

THE DIARY OF AN INTERNSHIP  
IN CITY PLANNING AS PERFORMED  
IN THE CITY PLANNING DEPARTMENT  
MUNICIPAL BUILDING  
PHOENIX, ARIZONA  
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by

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A Diary

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Approved: \_\_\_\_\_,  
Director of internship

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Date

STATEMENT BY AUTHOR

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APPROVAL BY INTERNSHIP DIRECTOR

This diary has been approved on the date shown below:

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Professor of Geography and  
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Date

## PREFACE

A diary is a journal of personal experiences and is generally written in the first person. Therefore, this diary will follow that pattern.

My internship in city planning at the Planning Department of the City of Phoenix was arranged for me by Dr. Andrew Wilson, my advisor, and Mr. John Beatty, the City of Phoenix Planning Director. The internship period of twelve weeks began June 1, 1964 and ended September 3, 1964.

During this time I received training in planning research and plan concept development. This training involved work in the Advance Planning Section on an Outdoor Recreation Plan for Phoenix. I gathered material for the inventory portion of that plan and I developed a Driving for Pleasure Concept which was briefly discussed in the inventory and will be a major element of the final plan.

I kept a day to day diary, but in order to make this report brief and interesting I will omit details which were irrelevant to my summer's work. For the sake of clarity I have restructured some of my notes. The sequence is the same, I merely grouped like topics together.

There is a brief discussion of my work with the Planning Department during the summers of 1962 and 1963. I feel that the experience I gained during those two summers

added greatly to my knowledge of the operation of a planning department and the application of planning principles to the practical problems of planning.

The major portion of this report will be devoted to the process of developing a concept of Driving for Pleasure. To best report on this process I have included my own thoughts and observations as well as the procedures I followed.

There was a lag of over one year between the writing of the Recreation Inventory Report and its publication. The summer following that of my internship I saw the report published. To maintain continuity I will cover the work I did on that report to ready it for publication in 1965.

In the conclusion, I will reflect upon what I learned during my internship, the importance of the experience to me, and offer some constructive criticism of the internship.

## ACKNOWLEDGEMENTS

During my studies in Architecture at Iowa State University and The University of Arizona my instructors kindled within me a spark of interest in city building. This spark would have smoldered for naught were it not for Dr. Andrew Wilson's interest and guidance which led me to a career in city planning. I cannot thank him enough. I also wish to thank Mr. W. D. Kelley for his interest in seeing that I was prepared to enter the field of planning.

All of the personnel in the Phoenix Planning Department have been more than helpful to me during my time there. I would especially like to express my appreciation to Mr. John Beatty, the Planning Director, who has guided my work in the department and without whose help my internship would not have been possible. And to Mr. John Conway, Mr. Dick Ross, Mr. Harley Hanson and Mr. Jim Pavlista my thanks for all of their efforts to acquaint me with the practice of planning. Their aid and supervision during my internship made it meaningful.

There are many more to whom I owe a debt of gratitude, but in the interest of time and space I will say only, "thank you".

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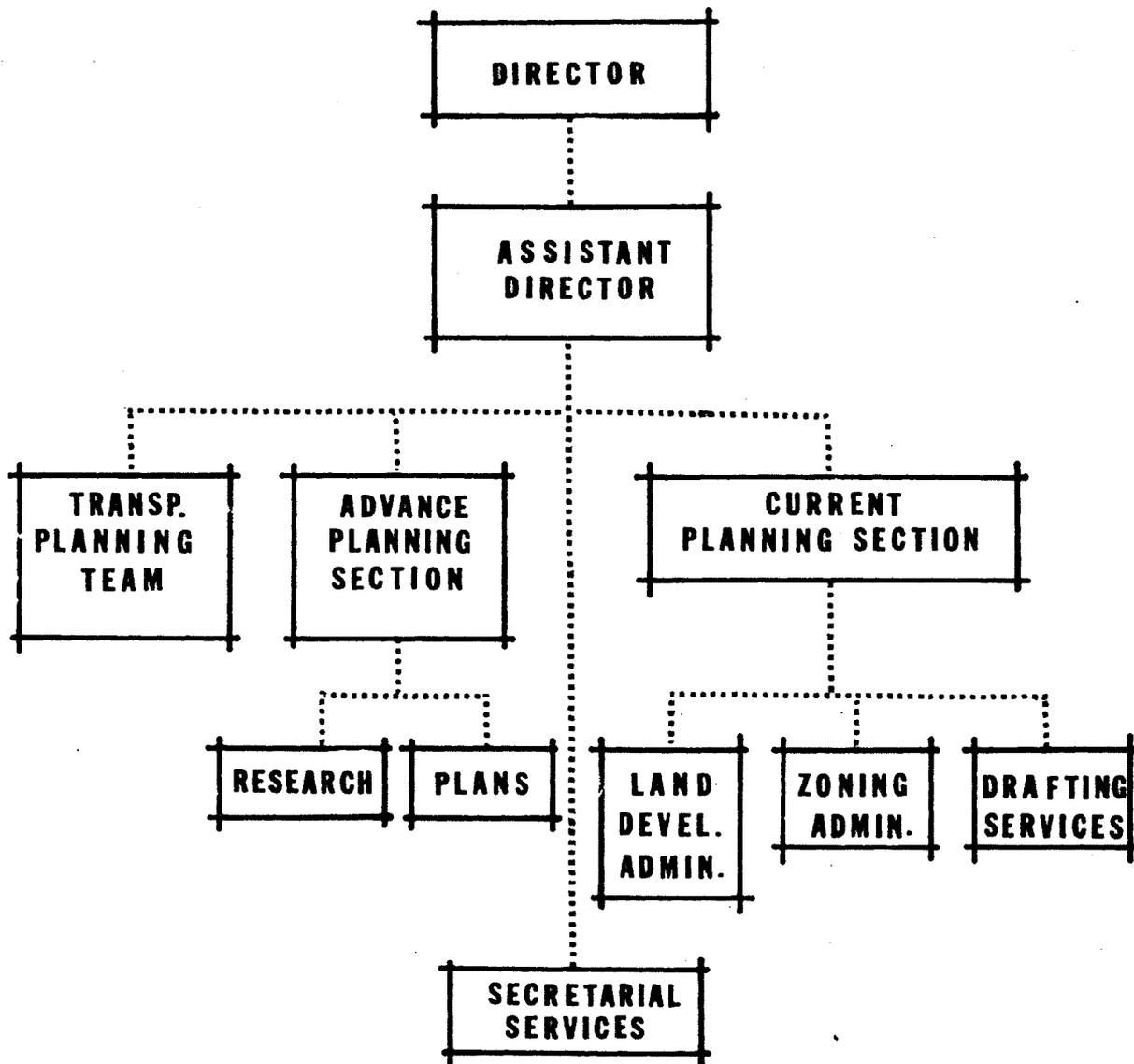
CHAPTER I  
INTRODUCTION

The governing of the City of Phoenix is conducted under a Council - Manager form of government. The legislative body is elected at large and consists of six Councilmen and a Mayor. It is responsible for enacting laws and setting policies for the city. This body hires a professional City Manager to administer policies and implement programs. At the start of my internship the City Manager was Mr. Sam Vickers, but he resigned in August and Mr. Charles Esser, the Assistant City Manager, became acting City Manager during the rest of my internship.

The Planning Department, under the direction of Mr. John Beatty, is organized to serve as a staff department in relation to the Manager's office. However, through the administration of the zoning and subdivision ordinances it fulfills some line agency functions.

The personnel of the Planning Department are also the technical staff for the Planning Commission. The Planning Commission is composed of seven lay members appointed by the Mayor and Council. It serves in an advisory capacity to the Mayor and Council on planning matters.

During my internship I worked in the Advance Planning Section of the Planning Department (see Figure 1).



## ORGANIZATION PHOENIX CITY PLANNING DEPARTMENT

Figure 1.

Mr. John Conway was the Principal Planner who directed the Advance Planning Section. Mr. Dick Ross, Planner II, and Mr. Harley Hanson, Planner I, were my supervisors on my major project. Mr. Hanson directed most of my activities.

## CHAPTER II

### PREVIOUS EMPLOYMENT WITH THE PLANNING DEPARTMENT

This chapter covers the broad experience I gained with the Planning Department prior to my internship. This experience enabled me to concentrate on one major project during my internship.

In my first summer with the Phoenix Planning Department, the summer of 1962, I was a member of a land use survey team. Our task, under the supervision of Mr. Jim Pavlista, the Drafting Supervisor, was to locate and map the use of each parcel of land in the city. We used maps at a scale of 1" = 25' to map the core area. The rest of the city was mapped at a scale of 1" = 300'. We worked as two man crews, one driving and one marking. Upon completing our field maps we returned to the office and transferred the field information to office maps. A color code system was used to indicate land use on the office maps.

During the time I was gathering land use data, several of the professional members of the staff explained to me the basic land use relationships in an urban area and we discussed the factors which influence land use decisions. The discussions on the topic of land use were enlightening because I was able to observe first hand examples of the various land use arrangements discussed.

I spent most of the summer of 1963 working in the Zoning Administration Section of the Planning Department. Under the supervision of Mr. L. R. Forman, Planner I, and Mr. Rudy Pineda, Planner I, I investigated zoning applications to see if they were warranted and wise. I examined the area around the subject property to determine if the uses permitted in the proposed zoning erected any barriers to compatibility with existing zoning and land use. I also tried to project the future structure of the area to see if the proposed zoning would help or hinder future development of the area. After a few weeks of studying zoning applications I was assigned two studies to determine the fairness of some zoning procedures.

The first study was on service station sign requirements in the Planned Shopping Center and Commercial C-1 zoning districts. I was to examine the apparent impact on trade of the more restrictive sign provisions of the P.S.C. district as compared to the Commercial C-1 sign provisions. My conclusion was that the more restrictive P.S.C. sign provisions were responsible in part, for the better appearance of the service stations in that zoning district. There was no evidence that the lack of larger signs adversely affected sales in the P.S.C. district.

The other study was to determine how often applicants for re-zoning carried out their proposals for the use of their re-zoned land as stated at zoning hearings.

Upon reading the minutes of the Planning Commission hearings for the two preceding years and field checking the use of each site, I was able to determine that only 49 per cent of the re-zoned parcels of land were used in the manner originally described by the applicant. Seventeen per cent of the parcels were advertised for sale with emphasis on the new zoning.

In addition to reading Planning Commission minutes, I also attended several zoning hearings before the Planning Commission and the City Council. This gave me insight into the workings of zoning as a practical matter. The theory and application of zoning were clearly demonstrated in these meetings.

Later in the summer I was assigned to the drafting section to fill a temporary vacancy. I did the detail work that I as a professional, may not have otherwise become acquainted with. I posted zoning cases, drew zoning maps, read and interpreted legal land descriptions in the Subdivision Administration Section and in general moved about the department observing the planning operation in action.

During this summer, as in the preceding summer, I had many informal discussions on planning with the staff members. I was able to follow the development of an Open Space Plan Proposal for the Phoenix Mountain area which was later incorporated in an application to the Bureau of Land

Management for some surplus land in the mountains.

To sum up, during the summers of 1962 and 1963 I learned about the operation of a planning department, the administration of zoning and subdivision ordinances and in general, how practical considerations influence the practice of planning.

CHAPTER III  
PLANNING PROJECTS

1. Review of Background Material

My first task upon reporting to the Advance Planning Section was to assist Mr. Harley Hanson in the development of a program for an Outdoor Recreation Plan. In order to understand the input factors of the plan I had to review previous recreation planning efforts in Phoenix.

The only plan for recreation in Phoenix that existed was, The Master Park and Recreation Plan, done in 1948.<sup>1</sup> It covered city parks of various sizes, but through the years the standards used in it had become outdated. The city had grown to over fifteen times its 1948 size so that much of the city's current area was not included in the 1948 plan. However, the techniques of determining park needs used in it could still be applied to modern problems.

In 1958 the National Recreation Association did a study of recreation in Phoenix and Maricopa County.<sup>2</sup> This report set standards, defined service areas and made many

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1. Master Park and Recreation Plan, Phoenix City Planning Commission, Phoenix, Arizona, 1948, 17pp.

2. Lynch, G. Leslie, A Study of Recreation and Parks in Phoenix and Maricopa County, Arizona, The National Recreation Association, New York, 1958, 240pp.

recommendations concerning recreation programs and sites in Phoenix. Upon examining this report I observed that the standards used were the same standards recommended by the N.R.A. on a nation-wide basis. I raised the question of whether these standards were wholly applicable to our particular climate and geographical location. Mr. Hansen agreed that he too felt the need for local recreation standards which would reflect the unique demands of Phoenix residents. The N.R.A. standards could be adjusted to suit the local situation.

One other recreation study was undertaken prior to the preliminary work for our study. In 1962 basic studies were undertaken as the start of a parks plan. Parks and schools and their recreation facilities were studied and inventoried. Following this a study of neighborhood and community structure was undertaken to determine where parks fit in. The basic intent was to make the park system an integral part of the physical form of Phoenix. At this point the planner in charge of this study resigned to continue his education and the study was dropped.

In the spring of 1963 the study was picked up. A complete inventory of existing parks and their facilities was started along with a format for publication. This was submitted to the Planning Director and to the Superintendent of Parks and Recreation, but failed to gain final approval at that time. It was finally published as part of the Outdoor

Recreation Inventory in August of 1964.

During the summer of 1963 standards for various categories of parks were developed. There was general agreement on overall terms, but there was some question as to whether the standards would apply equally to all areas. This study, too, came to a halt and no further work was done on recreation planning until Mr. Hanson started on the plan in the spring of 1964.

In late 1963 and early 1964 the Planning Department and the Parks and Recreation Department composed a feasibility report to accompany an application by the City to the Bureau of Land Management for several hundred acres of surplus land in the Phoenix Mountains. This report set forth the basis for a plan for the mountain area.<sup>3</sup> Within this report on the wilderness park concept were many ideas which I later used.

The Circulation Concept of the BLM application covered a system of scenic parkways through the mountains, park drives within the mountains and hiking and riding trails throughout the wilderness areas. These ideas were components of the driving for pleasure system I later proposed.

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3. In May of 1966 the City Council approved the "General Open Space Plan for the Phoenix Mountains" which was an extension of the concept set forth in the B.L.M. land application. The problems of control over development in that area have still to be worked out, but there should be some concrete proposals by the end of summer.

In addition to using some of the concepts in the Phoenix Mountain land application as guides for my work, Mr. Hanson set forth the following guidelines:

- I. Recreation covers more than parks. Townscape and open space also have recreational value. The use of recreation space to preserve nature and define urban areas would also be considered.
- II. In the interest of saving time existing recreation inventories would be utilized where applicable. This would also establish continuity with earlier studies.
- III. To avoid bickering over terminology, terms already generally accepted in recreation circles would be used.
- IV. The inventory would include both existing and potential recreation facilities.
- V. Programs and facilities of all other governmental agencies and private organizations would be included to broaden the base of the study.
- VI. A series of technical reports would be published and adopted by the City Council. The Plan would be a summary of these reports.

## 2. The Recreation Study Outline

Following the background research I did on recreation planning efforts of the past, Mr. Hanson gave me the outline below to study and expand where needed. It was to provide a guide for us to follow in conducting the recreation study and was structured so that our recreation plans would tie into a general plan when one was started.

- The Outdoor Recreation Program
- I. Inventory
    - A. Resources
      1. Public or private.
      2. Developed or undeveloped.
      3. Protected or unprotected.
    - B. Need.
  - II. Goals
    - A. What is possible with the resources available?
    - B. What is desireable?
    - C. What is required to satisfy need?
    - D. What is needed to develop resources?
  - III. Standards
    - A. Neighborhood playground-parks.
    - B. Community playfield-parks.
    - C. Regional parks.
    - D. Canals and lakes.
    - E. Scenic drives and parkways.
    - F. Historic areas and public open space.
    - G. Reclamation.
  - IV. Open Space Implementation
    - A. Methods of financing.
    - B. Legislation.
    - C. Less than fee acquisition (easements, leasing, etc.).

Along with this outline I was given some questions to be resolved. I was to determine if the outlined approach was acceptable and if so, what our recreation assets were, how they were owned and used and what priority this study should have. The ownership and priority questions have not

yet been resolved.

The first order of business was to go over the outline and make it acceptable. We decided to cover all areas of recreation with emphasis on those types of activities which are unique to Phoenix. I studied the inventory portion of the outline and decided that this was not the place to study recreation need. Need cannot be determined without goals and standards to measure it against. The rest of the outline was, in my opinion, workable and I presented the revised outline below to Mr. Hanson. There was some explanatory material with it.

#### Outline for Recreation Study

- I. Introduction.
- II. Scope of study - some considerations.
- III. Inventory - definitions.
- IV. Goals - how to establish them (also sample goals).
- V. Procedure for selecting standards.
- VI. Implementation.

The explanatory material that went with this outline is reproduced below exactly as it was presented to Mr. Hanson.

#### I. Introduction.

This outline is a general guide which establishes an action program to follow in arriving at the Recreation Plan. It is flexible and may be altered to conform to situations as they arise.

The existing use inventory is considered first because the data from this inventory will be used to formulate standards. The unique character of our western heritage and climate requires that we establish local standards rather than merely adopt "model" standards which may not serve our needs.

## II. Scope of study.

- A. Satisfactory statistical information is not available on the population's recreational preferences.
- B. It must be remembered that this is a recreation study of which parks are only a part.
- C. Because of A, above, we will probably have to be somewhat arbitrary in the establishment of standards, but they should conform to a set of local goals and thus may not be identical with established "model" standards.
- D. We do have some general data which can be used when considering standards, eg. the number of horses in an area, the number of scouting organizations, etc.
- E. Since we wish to establish local standards and we do not have exact data concerning recreational activities, it might be wise to take an inventory of all existing and potential recreation uses and allow this inventory to guide us in establishing standards.
- F. All types of outdoor recreation should be included.

