

**Special Exception Land Use Permit Application** 

Midtown Reliability Project 1740 E 36<sup>th</sup> Street Tucson, AZ 85713

Transmission structures within road right-of-way at South Kino Parkway & East 36<sup>th</sup> Street

Submitted to: City of Tucson Planning and Development Services Department 201 North Stone Avenue Tucson, Arizona 85701

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#### TABLE OF CONTENTS

	De	efinit	ions
	Ac	crony	/ms
	Ex	ecut	ive Summary
	Si	te Se	lection
1.	IN	TRO	DUCTION AND POLICY
	A.	Su	Ibregional, Area, and/or Neighborhood Plans
	в.		dopted Plan Policies
		1. FI	
		2. G	reater South Park Area Plan
		3. Ki	ino Area Plan
		4. Zo	oning Code
	C.	Cc	onflicts with Adopted COT Ordinance or Policy
2.		SITE	ANALYSIS
	Α.	Ge	eneral
		1. la	able of Contents
		2. Pi	roject Location Map
		3. G	eneralized Land Use Map
		4. Pi	roperty Boundary Dimensions
		5. E>	xisting Zoning
		6. Lo	ocation, Size, and Height of Adjacent Existing Buildings
		8. Bi	illboards
	В.	Ci	rculation and Trips
		1. M	lajor and Local Streets
		2. E>	xisting and Proposed Curb Cuts and Access Drives
		3. D	eceleration and Turn Lanes
		4. Ex	xisting and Proposed Curbs, Driveways, Sidewalks, and Bike Paths
		5. Tr	raffic Signals within One Mile
		6. N	earest Existing and Proposed Public Transit Stops and Park-and-Rides
		7. Pi	rojected Date of Any Improvements in the COT Capital Improvement Program (C.I.P.)
		8. E>	xisting Traffic Counts on Major Streets within One Mile
		9. Tr	rip Generation Calculations
	C.	Cu	Iltural Resources
	D.	Ну	/drology & Drainage
		1. O	n-site and Off-site Drainageways



		2.	. 100-Year Floodplains
		3.	. Environmental Resource Zone and Watercourse, Amenities, Safety, and Habitat Drainageways
		4.	Erosion Hazard Setback Areas
		5.	Peak 100-Year Event Flow
		6.	Existing Condition and Locations of Proposed Retention/Detention Areas
		7.	Applicable Floodplain and Wash Ordinances and Codes
	E.	1.	Schools, Recreational, and Cultural Facilities Locations of Schools, Parks, Libraries, and Public Land
		2.	Pedestrian and Bike Routes
		3.	. Trail and Trail Access Points
	F.		Soils
		1.	. Heavily Disturbed Area
		2.	. Hazardous Materials On-site
		3.	. Landfill Sites or Hazardous Materials within 1 Mile
		4.	Other Existing Facilities/Operations within 1 Mile
	G.	1	Topography
		1.	Lilleide Development Zene
		2.	. Hillside Development zone
	н. т		Utilities
		1.	Existing On-site Vegetation
		2.	Existing Landscaping and Screening
	J.		Views
		1.	. Description of Views out of the Site to Surrounding Area
		2.	. Description of Views Depicted in the Photo Simulations
3.	PL	A١	N PROPOSAL
	A.		Building Layout
	ь.	1.	Privacy for Adjacent Residences
		2.	Compatibility with Climate and Surrounding Area
		3.	Energy Conservation
		4.	Building Setbacks
		5.	- . Transition of Building Height and Number of Stories
		6.	. Transition of Density
		7	Landscaping and Screening Mitigation for Noise and Visibility
		<i>'</i> .	Landscaping and screening witigation for Noise and Visionity



8. Street Improvements
9. Defensible Space Techniques
10. View Corridors
11. Changes in Elevation
C. Hydrology & Drainage 1. Proposed Drainage Solution
2. Post-development Water Discharge On-site and Off-site
<ul> <li>D. Landscaping and Screening</li> <li>E. Lighting</li> <li>F. Pedestrian Access</li></ul>
2. Additional Utility Information
L. Vehicular Use Area 4. REFERENCES

#### LIST OF PHOTOS

Photo 1. Examp	ole of a Steel Riser Pole.	
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#### LIST OF EXHIBITS



#### APPENDICES

Appendix A. Midtown Road ROW Research Appendix B. Cultural Resources Survey Report Appendix C. Historic District Analysis Appendix D. FEMA FIRM 04019C2279L Panel 2279 Appendix E. Photo Simulation Package Appendix F. Neighborhood Meeting Summary Appendix G. General MRP Comments Appendix H. Poverty and Urban Stress Maps Appendix I. Preliminary Development Package

#### Definitions

Project	The construction, operation, and maintenance of the Midtown Reliability Project (MRP) 138 kV transmission line structures crossing the Gateway Corridor Zone of Kino Parkway.
Subject Crossing	The Kino/36 <sup>th</sup> Street intersection where the MRP 138 kV transmission line will run east to west on 36 <sup>th</sup> Street and cross over the Gateway Corridor Zone of Kino Parkway.
Midtown Reliability Project Study Area	The approximately 16.5 square mile area surrounding the TEP Area Study Load Center that was considered for the interconnecting Vine substation and the subject of the line siting analysis, cultural resources, and biological studies. The study area is roughly bounded by Fort Lowell Road on the north, Country Club Road on the east, 36 <sup>th</sup> Street on the south, and 4 <sup>th</sup> Avenue/Aviation Parkway/I-10 on the west.



#### Acronyms

A/NRHP	Arizona/National Register of Historic Places
C-1	Commercial Zone 1
CEC	Certificate of Environmental Compatibility
C.I.P.	COT Capital Improvement Program
COT or City	City of Tucson
ERZ	Environmental Resource Zone
FEMA	Federal Emergency Management Agency
FIRM	Federal Insurance Rate Map
GCZ	Gateway Corridor Zone
kV	kilovolt
LT	Plan Tucson's Land Use, Transportation, & Urban Design Policy
MRP	Midtown Reliability Project
PAD	Planned Area Development
PT	Plan Tucson
R-2	Residential Zone 2
SELU	Special Exception Land Use Permit
TEP	Tucson Electric Power Company
UDC	Unified Development Code
WASH	Watercourse, Amenities, Safety, and Habitat



## **Executive Summary**

In determining where to locate new energy infrastructure, Tucson Electric Power Company ("TEP") considers the projected energy needs of nearby residential and commercial customers, anticipated economic development, proximity to existing equipment, project costs, geography, the environment, public input and other factors.

The Midtown Reliability Project (MRP) will upgrade Midtown Tucson's antiquated and overloaded 46 kilovolt (kV) sub-transmission system to a much more flexible and robust 138 kV system. This upgrade is urgently needed to replace older, lower-voltage equipment that cannot keep pace with the increasing energy use in central Tucson. Peak power demand in the area is reaching the maximum capacity of the current system, reducing reliability of the electric grid. Management of the heavily-loaded system requires significant patchwork expenditures to compensate for the system's age. Without the MRP, TEP will face ever increasing challenges to reliably serve customers in the area and risks the future growth potential of Midtown.

The MRP team completed a comprehensive siting study that included public outreach to develop ten route alternatives to present to the Arizona Power Plant and Transmission Line Siting Committee (the Line Siting Committee). The Line Siting Committee approved four route alternative segments and created a fifth route alternative segment that was also approved. Routes B and 4 were combined to form TEP's preferred alternative route, see Exhibit i, to construct an 8.5-mile 138 kV line that will connect the DeMoss-Petrie Substation to the planned Vine substation to the Kino Substation.

Along with the new transmission line, TEP has committed to retiring 19 miles of the old 46 kV subtransmission lines as well as undergrounding distribution lines that are in the same corridor as the Preferred Route.

TEP's CEC authorizing the Preferred Route includes a finding that requires TEP to file for a special exception of the GCZ at each crossing as described in the Unified Development Code. This Application is submitted in compliance with those CEC requirements.

The Unified Development Code (UDC) section 4.9.11.13 states that an overhead transmission line may be granted at a GCZ via a special exception. Special exception criteria A & C allow for an overhead transmission line when the line is contextually sensitive to adjacent and surrounding zoning and land uses and when the line will have minimal impact on residential areas. At the Subject Crossing, TEP plans to colocate the new 138 kV transmission line on existing structures that run west out of the Kino Substation. The current structures are on the south side of 36<sup>th</sup> Street which is zoned PAD-15. Using the existing TEP structures for the new 138 kV transmission line satisfies special exception criteria C (to be contextually sensitive) since no new utility poles would be added to the intersection. Additionally, once the 138 kV transmission line is in service, the 46 kV structures on the north side of 36<sup>th</sup> Street (which is residential zoned) would be removed or undergrounded. This satisfies special exception criteria A (to have a minimal impact on residential areas) by keeping the transmission structures on the PAD-15 side of the street and



by improving the viewshed and pedestrian experience on the residential side of the street. Additional details on the special exception criteria (use-specific standards) the Subject Crossing meets and how are in section 1.B.4 of this application. This Subject Crossing is located at Kino Parkway and 36<sup>th</sup> Street. Here the planned transmission line runs east to west on 36<sup>th</sup> Street and crosses over the GCZ of Kino Parkway.





Exhibit i. Approved CEC Route Corridors





Exhibit 1. Subject Crossing Location Map



### 1. INTRODUCTION AND POLICY

This report is intended to demonstrate compliance with the general procedures and application submittal requirements necessary to process a Special Exception Land Use (SELU) permit pursuant to the City of Tucson Unified Development Code (UDC) Article 3 and Administrative Manual Section 2. This report is generally organized to follow the provisions outlined in Section 2-03.4 for Preliminary Development Package (PDP) Content Requirements.

The Project complies with the COT's General Plan and zoning regulations and will comply with all relevant land use standards and regulations. The following sections are intended to demonstrate that the Project meets the intent of plan policies.

#### A. Subregional, Area, and/or Neighborhood Plans

Plan Tucson, the Greater South Park Area Plan, the Kino Area Plan, and the COT Unified Development Code provided land use and development guidance for the Project. Kino Substation is also adjacent to the Western Hills/Pueblo-Sunland Gardens Neighborhood Plan, but the Subject Crossing is not within this neighborhood plan. Project compliance with each of these plans is described in the following paragraphs.

#### **B.** Adopted Plan Policies

#### 1. Plan Tucson

The Subject Crossing (36<sup>th</sup>/Kino) is located within the Mixed-Use Centers Building Block on the Future Growth Scenario Map in Plan Tucson ("PT"). The Mixed-Use Centers Building Block primarily consists of residential, retail, and public gathering spaces. This Building Block's goal is to promote neighborhood-scale activity centers particularly with various modes of transportation available to reach said activity centers.

PT also supports environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses and enhances the overall function and visual quality of the street, adjacent properties, and the community. The Subject Crossing is within a Planned Area Development (PAD-15 The Bridges). A transmission line is compatible to the commercial zoning. Visual clutter in the view corridor of 36<sup>th</sup> Street would be reduced, since the existing distribution lines and the joint-use attachers (communication wires) would be undergrounded after the transmission line is built. This supports PT's goals of neighborhood design that enhances the visual quality of the street.

The Project complies with the following PT policies and supports the goals of the Downtown Building Block.

#### Land Use, Transportation & Urban Design

• LT27: Using existing neighborhood, area, and other specific plans as the starting point, undertake an inclusive public process to explore the concept of developing and implementing planning and



service areas to coordinate and enhance land use planning, infrastructure improvements, and public service delivery.

 LT28: Apply Guidelines for Development Review (Exhibit LT-11) to the appropriate Building Blocks in the Future Growth Scenario Map to evaluate and provide direction for annexations, plan amendments, rezoning requests and special exception applications, Board of Adjustment appeals and variance requests, and other development review applications that require plan compliance.

#### Applicable Guidelines for Development Review

- <u>LT28.5.7</u> Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.
- <u>LT28.5.8</u> Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
- <u>LT28.5.9</u> Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.

#### Public Infrastructure, Facilities, & Cost of Development Policies (PI)

- PI1: Invest in highest priority needs to manage and maintain public infrastructure and facilities that are fundamental to economic development and to sustaining and enhancing living conditions in the community.
- PI2: Prioritize major public infrastructure investments in developed areas and for improvements of the existing infrastructure.
- PI3: Expand the use of state-of-the-art, cost-effective technologies and services for public infrastructure and facilities.
- PI7: Coordinate with utility companies and other public service providers for the planning of infrastructure, facilities, and services, making sure infrastructure and facility construction is sensitive in design and location to environmental and historic resources.

#### 2. Greater South Park Area Plan

The northern half of the Subject Crossing is within the plan area of the Greater South Park Area Plan. The main goal of the Area Plan is to protect and improve existing neighborhoods while supporting new development of industrial and commercial expansion. The Subject Crossing and future MRP 138 kV transmission line complies with the Greater South Park Area Plan since the transmission line will fall outside of the residential neighborhoods and within a commercial corridor. This supports the Area Plan's goal of expanding commercial activities through increased electrical capacity for new development and aligns with the Area Plans policies for utilities which include:

- 1) Provide adequate utility service capacity in the plan area by:
  - a. implementing existing utility service upgrading programs; and
  - b. planning for additional utility service as the plan area develops.



#### 3. Kino Area Plan

The southern half of the Subject Crossing is within the plan area of the Kino Area Plan specifically falling within Kino, Commercial Site 1. The main goal of the Kino Area Plan is to set guidelines for the future development of the Kino area and ensure a balanced mix of uses and a diverse array of activities, including employment, shopping, housing, and recreation. The Subject Crossing and future MRP 138 kV transmission line complies with the Kino Area Plan since the transmission line is outside of residential areas and along a major street.

#### 4. Zoning Code

The COT UDC, Administrative Manual, and the Technical Standards Manual was adopted on January 2, 2013, replacing the Land Use Code, Development Standards, and the development review procedures in Chapter 23A of the Tucson Code.

The underlying zoning at the intersection of 36<sup>th</sup> Street & Kino Parkway is PAD-15. This zone allows for a mix of land uses covered by the planned area development, including retail and business uses. PAD-15 The Bridges outlines the two parcels the structures of the Subject Crossing fall within (132-130-78B & 132-130-34D) as Sub-Area C-II: Open Space and Sub-Area D: Civic/Institutional (Research Park). Sub-Area C-II is a parcel owned by TEP and houses the Kino Substation. Outside of the substation walls is dedicated open space with landscaping. Existing transmission infrastructure is present on both parcels today, and the MRP would add an additional set of wires to the existing structures. Utility lands uses are permitted in the PAD and the Subject Crossing would remain compliant with the zoning and land uses.

The Subject Crossing is also within a Gateway Corridor Overlay Zone. The purpose of the GCZ is to establish design standards to meet economic goals of underlying plans in the area (i.e. the Major Streets & Routes Plan and the General Plan.) UDC Section 4.9.11. A outlines the use-specific standards applicable to utilities in the GCZ. Please see below for detailed responses on how each use specific standard in UDC Section 4.9.11. A.13 (a-h) is either being met or is not applicable.

A special exception request to relieve the requirement to underground transmission lines that meets the findings established by UDC section <u>3.4.5</u>, *Findings* and which also meets criteria <u>a</u>, <u>d</u>, <u>or f</u> of this subsection may only require <u>one criterion</u> for approval when no other criteria apply to the project. Otherwise, in addition to the required findings of UDC section <u>3.4.5</u>, the special exception request must <u>meet more than one criterion</u> listed in subsections (a) through (h) below.

Summary of Special Exception Criteria			
Criterion	Finding		
(a)	Met		
(b)	Not Applicable		
(c)	Met		
(d)	Not Applicable		
(e)	Met		
(f)	Not Applicable		
(g)	Met		
(h)	Met		



<u>Use-Specific Standard 4.9.11.A.13.a:</u> The proposed overhead transmission lines are contextually sensitive to adjacent and surrounding zoning and land uses. Examples of this may include a proposed location that is industrially zoned or a proposal that results in a less adverse aesthetic impact or less adverse impact on viewsheds for surrounding properties.

This special exception criterion is applicable to the Subject Crossing because co-locating the new transmission line on the existing infrastructure at the Subject Crossing would result in minimal change in the viewshed for surrounding properties. Co-locating on the existing infrastructure ensures no new poles would be added at the Subject Crossing which means less visual and aesthetic impacts for motorists and pedestrians. Additionally, existing lines that cross Kino Parkway on the north side of 36<sup>th</sup> Street will be retired or placed underground further reducing visual impacts at the crossing.

<u>Use-Specific Standard 4.9.11.A.13.b:</u> Requiring underground construction would cause a significant increase in ground disturbance when compared to overhead construction in sensitive areas such as Environmental Resource Zone (ERZ) or Watercourse Amenities, Safety and Habitat (WASH) wash crossings or environmentally and archeologically sensitive areas.

This special exception criterion is not applicable because the Subject Crossing is not within an ERZ, WASH crossing, environmentally sensitive area, or an archaeological sensitivity zone.

# <u>Use-Specific Standard 4.9.11.A.13.c:</u> The proposed overhead transmission line will have minimal impact on residential areas.

This special exception criterion is applicable to the Subject Crossing because the planned transmission line that would be co-located on existing infrastructure at the Subject Crossing is within PAD zoning and does not enter the residential zoning in the northern portion of the Subject Crossing. Residences to the north of the Subject Crossing would experience minimal visual change in their viewshed with the new transmission line co-located on the existing infrastructure. Additionally, once the new transmission line is in-service, the 46 kV sub-transmission line that is on the north side of 36<sup>th</sup> Street will be undergrounded or removed as part of the transition from the current 46 kV system to a 138 kV system. As a result, the viewshed from the residences to the north of the Subject Crossing will be cleaner than it currently is. Not only would the new transmission line minimally impact the residences, but the clean-up from the 46 kV system would result in a positive visual impact to the residences.

# <u>Use-Specific Standard 4.9.11.A.13.d:</u> The proposed overhead transmission lines are located on non-Gateway or non-Scenic corridor routes, and the relief is requested for a segment that perpendicularly crosses a Gateway Corridor Zone or Scenic Corridor Zone, and the placement of poles is set back at least 150 feet from the curbline of the designated Gateway or Scenic Corridor.

This special exception criterion is not applicable to the Subject Crossing because the new transmission line is planned to be co-located on existing infrastructure at the Subject Crossing. The existing infrastructure at the Subject Crossing is not 150' setback from the curbline of Kino Parkway (the Gateway corridor). Therefore, this Subject Crossing does not satisfy the requirements of criterion d.



<u>Use-Specific Standard 4.9.11.A.13.e:</u> The proposed overhead transmission lines are for a repair or upgrade of existing facilities and the proposed facilities are similar in size and scale to the existing facilities being repaired or replaced. Replacement facilities may not be any larger than 10% the height or width of existing facilities being replaced.

This special exception criterion is applicable to the Subject Crossing because the new transmission line will be co-located on existing poles designed to accommodate a second circuit, which will result in zero increase to the height or width of the existing facilities.

<u>Use-Specific Standard 4.9.11.A.13.f:</u> The transmission lines are proposed in an area where there is an existing presence of railroad, highway and/or bridge crossings, or in an area where underground installation would interfere with other existing undergrounded utilities, and curing that interference is technologically impossible or financially cost prohibitive.

This special exception criterion is not applicable to the Subject Crossing as there are no railroads, highways, and/or bridge crossings at the intersection.

<u>Use-Specific Standard 4.9.11.A.13.g:</u> The proposed transmission lines will provide electrical service to critical customers where overhead lines are strongly recommended for specialized operations; examples include but are not limited to: provision of electricity to Davis Monthan AFB or other installations necessary to the national defense.

This special exception criterion is applicable because the planned transmission line will provide electrical service to critical customers, including but not limited to, the University of Arizona and Banner – University Medical Center. Banner requires reliable power to run the equipment used in its level 1 trauma center. The looped 138 kV overhead transmission line will improve reliability over the existing overhead 46kV radial lines currently serving the hospital.

In the same fashion, the university will also receive more reliable power. It's important to keep the university powered for the safety of both the students attending and for the staff. In addition, the university is one of the largest employers in the City of Tucson. Keeping the university powered ensures a key economic driver for the City remains active and productive. This supports the Jobs and Workforce Development Policy 6 and the Business Climate Policies 1 & 7 of Plan Tucson's Chapter 3: The Economic Environment (2013). Although the updated Plan Tucson hasn't been ratified yet, supporting the University also contributes to the economic developments goals outlined in draft Chapter 3: Values, Goals, and Policies Goal 6: Education policy 6 and Goal 12: Economy policy 7 & 12 (2025).

<u>Use-Specific Standard 4.9.11.A.13.h:</u> The proposed project is in an area where costs to install underground would have a disparate impact on low-income residents.



This special exception criterion applies to the Subject Crossing. The census tract that the Subject Crossing overlaps with has a median income that is lower than both the Ward's median income and Pima County's median income (see *Appendix H*). The cost of installing electric infrastructure is passed onto all TEP customers. An increase in customers' electric bills has an impact on all households, and lower-income households will be disproportionately impacted by a higher monthly electric bill.

If an underground solution, versus an overhead solution, were to be implemented at this intersection, there would be a disparate impact on low-income residents from both the increased financial burden of a higher monthly electric bill and physical impacts from undergrounding a transmission line. These impacts are:

- increased installation costs
- increased noise
- increased air pollution
- major ground disturbance with greater potential for underground utility conflicts, and
- traffic detours/delays

An overhead line is less costly to build than an underground transmission line. An overhead transmission line would result in minimal ground disturbance and fewer total days of construction. This lessens impacts from:

- noise
- air pollution
- potential underground utility conflicts, and
- traffic detours/delays

For those reasons, an underground transmission line at the Subject Crossing would have a disparate impact on low-income residents, and an overhead line is the best solution for the surrounding businesses and neighborhoods.

#### C. Conflicts with Adopted COT Ordinance or Policy

TEP's Preferred Route for an overhead 138 kV transmission line is in conflict with the GCZ. The objective of this application for a special exception land use permit is to demonstrate that an overhead transmission line is less intrusive than an underground line with risers, see *Photo 1*. An overhead transmission line better algins with the stated goals of the GCZ achieving a more favorable visual impression (see *Appendix E* for photo simulations of the overhead transmission line scenario and an underground riser scenario.)



**Photo 1.** Example of a Steel Riser Pole (necessary if the 138 kV transmission line is undergrounded at the intersection.)





#### 2. SITE ANALYSIS

#### A. General

#### 1. Table of Contents

A table of contents is included at the beginning of this document.

#### 2. Project Location Map

Please see Exhibit 1: Project Location Map showing the location of the Subject Crossing.

#### 3. Generalized Land Use Map

Please see *Exhibit 2: Generalized Land Uses* map for a map showing the land uses surrounding the Subject Crossing.

#### 4. Property Boundary Dimensions

The Subject Crossing will be built in road ROW. 36<sup>th</sup> Street road ROW is 80' wide (please *see Appendix A: Midtown Road Research* for details) and existing TEP structures are present. The MRP 138 kV line will be added to the existing structures in a double-circuit configuration.

#### 5. Existing Zoning

Existing zoning of the Subject Crossing and adjacent land is depicted on *Exhibit 3: Zoning*. The Subject Crossing is zoned residential and PAD. Adjacent zoning designations are as follows:

- North: R-2
- East: PAD-15, R-2, and C-1
- South: PAD-15
- West: PAD-15, R-2

#### 6. Location, Size, and Height of Adjacent Existing Buildings

The Subject Crossing runs through a developed arterial street. South of the Subject Crossing is the Kino Substation and PAD-15: The Bridges. The PAD is current under construction with the University of Arizona multi-story tech park being constructed at the time of writing this application. North of the Subject Crossing is the Quincie Douglas Library and single-story residential homes.

7. Location, Size, and Height of Existing and Proposed Buildings On-site

There are no existing buildings on the Subject Crossing in road ROW. No new buildings are proposed as part of this project.

#### 8. Billboards

There are no billboards within a mile of the proposed project intersection. No billboards are proposed as part of this project.





Exhibit 2: Generalized Land Use







#### B. Circulation and Trips

#### 1. Major and Local Streets

East 36<sup>th</sup> Street is a City of Tucson owned arterial street consisting of an asphalt finished road measuring approximately 100 feet wide from curb-to-curb. Current road ROW for East 36<sup>th</sup> Street is 80 feet wide. South Kino Parkway is a gateway arterial street. Kino Parkway is owned in joint by the City of Tucson and Pima County through an intergovernmental agreement. From curb-to-curb South Kino Parkway measures approximately 150 feet wide. Road ROW for South Kino Parkway is 100 feet.

Major and local streets abutting the Subject Crossing are depicted on Exhibit 4. Circulation.

#### 2. Existing and Proposed Curb Cuts and Access Drives

There are existing curb cuts at each corner of the Subject Crossing for pedestrian crosswalks. No new curb cuts or access drives are proposed as part of this project

#### 3. Deceleration and Turn Lanes

Kino Parkway is a six-lane street with three traffic lanes that travel north and south bound. There is a designated left turn lane to turn onto west or east bound lanes. There is also a designated right turn lane that will yield into the west or east bound lanes on 36<sup>th</sup> Street. East 36<sup>th</sup> Street it is a four-lane street with two traffic lanes that travel west and east bound.

No new deceleration or turn lanes are being proposed as part of this project.

#### 4. Existing and Proposed Curbs, Driveways, Sidewalks, and Bike Paths

There are existing sidewalks that travel down both Kino Parkway and 36<sup>th</sup> Street.

There are designated bike lanes on both South Kino Parkway and East on 36<sup>th</sup> Street and a multi-use path on the southwest corner of the Subject Crossing. There are no existing bike boulevards at the Subject Crossing.

#### 5. Traffic Signals within 1 mile of project site.

Traffic signals within one mile of the Subject Crossing are located at:

- E 36th St & S Kino Pw
- E 36th St & S Park Av
- E 36th St & S 4th Av
- E 39th St & S Park Av
- E 33rd St & S Park Av
- E Duvall Vista & S Kino Pw
- E Kino Ajo Connection Ramp & S Kino Pw
- E Silverlake Rd & S Kino Pw
- E 22nd St & S Kino Pw
- 1598 E 22nd St & S Cherry bell Sv
- E Silverlake Rd & S Park Av



- E 33rd St & S Park Av
- E 36th St & S Forgeus Av

A selection of traffic signals is depicted on Exhibit 4: Circulation.

#### 6. Nearest Existing and Proposed Public Transit Stops and Park-and-Rides

There is one public transit stop at the Subject Crossing. North of East 36<sup>th</sup> Street is a Sun Tran stop serving Route 15: Tohono Center. There are additional bus stops to the east and west of the Subject Crossing approximately 800 and 500 feet away from the crossing respectively.

A detailed list of public transit stops within a mile of the Subject Crossing are below:

- North of intersection on the east side of the road TDOT Kino Pw/36th St (bus stop id 11062), on the west side of the road TDOT bus stop Kino Pw/Silverlake Rd (stop id 14975), east side of the road TDOT bus stop Kino Pw/Silverlake Rd (stop id 14913), east side of the road TDOT bus stop Kino Pw/22nd St (stop id 14910)
- **East of Intersection** on the west side of the road TDOT bus stop 36th St/Campbell (NW) (stop id 14053), on the east side of the road TDOT bus stop Campbell Av/36th St (**Stop ID:** 16343), on the west side of the road TDOT bus stop 36th St/ Kramer (stop ID 10875), on the west side of the road TDOT bus stop 36<sup>th</sup> St/Plumer (stop id 15943), on the west side of the road TDOT bus stop 36th St/Forgeus Av (stop id 16340), on the east TDOT bus stop 36th St/Forgeus Av (16341).
- **South of Intersection** on the east side of the road TDOT bus stop Kino Pw/Tucson Marketplace (stop id 14967), on the east side of the road TDOT bus stop Campbell Av/Duvall Vista (stop id 10910), on the east side of the road TDOT bus stop Campbell Av/Cochise Vista (10911).
- West of Intersection on the west side of the road TDOT bus stop 36th St/Kino Pw (stop id 14956), on the east side of the road TDOT bus stop MLKing/36th St (stop id 14948).

There are no park-and-rides within the Subject Crossing.

No public transit stops, or park-and-rides are being proposed as part of this project.

#### 7. Projected Date of Any Improvements in the COT Capital Improvement Program (C.I.P.)

There are two C.I.P.s along East 36<sup>th</sup> street that the MRP route runs along, but neither C.I.P. is anticipated to have an impact on the MRP and vice versa since the existing structures along East 36<sup>th</sup> Street will be used for the future 138 kV line.

One of the C.I.P.s is a Prop 407 project: the 36th St Pedestrian Safety & Walkability. This project is currently in the design process and the estimated construction start date is the Summer of 2026.

The other C.I.P. is a Prop 407 Project: the El Paso & Southwestern Greenway which is creation of a bike and pedestrian pathway along East 36<sup>th</sup> Street. This project has no estimated start date and is currently in the design stage.



#### 8. Existing Traffic Counts on Major Streets within One Mile

Most recent available traffic counts from Pima Association of Governments for the Subject Crossing streets are as follows:

Subject Crossing Street	Average Daily Trips Northbound	Average Daily Trips Southbound
South Kino Parkway (2023)	17,006	15,717
	Average Daily Trips Eastbound	Average Daily Trips Westbound
East 36 <sup>th</sup> Street (2023)	3,679	3,827

Major Street within One Mile	Average Daily Trips	Average Daily Trips	
	Northbound	Southbound	
South Park Avenue (2023)	10,331	9,930	
	Average Daily Trips Eastbound	Average Daily Trips Westbound	
East 22 <sup>nd</sup> Street (2023)	14,736	14,641	
East Silverlake Road (2023)	3,771	3,279	
East Ajo Way (2023)	9,809	10,608	

#### 9. Trip Generation Calculations

Once construction of the line is complete, vehicle trips to the Subject Crossing structures will be annual for routine transmission line maintenance and inspections. Emergency trips may be made to resolve outages. No negative impacts to the neighborhood's traffic and circulation patterns are anticipated.

#### C. Cultural Resources

Class I cultural resources survey (a cultural resources records search), was conducted by Tierra Right of Way Services (Tierra) for all the Midtown Reliability Project's transmission line route alternatives, see *Appendix B*, in April and May 2024. The Subject Crossing is part of Route B4 and lies in the Route 4 portion. Route 4 (5 miles in total length) passes through the boundaries of five previously recorded archaeological sites (see Table 8 in *Appendix B*). One archaeological site is present at the Subject Crossing. This is site AZ BB:13:125 (ASM) which included a historic well and artifacts. Tierra determined that this site is ineligible for inclusion in the National Register of Historic Places (NRHP) and does not warrant monitoring of ground-disturbing activities. For the other sites present at one of the sites for any ground-disturbing activities. TEP will ensure any necessary monitors are present for ground-disturbing activities to protect the cultural resources within the Midtown Reliability Project's transmission line route.

A Historic District Analysis was conducted by The Architecture Company for all the Midtown Reliability Project's transmission line route alternatives, see *Appendix C*, in April and May 2024. The Subject Crossing is part of Route B4 and lies in the Route 4 portion. The Architecture Company determined that of the route alternatives between Vine Substation and Kino Substation, Route 4 would have the second least amount of impact on historic architecture (contributing structures and districts). This was determined through a historical architecture analysis. This analysis identified eight criteria that each



route alternative was ranked by. Criteria included: whether the route was bisecting or bordering a historic district, the street designation, and historic properties and infrastructure within an 800' buffer of the route. Further details on the methodology and all eight criteria can be found in Appendix C. The Subject Crossing does not have any historic districts surrounding the intersection, is located on an Arterial Street, and has existing power poles located on the street. The transmission line at the Subject Crossing will have no negative impact to historic property designations and neighborhood character.





Exhibit 4: Circulation Trips



#### D. Hydrology & Drainage

#### 1. On-site and Off-site Drainageways

At the Subject Crossing, there are drainages for stormwater runoff in the curbs at the southeast and southwest corner of the Subject Crossing. No retention/detention basins are present.

The 18<sup>th</sup> Street Wash is roughly 500' to the east of the Subject Crossing. The wash flows northerly, and the Subject Crossing is outside of the 18<sup>th</sup> Street Wash's flood hazard zone.

#### 2. 100-Year Floodplains

The 18<sup>th</sup> Street Wash runs northerly approximately 500' to the east of the Subject Crossing. The wash does not impact the Subject Crossing, and the Subject Crossing is determined to be FEMA Zone X (see *Exhibit 5: Hydrology & Drainage*). This was confirmed by a review of the Effective Flood Insurance Rate Map (FIRM) (Panel 2279 on Map Number 04019C2279L) issued by the Federal Emergency Management Agency (FEMA) on and effective June 16, 2011. A review of the FRIM determined that the site is not currently within a FEMA Floodplain. The Subject Crossing is located within FEMA Zone X (minimal flood hazard). Zone X is an "area determined to be outside the 500-year flood and protected by levee from 100-year flood" (FEMA). The Subject Crossing is located outside of the FEMA regulated floodplain, and, therefore, the development will not need to account for the requirements presented in Tucson Code Chapter 26.

# 3. Environmental Resource Zone (ERZ) and Watercourse, Amenities, Safety, and Habitat (WASH) Drainageways

The Subject Crossing is not within an ERZ nor are there designated WASH ordinance watercourses or proposed ERZ or proposed WASH watercourses in the Project Site. This means that the Subject Crossing complies with Tucson Code 29, Article VIII (WASH regulations).

#### 4. Erosion Hazard Setback Areas

The Subject Crossing is not subject to an Erosion Hazard Setback (EHS). Therefore, the project will not need to account for the requirements presented in Tucson Code Chapter 26, as these are not applicable.

#### 5. Peak 100-Year Event Flow

The Project Site is not subject to 100-year event flows.

#### 6. Existing Condition and Locations of Proposed Retention/Detention Areas

At the Subject Crossing, there are drainages for stormwater runoff in the curbs at the southeast and southwest corner of the Subject Crossing. No retention/detention basins are present.

No new drainages or retention/detention areas are being proposed as part of this project.

#### 7. Applicable Floodplain and Wash Ordinances and Codes

The proposed project was designed to be in compliance with the following Sections of the Tucson Code

- > Tucson Code, Chapter 26, Floodplain and Erosion Hazard Management
- > Tucson Code, Chapter 23, Land Use Code (LUC), Article II Division 8, Section 2.8.6



Tucson Code, Chapter 29 Article VIII, Wash Amenities, Safety, and Habitat (WASH) Regulations







#### E. Schools, Recreational, and Cultural Facilities

The following schools, parks, and libraries are within 1 mile of the Subject Crossing: Schools

- Holladay Fine Arts Magnet Elementary School (Public)
- Pueblo Gardens Pre K-8 School (Public)
- Youthworks Charter High School (Charter)
- Southside Community School (Charter)
- Cavett Elementary School (Public)
- Utterback Middle School (Public)
- Innovation Tech High School (Public)

#### Parks

- Silverlake Park
- Desert Haven Natural Resource Park
- Mirasol Park
- Pueblo Gardens Park
- Street Scene Park
- Willie Blake Jr. Community Park
- Ed Pastor Kino Environmental Restoration Project
- James Thomas Park

Libraries

• Quincie Douglas

#### 2. Pedestrian and Bike Routes

There are designated bike lanes on both South Kino Parkway and on East 36<sup>th</sup> Street. A multi-use path is also on the southwest corner of the Subject Crossing. There are no existing bike boulevards at the Subject Crossing.

No new pedestrian and bike routes will be part of the project.

#### 3. Trail and Trail Access Points

Access to a multi-use path is available at the southwest corner of the Subject Crossing. Parks and greenways are shown on *Exhibit 6: Schools, Parks, and Libraries*.





Exhibit 6: Schools, Parks, and Libraries



#### F. Soils

#### 1. Heavily Disturbed Area

As shown in *Exhibit 7: Topography & Soils*, the entire Subject Crossing has been developed and is entirely covered with buildings and pavement.

#### 2. Hazardous Materials On-site

The Subject Crossing is within road ROW, and there are no hazardous materials on-site at the Subject Crossing.

#### 3. Landfill Sites or Hazardous Materials within 1 Mile

There are no landfills on the Subject Crossing or within a mile of the site. There are also no contaminated lands or ADEQ superfund sites on the Subject Crossing or within a mile of the site.

#### 4. Other Existing Facilities/Operations within 1 Mile

There are no other existing facilities/operations, such as power plants, airports, sewage treatment plants, etc., within one mile that may impact the Subject Crossing.





Exhibit 7. Topography and Soils



#### G. Topography

#### 1. Topographic Contours or Spot Elevations

As shown in *Exhibit 7: Topography & Soils*, the Subject Crossing is completely developed and flat with minimal change in elevation across the Subject Crossing.

#### 2. Hillside Development Zone

The Subject Crossing is not located within the Hillside Development Zone, and there are no slopes 15 percent or greater on the Property.

#### H. Utilities

There is existing TEP infrastructure on the southeast and southwest corner of the Subject Crossing. On the southeast corner of the Subject Crossing is the 138 kV Kino Substation which the MRP transmission line will be connecting into. Running west out of the Kino Substation are existing 138 kV transmission poles on the south side of East 36th Street. Route B4 will be double circuited on the existing TEP poles along East 36th Street.

