west of 5th Street runs to 7th Street. There are no underground utility lines paralleling the canal. There is a 6" ACP water line which starts from Echo Lane to El Caminito Drive. From El Caminito Drive to the first alley south, there is an 8" VCP sewer line.

SEVENTH STREET TO NORTHERN AVENUE

Existing Conditions

A. Land Use

On the south canal bank in Segment Three the adjacent land use in the study area is entirely residential as shown on Map 13: Existing Land Use/Seventh Street to Northern Avenue. This includes a multi-family development of approximately 7 units/acre with 25 homes at the southeast corner of Seventh Street and the Arizona Canal. At the northwest corner of Northern Avenue and the Arizona Canal is an apartment complex. The site is approximately 17.5 acres with 284 dwelling units. The remainder of the adjacent land has three single family homes along Ninth Street between Royal Palm Road and Harmont Drive. A new home was recently constructed at the northwest corner of Ninth Street and Royal Palm Road.

MAP 12
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
NEIGHBORHOOD LINKAGE TO CANAL SYSTEM
 Central Avenue to Seventh Street

Legend

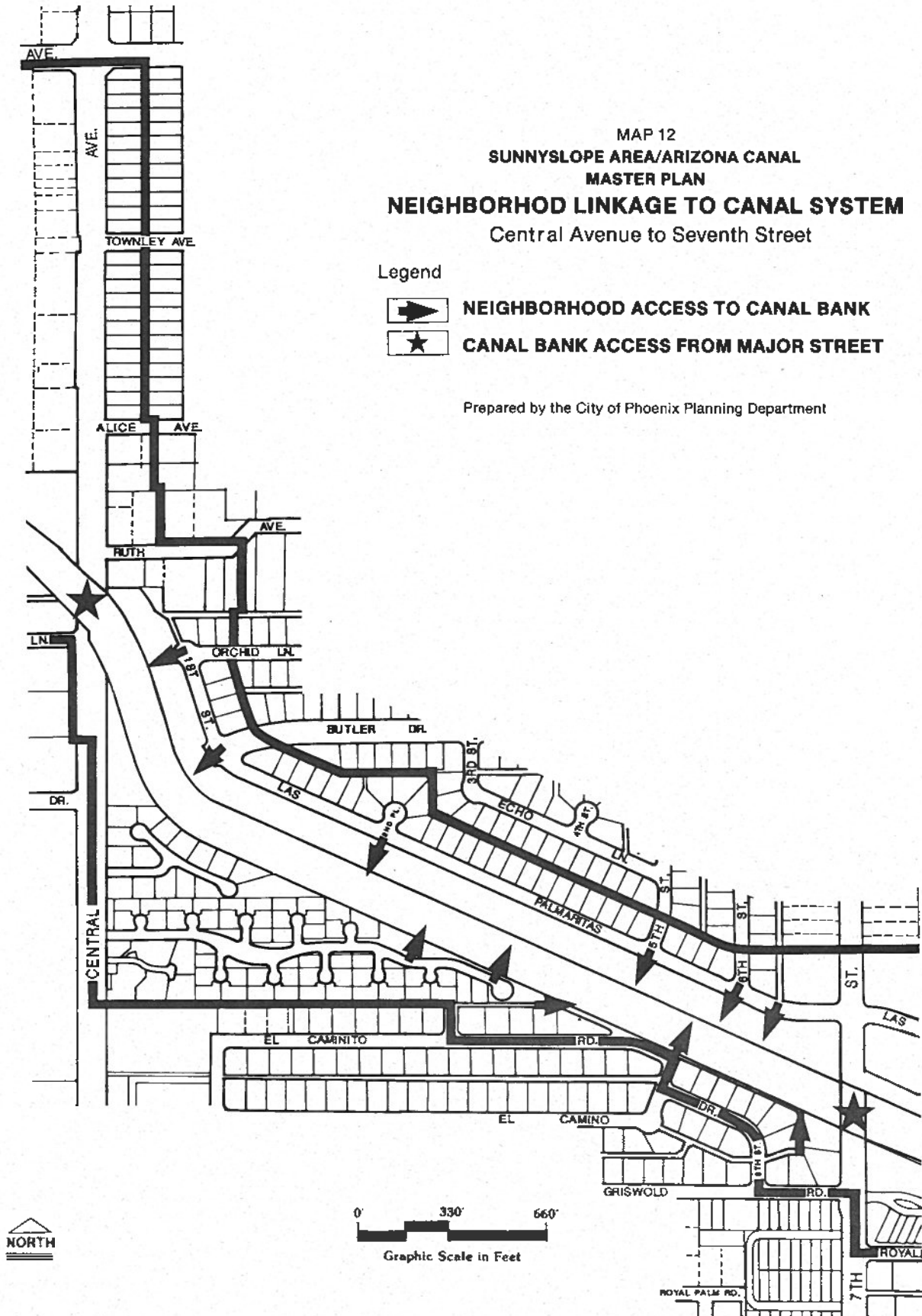


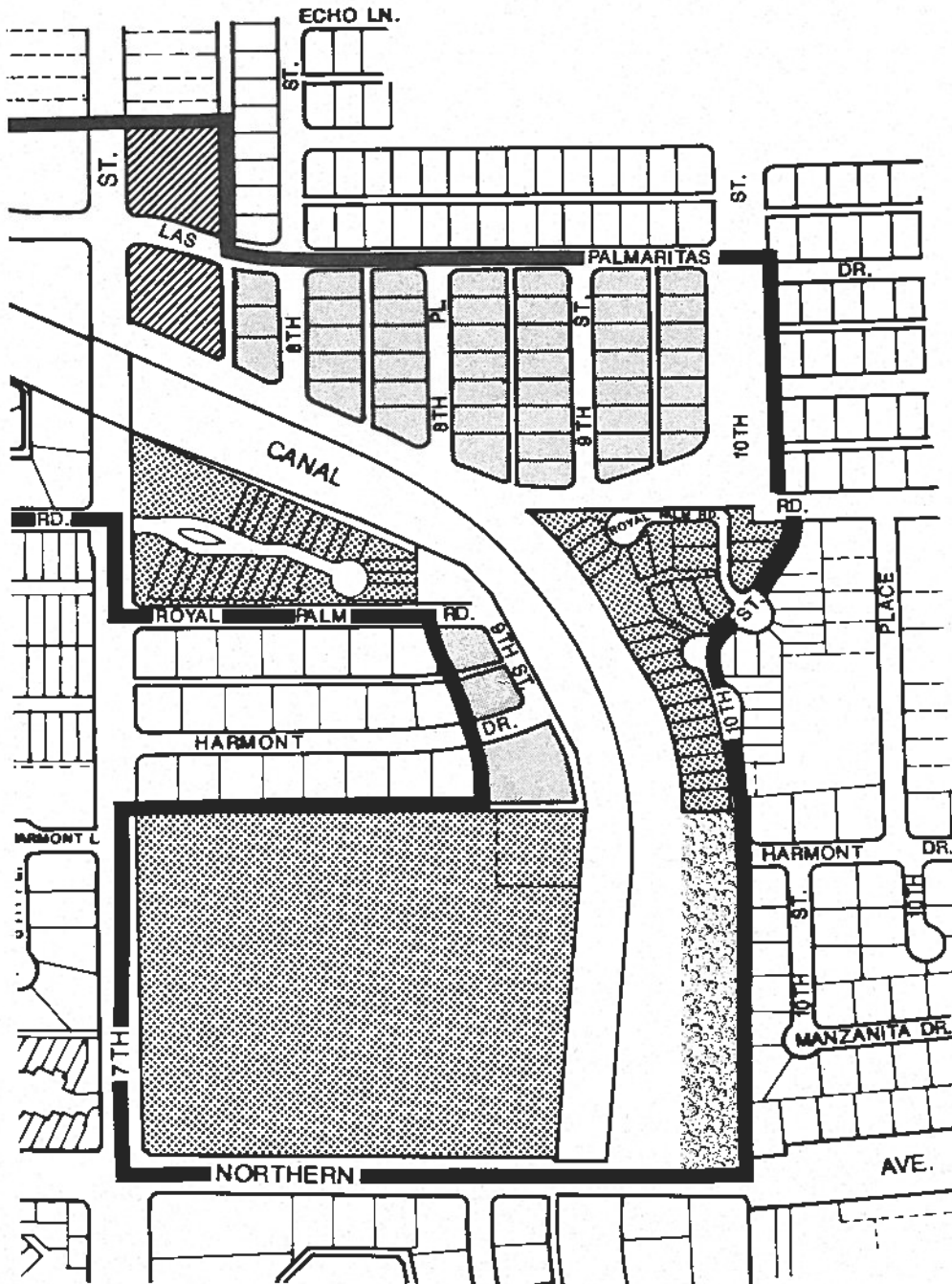
NEIGHBORHOOD ACCESS TO CANAL BANK



CANAL BANK ACCESS FROM MAJOR STREET

Prepared by the City of Phoenix Planning Department





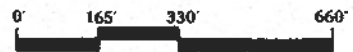
MAP 13
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
EXISTING LAND USE
 Seventh Street to Northern Avenue