## III. Inventory definitions.

- A. Public - Owned and operated by a public agency for public use. Admission fees may be charged.
- B. Semi-public - Privately owned, but open to the public.
- C. Private - Privately owned and not open to the public.
- D. Developed - Land which is developed in such a manner that it is suitable for recreation use.
- E. Undeveloped - Land which bears no indication of a conscious effort to make it suitable for recreation, but which has recreation potential.
- F. Protected - Areas which will not be put to uses other than those considered to be recreational.
- G. Unprotected - Areas which are not safe from being put to non-recreational uses.

#### IV. Goals.

- A. What is desired or desirable?
    - 1. General types of recreation.
    - 2. What will be the population at the target date?
  - B. What is possible with our resources?
    - 1. What is possible with all our recreation potential?
    - 2. What is possible with current developed recreation facilities?
    - 3. How can we best use our recreational potential?
  - C. Compare A. and B.
  - D. There should be some theoretical discussion to acquaint the reader with recreation and park planning theory. Sample goals:
    - 1. Preserve resources of outstanding natural, scenic and scientific importance.
    - 2. Provide a wide variety of recreation uses which do not require natural resource preservation.
    - 3. Suggest wide development of a full range of recreation facilities.
    - 4. Provide reasonable access for the entire population to recreation areas.
    - 5. Maintain a balance between recreation needs and other urban needs of the public.
    - 6. All plans should be workable.
- #### V. Procedure for selecting standards.
- A. Standards should reflect the intent of goals. They are criteria governing the distribution, size and extent of recreation space.
  - B. The scale of the recreation area and its relation to the needs of its users is important.
    - 1. The general size of areas fulfilling like needs should be similar.
    - 2. Separate areas which are of the same size, but which serve different purposes into separate categories.
  - C. Consider the type of recreation as it relates to its service area.

- D. Consider the function of recreation and the recreation area in relation to the entire community.
  - E. Standards for each level of recreation should be applied as follows:
    - 1. Develop standards for each level of recreation facility.
    - 2. Inventory the existing facilities and potential of each level.
    - 3. Project the need for future facilities of this nature.
    - 4. Make a general location plan for sites.
    - 5. Acquire and develop the sites at each recreation facility level.
    - 6. The combination of all levels of facility studies into one document would result in a sketch plan for recreation.
- VI. Implementation - Means.
- A. Establish a capital program for recreation.
    - 1. Schedule of priorities.
    - 2. Method of financing.
    - 3. To be part of the general capital improvements program.
    - 4. Continual feedback and review.
  - B. Create public awareness and interest in recreation plans.
  - C. Examine other than fee ownership methods of holding land for recreation use.

This outline and explanatory material was revised somewhat by Mr. Hanson and submitted to Mr. Conway for his approval. He approved it, but suggested a separate section on the determinants of recreation need for the sake of clarity. We agreed that this was needed and also added a separate step for the development of the plan. The final planning procedure outline is as follows:

- I. Outdoor recreation inventory.
- II. Factors which influence recreation demand.
- III. Goals.
  - A. Analysis.
  - B. Alternatives.
- IV. Standards.
  - A. Reflect local needs.
  - B. Satisfy goals.
- V. Plan.
- VI. Implementation.

The planning process as outlined here was one of inventory, fact finding, goal formation, development and application of standards, plan development and plan implementation. This is similar to the generally accepted planning process and like the general plan process developed by the department during my internship. The goal formation step often precedes detailed inventories, but because much of the inventory information was available from prior work it was expedient to take inventory before goal formation. Here was a case of practical considerations overruling the accepted method.

### 3. Work Methods Used In Developing A Research Program

Upon completing the Recreation Study Outline, I decided to describe for my diary the work methods I had used in developing this research program for the Advance Planning Section. By analyzing the procedures that I followed in the development of the study outline I was able to arrive at conclusions as to the work methods employed by myself and others in the section. Mr. Hanson reviewed my conclusions on this matter and agreed that they were substantially correct.

Work assignments were determined by the Principal Planner and staff assignments were made by him. In my case, I was given my assignment by Mr. Hanson since I was his assistant for the summer.

The individual who receives the assignment studies the problem and draws some conclusions on his own. There is informal discussion of problems among the staff and this insures a variety of ideas being brought to play on the problem. Only when some preliminary conclusions have been reached is the problem taken to the supervisor for his review and evaluation. In my case, I presented the planning program outline to Mr. Hanson and we reviewed it together. After some re-writing we presented it to Mr. Conway. Again some modifications were made and it was sent on to Mr. Beatty for his approval.

At the inception of a problem, one planner makes a thorough study of the problem and then other members of the planning "team" work on it. This procedure reduces loss of time over minute details and allows the problem to be formalized prior to its discussion. By the time the "team" tackles a problem it has been clearly defined and a work sequence has been established.

This method of work allows for freedom of expression and the development of new concepts. The only major shortcoming of this particular work method is that a narrow approach to a problem could develop by having only one person work on it at the start. However, the freedom of thought and later team review generally overcomes this.

#### 4. Criteria for Driving for Pleasure

The analysis of our work methods was a study I undertook for my own edification. It was to serve as background material for my diary. My next work assignment following the completion of the recreation study outline, was to develop a set of criteria for two of the basic components of a driving for pleasure system; Parkways and Scenic Drives. I developed some of the criteria which were later used in taking the inventory of the elements of the Driving for Pleasure System.

On all other sections of the recreation inventory there was no need to conduct basic studies on the nature of the resource or facility being inventoried. All of these elements were generally accepted as being necessary for a complete recreation system. In the case of a driving for pleasure system, however, the concept was new and thorough studies had to be made to determine the scope and nature of such a system. Although I worked on all parts of the recreation inventory, I concentrated most of my efforts on the Driving for Pleasure System. Because of the many basic planning procedures involved in developing the concept of this system, most of my notes were on this topic and consequently the bulk of this diary covers that section of the Outdoor Recreation Inventory.

The criteria I developed for Parkways and Scenic Drives follow. First however, are listed three basic

components of the roadscape which I kept in mind when establishing criteria.

### Three Basic Components of the Roadscape

- I. Relationship of highway to landscape: The road must fit the terrain and natural surroundings.
- II. Intrinsic visual quality of the highway independent of the landscape: The visual quality relates to the visual experience created by the highway's physical form, structures, and equipment - such as roadways, medians, bridges, light standards, guardrails, and signs.
- III. The roadside: This is the area outside of the limits of the road right-of-way. This area will be primarily the responsibility of private landowners.

### Criteria for Parkways

- I. The criteria below are guidelines to be used in determining which roadways qualify as Parkways. They refer to specific features of the roadway and are not necessarily dependent one upon the other. In most cases all should be present on a roadway classified as a Parkway.
- II. Driving on a Parkway should be a pleasant visual experience. The major view is of the roadscape, not the landscape. The beauty of the roadway

gives it recreational value. The spacing of view-points according to speed is to be studied later.

A. Features beside the road.

1. Trees.
2. Shrubs.
3. Urban structures.

B. Features of dividers.

1. Landscaping.
2. Design.

C. Negative features of the roadscape.

1. Power lines.
2. Sign clutter.
3. Unattractive buildings.
4. Lamp poles.
5. Miscellaneous clutter.

III. Parkways must also be traffic movers as well as attractive roadways, so speed limits may be higher than those on scenic drives.

A. Most freeways should be designed so as to qualify as Parkways.

B. The recreation study will determine what type of traffic would most likely use the Parkways.

C. Traffic engineers will regulate traffic flows.

D. A parkway should be long enough to have a distinct character.

IV. There should be easy access to Parkways. Curb

cuts should be kept to a minimum.

A. Parkways should serve as regular transportation routes.

B. Intersections equipped with conventional signal devices would provide proper access control.

C. Curb cuts should be limited.

1. Discourage on-street loading and parking.

2. Discourage traffic generating businesses which require curb cuts. eg. service stations, car lots, and drive-ins.

D. Provide landscaped off-street parking.

V. To insure continuity within the physical pattern of the urban area the roadway should be compatible with the surrounding area.

A. The landscaping must "fit" the area.

B. Over-landscaping could be as bad as no landscaping.

C. No amount of "window dressing" can make a poorly planned road attractive.

D. Potential parkways might be developed utilizing existing landscaping material.

VI. There must be some guarantee that the character of the parkway will remain constant; otherwise it may lose the qualities which make it visually attractive.

- A. Ordinances.
  - B. Easements.
  - C. Purchase.
  - D. Private owner's agreement.
- VII. Landscaping need not be vegetation only. Attractive urban forms or features could qualify.
- A. If the urban form provides a suitable visual environment through which to drive, it would qualify.
  - B. A mixture of urban forms and vegetation could be suitable.
- IX. A Parkway could qualify as a Scenic Drive and/or a Gateway Entrance without losing its Parkway status.
- X. Parkways must go to and from recreational areas, scenic areas or urban centers of traffic generation.

#### Criteria for Scenic Drives

- I. The speed limit should be slow enough to permit the driver to enjoy the view.
- II. There must be a view of a scenic area or object, natural or man made, which is unobstructed and fairly continuous.
  - A. The scenic area may be at roadside or in the distance, or a continuous area from the roadside to the skyline.

- B. There may be one view or a series of views.
  - C. The scenic view should be of an attractive urban setting, a natural scene, a geologic formation or some similar subject.
  - D. Historical sites or monuments which could be viewed from a distance are generally scenic.
    - 1. They should be on an attractive site.
    - 2. There should not be unattractive objects near the site.
    - 3. Not all historical sites may qualify.
  - E. There should not be any unscenic obstructions in the line of sight.
    - 1. Telephone or power lines.
    - 2. Dilapidated buildings.
    - 3. Deposits of trash or junk.
    - 4. Other man made, or possibly natural, obstructions.
  - F. The view should be wide enough to provide a panorama rather than a narrow scenic corridor.
- III. The road must fit the landscape and not be a scar.
- A. Where scenic drives are close to existing streets they should generally conform to the existing pattern.
  - B. Land use and topographic features should determine the roadway design.
  - C. Over-consumption of land for the roadway

should be avoided.

- D. The road itself should be attractive.
  - 1. Use materials compatible with the surrounding landscape for the road bed.
  - 2. The landscaping should also be in keeping with the surrounding area.
  - 3. Attractive turn-out bays and rest areas are necessary.

#### IV. Roadway design.

- A. The road must be accessible.
- B. It must be financially feasible to construct.
- C. Low speed scenic drives should not serve thru traffic bound elsewhere.
- D. The scenic drive must have a separate identity from normal city streets.
- E. Roads should have limited access without many curb cuts.
- F. No parking on the road itself - only at turn-outs.

I tried to maintain continuity throughout the discussion of the criteria by relating all the points covered to a driving for pleasure system. I experienced difficulty in maintaining continuity while I was developing the criteria needed. Mr. Ross explained to me the reason for this confusion; I needed an outline to help me organize my work.

With criteria established by which to judge Parkways and Scenic Drives I could start the inventory of these subjects at any time. However, I felt that I should work up an outline of the driving for pleasure study to guide my future actions. I received Mr. Hanson's approval to do this.

## 5. Program Outline for the Driving for Pleasure Study

In order to add continuity to the criteria for judging Parkways and Scenic Drives I developed the following outline to guide my work. It was intended as a broad guide for me so I did not bother to go into much detail. Driving for Pleasure was interpreted to mean riding or driving for sight seeing or relaxation.

### Driving for Pleasure

- I. Purpose of recreation study - stated in the introduction of the inventory report.
- II. Purpose of the recreation inventory - stated in the introduction to the inventory report.
- III. Why should driving for pleasure be included in the inventory?
  - A. In terms of activity days per person, it is the most popular form of recreation in the United States.
  - B. Our climate is conducive to it and if resources are available it could become a major form of recreation in the valley. The inventory will illustrate the possibilities.
- IV. What is Driving for Pleasure in our inventory?
  - A. Concept - basic truths.
  - B. Definition of objectives.
    1. Inventory of resources - concept sketch.
    2. Inventory of facilities - map.
  - C. Listing of facilities' potential - table.

Upon examination of this outline I realized that I had placed the cart before the horse, so to speak, by setting up criteria before I had established a concept or stated some objectives. I had them in my mind all the time, but they needed to be set down in writing so I could continually refer to them.

## 6. Concept of the System and Its Elements

There is one basic concept of the Driving for Pleasure System. It is, simply stated, to provide facilities in the form of a specific traffic system, for driving for pleasure. Within this conceptual framework a great deal of latitude is intended. The Driving for Pleasure System will have to relate to the entire traffic system of the city and, therefore, should not be so distinct that it prohibits smooth operation of the two systems.

As a practical matter a great deal of compatibility was required because the major portion of the system would probably be on existing traffic routes. While I was making the decision to keep this system flexible, I decided not to consider existing right-of-way standards as they could be adjusted to meet the needs of each route.

Once the broad concept was stated I listed some of the basic facts which I thought would serve as guides for the application of the concept to the Phoenix area. These I called "basic truths".

- I. There are some areas of unique scenic and recreational value in the Phoenix region.
- II. There is at this time no organized, unified system of traffic routes which connect the locations from which these scenic areas may be viewed.
- III. There is no special system which connects urban centers of traffic generation and recreation areas.

IV. A system which would overcome the deficiencies mentioned above would provide a basic traffic system for driving for pleasure.

Once the concept was stated and the reasons for developing a driving for pleasure system were articulated, some objectives of such a system could be outlined. The sequence of thought was one of expressing a concept, defining a need and developing some objectives to fill the need. I not only stated objectives for the Driving for Pleasure System as a whole, but also for what I considered to be the three basic elements of that system; Parkways, Scenic Drives, and Gateway Entrances. In this way I could structure my later work on the specific elements to conform to specific objectives.

The objectives of the system as a whole were:

- I. Develop a system of roadways which provide access to scenic areas, recreation areas and urban centers which have potential to become scenic areas.
- II. This unified system of roadways will be comprised of high speed transportation routes defined as Parkways, slow speed scenic and access routes defined as Scenic Drives, and routes through visual areas of transition defined as Gateway Entrances.
- III. This system should be part of the traffic system of the city and in some cases could also serve

purposes other than driving for pleasure.

The Parkway objectives were:

- I. To convey traffic to and from the entrances to urban centers, scenic and recreational areas.
- II. To serve as an introduction or introductory drive to urban centers, scenic and recreation areas.
- III. To be an attractive road upon which to drive.

The objectives of Scenic Drives were:

- I. To move traffic through a scenic area and provide the driver and passengers with an unobstructed view of the scenic areas.
- II. To provide roads designed for less than normal speeds on which the driver may gaze at scenery and which are both attractive and safe.

In order to fulfill these two objectives, areas of unique scenic value had to be identified. Points from which the scenic areas could be viewed were also to be identified.

The objectives of Gateway Entrances were:

- I. To announce the motorist's arrival into an area different in character from the area just passed.
- II. The entrances would ideally be on major transportation routes, but may also be on scenic routes.

The concept of a driving for pleasure system was clarified by stating the objectives for such a system, but

a statement of purpose was still in order. One question to be answered was: why Parkways? To answer this question I submitted the following explanation to Mr. Hanson.

Any street could serve to get people from one urban area to another. Any street could serve to get people to and from recreation areas. Streets used to carry people to and from specific urban and recreational areas should not be just "any Street". The trip is a special trip and therefore the street upon which this trip is made should be a special street which introduces the traveller to the experience ahead of him. There are at this time no provisions in the street classification system which define such streets. The current Parkway classification is too broad and a more specific means of identification should fill this need.

Scenic Drives should relate to the other elements of the Driving for Pleasure System. Their unique character and needs would necessitate their use for scenic driving only. They should not serve as through streets. And like the other elements of the system they should complement the landscape through their design.

Scenic Drives would best serve their stated purpose if they took the driver and passengers through or by a scenic area offering unique and pleasant views. The road should be designed for slow speeds with ample turnouts for "stopping to look". Park roads in regional parks make good Scenic Drives.

It was not possible at the time to precisely locate the alignment of potential scenic drives so Mr. Hanson, Mr. Ross and I decided to define Scenic Drive Corridors

which would encompass the potential alignments of scenic drives. In order to locate corridor areas of unique scenic value, the locations from which scenic areas could be viewed had to be plotted. Then the corridor encompassing the best sites for scenic drives could be determined.

The criteria for Gateway Entrances were omitted from the earlier set of criteria to permit time for study of the concept. The concept study showed that they should announce arrival into a distinct area. One good example was entering the city through passes in the Phoenix Mountains. The pass becomes the gateway to the city. The criteria for Gateway Entrances follow:

- I. "Entrances" refers to a transition from one area to another.
  - A. Between political units.
  - B. Between geographic regions.
  - C. Between distinct land use categories.
- II. Entrances should occur on highways or major transportation routes.
  - A. There must be sufficient traffic volume to warrant "entrance" classification.
  - B. Canals, railroads, airports and autoways should be included.
- III. There should be some physical indication of a transition - it may be either natural or man made.

- A. Changes in the physical character of the land.
- B. Where no physical changes occur, but a transition is evident, some indication of change should be constructed.
  - 1. Turn-outs.
  - 2. Information panels.
  - 3. Landscaping and structures.