The Subject Crossing is within the city of the Tucson water obligated service area. There are sanitary sewer pipes running along East 36<sup>th</sup> Street at the Subject Crossing.

#### I. Vegetation

#### 1. Existing On-site Vegetation

The Subject Crossing has been completely developed and no longer contains any vegetation in its natural state. There is landscaping around the Kino Substation that includes desert vegetation like palo verde and saguaros.

#### 2. Existing Landscaping and Screening

Northwest of the Subject Crossing is the Quincie Douglas Library and Silverbell Park. Minimal desert landscaping surrounds the two and offers minimal screening value. At the southeast and southwest corners of the Subject Crossing are landscaped signage for the Kino Substation and the University of Arizona Tech Park. Desert vegetation—predominantly saguaros—are present for landscaping, but the vegetation offers minimal screening value.



#### J. Views

#### 1. Description of Views out of the Site to Surrounding Area

Views to the north of the Subject Crossing are residential with the Catalina Mountains visible in the far distance. Views to the east of the Subject Crossing are residential and commercial. The Rincon Mountains are visible in the far distance. Views to the south of the Subject Crossing are commercial. Views to the west of the Subject Crossing are commercial and residential. The Tucson Mountains are visible in the distance.

#### Views of the Subject Crossing



View of Subject Crossing looking west from the Kino Substation.



View of Subject Crossing looking west from the Kino Substation.



*View of Subject Crossing looking south from the northeast corner of 36<sup>th</sup> St & Kino Parkway.* 



View of Subject Crossing looking southwest from the northeast corner of 36<sup>th</sup> St & Kino Parkway.



#### 2. Description of Views Depicted in the Photo Simulations

Preliminary engineering has the transmission line route running on the south side of 36<sup>th</sup> Street because the existing structures there are double circuit capable poles. This is a benefit for an overhead solution because the new circuit can be supported by those same structures. If an underground solution were to be implemented, those existing overhead structures are in the way of the placement of riser structures which are necessary to transition from overhead to underground as depicted in the simulation of an underground crossing. This necessitated that these riser structures be placed on the north side of 36th Street, resulting in a different route between the overhead and underground designs. This difference can be seen in the photo simulations below and in Appendix E.

The current engineering is not final, and pole locations may shift as the engineering team creates the most optimal transmission line route within the CEC approved corridor.



Photo Simulation 1, Looking north on Kino Parkway (Exhibit. 8)

## Key Observation Point (KOP) #2



Current Condition



This photo simulation shows the existing transmission poles on the **south** side of 36<sup>th</sup> St.

Simulated Condition

Route 4 - Weathered Finish - Overhead



This photo simulation shows the underground riser poles on the **north** side of 36<sup>th</sup> St.

Simulated Condition

Route 4 - Weathered Finish - Underground


# Photo Simulation 2, Looking east on 36<sup>th</sup> Street (Exhibit. 9) Key Observation Point (KOP) #3



Current Condition



This photo simulation shows the existing transmission poles on the **south** side of 36<sup>th</sup> St.

This photo

St.

simulation shows the underground riser poles on the **north** side of 36<sup>th</sup>

Simulated Condition

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground



Photo Simulation 3, Looking south on Kino Parkway (Exhibit. 10) Key Observation Point (KOP) #4



Current Condition



This photo simulation shows the existing transmission poles on the **south** side of 36<sup>th</sup> St.

Simulated Condition

Route 4 - Weathered Finish - Overhead



Route 4 - Weathered Finish - Underground

This photo simulation shows the underground riser poles on the **north** side of 36<sup>th</sup> St.

Simulated Condition



Photo Simulation 4, Looking west on 36<sup>th</sup> Street (Exhibit. 11) Key Observation Point (KOP) #5



Current Condition



This photo simulation shows the existing transmission poles on the **south** side of 36<sup>th</sup> St.

This photo

St.

simulation shows the underground riser poles on the **north** side of 36<sup>th</sup>

Simulated Condition

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground



# 3. PLAN PROPOSAL

The Midtown Reliability Project will upgrade Midtown Tucson's antiquated and overloaded 46 kV subtransmission system to a much more flexible and robust 138 kV system. This upgrade is urgently needed to replace older, lower-voltage equipment that cannot keep pace with the increasing energy use in central Tucson because the aged and outdated Midtown system is at or near capacity. Peak power demand in the area has nearly reached the capacity of the current system, which reduces reliability of the electric grid and requires significant patchwork expenditures to compensate for the system's age. The existing Midtown 46 kV system has little to no contingency reserve, creating circumstances that challenge TEP's ability to serve customers in the area reliably and adversely impact the future growth potential of Midtown.

The proposed 8.5-mile 138 kV line will interconnect with 473 miles of existing 138 kV overhead lines that provide reliable service to TEP's customers. The existing 138 kV system includes the recently completed Irvington-to-Kino line. The Midtown Reliability Project is simply a continuation of that line north from the Kino Substation to the DeMoss Petrie Substation – tying Midtown into a looped system with access to regional generation and transmission resources.

TEP's CEC authorizing the Preferred Route includes a finding that requires TEP to file for a special exception of the GCZ at each crossing as described in the Unified Development Code. This Application is submitted in compliance with those CEC requirements.

The Unified Development Code (UDC) section 5.5 states that transmission lines in GCZ may be built overhead after following the zoning examiner special exception land use procedure (UDC 3.4.3). Per UDC section 4.9.11.13, an overhead transmission line may be granted via a special exception. Special exception criteria A & C allow for an overhead transmission line when the line is contextually sensitive to adjacent and surrounding zoning and land uses and when the line will have minimal impact on residential areas. At the Subject Crossing, TEP plans to co-locate the new 138 kV transmission line on existing structures that run west out of the Kino Substation. The current structures are on the south side of 36<sup>th</sup> Street which is zoned PAD-15. Using the existing TEP structures for the new 138 kV transmission line satisfies special exception criteria C (to be contextually sensitive) since no new utility poles would be added to the intersection. Additionally, once the 138 kV transmission line is in service, the 46 kV structures on the north side of 36<sup>th</sup> Street (which is residential zoned) would be removed or undergrounded. This satisfies special exception criteria A (to have a minimal impact on residential areas) by keeping the transmission structures on the PAD-15 side of the street and by improving the viewshed and pedestrian experience on the residential side of the street.



#### A. Building Layout

No buildings are proposed as part of this project, and no buildings will be added to the Subject Crossing.

#### B. Design Compatibility

#### 1. Privacy for Adjacent Residences

The Subject Crossing is part of the MRP 138 kV transmission line. No landscaping or screening is built under or in front of structures to reduce interference risks with the transmission lines and to allow for maintenance access. Privacy for adjacent residences will be maintained as poles will be sited in road right-of-way.

#### 2. Compatibility with Climate and Surrounding Area

The structures of the Subject Crossing will be made compatible with the climate and surrounding area by using existing steel structures. Use of existing structures ensures there is minimal visual change to the area and the character of the neighborhood is maintained. The existing structures also match the character of the Kino Substation and The Bridges/University of Arizona Tech Park signage. The steel poles are compatible with the climate because steel poles are more resilient and maintain a longer lifespan in the heat and monsoons than other materials, such as wood.

This section addresses the Design Compatibility requirements outlined in UDC § 2-03.4.3.B(2).

#### 3. Energy Conservation

The Subject Crossing is part of the MRP 138 kV transmission line. The transmission line will replace aging 46 kV assets and increase electrical reliability in the midtown area. Upgrading from 46 kV to 138 kV will reduce the number of outages and outage time as well as increase system capacity for rising energy demands, particularly in the summer when temperatures are frequently over 100° F. The structures of the transmission line minimally contribute to the urban heat island effect. Additionally, the 138 kV line would also allow over 19 miles of 46 kV lines to be removed, in turn, reducing the amount of infrastructure in neighborhoods that can trap heat and contribute to the urban heat island.

This section addresses the Design Compatibility requirements outlined in UDC § 2-03.4.3.B(3).

#### 4. Building Setbacks

No buildings are proposed as part of this project.

#### 5. Transition of Building Height and Number of Stories

No buildings are proposed as part of this project, and no buildings will be added to the Subject Crossing. Subject Crossing structures are already in place within road ROW and will not require compliance with building height transition requirements.



#### 6. Transition of Density

No buildings are proposed as part of this project, and no buildings will be added to the Subject Crossing. There is no transition of density associated with this project.

### 7. Landscaping and Screening Mitigation for Noise and Visibility

No landscaping or screening is proposed as part of this project.

#### 8. Street Improvements

No street improvements are anticipated for the development of this Project.

This section addresses the Design Compatibility requirements outlined in UDC § 2-03.4.3.B(8).

#### 9. Defensible Space Techniques

Defensible space techniques will be implemented via fire and vegetation management techniques. These techniques create and maintain open space around the transmission structures. This helps to prevent vegetation from growing and nearing the lines enough to arch and cause a fire. Additionally, open spaces around the pole ensures there are clear lines of site along the street which creates a safer environment due to increased visibility.

This section addresses the Design Compatibility requirements outlined in UDC § 2-03.4.3.B(9).

#### 10. View Corridors

View corridors are described in Section 2.J.

As demonstrated in the Subject Crossing photo simulations, this project will not change the longer-range view corridors.

As shown in the photos provided in Subsection II.J (Views), the views from the Subject Crossing are predominantly commercial or residential buildings. Views of the Catalina Mountains to the north, Rincon Mountains to the east, and Tucson Mountains to the west will remain unchanged.

This section addresses the Design Compatibility requirements outlined in UDC § 2-03.4.3.B(10).

#### 11. Changes in Elevation

Changes in elevation are discussed in Section 3.H and depicted in Exhibit 7: Topography & Soils.

#### C. Hydrology & Drainage

#### 1. Proposed Drainage Solution

No changes to the existing drainage are proposed as part of this project.

#### 2. Post-development Water Discharge On-site and Off-site

No changes to the on- and off-site water discharge will occur as part of this project.



#### D. Landscaping and Screening

No landscaping or screening is proposed as part of this project.

#### E. Lighting

No lighting will be installed as part of this project.

#### F. Pedestrian Access

No new pedestrian access will be created as part of this project. Pedestrian access at the Subject Crossing will remain the same as existing pedestrian access.

#### G. Signs

No permanent signage will be installed as part of this project.

#### H. Topography

No significant changes in elevation or grading are anticipated for the development of this Project.

This section addresses the Design Compatibility requirements outlined in UDC § 2-03.4.3.B(11).

#### I. Traffic & Trip Generation

This project (Subject Crossing) is for the installation of 3 transmission wires associated with the larger Midtown Reliability Project 138 kV transmission line. Once construction of the line is complete, vehicle trips to the Subject Crossing structures will be annual for routine transmission line maintenance and inspections. Emergency trips may be made to resolve outages. No negative impacts to the neighborhood's traffic and circulation patterns are anticipated.

#### J. Undisturbed Areas

The Subject Crossing is developed and completely covered with impervious surfaces which has left no undisturbed areas on the site.

#### K. Utilities

#### 1. Proposed Changes to Utilities and Easements and New Utilities and Easements

There is an existing TEP 13.8 kV distribution line at the Subject Crossing, but no easements are impacted by the new structures at the Subject Crossing. The Project is the construction of a new 138 kV transmission line and as such all proposed improvements are related to utilities.

#### 2. Additional Utility Information

- a) Estimated Number of Residents That Will Live On-site. Not applicable. No residential use is being proposed.
- b) Water Service Provider The Subject Crossing is currently in the Tucson Water service area. No water service is required for this project.
- c) Existing Infrastructure



The Subject Crossing is within TEP's service area, and an existing 13.8 kV distribution line runs west on  $36^{th}$  Street.

*d)* Public Sewer Connection The Project will not connect to the public sewer or have on-site sewage disposal.

#### L. Vehicular Use Area

No designated vehicular use areas are required. TEP vehicles will access the transmission poles at the Subject Crossing via Kino Parkway and 36<sup>th</sup> Street.

#### 4. REFERENCES

- City of Tucson, Planning Department. (1980). "Kino Area Plan." Accessed from: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-development-</u> <u>services/documents/kino.pdf</u> on August 22, 2024.
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- City of Tucson, Planning Department. (2025). "Plan Tucson Draft Chapter 3." Accessed from: <u>https://www.plantucson.org/plan-tucson-2025-preliminary-draft</u> on January 22, 2025.
- Pima Association of Governments (2024). Traffic Count (TCDS). Accessed from: <u>https://pag.public.ms2soft.com/tcds/tsearch.asp?loc=Pag&mod=TCDS</u> on September 12, 2024.

The Architecture Company. (2024). "TEP Midtown Reliability Project: Historic District Analysis."

Tierra Right of Way Services. (2024). "Tierra Archaeological Report No. 2024-053."



Appendix A. Midtown Road ROW Research

See attached Appendix





Appendix B. Cultural Resources Survey Report

See attached Appendix

May 9, 2024

Clark Bryner, Manager, Transmission Line Siting Tucson Electric Power 3950 East Irvington Road Tucson, Arizona 85714-2114

# RE: Cultural Resources Records Search for Phase 4 of the TEP Midtown Reliability Project (Tierra Archaeological Report No. 2024-053)

Mr. Bryner,

At your request, Tierra Right of Way Services, Ltd. (Tierra), performed a records search of the Arizona State Museum's (ASM's) online database, AZSITE, to determine the extent of archaeological survey work performed along the 10 proposed route alternatives (Routes 1, 2, 3, 4, 5, 6, A, B, C and D; Figure 1) and whether any sites intersect the project corridors.

The records search began by identifying all previously recorded sites and previous projects within 91 m (300 feet) of the project corridors for the 10 proposed route alternatives. The search identified a total of 140 projects conducted within the 300-ft study area from as long ago as 1955. Areas covered by surveys older than 10 years will require an updated, current survey per ASM and State Historic Preservation Office (SHPO) guidelines. In addition, the study area contains a total of 17 previously recorded sites. A total of seven sites are within the proposed routes. National Register Historic Districts or buildings are being evaluated as part of a Built Environment Analysis and will not be discussed in detail in this report. In addition, General Land Office (GLO) maps covering the entire project area were checked for historic properties, but only roads are present on any of the maps, and none of those roads are present in the project area as mapped.

The results of the search by each proposed alternative route (Routes 1, 2, 3, 4, 5, 6, A, B, C, and D) and information on archaeological sites within the project area are presented below.

#### Route 1

Route 1 is approximately 6.8 km (4.1 miles) in length. The study area includes 32 previous projects, of which 21 intersect with the proposed route (Table 1; Figures 2a and 2b). Most of these surveys were performed over 10 years ago. No known archaeological sites are present within this proposed corridor, but one site is present within the 91-m (300-foot) buffer area (Table 2).



# Route 2

Route 2 is approximately 8.1 km (5.1 miles) in length. The study area for Route 2 includes 32 previous surveys, of which 25 intersect with the proposed route (Table 3; Figures 3a and 3b). Most of the previous surveys were performed more than 10 years ago. No known archaeological sites are present within this proposed corridor, but one site is present in the buffer area (Table 4).

### Route 3

Route 3 is approximately 8.1 km (5.0 miles) in length. A total of 37 previous surveys were conducted in the study area, 29 of which intersect with the proposed route (Table 5; Figures 4a and 4b). The study area for Route 3 passes through two previously recorded sites (Table 6). The route passes through the boundary of one site, AZ BB:13:445(ASM). The site is recorded as a series of historic dwellings that have since been razed. The site has not been evaluated for its inclusion in the NRHP, and may still contain historical artifacts associated with the dwellings. Ground-disturbing activities should be monitored within 30.5 m (100 feet) of the site.

### Route 4

Route 4 is 8.0 km (5.0 miles) in length. The study area for Route 4 intersects with 41 previous surveys, and 32 surveys intersect with the proposed route (Table 7; Figures 5a and 5b). The study area for Route 4 passes through three sites, and the route itself passes through the boundaries of five sites (Table 8). Two of these sites, AZ BB:13:445(ASM) and AZ BB:13:748(ASM) represent historic sites that have been substantially altered by modern construction. As noted above, AZ BB:13:445(ASM) should be monitored during ground-disturbing activities. Site AZ BB:13:748(ASM) has been determined ineligible for inclusion in the NRHP and monitoring is not necessary.

Site AZ BB:13:763(ASM) is the only prehistoric site Route 4 passes through. It is determined eligible for inclusion in the NRHP; however, considerable modern construction has altered the site. Nevertheless, ground-disturbing activities within 30.5 m (100 feet) of this site should be monitored.

Finally, Route 4 intersects with AZ EE:1:300(ASM) and AZ BB:13:679(ASM). These represent segments of the Twin Buttes Railroad and Tucson & Nogales Railroad, respectively. Both of these sites are determined eligible for inclusion in the NRHP, but the segments associated with Route 4 are considered non-contributing segments to the site. Therefore, monitoring ground-disturbing activities at these sites is not warranted.

# Route 5

Route 5 is approximately 9.6 km (5.9 miles) in length. The study area intersects with 71 previous surveys, of which 46 intersect with the proposed route (Table 9; Figures 6a and 6b). The study area for Route 5 passes through nine previously recorded sites (Table 10). One of these sites is AZ BB:13:156(ASM), known as Court Street Cemetery, and represents one of the first municipal cemeteries in Tucson. Although the corridor for Route 5 runs adjacent to the site boundary, ground-disturbing activities within 30.5 m (100 feet) of this site should be monitored.

Route 5 intersects with five sites. Four of these are described above (AZ EE:1:300[ASM]; AZ BB:13:679[ASM]; AZ BB:13:763[ASM]). As noted above, ground-disturbing activities should be monitored within 30.5 m (100 feet) of AZ BB:13:763(ASM). The fifth site intersecting Route 5 is AZ FF:9:17(ASM), also known as State Route 80. This site is determined eligible for inclusion in the NRHP, but the segment coincident with the Route 5 corridor is non-contributing to the NRHP eligibility and does not warrant monitoring of ground-disturbing activities.

# Route 6

Route 6 is approximately 12.2 km (7.6 miles) in length. The study area intersects with 84 previous survey projects, of which 45 intersect with Route 6 (Table 11; Figures 7a and 7b). Route 6 intersects with five previously recorded sites: AZ BB:13:679(ASM); AZ BB:13:748(ASM); AZ BB:13:763(ASM); AZ EE:1:300(ASM); and AZ FF:9:17(ASM) (Table 12). These are the same sites that intersect with Route 5 described above, and the same recommendations are appropriate here. The study area for Route 6 intersects with the same nine sites as Route 5, and the same recommendation as above applies. To wit: monitoring of any ground-disturbing activities should occur within 30.5 m (100 feet) of sites AZ BB:13:763(ASM) and AZ BB:13:156(ASM), the Court Street Cemetery.

# Route A

Route A is approximately 5.2 km (3.2 miles) in length. The study area intersects with 33 previous survey projects, of which 18 intersect with Route A (Table 13; Figure 8). The study area for Route A intersects with one previously recorded site (Table 14). Route A intersects with two previously recorded sites. AZ FF:9:17(ASM), as noted above, is State Route 80, and the segment coincident with Route A is a non-contributing element of its eligibility for NRHP inclusion. Thus, no monitoring of ground-disturbing efforts associated with AZ FF:9:17(ASM) is necessary.

Route A also intersects with AZ BB:9:440(ASM). This site is recorded as a concrete slab foundation associated with the DeMoss-Petrie power plant. The site has not been evaluated for inclusion in the NRHP, and ground-disturbing activities within 30.5 m (100 feet) of the site boundary should be monitored.

# Route B

Route B is approximately 3.4 km (2.1 miles) in length. The study area for Route B intersects with 35 previous survey projects, of which 22 intersect with the route (Table 15; Figure 9). The study area for Route B intersects with one previously recorded site, and the route itself intersects with two previously recorded sites (Table 16). These are AZ FF:9:17(ASM) and AZ BB:9:440(ASM), as described above. The recommendations are appropriate here: monitoring of ground-disturbing activities for site AZ BB:9:440(ASM), but not for AZ FF:9:17(ASM).

# Route C

Route C is approximately 6.8 km (4.2 miles) in length. The study area for Route C intersects with 37 previous survey projects, of which 28 intersect with Route C (Table 17; Figure 10). The study area for Route C intersects with two previously recorded sites (Table 18). One of these is AZ BB:13:156(ASM),

the Court Street Cemetery. Again, given the site type, it is appropriate to monitor any ground-disturbing activities within 30.5 m (100 feet) of this site.

Route C intersects with two previously recorded sites. Ground-disturbing activities within 30.5 m (100 feet) of site AZ BB:9:440(ASM) should be monitored. The Route C corridor intersects with AZ FF:9:17(ASM) in two locations. These locations intersect with segments of AZ FF:9:17(ASM) that do not contribute to the site's eligibility for NRHP inclusion, and therefore do not warrant monitoring.

# Route D

Route D is approximately 6.2 km (3.8 miles) in length. The study area for Route D intersects with 33 previous survey projects, of which 17 intersect with the Route D corridor (Table 19; Figure 11). The Route D study area intersects with one previously recorded site, and the Route D corridor intersects with two previously recorded sites (Table 20). These sites are AZ BB:9:440(ASM), which warrants monitoring within 30.5 m (100 feet) of ground-disturbing activities, and AZ FF:9:17(ASM), which does not warrant monitoring.

# Recommendations

Because none of the alternatives have been surveyed in their entirety within the past 10 years, Tierra recommends Class III surveys for the selected alternative(s) prior to construction to determine if sites are present and whether further mitigation is necessary. However, because each route follows existing developed road rights-of-way, there is little potential for the survey to identify significant archaeological sites within any of the project corridors. Any cultural resources identified in the course of these surveys with recommended eligibility for inclusion in the NRHP should be monitored during any ground-disturbing activities within 30.5 m (100 feet) of their boundaries. Additionally, the above record search has identified four sites that should be monitored during ground-disturbing activities due to their intersection with or proximity to proposed routes. These sites are presented in Table 21. Monitoring of these sites will satisfy mitigation concerns. Tierra further recommends that TEP consult with the City of Tucson's Historic Preservation Officer to determine if the City will require additional survey for this proposed project.

If you have any questions, please contact me or Barbara Montgomery at 520-319-2106.

Sincerely,

Mitchell A. Keur, M.A. Project Manager Cultural Resources Division



Figure 1. Project location detail with 10 proposed routes.



Figure 2a. Route 1 with previous projects and previously recorded sites, northern portion.



Figure 2b. Route 1 with previous projects and previously recorded sites, southern portion.



Figure 3a. Route 2 with previous projects and previously recorded sites, northern portion.



Figure 3b. Route 2 with previous projects and previously recorded sites, southern portion.



Figure 4a. Route 3 with previous projects and previously recorded sites, northern portion.



Figure 4b. Route 3 with previous projects and previously recorded sites, southern portion.



Figure 5a. Route 4 with previous projects and previously recorded sites, northern portion.



Figure 5b. Route 4 with previous projects and previously recorded sites, southern portion.



Figure 6a. Route 5 with previous projects and previously recorded sites, northern portion.



Figure 6b. Route 5 with previous projects and previously recorded sites, southern portion.



Figure 7a. Route 6 with previous projects and previously recorded sites, northern portion.



Figure 7b. Route 6 with previous projects and previously recorded sites, southern portion.



Figure 8. Route A with previous projects and previously recorded sites.



Figure 9. Route B with previous projects and previously recorded sites.



Figure 10. Route C with previous projects and previously recorded sites.



Figure 11. Route D with previous projects and previously recorded sites.

Project No.	Project Name	Company	Reference
12-50.BLM	Unknown	Unknown	AZSITE
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1970-9.ASM	Campbell T.I 22nd Street	ASM	AZSITE
1984-60.ASM	SR210 Detention Basin Survey	ASM	Strand 1984
1987-141.ASM	Proposed CAP East, Phase I Design Water Pipeline Alignment, Pima County	ASM	Euler 1987
1994-119.ASM	Kino Parkway Land Survey	Cultural & Environmental Systems, Inc.	Boatwright 1994
1994-323.ASM	Campbell-3rd St. Reclaimed Water Main Survey	Desert Archaeology, Inc.	Eppley 1994
1997-105.ASM	Tucson Boulevard-Elm Street Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997e
1997-28.ASM	Kino Community Center Reclaimed Water Main Project	Desert Archaeology, Inc.	Eppley 1997a
1997-34.ASM	Broadway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997c
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc.	Diehl 1998a
1998-37.ASM	Cherry Avenue Main Survey	Desert Archaeology, Inc.	Vint 1998a
1998-59.ASM	Traffic Signal Survey: Campbell/Adams	Desert Archaeology, Inc.	Eppley 1998
1999-348.ASM	CAP Main Manhole Survey	Desert Archaeology, Inc.	Diehl 1999b
1999-355.ASM	Well Site B003b Survey	Desert Archaeology, Inc.	Diehl 1999c
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2001-243.ASM	36th Street Housing Survey	Desert Archaeology, Inc.	Diehl 2001a
2002-372.ASM	18th Street/10th Ave Main Survey	Desert Archaeology, Inc.	Diehl 2002d
2003-398.ASM	Bus Pullouts, Phase I Survey	Desert Archaeology, Inc.	Diehl 2003a
2004- 1035.ASM	Sidewalk Program Survey	Desert Archaeology, Inc.	Hall 2004
2005-363.ASM	Broadway / Campbell Parcels Survey	Desert Archaeology, Inc.	Diehl 2005c
2006-767.ASM	Modern Streetcar Survey	Desert Archaeology, Inc.	Diehl 2007
2007-681.ASM	Sinclair Data Recovery	Tierra Right of Way Services, Ltd.Jones et 2009	
2008-546.ASM	Rincon Heights Survey	Tierra Right of Way Services, Ltd.	Howell 2008
2009-687.ASM	COT 09-22 Broadway Corridor	SWCA Environmental Consultants, Inc.	Tucker 2009

Table 1. Projects within the 300-ft Buffer of Route 1

Project No.	Project Name	Company	Reference
2009-832.ASM	22nd Street Survey	Tierra Right of Way Services, Ltd.	Jones 2009c
2011-59.ASM	Tuc Alltel and Speedway	URS	Johnson 2010
2013-486.ASM	36th Street Urban Wildlife Park	William Self Associates	Miller 2013
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014
2016-425.ASM	COT #16-18 Broadway Blvd Between Euclid Ave. and Country Club Rd.	Westland Resources	King 2016
2020-191.ASM	Pima County Arroyo Chico	Westland Resources	Stone and Bristow 2020

Note: Bold indicates intersection with the route corridor.

### Table 2. Sites within the 300-ft Buffer of Route 1

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:740(ASM)	Euroamerican	Historic building foundation	Not eligible (recorder)	Doak 2007a

### Table 3. Projects within the 300-ft Buffer of Route 2

Project No.	Project Name	Company	Reference
12-82.BLM	Unknown	Unknown	AZSITE
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1970-9.ASM	Campbell T.I 22nd Street ASM		AZSITE
1987-141.ASM	Proposed CAP East, Phase I Design Water Pipeline Alignment, Pima County	ASM	Euler 1987
1990-162.ASM	Archaeological Survey of Speedway/Pima Widening Project	Desert Archaeology, Inc.	DeMaagd 1990
1993-163.ASM	63.ASM Plumer-22nd Street to Himmel Park Desert A Survey		Elson 1993
1994-119.ASM	Kino Parkway Land Survey	Cultural & Environmental Systems, Inc.	Boatwright 1994
1994-323.ASM	Campbell-3rd St. Reclaimed Water Main Survey	Desert Archaeology, Inc.	Eppley 1994
1996-111.ASM	Kino and 36th Survey	Desert Archaeology, Inc.	Lindeman 1996
1997-28.ASM	Kino Community Center Reclaimed Water Main Project	Desert Archaeology, Inc.	Eppley 1997a
1997-34.ASM	Broadway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997c
1997-35.ASM	Speedway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997d

Project No.	Project Name	Company	Reference
1998-139.ASM	Overlay and Resurfacing Survey	Desert Archaeology, Inc.	Silva 1998b
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc.	Diehl 1998a
1998-37.ASM	Cherry Avenue Main Survey	Desert Archaeology, Inc.	Vint 1998a
1999-348.ASM	CAP Main Manhole Survey	Desert Archaeology, Inc.	Diehl 1999b
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2001-243.ASM	36th Street Housing Survey	Desert Archaeology, Inc.	Diehl 2001a
2002-372.ASM	18th Street/10th Ave Main Survey	Desert Archaeology, Inc.	Diehl 2002d
2002-52.ASM	Plumer Broadway Water Main Replacement Cultural Resources Survey	Old Pueblo Archaeology Center	Jones and Dart 2002
2005-315.ASM	Sam Hughes 202 Survey	Desert Archaeology, Inc.	Diehl 2005b
2006-767.ASM	Modern Streetcar Survey	Desert Archaeology, Inc.	Diehl 2007
2007-681.ASM	Sinclair Data Recovery	Tierra Right of Way Services, Ltd.	Jones et al. 2009
2008-574.ASM	08-36 COT Due Diligance for Fire Stations 3 and 9	SWCA Environmental Consultants, Inc.	Griset 2008
2009-832.ASM	22nd Street Survey	Tierra Right of Way Services, Ltd.	Jones 2009c
2011-322.ASM	2225 E. Broadway Survey	Tierra Right of Way Services, Ltd.	Doak 2010c
2011-59.ASM	Tuc Alltel and Speedway	URS	Johnson 2010
2013-486.ASM	36th Street Urban Wildlife Park	William Self Associates	Miller 2013
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014
2016-425.ASM	COT #16-18 Broadway Blvd Between Euclid Ave. and Country Club Rd.	Westland Resources	King 2016
2020-191.ASM	Pima County Arroyo Chico	Westland Resources	Stone and Bristow 2020

Note: Bold indicates intersection with the route corridor.

# Table 4. Sites within the 300-ft Buffer of Route 2

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:740(ASM)	Euroamerican	Historic building foundation	Not eligible (recorder)	Doak 2007a

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1970-9.ASM	Campbell T.I 22nd Street	ASM	AZSITE
1984-60.ASM	SR210 Detention Basin Survey	ASM	Strand 1984
1987-141.ASM	Proposed CAP East, Phase I Design Water Pipeline Alignment, Pima County	ASM	Euler 1987
1994-90.ASM	U.A. MAIN GATE CENTER SURVEY	Statistical Research, Inc.	Fedor Ziady 1994
1996-111.ASM	KINO AND 36TH SURVEY	Desert Archaeology, Inc.	Lindeman 1996
1997-116.ASM	Archaeological Survey for Tucson Mission Industries	Archaeological Consulting Services	AZSITE
1997-28.ASM	Kino Community Center Reclaimed Water Main Project	Desert Archaeology, Inc.	Eppley 1997a
1997-322.ASM	22nd Street/ Santa Rita Main Survey	Desert Archaeology, Inc.	Thiel 1998
1997-33.ASM	Kino-Silverlake Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997b
1997-34.ASM	Broadway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997c
1997-35.ASM	Speedway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997d
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc.	Diehl 1998a
1998-273.ASM	1409 East Broadway Assessment	Desert Archaeology, Inc.	Diehl 1998c
1998-37.ASM	Cherry Avenue Main Survey	Desert Archaeology, Inc.	Vint 1998a
1998-92.ASM	Park Avenue Detention Survey	Desert Archaeology, Inc.	Silva 1998a
1999-348.ASM	CAP Main Manhole Survey	Desert Archaeology, Inc.	Diehl 1999b
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants	Multiple
1999-99.ASM	University Blvd./6th Ave. Main Survey	Desert Archaeology, Inc.	Diehl 1999a
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2001-243.ASM	36th Street Housing Survey	Desert Archaeology, Inc.	Diehl 2001a
2002-325.ASM	Euclid and Speedway Improvements Survey	Desert Archaeology, Inc.	Diehl 2002b
2002-372.ASM	18th Street/10th Ave Main Survey	Desert Archaeology, Inc.	Diehl 2002d
2003- 1318.ASM	Highland Avenue Survey	Harris Environmental Group, Inc.	Fahrni 2004
2006-158.ASM	1443 East Broadway Survey	Desert Archaeology, Inc.	Hall 2006a
2006-734.ASM	Feldman's Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2006b

Table 5. Projects within the 300-ft Buffer of Route 3
Project No.	Project Name	Company	Reference
2006-767.ASM	Modern Streetcar Survey	Desert Archaeology, Inc.	Diehl 2007
2007-681.ASM	Sinclair Data Recovery	Tierra Right of Way Services, Ltd.	Jones et al. 2009
2008-546.ASM	Rincon Heights Survey	Tierra Right of Way Services, Ltd.	Howell 2008
2009-204.ASM	Euclid Ave Survey	Tierra Right of Way Services, Ltd.	Jones 2009a
2009-832.ASM	22nd Street Survey	Tierra Right of Way Services, Ltd.	Jones 2009c
2010-57.ASM	COT 09-53 San Antonio Neighborhood Reinvestment	SWCA Environmental Consultants	Tucker 2010b
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	Desert Archaeology, Inc.	Diehl 2012
2013-486.ASM	36th Street Urban Wildlife Park	William Self Associates	Miller 2013
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants	Rawson 2014
2015-633.ASM	TUC_Tyndal-1	Terracon Consulting, Inc.	Boley et al. 2016
2016-425.ASM	COT #16-18 Broadway Blvd Between Euclid Ave. and Country Club Rd.	Westland Resources	King 2016

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:445(ASM)	Euroamerican	Historic house foundation with artifacts	Not evaluated	Sterner et al. 1997
AZ BB:13:648(ASM)	Euroamerican	Historic house foundation with artifacts	Not eligible (recorder)	O'Mack 2000
AZ BB:13:740(ASM)	Euroamerican	Historic building foundation	Not eligible (recorder)	Doak 2007a

Note: Bold indicates intersection with the route corridor.