Legend

- | | | | |
|---|----------------------|---|----------------------------|
|  | SINGLE FAMILY |  | PUBLIC/QUASI PUBLIC |
|  | MULTI-FAMILY |  | PARKS/OPEN SPACE |
|  | COMMERCIAL |  | VACANT |



Prepared by the City of Phoenix Planning Department



Graphic Scale in Feet

On the north canal bank the trail/maintenance road for the ACDC is adjacent to the bank. There are 63 mature eucalyptus trees now owned by the City of Phoenix which are located between the maintenance road and the bank starting at approximately the Harmont Drive alignment to Northern Avenue. Within this row of trees is a telecommunication monopole and a facility maintenance building adjacent to the monopole.

North of the ACDC is a commercial property at the southeast corner of Seventh Street and Las Palmaritas Drive. The remainder of the property adjacent to the ACDC is residential with 44 single family homes along 8th Street, 8th Place, 9th Street and 10th Street. A 39-unit patio-home development along the south side of Royal Palm Road is located on a series of hills overlooking the ACDC and the canal banks.

B. Zoning

The single family residential zoning on the adjacent property on the south canal bank is R1-10 as shown on Map 14: Existing Zoning: Seventh Street to Northern Avenue. The multi-family project at the southeast corner of the Arizona Canal and Seventh Street is zoned PAD-9. The multi-family project at the northwest corner of the Arizona Canal and Northern Avenue is zoned R-3 for the front 14 acres and R-2 for the back 3 acres.