IV. Entrances may occur on Parkways or Scenic Drives.

Before I went on to my next assignment, the writing of an introduction to the Driving for Pleasure section of the Recreation Inventory, Mr. Hanson asked for a brief statement of the scope of the criteria and definitions. It is as follows:

The criteria and definitions used to determine what shall go into the inventory must be specific enough to be applied with the same uniform result by any planner. There must not be room for personal interpretation which would result in a variation in items within the inventory.

The criteria and definitions should be broad enough to include all items which have recreation potential. It should be made clear that this is an inventory of potential and as such the nature of existing conditions should not bear undue weight upon the selection of sites for the inventory.

In Mr. Hanson's opinion the criteria I had set forth some time before did fulfill the scope mentioned above. This same desired scope of definition was applied to the other categories within the Recreation Inventory when applicable.

## 7. An Introduction and Text for the Inventory

My next task was to write an introduction for the inventory of the Driving for Pleasure System. My first draft was unwieldy and Mr. Hanson had me re-do it. Below are both my first draft of the introduction, and its final form.

### Introduction

The inventory of recreational features that should be included in the parkway, scenic drive, and gateway entrances study, is intended to be only a portion of the broader recreation potential inventory. Criteria have been established to act as guide lines in determining what urban features or spaces qualify as having enough recreation potential to be included in the inventory. These criteria are not intended to be basic goals of the recreation study.

In that the inventory is of existing and potential parkways, scenic drives and gateway entrances, the criteria should apply to all transportation routes, which could be said to have recreational potential. Any area which is of scenic or recreational value, but which is not served by a transportation route, should be included in this inventory if there is a possibility of creating a transportation route to serve the area. It is not our intention to separate the three general categories as determined by the criteria, from each other. The three categories could apply to one transportation route at the same time.

The original intent of the criteria is to assist us in the assembly of an inventory. The criteria are not an attempt to reclassify the street system, although we could later arrive at the conclusion that this is necessary. Rather it is our intent to use the criteria as supplementary or "overlay" classifications which are to be applied to existing or potential transportation routes to aid us in determining their recreation potential.

## Revised Introduction to the Driving for Pleasure Inventory

This study of parkways, scenic drives, and gateway entrances is one part of the recreation inventory. Criteria have been established to locate both existing and potential parkways, scenic drives, and gateway entrances. An area of scenic or recreational value not served by a transportation route has been included if there is a possibility of creating a route to it.

We do not intend criteria to be the basic goal of the study. They are not designed to separate structurally the three categories. Nor are they intended to reclassify the street system. Rather, they are a supplementary classification intended to determine the recreational possibilities of existing and potential transportation routes.

After I completed the introduction I wrote the the discussion of the Driving for Pleasure System as it was to appear in the Recreation Inventory. The edition below was accepted for publication at the time, but when the Inventory finally went to press in 1965 I revised this discussion to read the way it appears in the report.<sup>4</sup>

### Parkways, Scenic Drives, and Gateway Entrances

The basic concept of a parkway - scenic drives system is: To provide specialized traffic facilities, of a unique character, which may be used for driving for pleasure. Gateway entrances are not necessarily part of this system. They occur at specific points and are not continuous traffic ways. They may be located at points along the system and for this reason are included in this portion of the recreation inventory.

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<sup>4</sup> The Outdoor Recreation Inventory and Resources Report (short form) is Appendix A. The above discussion is on pages 19 - 22.

It is understood that driving for pleasure may encompass more than the facilities and resources identified in this parkway - scenic drives inventory.

In the Phoenix area there are many areas of unique scenic value. As of now there is no unified system of roadways which traverse these areas or provide a view of them. There is also no specialized system of attractive roadways which connects urban centers and the entrance to major recreational regions. The development of a system of specialized traffic facilities which would accomplish these objectives would be the basic traffic system for driving for pleasure. Such a system would be comprised of parkways, scenic drives, and gateway entrances.

The purpose of parkways is to carry traffic to or from a specific urban or recreational area on an attractive roadway. This roadway will serve as an introductory boulevard to that area.

A scenic drive traverses an area of outstanding scenic quality for viewing. The view may be at the roadside, in the distance or both. A scenic drive corridor is a broad area conceived to have potential for scenic drives.

A gateway entrance is an area of abrupt transition between two readily identifiable regions. It serves to announce arrival and lead the traveler from one environment to another.

With the basic Driving for Pleasure Concept established and the criteria for an inventory of resources set, I was prepared to start selecting the potential locations for the elements of the system.

## 8. The Inventory of the Driving for Pleasure Elements

The first element of the Driving for Pleasure System that I inventoried was Parkways. I had to map the areas to which Parkways would go. These were urban centers, large parks and scenic areas (mountains). These areas are delineated in Figure 2.

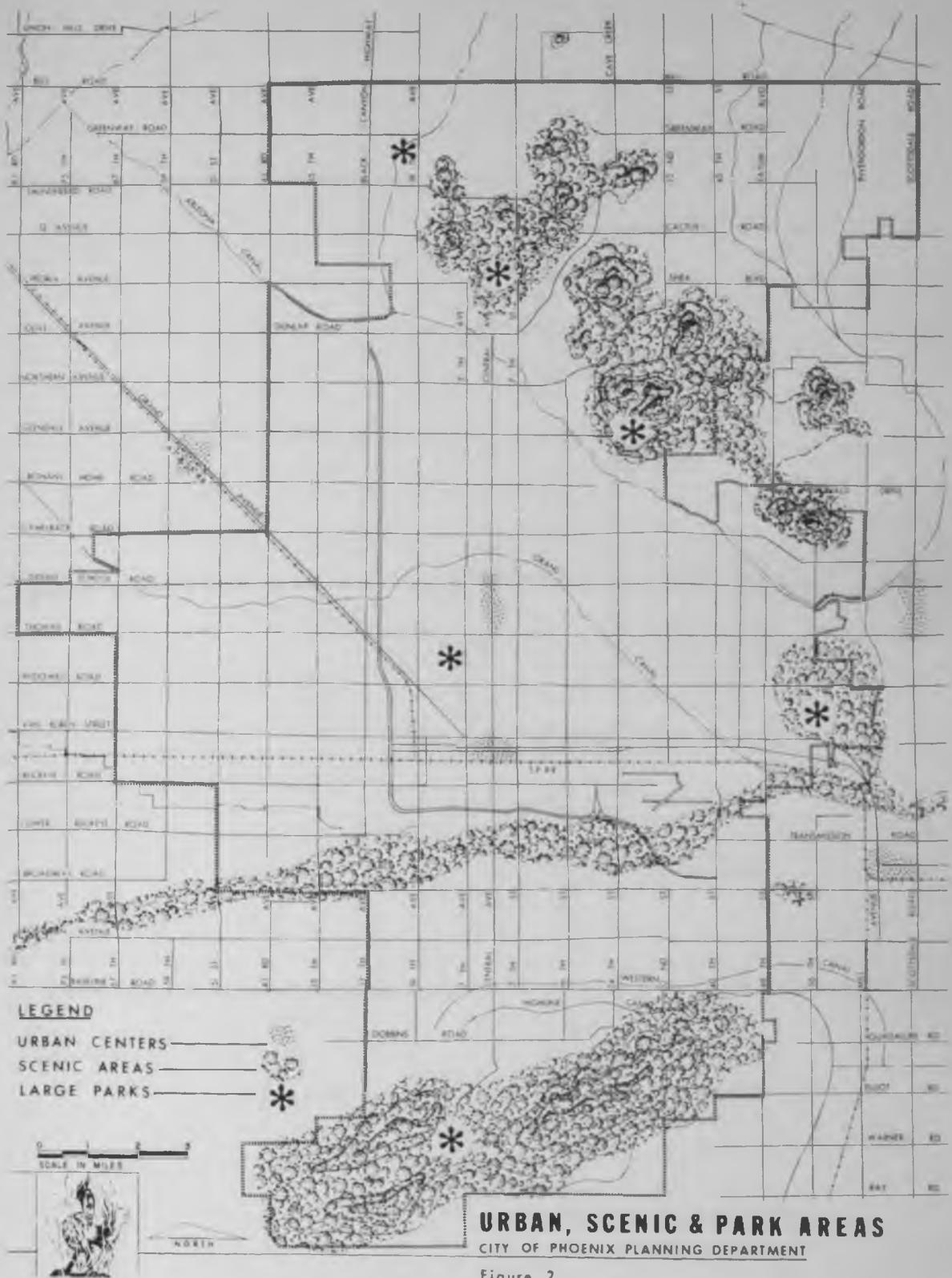
The next step was to determine what line of travel on existing or proposed rights-of-way would lead to the entrances to these areas. These were mapped as in Figure 3.

The routes had to be major traffic routes and had to have some potential of being made attractive. Any potential routes which did not conform to these requirements or which had two points of access were disallowed. By delineating the remaining routes over existing or proposed rights-of-way a parkway system was mapped.<sup>5</sup> Figure 4 shows the final parkway system. The streets were tabulated by name and distance for a technical appendix in the Inventory Report.

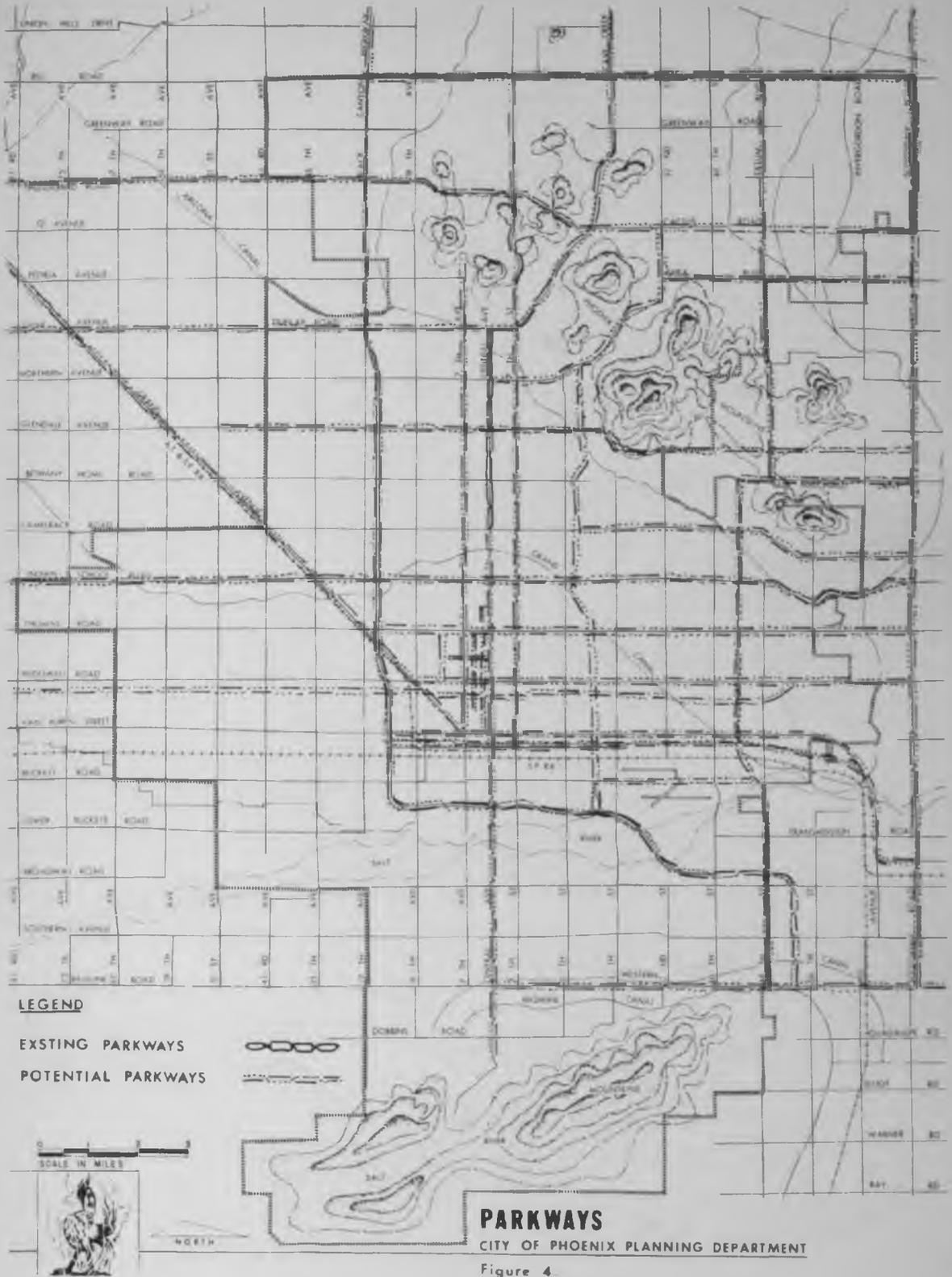
For locating Scenic Drive corridors it was first necessary to locate not only scenic areas, but also scenic view points. These are mapped in Figure 5. I used topographic maps and aerial photographs to aid me in selecting

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5. The original work was done on maps like the ones in Figures 2 to 7. It was later that the system was expanded to the maps used in the final report. The expansion was the result of a decision to make this a regional report.









many of the scenic areas. I also field checked them to insure accuracy.

I decided to try to get an integrated and interconnecting series of corridors which traverse the scenic mountain crescent. The intent was to provide a dynamic and changing visual experience. I did not have enough detailed data to select specific corridors; so I inventoried the entire scenic portion of the mountain crescent and the Salt River. I assumed that these all had scenic drive potential. The exact road alignment was to be determined at some later date. Figure 6 shows the Scenic Drive Corridors and the existing Scenic Drives.

I was careful to see to it that the Scenic Drives and Parkways were joined. I also compiled a table of Scenic Drives by name and mileage for the technical appendix to the Inventory Report.

For Gateway Entrances I mapped all areas where there was a distinct transition from one visual environment to another. I then field checked the locations to see if they appeared to be "gateways" and mapped the ones that qualified as in Figure 7.

These could occur separately from Parkways and Scenic Drives, but generally the three elements tied in with each other nicely. I tabulated the location of Gateway Entrances for the technical appendix also.