# Table 7. Projects within the 300-ft Buffer of Route 4

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1970-9.ASM	Campbell T.I 22nd Street	ASM	AZSITE
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE
1983-6.ASM	Las Brisas Condominiums, 3rd Avenue and 16th Street	ASM	AZSITE

Project No.	Project Name	Company	Reference
1987-141.ASM	Proposed CAP East, Phase I Design Water Pipeline Alignment, Pima County	ASM	Euler 1987
1994-90.ASM	U.A. Main Gate Center Survey	U.A. Main Gate Center Survey Statistical Research, Inc.	
1996-111.ASM	Kino and 36th Survey	Desert Archaeology, Inc.	Lindeman 1996
1996-286.ASM	Water Main Alignments in the Vicinity of Park Avenue and 33rd Street, Tucson	Desert Archaeology, Inc.	Silva 1996b
1997-28.ASM	Kino Community Center Reclaimed Water Main Project	Desert Archaeology, Inc.	Eppley 1997a
1997-322.ASM	22nd Street/ Santa Rita Main Survey	Desert Archaeology, Inc.	Thiel 1998
1997-35.ASM	Speedway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997d
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc.	Diehl 1998a
1998-37.ASM	Cherry Avenue Main Survey Desert Archaeo Inc.		Vint 1998a
1998-44.ASM	S. Park (19th to 36th) Survey	Desert Archaeology, Inc.	Vint 1998c
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants	Multiple
1999-99.ASM	University Blvd./6th Ave. Main Survey	Desert Archaeology, Inc.	Diehl 1999a
2000-116.ASM	Jct. I-19 - Craycroft Rd.	Entranco	Walsh and Montero 2000
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2001-243.ASM	36th Street Housing Survey	Desert Archaeology, Inc.	Diehl 2001a
2001-399.ASM	South Park Survey	Desert Archaeology, Inc.	Diehl 2001b
2001-41.ASM	Clearwell Transmission Main Survey	Desert Archaeology, Inc.	Brack 2001
2001-715.ASM	Survey of Proposed South of Tucson Reroute, AT&T NexGen/Core Project Link 2	Western Cultural Resource Management, Inc.	Smith and Wheeler 2001
2002-316.ASM	South Park Back to Basics Survey	Desert Archaeology, Inc.	Diehl 2002c
2002-325.ASM	Euclid and Speedway Improvements Survey	Desert Archaeology, Inc.	Diehl 2002b
2003- 1217.ASM	Hope VI 35th Street Purchase Survey	Desert Archaeology, Inc.	Diehl 2003e
2003- 1218.ASM	Habitat - 36th and Mountain Survey	Desert Archaeology, Inc.	Diehl 2003d
2004- 1748.ASM	902 East 35th Street Survey	Desert Archaeology, Inc.	Diehl 2004b
2004-324.ASM	Corrosion Prevention Project Assessment and Survey	Desert Archaeology, Inc.	Diehl 2004c

Project No.	Project Name	Company	Reference
2006-396.ASM	B2B 16th Street Sidewalk Survey	Desert Archaeology, Inc.	Hall 2006b
2006-734.ASM	Feldman's Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2006b
2006-767.ASM	Modern Streetcar Survey	Desert Archaeology, Inc.	Diehl 2007
2007-681.ASM	Sinclair Data Recovery	Tierra Right of Way Services, Ltd.	Jones et al. 2009
2009-204.ASM	Euclid Ave Survey Tierra Right of Way Services, Ltd.		Jones 2009a
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	ark Avenue-Speedway to Fort Desert Archaeology, Lowell Survey Inc.	
2012-146.ASM	Sinclair Survey Tierra Right of Way Services, Ltd.		Doak 2007a
2012-73.ASM	Proposed Fiber Optic Corridor- Cultural Resource Survey	Lone Mountain Archaeological Services	Knoblock 2001
2013-486.ASM	36th Street Urban Wildlife Park	William Self Associates	Miller 2013
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants	Rawson 2014
2014-388.ASM	COT14-06 Fourth Ave, Congress, Toole Safety Improvements Cultural Resources	SWCA Environmental Consultants	Hesse 2014
2015-633.ASM	TUC_Tyndal-1	Terracon Consulting, Inc.	Boley et al. 2016
2016-425.ASM	COT #16-18 Broadway Blvd Between Euclid Ave. and Country Club Rd.	Westland Resources	King 2016

# Table 8. Sites within the 300-ft Buffer of Route 4

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:125(ASM)	Euroamerican	Historic well and artifacts	Not eligible (SHPO)	AZSITE
AZ BB:13:445(ASM)	Euroamerican	Historic house foundation with artifacts	Not evaluated	Sterner et al. 1997
AZ BB:13:648(ASM)	Euroamerican	Historic house foundation with artifacts	Not eligible (recorder)	O'Mack 2000
AZ BB:13:679(ASM)	Euroamerican	Tucson & Nogales Railroad	Eligible (SHPO)	Multiple
AZ BB:13:740(ASM)	Euroamerican	Historic building foundation	Not eligible (recorder)	Doak 2007a
AZ BB:13:748(ASM)	Euroamerican	Historic airport structure foundations with artifacts	Not eligible (SHPO)	Jones et al. 2009; Doak 2007a

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:763(ASM)	Euroamerican	Historic artifact scatter	Eligible (SHPO)	Jones et al. 2009; Doak 2007a
AZ EE:1:300(ASM)	Euroamerican	Twin Buttes Railroad	Eligible (SHPO)	Multiple

# Table 9. Projects within the 300-ft Buffer of Route 5

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1970-9.ASM	Campbell T.I 22nd Street	ASM	AZSITE
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE
1983-6.ASM	Las Brisas Condominiums, 3rd Avenue and 16th Street	Las Brisas Condominiums, 3rd Avenue and 16th Street	
1987-141.ASM	Proposed CAP East, Phase I Design Water Pipeline Alignment, Pima County	ASM	Euler 1987
1992-213.ASM	3rd Avenue 'A' Zone Transmission Main	Desert Archaeology, Inc.	Levi 1992
1993-158.ASM	Broadway, Toole, and 4th Avenue Survey Desert Archaeology, Inc.		Thiel 1993
1996-111.ASM	Kino and 36th Survey Desert Archaeology, Inc.		Lindeman 1996
1996-286.ASM	Water Main Alignments in the Vicinity of Park Avenue and 33rd Street, Tucson	Desert Archaeology, Inc.	Silva 1996b
1996-480.ASM	Micellaneous Monitoring for Southwest Gas	Desert Archaeology, Inc.	Lindeman 1997
1996-76.ASM	Toole & Congress Monitoring	Tierra Archaeological & Environmental Consultants	Lenhart 1996
1997-28.ASM	Kino Community Center Reclaimed Water Main Project	Desert Archaeology, Inc.	Eppley 1997a
1997-322.ASM	22nd Street/ Santa Rita Main Survey	Desert Archaeology, Inc.	Thiel 1998
1997-35.ASM	Speedway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997d
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc.	Diehl 1998a
1998-37.ASM	Cherry Avenue Main Survey	Desert Archaeology, Inc.	Vint 1998a
1998-38.ASM	Broadway Boulevard/6th Avenue Water Main Survey	Desert Archaeology, Inc.	Vint 1998b
1998-44.ASM	S. Park (19th to 36th) Survey	Desert Archaeology, Inc.	Vint 1998c

Project No.	Project Name	Company	Reference
1998-568.ASM	174 E. Toole	Tierra Archaeological & Environmental Consultants	Zaglauer 2001a
1999-427.ASM	Tucson 4th Avenue Underpass	Archaeological Research Services, Inc.	Stone 1999
1999-565.ASM	Water Service Monitoring	Desert Archaeology, Inc.	Dutt 1999
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple
1999-99.ASM	University Blvd./6th Ave. Main Survey	Desert Archaeology, Inc.	Diehl 1999a
2000-116.ASM	Jct. I-19 - Craycroft Rd.	Entranco	Walsh and Montero 2000
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	Western Cultural Resource Management, Inc.	Kearns et al. 2001
2001-399.ASM	South Park Survey Desert Archaeology, Inc.		Diehl 2001b
2001-41.ASM	Clearwell Transmission Main Survey	Desert Archaeology, Inc.	Brack 2001
2001-715.ASM	Survey of Proposed South of Tucson Reroute, AT&T NexGen/Core Project Link 2	Western Cultural Resource Management, Inc.	Smith and Wheeler 2001
2001-740.ASM	6th and Toole Monitoring	Tierra Archaeological & Environmental Consultants	Zaglauer 2002b
2001-757.ASM	Railroad Monitor	Tierra Archaeological & Environmental Consultants	Zaglauer 2002a
2002-316.ASM	South Park Back to Basics Survey	Desert Archaeology, Inc.	Diehl 2002c
2002-320.ASM	Stone and Speedway Survey	Desert Archaeology, Inc.	Diehl 2002a
2002-325.ASM	Euclid and Speedway Improvements Survey	Desert Archaeology, Inc.	Diehl 2002b
2003- 1218.ASM	Habitat - 36th and Mountain Survey	Desert Archaeology, Inc.	Diehl 2003d
2003- 1482.ASM	400 East Toole	Tierra Right of Way Services, Ltd.	DeJongh 2003
2003- 1490.ASM	Aviation/3rd Manhole Survey	Desert Archaeology, Inc.	Diehl 2003e
2003-506.ASM	Stone Ave - 6th to 1st Assessment	Desert Archaeology, Inc.	Diehl 2003b
2004- 1387.ASM	National Cemetery Monitoring	Desert Archaeology, Inc.	Diehl 2005f
2004- 1748.ASM	902 East 35th Street Survey	Desert Archaeology, Inc.	Diehl 2004b
2004- 1864.ASM	Alameda Street Survey	Harris Environmental Group, Inc.	Fahrni and Twilling 2004

Project No.	Project Name	Company	Reference
2004-324.ASM	Corrosion Prevention Project Assessment and Survey	Desert Archaeology, Inc.	Diehl 2004c
2004-463.ASM	Trolley Maintenance Sites Survey	Desert Archaeology, Inc.	Diehl 2004a
2004-679.ASM	AT&T NexGen/Core Project	Western Cultural Resource Management, Inc.	Baker 2004
2005- 1243.ASM	Nimbus Brewery Survey	Desert Archaeology, Inc.	Diehl 2005h
2005-313.ASM	Ronsdadt Fiber Optic Monitoring	Desert Archaeology, Inc.	Diehl 2005a
2005-669.ASM	4th Avenue Underpass Survey	Desert Archaeology, Inc.	Diehl 2005e
2005-918.ASM	6th and Toole Survey	Tierra Right of Way Services, Ltd.	Levstik and Jones 2005
2006-17.ASM	6th & Toole Testing and Data Recovery	Tierra Right of Way Services, Ltd.	Hushour et al. 2010
2006-396.ASM	B2B 16th Street Sidewalk Survey	Desert Archaeology, Inc.	Hall 2006b
2006-505.ASM	Herbert Avenue at 8th Street Survey	Desert Archaeology, Inc.	Cook 2006
2006-619.ASM	296 N. Stone Monitor	Tierra Right of Way Services, Ltd.	Klune and Hushour 2006
2006-734.ASM	Feldman's Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2006b
2006-767.ASM	Modern Streetcar Survey	Desert Archaeology, Inc.	Diehl 2007
2007-681.ASM	Sinclair Data Recovery	Tierra Right of Way Services, Ltd.	Jones et al. 2009
2008-60.ASM	RTA Bus Pullout #2	Tierra Right of Way Services, Ltd.	Doak 2008
2009-107.ASM	COT 08-03 4 Bus Pullouts	SWCA Environmental Consultants, Inc.	Griset 2009
2009-699.ASM	Plaza Centro Archaeology	Desert Archaeology, Inc.	Thiel 2010
2009-848.ASM	COT 09-44 Downtown Links	SWCA Environmental Consultants, Inc.	Tucker 2010a
2010-208.ASM	COT 10-14 4th Avenue/Fontana Avenue Bike Boulevard	SWCA Environmental Consultants, Inc.	Tucker 2010c
2010-366.ASM	Stone Avenue Improvements Survey	Tierra Right of Way Services, Ltd.	Doak 2010b
2010-416.ASM	COT 10-20 Downtown Links	SWCA Environmental Consultants, Inc.	Steely et al. 2012
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	Desert Archaeology, Inc.	Diehl 2012
2012-146.ASM	Sinclair Survey	Tierra Right of Way Services, Ltd.	Doak 2007
2012-163.ASM	Downtown Blocks Testing	Desert Archaeology, Inc.	Thiel 2012
2012-469.ASM	6th Avenue Tucson	Northland Research, Inc.	Cox 2012
2012-621.ASM	Toole Traffic Switch	William Self Associates	O'Mack 2012

Project No.	Project Name	Company	Reference
2012-73.ASM	Proposed Fiber Optic Corridor- Cultural Resource Survey	Lone Mountain Archaeological Services	Knoblock 2001
2013-486.ASM	36th Street Urban Wildlife Park	William Self Associates	Miller 2013
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014
2014-388.ASM	COT14-06 Fourth Ave, Congress, Toole Safety Improvements Cultural Resources	SWCA Environmental Consultants, Inc.	Hesse 2014

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:125(ASM)	Euroamerican	Historic well and artifacts	Not eligible (SHPO)	AZSITE
AZ BB:13:149(ASM)	Euroamerican	Coronado Hotel	NRHP Listed	AZSITE
AZ BB:13:156(ASM)	Euroamerican	Court Street Cemetery	Not eligible (SHPO)	Multiple
AZ BB:13:405(ASM)	Euroamerican	Historic structure with artifacts	Not evaluated	Multiple
AZ BB:13:679(ASM)	Euroamerican	Tucson & Nogales Railroad	Eligible (SHPO)	Multiple
AZ BB:13:700(ASM)	Euroamerican	Southern Pacific Railroad Depot Complex	Recommended eligible (recorder)	Multiple
AZ BB:13:740(ASM)	Euroamerican	Historic building foundation	Not eligible (recorder)	Doak 2007a
AZ BB:13:748(ASM)	Euroamerican	Historic airport structure foundations with artifacts	Not eligible (SHPO)	Jones et al. 2009; Doak 2007a
AZ BB:13:76(ASM)	Euroamerican	Historic settlement	NRHP Listed	Multiple
AZ BB:13:763(ASM)	Euroamerican	Historic artifact scatter	Eligible (SHPO)	Jones et al. 2009; Doak 2007a
AZ BB:13:809(ASM)	Euroamerican	Historic structures and features	Recommended eligible (recorder)	Thiel 2014; Thiel et al. 2010
AZ BB:13:820(ASM)	Euroamerican	Historic structure with features and artifacts	Recommended eligible (recorder)	Thiel 2014; Thiel et al. 2010
AZ EE:1:300(ASM)	Euroamerican	Twin Buttes Railroad	Eligible (SHPO)	Multiple
AZ FF:9:17(ASM)	Euroamerican	State Route 80	Eligible (SHPO)	Multiple

### Table 10. Sites within the 300-ft Buffer of Route 5

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1970-9.ASM	Campbell T.I 22nd Street	ASM	AZSITE
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE
1983-6.ASM	Las Brisas Condominiums, 3rd Avenue and 16th Street	ASM	AZSITE
1987-141.ASM	Proposed CAP East, Phase I Design Water Pipeline Alignment, Pima County	ASM	Euler 1987
1993-158.ASM	Broadway, Toole, and 4th Avenue Survey	Desert Archaeology, Inc.	Thiel 1993
1994-47.ASM	Grant Road and Campbell Avenue Survey	Desert Archaeology, Inc.	Thiel 1994
1995-323.ASM	Mountain/Grant-Fort Lowell	Desert Archaeology, Inc.	Swartz 1995
1996-102.ASM	Grant-First Survey	Desert Archaeology, Inc.	Swartz 1996
1996-109.ASM	City Wide Overlay Survey Various Locations	Desert Archaeology, Inc.	Eppley 1996
1996-111.ASM	KINO AND 36TH SURVEY Kino and 36th Survey	Desert Archaeology, Inc.	Lindeman 1996
1996-282.ASM	Archaeological Survey of Water Main Alignments in the Vicinity of Glenn and Mountain, Tucson	Desert Archaeology, Inc.	Silva 1996a
1996-286.ASM	Water Main Alignments in the Vicinity of Park Avenue and 33rd Street, Tucson	Desert Archaeology, Inc.	Silva 1996b
1996-480.ASM	Miscellaneous Monitoring for Southwest Gas	Desert Archaeology, Inc.	Lindeman 1997
1996-76.ASM	Toole & Congress Monitoring	Tierra Archaeological & Environmental Consultants	Lenhart 1996
1997-105.ASM	Tucson Boulevard-Elm Street Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997e
1997-230.ASM	Campbell/Ft. Lowell Water Main Survey	Desert Archaeology, Inc.	Eppley 1997f
1997-28.ASM	Kino Community Center Reclaimed Water Main Project	Desert Archaeology, Inc.	Eppley 1997a
1997-322.ASM	22nd Street/ Santa Rita Main Survey	Desert Archaeology, Inc.	Thiel 1998
1998-37.ASM	Cherry Avenue Main Survey	Desert Archaeology, Inc.	Vint 1998a
1998-38.ASM	Broadway Boulevard/6th Avenue Water Main Survey	Desert Archaeology, Inc.	Vint 1998b
1998-44.ASM	S. Park (19th to 36th) Survey	Desert Archaeology, Inc.	Vint 1998c
1998-568.ASM	174 E. Toole	Tierra Archaeological & Environmental Consultants	Zaglauer 2001

Table 11. Projects within the 300-ft Buffer of Route 6

Project No.	Project Name	Company	Reference
1998-59.ASM	Traffic Signal Survey: Campbell/Adams	Desert Archaeology, Inc.	Eppley 1998
1999-427.ASM	Tucson 4th Avenue Underpass	Archaeological Research Services, Inc.	Stone 1999
1999-565.ASM	Water Service Monitoring	Desert Archaeology, Inc.	Dutt 1999
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple
1999-99.ASM	University Blvd./6th Ave. Main Survey	Desert Archaeology, Inc.	Diehl 1999a
2000-116.ASM	Jct. I-19 - Craycroft Rd.	Entranco	Walsh and Montero 2000
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2000-719.ASM	Franklin/Church Monitoring	Tierra Archaeological & Environmental Consultants	Zaglauer 2001b
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	Western Cultural Resource Management, Inc.	Kearns et al. 2001
2001-399.ASM	South Park Survey	Desert Archaeology, Inc.	Diehl 2001b
2001-41.ASM	Clearwell Transmission Main Survey	Desert Archaeology, Inc.	Brack 2001
2001-715.ASM	Survey of Proposed South of Tucson Reroute, AT&T NexGen/Core Project Link 2	Western Cultural Resource Management, Inc.	Smith and Wheeler 2001
2001-740.ASM	6th and Toole Monitoring	Tierra Archaeological & Environmental Consultants	Zaglauer 2002b
2001-757.ASM	Railroad Monitor	Tierra Archaeological & Environmental Consultants	Zaglauer 2002a
2002-316.ASM	South Park Back to Basics Survey	Desert Archaeology, Inc.	Diehl 2002c
2002-320.ASM	Stone and Speedway Survey	Desert Archaeology, Inc.	Diehl 2002a
2003- 1217.ASM	Hope VI 35th Street Purchase Survey	Desert Archaeology, Inc.	Diehl 2003e
2003- 1218.ASM	Habitat - 36th and Mountain Survey	Desert Archaeology, Inc.	Diehl 2003d
2003- 1482.ASM	400 East Toole	Tierra Right of Way Services, Ltd.	DeJongh 2003
2003- 1490.ASM	Aviation/3rd Manhole Survey	Desert Archaeology, Inc.	Diehl 2003f
2003-506.ASM	Stone Ave - 6th to 1st Assessment	Desert Archaeology, Inc.	Diehl 2003b
2004- 1035.ASM	Sidewalk Program Survey	Desert Archaeology, Inc.	Hall 2004
2004- 1387.ASM	National Cemetery Monitoring	Desert Archaeology, Inc.	Diehl 2005e

Project No.	Project Name	Company	Reference
2004- 1748.ASM	902 East 35th Street Survey	Desert Archaeology, Inc.	Diehl 2004b
2004- 1864.ASM	Alameda Street Survey	Harris Environmental Group, Inc.	Fahrni and Twilling 2004
2004-297.ASM	Sunwest Cell Tower Project	<b>EcoPlan Associates</b>	Giacobbe 2003
2004-324.ASM	Corrosion Prevention Project Assessment and Survey	Desert Archaeology, Inc.	Diehl 2004c
2004-463.ASM	Trolley Maintenance Sites Survey	Desert Archaeology, Inc.	Diehl 2004a
2004-679.ASM	AT&T NexGen/Core Project	Western Cultural Resource Management, Inc.	Baker 2004
2005- 1243.ASM	Nimbus Brewery Survey	Desert Archaeology, Inc.	Diehl 2005g
2005-313.ASM	Ronsdadt Fiber Optic Monitoring	Desert Archaeology, Inc.	Diehl 2005a
2005-528.ASM	Pennington / Toole Acquisition Survey	Desert Archaeology, Inc.	Diehl 2005d
2005-669.ASM	4th Avenue Underpass Survey	Desert Archaeology, Inc.	Diehl 2005e
2005-720.ASM	2353 N. First Avenue Survey	Desert Archaeology, Inc.	Diehl 2005f
2005-918.ASM	6th and Toole Survey	Tierra Right of Way Services, Ltd.	Levstik and Jones 2005
2006-17.ASM	6th & Toole Testing and Data Recovery	Tierra Right of Way Services, Ltd.	Hushour et al. 2010
2006-396.ASM	B2B 16th Street Sidewalk Survey	Desert Archaeology, Inc.	Hall 2006b
2006-505.ASM	Herbert Avenue at 8th Street Survey	Desert Archaeology, Inc.	Cook 2006
2006-618.ASM	Samos Main Replacement Survey	Desert Archaeology, Inc.	Diehl 2006a
2006-619.ASM	296 N. Stone Monitor	Tierra Right of Way Services, Ltd.	Klune and Hushour 2006
2006-767.ASM	Modern Streetcar Survey	Desert Archaeology, Inc.	Diehl 2007
2007-681.ASM	Sinclair Data Recovery	Tierra Right of Way Services, Ltd.	Jones et al. 2009
2009-636.ASM	Grant Road Survey	Tierra Right of Way Services, Ltd.	Jones 2009b
2009-699.ASM	Plaza Centro Archaeology	Desert Archaeology, Inc.	Thiel 2010
2009-848.ASM	COT 09-44 Downtown Links	SWCA Environmental Consultants, Inc.	Tucker 2010a
2010-180.ASM	COT 10-08 Grant Road and Oracle Intersection	SWCA Environmental Consultants, Inc.	Tucker 2010d
2010-208.ASM	COT 10-14 4th Avenue/Fontana Avenue Bike Boulevard	SWCA Environmental Consultants, Inc.	Tucker 2010c
2010-366.ASM	Stone Avenue Improvements Survey	Tierra Right of Way Services, Ltd.	Doak 2010b
2010-416.ASM	COT 10-20 Downtown Links	SWCA Environmental Consultants, Inc.	Steely et al. 2012
2010 77 4015	COT 10-02 Campbell Ave	SWCA Environmental	Steely and

Project No.	Project Name	Company	Reference
2011-341.ASM	Survey in Support of Grant Road Corridor Acquisition	Statistical Research, Inc.	Graves and White 2011
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	Desert Archaeology, Inc.	Diehl 2012
2012-146.ASM	Sinclair Survey	Tierra Right of Way Services, Ltd.	Doak 2007a
2012-163.ASM	Downtown Blocks Testing	Desert Archaeology, Inc.	Thiel 2012
2012-621.ASM	Toole Traffic Switch	William Self Associates	O'Mack 2012
2012-73.ASM	Proposed Fiber Optic Corridor- Cultural Resource Survey	Lone Mountain Archaeological Services	Knoblock 2001
2013-486.ASM	36th Street Urban Wildlife Park	William Self Associates	Miller 2013
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014
2014-323.ASM	Grant Road Survey from Oracle to Swan	William Self Associates	Wygant and Boley 2014
2014-388.ASM	COT14-06 Fourth Ave, Congress, Toole Safety Improvements Cultural Resources	SWCA Environmental Consultants, Inc.	Hesse 2014
2014-48.ASM	TEP Toole and Council Arch Monitor	Western Cultural Resource Management, Inc.	Jerla 2014

Table 12.	. Sites within	the 300-ft Buff	er of Route 6
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Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:125(ASM)	Euroamerican	Historic well and artifacts	Not eligible (SHPO)	AZSITE
AZ BB:13:149(ASM)	Euroamerican	Coronado Hotel	NRHP Listed	AZSITE
AZ BB:13:156(ASM)	Euroamerican	Court Street Cemetery	Not eligible (SHPO)	Multiple
AZ BB:13:405(ASM)	Euroamerican	Historic structure with artifacts	Not evaluated	Multiple
AZ BB:13:679(ASM)	Euroamerican	Tucson & Nogales Railroad	Eligible (SHPO)	Multiple
AZ BB:13:700(ASM)	Euroamerican	Southern Pacific Railroad Depot Complex	Recommended eligible (recorder)	Multiple
AZ BB:13:740(ASM)	Euroamerican	Historic building foundation	Not eligible (recorder)	Doak 2007a
AZ BB:13:748(ASM)	Euroamerican	Historic airport structure foundations with artifacts	Not eligible (SHPO)	Jones et al. 2009; Doak 2007a
AZ BB:13:76(ASM)	Euroamerican	Historic settlement	NRHP Listed	Multiple

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:763(ASM)	Euroamerican	Historic artifact scatter	Eligible (SHPO)	Jones et al. 2009; Doak 2007a
AZ BB:13:809(ASM)	Euroamerican	Historic structures and features	Recommended eligible (recorder)	Thiel 2014; Thiel et al. 2010
AZ BB:13:820(ASM)	Euroamerican	Historic structure with features and artifacts	Recommended eligible (recorder)	Thiel 2014; Thiel et al. 2010
AZ EE:1:300(ASM)	Euroamerican	Twin Buttes Railroad	Eligible (SHPO)	Multiple
AZ FF:9:17(ASM)	Euroamerican	State Route 80	Eligible (SHPO)	Multiple

# Table 13. Projects within the 300-ft Buffer of Route A

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1979-38.ASM	Santa Cruz River Park Survey	ASM	Betancourt 1978
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE
1982-207.ASM	Tucson-Apache 115 kV Transmission Line	Complete Archaeological Services Associates	Hammack 1983
1991-88.ASM	Archaeological Survey of Glenn- Fairview Main Replacement	Desert Archaeology, Inc.	Eppley 1991b
1991-91.ASM	Archaeological Survey of Fairview Avenue - Grant Road to 15th Avenue Desert Archaeology, Inc. Widening		Eppley 1991a
1995-323.ASM	Mountain/Grant-Fort Lowell	Desert Archaeology, Inc.	Swartz 1995
1996-102.ASM	Grant-First Survey	Desert Archaeology, Inc.	Swartz 1996
1996-109.ASM	City Wide Overlay Survey Various Locations	Desert Archaeology, Inc.	Eppley 1996
1996-282.ASM	Archaeological Survey of Water Main Alignments in the Vicinity of Glenn and Mountain, Tucson	Desert Archaeology, Inc.	Silva 1996a
1998-267.ASM	Miracle Manor Survey	Desert Archaeology, Inc.	Diehl 1998b
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	Western Cultural Resource Management, Inc.	Kearns et al. 2001

Project No.	Project Name	Company	Reference
2003-896.ASM	Old Pascua Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2003c
2004- 1035.ASM	Sidewalk Program Survey	Desert Archaeology, Inc.	Hall 2004
2004-297.ASM	Sunwest Cell Tower Project	EcoPlan Associates	Giacobbe 2003
2004-679.ASM	AT&T NexGen/Core Project	Western Cultural Resource Management, Inc.	Baker 2004
2005-446.ASM	Tucson-Apache 115-kV Transmission Line Project	Transcon Infrastructure, Inc.	Goldstein 2008
2005-720.ASM	2353 N. First Avenue Survey	Desert Archaeology, Inc.	Diehl 2005f
2007-62.ASM	ICM	Desert Archaeology, Inc.	Wöcherl 2011
2008-60.ASM	RTA Bus Pullout #2	Bus Pullout #2 Services. Ltd.	
2009-107.ASM	COT 08-03 4 Bus Pullouts SWCA Environm Consultants,		Griset 2009
2009-636.ASM	Grant Road Survey Tierra Right of Way Services, Ltd.		Jones 2009b
2010-180.ASM	COT 10-08 Grant Road and Oracle Intersection	SWCA Environmental Consultants, Inc.	Tucker 2010d
2010-208.ASM	COT 10-14 4th Avenue/Fontana Avenue Bike Boulevard	SWCA Environmental Consultants, Inc.	Tucker 2010c
2010-56.ASM	Grant/Flowing Wells Survey	Tierra Right of Way Services, Ltd.	Doak 2010a
2011-341.ASM	Survey in Support of Grant Road Corridor Acquisition	Statistical Research, Inc.	Graves and White 2011
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	Desert Archaeology, Inc. Diehl 201	
2013-171.ASM	TEP DMP-Tucson 138/46-KV Transmission Line	Western Cultural Resource Management, Inc.	
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades SWCA Environmental Archaeological Survey Consultants, Inc.		Rawson 2014
2014-323.ASM	Grant Road Survey from Oracle to Swan	William Self Associates	Wygant and Boley 2014
2016-392.ASM	Grant Road UPRR Feasibility Study	SWCA Environmental Consultants, Inc.	Rawson and Hesse 2016

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:9:439(ASM)	Hohokam	Rock pile with artifacts	Eligible (recorder)	White and Benaron 2013
AZ BB:9:440(ASM)	Euroamerican	Historic structure foundation	Not eligible (recorder)	White and Benaron 2013
AZ FF:9:17(ASM)	Euroamerican	State Route 80	Eligible (SHPO)	Multiple

Table 14. Sites within the 300-ft Buffer of Route A

Table 15. Projects within the	300-ft Buffer of Route B
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Project No.	Project Name	Company	Reference	
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955	
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE	
1982-207.ASM	Tucson-Apache 115 kV Transmission Line	Complete Archaeological Services Associates		
1983-77.ASM	Medi-Villas, 2001 North Park	ASM	AZSITE	
1991-88.ASM	Archaeological Survey of Glenn- Fairview Main Replacement	Desert Archaeology, Inc.	Eppley 1991b	
1991-91.ASM	Archaeological Survey of Fairview Avenue - Grant Road to 15th Avenue Widening	Desert Archaeology, Inc.	Eppley 1991a	
1996-102.ASM	Grant-First Survey	Desert Archaeology, Inc.	Swartz 1996	
1996-109.ASM	City Wide Overlay Survey Various Locations	Desert Archaeology, Inc.	Eppley 1996	
1997-35.ASM	Speedway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997d	
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc. Die		
1998-267.ASM	Miracle Manor Survey	Desert Archaeology, Inc.	Diehl 1998b	
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple	
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000	
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	Western Cultural Resource Management, Inc.	Kearns et al. 2001	
2003-896.ASM	Old Pascua Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2003c	
2004- 1035.ASM	Sidewalk Program Survey	Desert Archaeology, Inc.	Hall 2004	
2004-297.ASM	Sunwest Cell Tower Project	EcoPlan Associates	Giacobbe 2003	

Project No.	Project Name	Company	Reference
2004-679.ASM	AT&T NexGen/Core Project	Western Cultural Resource Management, Inc.	Baker 2004
2005-446.ASM	Tucson-Apache 115-kV Transmission Line Project	Transcon Infrastructure, Inc.	Goldstein 2008
2005-720.ASM	2353 N. First Avenue Survey	Desert Archaeology, Inc.	Diehl 2005f
2006-734.ASM	Feldman's Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2006b
2007-62.ASM	ICM	Desert Archaeology, Inc.	Wöcherl 2011
2007-774.ASM	Jefferson Park Sidewalks Survey	Tierra Right of Way Services, Ltd.	Doak 2007b
2008-60.ASM	RTA Bus Pullout #2	Tierra Right of Way Services, Ltd.	Doak 2008
2009-107.ASM	COT 08-03 4 Bus Pullouts	SWCA Environmental Consultants, Inc.	Griset 2009
2009-636.ASM	Grant Road Survey	Tierra Right of Way Services, Ltd.	Jones 2009b
2010-180.ASM	COT 10-08 Grant Road and Oracle Intersection	SWCA Environmental Consultants, Inc.	Tucker 2010d
2010-208.ASM	COT 10-14 4th Avenue/Fontana Avenue Bike Boulevard	SWCA Environmental Consultants, Inc.	Tucker 2010c
2010-56.ASM	Grant/Flowing Wells Survey	Tierra Right of Way Services, Ltd.	Doak 2010a
2011-341.ASM	Survey in Support of Grant Road Corridor Acquisition	Statistical Research, Inc.	Graves and White 2011
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	Desert Archaeology, Inc.	Diehl 2012
2013-171.ASM	TEP DMP-Tucson 138/46-KV Transmission Line	Western Cultural Resource Management, Inc.	White and Benaron
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014
2014-323.ASM	Grant Road Survey from Oracle to Swan	William Self Associates	Wygant and Boley 2014
2016-392.ASM	Grant Road UPRR Feasibility Study	SWCA Environmental Consultants, Inc.	Rawson and Hesse 2016

# Table 16. Sites within the 300-ft Buffer of Route B

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:0:430(ASM)	Hohokam	Bock pile with artifacts	Eligible	White and
11Z DD.9.439(115101)	Попокан	Rock pile with artifacts	(recorder)	Benaron 2013
A7 BB.0.440(ASM)	Euroomoricon	Historic structure foundation	Not eligible	White and
AZ DD:9:440(ASWI) Euroamerican		Flistone structure foundation	(recorder)	Benaron 2013
AZ FF:9:17(ASM)	Euroamerican	State Route 80	Eligible (SHPO)	Multiple

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1979-38.ASM	Santa Cruz River Park Survey	ASM	Betancourt 1978
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE
1982-207.ASM	Tucson-Apache 115 kV Transmission Line	Complete Archaeological Services Associates	Hammack 1983
1991-88.ASM	Archaeological Survey of Glenn- Fairview Main Replacement	Desert Archaeology, Inc.	Eppley 1991b
1991-91.ASM	Archaeological Survey of Fairview Avenue - Grant Road to 15th Avenue Widening	Desert Archaeology, Inc.	Eppley 1991a
1992-213.ASM	3rd Avenue 'A' Zone Transmission Main	Desert Archaeology, Inc.	Levi 1992
1997-35.ASM	Speedway-Campbell Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997d
1998-265.ASM	Speedway Campbell Survey	Desert Archaeology, Inc.	Diehl 1998a
1998-267.ASM	Miracle Manor Survey	Desert Archaeology, Inc.	Diehl 1998b
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc. Multip	
1999-99.ASM	University Blvd./6th Ave. Main Survey	Desert Archaeology, Inc. Diehl 19	
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc. Diehl	
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	k 3 Western Cultural Resource Management, Inc. Kearns et 2001	
2002-320.ASM	Stone and Speedway Survey	Desert Archaeology, Inc.	Diehl 2002a
2002-325.ASM	Euclid and Speedway Improvements Survey	Desert Archaeology, Inc.	Diehl 2002b
2003- 1490.ASM	Aviation/3rd Manhole Survey	Desert Archaeology, Inc.	Diehl 2003f
2003-896.ASM	Old Pascua Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2003c
2004- 1035.ASM	Sidewalk Program Survey	Desert Archaeology, Inc.	Hall 2004
2004-297.ASM	Sunwest Cell Tower Project	EcoPlan Associates	Giacobbe 2003
2004-324.ASM	Corrosion Prevention Project Assessment and Survey	Desert Archaeology, Inc.	Diehl 2004c
2004-679.ASM	AT&T NexGen/Core Project	Western Cultural Resource Management, Inc.	Baker 2004
2005-446.ASM	Tucson-Apache 115-kV Transmission Line Project	Transcon Infrastructure, Inc.	Goldstein 2008
2006-734.ASM	Feldman's Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2006b

Table 17. Projects within the 300-ft Buffer of Route C

Project No.	Project Name	Company	Reference	
2007-62.ASM	ICM	Desert Archaeology, Inc.	Wöcherl 2011	
2008-60.ASM	RTA Bus Pullout #2	Tierra Right of Way Services, Ltd.	Doak 2008	
2009-107.ASM	COT 08-03 4 Bus Pullouts	SWCA Environmental Consultants, Inc.	Griset 2009	
2010-180.ASM	COT 10-08 Grant Road and Oracle Intersection	SWCA Environmental Consultants, Inc.	Tucker 2010d	
2010-208.ASM	COT 10-14 4th Avenue/Fontana Avenue Bike Boulevard	SWCA Environmental Consultants, Inc.	Tucker 2010c	
2010-366.ASM	Stone Avenue Improvements Survey	Tierra Right of Way Services, Ltd.	Doak 2010b	
2010-56.ASM	Grant/Flowing Wells Survey	Tierra Right of Way Services, Ltd.	Doak 2010a	
2011-383.ASM	Park Avenue-Speedway to Fort Lowell Survey	Desert Archaeology, Inc.	Diehl 2012	
2012-469.ASM	6th Avenue Tucson	Northland Research, Inc.	Cox 2012	
2013-171.ASM	TEP DMP-Tucson 138/46-KV Transmission Line	Western Cultural Resource Management, Inc.	White and Benaron	
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014	
2014-323.ASM	Grant Road Survey from Oracle to Swan	William Self Associates	Wygant and Boley 2014	
2016-392.ASM	Grant Road UPRR Feasibility Study	SWCA Environmental Consultants, Inc.	Rawson and Hesse 2016	

# Table 18. Sites within the 300-ft Buffer of Route C

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:13:156(ASM)	Euroamerican	Court Street Cemetery	Not eligible (SHPO)	Multiple
AZ BB:9:439(ASM)	Hohokam	Rock pile with artifacts	Eligible (recorder)	White and Benaron 2013
AZ BB:9:440(ASM)	Euroamerican	Historic structure foundation	Not eligible (recorder)	White and Benaron 2013
AZ FF:9:17(ASM)	Euroamerican	State Route 80	Eligible (SHPO)	Multiple

Project No.	Project Name	Company	Reference
1955-3.ASM	Southern Pacific Pipeline Survey	Southern Pacific	Komerska 1955
1979-38.ASM	Santa Cruz River Park Survey	ASM	Betancourt 1978
1980-155.ASM	Santa Cruz/SW Interceptor Project	ASM	AZSITE
1982-207.ASM	Tucson-Apache 115 kV Transmission Line	Complete Archaeological Services Associates	Hammack 1983
1991-88.ASM	Archaeological Survey of Glenn- Fairview Main Replacement	Desert Archaeology, Inc.	Eppley 1991b
1991-91.ASM	Archaeological Survey of Fairview Avenue - Grant Road to 15th Avenue Widening	Desert Archaeology, Inc.	Eppley 1991a
1994-47.ASM	Grant Road and Campbell Avenue Survey	Desert Archaeology, Inc.	Thiel 1994
1995-323.ASM	Mountain/Grant-Fort Lowell	Desert Archaeology, Inc.	Swartz 1995
1996-102.ASM	Grant-First Survey	Desert Archaeology, Inc.	Swartz 1996
1997-105.ASM	Tucson Boulevard-Elm Street Main Replacement Project Survey	Desert Archaeology, Inc.	Eppley 1997e
1998-267.ASM	Miracle Manor Survey	Desert Archaeology, Inc.	Diehl 1998b
1999-587.ASM	PBNS Level 3 Fiber Optic Line	SWCA Environmental Consultants, Inc.	Multiple
2000-284.ASM	Moratorium Streets Survey	Desert Archaeology, Inc.	Diehl 2000
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	Western Cultural Resource Management, Inc.	Kearns et al. 2001
2003-896.ASM	Old Pascua Neighborhood Survey	Desert Archaeology, Inc.	Diehl 2003c
2004-1035.ASM	Sidewalk Program Survey	Desert Archaeology, Inc.	Hall 2004
2004-297.ASM	Sunwest Cell Tower Project	EcoPlan Associates	Giacobbe 2003
2004-679.ASM	AT&T NexGen/Core Project	Western Cultural Resource Management, Inc.	Baker 2004
2005-446.ASM	Tucson-Apache 115-kV Transmission Line Project	Transcon Infrastructure, Inc.	Goldstein 2008
2005-720.ASM	2353 N. First Avenue Survey	Desert Archaeology, Inc.	Diehl 2005f
2006-618.ASM	Samos Main Replacement Survey	Desert Archaeology, Inc.	Diehl 2006a
2007-62.ASM	ICM	Desert Archaeology, Inc.	Wöcherl 2011
2008-60.ASM	RTA Bus Pullout #2	Tierra Right of Way Services, Ltd.	Doak 2008
2009-107.ASM	COT 08-03 4 Bus Pullouts	SWCA Environmental Consultants, Inc.	Griset 2009
2009-636.ASM	Grant Road Survey	Tierra Right of Way Services, Ltd.	Jones 2009b