On the north canal bank the property at the southeast corner of Las Palmaritas Drive and Seventh Street is zoned C-2. The bordering single family homes are zoned R1-6. And the patio home property is a PAD-10.

C. Property Ownership

Adjacent to the south canal bank there is a new apartment complex developed by Evans-Witheycombe on approximately 17 acres at the northwest corner of Northern Avenue and the Arizona Canal. There are 22 property owners within the multi-family development at the northwest corner of Royal Palm Road and Ninth Street.

Along the north canal bank the predominant property owner is the Maricopa County Flood Control District. Individual residential property owners are located north of the ACDC.

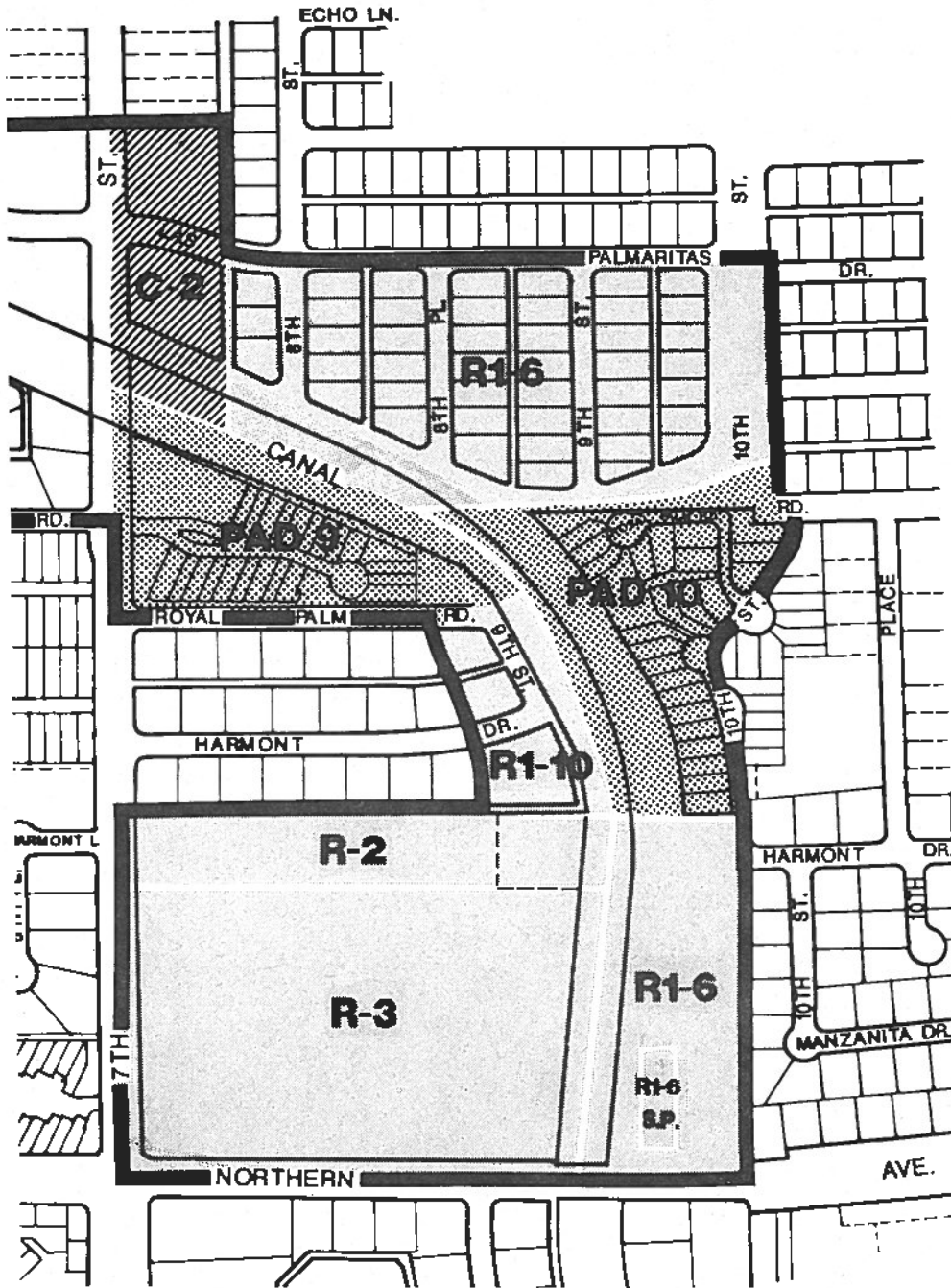
D. Neighborhood Linkage to Canal System

In Segment Three major street access to the canal banks is from Seventh Street and Northern Avenue. From the south canal bank direct linkage to the neighborhood is provided from Royal Palm Road, Harmont Drive, and Ninth Street. There is also alley access between a block south of Harmont Drive and the new apartment development located along Northern Avenue as shown on Map 15: Neighborhood Linkage to Canal System Seventh Street to Northern Avenue.

Along the north canal bank there is no direct access to the bank from the neighborhood due to the ACDC acting as a barrier. However access is provided to the ACDC from Eight Street, Eight Place, Ninth Street, and Tenth Street.




E. Utilities

There are no overhead utilities from the 7th Street to Northern Avenue and no underground utility lines paralleling the canal. There is a 10" force main sewer line along 7th Street across the Arizona Canal.