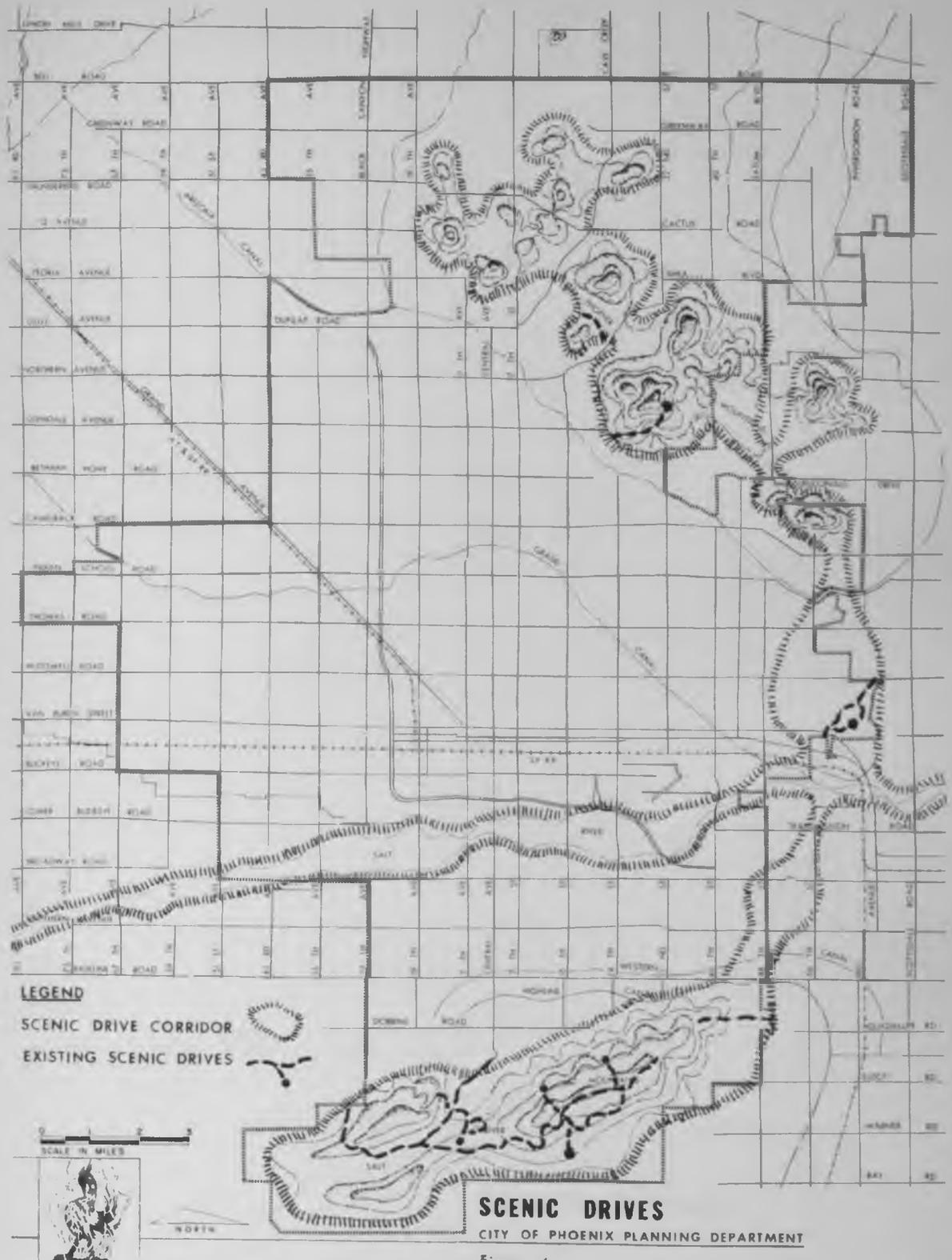
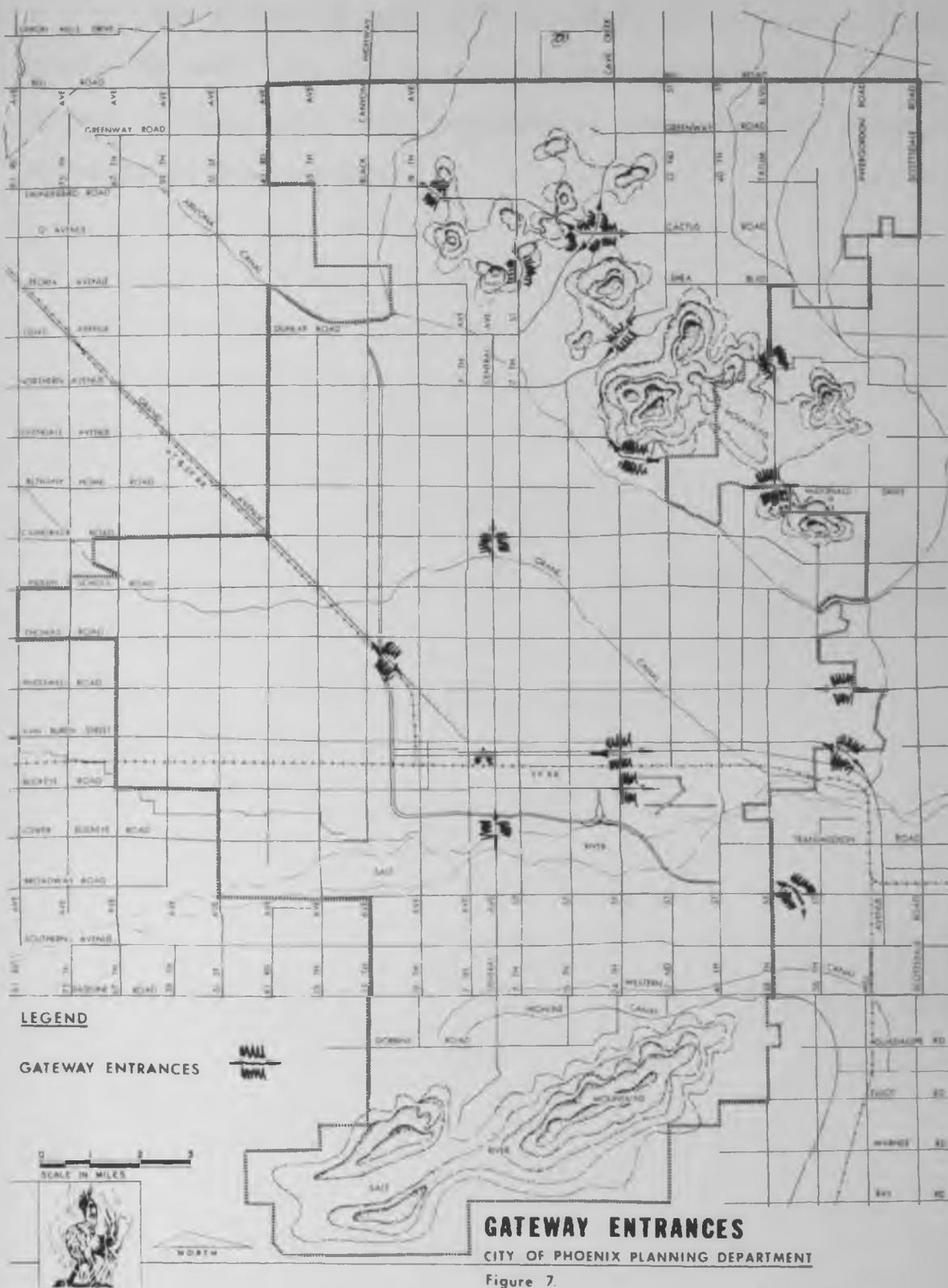


Figure 6



The entire Driving for Pleasure System was on study maps. My next task was to work up some presentation techniques to illustrate the inventory of potential and existing elements of this system.

### 9. Presentation Techniques

The first task of presentation was to illustrate the Driving for Pleasure Concept by means of a concept sketch. I was at first at a loss as to how to do this. I knew that I had to show movement to and from urban centers and recreation areas. I reviewed my study maps and got the idea for the concept sketch from Figure 3. The arrows clearly indicated movement and by using appropriate symbols I could show the areas people drive to. A shaded area would suffice to show the scenic mountain crescent.

The concept sketch was intended to show in general terms, the basic idea of the concept without written explanation. In the opinion of my supervisors the concept sketch, as reproduced in Figure 8, accomplished that purpose. This sketch appears in the same form as it was originally submitted.

The various categories of the Driving for Pleasure System and their stage of development are outlined below as they were to appear in the legend of the Parkways and Scenic Drives map. The map is on page 21 of Appendix A.

#### Legend

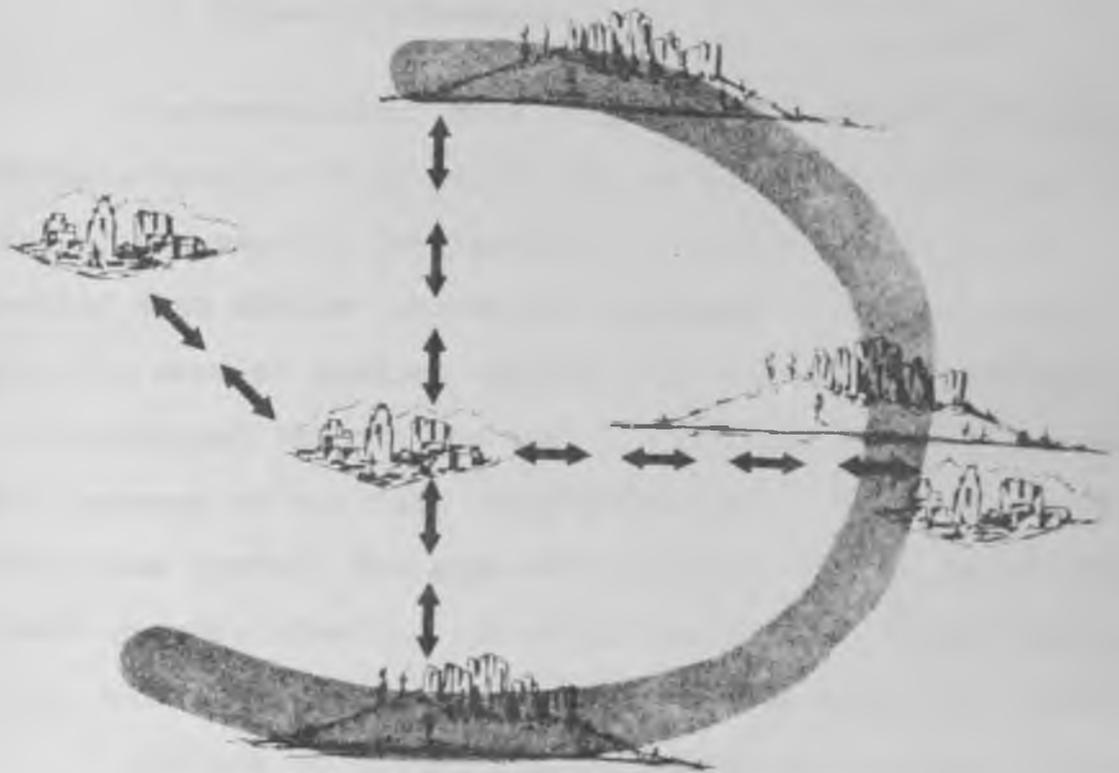
Parkways

Existing

Potential

Scenic Drives

Existing



## THE DRIVING FOR PLEASURE CONCEPT

Figure 8.

## Potential

### Scenic Areas

#### Natural

#### Urban Centers

#### Gateway Entrances

The methodology used in developing symbols and selecting colors for this map is the same as that used for the rest of the maps in the inventory. At the outset it was decided that similar levels of recreation activity should have the same or similar symbols with any differentiation to be achieved through the use of color and tones (expressed as a percent of the full color intensity). The variety of colors and symbols was kept at a minimum on each map to help insure graphic clarity. We would have failed in our mission if we made maps which did not clearly illustrate our point.

The use of dotted lines to represent Parkway potential and solid lines for existing Parkways, provided a clear and readable pattern of Parkways. By using a base map in a 50 percent screened tone we were able to have Parkways in the same color as the base, but at full intensity. In this way the interrelationship of the parkway system and the normal street grid was subtly illustrated.

Scenic Drives were represented by solid lines of the same color as the Scenic Corridors, which were a 50 percent screened tone. However, difficulty arose over the location

of the scenic corridors. This problem was solved by making the natural scenic areas and the potential Scenic Drive locations the same. This best expressed the concept of a Scenic Drive in relation to its natural surroundings.

The symbol for Gateway Entrances was one that Kevin Lynch devised to denote passage through a narrow area. It served our purposes perfectly and was general enough to stay within the broad framework desired.

Urban Centers were placed in the Scenic Areas category because of the potential they have to become monuments to the artistic genius of man. They were to appear as bright colored blobs to add some liveliness to the map.

The use of colors, tones and symbols made what we considered to be very presentable and attractive maps. Our information was as specific as could be represented at the given scale.

### 10. Work on Other Sections of the Inventory

The processes and projects discussed earlier in this diary covered the Driving for Pleasure System. I spent the majority of my time on this section, but I also worked on virtually every other section of the inventory. By July, Mr. Hanson was spending most of his time with Mr. Ross working on a proposed comprehensive planning program for the city. Thus, almost by default, I took over most of the recreation inventory work. Two other summer employees worked with me on the other phases of the inventory. In mid July I was detailed to coordinate their efforts and supervise their work. Below I have briefly covered some of the work I did on other parts of the inventory (see appendix).

In order to set the stage for the inventory we decided to include a section on what the Federal Government, State Government, and Maricopa County were doing to provide recreation facilities and areas. The Outdoor Recreation Resources Review Commission's report was quoted and set the stage for the recreation report. Because this was the first in our series of recreation reports we felt that the ORRRC report summary would acquaint the reader with ideas and information which would later be used in other planning stages. It also served to show the broad nature of a comprehensive recreation system. I added the section on Grants-In-Aid in the summer of 1965 prior to the final printing.

The information on state facilities was obtained from a 1963 state recreation plan proposal and from information given to us by the State Highway Department. We decided to use a variation of tone to show the different types of Federal land ownership to emphasize the amount of Federal land in the state.

Maricopa County has a fine system of regional parks. An inventory of their facilities was vital because future city park plans would have to be coordinated with the county system. The county information was available from an inventory compiled by the County Planning Department in 1963. The Hiking and Riding Trail System was part of an adopted county plan.

The statement of the scope of the inventory was my composition.

The inventory itself was divided into resource and facility categories. The first section of the resource category covered land available for recreation at parks or schools. Even with color differentiation I had difficulty in making this map readable; but the addition of a technical appendix giving locations, site sizes and the degree of development clarified this information. It was important to place the resources of both schools and parks on the same map because they provide the same level of recreation. The basic information was compiled under my supervision, from aerial photographs and then field checked by me.

The information on canals and major flood plains was already available within the department. For ease of presentation, swimming pools were placed on the same map. Thus we grouped our aquatic resources for presentation purposes.

I collaborated with Mr. Don Hiser, the City Archaeologist, to write the section on Our Ancient Heritage. Mr. Hiser provided the information on site and canal locations. Vandalism was a concern in our plotting of sites because most of the information about the early indians is gained from the structure of trash heaps and the arrangement of artifacts on the site. Disturbance of these arrangements will destroy their message. For this reason the map symbol was moved slightly away from the actual site. It was felt that this would prevent some vandalism, yet still give a good graphic picture of the pre-historic past.

The modern history was written by one of the summer employees under my supervision. We decided to note the condition of historical sites (most have been destroyed), to point out the need for historic preservation.

One of the most important portions of the inventory was the computation of the amount of vacant land near recreation areas. This land will have to serve the recreation needs of Phoenix residents for years to come.

The second section of the inventory covered recreation facilities. It inventoried the artifacts used in

recreation activities. Almost all of the statistical information was available from the Parks Department and what we didn't get from them we were able to gather from field surveys.

I transferred the information on hiking and riding trails to our report from the Maricopa County Hiking and Riding Trails Plan. In the case of private golf courses, race tracks and special facilities the yellow pages of the telephone book provided addresses. Detailed information was gathered through interviews and field work.

The discussion of the continuing program was put in the report to emphasize the fact that this was the first in a series of recreation reports.

CHAPTER IV  
REPORT PUBLICATION - 1965

Prior to leaving Phoenix in 1964 I saw to it that the full text of the report was typed. The entire report was laid out as we wanted the report to appear in its published form. Blank pages were used for maps. The entire "dummy report" was temporarily bound in a loose leaf note book and filed.

We received authorization in July to make the base maps and have off-set plates made from them. By mid-August the base maps and overlays were made and the plates were made. When I left, the only details to be resolved were the selection of paper stock, typing of multi-lith master sheets for the text, final authorization from the Manager's office and the printing of the report.

When I returned as a full time employee in June of 1965 the report was waiting for me just as I had left it. I do not know what caused the delay in its printing.

My first assignment was to get it printed. I updated the information in the report, particularly the school and park sites. No changes were made in the Driving for Pleasure section. In some cases rewriting was necessary to bring the text and tables up to date, but overall the report was printed essentially as it was originally written.

## CHAPTER V

### CONCLUSION

The internship I went through in the summer of 1964 prepared me to work on comprehensive planning programs. I had studied in school the planning process from the inception of a plan to its final implementation, but nowhere was I able to learn first hand of the process of developing the plan itself. The internship provided me with the opportunity to develop the basic components of a plan and then develop the plan step by step. My summer's work crystalized my academic impressions so that I was able to cope with the practical matters of plan development.

As I mentioned earlier, I already had a working knowledge of the operation of a planning department. I was acquainted with planning administration. This internship taught me to structure my thoughts to arrive at reasonable and logical solutions to planning problems. I was able to draw some basic conclusions as to the order of approaching a planning problem. The order is as follows:

- I. Define the problem. Look at it from all angles and get to know it well.
- II. Establish conceptual relationships. The basic concept will relate all the small elements of a plan to one central theme. It adds continuity.

III. Define objectives. These are the guidelines or goals which set the limits of the expected results.

IV. Design. Facts and figures are examined in the light of goals and objectives; projections are made and the proper plan alternative is arrived at.

V. Implementation. This is the most important step of the planning process. All the plans in the world do no good if they sit on the shelf.

The conceptual approach to solving planning problems is basically a common sense approach. It is merely a statement of what the problem is and what its study limits might be. I think that learning the development process of plan concepts was the most beneficial aspect of my internship.

By and large my internship in the Phoenix Planning Department was well organized. This made the learning process much easier. I would suggest that all future planning interns begin projects which can be completed in one summer. I also suggest that such projects relate to the basic planning process, thereby giving practical emphasis to the intern's academic knowledge. And finally I suggest that the result of the internship be published by the planning department. This will insure that the internship programs will become more than academic exercises.

I feel that a planning internship is vital to the master's program to acquaint the student with the practical problems encountered in actual planning situations. The class room cannot provide the multitude of situations the student planner will face upon entering the profession. The internship can be a testing ground for the student planner in helping him to decide what phases of planning he wants to pursue.

My internship was a success because the members of the planning staff took an interest in guiding my work and acquainting me with planning. I recommend that, above all, an internship be served in a planning agency which is willing to assist the intern in his quest for knowledge. I worked for such an agency.

APPENDIX "A"

OUTDOOR RECREATION, PHOENIX, ARIZONA  
INVENTORY AND RESOURCES

Report Number One

# OUTDOOR RECREATION

*Phoenix, Arizona*

*A Long Range Planning Study*

INVENTORY AND RESOURCES

Report Number One

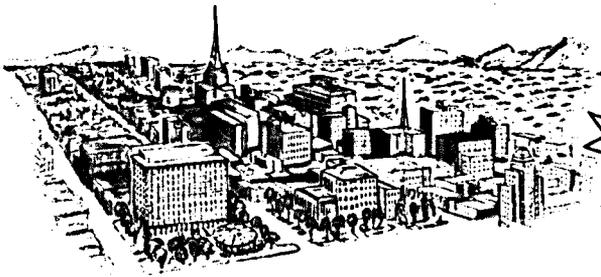


. . . While we have watched Arizona  
mature and while we have faith in  
its future, we also have sadly  
watched bits and pieces of its  
great natural beauty and legacy  
disappear . . .

Stewart L. Udall  
Secretary, Depart-  
ment of Interior

The cover design is symbolic of Phoenix growth. Extending back over 10 centuries to an earlier civilization, Phoenix is depicted growing out of these ancient ruins, utilizing much of the old network of canals.

Designed by Charles Martin



August 5, 1965

The Honorable Mayor and City Council  
City of Phoenix  
Phoenix, Arizona

Gentlemen and Mrs. Kruglick:

The population explosion, coupled with increased leisure time and the desire to "get away from it all," has greatly increased the need for open space and facilities for recreation. The phenomenal growth of Phoenix and Maricopa County since 1950, coupled with projected growth, indicates a serious need for new facilities and conservation of natural resources.

Presentation of community problems and development of their solutions is an important goal of community planning. The preparation of a recreation plan, like any community facility plan, requires a comprehensive investigation of need, existing programs, facilities and resources. This all-inclusive approach enables satisfaction of today's requirements while preparing for tomorrow's need.

The report presents governmental programs, general need, an inventory of resources and facilities, and the recreation planning program that has been initiated.