Table 19. Projects within the 300-ft Buffer of Route D

Project No.	Project Name	Company	Reference
2010-180.ASM	COT 10-08 Grant Road and Oracle Intersection	SWCA Environmental Consultants, Inc.	Tucker 2010d
2010-208.ASM	COT 10-14 4th Avenue/Fontana Avenue Bike Boulevard	SWCA Environmental Consultants, Inc.	Tucker 2010c
2010-56.ASM	Grant/Flowing Wells Survey	Tierra Right of Way Services, Ltd.	Doak 2010a
2011-341.ASM	Survey in Support of Grant Road Corridor Acquisition	Statistical Research, Inc.	Graves and White 2011
2013-171.ASM	TEP DMP-Tucson 138/46-KV Transmission Line	Western Cultural Resource Management, Inc.	White and Benaron
2014-154.ASM	COT 14-03 ADA Sidewalk Upgrades Archaeological Survey	SWCA Environmental Consultants, Inc.	Rawson 2014
2014-323.ASM	Grant Road Survey from Oracle to Swan	William Self Associates	Wygant and Boley 2014
2016-392.ASM	Grant Road UPRR Feasibility Study	SWCA Environmental Consultants, Inc.	Rawson and Hesse 2016

### Table 20. Sites within the 300-ft Buffer of Route D

Site No.	Affiliation	Site Type	NRHP Eligibility	Reference
AZ BB:9:439(ASM)	Hohokam	Rock pile with artifacts	Eligible (recorder)	White and Benaron 2013
AZ BB:9:440(ASM)	Euroamerican	Historic structure foundation	Not eligible (recorder)	White and Benaron 2013
AZ FF:9:17(ASM)	Euroamerican	State Route 80	Eligible (SHPO)	Multiple

Table 21. Sites Warranting Monitoring

Site No.	Associated Routes
AZ BB:13:156(ASM)	5, 6, C
AZ BB:13:445(ASM)	3, 4
AZ BB:13:763(ASM)	4, 5, 6
AZ BB:9:440(ASM)	A, B, C, D

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Appendix C. Historic District Analysis

See attached Appendix

# Midtown Reliability Project Historic District Analysis

for Tucson Electric Power Company May 17, 2024



# TEP Midtown Reliability Project: Historic District Analysis

# Table of Contents:

#### **Executive Summary**

I.	Introduction			6	
II.	I. Objective				
III.	II. Methodology				
IV.	Me	asurable Criteria Analysis and Results		10	
	Α.	Length of Route Bisecting versus Bordering Historic Dis	tricts10		
	В.	Street Designation	11		
	C.	Historic Districts on 1 versus 2 Sides of the Route	12		
	D.	Existing Power Poles Located on Route	13		
	E.	Historic Light Fixtures within 800' Route Buffer	14		
	F.	Historic Contributing Properties in 800' Route Buffer	14		
	G.	Access of Historic Contributing Properties along Route	16		
	Н.	Historic Landmark Signs within 800' Route Buffer	17		
V.	His	toric Architectural Analysis		18	
	Α.	Historic Architectural Analysis Criteria			
	В.	Historic Districts General Observations	19		
	C.	Kino Substation to Vine Substation Routes 1 to 6 Histori	c Architectural Analysis23		
	D.	DMP Substation to Vine Substation Routes A to D Histor	ric Architectural Analysis32		
VI.	Sur	mmary Tables and Analysis		35	
	Α.	Results of Analysis	35		
	В.	Summary Tables by Historic Districts	35		
	C.	Kino Summary Tables by Historic Districts			
	D.	DMP Summary Tables by Historic Districts			
	E.	Cumulative Summary of Measurable Criteria Tables	40		
	F.	Kino Summary Table by Measurable Criteria	41		
	G.	DMP Summary Table by Measurable Criteria	41		
VII	Re	commendations & Historic Impact		42	
	Α.	Rationale for Recommended Routes	42		
	В.	General Suggestions to Decrease Visual Impact of Pole	s45		
	C.	Overall Historic Architectural Impact of Transmission Lin	e46		



VIII	. Kin	o Substation to Vine Substation Maps		7
	Α.	Route 1 Maps	48	
	В.	Route 2 Maps	54	
	C.	Route 3 Maps	61	
	D.	Route 4 Maps	67	
	E.	Route 5 Maps	73	
	F.	Route 6 Maps	80	
IX.	Del	Moss-Petrie Substation to Vine Substation Maps	90	)
	A.	Route A Maps		
	В.	Route B Maps		
	C.	Route C Maps		
	D.	Route D Maps		
Х.	Kin	o Substation to Vine Substation Tables 1 to 9		8
	Α.	Table 1: Bisecting versus Bordering Historic Districts		
	В.	Table 2: Street Designation		
	C.	Table 3: Historic Districts 1 versus 2 Sides of the Route	121	
	D.	Table 4: Existing Power Poles on Route		
	E.	Table 5: Historic Light Fixtures within 800' Route Buffer	124	
	F.	Table 6: Historic Contributing Properties in 800' Route Bu	ffer125	
	G.	Table 7: Access of Historic Contributing Properties along	Route129	
	Н.	Table 8: Historic Landmark Signs in 800' Route Buffer	131	
	I.	Table 9: Historic Architectural Analysis	132	
XI.	Del	Moss-Petrie Substation to Vine Substation Tables A to I		34
	Α.	Table A: Bisecting versus Bordering Historic Districts	135	
	В.	Table B: Street Designation	136	
	C.	Table C: Historic Districts 1 versus 2 Sides of the Route	137	
	D.	Table D: Existing Power Poles on Route	138	
	E.	Table E: Historic Light Fixtures within 800' Route Buffer	139	
	F.	Table F: Historic Contributing Properties in 800' Route Bu	ıffer140	
	G.	Table G: Access of Historic Contributing Properties along	Route141	
	Н.	Table H: Historic Landmark Signs within 800' Route Buffe	er142	
	I.	Table I: Historic Architectural Analysis	143	
XII.	Арр	pendix	14	14
	Α.	Definitions	144	
	В.	Abbreviations	146	
	C.	Resources	147	
	D.	TEP Route Combination Map		



# Executive Summary

#### **Purpose of Report:**

As part of Tucson Electric Power's (TEP) planning process for the transmission line associated with the Midtown Reliability Project, a project designed to strengthen electric reliability and satisfy growing energy needs into central Tucson, Tierra Right of Way (TROW) and The Architecture Company (TAC) were commissioned by TEP to review TEP's proposed alternative transmission line routes. The objective was to analyze and determine which of the proposed ten (10) route options from the existing Kino Substation to the proposed Vine Substation (Routes 1 through 6) and the existing DeMoss-Petrie (DMP) substation to the proposed Vine Substation (Routes A through D) will yield the least impact to the historic districts and other architectural historic features. TEP provided a total of ten routes for TAC to analyze for historic architectural factors. TAC did not look at alternate streets or alleys outside the proposed TEP routes, but focused on the ten routes and an 800' buffer around the proposed routes.

#### Methodology:

To determine the best route, the study area included an 800' buffer zone from the proposed transmission lines for each route. Only those portions of the routes that have historic districts or individually listed historic properties located within the 800' buffer were included in this study. This includes 18 historic districts and 13 individually listed structures.

The study was comprised of collecting and analyzing a combination of GIS data and observations from a windshield survey of the neighborhoods. GIS data was provided by Tucson Electric Power (TEP), City of Tucson (COT) and Pima County (PC). Tierra Right of Way (TROW) developed the maps and measurements from these resources. GIS data was not verified, it was assumed the data provided was up to date and correct.

A list of measurable criteria, described in Section *IV. Measurable Criteria Analysis and Results*, was developed to rank the different districts to determine which routes would have the least impact to the surrounding historic districts and historic properties as a result of the proposed transmission line. To develop the Historic Architectural Analysis, a windshield survey was performed following each proposed transmission line route and 800' buffers on each side of the routes. General observations on each district are presented in Section *V. Historic Architectural Analysis*, followed by specific comments and observations relevant to the potential impact of the transmission line and power poles. These observations include current architectural, landscape and historic features of the historic district and how the power poles may affect the district as a whole and their effect on the sense of place.

#### **Results:**

Once the Measurable Analysis and Historic Architectural Analysis were complete, each route option was ranked to determine which route was the most impacted to the least impacted. The results are as follows:

- 1. Kino Substation to Vine Substation, Routes 1 through 6
  - a. Ranking of the Kino Routes from the least impacted to the most impacted: Route 1, Route 4, Route 3, Route 5, Route 2 and Route 6.
- 2. DMP Substation to Vine Substation, Routes A through D
  - a. Ranking of the DMP Routes from the least impacted to the most impacted: Route B, Route A, Route D and Route C.

#### **Recommendations:**

The typical 75' - 85' power poles will have a visual impact on any of the routes chosen, however our objective is to offer recommendations and ideas that could help decrease the visual impact to the residents of the historic neighborhoods and its visitors. Recommendations of historic structures by SHPO, COT and specific neighborhood design guidelines do not address how utilities need to respond to historic districts or historic structures. The recommendations we have developed are based on our historic architectural experience and through our visual analysis of the routes.

For all of the routes we recommend the following:

- a. Locate power poles away from contributing commercial buildings that help create the street fabric.
- b. Locate power poles away from residences that directly face the route.
- c. Locate power poles so they are not directly in front of any contributing structure.
- d. Locate power poles away from locations with historic light fixtures or historic signs.
- e. Locate poles around existing landscape where possible to allow the pole base to be less visible.
- f. Provide additional landscaping and accessible sidewalks along the route and into the historic districts to help hide the visibility of the power poles directly from the route to minimize the impact at the pedestrian scale.
- g. Space poles as far apart from each other as possible and locate to minimize impact to critical historic structures.
- h. Work with the arts and culture community groups to develop art projects around the transmission poles. Perhaps develop artwork that shares stories about the historic districts.
- i. Possibly paint the poles to create less contrast with the space around them to help reduce the visibility of the poles. The rust colored power poles on Grant Road tend to have greater visibility than power poles that are painted tan or grey. We also recommend using galvanized steel poles where historic districts occur.
- j. Once the proposed power poles and transmission lines are installed, if as many as possible of the old existing power poles located directly on the route in historic districts could be removed, this would clean up the route and reduce the impact of having so many power poles directly on the route. While it is recognized that other utilities such as cable and phone are using TEP's existing power poles, it is recommended that TEP coordinate with the other utility companies and possibly with the help of City of Tucson and Mayor and Council, these non-TEP utilities can be relocated.

#### **Conclusion & Historic Architectural Impact:**

Although all routes will have a negative visual impact to the surrounding historic districts, structures that are located directly adjacent or in front of a proposed power pole will have the greatest impact. It has been confirmed with the City of Tucson Historic Preservation Officer that no historic contributing property, individually listed property or historic district will be removed or delisted as a result of any power pole location or transmission line. The historic significance of any contributing property, landmark or district identified as historically significant by the City of Tucson, Pima County, the State Historic Preservation Office and/or the National Register of Historic Places will not be diminished.


# I. Introduction

As part of Tucson Electric Power's (TEP) planning process for the Midtown Reliability Project, a project designed to strengthen electric reliability and satisfy growing energy needs into central Tucson, Tierra Right of Way (TROW) and The Architecture Company (TAC) were commissioned by TEP to review TEP's proposed transmission line routes to determine which routes would have the least negative impact on the historic districts directly affected by the proposed transmission lines.

It has been confirmed with the City of Tucson Historic Preservation Officer that no historic contributing property, individually listed property or historic district will be removed or delisted as a result of any power pole location.

The proposed electrical poles would typically be 75' - 85' high and spaced approximately 750 +/- lineal feet apart. Depending on structural requirements, some poles will be mounted to a concrete foundation and have a 2' +/- diameter base and taper to a 9" diameter top, while other poles will be mounted to a larger concrete foundation with metal bolts and have a 3' +/- diameter and taper to a 9" diameter top. Recommending specific power pole locations are not part of this analysis.

TEP provided TAC and TROW six (6) different route options, Routes 1 through 6, to connect the existing Kino Substation to the proposed Vine Substation, and four (4) different route options, Routes A through D to connect the existing DeMoss-Petrie (DMP) substation to the proposed Vine Substation. Listed below are the historic districts and the individually listed historic sites that are part of the National Register of Historic Places to which the proposed alternative routes will bisect, are adjacent to or are within the 800' buffer of the centerline of the road:

#### Route 1

- a. Historic Districts: Blenman Elm, Catalina Vista, Jefferson Park, Rincon Heights, Sam Hughes and Sunshine Mile
- b. Individually Listed Sites: None

#### Route 2:

- a. Historic Districts: Blenman Elm, Broadmoor, Jefferson Park, Sam Hughes and Sunshine Mile
- b. Individually Listed Sites: None
- Route 3:
  - a. Historic Districts: Feldman's, Iron Horse, Jefferson Park, Pie Allen, Rincon Heights, Sunshine Mile and West University.
  - b. Individually Listed Sites: Cannon, Dr. William Austin, House; and University Heights Elementary School

## Route 4:

- a. Historic Districts: Armory Park, Feldman's, Iron Horse, Jefferson Park, Pie Allen, Sunshine Mile and West University
- b. Individually Listed Sites: Cannon, Dr. William Austin, House; Don Martin Apts; and University Heights Elementary School

## Route 5:

- a. Historic Districts: Armory Park, Downtown Tucson, El Presidio, Feldman's, Fourth Avenue, Iron Horse, Jefferson Park, John Spring Neighborhood, Miracle Mile, Sunshine Mile, Warehouse and West University
- Individually Listed Sites: ASARCO Headquarters; Cannon, Dr. William Austin, House; Coronado Hotel; Hotel Congress; Rialto Theatre; Ronstadt House; 6th Ave Underpass; South Pacific RR Locomotive No. 73; Stone Ave. Underpass; and University Heights Elementary School

## Route 6:

- a. Historic Districts: Armory Park, Downtown Tucson, El Presidio, Feldman's, Fourth Avenue, Iron Horse, Jefferson Park, John Spring Neighborhood, Miracle Mile, Sunshine Mile, Warehouse and West University.
- b. Individually Listed Sites: ASARCO Headquarters; Coronado Hotel; Hotel Congress; Rialto Theatre; Ronstadt House; 6th Ave Underpass; South Pacific RR Locomotive No. 73; and Stone Ave. Underpass

## Route A:

- a. Historic Districts: Jefferson Park and Miracle Mile.
- b. Individually Listed Sites: Matus, Antonio, House and Property; Pascua Cultural Plaza



#### Route B:

- a. Historic Districts: Feldman's, Jefferson Park and Miracle Mile
- b. Individually Listed Sites: Matus, Antonio, House and Property; Pascua Cultural Plaza

## Route C:

- a. Historic Districts: Feldman's, Jefferson Park, John Spring Neighborhood, Miracle Mile and West University
- b. Individually Listed Sites: ASARCO Headquarters; Cannon, Dr. William Austin, House; Matus, Antonio, House and Property; Pascua Cultural Plaza; and University Heights Elementary School

## Route D:

- a. Historic Districts: Blenman Elm, Catalina Vista, Jefferson Park and Miracle Mile
- b. Individually Listed Sites: Matus, Antonio, House and Property; Pascua Cultural Plaza

Refer to the Appendix for definitions of historic architectural terminology and the resource section to find additional historic information on these historic districts.

TAC has over 35 years of providing historic architectural services on the local and national level, performed over a dozen historic architectural surveys on thousands of structures, developed neighborhood design guidelines for historic neighborhoods, assisted in major street expansion configuration along major streets affecting historic districts and commercial businesses and currently provides consultation to City of Tucson as a historic design professional for the review of Neighborhood Preservation Zone (NPZ), Historic Preservation Zone (HPZ), Infill Incentive District (IID) and Rio Nuevo Area projects.

TROW has nearly 30 years of experience creating maps and utilizing geospatial data for archaeological and environmental projects. Tierra's GIS team regularly develops and maintains GIS databases for archaeological and environmental projects, creates cartographic products for reports, performs analyses of spatial data, creates 3D models for visual simulations, and creates custom GIS and spatial models.

# II. Objective

The objective of this study is to analyze and determine which proposed route from the DMP to Vine and Kino to Vine substations will yield the least impact to the historic districts and other architectural historic features. TEP provided a total of ten routes for TAC to analyze for historic architectural factors. TAC did not look at alternate streets or alleys outside the proposed TEP routes, but focused on the ten routes and an 800' buffer around the proposed routes.



# III. Methodology

The information used to calculate the data in Kino Table 1 / DMP Table A through Kino Table 8 / DMP Table H and the maps in Sections VIII and IX. were based on GIS data from Tucson Electric Power (TEP), City of Tucson (COT) and Pima County (PC). Tierra Right of Way (TROW) developed the maps and measurements from these resources. The data gathered from the GIS information was not visually verified.

To determine the best route options, the study area included an 800' buffer zone from the proposed transmission lines for each route. The 800' buffer zone was based on the centerline of the proposed route. The study was comprised of collecting and analyzing a combination of GIS data and observations from a windshield survey of the neighborhoods. A list of measurable criteria, described below was developed to rank the different districts to determine which routes would have the least impact to the surrounding historic districts and historic properties as a result of the proposed transmission line. Refer to Section *IV. Measurable Criteria Analysis and Results*, for a more detailed description of the measurable criteria process and results. The data from this analysis is in Section *X.* and *XI.* The study maps, shown in Sections *VIII.* and *IX.* depict the routes and were used to develop a visual analysis along with a historic architectural analysis of the ten different routes.

## 1. Measurable Criteria Collection, Process and Analysis

In Section *IV. Measurable Criteria Analysis and Results*, each measurable criteria using GIS and Google Earth was reviewed, analyzed and ranked. The measurable criteria include:

Kino Table 1 / DMP Table A: Bisecting versus Bordering Historic Districts

Kino Table 2 / DMP Table B: Street Designation

Kino Table 3 / DMP Table C: Historic Districts with 1 versus 2 Sides of the Route

Kino Table 4 / DMP Table D: Existing Power Poles Located on Route

Kino Table 5 / DMP Table E: Historic Light Fixtures in 800' Route Buffer

Kino Table 6 / DMP Table F: Historic Contributing Properties in 800' Route Buffer

Kino Table 7 / DMP Table G: Access of Historic Contributing Properties along Route

Kino Table 8 / DMP Table H: Historic Landmark Signs in 800' Route Buffer

The routes were ranked on each of the criteria listed above based on a scale from zero to ten (0 to 10). A rank of zero (0) means that the historic district(s) are not impacted by that criteria; a ranking of one (1) represents the least degree of historic impact on the affected historic district(s); and a rank of ten (10) represents the greatest impact on the affected historic district(s). Each measurable criteria was evaluated as an independent criteria to determine the ranking. The Kino routes and DMP routes were evaluated separately using the same measurable criteria and ranking system.

The measurable criteria ranking was subtotalled for each district. The final ranking of the route is the sum total of the affected district's ranking. The routes with the lower sum totals will have the least degree of impact on the historic districts. The routes with the higher sum totals will have more impact on the historic districts based on the criteria developed in this report. These sum totals of the routes from criteria in Kino Table 1 / DMP Table A through Kino Table 8 / DMP Table H are taken into consideration when analyzing the Historic Architectural Criteria in Table 9 / Table I: Historic Architectural Analysis.

Only those portions of the routes that have historic districts or individually listed historic properties located within the 800' buffer were included in this study. The data collected from these criteria were developed into tables and maps shown in Section *VIII. Kino Substation to Vine Substation Maps*, Section *IX. DeMoss-Petrie Substation to Vine Substation Maps*, Section *X. Kino Substation to Vine Substation Tables 1-9* and Section *XI. DeMoss-Petrie Substation to Vine Substation to Tables A to I.* TROW and TAC developed maps of each of the ten routes to visually reflect the measurable criteria identified. Developed for each route, is a full route map, as well as enlarged maps when the route is adjacent or passes through historic districts. Data tables were created from the GIS maps to quantify the measurable criteria in Kino Table 1 / DMP Table A through Kino Table 8 / DMP Table H to allow ranking of each individual measurable criteria.

In developing the maps we were able to visually see the location of the historic districts, the density of the contributing properties, the general age of the contributing properties, where individually listed properties occur, type of street classification and location and height of existing power poles.



## 2. Historic Architectural Process and Analysis

To develop the Historic Architectural Analysis, a windshield survey was performed following the proposed transmission line and an 800' buffer on each side of the potential transmission line, for each of the Kino Routes 1 through 6 and the DMP Routes A through D. General observations on each district are presented, followed by specific comments and observations that are relevant due to the potential impact of the transmission line and power poles. These observations include current architectural, landscape and historic features of the historic district and how the power poles might affect the district as a whole and it's effect on the sense of place.

The following factors were considered in the ranking of each historic district and further discussion of each of the criteria is presented in Section *V. Historic Architectural Analysis* 

- Historic district integrity
- Scale of the street adjacent to a historic district
- · Scale of adjacent historic and non-historic structures along the route
- Size of historic district impacted
- Historic Architectural Impression.

These factors were rated based on a scale from zero to ten (0 to 10). A rank of zero (0) means that the historic district(s) are not impacted by that criteria; a ranking of one (1) represents the least degree of historic impact on the affected historic district(s); and a ranking of ten (10) represents the greatest impact on the affected historic district(s).

The results of this analysis are presented in:

Kino Table 9 / DMP Table I: Historic Architectural Analysis in Section X.I and XI.I, respectively.

## 3. Summary of Measurable Criteria and Historic Architectural Analysis

A summary of the total ranking by historic district reflects the sum total of each of the eight measurable criteria and the five historic architectural criteria for the Kino Routes 1 through 6 and DMP Routes A through D. The total from Tables 1/A through 9/I are summarized into Kino Table 10 / DMP Table J. This is reflected in:

#### Kino Table 10 / DMP Table J: Summary Analysis and Tables by Historic Districts in Section VI.B

The total ranking by each measurable criteria and architectural analysis for the Kino Routes 1 through 6 and DMP Routes A through D is summarized in this table:

## Kino Table 11 / DMP Table K: Summary Analysis and Tables by Route in Section VI.C



## IV. Measurable Criteria Analysis

The components of each of the twelve (12) tables for Kino Substation to Vine Substation (Kino Routes 1,2,3,4,5 and 6) and for DMP Substation to Vine Substation (DMP Routes A,B,C, and D) are described below. The same data collection process, method of analysis and ranking were applied to each route. Refer to Sections *VI. Analysis and Summary Tables* for the Summary Tables 10/J and 12/L; and Sections *X. Kino Substation to Vine Substation Tables 1-9;* and *XI. DeMoss-Petrie Substation to Vine Substation Tables A to I* for the tables identified in this section. Refer to Sections *VIII. Kino Substation to Vine Substation Maps* and *IX. DeMoss-Petrie Substation to Vine Substation Maps* for maps of each route.

1. Objective: This identifies the purpose of the criteria.

2. Measurable Data Collection Process: This section identifies the data source, organization of data into tables and the process of analyzing and ranking the data. The data collected on each of the criteria were organized by district and by route, except for Kino Table 3 / DMP Table C, Historic Districts with 1 vs 2 sides of the Route. For Kino Table 3/DMP Table C the total measurements are per route and not by individual district.

**3. Measurable Criteria Analysis:** This section summarizes the results and rankings of each route. Tables reflecting the data and ranking of each criteria and are organized by the Kino Substation to Vine Substation for Routes 1 through 6, and the DMP Substation to Vine Substation for Routes A through D.

## A. Length of Route Bisecting vs Bordering Historic Districts: (Refer to Kino Table 1 and DMP Table A)

**1. Objective:** To provide an objective comparison by measuring the length of a route as it travels through a historic district based on whether the transmission line 1) bisected a district, 2) bordered the side of a district, or 3) bisected and bordered a historic district.

## 2. Measurable Data Collection Process:

- i. <u>Data Source:</u> The lengths were measured through geospatial maps provided by PC, COT and TEP. A route length was considered "Bisecting" if the same historic district was on both sides of the street of the proposed route for the transmission line. If the historic district was only on one side of the route, the length was considered "Bordering." For example, if a route had historic district "A" on one side and historic district "B" on the other side of the route, it would be considered "Bordering" each historic district. "Bisecting and Bordering" is the total length in feet within a historic district that is both Bisecting and Bordering. Any length of the route without any historic district directly bordering or bisecting the route was not included.
- **ii.** <u>Organization of Data</u>: The lengths are broken down by each individual historic district by 1) total length of the route bisecting a district, 2) the total length bordering a district and 3) the total length bisecting and bordering the district.
- **iii.** <u>Ranking Process</u>: A ranking of 10 (ten) is applied to the route with the longest bisecting length, as this places the greatest burden on an individual historic district. More favorable routes would have majority of the route bordering a historic district. In addition to analyzing the total length of bisecting and/ or bordering, a percentage was calculated to understand the degree of impact on each district. When a historic district does not have any portion of their district being bisected or bordered, they will have a ranking of 0. The higher the rank the greater the impact of the proposed power poles to that district.

## 3. Measurable Criteria Analysis:

- i. Kino Substation to Vine Substation , Routes 1 through 6
  - a. Route 3 borders and bisects the most number of historic districts
  - b. Route 6 borders and bisects the most length in historic districts
  - c. Sunshine Mile and Miracle Mile are primarily based on the street, where the district does not go much beyond the street it's based on. For both of these districts, due to the configuration of their districts, they have few contributing properties as a whole district, which makes the impact of bisecting these routes



minimal, especially in comparison to the more residential based historic districts where there is much more density of contributing properties.

- d. Miracle Mile Historic District has the most length bisecting its historic district in Route 6, however as this historic district is based on a street rather than a neighborhood, most of the length being bisected does not have contributing properties in the density that the other historic districts being bisected have.
- e. Routes 1, 2, 4 and 5 bisect only 2 historic districts.
- f. Route 2 has the least number of historic districts that are bordered by a proposed route.

#### ii. DMP Substation to Vine Substation, Routes A through D

- a. Route B bisects only Jefferson Park Historic District and has the shortest total length of bisected and bordered historic districts
- b. Miracle Mile Historic District has the longest length bisecting its historic district in Route D. This is followed by Jefferson Park in Route A. See comments above in Item i.c and i.d. for comments about Miracle Mile.
- c. Route D has the longest length of bordering historic districts and has the most number of historic districts that are bisected and bordered.
- d. Because of the location of the Vine Substation, Jefferson Park Historic District is affected in all routes.

## B. <u>Street Designation:</u> (Refer to Kino Table 2 and DMP Table B)

**1. Objective:** To provide an objective comparison by measuring the length of a route as it travels through a historic district based on whether the transmission line is located along a 1) Gateway Arterial Street, 2) Arterial Street, 3) Collector Street or 4) Residential Street.

#### 2. Measurable Data Collection Process:

i. <u>Data Source:</u> The length of streets along the historic districts were measured through geospatial maps provided by PC, COT and TEP. The Gateway Arterial Streets, Arterial Streets and Collector Streets are as defined by the City of Tucson Major Streets and Routes Map (MS&R). Gateway Arterial Streets are part of the City of Tucson's Gateway Corridor Zone (GCZ) overlay zone identified in the City of Tucson Unified Development Code. In the GCZ overlay new utilities for development are required to be underground unless a special exception is granted. This report assumes the proposed transmission line, regardless of alternative route, would be overhead and focuses on the impact of the resultant proposed utility poles to historic districts.

The definition of these three types of streets can also be found in the City of Tucson Unified Development Code.

- a. A Gateway Arterial Street is defined by the City of Tucson as "A street or parkway that is a heavily traveled entrance to and through the City, and is designated as a Gateway Route on the Major Streets and Routes (MS&R) Plan map. These routes link major employment areas, shopping centers, and recreational areas used regularly by a large number of residents and visitors and present a visual impression of Tucson's character."
- b. An Arterial Street is defined as "A street identified as an arterial or Interstate Route on the Major Streets and Routes (MS&R) Plan."
- c. A Collector Street is defined- as "A street identified as a collector on the Major Streets and Routes (MS&R) Plan"

The maps show additional route types that include Arizona Board of Regents, State Routes and Railroad. All other streets not identified as a Gateway Arterial, Arterial, Collector or Alley, are considered residential streets for the purpose of this study. The residential streets identified in this analysis are all streets that primarily have residences on both sides of the street. Where historic districts are on both sides of the street, the length of street is counted in each historic district. In the summary at the bottom of Kino Table 2 and DMP Table B, the total lengths reflects the total length of the street designation that occurs along each historic district.

ii. <u>Organization of Data</u>: The streets are broken down by 1) Gateway Arterial Street, 2) Arterial Street, 3) Collector Street or 4) Residential Street per each Historic District.



iii. <u>Ranking Process</u>: The route with the longest length along residential streets will have the highest rank of 10 as it will have a greater visual impact on residential homes and the scale would feel much more out of place than with any other type of street. Residential roads typically are narrower and have smaller, 1 or 2 story residential structures along their roads that are accessed directly from that road. A Gateway Arterial Street will have a higher ranking than an Arterial Street as Gateway Arterial Streets reflect a visual impression of Tucson's character. Arterial Streets are wider and have a mixture of residential and commercial structures. Lengths on Arterial Streets are given a ranking of 1. Although commercial roads are wider, more historically significant structures may occur on commercial streets. The scale the proposed transmission poles may have on a residential road in a historic district, can be measured objectively by knowing the length of transmission line by street category. Understanding which roads are Gateway Arterial Streets also help to understand what the City of Tucson has identified as streets that are to provide a visual impression of Tucson's character.

## 3. Measurable Criteria Analysis:

## i. Kino Substation to Vine Substation, Routes 1 through 6

- a. The Gateway Arterial Streets are Campbell Avenue and Broadway Boulevard.
- b. Route 2 has the longest length of residential street that goes through a single historic district. This occurs in the Sam Hughes Historic District on Tucson Boulevard, which goes through the center of Sam Hughes, making this route one of the worst options as it is putting the impact all on a single historic district.
- c. Route 3 also has a long length that occurs on residential streets. This primarily occurs as the route goes on 7th street in Pie Allen and Rincon Heights. There are portions of this residential street that will feel a large, negative visual impact, however with the development of the UA multi-story structures so close, it is not as negative of an impact as the residential streets in Route 2.
- d. Route 1 has the greatest length of Gateway Arterial Street.

## ii. DMP Substation to Vine Substation, Routes A through D

- a. Route B has the most length occurring on a residential route, located in Jefferson Park along Vine Avenue. This is followed by Route D, located on Lester Street.
- b. Route D is the only route with a Gateway Arterial Street, due to being located on Campbell Avenue.

## C. <u>Historic Districts on 1 versus 2 Sides of the Route:</u> (Refer to Kino Table 3 and DMP Table C)

**1. Objective:** To provide an objective comparison between the different routes, in regards to the length of each route that has a historic district on one side versus a historic district on both sides of the street.

## 2. Measurable Data Collection Process:

- i. <u>Data Source:</u> The lengths were measured through geospatial maps provided by PC, COT and TEP. A route length was measured as one side having a historic district if the route was directly adjacent to a historic district and there was no other contributing, individually listed property or historic district on the opposite side of the road. If the route had contributing properties and/or historic district or both sides of the street, this length was measured and noted as 2 sides. If there was no historic district directly adjacent to the route, that length of route was not included.
- **ii.** <u>Organization of Data:</u> The lengths are broken down by 1) Route with Historic District on 1 Side, 2) Route with Historic Districts on 2 sides of the route and 3) the total length with 1 or 2 sides. The lengths are all in feet. Percentages were calculated based on the total length with 1 or 2 sides to understand how much of the total route with historic districts had 1 side versus 2 sides.
- **iii.** <u>Ranking Process</u>: The route with the greatest length with historic districts on 2 sides would be ranked as the least favorable as this would require the power pole to be located within a historic district. A route with a historic district on 1 side would be ranked lower as this allows the power pole to be located outside of a historic district. Each route receives a final ranking that reflects how much of the historic district borders are



affected by the proposed route.

#### 3. Measurable Criteria Analysis:

#### i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Route 6 has the longest total length of route as well as the most length with historic districts on two sides.
- b. Route 2 has the least total length of route that has historic districts on one or two sides.

## ii. Vine Substation to DMP, Routes A through D

- a. Route C has almost as much length as Route D with historic districts on 2 sides
- b. Route B has the least length of route with historic districts on 1 side, historic districts on 2 sides as well as the total length of route with historic districts on 1 or 2 sides.
- c. Route D has the most length of route with historic districts on 1 side, historic districts on 2 sides as well as the total length of route with historic districts on 1 or 2 sides.

## D. Existing Power Poles Located on the Route: (Refer to Kino Table 4 and DMP Table D)

**1. Objective:** Identifying existing power poles located in historic districts on the route along with their height which shows which neighborhoods are already affected by power poles. While in some cases, the taller electrical poles might help the street appear less cluttered by reducing the number of poles, the proposed poles could make the street feel more out of scale due to the increased height of the proposed electrical poles.

## 2. Measurable Data Collection Process:

- i. <u>Data Source:</u> The height of the existing power poles were provided by TEP. Refer to the Power Pole Maps in Sections VIII. and IX for locations of all existing power poles and each pole's approximate height along the route.
- **ii.** <u>Organization of Data:</u> Kino Table 4 / DMP Table D shows the height range of poles and the total number of poles in each historic district along the route. The maps provide a visual of the actual location of the poles so specific pole spacing can be measured from the maps if needed. We did not analyze where existing power poles may be removed if the proposed power line were to be installed along that route.
- **iii.** <u>Ranking Process</u>: The historic districts that have the most existing power poles and poles whose heights are close to 75' tall will have the least impact from the proposed power poles. The historic districts where the majority of the route has fewer existing power poles or poles that are more spread out over the route, will bear a greater impact from the proposed power poles and be ranked higher. The routes that have more power poles that are taller and closer together will have less impact and be ranked lower. The proposed poles will be spaced approximately 750' +/- apart, which may help reduce the visual impact where current, shorter power poles and the pole height range, therefore the lower the ranking the lower the impact from the proposed lines. When a proposed route went through a street in a district in which there are no existing power poles, a high ranking was applied as that would greatly impact the district.

## 3. Measurable Criteria Analysis:

- i. Kino Substation to Vine Substation, Routes 1 through 6
  - a. Existing power poles occur in all of the Historic Districts that are directly on the route except for the Warehouse Historic District.
  - b. Portions of Stone and Speedway on Routes 2, 5 and 6 don't have any existing power poles.
  - c. Existing power poles located along Euclid Avenue are mostly 40' tall wood poles and occur more frequently from 6th Street to University on Euclid Avenue. These current power poles detract from the historic fabric in that portion of the route as they are more frequent. If the proposed 75' 85' tall poles were located here



with their wider base, this could impede more on the visual fabric of the historic district. However with the wider spacing of 750' +/- between poles for the proposed transmission route and if the existing poles are removed, this could improve the visibility of the existing historic structures.

d. Feldman's Historic District has a minimal number of power poles on the route, however across from the District on the east side of Park Avenue there are 11 power poles that border Feldman's Historic District.

#### ii. <u>DMP Substation to Vine Substation, Routes A through D</u>

- a. Route C has the least amount of power poles, resulting in the greatest impact.
- b. All routes bisect the Miracle Mile Historic District where no power poles are directly in that District on the route, however there are power poles around the District, which reduce the impact to that District.
- c. The power poles directly along Grant Road in the Jefferson Park Historic District are all over 80' tall.
- d. West University in Route C does not have any existing power poles where the route is proposed.

## E. Historic Light Fixtures within 800' Route Buffer: (Refer to Kino Table 5 and DMP Table E)

**1. Objective:** To identify where and how many historic light fixtures are within the 800' buffer of the route. The historic light fixtures tend to be small. To have a 75' - 85' electrical pole located near a historic light fixture would make the historic light fixture feel out of scale.

#### 2. Measurable Data Collection Process:

- i. <u>Data Source:</u> The number of historic fixtures on a specific route were counted through geospatial maps provided by COT. Counts of historic light fixtures were not verified in person. It is assumed that the information provided by COT is up to date and reflecting the correct amounts and locations.
- **ii.** <u>Organization of Data</u>: The historic light fixtures are counted within their respective historic districts. Refer to the maps to see the actual locations.
- **iii.** <u>Ranking Process</u>: The number of historic light fixtures were ranked based on the total number of light fixtures, where 1 to 5 light fixtures has a rank of 1; 6 to 10 light fixtures has a rank of 2 and etc.

#### 3. Measurable Criteria Analysis:

#### i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Route 5 has the most historic light fixtures, where most are occurring in West University.
- b. Route 2 has the least number of historic light fixtures.
- c. All routes, except for Route 2 and 4, have historic light fixtures located outside of historic districts.

## ii. DMP Substation to Vine Substation, Routes A through D

- a. No historic light fixtures are located along Routes A, B and D.
- b. Route C has 31 historic light fixtures, where most are occurring in West University Historic District.