MAP 14
 SUNNYSLOPE AREA/ARIZONA CANAL
 MASTER PLAN
EXISTING ZONING
 Seventh Street to Northern Avenue

Legend

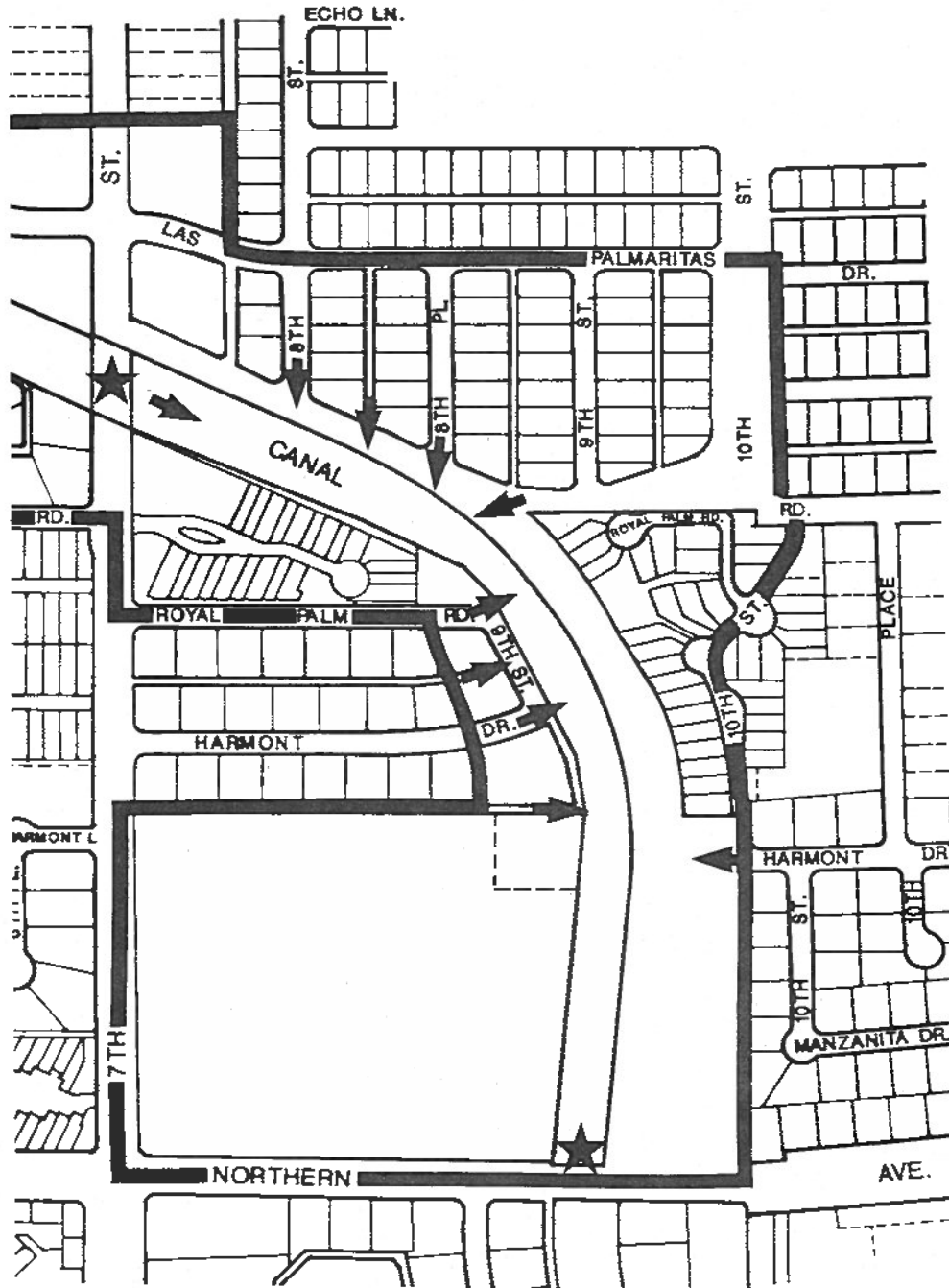
-  SINGLE FAMILY—R1-6, R1-10, R1-6 Special Permit
-  MULTI-FAMILY—R-2, R-3, PAD 9, PAD 10
-  COMMERCIAL—C-2



Graphic Scale in Feet



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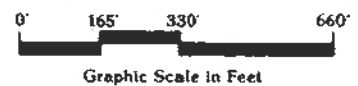
MAP 15
SUNNYSLOPE AREA/ARIZONA CANAL
MASTER PLAN
NEIGHBORHOOD LINKAGE TO CANAL SYSTEM
 Seventh Street Northern Avenue