This report is the first step in accomplishing a sound and comprehensive recreation plan for the City of Phoenix. Prior to future reports on recreation, we invite comments concerning the goals and objectives which recognize the needs of all its residents, and which will have a net effect of improving our city.

Respectfully,

Walter Biddle, Chairman  
City Planning Commission

Mrs. Ada Docker, President  
Parks and Recreation Board

CITY OF PHOENIX, ARIZONA

City Council

Milton H. Graham, Mayor

Jay Hyde  
Jarrett S. Jarvis  
Mrs. Sophia Kruglick

Jack H. Laney  
Herb Lindner  
Dr. Ray M. Pisano

Robert Coop, City Manager

City Planning Commission

Walter Biddle, Chairman  
Milton G. Sanders, Vice Chairman  
Dwight L. Busby  
Duncan Jennings  
Fred Riggins  
Mrs. Rose Rosenberg  
Allyn Watkins

Parks and Recreation Board

Mrs. Ada Docker, President  
J. H. Coles, Vice President  
Dr. Trevor G. Browne  
Miss Laura E. Herron  
Derek Van Dyke

City Planning Department

John W. Beatty, Director

Parks and Recreation Department

L. Cedric Austin, Superintendent

OUTDOOR RECREATION

PHOENIX, ARIZONA

August 1965

A LONG RANGE PLANNING STUDY

INVENTORY AND RESOURCES

REPORT NUMBER ONE

PREPARED BY

The City of Phoenix Planning Department

in cooperation with the Parks and Recreation Department

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## I. WHAT IS BEING DONE?

### A. Nationally

A special committee established by Congress, The Outdoor Recreation Resources Review Commission (ORRRC), began a nation-wide recreation study in the fall of 1958.

The following information is taken from Outdoor Recreation for America, January 1962, a report to Congress from the ORRRC:

"The authorizing act, Public Law 85-470, set forth the mission. It was essentially threefold:

"To determine the outdoor recreation wants and needs of the American people now and what they will be in the years 1976 and 2000.

"To determine the recreation resources of the Nation available to satisfy those needs now and in the years 1976 and 2000.

"To determine what policies and programs should be recommended to ensure that the needs of the present and future are adequately and efficiently met."

#### SOME FINDINGS OF THE ORRRC STUDY

"As results of the studies began flowing to the Commission, some old ideas were discarded, some were reinforced, and some new concepts evolved. The following are a few of the major conclusions."

#### The Simple Activities Are The Most Popular.

"Driving and walking for pleasure, swimming, and picnicking lead the list of the outdoor activities in which Americans participate, and driving for pleasure is most popular of all. This is generally true regardless of income, education, age, or occupation."

#### Outdoor Opportunities Are Most Urgently Needed Near Metropolitan Areas.

"Three-quarters of the people will live in these areas by the turn of the century. They will have

the greatest need for outdoor recreation, and their need will be the most difficult to satisfy as urban centers have the fewest facilities (per capita) and the sharpest competition for land use."

#### THE RECOMMENDATIONS

The recommendations of the Commission fall into the five following general categories:

- A. The Need for a National Outdoor Recreation Policy.
- B. Establishment of Guidelines for the Management of Outdoor Recreation Resources.
- C. Expansion, Modification, and Intensification of Present Programs to Meet Increasing Needs.
- D. Establishment of a Bureau of Outdoor Recreation in the Federal Government.
- E. The Need for a Federal Grants-in-Aid Program to States.

All of these broad categories of recommendations are amplified in greater detail in the ORRRC report, which is available through the Citizens Committee for the ORRRC report, or in the Phoenix City Planning Department library.

Under the five broad recommendations above, the following has been extracted from the ORRRC report for its appropriateness to the City of Phoenix:

#### The Need for a National Outdoor Recreation Policy.

"Local governments should expand their efforts to provide outdoor recreation opportunities, with particular emphasis upon securing open space and developing recreation areas in and around metropolitan and other urban areas.

"Individual initiative and private enterprise should continue to be the most important force in outdoor recreation, providing many and varied opportunities for a vast number of people, as well as the goods

and services used by people in their recreation activities. Government should encourage the work of nonprofit groups wherever possible. It should also stimulate desirable commercial development, which can be particularly effective in providing facilities and services where demand is sufficient to return a profit."

Expansion, Modification, and Intensification of Present Programs.

PLANNING, ACQUISITION, PROTECTION, AND ACCESS

"Local governments should give greater emphasis to the needs of their citizens for outdoor recreation by considering it in all land-use planning, opening areas with recreation potential to use, and where necessary, acquiring new areas.

"Systematic and continuing research, both fundamental and applied, should be promoted to provide the basis for sound planning and decisions.

"Surface rights to surplus Federal lands suitable for recreation should be transferred without cost to State or local governments with reversion clauses.

"Open space programs for metropolitan areas should be continued.

"Recreation areas should be strongly defended against encroachments from nonconforming uses, both public and private. Where recreation land must be taken for another public use, it should be replaced with other land of similar quality and comparable location.

"Interpretive and educational programs should be intensified and broadened to promote appreciation and understanding of natural, scientific, and historic values."

PROMOTING RECREATION VALUES IN RELATED FIELDS

"Flood-plain zoning should be used wherever possible as a method to preserve attractive reaches of rivers and streams for public

recreation in addition to the other benefits from such zoning.

"The Federal Government and the States should recognize the potential recreation values in highway construction programs and assure that they are developed."

#### MEETING THE COSTS

"State and local governments should consider the use of general obligation and revenue bonds to finance land acquisition and capital improvements for outdoor recreation.

"State and local governments should consider other financing devices such as season user fees, dedicated funds, and use of uncollected refunds of gasoline taxes paid by pleasure boat owners.

"In addition to outright acquisition, local governments should consider the use of such devices as easements, zoning, cluster developments, and open-land tax policies to supplement the supply of outdoor recreation opportunities.

"Public agencies should stimulate desirable gifts of land and money from private individuals and groups for outdoor recreation purposes. The work of private, nonprofit organizations in providing and enhancing opportunities should be encouraged."

#### A Grants-in-Aid Program

Two Federal grants-in-aid programs have been established to stimulate and assist states in meeting demands for outdoor recreation needs. These programs consist of the Open Space Land Program, a part of Title VII of the Housing Act of 1961, and the Land and Water Conservation Fund Act of 1965. Both of these programs will complement the city and county plans for total recreation needs.

Under the Open Space Land Program, assistance is available to any state, region, metropolitan, county or city agency. Through the principle of preserving open space in adequate quantities within urban areas, funds up to 30 per cent may be available for the acquisition and improvement of all

recreation facilities ten acres in size or over. The basic requirements under this program are that a municipality be in the process of developing an approved long range plan for recreation.

Funds available through the Land and Water Conservation Act are available to the states upon completion of an approved state recreation plan. Communities within the state will share in these funds on a matching basis where local provision of recreation areas are considered a part of the state wide plan. Funds for this nation-wide program come directly from: (1) admission and user fees at federal recreation areas; (2) proceeds from the sale of surplus federal property; and (3) existing federal tax and motor boat fuels. Criteria for distribution of funds to states will be population, area, needs, and amounts of federal land and federal recreation programs in the state and region.

Within the State of Arizona, the Federal government is providing a large amount of recreation space and is conserving natural resources. Map No. 1 shows the National Forests, Parks, and Monuments that are set aside.

The contribution to Arizona's recreation by the Federal government is highly valued and heavily used. Weekends find the highways filled with fun-seeking urban residents flocking to the cool and refreshing mountain land where a large percentage of National forests and preserves are located.

A few hours' driving time will bring the recreation enthusiast to such outstanding areas as the Grand Canyon, Monument Valley, Navajo Park, Oak Creek Canyon and Saguaro National Monument.

Exceptional hunting and fishing may be found all over the state, and the areas provided by the National Forest Service are among the best in the Nation.

So, whether sight-seeing, hunting and fishing, hiking, driving, picnicking, camping or, in general, pursuing recreation activities, the National Parks, Forests, and Monuments will play an important part in supplying a segment of recreational activity.



## B. Statewide

In April 1963, the Arizona State Parks Board adopted "in principle" a Ten-Year Plan for Arizona State Parks. This plan was approved after an initial inventory of proposed sites had been compiled and evaluated in light of the Criteria and Classification Plan for State Parks as previously developed by the Arizona State Parks Board. The Board recognizes that this Plan is necessarily "fluid". Factors such as the availability of the lands, funds for land acquisition, and funds for development, maintenance and operation, dictate that the plan be kept "fluid". The plan is subject to constant review, adjustment, and implementation.

At the conclusion of the 1964-65 fiscal year, there were seven operating units within the State Parks System - the Tubac Presidio Historical Monument, the Yuma Territorial Prison Historical Monument, the Tombstone Courthouse Historical Monument, the Painted Rocks Historic Site, the Buckskin Mountain State Park, Lake Havasu State Park and the Lyman Lake State Recreation Area. In January 1963, the State Parks Board created the Jerome State Historic Park, which will open in October 1965. The feasibility study on the proposed Picacho Peak Scenic Park was completed and accepted in April 1963. The park is not, as yet, open to the public. Additional feasibility reports are in progress on the proposed Ashurst Cabin Historic Site and Recreation Area, the Cluff Ranch Recreation Area and the Alamo Dam Recreation Area.

Map No. 1 shows the location of the State Parks and the Pinal Pioneer State Parkway which runs from Oracle Junction to Florence. This State Parkway provides approximately thirty miles of sign-free pleasant driving.

Although not shown on the map, the Joshua Forest Parkway was established as a State Parkway on January 18, 1963. This Parkway extends south from the Santa Maria River 17 miles toward Wickenburg.

Preliminary negotiations have been made and approval granted by officials of the Apache National Forest to set aside The Coronado Trail from Beaver's Lodge to Juan Ba Mesa. This will add nearly 40 miles of outstanding scenic corridor to the State Parkway system.

## C. Countywide

The Maricopa County Parks and Recreation Commission has an outstanding land acquisition program under way for

recreation. Within the county are 93,755 acres of protected land for recreation use. The land is protected by lease and ownership.

Two of the Regional Parks, Lake Pleasant and White Tank Mountain, have completed development plans. Lake Pleasant Regional Park has many existing improvements and currently serves a large number of Maricopa County residents.

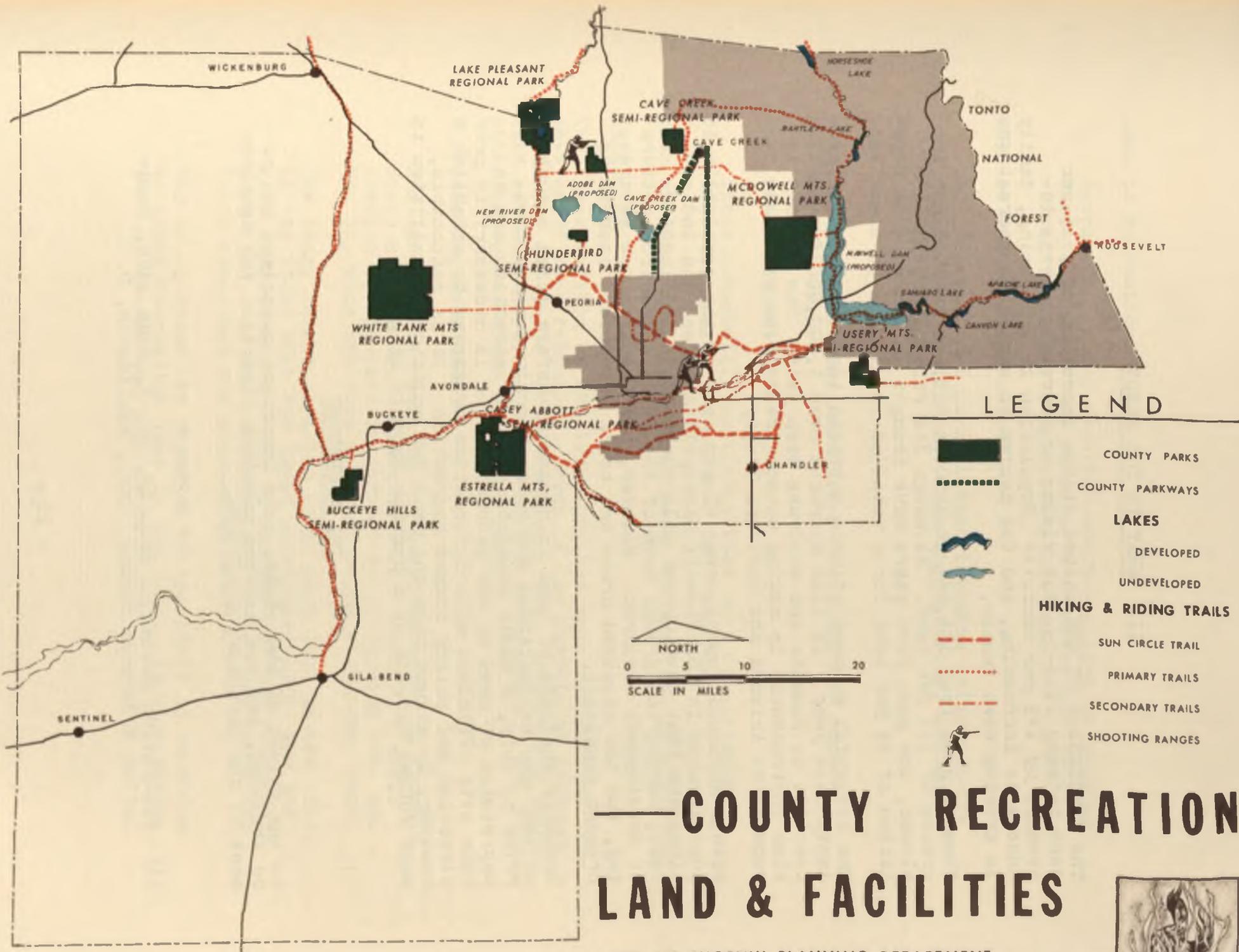
The Black Canyon Shooting Range is one of the most outstanding shooting ranges ever developed. Lying just north of Phoenix, it is extremely popular with the hunters and marksman of the Valley.

The County Parks Board has also developed a number of small urban parks. Playa Margarita in South Phoenix and Donnie Hale in Cashion are recent examples.

The County Parks Board is making significant contributions to the horseback riding enthusiasts. Each year, they sponsor trail rides and are developing a trail system that will satisfy county residents for years to come.

The recent outstanding contribution to the recreation picture by the County Parks Board has been the leasing of recreation rights to the Arizona Canal from the Salt River Project. The opportunity to use the canal system for recreation offers numerous opportunities to all municipalities involved.

Map No. 2 shows the ring of regional and semi-regional parks that surround metropolitan Phoenix. It also shows the parkways and trail system. The county's major effort toward meeting the recreational needs of Maricopa County residents will be appreciated for years to come.



# COUNTY RECREATION LAND & FACILITIES

CITY OF PHOENIX PLANNING DEPARTMENT



## II. WHAT IS THE NEED?

The population of the United States increased only 15 per cent between 1951-59, but visits to recreation areas increased by 143 per cent.(1) Population is increasing, family income is increasing, and the desire to engage in recreation is growing even faster.

Phoenix grew from 106,884 in 1950 to 439,170 in 1960, an increase of 311 per cent. Although its rate of growth is now slower, the past five years have brought an increase in population of 23 per cent for a total of 543,144.

The beautiful Arizona climate attracts thousands of new residents each year. It also attracts over 1,000,000 fun-seeking tourists to Phoenix and environs each year. The climate is also instrumental in making outdoor recreation extremely popular in Arizona and Maricopa County.

Within Maricopa County, over 80 per cent of the population is concentrated in the Phoenix Metropolitan area, and indications are that development will continue in this manner. In fact, during the growth boom of the 50's, a leapfrog pattern of development occurred. However, the trend is now reversing, and the bypassed areas are being developed, increasing present densities.

Specific analysis of need is necessary before exact amounts of land can be justified and recreational uses assigned. Prior to this, a basic understanding of recreation and an expression of need by the general public is necessary to provide city officials with information necessary to establish a direction and policy toward recreation. It is reasonable, however, to assume that the need for additional facilities to meet future demands of a dynamic Phoenix is great.

## III. THE INVENTORY

At the outset of the study, some important questions had to be answered, and the answers provided direction for development of the inventory structure.

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(1) Population Bulletin, Vol. XX, No. 4, June 1964, Population Reference Bureau, Inc., Washington, D. C.

What is Recreation?

Recreation is any endeavor whether active or passive that is stimulating, relaxing and renews the individual's spirit, imagination, and zest for life.

What is Outdoor Recreation?

Any recreational pursuit that involves being out-of-doors, such as driving, swimming, sitting, biking, boating, hiking.

What needs to be inventoried?

All resources and facilities available for recreational use.

What was excluded?

Those commercial facilities that were of strictly tourist nature, e.g. motels and resorts.

With this background, the following information is presented.

#### Resources:

The first section of the inventory has been designed to isolate major land resources. Many of the parcels of land are presently set aside for recreational use. Others are being used but have no official recreation designation. And still other major resources are lying idle.

#### A. Existing Park Land

The largest city park in the world is found in Phoenix. South Mountain Park contains 14,817 acres. A small portion of the park is devoted to picnicking (see Map No. 3), with the vast majority being wilderness land.

The study inventoried the total park land in the city. It was found that the large wilderness parks and the golf courses account for 95 per cent of the city-owned park land. Of the remaining 821 acres, 329 acres are fully developed for recreation use.

Map No. 3 shows the location of the parks in relation to other recreation land in the city. It also shows whether or not the land is developed.