## F. Historic Contributing Properties in 800' Route Buffer: (Refer to Kino Table 6 and DMP Table F)

**1. Objective:** To identify the total number of contributing properties that would be affected and if there are certain routes that have a greater number of contributing and older structures within the 800' buffer.

#### 2. Measurable Data Collection Process:

i. <u>Data Source:</u> The number of contributing properties to a national historic district, individually designated historic properties and national historic landmark properties were counted through geospatial maps provided

by PC, COT and TEP. The location, age and general footprint of the contributing structures on the maps, were determined from the geospatial maps and not verified in person. It has been assumed that the information provided by PC and COT reflect the latest information on National historic landmarks, individually designated historic properties, contributing and non-contributing properties as well as the age of the historic structure. This information was not verified in person during the windshield survey or through individual research of each contributing structure within the 800' buffer. However, during our windshield survey, there are structures identified by the City of Tucson as Contributing when they should be identified as Demolished Contributing. We have noted in the analysis section the demolished structures that we noticed during our windshield survey. Our intent was not to verify if structures remained as contributing by the City of Tucson, however we have noted these demolished structures as they were located directly on the route. The National Register of Historic Places defines these different types of historic properties as: a contributing property is a structure that is part of a historic district and is not eligible or has not been nominated to be an individually listed property; an individually listed property is a structure or site that has greater historic significance than a contributing property, Historic Landmark properties are structures or sites that are recognized as being critical to preserve statewide. Historic Landmark properties have a greater historic importance than contributing and individually listed properties. All of the properties within an 800 foot buffer from the centerline of the street at the route's location were included. The general age of the contributing structures were also counted. The years were broken down were: pre-1919, 1920 to 1949, 1950 to 1969 and post 1970.

- **ii.** <u>Organization of Data:</u> The counts for the contributing properties are broken down by each individual historic district by 1) total number of historic contributing properties, 2) number of properties individually listed, 3) number of landmark properties, and 4) number of properties by the year as categorized above. Refer to the maps in Sections VIII. and IX. for the locations and general age of the contributing structures and identification of individually listed structures.
- **iii.** <u>Ranking Process</u>: The route(s) with the greatest number of the above listed attributes are the least favorable as those districts would have a greater impact on more residents and the overall historic district and therefore would be assigned a higher rank. Routes with individual listed or landmark properties would also rank higher as those structures have been identified as having greater historical importance by the NRHP.

**3. Measurable Criteria Analysis:** In all of the Kino and DMP routes there were no National Historic Landmarks on or within the 800' buffer.

## i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Route 5 has the most contributing structures and the most individually listed properties in the 800' buffer.
- b. Route 2 has the most contributing structures in a single district, Sam Hughes, with 519 contributing structures within the 800' buffer. The total number of contributing structures in this district is 1,293, making 40% of the structures in this district affected by this route. Based on this high number and due to the high architectural integrity of this district, we do not recommend Route 2.
- c. The next district with the highest number of contributing structures is in Route 6 in Jefferson Park with 308 contributing structures. The total number of contributing structures in this route is 609, making 50% of the structures in this district affected by the route. Based on this high number, we do not recommend Route 6.
- d. Route 1 has the least amount of contributing structures with a total of 584.
- e. Route 4 has the second lowest number of contributing structures for a total of 630. Iron Horse and Pie Allen (located within the 800 foot buffer) contain 50% and 76%, respectively, of the contributing structures within their historic districts. While these percentages are high, these are smaller historic districts and the overall number of contributing structures directly on the route are small.
- f. During our windshield survey, we noted that multiple homes on the southeast corner of Speedway Boulevard and Euclid Avenue are boarded and in the process of applying for a demolition permit. The homes currently still show as contributing properties to West University, but once demolished, this will remove the remaining single-story residential contributing structures on the east side of Euclid Avenue. These homes are located directly on Routes 3 and 4.
- g. Located on Routes 3 and 4, the City data is showing four contributing historic structures on the northeast corner of Euclid Avenue and 4th Street, but the windshield survey revealed that they have been demol-



ished and are currently dirt lots.

h. Three contributing properties have been demolished in the Warehouse Historic District that are currently still showing as contributing to Warehouse Historic District. These are located on Routes 5 and 6.

## ii. DMP Substation to Vine Substation, Routes A through D

- a. Route C has the highest number of contributing structures at 571, the most number of individually listed properties and the most number of structures built prior to 1919.
- b. Route B has the least number of contributing structures at 302.
- c. Jefferson Park will have contributing properties in the 800' buffer for all of the routes due to the location of the Vine Substation. The number of contributing properties for these routes ranges from 56 to 308.

## G. <u>Access of Historic Contributing Properties Along Route:</u> (Refer to Kino Table 7 and DMP Table G)

**1. Objective:** To identify how many structures would be directly affected by the transmission line. Directly affected includes those structures that would have direct adjacency and direct visibility of the transmission line and power poles when accessed from the route itself. By understanding how many contributing properties whose main ingress/ egress is directly from the route, these properties will have the greatest visual impact from the transmission lines and power poles.

## 2. Measurable Data Collection Process:

- i. <u>Data Source:</u> The number of historic contributing properties and individually listed properties were identified through geospatial maps provided by PC, COT and TEP. Once the contributing structures were determined, TAC reviewed in-person, through COT aerials and on Google Earth which structures were accessed directly from the street where the route would be located.
- **ii.** <u>Organization of Data:</u> The number of contributing properties are broken down by each individual historic district by 1) the total number of structures facing the street with the primary access to the property from the street, 2) the total number of structures whose sides or back are to the street where the primary access occurs from an adjacent residential street or alley and 3) the total number of contributing structures directly on the route, a sum of items 1 and 2.
- **iii.** <u>Ranking Process</u>: The route with the greatest number of residences facing the street will have the greatest negative impact, therefore assigned a higher ranking. The routes with the greatest total number of structures with direct access on the route are also assigned a higher ranking. The routes that had access to the route, but separated by a wall or landscaped island directly in front of the route received lower rankings for their total contributing properties directly on the route. Routes that have individually listed properties with access directly from the route were ranked higher for their total contributing properties directly on the route.

## 3. Measurable Criteria Analysis:

## i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Route 6 has the most contributing structures in total along the route. Route 3 and 6 have the most contributing structures facing the street with access to the street.
- b. Route 3 has the highest ranking due to the number of primarily residential structures that are facing the route. The route through West University on Routes 3 and 4 along Euclid Avenue is also ranked high due to how close the residences that face the street are to the street.
- c. Route 1 has the lowest ranking as it has the least number of structures facing and accessed from the route.
- d. Route 2 affects the least number of historic districts that have contributing properties accessed from the route.
- e. Sunshine Mile and Miracle Mile Historic Districts have lower rankings as most of the buildings are larger



commercial structures and are set back from the street to allow for vehicles to park and for people to enter the buildings.

f. Many of the properties on Route 6 in Catalina Vista that are facing the route along Campbell Avenue have secondary streets with a site wall and landscaping. This feature reduces the visual impact of the transmission line.

## ii. DMP Substation to Vine Substation, Routes A through D

- Route D has the most total contributing properties, however Route C has the most contributing properties facing the street, which includes the University Heights Elementary School, an individually listed property. Due to having the most contributing properties directly facing with access directly from the route as well as the individually listed property, Route C would bear the greatest impact for this criteria.
- b. In Catalina Vista Historic District along Campbell Avenue, many of the properties in Route D that are facing the route have secondary streets with a site wall and landscaping. This feature reduces the visual impact of the transmission line.
- c. Route B has the least number of contributing properties directly on the route and facing the route.

## H. Historic Landmark Signs within 800' Route Buffer: (Refer to Kino Table 8 and DMP Table H)

**1. Objective:** To identify how many City of Tucson Historic Landmark Signs would be directly affected by being located either directly on the transmission line route or within the route buffer.

#### 2. Measurable Data Collection Process:

- i. <u>Data Source:</u> The number of City of Tucson Historic Landmark Signs, also refered to by the COT as City Heritage Landmark Signs were identified through geospatial maps provided by PC, COT and TEP. TAC reviewed these landmark signs in-person, through COT aerials and on Google Earth. The Historic Landmark Signs are only identified through the COT and is not a National or State designation.
- ii. <u>Organization of Data</u>: The historic landmark signs are counted within their respective historic districts.
- iii. <u>Ranking Process</u>: This was ranked based on the total number of historic landmark signs, where 1 to 3 historic landmarks has a rank of 1, 4 to 6 historic landmarks has a rank of 2 and etc.

#### 3. Measurable Criteria Analysis:

#### i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Only Routes 5 and 6 have Historic Landmark Signs within the 800' buffer of the route.
- b. The historic sign in both Routes 5 and 6 is the Hotel Congress sign, which is not directly on the route. The transmission line will have a minimal impact to the existing historic sign due to its location and distance from the route.
- c. The signs near Stone Avenue and Drachman Street in Route 6 are mostly located on the south side of the street on Drachman Street. The signs in these locations have been relocated from existing buildings around Tucson. The Sparkle Cleaners sign directly on the route is in the original location.

#### ii. DMP Substation to Vine Substation, Routes A through D

a. Only Route C has Historic Landmark Signs. These are the same signs located near Stone Avenue and Drachman Street discussed in item H.3.i.c above.



# V. Historic Architectural Analysis

## A. Historic Architectural Analysis Criteria: (Refer to Kino Table 9 / DMP Table I in Section X)

**1. Objective:** To analyze the routes based on a historic architectural viewpoint that takes into consideration all of the measurable criteria as well as the historic architect's observation from touring the historic districts. It has been confirmed with the City of Tucson Historic Preservation Officer that no historic contributing property, individually listed property or historic district will be removed or delisted as a result of any power pole location.

## 2. Historic Architectural Analysis Process:

- **Data Source:** The Historic Architectural analysis was collected by 1) a visual survey of the route and hisi. toric districts within the 800' buffer of the route by walking, bicycling and driving and 2) research that included reviewing the historic guidelines and neighborhood design guidelines of the different historic neighborhoods where available, reviewing SHPO design requirements, reviewing the Historic District Nomination forms and reviewing individually listed properties. Refer to the Resource Section in the Section XII. Appendix to find online sources for the information listed above as well as links of maps that identify the locations of the Historic Districts. The placement of transmission lines along federally approved historic districts, individually listed and potentially historical structures will impact those who live, work and visit these structures. All of the contributing structures are a minimum of 50+ years old and many are twice that age, with some built as early as the mid-1870s. The Tucson community has previously identified these neighborhoods to be worthy of special attention by nominating these neighborhoods as historic districts to the National Register of Historic Places and by creating Neighborhood Preservation Zones and Historic Preservation Zones that require any new designs or modifications to existing structures to be reviewed by the City of Tucson. These historic districts contribute more value to our City's history with each passing year. The primary impact from the transmission poles to the historic structures adjacent to the route and within the 800' buffer of the neighborhood, from our observation, is the visual impact due to the height and size of the proposed 75' - 85' power poles. The proposed 75' - 85' tall poles will create a negative impact to the current scale of the historic districts with their surrounding city scape. The proposed 75' - 85' tall power poles will be visible to individuals that live in the structures or visitors walking, bicycling or driving in the neighborhood. However, structures directly along the route and especially residences that face the route will be the most impacted.
- **ii.** <u>Organization of Data:</u> In the analysis, each route is organized by historic district. The historic district in each route was ranked by the factors described below.

## iii. Ranking Process:

- Historic District Integrity: This is based on our visual analysis of the route and review of the original a. historic district nominations to determine if the historic district still maintained the historic fabric, scale and design integrity that was originally described in the district nomination for the area where the route is occurring. The historic district integrity can be affected by new infill, demolition of existing contributing structures, addition of site walls that block the visibility of the contributing structure and additions or modifications to contributing structures that don't follow State Historic Preservation Office (SHPO) guidelines. The visual survey analysis was based on the overall feel of the historic district and not a house-by-house analysis. Contributing homes were not reviewed to determine if their status should be changed. A historic district must maintain a minimum of 51% of contributing structures within the Historic District boundary. This report does not determine the percentage of contributing structures within the historic districts. The historic districts that maintained their historic fabric and original scale would have a large negative impact from the transmission line. Districts ranked as 10 would bear the greatest negative impact from the transmission poles. The historic districts that already have significant impact to their original historic fabric along the route and in the 800' buffer due to the factors such as new infill or changes that deviate from SHPO guidelines, were ranked as 1. A ranking of 1 was also given if the district had a minimal area in the 800' buffer and would have a minimal impact from the proposed transmission line.
- b. Scale of the Street Adjacent to Historic District: This is based on our visual analysis of the route. This analyzed if the properties were located close to the road or had large front or side yards facing the route, if the road was narrow or wide at the location of the route, if the structures along the road were primarily resi-



dential or commercial, if there was mature landscape or no landscape and if there were existing utilities in the street or utilities creating a negative affect to the visual aesthetic of the neighborhood. For wide roads with contributing properties that had large front or side yards, mature landscaping, existing power poles along the route and primarily commercial uses, these historic districts were ranked as 1. For narrow roads with minimal landscaping, primarily residential use and minimal to no existing above ground utilities these districts would be greatly impacted and ranked as 10.

- c. Scale of Adjacent Historic & Non-Historic Structures Along the Route: This is based on the height and size of both contributing and non-contributing structures along the route. High rise structures along the route are ranked as 1 as these multi-story structures have changed the original district scale. Single story structures are ranked higher as the transmission poles would create a greater impact to the current sense of scale.
- d. **Size of Historic District Impacted:** This is based on the total area of the historic district. For historic districts where the 800' buffer encompasses most or all of the historic district, these districts were ranked as 10. Larger districts where a small percentage of the historic district is affected are ranked as 1.
- e. **Historic Architectural Impression:** This is based on our overall professional impression as historic architects since recommendations of historic structures by SHPO, COT and specific neighborhood design guidelines do not address how public utilities should respond to historic districts or historic structures. A ranking of 1 is where we will feel the historic architectural impression will have a minor impact from the power poles, a ranking of 10 is where we feel there will be a large impact from the power poles.

**3. Historic Architectural Survey Results:** Section B is organized by general information of each historic district along or within the 800' buffer. This is followed by a description of each route's impact to each historic district and individually listed structures along and within the 800' buffer. Refer to Section *C. Kino Substation to Vine Substation Routes 1 to 6 Historic Architectural Analysis* and Section *D. DMP Substation to Vine Substation Routes A to D Historic Architectural Analysis*.

## B. Historic Districts General Observations:

Below are general comments and observations on each historic district. Specific comments, observations and individually listed structures that are route specific follows this section. Refer to the Appendix in the Resource Section for how the National Register of Historic Places defines the historic integrity of a property. The aspects identified by the National Register to evaluate individual properties are the same for evaluating a historic district. The period of significance for each neighborhood described below is information from each historic district's SHPO nomination form. Refer to the Resource Section in the Appendix to find web links to each district's nomination form for more information on the architectural, landscape and historic features of each historic district. Comments below also identify which historic districts have City of Tucson Special Districts, including Neighborhood Preservation Zone, Historic Preservation Zone, Infill Incentive Districts, Overlay Districts and Rio Nuevo Area. The Special Districts identified below are those districts with historic preservation requirements. For requirements of these different overlay zones and special districts, refer to the Appendix in the Resource Cection.

1. All Historic Districts, Structures, etc: All historic districts, contributing properties, historic landmarks, individually listed historic structures, etc, whether bordering, bisecting or just within the 800' buffer will have varying levels of visual impact from the proposed transmission line. Structures that are directly adjacent to a proposed power pole will have the largest impact. Although there will be a visual impact from the location of the proposed transmission lines, the historic significance of the neighborhoods will not be diminished and any contributing property, landmark sign or district identified as historically significant by the City of Tucson, Pima County, the National Register of Historic Places or the State Historic Preservation Office will not lose its historic designation.

2. Armory Park Historic Residential District: This historic district is not adjacent to a route option, but falls within the 800' buffer along the east portion of this historic district as the routes go down Euclid Avenue. Most of the Armory Park Historic Residential District is part of a Historic Preservation Zone, including the portion that is in the 800' buffer. The neighborhood has homes from the late 1800s to early 1900s with some commercial areas. The major architectural styles in this district include Spanish Colonial/Sonoran Tradition, Queen Anne, Craftsman Bungalow and Mission revival, Minimal Traditional and Ranch house. The size of this district is one of the larger districts in the downtown area. The neighborhood retains its historic integrity as a whole, where there is still a sense of historic environment that remains visible.



**3. Blenman-Elm Historic District:** This historic district is located on the east side of Campbell Avenue, a Gateway Arterial Street, between Speedway Boulevard and Elm Street and along Speedway Boulevard, an Arterial Street, from Campbell Avenue to Country Club Road. The historic district that is located along Campbell Avenue falls under the GCZ Overlay Zone. The period of significance for this district is 1903 to 1952 and holds Tucson's earliest ranch style residential neighborhoods, with many houses designed by Josias Joesler, a prominent and well-known architect in Tucson. The historic district's integrity and scale are very much intact. The contributing homes are well maintained and have kept many of the original historic features of the homes. The residences are primarily single story with well kept landscaping that helps to block some of the UA's Arizona Health Sciences Center buildings. The UA's campus to the west of Blenman-Elm has midrises and high rises that has formed a mid-rise scale. Overtime, Blenman-Elm has found a balance with the taller structures. Blenmen-Elm is one of the larger historic districts in Tucson.

**4. Broadmoor Historic District:** This historic district is not adjacent to a route option, but a small portion of the historic district falls within the 800' buffer near the Tucson Boulevard and Broadway Boulevard intersection. The Broadmoor Historic District's period of significance is between 1944 and 1964 where most buildings are constructed of brick, masonry, stucco and wood siding. The streets are wide, long curvilinear streets with minimal entrances into the district. Most homes here are well maintained and the landscape is well developed and maintained. With the recent registration of this historic district, the historic integrity remains visible.

**5. Catalina Vista Historic District:** This historic district is located in the block of Campbell Avenue, a Gateway Arterial Street, which falls under the GCZ Overlay Zone, Grant Road, Tucson Boulevard and Elm Street. The east and west sides of this district share their border with the Blenman-Elm Historic District. The period of significance for this district is 1924-1962. As described in this Historic District's nomination form, this was one of the first neighborhood developments to be designed based on the automobile and followed the City Beautiful movement, which is reflected in the small neighborhood parks, large roundabouts and landscaped medians. From Elm Street to Grant Road, the general architectural character is similar to Blenman-Elm with mostly one-story homes, larger homes, mature trees and miniparks. The architectural integrity and scale is very much intact. The view of taller buildings from the UA is farther south and less impactful. The size of this historic district is on the smaller side.

6. Downtown Tucson Historic District: This historic district is not adjacent to any routes, but a portion of this historic district is within the 800' buffer. The boundary of this district is irregular and not all buildings along Toole Avenue are part of this historic district. The district is part of the Rio Nuevo and Downtown Zone as well as the Infill Incentive Core District. Most buildings in this district are mid to high rise buildings built up to the public sidewalks with narrow streets. The period of significance spans from 1900 to 1968. Architectural characteristics include Period Revival, Art Deco and Modernism. The historic integrity for this district is intact and holds the most individually listed properties within its district.

7. El Presidio Historic District: A small portion of this historic district is within the 800' buffer. This district includes buildings from the 18th century with the earliest habitation of the district being prehistoric. Many of the current buildings are of Spanish Mexican vernacular utilizing adobe construction with very narrow streets and small scale buildings built up to the sidewalks. The historic integrity is still very much intact and visible. Most of this district is within a Historic Preservation Zone, however the portion that is in the 800' buffer is located outside of this zone. The portion in the 800' buffer is in the Rio Nuevo and Downtown Zone as well as the Infill Incentive District Downtown Links Subdistrict Toole Avenue Sub-Area.

**8.** Feldman's Historic District: This historic district is located north of Speedway Boulevard and west of Park Avenue. Most of Feldman's is in a Neighborhood Preservation Zone. The period of significance for this district is from 1901 to 1962. One of the key features of this district is the consistency in the size and setbacks of the residences. The contributing properties in the 800' buffer don't have as dense of vegetation as other historic districts reviewed for this report. The character of this neighborhood contains smaller homes on smaller lots with wide streets. There are a few mature trees, but not enough to help block the view of some of the higher buildings surrounding Feldman's. The architectural integrity of the design period is intact however some of the homes are only in fair condition and need general maintenance. Infill structures, known as mini-dorms have also been located within this district. Most of the original minidorms did not take into consideration the scale, materials, siting and design features, such as the entrance to homes within the historic contributing properties of Feldman's. The development of these minidorms prompted the neighborhood to develop guidelines and become a Neighborhood Preservation Zone.

**9.** Fourth Avenue Commercial Historic District: This historic district primarily runs along 4th Avenue from 4th Street to 9th Street with mostly commercial structures, making this one of the smaller historic districts in Tucson. The period of significance is from 1903-1967 where the street car begin operation in 1906. 4th Avenue is a Collec-

#### V. Historic Architectural Analysis

tor Street and is a narrow street for the number of commercial structures along the street. Many of the structures in this district are small scale with an eclectic design located directly off of the sidewalk. The contributing structures still maintain their architectural integrity for the district's period of significance, however high rise construction has begun to be located in and around this historic district, changing the original scale of this district. The route does not pass adjacent to this district, but is within the 800' buffer. The historic district is also in the Infill Incentive District Downtown Links Subdistrict 4th Avenue Sub-Area.

**10. Iron Horse Historic District:** This is a very small historic district located on Euclid Avenue between 10th Street to 8th Street. This historic district is also in the Infill Incentive District Downtown Links Subdistrict Iron Horse Area. The period of significance for this district is from 1880 to 1935. The neighborhood started with the arrival of the Southern Pacific Railroad. Many of the structures in the Iron Horse Historic District Were built pre-1925 and has some of the oldest structures in comparison to the other historic districts that the proposed route borders or bisects. The neighborhood consists of small homes built for the railroad workers. The mixed use neighborhood consists of homes, commercial use and multi-family housing. The mixed use has a nice scale within the historic district. New high rise buildings to the west of the neighborhood are impacting the scale of this neighborhood. The streets are narrower in this district compared to some of the adjacent historic districts.

11. Jefferson Park Historic District: This historic district is located south of Grant Road to north of Chauncey Lane with Campbell Avenue on the east and Park Avenue on the west. Campbell Ave which is a Gateway Arterial Street, which falls under the GCZ Overlay Zone. Jefferson Park is a Neighborhood Preservation Zone. A portion of Jefferson Park at Grant and Euclid is in the Urban Overlay District Grant Road Investment District. However all contributing properties in Jefferson Park in this Overlay District have been demolished. The period of significance for this district is from 1905 to 1945. Jefferson Park Historic District is notable as an independent rural subdivision that was built out, one lot at a time. This type of development is reflected in the surrounding arterial streets that curve to incorporate the neighborhood. The historic homes that are still visible from the street have maintained their integrity. Many of the homes in the 800' buffer of this route are modest, single story residences. Much of Jefferson Park has been impacted along the edges of the district by the widening of Grant and the expansion of the UA Arizona Health Sciences Center Buildings. Several contributing structures in Jefferson Park were demolished due to the Grant Road widening. Additional contributing structures were demolished along Ring Road due to UA development. There are also a number of minidorms that are typically 2-story, larger buildings. Most of the original minidorms did not take into consideration the scale, materials, siting and design features, such as the entrance to homes within the historic contributing properties of Jefferson Park. The development of these minidorms prompted the neighborhood to develop guidelines and become a Neighborhood Preservation Zone. New developments are now required to be reviewed by the Tucson Pima County Historic Commission and the City of Tucson Design Review Board. In our visual analysis of Jefferson Park, much of the historic fabric has been impacted by these minidorms and the site walls built by adjacent properties to create additional privacy from the minidorms. The walls in front of the residences in Jefferson Park have started to limit the visibility of the historic structures in this neighborhood, which is starting to impact the overall historic fabric and representation of Jefferson Park. The residents of Jefferson Park and the City of Tucson should be cautious how new buildings are located and how existing contributing properties are modified due to the stress that Jefferson Park has experienced in recent years due to many of their contributing properties being demolished or delisted. Although the location of the Vine Substation will be outside of this historic district, the station will have a visual impact to this historic district due to its location. All route options will affect this historic district. It is important to help this historic district retain its historic integrity of a district that shows independent rural subdivisions, slowly built over a span of 60 years.

**12.** John Spring Neighborhood Historic District: The period of significance for this district is from 1896 to 1940. This small neighborhood has modest, 1-story homes with narrow streets and mature trees that help block the views of some of the downtown high rises. Many of the structures date pre-1920 and are of adobe construction. Many of the original uses of the structures besides residential homes, included grocery stores, churches and commercial uses. Today, most of the structures are residential. The contributing properties still have many of their historic features intact however some of the homes are in fair condition and need general maintenance. A small portion, mostly along the east and west edges of this historic district are in the Greater Infill Incentive Subdistrict as well as the Downtown Links Subdistrict.

**13. Miracle Mile Historic District:** The period of significance for this district is from 1920 to 1963. Most of the contributing properties are comprised of commercial, industrial and motels that face the street. This historic district is based along specific roads rather than neighborhoods. The roads it follows are wide Arterial Streets with primarily commercial uses on both sides of the street. Recent development in the Miracle Mile District includes taller more modern structures. Many buildings, both contributing and non-contributing are currently fenced to prepare for future



construction. Portions of this route are part of the Downtown Links Subdistrict, the Greater Infill Incentive Subdistricts and the Urban Overlay District Grant Road Investment District. The historic integrity of this historic district is still intact and visible. Oracle Road is a Gateway Arterial street and in the GCZ Overlay Zone.

**14. Pie Allen Historic District:** This small historic district is located along Euclid Avenue from 10th Street to 6th Street. A small portion of this district is part of the Urban Overlay Sunshine Mile District. The period of significance for this historic district is 1874 to 1945. Similar to the Iron Horse Historic District, this neighborhood was mostly developed to serve the railroad workers of the Southern Pacific Railroad. Most of the homes are 1-story. Streets are wide neighborhood streets with narrow alleys that have been paved. Many of the structures are older, with most built pre-1925. Many structures are still visible from the neighborhood and reflect their original design features allowing this district to maintain its integrity and visibility. The contributing properties are mostly single story bungalow style residences however some of the homes are only in fair condition and need general maintenance. Many of the residences appear to be student housing. Most houses appear to have mature vegetation. Rincon Heights and Pie Allen Historic Districts are currently in the process of applying for a rezoning to be a Neighborhood Preservation Zone and have developed a Neighborhood Preservation Design Manual.

**15. Rincon Heights Historic District:** The period of significance for this historic district is 1881-1962. This historic district is located along Campbell Avenue from Broadway Boulevard to 6th Street south of the UA campus. Part of this historic district is located along Campbell Avenue and Broadway Boulevard which are Gateway Arterial Streets and in the GCZ Overlay Zone. A portion of this district along Broadway Boulevard is part of the Urban Overlay Sunshine Mile District. The character of this neighborhood is comprised of 1-story residences and some commercial and apartment buildings. Most of the structures are in good condition, with some needing general maintenance and upkeep. The historic integrity is still visible for this historic district. This historic district is one of Tucson's earliest subdivisions that were developed without deed restrictions which allowed for a diverse group of middle class ethnic and social minorities. Rincon Heights and Pie Allen Historic Districts are currently in the process of applying for a rezoning to be a Neighborhood Preservation Zone and have developed a Neighborhood Preservation Design Manual.

**16. Sam Hughes Historic District:** This large historic neighborhood is located on Campbell Avenue from Broadway Boulevard to Speedway Boulevard. Both Campbell Avnuee and Broadway Boulevard are Gateway Arterial Streets, which falls under the GCZ Overlay Zone. A portion of this district along Broadway Boulevard is part of the Urban Overlay Sunshine Mile District. The period of significance for this historic district is 1918 to 1953. The architectural integrity is very good in this district. The scale, historic fabric, landscape and the properties have been well maintained in the neighborhood. The mature trees are well kept and will help to block the visibility of the proposed power poles, just as many of the current poles are blocked or partially blocked. The neighborhood has a good visual of the UA mid-rises and high rises, including stadium lights that impact the neighborhood when in use. The size of this historic district is one of the largest historic districts in Tucson with mostly wider streets and consistent block sizes.

**17. Sunshine Mile Historic District:** The period of significance for this district is 1920 to 1973. The district is located primarily along Broadway Boulevard from Euclid Avenue to Country Club Road and is comprised mostly of commercial structures with some residential structures that now appear to have commercial uses. Part of this historic district is located along Campbell Ave and Broadway Blvd which are Gateway Arterial Streets, which falls under the GCZ Overlay Zone. Most of this district is part of the Urban Overlay Sunshine Mile District. Several of the contributing existing residential structures have been relocated and others are currently under construction. The previous scale and architectural fabric is substantially different with the widening of Broadway Boulevard. Buildings in this district include structures designed by well-known architects including Josias Joesler, Friedman and Jobusch, Anne Rysdale, Roy Place and many others. The district represents a time period where design and planning were based on the car. The Sunshine Mile was one of the first auto-centric shopping districts in Tucson. With the widening of Broadway, existing contributing structures are now located close to the sidewalks along Broadway, however many of the original entrances that were off of Broadway are now closed and the store entries have been moved to the backs of the buildings.

**18. Tucson Warehouse Historic District:** This historic district is a very small and unique district located on the railroad and is triangular is shape. The area was traditionally a warehouse distribution center where wholesale, manufacturing and food processing occurred. The period of significance is from 1900 to 1978 with most buildings constructed of brick, concrete and stucco on narrow streets with minimal landscaping. Architectural styles include Mission/Spanish Colonial Revial, Modernism and Art Deco. New high-rise construction has occurred within this district and existing contributing structures have been demolished. The extension of the Barraza-Aviation Parkway has also demolished existing contributing structures. Due to the recent demolition of these buildings, these contributing structures are not yet showing on the City of Tucson Historic Preservation Maps. This district is in the Downtown Link Infill Incentive District, Downtown Core Infill Incentive District and Rio Nuevo and Downtown Zone. With the addition of taller structures



it has changed the scale of this district, however there are still structures remaining that represent this historic district's period of significance.

**19. West University Historic District:** This historic neighborhood is located on Euclid Avenue from 6th Avenue to Speedway Boulevard and from Stone Avenue to Park Avenue. West University is a Historic Preservation Zone and portions of the district are in the Infill Incentive Downtown Links Subdistrict as well as the Main Gate Overlay District. The period of significance for this historic district is 1890 to 1930 and is one of the larger historic districts. Many of the contributing properties in this district are older than contributing properties in other historic districts that are affected by the proposed transmission line route. Because of the older historic significance of West University and its proximity to the University, this historic district also has many structures designed by prominent architects as well as notable citizens that reside(d) in this district. Many of the homes in this district continue to be well maintained with minimal alterations to their original historic design. There has been new construction located within this historic district, however much of the original historic fabric is still present. Most homes are still visible from the street with mature and well kept landscaping. New student housing high rise construction has occurred outside of West University, which does impede visually on the historic district and the scale creates an uneasy relationship between the high rises and 1-story homes, but does not cause the district to lose its historic significance.

## C. Kino Substation to Vine Substation Routes 1 to 6 Historic Architectural Analysis

- i. <u>General:</u> Many of the commercial structures on Campbell Avenue from Broadway Boulevard to Elm Street are not part of a historic district. These commercial and institutional structures range in height from small, single story structures to high rises. The route borders the historic districts except for Sunshine Mile Historic District, where this district is bisected as the route passes through Broadway Boulevard.
- ii. <u>Blenman-Elm Historic District:</u> Two of the homes directly along Campbell Avenue have built site walls to help block the noise and provide privacy from Campbell Avenue, a highly travelled road, as indicated by being a Gateway Arterial Street. In building the site walls, the historic fabric of that portion of the neighborhood is no longer visible, however this doesn't detract from the overall historic significance of the Blenman-Elm Historic District as there are not many residences directly on Campbell Avenue as shown in Table 7, Access of Historic Contributing Properties along the Route. There are contributing homes between Mabel Street and Drachman Street that are well maintained, still visible from the street and small, single story structures. Saints Peter and Paul Catholic Church and School is located off of Campbell and is a contributing property to Blenman-Elm. The church is a higher structure that has a prominent presence from Campbell Avenue. The power poles are currently located on the east side of Campbell adjacent to many of the contributing properties. Most of the existing power poles are wood and 55' in height, with some shorter poles. Route 1 affects Blenman-Elm only along Campbell Avenue. Because this is already a wide street with mature landscaping, the transmission line would have less of an impact to Blenman-Elm's overall historic district than districts where the route is going through a residential street, collector street or a narrow arterial street.
- **iii.** <u>Catalina Vista Historic District:</u> Route 1 has a minimal impact on Catalina Vista as there are very few homes within the 800' buffer. The existing and mature landscaping within Catalina Vista will help to block the visibility of proposed power poles, especially if the poles are located on the west side of Campbell Avenue.
- iv. Jefferson Park Historic District: Many of the homes in the 800' buffer of this route are small, single story residences with generous front yards. The only non-residential structure within the 800' buffer is the Church of Jesus Christ of Latter Day Saints, located near Lester and Cherry Ave, which has a tall bell tower and a taller single story structure. The landscape in the 800' buffer varies with some areas having denser, older vegetation that will help block the visibility of the power poles from existing historic structures. Many of the homes directly adjacent to Lester Street, a narrow residential road, have been demolished. Very few structures still remain between Campbell Avenue and Cherry Avenue and those that remain face Lester Street and feel out of place. Catch basins, landscaping and sidewalks have been constructed in locations where historic contributing structures were previously located. The tall University of Arizona's Arizona Health Science Center Buildings also contrast the scale of the single story homes. The addition of 75' 85' power poles along this portion of Jefferson Park would not add a great deal more impact to this already affected portion of Jefferson



Park. Within the 800' buffer of the route, there are multiple poles that are 60-69' tall, mostly located in the alley just north of Lester St. There are also several existing power poles adjacent to Jefferson Park on vine avenue that are 70' and taller. Only a small portion of Jefferson Park would be impacted by this route.

- **<u>Rincon Heights Historic District</u>**: The contributing homes within the 800' buffer of Route 1 are mostly main-V. tained with some residences used for student housing. Many of the contributing properties are still visible from the streets. The residences are primarily single story, with some two story structures. The High School Wash that bisects the district has dense, natural vegetation, which will help block the visibility of the power poles to some of the contributing properties within the 800' buffer. Many of the residences along Campbell Avenue have built site walls to help block the noise and provide privacy from Campbell Avenue. In building the site walls, the historic fabric of that portion of the neighborhood is no longer visible from Campbell Avenue, however this doesn't detract from the overall historic significance of the Rincon Heights Historic District. There are also several vacant lots that are part of this historic district, located along Campbell Avenue. These vacant lots help provide a buffer between Campbell Avenue and the contributing properties. Most of the existing power poles are adjacent to Rincon Heights Historic District and range from 50' to 60' tall. The landscaping in Rincon Heights will not block as much of the transmission lines as more mature, taller landscaping in Blenman-Elm and Sam Hughes. There are not many tall commercial or institutional structures in or directly adjacent to this district along Campbell Avenue. Because this is already a wide street the transmission line would have less of an impact to Rincon Heights' overall historic district than routes where the transmission line will be located on residential or collector streets within Rincon Heights.
- vi. Sam Hughes Historic District: The contributing homes within the 800' buffer of Route 1 are well maintained and have kept many of the original historic features of the homes. Many of the contributing properties are still visible from the residential streets. The residences are primarily single story, with some two story structures. The buildings and landscape are well kept and maintained with mature landscaping that helps block some of the higher surrounding buildings and existing power poles. The intersection of 3rd Street and Campbell Avenue, is a critical intersection to maintain the vista from the tree lined 3rd Street into the UA's East Gateway entry, Campus Mall and Old Main. 3rd Street not only adds to the intent of the City of Tucson's definition of a Gateway Arterial Street, it is also a key historic feature of the Sam Hughes Historic District as noted in their SHPO nomination form. This tree lined street starts directly off of Campbell Avenue and is one of the major historic features of Sam Hughes and Tucson. Very few homes along Campbell Avenue have walls, allowing many of the contributing properties to remain visible from Campbell. Many of the homes are also located close to the Campbell Avenue. These homes will have the greatest negative impact within their district. If possible, power poles should be located on the west side of the street to reduce the impact to the residences along Campbell Avenue. From 6th Street to 1st Street, power poles are currently located on the east side of Campbell Avenue, adjacent to contributing properties. Most of the existing power poles are 55' tall wood poles. If the existing power poles could be removed and located on the west side of Campbell Avenue, this might help the visual impact to this historic district. The current power poles are not equally spaced, and some are adjacent to other poles. If poles are able to be spaced farther apart, that will help reduce the visual impact to this district. The University also has tall lights that are used to help light up the practice field at the northwest corner of 6th Street and Campbell Avenue. The lights have a negative impact when they are in use, however their diameter is smaller than the proposed power poles. The A Loft hotel, a 7 story structure, approximately 80' tall can be viewed from many of the homes near the Speedway Boulevard and Campbell Avenue intersection, within the 800' buffer, but not part of a historic district. The Sam Hughes Historic District from 6th Street to Broadway Boulevard has 8 contributing properties along that block and the border of Sam Hughes jogs away from Campbell Avenue, reducing the length of district directly along Campbell Avenue. Because Sam Hughes is not bisected by the route, the impact to Sam Hughes for this route is less than routes where this historic district is bisected.
- vii. <u>Sunshine Mile Historic District</u>: There are few contributing structures within the 800' buffer and no contributing structures directly along the Route 1. Portions of the Rincon Heights Historic District and the Sunshine Mile Historic District also overlap between Campbell Avenue and Fremont Avenue along Broadway to the alley just north of Broadway. Existing contributing structures have been demolished within the 800' buffer. The route passes through a major intersection, Broadway Boulevard and Campbell Avenue where construction of the Broadway Boulevard street improvements in this area has recently been completed. One of the structures within the 800' buffer is the Pima Plaza by Anne Rysdale, but this is towards the 800' buffer and



not directly along the route. The impact to this district is minimal due to the width of Broadway Boulevard and Campbell Avenue and their larger commercial structures at this intersection.

viii. <u>University of Arizona:</u> Although the 800' buffer does not include the University of Arizona (UA) Campus Historic District or any UA individual contributing properties it does include the UA Campus. Refer to the Resources Section for the University of Arizona Preservation Plan that has additional information on their preservation requirements and strategy. Although the UA Mall is not part of the UA's Historic District, the mall has been identified as a character defining feature of the UA. Key features of the UA Mall is the open space and clear vista that visitors have from Campbell Avenue and 3rd Street to Old Main and the mountains beyond looking west. One of the University of Arizona Preservation Plan Goal's is to "Refine the East Gateway at Campbell Avenue" (p. 52). By locating the transmission line directly in front of the mall, the power lines will interrupt the current character-defining vista which looks west from the campus boundary. The location of the 75' - 85' power poles should coordinate with the UA's plan for the refining of the UA's East Gateway.