Legend

- NEIGHBORHOOD ACCESS TO CANAL BANK
- ★ CANAL BANK ACCESS FROM MAJOR STREET



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APPENDIX G

SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES

July 10, 1992

Description	Unit	Quantity	Unit \$	Extension \$	Subtotal	Total
Segment One (Dunlap Avenue to Central Avenue)						
North Side of Canal 2,490 linear feet/57,900 sq. ft./53,000 sq. ft./Herberger Park						
<u>First Phase Development</u>						
Shade trees 30' o.c. (24" box)	EA	28	350.00	9,800.00		
Dust-Control Material (20' wide)	S.F.	49,800	0.60	29,880.00		
Hydroseed canal edge (5' wide)	S.F.	12,450	0.06	747.00		
Turf Extension of Herberger Park	S.F.	10,600	0.08	848.00		
Irrigation System	S.F.	8,100	0.25	2,025.00		
Canal User Street & Safety Underpass Signs	EA	4	50.00	200.00		
Orientation Center Sign	Allowance	2	6,000.00	12,000.00		
Shrubs	S.F.	8,100	0.80	6,480.00		
Bench with Back	EA	5	1,200.00	6,000.00		
Picnic Table	EA	6	1,500.00	9,000.00		
Drinking Fountain *	EA	1	1,200.00	1,200.00		
Trash Receptacle	EA	4	600.00	2,400.00		
Ped. Level Lighting (100' o.c.)	EA	25	2,000.00	50,000.00		
Public Telephone **	EA	1	0.00	0.00		
Phase One Subtotal					130,580.00	
<u>Second Phase Development</u>						
Canal Ped. Bridge (60' x 8')	S.F.	480	65.00	31,200.00		
Automobile Canal Notification Sign	EA	2	300.00	600.00		
Education Center Sign (Public Art)	NA	1	0.00	0.00		
Wrought Iron Fence along School	L.F.	1,500	22.00	33,000.00		
Phase Two Subtotal					64,800.00	
North Side Segment One Construction Total	S.F.	57,900	0.12	6,948.00		195,380.00
Annual Maintenance						

APPENDIX G (CONTINUED)
SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES
 July 10, 1992

Description	Unit	Quantity	Unit \$	Extension \$	Subtotal	Total
South Side of Canal 2,640 linear feet/98,800 sq. ft.						
<u>First Phase Development</u>						
Shade trees 30' o.c. (24" box)	EA	62	350.00	21,700.00		
Hydroseed canal edge (5' wide)	S.F.	13,200	0.06	790.00		
Irrigation System	S.F.	46,000	0.25	11,500.00		
Screening of SRP Well Site	Allowance	1	5,000.00	5,000.00		
Canal User Street Sign	EA	2	50.00	100.00		
Shrubs and Groundcover	S.F.	35,500	0.80	28,400.00		
Bench with Back	EA	2	1,200.00	2,400.00		
Trash Receptacle	EA	2	600.00	1,200.00		
Ped. Level Lighting (100' o.c.)	EA	26	2,000.00	52,000.00		
SRP Canal Maintenance Ramp	EA	1	20,000.00	20,000.00		
First Phase Subtotal					143,090.00	
<u>Second Phase Development</u>						
Automobile Canal Notification Sign	EA	3	300.00	900.00		
Intersecting St. Enhancements	Allowance	2	6,000.00	12,000.00		
Phase Two Subtotal					12,900.00	
South Side Segment One Construction Total					155,990.00	
Annual Maintenance	S.F.	35,500	0.12	4,260.00		
Segment One Construction Total						351,370.00
Segment One Maintenance Total						11,208.00

APPENDIX G (CONTINUED)
SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES
 July 10, 1992

Description	Unit\	Quantity	Unit \$	Extension \$	Subtotal	Total
Segment Two (Central Avenue to Seventh Street)						
North Side of Canal 3,210 linear feet/164,100 sq. ft.						
<u>First Phase Development</u>						
Shade trees 30' o.c. (24" box)	EA	107	350.00	37,450.00		
Dust-Control Material (20' wide)	S.F.	64,200	0.60	38,520.00		
Hydroseed canal edge (5' wide)	S.F.	16,050	0.06	963.00		
Irrigation System	S.F.	99,900	0.25	24,975.00		
Canal User Street & Safety Underpass Signs	EA	4	50.00	200.00		
Drinking Fountain *	EA	1	1,200.00	1,200.00		
Shrubs and Groundcover	S.F.	73,300	0.80	58,640.00		
Bench with Back	EA	6	1,200.00	7,200.00		
Trash Receptacle	EA	4	600.00	2,400.00		
Ped. Level Lighting (100' o.c.)	EA	32	2,000.00	64,000.00		
Phase One Subtotal					235,548.00	
<u>Second Phase Development</u>						
Automobile Canal Notification Sign	EA	1	300.00	300.00		
Education Center Sign (Public Art)	NA	1	0.00	0.00		
Canal Ped. Bridge (60' x 8') (2)	S.F.	480	65.00	31,200.00		
ACDC Ped. Bridge (60' x 8') (2)	L.Sum	1	67,000.00	67,000.00		
Phase Two Subtotal					98,500.00	
North Side Segment Two Construction Total		164,100	0.12	19,692.00		334,048.00
Annual Maintenance	S.F.					