# LEGEND

## EXISTING PARKS

■ DEVELOPED

□ UNDEVELOPED

## ELEMENTARY SCHOOLS

■ DEVELOPED

□ UNDEVELOPED

## HIGH SCHOOLS

■ DEVELOPED

□ UNDEVELOPED

## COLLEGES & UNIVERSITIES

■ DEVELOPED

□ UNDEVELOPED

## PAROCHIAL SCHOOLS

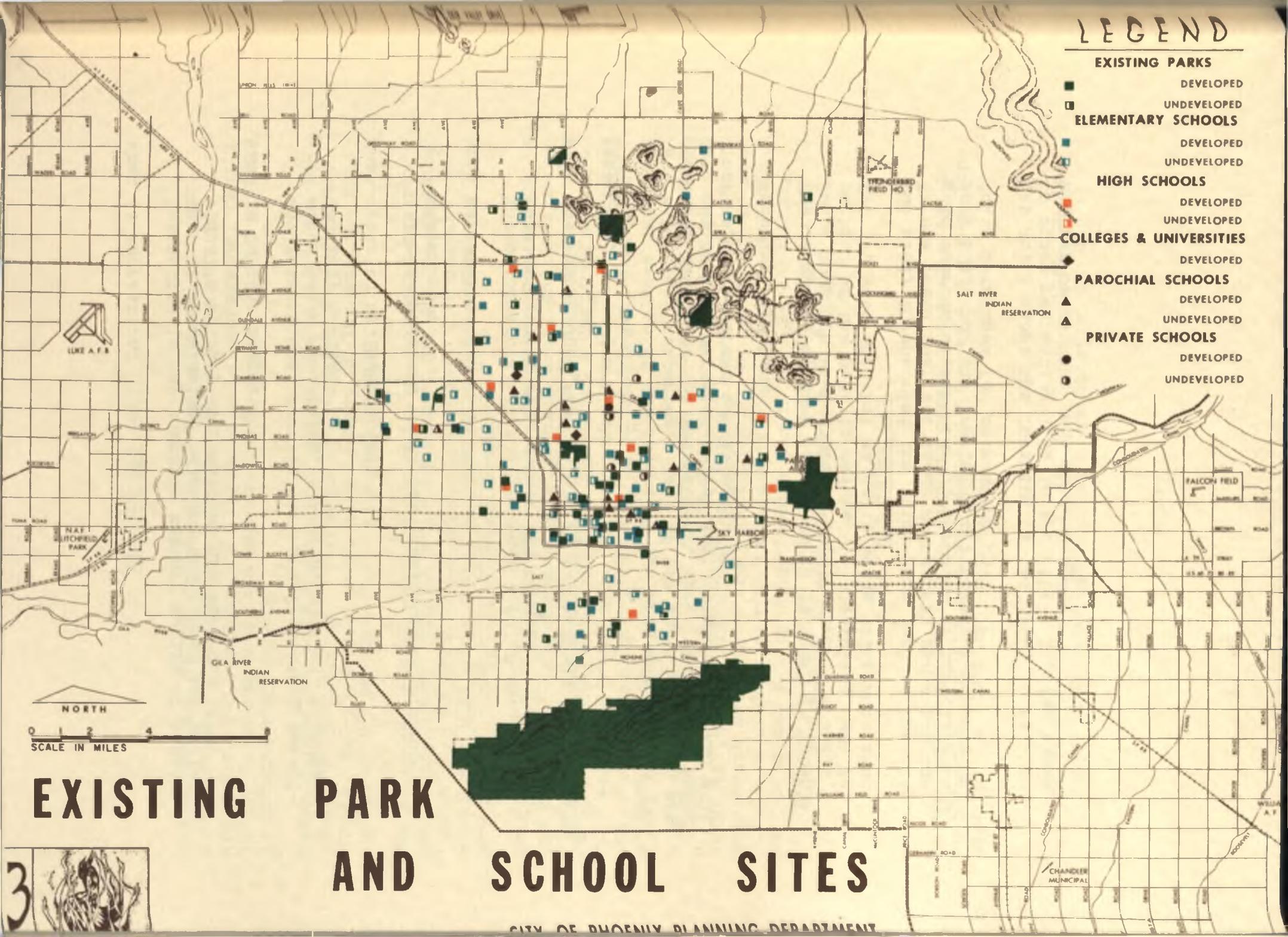
▲ DEVELOPED

▲ UNDEVELOPED

## PRIVATE SCHOOLS

● DEVELOPED

○ UNDEVELOPED



NORTH  
SCALE IN MILES

# EXISTING PARK AND SCHOOL SITES



## B. School Land

The survey of school land was categorized according to elementary schools, high schools, colleges and universities, parochial schools, and private schools. The survey also listed total land acreage and acreage devoted to recreation use. The appendix lists the details, and Map No. 3 locates the facility and indicates whether the recreation facilities are developed.

There are 109 public elementary schools in the City of Phoenix, 45 of which have totally developed recreation land. Sixty-four schools have partially or totally undeveloped recreation lands.

Recreation lands at public high schools and local colleges are developed; however, in some cases, there is room for expansion.

The private schools have provided over 60 per cent of their total land for recreation, while the parochial schools allowed nearly one-half of their total land for recreation.

It was found that 829 acres of school land are developed for intensive recreation use. It can be concluded that the Phoenix schools are supplying a large portion of the land for recreational needs in the Phoenix Metropolitan area. Through mutual co-operative agreements between the city and respective school boards, the Phoenix Department of Parks and Recreation utilizes school facilities to carry on supervised recreation programs. These are held through the summer months and on week-ends and evenings during school semesters.

## C. Canals and Major Flood Plains

The county program for canal-side recreation, which was mentioned previously, involves 13.5 miles of the Arizona Canal which lies within the City of Phoenix.

Many miles of other important water routes also lie in and near the City of Phoenix and have unusual recreation potential.

The inventory indicated that there are 44.4 miles of major canals that could be employed. The irrigation system lateral canals were not located or measured in this study; however, they should be included when a

special study of water-related recreation is undertaken.

The major flood plains in the Phoenix metropolitan area have outstanding potential for recreational use. There are 112 miles of natural water courses shown on Map No. 4. Twenty-four miles of these lie within the corporate limits of Phoenix, Scottsdale and Tempe.

Portions of these flood plains are being used for recreation at the present time. Other areas are planned for use in the County hiking and riding trails system. (See Map No. 2.)

#### D. Prehistoric and Historic Sites

##### The Ancient Heritage

The prehistoric desert farming culture termed Hohokam (a Pima word meaning "Those who have gone"), may extend its roots of origin back into the ancient Cochise culture. The food gatherers of the Cochise culture are believed to have inhabited southwestern New Mexico and southeastern Arizona from about 8000 B.C. to 500 B.C.

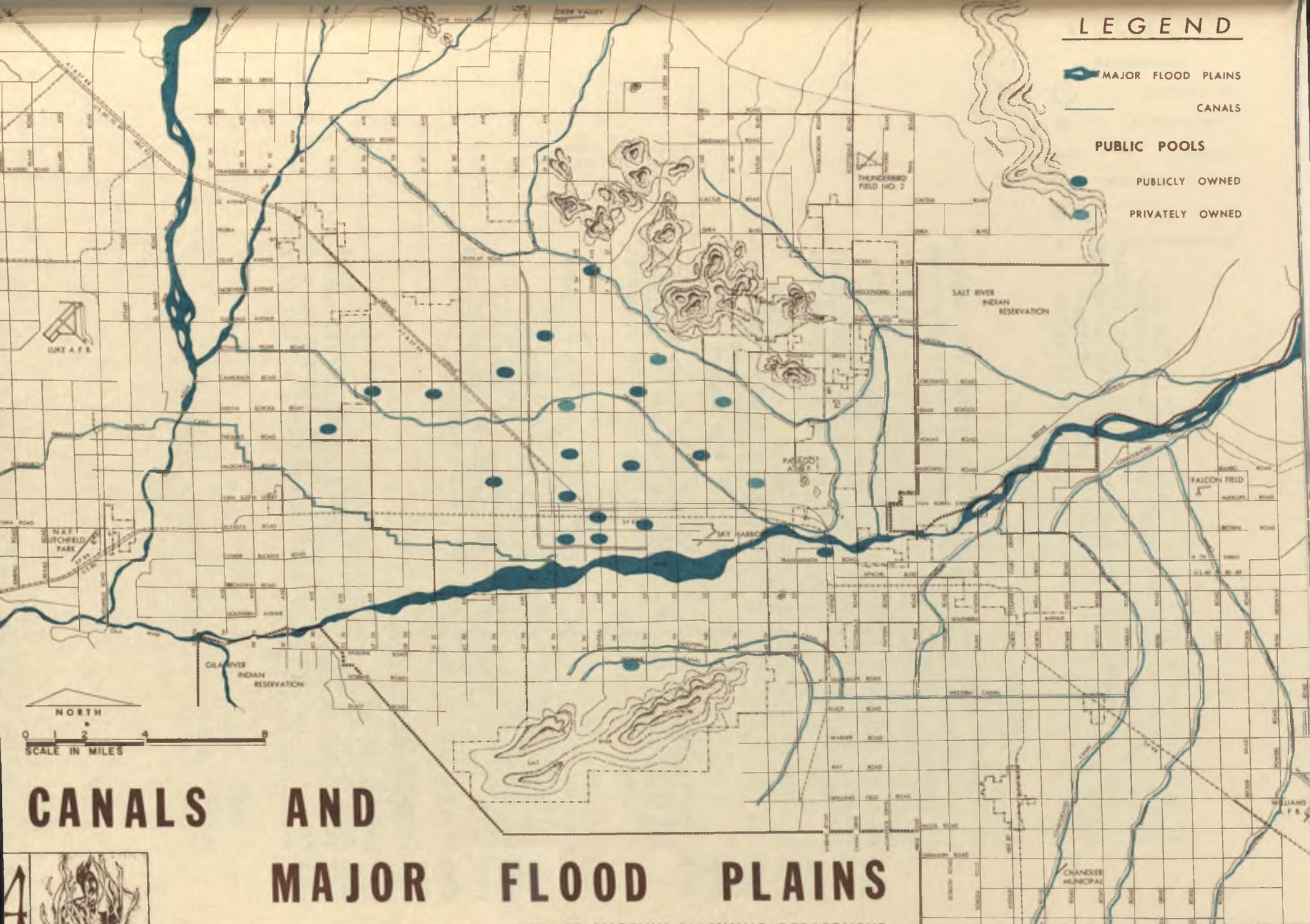
Sometime about 1 A.D., the Hohokams settled along the Gila River where they practiced flood plain irrigation. The Salt River did not lend itself to this type of irrigation and, consequently, it was only sparsely settled. However, sometime between 400 and 700 A.D., the idea of canal irrigation was either borrowed or independently developed, thus making the fertile desert around the Gila and Salt Rivers available for farming.

Now that the resources of the Salt River Valley could be more fully utilized, there was a population shift from the Gila to the Salt between 700 and 900 A.D. Mile after mile of irrigation canals was constructed to bring water to the parched land.

During the early part of 1920, the surviving canals of this ancient project were measured and found to have a combined total length of over 150 miles. At one time, there may have been between 200 and 250 miles of these ancient canals here in this valley. Scattered through this vast network of canals were 22 large and many small communities. The village at Pueblo Grande was large, as evidence suggests that

# LEGEND

-  MAJOR FLOOD PLAINS
-  CANALS
- PUBLIC POOLS**
  -  PUBLICLY OWNED
  -  PRIVATELY OWNED



NORTH  
SCALE IN MILES

# CANALS AND MAJOR FLOOD PLAINS

CITY OF PHOENIX PLANNING DEPARTMENT

it occupied over 80 acres. But, today, only at Pueblo Grande and in one other area have prehistoric ruins and small sections of this great system of canals resisted the devouring expansion of modern civilization - the only visible remains of the largest prehistoric irrigation project in North America.

### The Spanish Past

It was not more than two centuries after the decline of the Hohokam civilization that the white man came to Arizona. The Spanish conquistadores, in search of the fabled Seven Cities of Cibola, sent Fray Marcos de Niza northward, in early 1539, into Arizona to investigate these stories. Returning to Mexico, he reported he had seen one of these cities, larger than Mexico City, with "portals of turquoise."

Melchior Diaz, in late 1539, was sent to confirm Fray Marcos' report. Based on the stories the Indians told of seven villages and of turquoise in quantity, he returned to corroborate the report.

Vasquez de Coronado, in command of a large expedition, was sent in early 1540 to further investigate, explore, and to lay the foundation for the conquest of these fabled cities.

Historic Marcos de Niza rock<sup>(1)</sup> is located in Pima Canyon in the eastern portion of South Mountain Park, and bears an inscription in 16th-Century Spanish by Fray Marcos de Niza. The inscription indicates part of the route taken by Coronado's party on his search for the legendary "Seven Cities of Cibola". Petroglyphs are also found in the canyons of the park.

### Territorial History

Settlement of the valley did not come for more than 300 years. In 1867, Jack Swilling earned his name as founder of Phoenix by starting an irrigation company. He had a house<sup>(2)</sup> at the nucleus of the first settlement; nothing remains.

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Note: Numbers in parenthesis are located on Map No. 5.

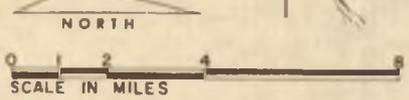
# LEGEND

## PREHISTORIC

- EXISTING SITES (circle with dot)
- DESTROYED SITES (solid dot)
- CANALS (dashed line)

## HISTORIC

- SITES (square with dot)
- MAJOR LANDMARKS (solid triangle)



# HISTORIC AND PREHISTORIC PHOENIX



Soon a townsite was laid out, two miles west, and Hancock's Store<sup>(4)</sup> served as general store, city hall, butcher shop and saloon. No part of it remains today.

There are pieces in a local museum, however, of the Bichard flour mill<sup>(3)</sup>, the first steam-powered mill in the valley. It was constructed piece by piece as it arrived from Los Angeles.

It is believed that the Englishman, Darrel Duppa, lived in the house<sup>(6)</sup>, of which a small part (perhaps only the milkhouse) remains. He named the city "Phoenix" after the mythical bird that rises from its own ashes.

Hayden's Ferry<sup>(7)</sup> crossed the Salt River before bridges and dams conquered its waters. There is a marker at La Casa Vieja, birthplace of Senator Carl Hayden.

Phoenix soon separated its city government from the butcher shop at Hancock's Store. Where a city hall was built in 1888<sup>(5)</sup> now stands the Fox Theater. Nearby is the Phoenix Hotel<sup>(9)</sup>, once owned by the widow of Bucky O'Neill, Arizona's hero in Teddy Roosevelt's charge on San Juan Hill.

Territorial history ended with the entrance of Arizona into the Union in 1912. The first governor of the State, George W. P. Hunt, rests in his tomb in Papago Park<sup>(8)</sup>.

### Major Landmarks

The landmarks shown on Map No. 5 surround the City of Phoenix and help provide its majestic setting.

The value of a scenic sky line is difficult to measure. The importance of preserving part of a community's heritage is hard to weigh. It is reasonable to assume that the major landmarks are pleasant to look at and have value for recreation use and for geologic and botanical study.

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Note: Numbers in parenthesis are located on Map No. 5.

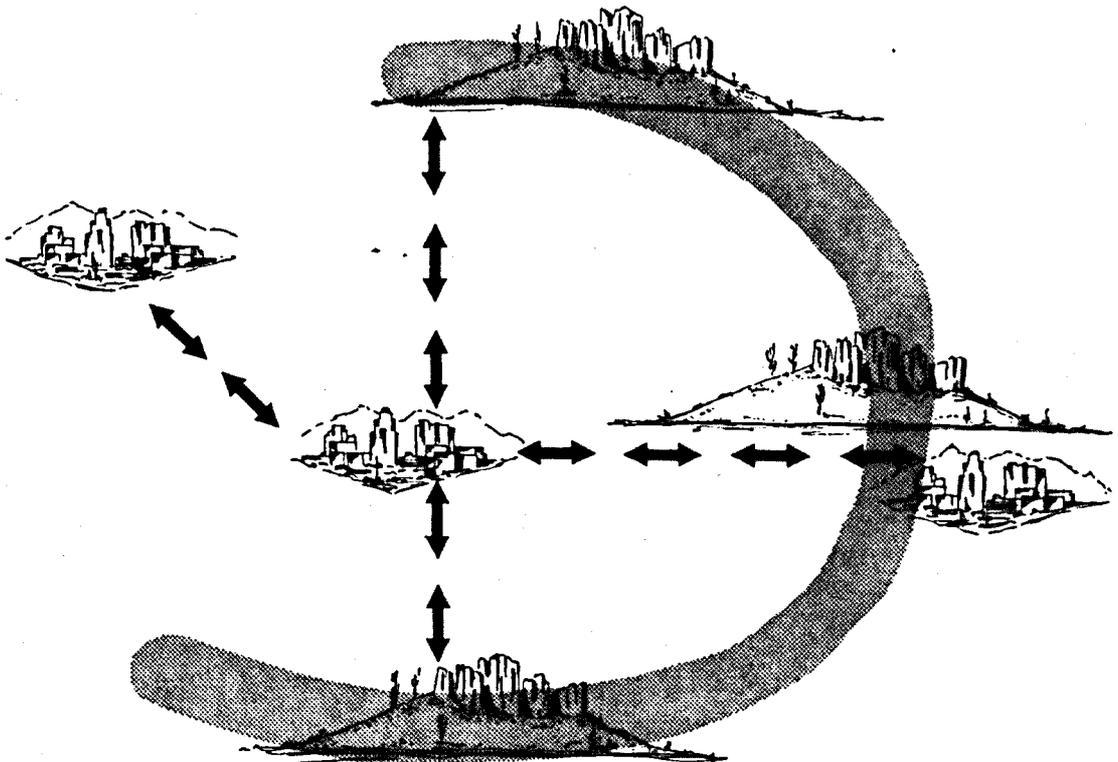
## E. Parkways-Scenic Drives and Gateway Entrances

Driving for pleasure is the most popular recreation activity in the United States. The inventory of this particular category was somewhat more difficult than the others and, therefore, is explained more fully here.