- i. <u>General:</u> This route's path and 800' buffer go through the least number of historic districts. Most of the structures directly along Speedway are not part of a historic district or are not contributing properties to the historic district they are in.
- **ii.** <u>Blenman-Elm Historic District:</u> The route borders this historic district as it goes down Speedway Boulevard between Plumer Avenue and Tucson Boulevard. Most of the contributing structures directly along Speedway Boulevard are single story residential homes, which have been converted to commercial use. There is a mixture of contributing and non-contributing structures within the 800' buffer. There are no existing power poles along Speedway Boulevard, which will have a strong visual impact to the Speedway corridor. Although the poles will be visible from this neighborhood, the length along this district is minimal. Most of the landscape within this area is also well developed and maintained, which will help reduce the impact of the power poles. The impact to Blenman-Elm is minimal.
- **iii. Broadmoor Historic District:** The route does not pass directly next to this historic district, but it is located within the 800' buffer for a small portion of this historic district. The impact to this district is minimal compared to all of the other historic districts affected by this route. Because most of the streets in this district do not have direct view corridors to Tucson Boulevard or Broadway Boulevard, the visibility of the poles will not be as visible to the contributing properties.
- iv. Jefferson Park Historic District: Because the Vine Substation will be located just outside of Jefferson Park, all routes will be affecting Jefferson Park. This route option has the least impact since the route will not be going through Jefferson Park, however the 800' buffer of the route is within this historic district. The contributing structures that are within the 800' buffer have already been impacted by the development of the UA's Arizona Health Science Center buildings. Routes 3, 4 and 5 follow the same route along Vine Avenue by Jefferson Park. There are two existing substations that are located adjacent to the Vine Substation. The existing open air substation will be removed after the completion of the Vine substation.
- v. Sam Hughes Historic District: The route will border this district on Speedway Boulevard from Plumer Avenue to Tucson Boulevard and bisect this historic district through the middle of this district along Tucson Boulevard from Speedway Boulevard to just past 8th Street. Tucson Boulevard is also a Collector street and is a narrower street. Most of the contributing properties along this route and in the 800' buffer are one to two story residential structures. Himmel Park is also located along this route. While the park is not a contributing element, there is a contributing structure in the park and Himmel Park was developed as part of the original neighborhood plan along with Sam Hughes Elementary School, which are both located within the 800' buffer. The tall trees in this park may help block the visibility of the poles to the surrounding homes as well as the developed landscaping and trees throughout Sam Hughes. The intersection at Tucson Boulevard and 6th Street does have single story contributing commercial structures that blend well with the neighborhood and maintain the low scale of most of buildings in this district. Of all the routes, this has the most negative affect



on any singular historic district. Because the route affects such a large area of this historic district and the historic integrity of this district is still very strong, we do not recommend using this route.

vi. <u>Sunshine Mile Historic District:</u> While the route only passes through this district on Broadway Boulevard from Plumer Avenue to Tucson Boulevard, it does pass by many commercial contributing properties on both sides of the route. The historic structures on the north side of Broadway Boulevard are currently under construction where the city is working on restoring them to open them back to commercial buildings. Buildings along this stretch of route include buildings designed by the following well known Tucson architectural firms: Scholer, Sakellar and Fuller; Friedman & Jobush; and Jaastad and Knipe Architect. Broadway has recently been widened which will help reduce the impact to the historic structures if the transmission line is located on this route. The widening of the street has also impacted many of the existing structures along Broadway where many are no longer accessed from their original front entrances off of Broadway, but will be accessed from the backs. There are no contributing structures directly on Plumer Avenue. Of all the different Kino routes, this route has the most impact to this historic district.

- i. <u>General:</u> Routes 3 and 4 have matching routes from the Vine Substation until the intersection at Euclid and 7th Street. The impact to Jefferson Park, Feldman's and West University will be the same for both routes. To reduce repetition, the analysis for these 3 neighborhoods will be discussed in this section for both Routes 3 and 4.
- Feldman's Historic District: From the 800' buffer of Routes 3 and 4, the mid to high rise structures on and ii. around the UA campus are visible. Many of the houses and apartment complexes appear to be student housing. Landscape and hardscape is not as well kept in this district as in other historic districts that the routes pass through. Most contributing structures are still visible from the street, allowing the historic fabric of the neighborhood to be expressed. The route borders Feldman's along Park Ave from Helen Street to Adams Street. Near Helen Street and Park Avenue is the University Heights Elementary School building, which has been adaptively reused and is now part of the Campus Crossings at University Heights Apartments, and remains an individually listed structure. This individually listed structure is in good condition. There are a few blocks from Mabel Street to Adams Street between Park Avenue and Euclid Avenue that have more non-contributing structures than other portions of the route going through Feldman's, which reduces the quality of the historic district in that area of the district. Along these blocks there is also a parking garage and new mid rise structures that have been built by the UA, which has changed the scale of the street from the previous development. No historic districts are across Feldman's on Park Avenue, which would allow the proposed power poles to be located on the east side of Park Avenue, away from the historic district. The impact of the route to this district is moderate to low. The area affected is a small portion of Feldman's, however due to the location of the individually listed structure, there is a larger impact.
- iii. <u>Iron Horse Historic District:</u> A small portion of this historic district is within the 800' buffer. Most of the homes in the buffer are along 8th street and face Tucson High School. Because of the height and density of the buildings on the Tucson High School Campus, the impact to the Iron Horse District is minor.
- iv. <u>Jefferson Park Historic District:</u> See comments in Route 2, item *C.2.iv. Jefferson Park Historic District*. Routes 3, 4 and 5 follow the same route at Jefferson Park.
- v. <u>Pie Allen Historic District:</u> Many of the structures in this district are older, most built pre-1925, are still visible from the neighborhood and reflect their original design features. Many of the residences appear to be student housing and need general maintenance. The houses on the edge of the district along Euclid Avenue don't appear as well maintained. Some of the homes have located fences or walls to block their visibility from the street. Most houses appear to have mature vegetation. The contributing properties are mostly single story bungalow style residences. The route borders Pie Allen from 6th Street to 7th Street on Euclid Avenue. The route bisects this district on 7th Street from Euclid Avenue to Park Avenue, then borders the district on 7th Street from Park Avenue to just past Fremont Avenue. Where the route bisects the district, every structure except for one are contributing properties that are still visible from the street and are a nice representation of



this district's architectural period. This is also a narrow street, so the visual impact to the contributing properties on this section will be high. If the poles can be located outside of this area, that would help reduce the impact. Where the route borders the district from Park to just past Fremont, the poles can be located on the north side of the street where the UA currently has a parking lot, so that the remaining historic structures aren't as impacted. The impact to this historic district will have a bigger visual impact than the larger historic districts as the 800' buffer includes almost all of the Pie Allen Historic District. The impact to Pie Allen is Moderate to High, however, due to the development of the UA in this area as well as the mid rise Tucson High School, the impact won't feel as great as locations that are primarily single story structures.

- vi. <u>Rincon Heights Historic District</u>: This route borders a small portion of this district along 7th Street from Fremont Avenue to Santa Rita Avenue. Where it borders the district there are only three contributing structures directly along the route. The rest of the route through this historic district is bisected. The majority of the line will be along Highland where there are already existing poles, around 50' to 69' tall, with some locations already having poles on both sides of the street. This is a narrow street, but has more usage than the adjacent neighborhood streets. Many of the residences are still visible from this street. Most structures are single story with moderate landscaping. The route also passes by the back of Mansfield Junior High School, a contributing property to this district and a 2-story structure. The route along Mountain Avenue and 8th Street will have a minimal impact to this district as there are few contributing properties directly along that route. The overall impact to this district is low to moderate.
- vii. <u>Sunshine Mile Historic District</u>: The proposed route affects a small portion of the Sunshine Mile Historic District. Poles should be able to be placed to reduce any visual impact to the adjacent contributing properties. The largest structure that it will be passing by in this district is Miles Elementary School. The school has large trees and a parking lot to help provide distance between the route and the school. The impact to this district is low.
- viii. <u>University of Arizona</u>: Although not a historic district, there is one UA owned property that is in the 800' buffer and one that is just outside of the buffer. We have included them here since they are adjacent to each other and both are individually listed structures identified as City Historic Landmarks, located in a Historic Preservation Zone and a Historic Landmark Zone. The structures are located near the intersection of Park and Speedway. These two structures were originally residences from the early 1900s, known today as the Dr. William A. Cannon/Professor Andrew E Douglass House, which is in the 800' buffer and the George E.P. Smith House, which is just outside of the 800' buffer. Both homes were the first homes constructed in this portion of town and housed primarily University professors. The UA has maintained these structures and there are currently much larger structures around these historically significant residences. The proposed power poles for Routes 3 and 4 do not add any additional visual impact on these historic structures as these buildings are already surrounded by taller structures.
- ix. West University Historic District: For Routes 3 and 4, the analysis of West University is the same. New high rise construction has occurred outside of West University, which does impede visually on the historic district, but does not cause the overall district to lose their historic significance. This neighborhood has had to adjust to views of the UA buildings and the student apartment high-rise buildings. Many of the contributing properties directly along the route are accessed from Euclid Avenue and located very close to the street. There is minimal front yards for these contributing structures. The street car lines are visible on University Boulevard and Euclid Avenue, which detracts from the historic district. Although the height of the surrounding buildings could help hide the height of the power poles, the diameter of the poles would impact the contributing structures directly along the route due to the narrow width of the current road and sidewalk. A portion of the route bisects West University from 4th Street to Speedway Boulevard on Euclid Avenue, however many of the contributing structures on the east side of Euclid Avenue have been demolished. Several of the structures between Speedway Boulevard and 1st Street along Euclid Avenue are currently in the process of getting demolished. With the reduction of these multiple historic structures on the east side of Euclid Avenue, it is impacting the integrity of this historic district on the east side of Euclid Avenue. There are also several non-contributing properties on the west side of the street. From 4th Street to University Boulevard, the entire block still has contributing properties where the route bisects the district. From 6th Street to 4th Street on Euclid Avenue, the historic district borders the proposed route. The impact to this district is moderate, however with the continual change to the east side of Euclid Avenue that has occurred over the past several years, the impact may reduce over time.



- i. General: See comments under Route 3, item C.3.i General.
- **ii.** <u>Armory Park Historic Residential District:</u> The route does not border or bisect this district, but a small portion of this is within the 800' buffer. The buildings are in good condition and the landscape is well developed. The route near this district follows Euclid Avenue, which is near the existing railroad track and in an industrial area. Most of the homes in Armory Park within the 800' buffer are also close to this industrial area and railroad track. Adding the power poles in this location would have a minimal impact to this district due to their current adjacency to this industrial area. Routes 4, 5 and 6 follow the same path along Armory Park Historic Residential District.
- iii. <u>Feldman's Historic District</u>: See comments under Route 3, item C.3.ii Feldman's Historic District.
- iv. Iron Horse Historic District: The High School Wash that passes through this district provides dense vegetation that would help block the visibility of the power poles for certain contributing properties. Most of the structures are single story, with some two story structures. Some residences appear to be student housing, however most of the homes are still visible from the street and are in fair to good condition. The neighborhood has mature vegetation and the homes are densely located. Most of the existing power pole heights are unknown. They do not appear to be very tall, some of the power lines appear lower than the light poles and seem to be carrying cable only. Many of the homes along Euclid Avenue are single story bungalow residences with low volcanic rock walls. Some of the homes have fences or walls that block the homes' visibility from the street. Most have their original designs intact, however some of the homes are only in fair condition and need general maintenance. This historic district spans from Hughes Street to 8th Street, however only a small portion directly borders the route. This is also a small historic district where almost half of the district is within the 800' buffer, resulting in a greater negative impact on the historic district than the larger historic districts. The individually listed Don Martin House, now an apartment complex, is just on the edge of the 800' buffer. The poles may be visible from this structure, but will not detract from the historic significance. The route's impact to this historic district is moderate.
- v. <u>Jefferson Park Historic District:</u> See comments in Route 2, item *C.2.iv. Jefferson Park Historic District*. Routes 3, 4 and 5 follow the same route at Jefferson Park.
- vi. <u>Pie Allen Historic District:</u> Many of the structures are older, with most built pre-1936. Many structures are still visible from the neighborhood and reflect their original design features. Many of the residences appear to be student housing. Most houses appear to have mature vegetation. The houses on the edge of the district don't appear as well maintained. Some of the homes have located fences or walls to block their visibility from the street. The contributing properties are mostly single story bungalow style residences. The route borders Pie Allen from 10th Street to 6th Street on Euclid Avenue. Although the route only borders Pie Allen, the impact to this historic district will have a bigger visual impact as the 800' buffer includes almost all of the Pie Allen Historic District. A tall power pole is located in front of Tucson High and is on a portion of the road that has more width between the faces of the buildings facing onto Euclid Avenue. This added width, painted color of the pole and height of the 3 story Tucson High building help detract from the visibility of the pole. Euclid Avenue is a narrow, Arterial street with many of the contributing properties close to the street with minimal room to add landscaping. The impact to this district is high.
- vii. <u>Sunshine Mile Historic District</u>: The route will only pass by one contributing structure in this district and only one additional contributing structure will be within the 800' buffer. The impact to this district is negligible.
- viii. <u>University of Arizona</u>: See comments in Route 3 item C.3.viii University of Arizona.
- **ix.** <u>West University Historic District:</u> See comments under *Route 3, item C.3.ix. West University Historic District.* Routes 3 and 4 follow the same route at West University.



- i. <u>General:</u> The 800' buffer of Routes 5 and 6 includes more historic districts than the other route options. However, it bisects less historic districts than all other Kino route options. The location of Route 5 is along many streets that don't currently have existing power poles, but most of the route is along main Arterial streets and not Residential or Collector streets. This width will help to reduce the impact, but the poles will bring an element that the current adjacent historic districts are not accustomed to seeing. This route also has the most individually listed structures.
- **ii.** <u>Armory Park Historic Residential District:</u> See comments under *Route 4, item C.4.ii. Armory Park Historic Residential District.*
- **iii.** Downtown Tucson Historic District: This district does not bisect or border the route, but is within the 800' buffer for both Routes 5 and 6. The closest contributing structure to the route is Hotel Congress, followed by the Rialto Theatre. Most of the contributing structures in this district are mid to high-rise structures along narrow streets. Once in the Downtown Historic District, large vistas are not easily visible and views tend to focus more on the buildings and street life. Buildings and landscaping in the Warehouse Historic District will also help to block views of the power lines. Addition of the power poles along State Route 210, Barraza-Aviation Parkway from within the Downtown Historic District will be negligible. The impact to this district is minimal.
- iv. <u>El Presidio Historic District</u>: Only six contributing structures on three different parcels are within the 800' buffer for both Routes 5 and 6. The impact to this district is minimal due to the small area that is within the 800' buffer, the high elements surrounding the district, the railroad and the Barraza-Aviation Parkway being located within 800' of this district.
- v. <u>Feldman's Historic District:</u> This route is adjacent to Feldman's on its east border along Park Avenue and South border along Speedway Boulevard. See comments under *Route 3, item C.3.ii. Feldman's Historic District* for the analysis of this district along Park Avenue. Where this route is located on Speedway Boulevard, there are low to mid-rise commercial structures. Most of these structures are not part of the Feldman's Historic District. Majority of the residences in the 800' buffer of Feldman's are still contributing to the historic district, but do require general maintenance. The topography also drops as you move from Speedway Boulevard to Mabel Street. This drop in topography and height of the taller commercial structures along Speedway Boulevard will help to reduce the visual impact of the line. Speedway Boulevard is also a wide road, but currently does not have any power lines on the section of road that borders Feldman's. The section of route along Feldman's on Park Avenue and Speedway Boulevard matches for Routes 5 and C. The impact to Feldman's would be moderate as there are no high rise structures and minimal power lines on Speedway.
- vi. <u>Fourth Avenue Historic District:</u> A small portion of this district will be within the 800' buffer, from 8th Street to 9th Street. Due to the new extension of the Barraza-Aviation Parkway and the new high rise apartment building occurring just in the Warehouse District between 8th Street and 9th Street along 4th Avenue, the impact of the power poles will be negligeable. The high-rise structure will have a larger visual impact on this district than the addition of the transmission line.
- vii. Iron Horse Historic District: The route only borders this district where Barraza-Aviation Parkway borders this district. The majority of the area that is impacted is within 800' buffer. Some residences appear to be student housing, however most of the homes are still visible from the street and are in fair to good condition. The neighborhood has mature vegetation and the homes are densely located with narrow streets. Commercial structures, including apartment housing have been built throughout this neighborhood. This is also a small historic district where almost half of the district is within the 800' buffer, however with the Iron Horse Park and the walls that have been constructed for the Barraza-Aviation Parkway, the power poles wouldn't increase the impact that has happened over the years to this historic district. The individually listed Coronado Hotel will be located near the route, however the back of the hotel will be closest to the route. By being a multi-story structure, the power pole shouldn't impede on the structure, however we do recommend locating the pole away from this individually listed structure so it is not directly behind the hotel. The impact to this district is low.



- viii. <u>Jefferson Park Historic District</u>: See comments in Route 2, item *C.2.iv. Jefferson Park Historic District*. Routes 3, 4 and 5 follow the same route at Jefferson Park.
- ix. John Spring Neighborhood: Routes 5 and 6 follow the same route along Stone Avenue between Speedway Boulevard and 6th Street. About half of this historic district will be in the 800' buffer. The route does not border this district as the district stops before Stone Avenue. There are several multi-story apartments, some of which are part of the Miracle Mile Historic District that are between the John Spring Historic District and Stone Avenue. Many of the backs of these apartments face the historic neighborhood. The streets are also narrow with lower, smaller single story historic residences, churches and stores. Many of the existing stores and churches have been converted to residences or commercial spaces. Landscaping is fairly dense, but most trees and plants appear to have minimal maintenance done to them. The addition of the route should have a minimal impact due to how this district steps back from Stone Avenue and already has taller structures around them and an existing transmission station located just outside of this district.
- **x.** <u>Miracle Mile Historic District:</u> The route follows this district along Stone Avenue between Speedway Boulevard to Toole Avenue. Part of this historic district overlaps with the Warehouse Historic District where the individually listed Stone Underpass occurs. There are currently no power poles on this street allowing a clear view of Downtown Tucson when driving south on Stone Avenue. Because this is a street based historic district district, the route does go through the middle of the district. Most of the contributing structures are larger, commercial structures. The impact to this district is low to moderate, however the impact to the view of downtown is high.
- xi. <u>University of Arizona</u>: See comments in Route 3 item C.3.viii. University of Arizona.
- **xii.** <u>Warehouse Historic District:</u> The route will bisect this historic district as it follows Barraza-Aviation Parkway. The bisecting of this historic district has a minimal impact due to the existing railroad and the Barraza-Aviation Parkway being recently constructed parallel to the existing railroad. There have also been several new high rise structures that have been built in and around the Warehouse District that are much higher than the power poles. These changes will impact this district more than the proposed power line bisecting this district. Many of the contributing structures that remain are more industrial due to their adjacency to the railroad tracks. The addition of the power lines is minimal. Three of the contributing structures that border the route have also been demolished due to new construction of Barraza-Aviation Parkway and new high-rise apartments. Routes 5 and 6 follow the same route through this historic district. The route also passes by three individually listed structures which include the Stone Avenue Underpass, the 6th Avenue Underpass and the Southern Pacific Railroad Locomotive No 1673</u>. All three structures would have a minimal impact from the proposed transmission line. The impact to this district is low.
- xiii. West University Historic District: See comments under Route 6, item C.6.xii. West University Historic District for the portion of route that goes on Stone Avenue from 5th Street to Speedway Boulevard. Route 5 as well as Route C borders the north edge of West University Historic District on Speedway Boulevard between Stone Avenue and Park Avenue. While many of the contributing structures along Speedway Boulevard face the route, many are being used as offices or other commercial uses and student housing. Most of the homes along Speedway Boulevard remain visible, where the single story bungalow style homes can still be viewed as people walk and drive down Speedway Boulevard. Many of the structures are still well maintained. De Anza Park at the corner of Stone Avenue and Speedway Boulevard is a contributing property and has large trees and a low wall constructed of volcanic rock. If power poles were to be located at this intersection, it would be important to try to allow for this space to remain unincumbered to allow the park to maintain its visually open green space. There are currently no existing power poles located directly on Speedway Boulevard in the West University Historic District. Adding additional power poles to streets that already have visible power poles, would be preferred over adding power poles to streets that currently do not have any power poles. The street is wider and most of the structures face toward Speedway Boulevard. The lack of power poles creates a very clean visual condition that should be maintained if possible. The impact to this historic district is moderate to high. This route impacts more of West University than any other Kino route.



- i. <u>General:</u> The 800' buffer of Routes 5 and 6 includes more historic districts than the other route options. However, it bisects the least amount of the historic districts. Route 6 has one less individually listed structure than Route 5. The location of this route is along many streets that currently do not have existing power poles, but most of the route is along main arterial streets and not residential or collector streets. A portion of the route is along Campbell Avenue, a Gateway Arterial Street. The wider streets will help to reduce the impact to the historic districts, but the poles will bring an element that the current adjacent historic districts are not accustomed to seeing.
- ii. <u>Armory Park Historic Residential District</u>: See comments under *Route 4, C.4.ii Armory Park Historic Residential District*.
- iii. Downtown Tucson Historic District: See comments under Route 5, C.5.iii. Downtown Historic District.
- iv. El Presidio Historic District: See comments under Route 5, C.5.iv. El Presidio Historic District.
- v. <u>Feldman's Historic District</u>: This district will be in the 800' buffer for a small portion of the route located on Stone Avenue going from Speedway Boulevard to Lee Street. The portion of this historic district that is within the 800' buffer is outside of the Neighborhood Preservation Zone. The original ASARCO Headquarters, located just outside this historic district, but within Feldman's Neighborhood is an individually listed structure that is within the 800' buffer. The multi-story late-modernist building differs in size and style from the surrounding contributing and non-contributing structures. The route located along Stone Avenue will have a minimal impact to this portion of Feldman's within the 800' buffer.
- vi. Fourth Avenue Historic District: See comments under Route 5, C.5.vi. Fourth Avenue Historic District.
- vii. Iron Horse Historic District: See comments under Route 5, C.5.vii. Iron Horse Historic District.
- viii. Jefferson Park Historic District: The route will border this district along Grant Road from Euclid Avenue to Campbell Avenue and along Campbell Avenue from Grant Road to Lester. The route will bisect this district on Lester from Campbell to Vine. See comments in Route 2, item C.2.iv. Jefferson Park Historic District for the impact to this district along Lester Street. The impact to this district due to the proposed 75' 85' tall power poles will be minimal as Grant Road already has 70'-90' tall power poles there were installed during the new Grant Road expansion. Although many contributing residential structures face Grant Road, the high trafficked road is not a new condition. The neighborhood street directly adjacent to Campbell Avenue helps to reduce the impact of the power lines to this district. The impact to this district is low.
- ix. John Spring Neighborhood: See comments under Route 5, C.5.ix. John Spring Historic District.
- x. <u>Miracle Mile Historic District</u>: The Route bisects this district along Stone Avenue between Adams Street to Toole Avenue. Part of this historic district overlaps with the Warehouse Historic District where the individually listed Stone Underpass occurs. There are currently no power poles on this street. Because this is a street based historic district, the route does go through the middle of the district. Most of the contributing structures are larger, commercial structures. If the route goes down this street, we recommend having it on the west side of the street, to locate the poles outside of most of the historic districts in this area. When the route goes west on Drachman Street, this portion of the route is within the 800' buffer and contains five historic landmark signs of which four have all been relocated to this street. As a district identified for being based on the vehicle, the impact of the power lines will have a minimal visual impact to this district. However, since there are no existing power poles, this will change how the current streetscape appears. The impact to this district is moderate.
- xi. <u>Warehouse Historic District:</u> See comments under Route 5, C.5.xii. Warehouse Historic District.

xii. <u>West University Historic District:</u> Routes 5 and 6 follow the same route along Stone Avenue between Speedway Boulevard and 6th Street. Portions of this route border this district, but most of the area affected will be within the 800' buffer. The existing homes in the buffer are mostly larger one to two story residential structures that are in good condition. Streets in this neighborhood are wider and most contributing structures are still visible from the street with mostly well-landscaped front yards, allowing for the historic homes to be easily viewed. The power lines on Stone Avenue will have some impact to this district, however there is more distance between most of the contributing structures and this proposed route than Routes 3 and 4 that are directly bordering the east edge of this historic district. The impact to this historic district is low.

## D. <u>DMP Substation to Vine Substation Routes A to D Historic Architectural Analysis</u>

## 1. DMP Substation to Vine Substation, Route A

- i. <u>General:</u> This is the most direct route between the DMP and Vine substation in which this route passes through historic districts, where power poles already exist.
- **ii.** Jefferson Park Historic District: Some of the homes face the route, however once Grant Road is modified, the number of homes facing the route may change. Many of the homes along Vine Avenue have their side to Vine Avenue, which helps reduce the impact to those homes. There are also many site walls constructed along Vine Avenue to provide privacy. Because this route cuts through the center of Jefferson Park, this has the most impact on contributing properties directly on the route in this historic district for routes going from the DMP to Vine substation. There are minimal existing power poles along Grant Road, however once the new road is completed along Jefferson Park, the proposed power poles will be similar to the current poles located in the newly widened portion of Grant Road. There are existing wood power poles around 30' to 40' going down both sides of Vine Avenue. Although the proposed 75' 85' tall poles could help reduce the frequency of the existing power poles, the size would feel overwhelming to the current scale of the neighborhood. Because of the impact the scale would have to this residential street, with very little sidewalk and structures located close to the road, this would have a negative impact to the surrounding contributing historical residential structures.
- **iii.** <u>Miracle Mile Historic District:</u> There are only three (3) contributing properties, and two (2) of them are currently being remodeled, that are within the 800' buffer. All of the contributing structures are commercial structures, surrounded by commercial buildings. Grant Road already has tall power lines. The proposed transmission line will have no additional impact to this historic district, thus, the impact is negligible. Routes A, B and D follow the same route through this historic district.
- iv. Pascua Yaqui Village: Although this is not a registered historic district, the 800' buffer does include two individually listed historic structures that are part of the Pascua Yaqui Village. The Pascua Yaqui village is the oldest established Yaqui community in Tucson, founded in 1921. The individually listed sites are the Pascua Cultural Plaza and the Matus Mesa House. The Pascua Cultural Plaza is an important cultural center for the Pascua Village, serving as a place for cultural celebrations and ceremonies for the Yaqui Community. In addition to the plaza, there are three contributing structures on this site as well. The Matus Mesa House, constructed around 1926, remains one of the best remaining examples of Yaqui architecture from this time period. The power poles should have a minimal impact to both of these historically significant sites as the structures are not directly on the proposed routes and the structures are adjacent to larger commercial structures which will help block the view of the poles. Routes A through D all pass by the Pascua Yaqui Village and the two contributing sites.

## 2. DMP Substation to Vine Substation, Route B

- i. <u>General:</u> Although this is not the most direct route, it does have the least impact to the historic districts and affects the least amount of area in the historic districts.
- **ii.** <u>Jefferson Park Historic District:</u> Only a short length of the route borders Jefferson Park on Grant Road. Most of the route is on Park Avenue which is a collector street. There is some sidewalk and curb near Grant



Road, but most of Park Avenue has no curb or sidewalks. Park Avenue is a narrow road with mostly residential structures in the historic district along Park Avenue. Some of the homes face the route. Many of the homes along Park Avenue have their side to the street, which helps reduce the impact to those homes. There are also many site privacy walls constructed along Park Avenue. Park Avenue has existing power poles that range in height and spacing and are located on both sides of the street. This route bisects through a portion of this historic district, but it is not as severe as Route A. Of the DMP routes, this route has the least impact to Jefferson Park.

- iii. Miracle Mile Historic District: See comments under Route A, D.1.iii Miracle Mile Historic District.
- iv. <u>Pascua Yaqui Village:</u> See comments under Route A, D.1.iv. Pascua Yaqui Village.

#### 3. DMP Substation to Vine Substation, Route C

- i. <u>General:</u> There are very few existing power poles along this route. Our preference would be to locate the route where there are already existing power poles that could be removed or reduced to help improve the visual impact to the historic districts. This is also the most indirect route and passes through the most historic districts and has the most individually listed properties within the 800' buffer for the DMP to Vine routes.
- **ii.** <u>Feldman's Historic District:</u> Refer to Route 5 under item *C.5.v. Feldman's Historic District* for the impact to the District along Speedway and Park. Refer to Route 6 under item *C.6.v. Feldman's Historic District* for the impact to the District along Stone Ave.
- iii. <u>Jefferson Park Historic District:</u> See comments in Route 2, item *C.2.iv. Jefferson Park Historic District*. Routes 3, 4 and 5 follow the same route at Jefferson Park.
- iv. John Spring Neighborhood Historic District: The route is within the 800' buffer at the Speedway Boulevard and Stone Avenue intersection. The area of John Spring is a narrow district in the area just adjacent to Speedway Boulevard. The portion that is in the 800' buffer is minimal. Most of the residences are small, single story structures. Many of the structures date pre-1920 and are of adobe construction. The residential streets in the 800' buffer are narrow, with desert landscaping along the sides of the streets. Some of the residence have fences around their homes, but most residence's architectural significance is still visible. There are currently no power poles located on Speedway Boulevard in the area of this district. The impact to this district is minimal.
- v. <u>Miracle Mile Historic District</u>: See comments under *Route A*, *D.1.iii*. *Miracle Mile Historic District* for the portion of route that passes through Grant Road at Oracle Road. For the portion of this route that goes on Stone Avenue from Adams Street to Speedway Boulevard, this portion is bisecting the historic district. Most of the district is on the east side of Stone Avenue with the Pima College parking lot on the west side of Stone Avenue. The landscape in the historic district is minimal along the street. Many of the buildings are also close to the public sidewalks. With the wide streets and primarily commercial structures along the route, adding power poles will have a minor affect to this historic district. Within the 800' buffer there are 5 historic landmark signs, with one directly on the route at the northwest corner of Drachman Street and Stone Avenue. Because these are taller signs on posts, we recommend locating the power poles away from these signs to help preserve and not compete with their visibility. The impact to this district is low to moderate.
- vi. Pascua Yaqui Village: See comments under Route A, D.1.iv. Pascua Yaqui Village.
- vii. <u>University of Arizona</u>: See comments in Route 3 item C.3.viii University of Arizona.
- viii. <u>West University Historic District</u>: See comments under Route 5, *item C.5.viii. West University Historic District* for the portion that discusses the route that is on Speedway from Stone Ave to Park Ave.



#### 4. DMP Substation to Vine Substation, Route D

- i. <u>General:</u> Although this route is located on wide, highly trafficked roads, Campbell Avenue has been identified by the City of Tucson as a Gateway Arterial Street.
- **ii.** <u>Blenman-Elm Historic District:</u> Route D only has a minimal impact to Blenman-Elm. Only a small area of this district is only within the 800' buffer and it is not located directly along the route. For the Routes A through D, this is the only route that includes Blenman-Elm. The impact is minimal.
- **iii.** <u>Catalina Vista Historic District:</u> The existing and mature landscaping within Catalina Vista will help to block the visibility of proposed power poles, especially if the poles are located on the west side of Campbell Avenue. Many of the homes are on larger lots and face away from Campbell Avenue which will help reduce the impact of the power poles if they are located on this route. Although there is a high number of residences that face the route, there is a neighborhood street adjacent to Campbell Avenue that provides mature landscape and a stuccoed CMU site wall that blocks the sound from the traffic and creates privacy. These features allow the impact to this district to be low to moderate.
- **iv.** <u>Jefferson Park Historic District:</u> This route has the most length bordering Jefferson Park, it also has a high number of contributing properties adjacent to the route. Similar to Catalina Vista, the street configuration along Campbell Avenue helps to reduce the impact to Jefferson Park. Although it would be best to leave existing streets that are free of power poles to continue being free of power poles, the overall width of Campbell Avenue allows for the tall poles to be less overpowering to the mostly single story structures in Jefferson Park, especially when compared to locating the poles on Vine Avenue. Lester Street is a residential street, see comments in Jefferson Park under Route 1, item *5.i.d. Jefferson Park*. Route D has a moderate affect to Jefferson Park.
- v. Miracle Mile Historic District: See comments under Route A, D.1.iii Miracle Mile Historic District.
- vi. Pascua Yaqui Village: See comments under Route A, D.1.iv. Pascua Yaqui Village.

# VI. Summary Tables and Analysis

## A. Results of Analysis

The routes below are ranked from the lowest impact to the highest impact:

- 1. Kino Substation to Vine Substation: Route 1, Route 4, Route 3, Route 5, Route 2 and Route 6
- 2. DMP Substation to Vine Substation: Route B, Route A, Route D, Route C

## B. Summary Tables by Historic Districts: (Refer to Kino Table 10 and 11 and DMP Table J and K)

**1. Objective:** To review how each historic district is ranked based on the measurable criteria and the historic architectural analysis.

## 2. Measurable Data Collection Process:

- i. <u>Data Source</u>: The total ranking of each historic district are from Kino Tables 1 to 9 and DMP Tables A to I.
- **ii.** <u>Organization of Data:</u> Kino and DMP each have a total of nine (9) Tables that are part of this Measurable Criteria Summary Table. Kino Table 10 and DMP Table J are organized to show the eight measurable criteria summarized by historic district with the total of all the rankings from Kino Tables 1, 2, 4, 5, 6, 7, 8 and 9 and DMP Tables A, B, D, E, F, G, H and I. Kino Table 3 and DMP Table C are added in the final total since Kino Table 3 and DMP Table C are not categorized by historic district.
- **iii.** <u>Ranking Process</u>: The total ranking summary for each district is shown in Kino Table 12 and DMP Table L summary tables. The historic district with the lowest total sum for all of the measurable criteria factors would experience the least impact from the transmission lines.

## 3. Analysis by Historic District:

## i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Sam Hughes Historic District has the highest rank of all historic districts in Route 2. This is followed by West University Historic District in Route 5 and Jefferson Park in Route 6. Due to these high rankings of individual historic districts, we do not recommend using Route 2, 5, or 6.
- b. Route 6 has the highest ranking due to having the most historic districts on the route and in the 800' buffer.
- c. Jefferson Park and Sunshine Mile Historic Districts are impacted by all routes.
- d. There was no single route that consistently ranked the lowest or the highest for all historic districts.

## ii. DMP Substation to Vine Substation, Routes A through D

- a. Route B consistently has the lowest ranking for all historic districts.
- b. Route C has the greatest total negative impact. West University and John Spring Neighborhood are only affected by Route C.
- c. Jefferson Park Historic District is impacted by all four route options.
- d. Blenman-Elm and Catalina Vista are only affected by Route D.