APPENDIX G (CONTINUED)
SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES
 July 10, 1992

Description	Unit	Quantity	Unit \$	Extension \$	Subtotal	Total
South Side of Canal 3,220 linear feet/144,100 sq. ft.						
<u>First Phase Development</u>						
Shade trees 30' o.c. (24" box)	EA	107	350.00	37,450.00		
Hydroseed canal edge (5' wide)	S.F.	16,100	0.06	966.00		
Irrigation System	S.F.	79,700	0.25	19,925.00		
Canal User Street Sign	EA	2	50.00	100.00		
Shrubs	S.F.	80,500	0.80	64,400.00		
Bench with Back	EA	6	1,200.00	7,200.00		
Drinking Fountain *	EA	1	1,200.00	1,200.00		
Trash Receptacle	EA	2	600.00	1,200.00		
Ped. Level Lighting (100' o.c.)	EA	32	2,000.00	64,000.00		
Pipe Irrigation Ditch Under Cafe	L.F.	2,500	64.00	137,500.00		
Vehicle Ramp at Restaurant	L.Sum	1	800.00	800.00		
SRP Canal Ramp	Allowance	1	20,000.00	20,000.00		
Phase One Subtotal					354,741.00	
<u>Second Phase Development</u>						
Automobile Canal Notification Sign	EA	2	300.00	600.00		
Intersecting St. Enhancements	Allowance	1	4,000.00	4,000.00		
Phase Two Subtotal					4,600.00	
South Side Segment Two Construction Total					359,341.00	
Annual Maintenance	S.F.	144,100	0.12	17,292.00		
Segment Two Construction Total						693,389.00
Segment Two Maintenance Total						36,984.00

APPENDIX G (CONTINUED)
SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES

July 10, 1992

Description	Unit	Quantity	Unit \$	Extension \$	Subtotal	Total
Segment Three (Seventh Street to Northern Avenue)						
North Side of Canal 2,210 linear feet/50,500 sq. ft./Eucalyptus Grove 39,800 sq. ft.						
<u>First Phase Development</u>						
Shade trees 30' o.c. (24" box)	EA	50	350.00	17,500.00		
Dust-Control Material (20' wide)	S.F.	28,200	0.60	16,920.00		
Hydroseed canal edge (5' wide)	S.F.	7,050	0.06	423.00		
Irrigation System	S.F.	62,100	0.25	15,525.00		
Canal User Street & Safety Underpass Signs	EA	4	50.00	200.00		
Drinking Fountain *	EA	1	1,200.00	1,200.00		
Orientation Center Sign	Allowance	1	6,000.00	6,000.00		
Shrubs and Groundcover	S.F.	18,000	0.80	14,400.00		
Bench with Back	EA	3	1,200.00	3,600.00		
Picnic Table	EA	6	1,500.00	9,000.00		
Trash Receptacle	EA	4	600.00	2,400.00		
Ped. Level Lighting (100' o.c.)	EA	22	2,000.00	44,000.00		
Public Telephone **	EA	2	0.00	0.00		
Phase One Subtotal					131,168.00	
<u>Second Phase Development</u>						
Automobile Canal Notification Sign	EA	1	300.00	300.00		
Education Center Sign (Public Art)	NA	1	0.00	0.00		
Canal Ped. Bridge (60' x 8') (1)	S.F.	480	65.00	31,200.00		
ACDC Ped. Bridge (60' x 8') (1)	L.Sum	1	67,000.00	67,000.00		
Phase Two Subtotal					98,500.00	
North Side Segment Three Construction Total	S.F.	90,300	0.12	10,836.00		229,668.00
Annual Maintenance						

APPENDIX G (CONTINUED)
SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES
 July 10, 1992

Description	Unit	Quantity	Unit \$	Extension \$	Subtotal	Total
South Side of Canal 2,140 linear feet/68,300 sq. ft.						
<u>First Phase Development</u>						
Shade trees 30' o.c. (24" box)	EA	47	350.00	16,450.00		
Hydroseed canal edge (5' wide)	S.F.	10,700	0.06	642.00		
Irrigation System	S.F.	31,700	0.25	7,925.00		
Canal User Street Sign	EA	2	50.00	100.00		
Shrubs	S.F.	21,000	0.80	16,800.00		
Trash Receptacle	EA	2	600.00	1,200.00		
Ped. Level Lighting (100' o.c.)	EA	21	2,000.00	42,000.00		
Public Telephone **	EA	1	0.00	0.00		
SRP Maintenance Ramp	EA	1	20,000.00	20,000.00		
Phase One Subtotal					105,117.00	
<u>Second Phase Development</u>						
Automobile Canal Notification sign	EA	3	300.00	900.00		
Intersecting St. Enhancements	Allowance	1	9,000.00	9,000.00		
Phase Two Subtotal					9,900.00	
South Side Segment Three Construction Total						115,017.00
Annual Maintenance	S.F.	144,100	0.12	17,292.00		
Segment Three Construction Total						344,685.00
Segment Three Maintenance Total						28,128.00