Within and surrounding the City of Phoenix are many areas of unusual and outstanding scenic quality. There is currently no unified system of roadways that pass through or provide a special view of these areas. Likewise, there is no system of attractive roadways designed to give special recreation importance to the drive from one urban center to another and from one major recreation area to another.

"The Driving for Pleasure System" is conceived to develop a network of transportation ways that are specifically designed to provide pleasurable driving within and around the metropolitan area.

The sketch below is a schematic presentation of the "Driving for Pleasure System." The arrows represent the attractive traffic ways which connect major urban centers. The crescent indicates a corridor of unique scenic value. Within this corridor would be the scenic drives.



In this study, the names applied to the facilities used in the system are Parkways-Scenic Drives and Gateway Entrances.

The following definitions are made within a "driving-for-pleasure" context and should not be confused with the established street classification.

### Parkways

The Parkway classification may be given to any roadway which carries traffic to or from specific urban centers and recreation areas, and which provides a scenic and/or intensively-landscaped appearance. Parkways should serve as attractive approaches to these special areas. This classification is an overlay classification which may be applied to streets of any width.

### Scenic Drive

The purpose of a scenic drive is to carry traffic through or past areas of outstanding scenic value. This transportation way is designed exclusively for recreation driving, permitting casual observation of scenic views at the roadside or in the distance.



# LEGEND

## PARKWAYS

- EXISTING
- - - POTENTIAL

## SCENIC DRIVES

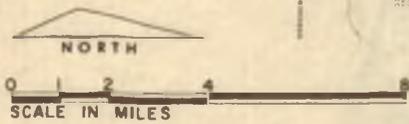
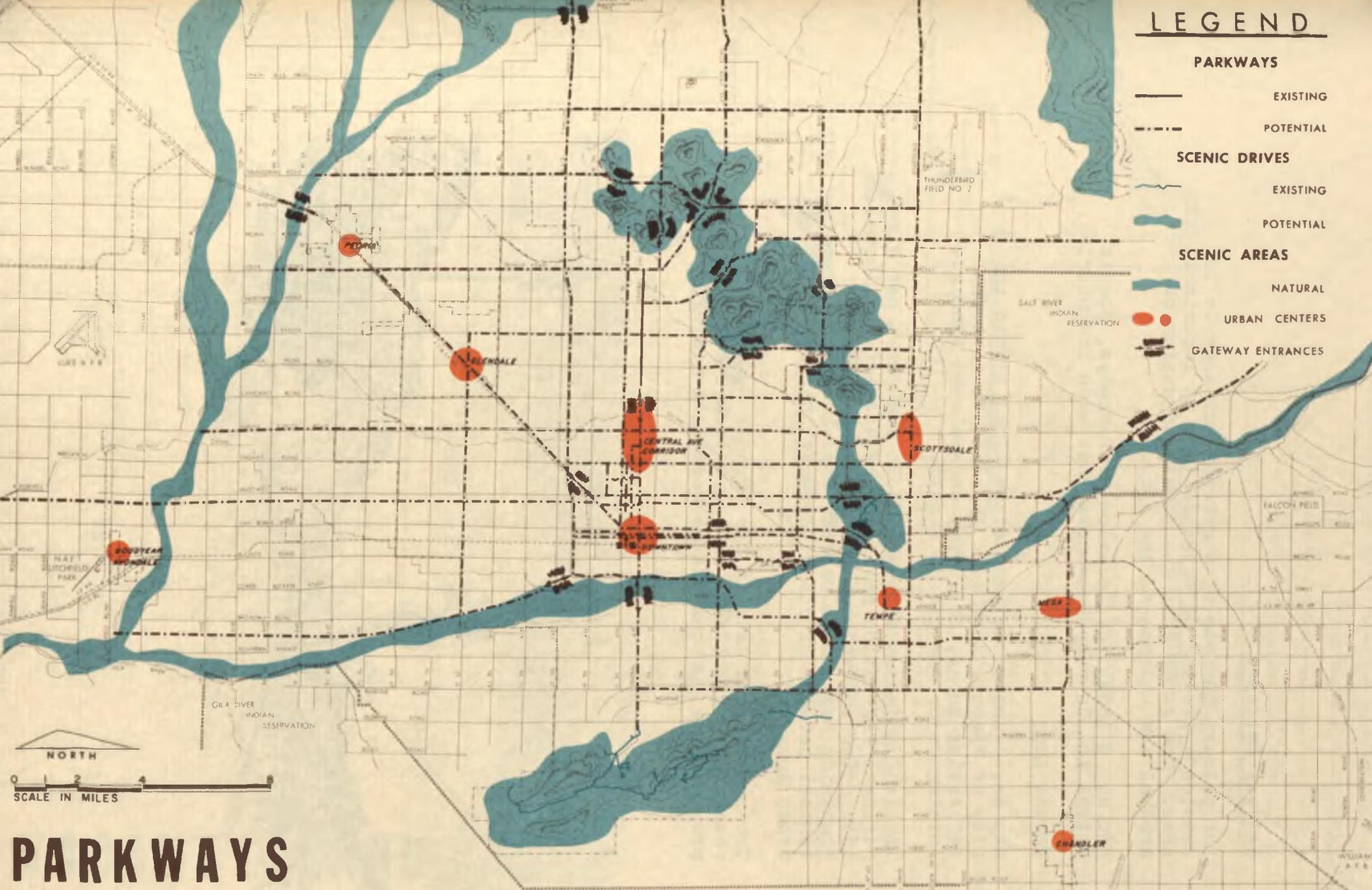
- EXISTING
- - - POTENTIAL

## SCENIC AREAS

- NATURAL

- URBAN CENTERS

- GATEWAY ENTRANCES



# PARKWAYS AND SCENIC DRIVES



## Gateway Entrance

The primary purpose of a gateway entrance is to develop a feeling of entrance into an important area. The gateway is the first indication of arrival and welcome to the city.

Map No. 6 shows the location of Parkways, Scenic Drives and Gateway Entrances that were inventoried.

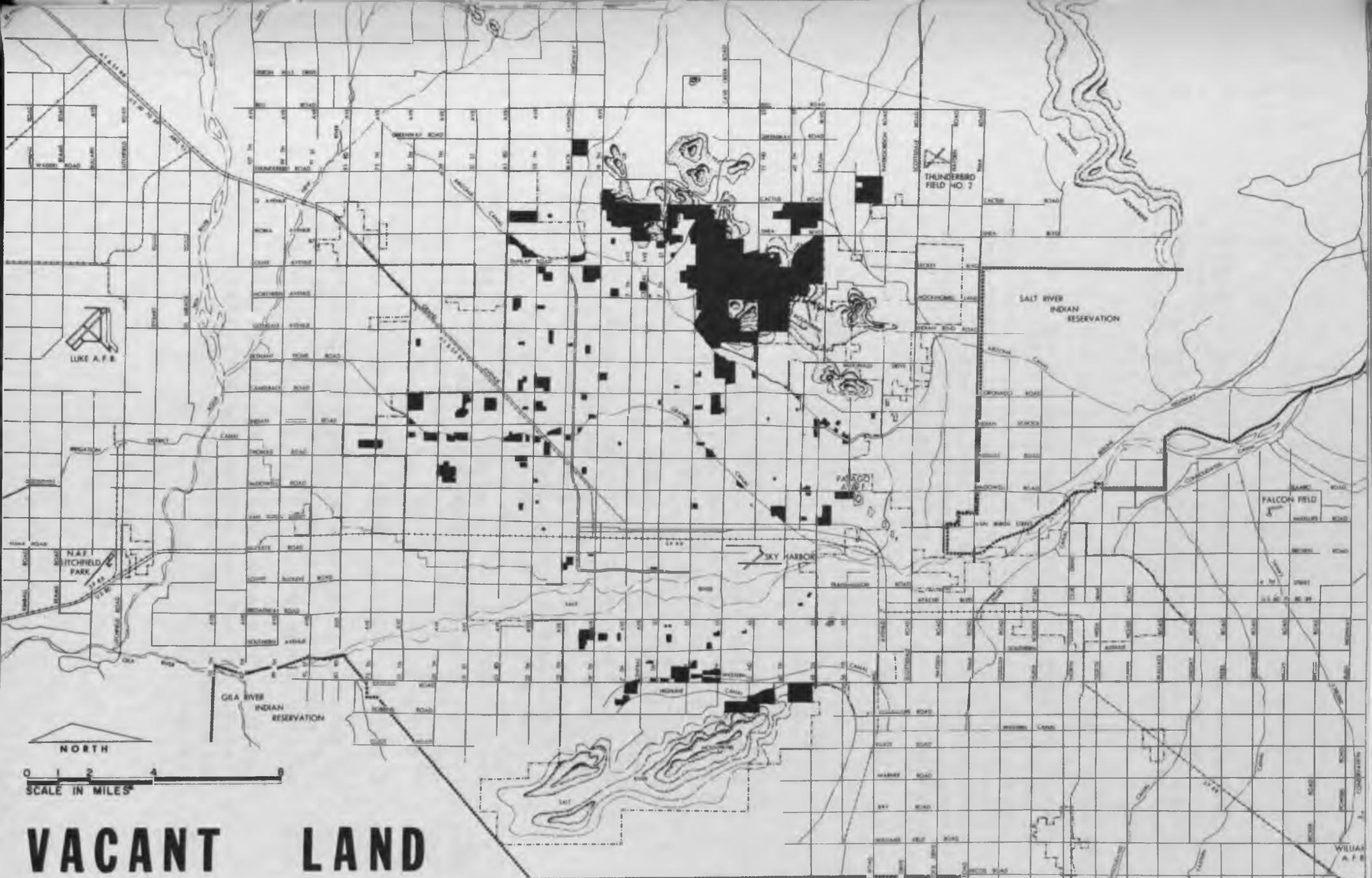
### F. Vacant Land

Map No. 7 shows the undeveloped land within the City of Phoenix that lies adjacent to or near recreation areas, including undeveloped land adjoining major irrigation canals.

The land adjacent to the schools and parks has significant recreation potential because of its location. The undeveloped portion of the Phoenix Mountains has unique recreational value and potential because of its wilderness character and urban location.

The undeveloped land in the Phoenix Mountains is receiving a great deal of recreational use at the present time. Thousands go horseback riding,





# VACANT LAND NEAR RECREATION AREAS



hiking, on hay rides, and sight-seeing in this area annually, although no protection to preserve this area for recreation use exists today. These lands would be a great loss if removed from public use.

### Facilities:

The facilities portion of the outdoor recreation inventory was designed to point out existing recreation facilities. This section of the report presents only those forms of outdoor recreation that occupy large areas of land or are of a special nature. All outdoor recreation facilities are compiled in the technical appendix.

#### A. Picnic Grounds

The City of Phoenix has 28 picnic grounds. Eighteen of these are within three miles of Downtown Phoenix.

Eating out-of-doors is still one of the most popular forms of outdoor recreation and is particularly significant here with year-around favorable conditions. Communities are continually pressed to provide picnicking facilities.

Many of the picnic areas have ramadas; others have only tables, but all are extremely popular. Reservations for ramadas at North and South Mountain Parks are filled from one to three months ahead. Map No. 8 shows the location of the picnic areas provided by the city. The Park and Recreational Facilities Inventory in the appendix lists the exact facilities at each site.

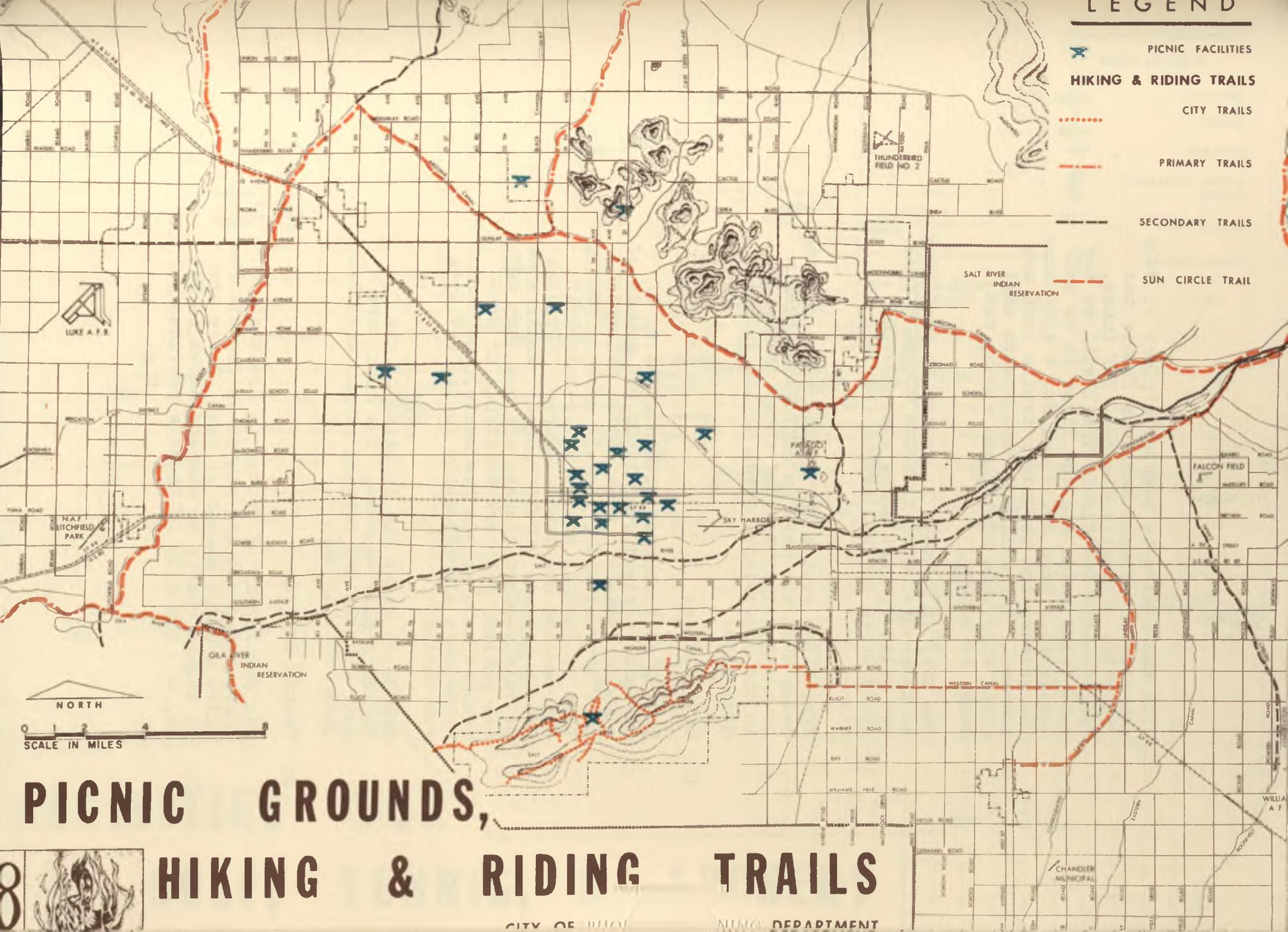
#### B. Hiking and Riding Trails

Horseback riding and walking for pleasure are especially popular activities in the desert Southwest.

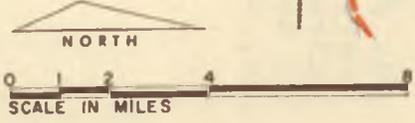
Although no special census has been completed, the Arizona Horsemen's Association estimates there are 10,000 horses in the Valley.

**LEGEND**

-  PICNIC FACILITIES
-  **HIKING & RIDING TRAILS**
-  CITY TRAILS
-  PRIMARY TRAILS
-  SECONDARY TRAILS
-  SUN CIRCLE TRAIL



LUKE A. F. B.



NORTH

SCALE IN MILES

# PICNIC GROUNDS, HIKING & RIDING TRAILS

CITY OF SALT LAKE CITY PUBLIC WORKS DEPARTMENT



With the desire to develop a place to hike and ride horseback, Maricopa County has 720 miles of trails planned. Of these, the 140-mile Sun Circle Trail will be the main focal point and the first to be established. Maps No. 2 and No. 8 also show the primary and secondary trails that are planned. The unified trail system will allow enjoyable hiking and riding for years to come.

The City of Phoenix is presently providing 40 miles of trails in South Mountain Park. Two miles of trails are also provided along North Central Avenue (see Map No. 8).

Many other routes for trails exist and are being used but have no official sanction or protection. Many of these trails lie in the undeveloped areas of the Phoenix Mountains.

#### C. Golf Courses

The 32 golf courses within 15 miles of Phoenix received over 1,000,000 rounds of play in 1963-64. Most of the Valley's golf courses are privately owned. The City of Phoenix has three 18-hole golf courses and one 9-hole course. Maricopa County has one 9-hole course. While some privately-owned courses are not open to the public, many are available to non-members on a greens fee basis, and both contribute significantly to the Valley's recreation.

Map No. 9 shows the location of the Valley's golf courses. The miniature golf courses and driving ranges are also shown on this map.