## C. KINO SUMMARY TABLES BY HISTORIC DISTRICT (TABLES 10 AND 11)

KINO Table 10 (1 of 2)	Routes from Kino to Vine					
MEASURABLE CRITERIA SUMMARY BY	1	2	3	4	5	6
HISTORIC DISTRICTS TABLES 1 TO 9	Rank	Rank	Rank	Rank	Rank	Rank
KINU TABLE 1 Rispeting vs Bordoring Historic Districts						
Armory Park Historic District	0	0	0	0	0	0
Blenman-Elm Historic District	2	1	0	0	0	0
Broadmoor Historic District	0	0	0	0	0	0
Downtown Tucson Historic District	0	0	0	0	0	0
El Presidio Historic District	0	0	0	0	0	0
Feldman's Historic District	0	0	2	1	3	0
Fourth Avenue Historic District	0	0	0	0	0	0
Jefferson Park Historic District	2	1	1	1	0	6
John Spring Neighborhood Historic District	0	0	0	0	0	0
Miracle Mile Historic District	0	0	0	0	3	5
Rincon Heights Historic District	1	0	4	0	0	0
Sam Hughes Residential Historic District	1	20	0	0	0	0
Sunshine Mile Historic District	1	3	2	1	0	0
West University Historic District	0	0	5	5	2	0
Route Rank	8	25	17	8	11	15
KINO TABLE 2						
Street Designation	-	-		-		
Armory Park Historic District	0	0	0	0	0	0
Broadmoor Historic District	0	0	0	0	0	0
Catalina Vista Historic District	1	0	0	0	0	3
Downtown Tucson Historic District	0	0	0	0	0	0
Feldman's Historic District	0	0	3	2	4	0
Fourth Avenue Historic District	0	0	0	0	0	0
Iron Horse Expansion Historic District	0	0	0	1	0	0
Jefferson Park Historic District	2	0	0	0	0	10
Miracle Mile Historic District	0	0	0	0	2	2
Pie Allen Residential Historic District	0	0	5	1	0	0
Rincon Heights Historic District	2	0	0	0	0	0
Sunshine Mile Historic District	1	5	0	1	0	0
Warehouse Historic District	0	0	0	0	0	0
West University Historic District	0	0	2	2	3	0
KINO TABLE 3		19	10	1	9	15
Historic Districts with 1 vs 2 sides of the Route						
Route Rank	2	5	10	8	9	13
KINO TABLE 4						
Existing Power Poles on Route	0	0	0	0		0
Armory Park Historic District Blenman-Elm Historic District	0	10	0	0	0	0
Broadmoor Historic District	0	0	0	0	0	0
Catalina Vista Historic District	3	0	0	0	0	5
Downtown Tucson Historic District	0	0	0	0	0	0
Feldman's Historic District	0	0	7	7	9	0
Fourth Avenue Historic District	0	0	0	0	0	0
Iron Horse Expansion Historic District	0	0	5	0	0	0
John Spring Neighborhood Historic District	0	0	0	0	0	2 0
Miracle Mile Historic District	0	0	0	0	6	8
Pie Allen Residential Historic District	0	0	7	5	0	0
Sam Hughes Residential Historic District	5	0 3	0	0	0	0
Sunshine Mile Historic District	1	1	1	<u> </u>	0	0
Warehouse Historic District	0	0	0	0	5	5
vvest University Historic District	0	0 10	4	4 22	10	10 36
KINO TABLE 5	17	13	51	22		
Historic Light fixtures in 800' Route Buffer						
Armory Park Historic District	0	0	0	0	0	0
Blenman-Elm Historic District	0	0	0	0	0	0
Broadmoor Historic District	0	0	0	0	0	0
Downtown Tucson Historic District	0	0	0	0	0	0
El Presidio Historic District	0	0	0	0	1	1
Feldman's Historic District	0	0	0	0	0	0
Iron Horse Expansion Historic District	0	0	1	U 1	0	0
Jefferson Park Historic District	0	0	0	0	0	0
John Spring Neighborhood Historic District	0	0	0	0	1	1
VIIracle Mile Historic District Pie Allen Residential Historic District	0	0	0	0	0	1 0
Rincon Heights Historic District	0	0	0	0	0	0
Sam Hughes Residential Historic District	2	2	0	0	0	0
Sunshine Mile Historic District	0	0	0	0	0	0
Waterrouse Filstone District West University Historic District	0	0	2	3	3	1
Outside of Historic District	1	0	1	0	2	2
Route Rank	3	2	5	4	8	7



KINO Table 10 (2 of 2)	Routes from Kino to Vine					
MEASURABLE CRITERIA SUMMARY BY	1	2	3	4	5	6
HISTORIC DISTRICTS TABLES 1 TO 9	Rank	Rank	Rank	Rank	Rank	Rank
KINO TABLE 6						
Historic Contributing Properties in 800' Route Buffer						1
Armory Park Historic District	0	0	0	4	5	5
Blenman-Elm Historic District	8	/ 1	0	0	0	2
Catalina Vista Historic District	3	0	0	0	0	4
Downtown Tucson Historic District	0	0	0	0	4	4
El Presidio Historic District	0	0	0	0	1	1
Feidman's Historic District	0	0	9	9	10	3
Iron Horse Expansion Historic District	0	0	2	7	7	7
Jefferson Park Historic District	6	5	5	5	5	9
John Spring Neighborhood Historic District	0	0	0	0	6	6
Pie Allen Residential Historic District	0	0	6	6	0	2
Rincon Heights Historic District	7	0	12	0	0	0
Sam Hughes Residential Historic District	10	31	0	0	0	0
Sunshine Mile Historic District	2	7	2	0	0	0
Waterouse Historic District	0	0	11	10	16	6
Route Rank	36	51	47	41	63	57
KINO TABLE 7						
Access of Historic Contributing Properties along Rou	ite					
Armory Park Historic District	0	0	0	0	0	0
Bienman-Eim Historic District	4	4	0	0	0	0
Catalina Vista Historic District	2	0	0	0	0	3
Downtown Tucson Historic District	0	0	0	0	0	0
El Presidio Historic District	0	0	0	0	0	0
Feldman's Historic District	0	0	3	3	/	0
Iron Horse Expansion Historic District	0	0	0	3	0	0
Jefferson Park Historic District	5	0	0	0	0	9
John Spring Neighborhood Historic District	0	0	0	0	0	0
Miracle Mile Historic District Pie Allen Residential Historic District	0	0	0	0	3	3
Rincon Heights Historic District	2	0	5	0	0	0
Sam Hughes Residential Historic District	5	22	0	0	0	0
Sunshine Mile Historic District	0	4	1	1	0	0
	0	0				
West University Historic District	0	0	6	6	6	1
West University Historic District Route Rank	0 18	0 30	6 23	6 16	6 17	1 17
West University Historic District Route Rank KINO TABLE 8	0 18	0 30	6 23	6 16	6 17	1 17
West University Historic District Route Rank KINO TABLE 8 Historic Landmark Signs in 800' Route Buffer	0 18	0 30	6 23	6 16	6 17	1
West University Historic District Route Rank KINO TABLE 8 Historic Landmark Signs in 800' Route Buffer Armory Park Historic District Blopman Elm Historic District	0 18 0 0	0 30 0 0	6 23 0	6 16 0	6 17 0	1 17 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District       Blenman-Elm Historic District         Broadmoor Historic District       Broadmoor Historic District	0 18 0 0 0 0	0 30 0 0 0	6 23 0 0	6 16 0 0 0	6 17 0 0 0	1 17 0 0 0
West University Historic District       Route Rank         KINO TABLE 8       Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District       Blenman-Elm Historic District         Broadmoor Historic District       Catalina Vista Historic District	0 18 0 0 0 0 0 0	0 30 0 0 0 0 0	6 23 0 0 0 0	6 16 0 0 0 0 0	6 17 0 0 0 0	1 17 0 0 0 0 0
West University Historic District       Route Rank         KINO TABLE 8       Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District       Blenman-Elm Historic District         Broadmoor Historic District       Catalina Vista Historic District         Downtown Tucson Historic District       District	0 18 0 0 0 0 0 0	0 30 0 0 0 0 0 0	6 23 0 0 0 0 0 0	6 16 0 0 0 0 0 0	6 17 0 0 0 0 0 1	1 17 0 0 0 0 0 1
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Eadman's Historic District	0 18 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0	1 17 0 0 0 0 1 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Pie Allen Residential Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Pie Allen Residential Historic District         Rincon Heights Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Pie Allen Residential Historic District         Rincon Heights Historic District         Sam Hughes Residential Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Pie Allen Residential Historic District         Rincon Heights Historic District         Sam Hughes Residential Historic District         Sunshine Mile Historic District         Warehouse Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Rincon Heights Historic District         Rincon Heights Historic District         Sam Hughes Residential Historic District         Sunshine Mile Historic District         Warehouse Historic District         Warehouse Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Rincon Heights Historic District         Sam Hughes Residential Historic District         Sunshine Mile Historic District         Warehouse Historic District         Warehouse Historic District         Outside of Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District       Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         Iron Horse Expansion Historic District         Jefferson Park Historic District         John Spring Neighborhood Historic District         Miracle Mile Historic District         Pie Allen Residential Historic District         Sam Hughes Residential Historic District         Sunshine Mile Historic District         Warehouse Historic District         West University Historic District         West University Historic District         West University Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
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West University Historic District       Route Rank         KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer         Armory Park Historic District         Blenman-Elm Historic District         Broadmoor Historic District         Catalina Vista Historic District         Downtown Tucson Historic District         El Presidio Historic District         Feldman's Historic District         Fourth Avenue Historic District         John Spring Neighborhood Historic District         John Spring Neighborhood Historic District         Rincon Heights Historic District         Rincon Heights Historic District         Sam Hughes Residential Historic District         Sunshine Mile Historic District         Warehouse Historic District         West University Historic District         West University Historic District         Route Rank         KINO TABLE 9         Historic Architectural Analysis         Armory Park Historic District	0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Downtown Tucson Historic District         El Presidio Historic District           Feldman's Historic District         Feldman's Historic District           Iron Horse Expansion Historic District         Jefferson Park Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Pie Allen Residential Historic District         Sam Hughes Residential Historic District           Sam Hughes Residential Historic District         Warehouse Historic District           Warehouse Historic District         Warehouse Historic District           West University Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Downtown Tucson Historic District           El Presidio Historic District         El Presidio Historic District           Fourth Avenue Historic District         Fourth Avenue Historic District           Iron Horse Expansion Historic District         Jefferson Park Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Pie Allen Residential Historic District         Sam Hughes Residential Historic District           Sam Hughes Residential Historic District         Sam Hughes Residential Historic District           Warehouse Historic District         Warehouse Historic District           Warehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Route Rank         KINO TABLE 9	0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Downtown Tucson Historic District         El Presidio Historic District           Feldman's Historic District         Fourth Avenue Historic District           Iron Horse Expansion Historic District         Jefferson Park Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Rincon Heights Historic District         Sam Hughes Residential Historic District           Sam Hughes Residential Historic District         Warehouse Historic District           Warehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Blenmank           Blenman-Elm Historic District         Blenmank           Historic Architectural Analysis         Armory Park Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District           Blenmanor Historic District         Blenmanor Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Downtown Tucson Historic District         El Presidio Historic District           Feldman's Historic District         Feldman's Historic District           Fourth Avenue Historic District         Iron Horse Expansion Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Minacle Mile Historic District         Sam Hughes Residential Historic District           Sam Hughes Residential Historic District         Sam Hughes Residential Historic District           Warehouse Historic District         West University Historic District           West University Historic District         Route Rank           KINO TABLE 9         Historic District           Marehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Blenmank           Blenman-Elm Historic District         Blenmank           Blenman-Elm Historic District         Blenman-Elm Historic District           Blenman-Elm Historic District         Downtown Tucson Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Downtown Tucson Historic District         El Presidio Historic District           Feldman's Historic District         Feldman's Historic District           Fourth Avenue Historic District         Iron Horse Expansion Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Pie Allen Residential Historic District         Sam Hughes Residential Historic District           Sunshine Mile Historic District         Sam Hughes Residential Historic District           Warehouse Historic District         Warehouse Historic District           Warehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Blenman-Elm Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District           Blenman-Elm Historic District         El Presidio Historic District           Do	0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Catalina Vista Historic District         Downtown Tucson Historic District           El Presidio Historic District         Feldman's Historic District           Fourth Avenue Historic District         Fourth Avenue Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           John Spring Neighborhood Historic District         Rincon Heights Historic District           Rincon Heights Historic District         Sam Hughes Residential Historic District           Sunshine Mile Historic District         Warehouse Historic District           Warehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Marehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District           Blenman-Elm Historic District         Blenman-Elm Historic District           Blenman-Elm Historic District         Downtown Tucson Historic District           Downtown Tucson Historic District         <	0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Downtown Tucson Historic District         El Presidio Historic District           Feldman's Historic District         Fourth Avenue Historic District           Iron Horse Expansion Historic District         Jefferson Park Historic District           Jefferson Park Historic District         Miracle Mile Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Pie Allen Residential Historic District         Sam Hughes Residential Historic District           Sunshine Mile Historic District         Warehouse Historic District           Warehouse Historic District         West University Historic District           Warehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Benman-Elm Historic District           Broadmoor Historic District         Benman-Elm Historic District           Broadmoor Historic District         Benman-Elm Historic District           Broadmoor Historic District         El Presidio Historic District           Downtow	0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8         Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District         Blenman-Elm Historic District           Broadmoor Historic District         Catalina Vista Historic District           Downtown Tucson Historic District         Downtown Tucson Historic District           El Presidio Historic District         Feldman's Historic District           Fourth Avenue Historic District         Fourth Avenue Historic District           Jefferson Park Historic District         Jefferson Park Historic District           John Spring Neighborhood Historic District         Miracle Mile Historic District           Miracle Mile Historic District         Sam Hughes Residential Historic District           Sunshine Mile Historic District         Warehouse Historic District           Warehouse Historic District         Warehouse Historic District           Warehouse Historic District         Route Rank           KINO TABLE 9         Historic District           Blenman-Elm Historic District         Benman-Elm Historic District           Broadmoor Historic District         Benman-Elm Historic District           Blenman-Elm Historic District         Benman-Elm Historic District           Blenman-Elm Historic District         El Presidio Historic District           El Presidio Historic D	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
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West University Historic District         Route Rank           KINO TABLE 8           Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District           Blenman-Elm Historic District           Broadmoor Historic District           Catalina Vista Historic District           Downtown Tucson Historic District           El Presidio Historic District           Feldman's Historic District           Fourth Avenue Historic District           Jefferson Park Historic District           John Spring Neighborhood Historic District           Miracle Mile Historic District           Pie Allen Residential Historic District           Rincon Heights Historic District           Sam Hughes Residential Historic District           Sunshine Mile Historic District           West University Historic District           West University Historic District           Route Rank           KINO TABLE 9           Historic Architectural Analysis           Armory Park Historic District           Broadmoor Historic District           Broadmoor Historic District           Broadmoor Historic District           Broadmoor Historic District           Downtown Tucson Historic District           Downtown Tucson Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	$ \begin{array}{c} 6\\ 17\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\ 0\\$	1 17 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8           Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District           Blenman-Elm Historic District           Broadmoor Historic District           Catalina Vista Historic District           Downtown Tucson Historic District           El Presidio Historic District           Feldman's Historic District           Fourth Avenue Historic District           Jefferson Park Historic District           John Spring Neighborhood Historic District           Miracle Mile Historic District           Rincon Heights Historic District           Rincon Heights Historic District           Rincon Heights Historic District           Sam Hughes Residential Historic District           Sunshine Mile Historic District           Warehouse Historic District           Warehouse Historic District           Warehouse Historic District           Outside of Historic District           Broadmoor Historic District           Benman-Elm Historic District           Benman-Elm Historic District           Benman-Elm Historic District           Broadmoor Historic District           Benman-Elm Historic District           Downtown Tucson Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8           Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District           Blenman-Elm Historic District           Broadmoor Historic District           Catalina Vista Historic District           El Presidio Historic District           Feldman's Historic District           Fourth Avenue Historic District           John Spring Neighborhood Historic District           Jefferson Park Historic District           Miracle Mile Historic District           Pie Allen Residential Historic District           Miracle Mile Historic District           Sam Hughes Residential Historic District           Sunshine Mile Historic District           Warehouse Historic District           Warehouse Historic District           Wast University Historic District           Wast University Historic District           Route Rank           KINO TABLE 9           Historic Architectural Analysis           Armory Park Historic District           Benman-Elm Historic District           Benman-Elm Historic District           Downtown Tucson Historic District           El Presidio Historic District           Downtown Tucson Historic District	0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
West University Historic District         Route Rank           KINO TABLE 8           Historic Landmark Signs in 800' Route Buffer           Armory Park Historic District           Blenman-Eim Historic District           Broadmoor Historic District           Downtown Tucson Historic District           El Presidio Historic District           Feldman's Historic District           Fourth Avenue Historic District           John Spring Neighborhood Historic District           John Spring Neighborhood Historic District           Miracle Mile Historic District           Pie Allen Residential Historic District           Sam Hughes Residential Historic District           Sunshine Mile Historic District           Warehouse Historic District           Warehouse Historic District           Warehouse Historic District           Warehouse Historic District           Route Rank           KINO TABLE 9           Historic Architectural Analysis           Armory Park Historic District           Benman-Eim Historic District           Broadmoor Historic District           Benman-Eim Historic District           Benman-Eim Historic District           Downtown Tucson Historic District           El Presidio Historic District           Down	0 0 18 0 0 0 0 0 0 0 0 0 0 0 0 0	0 30 30 0 0 0 0 0 0 0 0 0 0 0 0 0	6 23 0 0 0 0 0 0 0 0 0 0 0 0 0	6 16 16 0 0 0 0 0 0 0 0 0 0 0 0 0	6 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 17 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0



KINO TABLE 11						
CUMULATIVE SUMMARY BY	Routes from Kino to Vine					
HISTORIC DISTRICTS FOR KINO ROUTES	1	2	3	4	5	6
Armory Park Historic District	0	0	0	5	6	6
Blenman-Elm Historic District	37	55	0	0	0	8
Broadmoor Historic District	0	9	0	0	0	0
Catalina Vista Historic District	15	0	0	0	0	16
Downtown Tucson Historic District	0	0	0	0	8	8
El Presidio Historic District	0	0	0	0	4	4
Feldman's Historic District	0	0	40	38	56	27
Fourth Avenue Historic District	0	0	0	0	3	4
Iron Horse Expansion Historic District	0	0	13	33	12	12
Jefferson Park Historic District	25	16	16	16	15	64
John Spring Neighborhood Historic District	0	0	0	0	19	19
Miracle Mile Historic District	0	0	0	0	21	30
Pie Allen Residential Historic District	0	0	53	32	0	0
Rincon Heights Historic District	29	0	43	0	0	0
Sam Hughes Residential Historic District	49	140	0	0	0	0
Sunshine Mile Historic District	10	35	11	7	0	0
Warehouse Historic District	0	0	0	0	28	28
West University Historic District	0	0	53	53	65	41
Outside of Historic District	17	0	11	10	12	2
Total by District: Tables 1,2,4,5,6,7,8,9	182	255	240	194	249	269
Total including Kino Table 3	184	260	250	202	258	282



TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

DMP Table 1.	ROUTES FROM DMP TO V				
MEASURABLE CRITERIA SUMMARY BY					
DMP TABLE A	Rank	Rank	Rank	Rank	
Bisecting vs Bordering Historic Districts					
Blenman-Elm Historic District	0	0	0	1	
Catalina Vista Historic District	0	0	0	2	
Jefferson Park Historic District	8	3	0	6	
John Spring Neighborhood Historic District	0	0	0	0	
Miracle Mile Historic District	1	0	5	1	
Route Rank	9	4	4	10	
DMP TABLE B					
Street Designation	-				
Blenman-Elm Historic District	0	0	0	1	
Feldman's Historic District	0	1	2	0	
Jefferson Park Historic District	9	2	0	8	
John Spring Neighborhood Historic District Miracle Mile Historic District	0	0	0	0	
West University Historic District	0	0	2	0	
Route Rank	10	4	6	13	
DMP TABLE C					
Route Rank	15	3	7	14	
DMP TABLE D		· · · ·			
Existing Power Poles on Route					
Blenman-Elm Historic District	0	0	0	1	
Feldman's Historic District	0	1	10	0	
Jefferson Park Historic District	3	4	5	2	
John Spring Neighborhood Historic District	0	0	0	0	
West University Historic District	0	0	10	0	
Route Rank	4	6	31	7	
DMP TABLE E					
Blenman-Elm Historic District	0	0	0	0	
Catalina Vista Historic District	0	0	0	0	
Feldman's Historic District	0	0	0	0	
Jefferson Park Historic District John Spring Neighborhood Historic District	0	0	0	0	
Miracle Mile Historic District	0	0	0	0	
West University Historic District	0	0	2	0	
Route Rank	0	0	3	0	
DMP TABLE F	_				
Historic Contributing Properties in 800' Route Buffer					
Blenman-Elm Historic District	0	0	0	2	
Feldman's Historic District	0	5	15	0	
Jefferson Park Historic District	22	11	5	14	
Miracle Mile Historic District	2	1	2	2	
West University Historic District	0	0	8	0	
Outside of Historic District Route Bank	3	3	5	3 25	
DMP TABLE G	21	20	01	20	
Access of Historic Contributing Properties along Route					
Blenman-Elm Historic District	0	0	0	0	
Feldman's Historic District	0	0	10	0	
Jefferson Park Historic District	6	3	0	6	
John Spring Neighborhood Historic District Miracle Mile Historic District	0	0	0	0	
West University Historic District	0	0	7	0	
Route Rank	6	3	19	9	
Historic Landmark Signs in 200' Pouto Buffor					
Blenman-Elm Historic District	0	0	0	0	
Catalina Vista Historic District	0	0	0	0	
Heldman's Historic District     Jefferson Park Historic District	0	0	0	0	
John Spring Neighborhood Historic District	0	0	0	0	
Miracle Mile Historic District	0	0	2	0	
west University Historic District           Outside of Historic District	0	0	0	0	
Route Rank	0	0	2	0	
DMP TABLE I					
Historic Architectural Analysis		<u>^</u>		-	
Catalina Vista Historic District	0	0	0	5	
Feldman's Historic District	0	0	20	0	
Jefferson Park Historic District	29	26	2	17	
Miracle Mile Historic District	5	5	9	5	
West University Historic District	0	0	18	0	
Uutside of Historic District	19 53	19 50	19 85	19 54	
	00	00	00		



DMP TABLE K						
CUMULATIVE SUMMARY BY	ROUTES FROM DMP TO VINE					
HISTORIC DISTRICTS FOR DMP	A B C C			D		
Blenman-Elm Historic District	0	0	0	10		
Catalina Vista Historic District	0	0	0	23		
Feldman's Historic District	0	8	60	0		
Jefferson Park Historic District	77	49	12	53		
John Spring Neighborhood Historic District	0	0	19	0		
Miracle Mile Historic District	10	8	28	10		
West University Historic District	0	0	51	0		
Outside of Historic District	22	22	25	22		
Total by District: Tables A,B,D,E,F,G,H,I	109	87	195	118		
Total including DMP Table C	124	90	202	132		

## E. <u>Cumulative Summary of Measurable Criteria Tables for Kino and DMP:</u> (Refer to Kino Table 12 and DMP Table L)

**1. Objective:** To review the cummulative summary of all the measurable criteria and architectural analysis of the different routes.

## 2. Measurable Data Collection Process:

- i. <u>Data Source</u>: The total rankings of each route are derived from Kino Tables 1 to 9 and DMP Tables A to I.
- **ii.** <u>Organization of Data:</u> A single cumulative summary table shows the ranking of the measurable criteria for each of the routes.
- **iii.** <u>Ranking Process</u>: The total ranking for each route is shown in Kino Table 12 and DMP Table L. The route with the lowest total sum would experience the least impact from the transmission lines.

## 3. Analysis & Results:

## i. Kino Substation to Vine Substation, Routes 1 through 6

- a. Route 1 has the lowest ranking for all the criteria.
- b. There was no route that consistently had the highest or lowest ranking for all of the criteria.

## ii. DMP Substation to Vine Substation, Routes A through D

- a. Route B has the lowest total ranking for all the criteria.
- b. Route C has the highest ranking for all the criteria.

## F. Kino Summary Table by Measurable Criteria:

KINO TABLE 12										
CUMULATIVE SUMMARY OF MEASURABLE	Routes from Kino to Vine					VE SUMMARY OF MEASURABLE Routes from Kino				ļ.
CRITERIA BY RANKING FOR KINO ROUTES	1	2	3	4	5	6				
Table 1: Bisecting vs Bordering Historic Districts	8	25	17	8	11	15				
Table 2: Street Designation	11	19	10	7	9	15				
Table 3: Historic Districts with 1 vs 2 sides of the Route	2	5	10	8	9	13				
Table 4: Existing Power Poles on Route	17	19	31	22	35	36				
Table 5: Historic Light fixtures in 800' Route Buffer	3	2	5	4	8	7				
Table 6: Historic Contributing Properties in 800' Route Buffer	36	51	47	41	63	57				
Table 7: Access of Historic Contributing Properties along Route	18	30	23	16	17	17				
Table 8: Historic Landmark Signage within 800' Route Buffer	0	0	0	0	1	3				
Table 9: Historic Architectural Analysis	89	109	107	96	105	119				
Total	184	260	250	202	258	282				

## G. DMP Summary Table by Measurable Criteria:

DMP TABLE L	ROUTES FROM DMP TO VINE			
RANKING SUMMARY VINE ROUTES	Α	В	С	D
Table A: Bisecting vs Bordering Historic Districts	9	4	12	10
Table B: Street Designation	10	4	6	13
Table C: Historic Districts with 1 vs 2 sides of the Route	15	3	7	14
Table D: Existing Power Poles on Route	4	6	31	7
Table E: Historic Light fixtures in 800' Route Buffer	0	0	3	0
Table F: Historic Contributing Properties in 800' Route Buffer	27	20	37	25
Table G: Access of Historic Contributing Properties along Route	6	3	19	9
Table H: Historic Landmark Signage in 800' Route Buffer	0	0	2	0
Table I: Historic Architectural Analysis	53	50	85	54
Total	124	90	202	132


# VII. Recommendations & Historic Impact

No route is ideal and without impact. We recommend that TEP locate the proposed transmission lines as follows: <u>Kino Substation to Vine Substation</u>: Route 1 (least impact of all Kino routes) or Route 4 (second least impact of all Kino Routes) RND Substation to Vine Substation. Route P

DMP Substation to Vine Substation: Route B

These recommended routes have the least degree of impact to the existing historic structures along the routes than the other routes suggested. We do recommend Route 1 as a better option than Route 4 for the Kino to Vine Substation. In Section VII. A below, we describe the rationale that determined our recommendation for Route 1 and Route B. Route 2, 3, 5 and 6 are not recommended. However in Section VII. B below, we have provided suggestions that would lessen the visual impact of the poles, should Routes 2,3,5 and 6 be selected. Section VII. B. also addresses the overall Historic Architectural Impact of the proposed transmission line and Section C is our concluding thoughts and our overall historic architectural impact of the transmission line.

### A. Rationale for Recommended Routes

### 1. Rationale for Recommendations of Kino Route 1

- i. Measurable criteria:
  - a. **Per Kino Table 1 Length of Route Bisecting versus Bordering Historic Districts:** Route 1 has the least number of historic districts that are bisected and bordered. This route borders 5 districts and bisects 2 districts. Sunshine Mile and Jefferson Park, the districts that are bisected, are only bisected for very short distances. Of the 5 districts that are bordered, they include Blenman-Elm, Rincon Heights, Sam Hughes and Jefferson Park. The length bordered is also much less than any other Kino Route.
  - b. **Per Kino Table 2 Street Designation:** Route 1 is primarily located along Campbell Avenue, a Gateway Arterial Street, which means it is a wide street with additional landscape, hardscape, landscaped medians and other street functions such as bike routes and bus stops. However, the City of Tucson also views this as being a street that should remain free of visual impediments and represent Tucson's beauty. Of the Kino route options, this does have the greatest length of Gateway Arterial Street, but it has only 67 linear feet on residential streets and the lowest total length of street with historic districts as it's the most direct route. Although it is not ideal to have the proposed transmission lines located on a Gateway Arterial Street, from a historic analysis, having wider roads and less length where historic districts and structures are located are better than affecting more historic structures.
  - c. **Per Kino Table 3 Length of Route with Historic Districts on 1 Side versus 2 Sides:** Route 1 has the least amount of route length with historic districts on both sides. More than 60% of the route has historic districts on only one side of the route. The total length of the route where historic districts are occurring is the second lowest. By having the route primarily with historic districts on one side, this allows the power poles to have more options on where to locate the poles to reduce the impact to the historic districts.
  - d. **Per Kino Table 4 Existing Power Poles in Historic Districts Located Along the Route:** Route 1 has the third most number of poles, with over 70 located along the route. Power poles are located in each historic district that this route borders and bisects.
  - e. **Per Kino Table 5 Number of Historic Light Fixtures Located within 800' from the Route:** Route 1 has the second least number of historic light fixtures, with most occurring in Sam Hughes along 3rd Street and 6th Street. The street lights that are located outside of the historic district, are along 6th Street near Campbell Avenue going toward the Sam Hughes Historic District.
  - f. **Per Kino Table 6 Historic Contributing Properties in 800 feet from the Route and Age Range:** Route 1 has the least number of contributing properties and no individually listed properties within the 800' buffer. Most of the contributing properties are within Sam Hughes as the route passes by the entire west side of this district.
  - g. **Per Kino Table 7 Direct Access of Historic Contributing Properties from the Route:** Route 1 has the least number of contributing properties that face and access directly from the route. Route 1 has the 2nd lowest total contributing properties directly on the route as well.



h. **Per Kino Table 8 Historic Landmark Signs within 800' Buffer:** There are no historic landmark signs located along this route.

### ii. Historic Architectural Analysis

- a. Route 1 has the lowest architectural ranking as shown on Kino Table 9 Historic Architectural Analysis.
- b. Campbell Avenue is a wide street with more room to absorb the impact of the 75' 85' high power poles, especially in comparison to Routes 2 and 3 which pass through more residential streets than Route 1.
- c. Route 1 is adjacent to and has a view of the University of Arizona and nearby high rise structures. Route 1 seems to have more open space to take on the impact of the 75' 85' tall power poles and would have less impact on the primarily single story historic structures.
- d. The biggest impact of this route will be on Campbell Avenue as it passes the UA Mall, where the viewshed looking towards Old Main will be interrupted by the overhead lines.
- e. Route 1 consists of larger historic districts than the other Kino Routes. From our observations, the smaller historic districts will bear a greater impact from the transmission line due to more area of their district being affected.
- f. Perhaps the most important variable is the fact that Route 1 only bisects Sunshine Mile Historic District and Jefferson Park. In Sunshine Mile Historic District there are no contributing properties directly on the route. Where the route bisects Jefferson Park it is near the south edge of Jefferson Park where the tall UA structures are currently located and where existing contributing structures have already been demolished.

### 2. Rationale for a Secondary Recommendations of Kino Route 4

For the Kino Route Recommendations we have also provided a second recommendation if the importance of keeping the Gateway Arterial Streets clear of Utility lines or other issues outside of the historic analysis takes precedence over the historic impact. After Route 1, we feel that Route 4 is the next best option.

### i. Measurable Criteria:

- a. **Per Kino Table 1 Length of Route Bisecting versus Bordering Historic Districts:** Route 4 has the second least amount of bordering and bisecting as well as the second lowest amount bisecting historic districts, where Route 1 has the least. This route does have the fourth highest length that is bordering historic districts, however, the historic districts will have less of an impact if the route borders their district versus bisecting it.
- b. **Per Kino Table 2 Street Designation:** Route 4 does not have any route along a Gateway Arterial Street or Residential streets, with most of the route on Arterial streets. The Arterial streets, with their greater width, will help reduce the impact to the historic structures, especially to the smaller, single story historic structures.
- c. **Per Kino Table 3 Length of Route with Historic Districts on 1 Side versus 2 Sides:** This has about the same length of route with historic districts on 1 side as it does on 2 sides. Although this route has the third lowest total length of route, we feel this route is better than Route 2, which has the lowest total length of route because most of Route 2 bisects through the center of Sam Hughes.
- d. **Per Kino Table 4 Existing Power Poles in Historic Districts Located Along the Route:** Route 4 has the third lowest number of power poles, but all districts that are bisected or bordered in this route have power poles.
- e. **Per Kino Table 5 Number of Historic Light Fixtures Located in 800' from the Route:** Route 4 has the third least number of historic light fixtures, with most occurring in West University along 2nd Street, 5th Street and 6th Street. Iron Horse also has quite a few historic light fixtures, however most are reproductions.
- f. **Per Kino Table 6 Historic Contributing Properties in 800' from the Route and Age Range:** Route 4 has the second lowest number of contributing historic structures. It does have three individually listed structures, the University Heights Elementary School, which the route will pass directly in front of, and the Cannon, Dr William Austin House and the Don Martin Apartments, which are located just within the 800' buffer. The only routes that don't have individually listed properties are Routes 1 and 2. Because Route 2 has over 500 contributing properties in a single historic district, we felt that Route 4, with less total contributing properties would be a better option than Route 2.



- g. **Per Kino Table 7 Direct Access of Historic Contributing Properties from the Route:** Route 4 has the least number of contributing properties that are located along the route and the third lowest number that face and access directly off the route.
- h. Per Kino Table 8 Historic Landmark Signs within 800' Buffer: There are no historic landmark signs located along this route.

#### ii. Historic Architectural Analysis

- a. We feel Route 4 is the second best route option because it is mostly bordering the historic districts and there are existing power poles already located along this route.
- b. There are portions of the route that will feel the impact more, such as the east border of West University, where historic structures are located close to the sidewalk, leaving little room to locate additional power poles. However, this route bisects very little of the historic districts and is located where there are already quite a few high rise structures.
- c. At the intersection of Speedway Boulevard and Euclid Avenue, multiple structures on the southeast corner are in the process of being demolished. Because this portion of West University has changed so much, we feel the impact of the power lines along Euclid Avenue will be less impactful than the routes located on Stone Avenue.

### 3. Rationale for Recommendation of DMP Route B

### i. Measurable criteria:

- a. **Per Table A Length of Route Bisecting versus Bordering Historic Districts:** Route B has the least amount of historic districts being bisected as well as bordered.
- b. **Per Table B Street Designations:** Route B doesn't have any of the route on residential streets or Gateway Arterial Streets. The total length in historic districts is also much less than the other DMP route options.
- c. **Per Table C Length of Route with Historic Districts on 1 Side versus 2 Sides:** Route B has the shortest route length of historic district affected over the historic districts in all routes.
- d. **Per Table D Existing Power Poles in Historic Districts Located Along the Route:** Route B has the same number of poles as Route D and a similar number to Route A. However Route C has the least number of poles, making Route B a better option.
- e. **Per Table E Number of Historic Light Fixtures Located in 800' from the Route:** Route B has no historic light fixtures.
- f. **Per Table F Historic Contributing Properties in 800 feet from the Route and Age Range:** Route B has the least number of contributing properties in the 800' buffer
- g. **Per Table G Direct Access of Historic Contributing Properties from the Route:** Route B has the least number of contributing properties facing or directly on the route as well as the least number of total contributing properties directly on the route.
- h. **Per Table H Historic Landmark Signs in 800' Route:** Route B does not have any Historic Landmark Signs.

### ii. Historic Architectural Analysis

a. **Per Table H Historic Architectural Analysis:** Route B has the lowest architectural ranking, which means it bears the least impact than all the other routes. Because the route bisects a small amount of Jefferson Park as well as borders less historic districts than the other route options, we feel this will have the least impact to the surrounding historic district than any other route option. There will still be a visual impact to the residential structures along the route, however this route will reduce the visual impact to fewer historic contributing structures and to fewer historic districts.

### B. General Suggestions to Decrease Visual Impact of Poles:

We understand these proposed 75' - 85' +/- power poles that will be spaced approximately 750' +/- apart will have a visual impact on any of the routes chosen, however our objective is to offer recommendations and ideas that could help decrease the visual impact to the residents of the historic neighborhoods and its visitors. Recommendations of historic structures by SHPO, COT and specific neighborhood design guidelines do not address how utilities need to respond to historic districts or historic structures. Although the ideal solution would be to locate the transmission line underground this is not a technical or economically feasible solution for TEP. The recommendations we have developed are based on looking at other options using our historic architectural experience and through our visual analysis of the routes. For all of the routes we recommend the following:

- a. Locate power poles away from contributing commercial buildings that help create the street fabric.
- b. Locate power poles away from residences that directly face the route.
- c. Locate power poles so they are not directly in front of any contributing structure.
- d. Locate power poles away from locations with historic light fixtures or historic signs.
- e. Locate poles around existing landscape where possible to allow the pole base to be less visible.
- f. Provide additional landscaping and accessible sidewalks along the route and into the historic districts to help hide the visibility of the power poles directly from the route to minimize the impact at the pedestrian scale.
- g. Space poles as far apart from each other as possible and locate to minimize impact to critical historic structures.
- h. Work with the arts and culture community groups to develop art projects around the transmission poles. Perhaps art that shares stories about the historic districts.
- i. Possibly paint the poles to create less contrast with the space around them to help reduce the visibility of the poles. The rust colored power poles on Grant Road tend to have greater visibility than power poles that are painted tan or grey. We also recommend using galvanized steel poles where historic districts occur.
- j. Once the proposed power poles and transmission lines are installed, if as many as possible of the old existing power poles located directly on the route in historic districts could be removed, this would clean up the route and reduce the impact of having so many power poles directly on the route. While it is recognized that other utilities such as cable and phone are using TEP's existing power poles, it is recommended that TEP coordinate with the other utility companies and possibly with the help of City of Tucson and Mayor and Council, these non-TEP utilities can be relocated.