APPENDIX G (CONTINUED)
SUNNYSLOPE CANAL BANK DEMONSTRATION PROJECT CONSTRUCTION COST ESTIMATES
 July 10, 1992

Description	Unit	Quantity	Unit \$	Extension \$	Subtotal	Total
Street/Bridge Enhancements						
<u>Central Avenue Bridge/Intersection</u>						
Course Crosswalk Brick Paver	S.F.	2,100	6.50	13,650.00		
Tree Landmark Feature	EA	20.00	350.00	7,000.00		
Bridge Ped. Scale Lighting	EA	8.00	2,000.00	16,000.00		
Widen Bridge Sidewalk	L.Sum	1.00	10,800.00	10,800.00	47,450.00	47,450.00
Central Ave. Total						
<u>Seventh Street Bridge/Intersection</u>						
Course Crosswalk Brick Paver	S.F.	2,100	6.50	13,650.00		
Tree Landmark Feature	EA	15.00	350.00	5,250.00		
Bridge Ped. Scale Lighting	EA	8.00	2,000.00	16,000.00		
Seventh St. Total					34,900.00	82,350.00
<u>Dunlap Avenue Bridge/Intersection</u>						
Course Crosswalk Brick Paver	S.F.	2,100	6.50	13,650.00		
Tree Landmark Feature	EA	12.00	350.00	4,200.00		
Bridge Ped. Scale Lighting	EA	8.00	2,000.00	16,000.00		
Dunlap Ave. Total					33,850.00	116,200.00
<u>Northern Avenue Bridge/Intersection</u>						
Course Crosswalk Brick Paver	S.F.	2,100	6.50	13,650.00		
Bridge Ped. Scale Lighting	EA	8.00	2,000.00	16,000.00		
Dunlap Ave. Total					30,000.00	146,200.00
Street Bridges and Intersection Improvement Totals						
						139,450.00
Project Totals						
All Segments Construction Total						1,389,444.00
All Segments Annual Maintenance						76,320.00
Grand Total with Full Demonstration Project Improvements						1,528,894.00

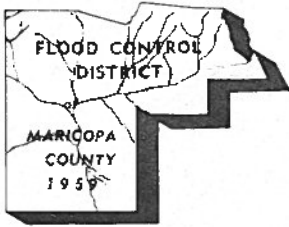
Notes:

- * Fountain locations are suggestive and may be modified should public comment suggest that fountains are inadequate.
- ** Public pay telephones are included. Emergency (911) dialing is free. U.S. West Communications has agreed to pay installation cost of all proposed phones. CH/Sunny2/C:

APPENDIX H
LIST OF COMMUNITY ENDORSEMENTS

List of endorsements from the community and a newspaper article concerning the 1992 workshop.*

*These letters and news article are not part of the adopted master plan, but are included to show the community's support.



FLOOD CONTROL DISTRICT of Maricopa County

2801 West Durango Street • Phoenix, Arizona 85009
Telephone (602) 506-1501
Fax (602) 506-4601
TDD (602) 506-5897

BOARD OF DIRECTORS

P. Ben Arredondo
Betsey Bayless
James D. Bruner
Carole Carpenter
Tom Freestone

Stanley L. Smith, Jr., P.E., Acting Chief Engineer and General Manager

OCT 16 1992

Ms. Joy A. Mee
Assistant Planning Director
City of Phoenix
125 East Washington Street
Phoenix, Arizona 85004-2342

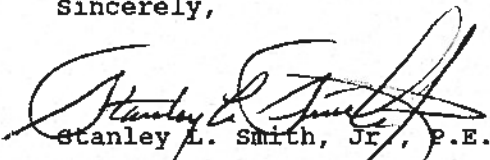


Dear Joy,

I wish to thank you for having involved the Flood Control District in the process of developing the Sunnyslope Arizona Canal Demonstration Area Master Plan. Staff has enjoyed participating in various group meetings to present the Arizona Canal Diversion Channel's function and the role of the District within the community.

District staff supports the conceptual Master Plan and the efforts to improve the area to become an amenity for the use and enjoyment of all the citizens of Phoenix. We look forward to coordinating with the Phoenix Parks, Recreation and Library Department on the implementation of this plan, and will request approval of the Flood Control Advisory Board and the Board of Directors for specific projects as the District becomes involved in implementation.

Sincerely,


Stanley L. Smith, Jr., P.E.

Copies to: Louis A. Schmitt, P.E., Assistant County Manager
Transportation & Development Agency
William Scalzo, Director, Parks and Recreation Department

SEP 22 1992

SALT RIVER PROJECT

POST OFFICE BOX 52025
PHOENIX, ARIZONA
85072-2025
(602) 236-3455
Fax (602) 236-4350

Oren D. Thompson
ASSOCIATE GENERAL MANAGER
CUSTOMER, MARKETING,
& WATER SERVICES

September 17, 1992

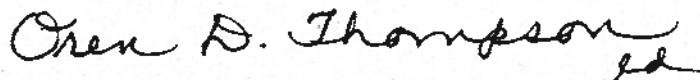
Mr. George Britton
Deputy City Manager,
City of Phoenix
251 West Washington Avenue
8th Floor
Phoenix, Arizona 85003

Dear George:

On behalf of the Salt River Project, I endorse the final draft of the Sunnyslope/Arizona Canal Demonstration Area Master Plan dated September, 1992.

I realize that this is a conceptual plan only. The details of the project and its impact on the S.R.P. maintenance corridor will be addressed in the future licensing agreements with the City of Phoenix.

Sincerely,



Oren D. Thompson
Associate General Manager,
Customer, Marketing and Water Services

bha:md



METROPOLITAN
CANAL
ALLIANCE

Mrs. Joy Mee, Assistant Director
City of Phoenix, Planning Department
125 E. Washington Street
Phoenix AZ 85004

Dear Mrs. Mee;

The Metropolitan Canal Alliance encourages Valley cities to turn their canals into public assets by encouraging developers to address the canals in the design of new developments, by landscaping canal banks to make them more attractive and comfortable to use, and by retrofitting existing land-uses to complement the canal as an important linear recreation and pedestrian transportation corridor.