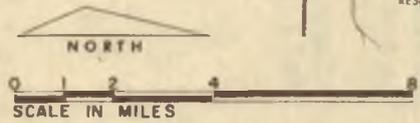
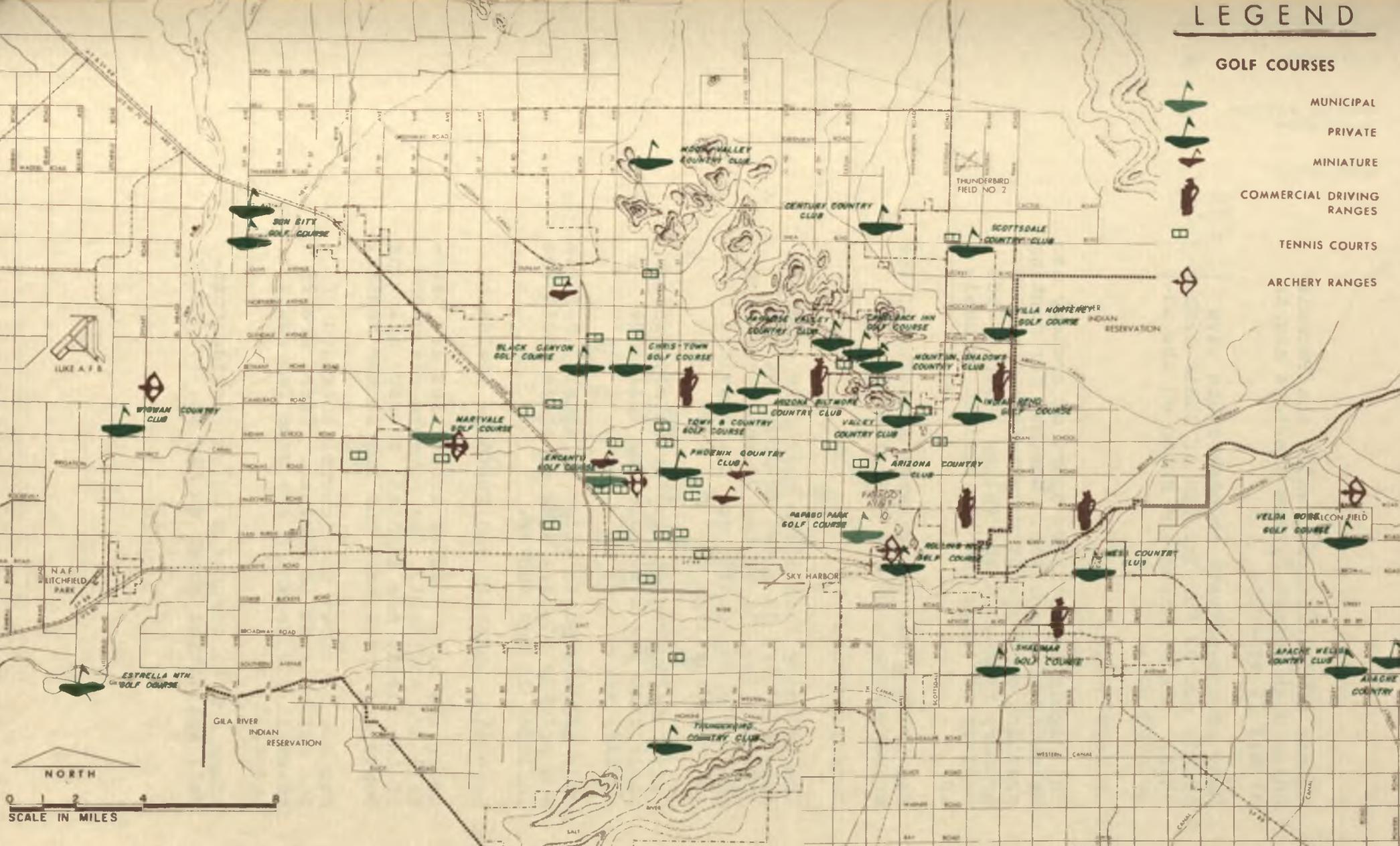
#### D. Tennis Courts

The popularity of tennis is constantly increasing, and the courts in Phoenix receive a large amount of use. There are 31 tennis courts or centers shown on Map No. 9. The City of Phoenix provides

# LEGEND

## GOLF COURSES

-  MUNICIPAL
-  PRIVATE
-  MINIATURE
-  COMMERCIAL DRIVING RANGES
-  TENNIS COURTS
-  ARCHERY RANGES



# FACILITIES FOR GOLF, TENNIS, & ARCHERY



WILLIAM AFB

tennis at 7 locations, while the Phoenix Union High School System provides courts at all 10 schools.

Many of the private country clubs have tennis courts for the use of their membership. Six of these are shown on the adjoining map.

#### E. Archery Ranges

The highly competitive sport of archery is becoming more popular. Whether for hunting practice or competition practice, the archery ranges in the Valley offer a wide variety of tests for the skilled enthusiast.

Map No. 9 gives the general location of the archery ranges in and near Phoenix.

#### F. Swimming Pools

The swimming facilities which are shown on Map No. 4 are in great demand. At the present time, 17 of the 22 pools that are available for public use are provided by the municipality.

There are currently five privately-owned pools that are available for full-time public use.

Many private pools exist at motels, resorts and private clubs. None of these pools was included in the survey.

#### G. Baseball, Softball and Football Fields

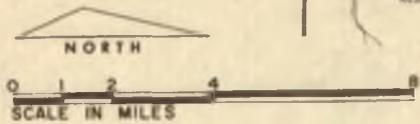
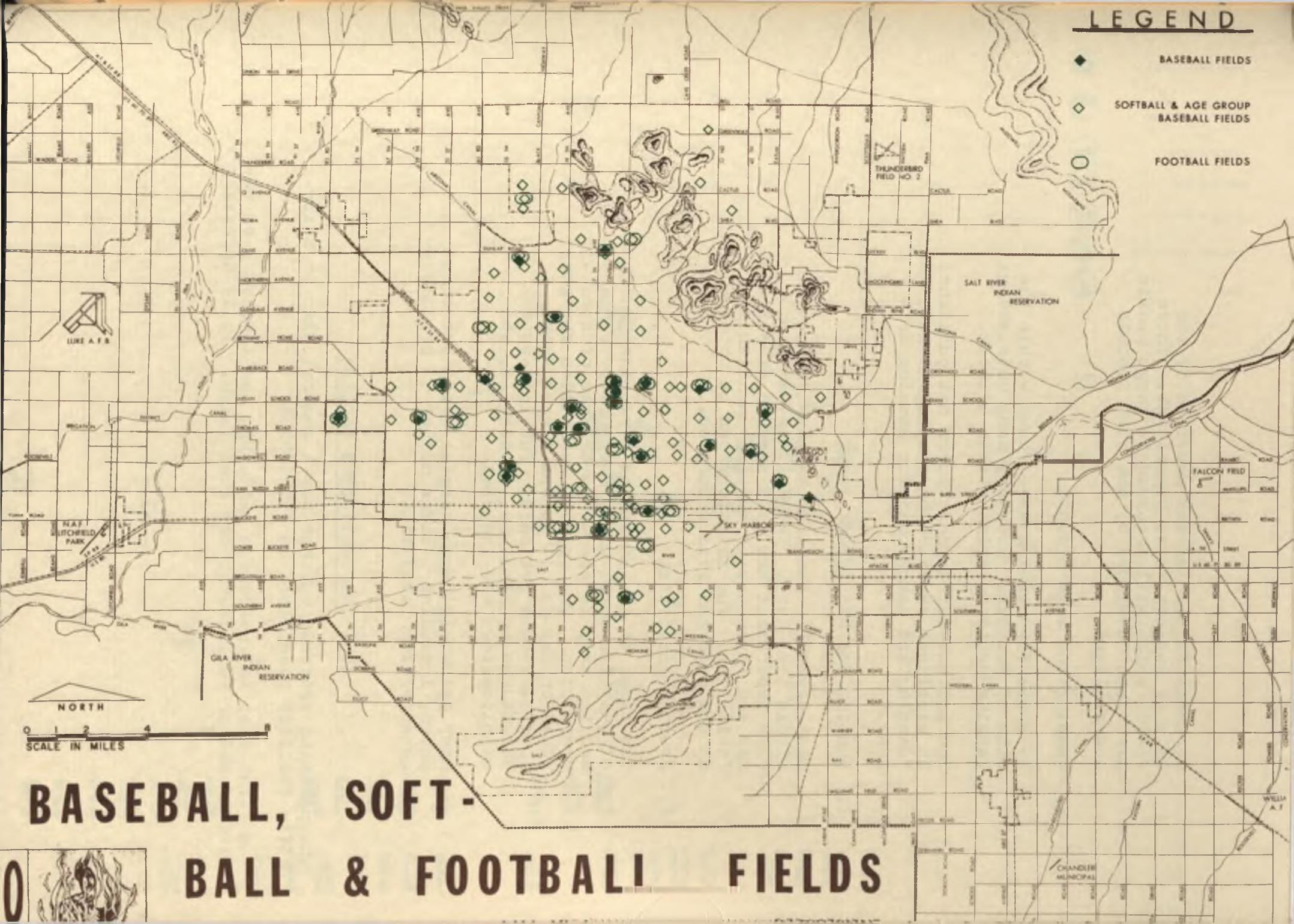
Among the more popular activities are baseball and softball. One hundred sixty-one of the fields are lighted, thereby allowing heavy use throughout the hot summer months.

Map No. 10 shows the general location of the ball fields in Phoenix. There are 29 baseball fields which are used for adult baseball.

There are 41 locations which provide football activities shown on Map No. 10. Most

# LEGEND

- ◆ BASEBALL FIELDS
- ◇ SOFTBALL & AGE GROUP BASEBALL FIELDS
- FOOTBALL FIELDS



# BASEBALL, SOFTBALL & FOOTBALL FIELDS



of these facilities are provided by the City of Phoenix Parks Department. Those fields which will accommodate large crowds have been developed by the high schools and colleges.

#### H. Camping and Camp Grounds

No areas for camping were found within the City of Phoenix. However, many outstanding camping spots do exist within Arizona.

The Arizona Development Board has published an excellent brochure on camping titled, "Camping and Campgrounds in Amazing Arizona."

#### I. Hunting and Fishing

Many areas for hunting and fishing exist within the State. The Arizona Game and Fish Department has published an excellent map and inventory of hunting and fishing facilities. The inventory can be obtained at the Game and Fish Department.

#### J. Special Facilities

The night at the amusement park, the Fourth of July fireworks show, the outdoor concert, and the trip to the zoo are times of special recreation. The special recreation category shown on Map No. 11 covers places where special events are held. Publicly-owned structures as stadiums, bandshells, and amphitheaters are included.

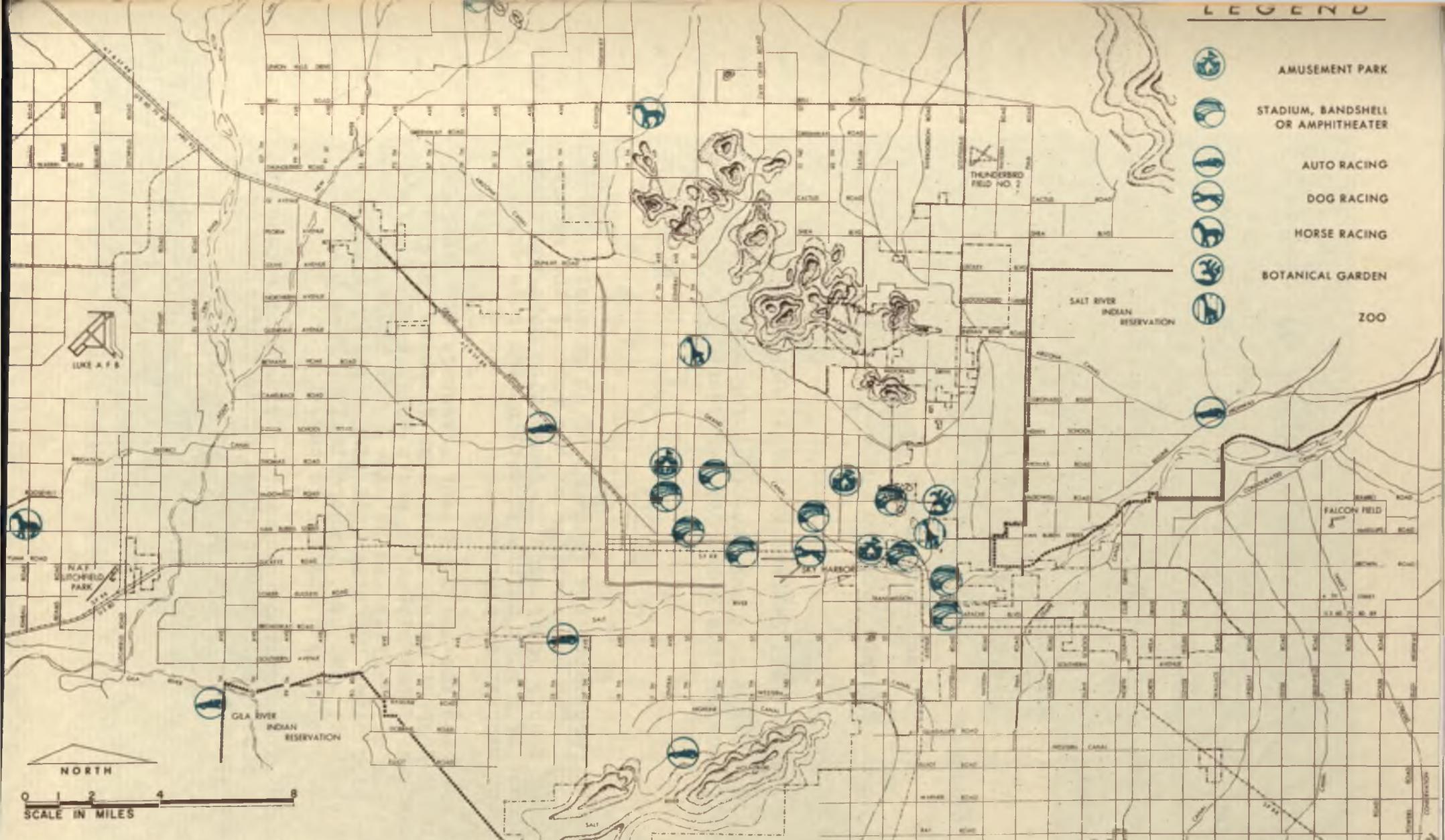
Many privately-owned special areas are also shown, including a large number of privately-owned racing facilities.

### IV. THE CONTINUING PROGRAM

The planning process, whether for a general plan or a specific facility plan, must be continuous.

The first step in recreation planning, the inventory of existing outdoor facilities, has been taken. It is necessary

-  AMUSEMENT PARK
-  STADIUM, BANDSHELL OR AMPHITHEATER
-  AUTO RACING
-  DOG RACING
-  HORSE RACING
-  BOTANICAL GARDEN
-  ZOO



# SPECIAL AREAS FOR RECREATION & AMUSEMENT

now to continue with the remaining steps that will lead to a comprehensive recreation plan.

The planning procedure that has been started is as follows:

1. Outdoor Recreation Inventory
2. Factors which Influence Outdoor Recreation
3. Goals
  - A. Analysis
  - B. Alternatives
4. Standards
  - A. Reflect Local Needs
  - B. Satisfy Selected Goals
5. Plan
6. Implementation, Methods of Realizing Plan

These steps will lead to a cohesive plan for meeting the recreational needs of this community for years.

## V. SUMMARY

This report has presented the findings of an extensive recreation inventory. The presentation of the role of the Federal, State, and County Government in recreation sets the stage for development of a plan that will outline the role for Phoenix in the recreation picture.

The report presents the all important inventory of resources and facilities that do exist in and near Phoenix. With a good perspective of the situation and a solid base of information, meaningful analysis can be made. The inventory should be analyzed with other important planning considerations, such as population, land use, transportation, community attitudes, and the community's ability to pay.

This analysis will permit development of alternative courses of action and subsequent establishment of realistic and desirable recreation goals.



## CLASSIFICATION OF RECREATIONAL AREAS

August 1965

### Location

All parks and schools in Phoenix were first classified as to their name, address, and amount of acreage used for recreation. This information was obtained from maps, publications, prior studies, and field observation.

### Status

Following location, the aforementioned parks and schools were classified as to having developed, partially developed or undeveloped recreation areas. Determining the status of these areas required the use of information from the Parks and Recreation Department, aerial photographs, and field checking. If observation revealed the existence of basketball courts, baseball diamonds, backstops, goalposts, or other recreational facilities common to a developed recreational area, it was classified as developed. If only a minimum amount of recreational facilities or none at all was in evidence, the area was classified as partially developed or undeveloped.

SUMMARY TABLE OF EXISTING RECREATIONAL SITES

Total Number of Sites	204
Total Acres	19,450
Acres Devoted to Recreation	18,497
Total Vacant Adjacent Land	15,092

Recreational Sites by Extent of Development

Fully Developed Recreational Sites

Number	112
Total Acres	17,735
Acres Devoted to Recreation	17,055
Total Vacant Adjacent Acreage	6,011

Partially Developed or Undeveloped Recreational Sites

Number	92
Total Acres	1,715
Acres Devoted to Recreation	1,442
Total Vacant Adjacent Acreage	9,081

Recreational Sites by Type of Site

Park-Recreational Sites

Number	58
Total Acres	17,264
Acres Devoted to Recreation	17,264*
Total Vacant Adjacent Acreage	12,875

School-Recreational Lands

Number	146
Total Acres	2,186
Acres Devoted to Recreation	1,233
Total Vacant Adjacent Acreage	2,217

- - - - -

\*One park (South Mountain Park) comprises 14,817 acres.

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