We support Phoenix's concept of canal demonstration sites and encourage the development of the first site along the Arizona Canal between Dunlap and Northern Avenues. This demonstration site is well used by the community, and the plan for upgrading it has lots of community support. The site has a wide variety of land-uses adjacent to the canal; the treatment of those land uses can serve well as examples for the other demonstration sites and other cities' canal projects.

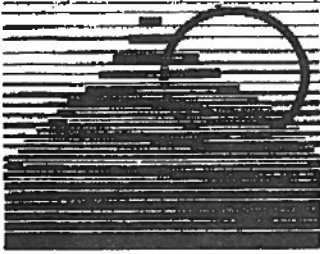
MCA members have participated at many levels in the planning of this project, and we appreciate the opportunity. We know that the concept of canals as a positive image for the whole Valley will work only if it works well for each adjacent neighborhood; therefore, we applaud your efforts at community involvement.

In a time of slow growth and flat initiative by developers, the canals offer a unique attraction that has unlimited potential for improving our quality of life, increasing pedestrian opportunities, and connecting us with our local heritage. People are ready to see a significant change in this direction, and Phoenix could be the first Valley city to take such a step beyond the planning phase.

We continue to offer our support and involvement.
Thank you,



Sharon Southerland
President, MCA



SUNNYSLOPE VILLAGE
A L L I A N C E

October 12, 1992

Planning Department
City of Phoenix
125 E. Washington
Phoenix, AZ 85002

Attention: Joy Mee, AICP, Assistance Planning Director, Project
Director
Re: Sunnyslope/Arizona Canal Demonstration Area Master Plan

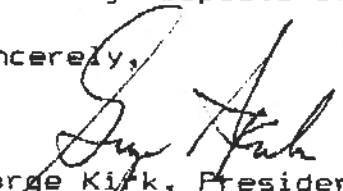
Dear Joy,

The Sunnyslope Village Alliance has enthusiastically supported the planning efforts for the Sunnyslope/Arizona Canal Demonstration Area Project by cosponsoring two public workshops for the project, by participating on the Phoenix Arts Commission's Canal Design Task Force, and by participating in other presentations, including two presentations to our SVA Board and Membership.

We strongly believe that an enhanced Arizona Canal and ACDC is in the best interest of the Sunnyslope community as well as the City of Phoenix. The project offers enhanced gateways for the Sunnyslope Core at 7th Street, Central Avenue, and Dunlap Avenue. The project also offers an enhanced recreational trail system connecting Sunnyslope to the rest of the City and the Valley.

The Sunnyslope Village Alliance enthusiastically supports the Project Mater Plan. We request that the City Planning Department communicate and work closely with the SVA and its Community Planning and Design Committee for consensus on all future planning and design aspects of this project.

Sincerely,


George Kirk, President
Sunnyslope Village Alliance

GK:js

north mountain VILLAGE PLANNING COMMITTEE

8909 North 19th Avenue
Phoenix, Az 85021

September 23, 1992

Joy Mee
Assistant Planning Director
Planning Department
125 East Washington, 3rd Floor
Phoenix, Az 85004

Dear Joy:

The North Mountain Village Planning Committee fully supports the Sunnyslope/Arizona Canal Demonstration project as presented by yourself and Chris Hood at our May meeting.

Sincerely,



Jo Foti
Chair, North Mountain Village Planning Committee

NEWS ARTICLE from The Village Alliance Voice of Sunnyslope, July 1992.

CANAL WORKSHOP

by Christine Ten Eyck

The City of Phoenix Planning Department hosted a Sunnyslope canal workshop on May 28. Over 70 very vocal 'Sunnyslopians' attended - it was a wonderful turnout. The City hosted the workshop to get our feedback on different issues regarding the canal and how the banks might be enhanced. Most everyone I spoke with felt it was a huge success, and felt they had really been given the opportunity to express their opinions.

The Planning Department put together a great slide presentation that showed different areas of the Sunnyslope canal banks with slides of how they look now, and renderings of how they could look with new landscaping and other amenities. We had a booklet in which to write our comments that the Planning Department will keep for their records and information.

It looks as if the planning for the canals up to this point is pretty good. My major comment after seeing the preliminary sketches is a concern of how our sense of community in Sunnyslope will be carried out in this project. I know that what we saw at the

workshop was preliminary, but these initial renderings depicting our canal, though pleasant, reminded me of every other 'urban' renovation project in Phoenix. There were groupings of palms at every intersection and straight rows of canopied trees along each side of the canal. To me, this is a direct contrast to what Sunnyslope is all about.

I was drawn to Sunnyslope because of the mountains and native desert trees and shrubs. This is one of the few remaining areas in urban Phoenix where there is any resemblance of the Sonoran desert, the unique region in which we live. I like the small, hometown feel our community has, and I also like the fact that we are a community where all kinds of people from all different ethnic backgrounds live. I like living in a place that has lots of children as well as senior citizens. The design for any work on the canal should reflect our community - not Scottsdale, Beverly Hills, Arizona Center or Tempe, but Sunnyslope. I envision our canal banks being a beautiful demonstration of our native landscape with informal groupings of mesquite or palo verde trees that you walk in an out of, with

native shrubs that attract all kinds of native wildlife. The banks should be an informal place with a lazy 'old Arizona' feel.

Well, that is exactly why the workshop was so successful. Because people like you and me were able to give their opinions; we really felt that the City was listening. Thank you, Phoenix, for thinking enough of Sunnyslope to let our citizens speak out for what they care so much about.