### i. Additional Suggested Recommendations for Route 1:

- a. If the proposed power poles are located on the west side of Campbell, where there are no historic districts, and the power poles currently located on the east side of Campbell are removed, this would help the historic visibility of the current contributing structures and reduce the negative visual impact.
- b. Locate power poles on the south side of Lester Street where most historic homes have already been demolished. Provide additional landscaping and hardscape features to help reduce the impact to the residential structures on the north side of Lester
- c. Locate the power poles to allow the UA Campus mall and 3rd Street to maintain as much of an open vista to Old Main as possible.
- d. Between Mabel Street and Elm Street on Campbell Avenue, power poles should be located to avoid blocking Saints Peter and Paul Catholic Church, to not compete with the taller structure of the Church and located to minimize the impact to the small residential homes along that portion of street.
- e. Use landscape elements to help reduce the impact and visibility of the pole bases by using walkability elements, such as trees for shade, artwork and landscape to develop islands of respite and help bring interest towards eye level for pedestrians.
- f. Plant large trees that will grow to be tall, in the center median of Campbell Avenue to shield the power poles from Catalina Vista, Blenmen-Elm, Rincon Heights and Sam Hughes.
- g. Possibly locate the power poles in the center of the landscape median to treat the poles more as art rather than as a utility that is typically on the side of the street.



h. Add additional landscape, site walls, accessible sidewalks and if there is the space, neighborhood side streets on Campbell Avenue from Broadway Boulevard to 6th Street, similar to the neighborhood streets along Campbell Avenue from Grant Road to Elm Street, to help reduce the impact to Rincon Heights Historic District and allow a more walkable path from Broadway Boulevard to Grant Road, as both streets are currently being widened with accessible sidewalks and increased landscape.

### ii. Additional Suggested Recommendations for Route 4:

- a. Locate the power poles on the east side of the street at Park Avenue and provide additional landscaping on both the east and west sides of Park Avenue
- b. Locate the power poles as far as possible from the individually listed structure, the University Heights Elementary School. Care should be taken in the placement of the proposed power poles to not detract from this individually listed building.
- c. Speedway Boulevard currently is free of power poles in the location where this route is located. We recommend trying to locate as few poles along Speedway Boulevard as possible.
- d. The route along Euclid Avenue from Speedway Boulevard to Broadway Boulevard has contributing structures on both sides of the street. Existing power poles are currently located on the south side of Euclid Avenue, but the proposed poles will be larger and in certain areas there is minimal relief between where a power pole can be located, the existing sidewalk and the existing building. We recommend locating the proposed power poles on the south side of the street if most of the existing power poles can be removed.
- e. Widen and increase the landscape along Euclid Avenue where possible to help reduce the impact of the power poles on the narrow right of way.

### iii. Additional Suggested Recommendations for DMP Route B:

- a. Locate the power poles on the east side of the street on Park Avenue so that they replace the existing wood power poles currently on the east side of the street.
- b. Install sidewalks, curbs, accessible sidewalks and landscape for shade along Park Avenue to help improve the walkability of the street and to reduce the visual impact to the historic district.

### C. Overall Historic Architectural Impact of Transmission Line

It has been confirmed with the City of Tucson Historic Preservation Officer that no historic contributing property, individually listed property or historic district will be removed or delisted as a result of any power pole location. This report is not to determine if a property or historic district will be delisted, but to determine which route will have the least impact to the historic features and districts.

All historic districts, contributing properties, historic landmarks, individually listed historic structures, etc, whether bordering, bisecting or just within the 800' buffer will all be affected by varying levels of visual impact from the proposed transmission line. Structures that are directly adjacent to a proposed power pole will have the largest impact. Although there will be a visual impact due to heights of the proposed power poles, the historic significance of the neighborhoods and the history that they represent will not be diminished. Any contributing property, landmark or district identified as historically significant by the City of Tucson, Pima County, The National Register of Historic Places or the State Historic Preservation Office will not lose its historic designation due to the location of a power pole or transmission line.

While the location of the power poles in these historic districts will have a large visual impact, we hope that our recommendations will help reduce some of the impact and help to determine the route that will have the least impact to the many important historic architectural features in our city.



### VIII. Kino Substation to Vine Substation Maps

TROW and TAC developed maps of each route to visually depict the measurable criteria identified in Section III Methodology. Each route has a map of the full route as well as enlarged maps where the route is adjacent or passes through historic districts.

### A. Route 1 Maps: Kino Substation to Vine Substation

- 1. Figure VIII.A.1: FULL ROUTE
- 2. Figure V.III.A.2: VINE SUBSTATION TO CAMPBELL AVE / 1ST ST
- 3. Figure V.III.A.3: WAVERLY ST / CAMPBELL AVE TO 2ND ST / CAMPBELL AVE
- 4. Figure V.III.A.4: HAWTHORNE ST / CAMPBELL AVE TO 12TH ST / KINO PKWY
- 5. Figure V.III.A.5: 12TH ST / KINO PKWY TO 19TH ST / CAMPBELL AVE

Figure VIII.A.1: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



## Figure VIII.A.2: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO CAMPBELL AVE / 1ST ST





## Figure VIII.A.3: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION WAVERLY ST / CAMPBELL AVE TO 2ND ST / CAMPBELL AVE









## Figure VIII.A.4: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION HAWTHORNE ST / CAMPBELL AVE TO 12TH ST / KINO PKWY





## Figure VIII.A.5: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION 12TH ST / KINO PKWY TO 19TH ST / CAMPBELL AVE





### B. Route 2 Maps: Kino Substation to Vine Substation

- 1. Figure VIII.B.1: FULL ROUTE
- 2. Figure V.III.B.2: VINE SUBSTATION TO SPEEDWAY BLVD / MARTIN AVE
- 3. Figure V.III.B.3: CAMPBELL AVE / SPEEDWAY BLVD TO SPEEDWAY BLVD / TUCSON BLVD
- 4. Figure V.III.B.4. TUCSON BLVD / SPEEDWAY BLVD TO 8TH ST / TUCSON BLVD
- 5. Figure V.III.B.5. 8TH ST / TUCSON BLVD TO PLUMER AVE / BROADWAY BLVD
- 6. Figure V.III.B.6: PLUMER AVE / BROADWAY BLVD TO CAMPBELL AVE / 19TH ST

## Figure VIII.B.1: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE







## Figure VIII.B.2: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO SPEEDWAY BLVD / MARTIN AVE









### Figure VIII.B.3: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION CAMPBELL AVE / SPEEDWAY BLVD TO SPEEDWAY BLVD / TUCSON BLVD





TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

## Figure VIII.B.4: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION TUCSON BLVD / SPEEDWAY BLVD TO 8TH ST / TUCSON BLVD







TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

## Figure VIII.B.5: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION 8TH ST / TUCSON BLVD TO PLUMER AVE / BROADWAY BLVD





## Figure VIII.B.6: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION PLUMER AVE / BROADWAY BLVD TO CAMPBELL AVE / 19TH ST





TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

### C. Route 3 Maps: Kino Substation to Vine

- 1. Figure VIII.C.1. FULL ROUTE
- 2. Figure VII.C.2. VINE SUBSTATION TO ADAMS ST / FREMONT AVE
- 3. Figure VII.C.3. ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST
- 4. Figure VII.C.4. EUCLID AVE / 4TH ST TO 7TH ST / SANTA RITA AVE
- 5. Figure VII.C.5.7TH ST / SANTA RITA AVE TO HIGHLAND AVE / MANLOVE ST

## Figure VIII.C.1: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



## Figure VIII.C.2: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO ADAMS ST / FREMONT AVE







## FIGURE VIII.C.3: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST





TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

### FIGURE VIII.C.4: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION EUCLID AVE / 4TH ST TO 7TH ST / SANTA RITA AVE





TEP Midtown Reliability Project: Historic District Analysis May 17, 2024



FIGURE VIII.C.5: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION 7TH ST / SANTA RITA AVE TO HIGHLAND AVE / MANLOVE ST







### D. Route 4 Kino Substation to Vine Substation Maps

- 1. Figure VIII.D.1: FULL ROUTE
- 2. Figure VIII..D.2: VINE SUBSTATION TO ADAMS ST / FREMONT AVE
- 3. Figure VIII.D.3: ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST
- 4. Figure VIII.D.4: EUCLID AVE / 5TH ST TO TOOLE AVE / LAOS ST
- 5. Figure VIII.D.5: EUCLID AVE / 18TH ST TO EUCLID AVE / 24TH ST

## Figure VIII.D.1: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE





## Figure VIII.D.2: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO ADAMS ST / FREMONT AVE









## Figure VIII.D.3: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST





## Figure VIII.D.4: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION EUCLID AVE / 5TH ST TO TOOLE AVE / LAOS ST





## Figure VIII.D.5: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION EUCLID AVE / 18TH ST TO EUCLID AVE / 24TH ST







### E. Route 5 Kino Substation to Vine Substation Maps

- 1. Figure VIII.E.1: FULL ROUTE
- 2. Figure VIII.E.2: VINE SUBSTATION TO ADAMS ST / FREMONT AVE
- 3. Figure VIII.E.3: ADAMS ST / PARK AVE TO SPEEDWAY BLVD / 3RD AVE
- 4. Figure VIII.E.4: SPEEDWAY BLVD / 4TH AVE TO STONE AVE / TOOLE AVE
- 5. Figure VIII.E.5: 6TH AVE / 8TH ST TO TOOLE AVE / LAOS ST
- 6. Figure VIII.E.6: 18TH ST / TOOLE AVE TO 22ND ST / EUCLID AVE

## Figure VIII.E.1: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE





## Figure VIII.E.2: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO ADAMS ST / FREMONT AVE





## Figure VIII.E.3: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION ADAMS ST / PARK AVE TO SPEEDWAY BLVD / 3RD AVE





## Figure VIII.E.4: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION SPEEDWAY BLVD / 4TH AVE TO STONE AVE / TOOLE AVE






### Figure VIII.E.5: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION 6TH AVE / 8TH ST TO TOOLE AVE / LAOS ST





### Figure VIII.E.6: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION 18TH ST / TOOLE AVE TO 22ND ST / EUCLID AVE





#### F. Route 6 Kino Substation to Vine Substation Maps

- 1. Figure VIII.F.1: FULL ROUTE
- 2. Figure VIII.F.2: VINE SUBSTATION TO GRANT RD / CHERRY AVE
- 3. Figure VIII.F.3: GRANT RD / VINE AVE TO GRANT RD / PARK AVE
- 4. Figure VIII.F.4: GRANT RD / PARK AVE TO GRANT RD / 4TH AVE
- 5. Figure VIII.F.5: GRANT RD / 4TH AVE TO STONE AVE / ADAMS ST
- 6. Figure VIII.F.6: STONE AVE / DRACHMAN ST TO STONE AVE / 6TH ST
- 7. Figure VIII.F.7: STONE AVE / 6TH ST TO TOOLE AVE / 4TH AVE
- 8. Figure VIII.F.8: TOOLE AVE / 4TH AVE TO EUCLID AVE / 19TH ST
- 9. Figure VIII.F.9: 20TH ST / EUCLID AVE TO 31ST ST / EUCLID AVE



### Figure VIII.F.1: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE





TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

# Figure VIII.F.2: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO GRANT RD / CHERRY AVE





## Figure VIII.F.3: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION GRANT RD / VINE AVE TO GRANT RD / PARK AVE





## Figure VIII.F.4: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION GRANT RD / PARK AVE TO GRANT RD / 4TH AVE







# Figure VIII.F.5: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION GRANT RD / 4TH AVE TO STONE AVE / ADAMS ST





the architecture company

Tierra Right of Way

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## Figure VIII.F.6: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION STONE AVE / DRACHMAN ST TO STONE AVE / 6TH ST







### Figure VIII.F.7: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION STONE AVE / 6TH ST TO TOOLE AVE / 4TH AVE





## Figure VIII.F.8: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION TOOLE AVE / 4TH AVE TO EUCLID AVE / 19TH ST





## Figure VIII.F.9: ROUTE 6 KINO TO VINE SUBSTATION 20TH ST / EUCLID AVE TO 31ST ST / EUCLID AVE







### IX. DeMoss-Petrie Substation to Vine Substation Maps

TROW and TAC developed maps of each route to visually show the measurable criteria identified in Section III Methodology. Each route has a map of the full route as well as enlarged maps where the route is adjacent or passes through historic districts.



#### A. Route A Maps

- 1. Figure IX.A.1: FULL ROUTE
- 2. Figure IX.A.2: DMP SUBSTATION TO GRANT RD / 15TH AVE
- 3. Figure IX.A.3: GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE
- 4. Figure IX.A.4: GRANT RD / GERONIMO AVE TO GRANT RD / HIGHLAND AVE
- 5. Figure IX.A.5: GRANT RD / PARK AVE TO VINE AVE / WAVERLY ST
- 6. Figure IX.A.6: VINE AVE / HAMPTON ST TO VINE SUBSTATION

#### Figure IX.A.1: ROUTE A DMP SUBSTATION TO VINE SUBSTATION FULL ROUTE





### Figure IX.A.2: ROUTE A DMP SUBSTATION TO VINE SUBSTATION **DMP SUBSTATION TO GRANT RD / 15TH AVE**





### Figure IX.A.3: ROUTE A DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE**



### Figure IX.A.4: ROUTE A DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / GERONIMO AVE TO GRANT RD / HIGHLAND AVE**





### Figure IX.A.5: ROUTE A DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / PARK AVE TO VINE AVE / WAVERLY ST**





#### Figure IX.A.6: ROUTE A DMP SUBSTATION TO VINE SUBSTATION **VINE AVE / HAMPTON ST TO VINE SUBSTATION**



#### **B. Route B DeMoss-Petrie Substation to Vine Substation Maps**

- 1.Figure IX.B.1: FULL ROUTE
- 2.Figure IX.B.2: DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE
- 3.Figure IX.B.3: GRANT RD / 15TH AVE TO GRANT RD / 6TH AVE
- 4.Figure IX.B.4: GRANT RD / GERONIMO AVE TO PARK AVE / WAVERLY ST
- 5.Figure IX.B.5: PARK AVE / WAVERLY ST TO VINE SUBSTATION



#### Figure IX.B.2: ROUTE B DMP SUBSTATION TO VINE SUBSTATION **DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE**





### Figure IX.B.3: ROUTE B DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / 15TH AVE TO GRANT RD / 6TH AVE**





### Figure IX.B.4: ROUTE B DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / GERONIMO AVE TO PARK AVE / WAVERLY ST**



### Figure IX.B.5: ROUTE B DMP SUBSTATION TO VINE SUBSTATION PARK AVE / WAVERLY ST TO VINE SUBSTATION

Path DV0010									
11ANO 345 70/ar									
NV MIPHE					PARK HISTOI DISTRICT	RIG			
I W									
Pourta P 4 myd									
Jale: 5/13/2024									
Drawn by leoun									
ryman Coordina			E Lec St	100					
		M					CHAR !!		
				1 All		1990			
				Diachman St				orneinnen St	
					M/A				
	FELDMANS HISTORIC			e Mabri St				ab i S	
	(SPEEDWAY DRACHMAN)								





#### C. Route C DeMoss-Petrie Substation to Vine Substation Maps

- 1. Figure IX.C.1: FULL ROUTE
- 2. Figure IX.C.2: DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE
- 3. Figure IX.C.3: GRANT RD / 15TH AVE TO STONE AVE / VENTURA ST.
- 4. Figure IX.C.4: STONE AVE / DRACHMAN ST TO SPEEDWAY BLVD / 3RD AVE
- 5. Figure IX.C.5: SPEEDWAY BLVD / 6TH AVE TO SPEEDWAY BLVD / PARK AVE
- 6. Figure IX.C.6: PARK AVE / MABEL ST TO VINE SUBSTATION

### Figure IX.C.1: ROUTE C DMP SUBSTATION TO VINE SUBSTATION **FULL ROUTE**





### Figure IX.C.2: ROUTE C DMP SUBSTATION TO VINE SUBSTATION **DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE**





#### Figure IX.C.3: ROUTE C DMP SUBSTATION TO VINE SUBSTATION GRANT RD / 15TH AVE TO STONE AVE / VENTURA ST.





#### Figure IX.C.4: ROUTE C DMP SUBSTATION TO VINE SUBSTATION STONE AVE / DRACHMAN ST TO SPEEDWAY BLVD / 3RD AVE



TEP Midtown Reliability Project: Historic District Analysis May 17, 2024 p. 108



#### Figure IX.C.5: ROUTE C DMP SUBSTATION TO VINE SUBSTATION SPEEDWAY BLVD / 6TH AVE TO SPEEDWAY BLVD / PARK AVE



#### Figure IX.C.6: ROUTE C DMP SUBSTATION TO VINE SUBSTATION PARK AVE / MABEL ST TO VINE SUBSTATION



#### D. Route D DeMoss-Petrie Substation to Vine Substation Maps

- 1. Figure IX.D.1: FULL ROUTE
- 2. Figure IX.D.2: DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE
- 3. Figure IX.D.3: GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE
- 4. Figure IX.D.4: GRANT RD / GERONIMO AVE TO GRANT RD / HIGHLAND AVE
- 5. Figure IX.D.5: GRANT RD / HIGHLAND AVE TO GRANT RD / SENECA ST
- 6. Figure IX.D.6: GRANT RD / SENECA ST TO VINE SUBSTATION

#### Figure IX.D.1: ROUTE D DMP SUBSTATION TO VINE SUBSTATION FULL ROUTE





### Figure IX.D.2: ROUTE D DMP SUBSTATION TO VINE SUBSTATION DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE



TEP Midtown Reliability Project: Historic District Analysis May 17, 2024 p. 113


### Figure IX.D.3: ROUTE D DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE**



### Figure IX.D.4: ROUTE D DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / GERONIMO AVE TO GRANT RD / HIGHLAND AVE**





# Figure IX.D.5: ROUTE D DMP SUBSTATION TO VINE SUBSTATION GRANT RD / HIGHLAND AVE TO GRANT RD / SENECA ST



TEP Midtown Reliability Project: Historic District Analysis May 17, 2024 p. 116

### Figure IX.D.6: ROUTE D DMP SUBSTATION TO VINE SUBSTATION **GRANT RD / SENECA ST TO VINE SUBSTATION**





# X. Kino Substation to Vine Substation Tables

- Kino Table 1: Bisecting versus Bordering Historic Districts
- Kino Table 2: Street Designation
- Kino Table 3: Historic Districts with 1 versus 2 Sides of the Route
- Kino Table 4: Existing Power Poles Located on Route
- Kino Table 5: Historic Light Fixtures within 800' Route Buffer
- Kino Table 6: Historic Contributing Properties within 800' Route Buffer
- Kino Table 7: Access of Historic Contributing Properties along Route
- Kino Table 8: Historic Landmarks within 800' Route Buffer
- Kino Table 9: Historic Architectural Criteria



KINO TABLE 1							Ro	outes	from	Kino	to Vi	ne						
Bisecting vs Bordering H	istori	<mark>c Dist</mark>	ricts		Bouto 2		[	Bouto 3		-	Pouto 4			Bouto E			Bouto 6	
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank
Armory Park Historic District Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District Bisecting + Bordering	0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	
District Rank Subtotal	5		0			0			0			0			0			
Blenman-Elm Historic District				[]														
Bisecting Historic District Bordering Historic District	0 722	0% 100%	2	1316	0% 100%	1		0%			0% 0%			0% 0%		0	0%	
Bisecting + Bordering District Rank Subtotal	722		2	1316		1	0		0	0		0	0		0	0		
roadmoor Historic District		E	T				E											
Bisecting Historic District Bordering Historic District		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%			0% 0%	
Bisecting + Bordering District Rank Subtotal	0		0	0		0	0		0	0		0	0		0	0		(
atalina Vista Historic District																		
Bisecting Historic District Bordering Historic District	52	0% 100%	1		0% 0%			0% 0%			0% 0%			0% 0%		2355	0% 100%	
Bisecting + Bordering District Rank Subtotal	52		1	0		0	0		0	0		0	0		0	2355		
owntown Tucson Historic District																		
Bisecting Historic District Bordering Historic District		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%		0	0% 0%	
Bisecting + Bordering District Rank Subtotal	0		0	0		0	0		0	0		0	0		0	0		(
I Presidio Historic District																		
Bisecting Historic District Bordering Historic District		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%			0% 0%	
Bisecting + Bordering District Rank Subtotal	0		0	0		0	0		0	0		0	0		0	0		(
eldman's Historic District						-												
Bisecting Historic District Bordering Historic District		0% 0%			0% 0%		2179	0% 100%	2	1345	0% 100%	1	4049	0% 100%	3		0% 0%	
Bisecting + Bordering District Rank Subtotal	0		0	0		0	2179		2	1345		1	4049		3	0		(
ourth Avenue Historic District			-			-								I	-			
Bisecting Historic District		0%			0%		-	0%			0%			0%			0%	_
Bisecting + Bordering District Bank Subtotal	0	070	0	0	070	0	0	070	0	0	0 / 0	0	0	070	0	0	070	(
on Horso Expansion Historic Dist	rict		0			0			0			0		I	0			
Bisecting Historic District	nct	0%			0%			0%		1145	0%			0%			0%	
Bisecting + Bordering	0	0%		0	070		0	0%	0	1145	100%	0	0	0%		0	076	
			0			0			0			0			0			
Bisecting Historic District	67	56%	1		0%			0%			0%			0%		1441	16%	2
Bordering Historic District Bisecting + Bordering	52 119	44%	1	96 96	100%	1	96 96	100%	1	96 96	100%	1	0	0%		9183	84%	
District Rank Subtotal			2			1			1			1			0			(
ohn Spring Neighborhood Historio Bisecting Historic District	c Distric	20%			0%			0%			0%			0%			0%	
Bordering Historic District Bisecting + Bordering	0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	
District Rank Subtotal			0			0		·	0			0			0			(
Bisecting Historic District		0%			0%			0%			0%		3059	100%	3	4592	100%	į
Bordering Historic District Bisecting + Bordering	0	0%		0	0%		0	0%		0	0%		0 3059	0%		4592	0%	
District Rank Subtotal			0			0			0			0			3			
Pie Allen Residential Historic Distri Bisecting Historic District	ct	0%			0%		1574	77%	2		0%		0	0%			0%	
Bordering Historic District Bisecting + Bordering	0	0%		0	0%		465 2039	23%	1	1999 1999	100%		0 0	0%		0	0%	
District Rank Subtotal			0			0			3			0			0			(
tincon Heights Historic District Bisecting Historic District		0%			0%		2347	87%	3		0%			0%			0%	
Bordering Historic District Bisecting + Bordering	575 575	100%	1	0	0%		340 2687	13%	1	0	0%		0	0%		0	0%	
District Rank Subtotal			1			0			4			0			0			(
am Hughes Residential Historic D Bisecting Historic District	istrict	0%		3913	68%	10		0%			0%		0	0%		0	0%	
Bordering Historic District Bisecting + Bordering	1301 1301	100%	1	1858 5771	32%	10	0	0%		0	0%		0	0%		0	0%	
District Rank Subtotal			1			20			0			0			0			(
Bisecting Historic District	189	100%	1	1651	93%	2	372	49%	1	441	100%	1		0%			0%	
Bordering Historic District Bisecting + Bordering	189	0%		125 1776	7%	1	387 759	51%	1	441	0%		0	0%		0	0%	
District Rank Subtotal			1	~		3			2			1			0			(
arehouse Historic District Bisecting Historic District		0%			0%			0%			0%		2454	100%	3	2454	100%	4
Bordering Historic District Bisecting + Bordering	0	0%		0	0%		0	0%		0	0%		2454	0%		2454	0%	
District Rank Subtotal	5		0			0			0			0			3			
Vest University Historic District		00/		<b></b> 1	∩0⁄-		2020	680/	1	2040	630/	Л		0%			#DIV/01	
Bordering Historic District Bisecting + Bordering	0	0%			0%		942 2084	32%	4	1196	37%	4	4049	100%	2		#DIV/0!	
LISCULUS CONTRACTOR CONTRACT	0		0	U		0	2301		5	JZJU		5	+049		2	0		(
District Rank Subtotal																		
District Rank Subtotal	ERING	00/	0	EEG A	600/	40	6330	500/	10	2101	300/	E	5510	110/	C	0/07	160/	
District Rank Subtotal District Rank Subtotal Bisecting Historic District Bisecting Historic District Bisecting + Bordering	ERING 256 2702	9% 91%	2	5564 3395	62% 38%	12 13	6332 4409	59% 41%	10	2481 5781	30% 70%	5	5513 8098	41% 59%	6 5	8487 10097	46% 54%	1(

TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

KINO TABLE 2							Ro	outes fi	rom	Kino	to Vi	ne						
Street Designation		Route 1			Route 2	,		Route 3			Route 4			Route 5			Route 6	
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank
Gateway Arterial Street (length in ft)		0%			0%			0%			0%			0%			0%	
Arterial Street Collector Street		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%			0% 0%	
Residential Street District Rank Subtotal	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Diserver Fire Listeric District		l		0				· · ·	<u> </u>			, °						0
Gateway Arterial Street (length in ft)	2357	100%	2		0%			0%			0%			0%			0%	
Collector Street	0	0%		1316	0%	2		0%			0%			0%			0%	
District Rank Subtotal	2357	0%	2	1316	0%	2	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Broadmoor Historic District		0.0%			0.01/			00/			0%/			00/			00/	
Arterial Street		0%			0%			0%			0%			0%			0%	
Residential Street		0%		0	0%	0		0%	0		0%		0	0%	0	0	0%	0
District Rank Subtotal	0	I	0	0		0	0		0	0		0	0		0	0		0
Gateway Arterial Street (length in ft)	52	100%	1		0%			0%			0%			0%		2355	100%	3
Collector Street	0	0%			0%			0%			0%			0%			0%	
District Rank Subtotal	52	078	1	0	078	0	0	078	0	0	0 78	0	0	0 78	0	2355	0 78	3
Downtown Tucson Historic District		0%			0%			0%			0%			0%			0%	
Arterial Street		0%			0%			0%			0%			0%			0%	
Residential Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
El Presidio Historic District	0	1	0	0	1		0	1 1		0			0		0	0	- 1	0
Gateway Arterial Street (length in ft)		0%			0%			0%			0%	-		0%			0%	
Collector Street Residential Street		0%			0%			0%			0%			0%			0%	
District Rank Subtotal	0	070	0	0	070	0	0	070	0	0	070	0	0	070	0	0	070	0
Feldman's Historic District		0%			0%	1		0%			0%	[		0%			0%	
Arterial Street Collector Street		0%			0%		836 1343	38% 62%	1	1345	0%	2	4049 1374	75% 25%	2		0%	
Residential Street District Rank Subtotal	0	0%	0	0	0%	0	2179	0%	-	1345	0%	2	5423	0%	4	0	0%	0
Fourth Avenue Historic District			· · · ·															-
Gateway Arterial Street (length in ft) Arterial Street		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%			0% 0%	
Collector Street Residential Street		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%			0% 0%	
District Rank Subtotal	0		0	0		0	0		0	0		0	0		0	0		0
Iron Horse Expansion Historic District Gateway Arterial Street (length in ft)		0%			0%			0%			0%			0%			0%	
Arterial Street Collector Street		0% 0%			0% 0%			0% 0%		1145	100% 0%	1		0% 0%			0% 0%	
Residential Street District Rank Subtotal	0	0%	0	0	0%	0	0	0%	0	1145	0%	1	0	0%	0	0	0%	0
Jefferson Park Historic District																		
Gateway Arterial Street (length in ft) Arterial Street	52 0	44% 0%	1		0% 0%			0% 0%			0% 0%			0% 0%		2355 5050	26% 55%	3
Collector Street Residential Street	0 67	0% 56%	1		0%			0%			0%			0% 0%		178 1600	2% 17%	0
District Rank Subtotal	119	I	2	0		0	0		0	0		0	0		0	9183		10
Gateway Arterial Street (length in ft)	SILICI	0%			0%			0%			0%			0%			0%	
Collector Street Residential Street		0%			0%			0%			0%			0%			0%	
District Rank Subtotal	0		0	0		0	0		0	0		0	0		0	0		0
Miracle Mile Historic District Gateway Arterial Street (length in ft)		0%			0%			0%			0%			0%			0%	
Arterial Street Collector Street		0% 0%			0% 0%			0% 0%			0% 0%		3059	100% 0%	2	4592	100% 0%	2
Residential Street District Rank Subtotal	0	0%	0	0	0%	0	0	0%	0	0	0%	0	3059	0%	2	4592	0%	2
Pie Allen Residential Historic District																		
Gateway Arterial Street (length in ft) Arterial Street		0% 0%			0% 0%		465	0% 23%	1	1999	0% 100%	1		0% 0%			0% 0%	
Collector Street Residential Street		0%			0%		1574	0% 77%	4	4000	0%			0% 0%			0% 0%	
District Rank Subiotal	0		0	0		0	2039		5	1999			0		U	U		0
Gateway Arterial Street (length in ft)	1869	100%	2		0%			0%			0%			0%			0%	
Collector Street	0	0%			0%		2687	0%			0%			0%			0%	
District Rank Subtotal	1869	0,0	2	0	070	0	2687	10070	0	0	0,0	0	0	070	0	0	070	0
Sam Hughes Residential Historic Distri Gateway Arterial Street (length in ft)	i <b>ct</b> 3816	100%	3		0%		1	0%			0%			0%			0%	
Arterial Street Collector Street	0	0% 0%		1316	23% 0%	2		0% 0%			0% 0%			0% 0%			0% 0%	
Residential Street District Rank Subtotal	0 3816	0%	3	4455 5771	77%	10 12	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Sunshine Mile Historic District																		
Gateway Arterial Street (length in ft) Arterial Street	189 0	5% 0%	1	1338	55% 0%	2		0% 0%		441	0% 100%	1		0% 0%			0% 0%	
Collector Street Residential Street	0	0% 0%		313 763	13% 32%	1	759	0% 100%			0% 0%			0% 0%			0% 0%	
District Rank Subtotal	189		1	2414		5	759		0	441		1	0		0	0		0
Warehouse Historic District Gateway Arterial Street (length in ft)		0%			0%			0%			0%			0%			0%	
Arterial Street Collector Street		0% 0%			0% 0%			0% 0%			0% 0%			0% 0%			0% 0%	
Residential Street District Rank Subtotal	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
West University Historic District								· ·										
Gateway Arterial Street (length in ft) Arterial Street		0%			0%		2982	0%	2	3236	0%	2	4049	0% 100%	3		0%	
Residential Street		0%			0%		0000	0%		0000	0%		10.15	0%			0%	
	0		0	0		0	2982		2	3236		2	4049		3	0		0
Gateway Arterial Street (length in ft)	8335	99%	10	1338	14%	2	0	0%	0	0	0%	0	0	0%	0	4710	29%	6
Collector Street Residential Street	0	0%	0	313	20%	4	1343	13%	4	1345	16%	2	1374	11%	2	178	1%	5 0
Route Rank Subtotal	8402	1%	1 11	o∠18 9501	55%	12	10646	41%	4 10	0 8166	0%	7	12531	0%	9	16130	10%	4 15

TEP Midtown Reliability Project: Historic District Analysis May 17, 2024



KINO TABLE 3							R	outes	from	n Kino	to Vir	ne						
Historic Districts with 1 vs 2 sides of the	Route																	
	F	Route 1     Route 2     Route 3     Route 4     Route 5     Route 6       et     %     Bank     Fast     %     Bank     Fast     %															Route 6	
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank
All Districts																		
Length of Route with historic district on 1 side	1448	62%	1	513	29%	1	4410	41%	3	3778	52%	3	1374	13%	1	5387	33%	4
Length of Route with historic district on 2 sides	884	38%	1	1273	71%	4	6332	59%	7	3482	48%	5	9572	87%	8	10842	67%	9
Total Length of Route with historic district on 1 or 2																		
sides	2332			1786			10742			7260			10946			16229		
Route Rank Subtotal			2			5			10			8			9			13



KINO TABLE 4 (1 of 2)						Route	s from I	Kino to Vine			
Existing Power Poles on Route	Route 30'-  40'-  50'-   60'-   70'-	e 1 80'-   90'-   unkno	/n   30'-  40'-  50'-	Route 2	unknown	Route 3	unknown	Route 4	unknown	Route 5 30'-  40'-  50'-  60'-  70'-  80'-  90'-  unknown	Route 6
Armony Park Historic District	39' 49' 59' 69' 79'	89' 100 heigh	t 39' 49' 59'	69' 79' 89' 100	height	39' 49' 59' 69' 79' 89' 100	height	39' 49' 59' 69' 79' 89' 100	height	39' 49' 59' 69' 79' 89' 100 height	39' 49' 59' 69' 79' 89' 100 height
# of Poles	Tatal	H of Dolog									
	Dis	F of Poles trict Rank 0	0	District Rank	0 0	District Rank	0	District Rank	0	District Rank 0	District Rank 0
Blenman-Elm Historic District											
# of Poles	1 3 9 Tetel	# of Dolog	0		0		0	Tatal # of Dalag	0		
	Dis	trict Rank 5	13	District Rank	10	District Rank	0	District Rank	0	District Rank 0	District Rank 6
Broadmoor Historic District											
# of Poles											
	Total : Dis	# of Poles trict Rank 0	0	Total # of Poles District Rank	0 0	Total # of Poles District Rank	0 0	Total # of Poles District Rank	0 0	Total # of Poles District Rank 0	District Rank 0
Catalina Viata Historia District		•									
# of Poles	1										0 2 0 0 0 0 0 0
	Total	# of Poles trict Rank 3	1	Total # of Poles	0	Total # of Poles	0	Total # of Poles	0	Total # of Poles	) Total # of Poles 2 District Rank 5
Doumtour Tuccon Listoric District	513			District Runk		District Runk	•	District Runk			District Maria
# of Poles											
	Total : Dis	f Poles trict Rank 0	0	Total # of Poles District Rank	0 0	Total # of Poles District Rank	0 0	Total # of Poles District Rank	0 0	Total # of Poles District Rank 0	District Rank 0
El Presidio Historic District											
# of Poles	Total	# of Polos		Total # of Polos	0	Total # of Polos	0	Total # of Polos	0	Total # of Polos	
	Dis	trict Rank 0		District Rank	0	District Rank	0	District Rank	0	District Rank 0	District Rank 0
Feldman's Historic District											
# of Poles	Total	# of Poles	0	Total # of Poles	0	1 1 0 0 0 0 0 Total # of Poles	0	1 1 0 0 0 0 0 Total # of Poles	0	1 1 0 0 0 0 0 Total # of Poles	2 Total # of Poles 0
	Dis	trict Rank 0		District Rank	0	District Rank	7	District Rank	7	District Rank 9	District Rank 0
Fourth Avenue Historic District		1									
# 01 Poles	Total	# of Poles	0	Total # of Poles	0	Total # of Poles	0	Total # of Poles	0	Total # of Poles	Total # of Poles     0
	Dis	trict Rank 0		District Rank	0	District Rank	0	District Rank	0	District Rank 0	District Rank 0
Iron Horse Expansion Historic District # of Poles							0	0 2 1 0 0 0 0	2	0	
	Total	# of Poles	0	Total # of Poles	0	Total # of Poles	1	Total # of Poles	5	Total # of Poles	) Total # of Poles 0
Lafferman Darik Historia District				District Rank		District Rank	3	District Rank	Ŭ	District Nank 0	District Marine
# of Poles	4 6 1 1 0	0 0	2 0 2 0	0 0 0 0	2	0 2 0 0 0 0 0	2	0 2 0 0 0 0 0	0	0 2 0 0 0 0 0	2 14 19 0 0 0 3 2 5
	Total : Dis	f Poles trict Rank 3	14	Total # of Poles District Rank	4 5	Total # of Poles District Rank	4 5	Total # of Poles District Rank	2 5	Total # of Poles District Rank 5	Total # of Poles         43           District Rank         2
John Spring Neighborhood Historic District											
# of Poles	Total		0	Total # of Polco		Total # of Poles	0	Total # of Polas			
	Dis	trict Rank 0		District Rank	0	District Rank	0	District Rank	0	District Rank 0	District Rank 0
Miracle Mile Historic District											
# of Poles	Total	# of Poles	0	Total # of Poles	0	Total # of Poles	0	Total # of Poles	0	0 2 0 0 0 0 0 Total # of Poles	0 2 0 0 0 0 0 0 2 Total # of Poles 2
	Dis	trict Rank 0		District Rank	0	District Rank	0	District Rank	0	District Rank 6	District Rank 8
Pie Allen Residential Historic District							4				
# of Poles	Total	# of Poles	0	Total # of Poles	0	Total # of Poles	4 14	<u> </u>	4 12	Total # of Poles	Total # of Poles         0
	Dis	trict Rank 0		District Rank	0	District Rank	7	District Rank	5	District Rank 0	District Rank 0
Rincon Heights Historic District	0						3				
π 01 F 0105	Total	# of Poles	0	Total # of Poles	0	Total # of Poles	33	Total # of Poles	0	Total # of Poles	Total # of Poles 0
L	Dis				U	TED Midtown Boliability Project:	z		U		

EP Midtown Reliability Project: Historic District Analysis May 17, 2024 p. 122

Tierra Right of Way

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KINO TABLE 4 (2 of 2)				Routes fron	n Kino to Vine		
Existing Power Poles on Route	Route 1	Route 2		Route 3	Route 4	Route 5	Route 6
	30'- 40'- 50'- 60'- 70'- 80'- 90'- u 39' 49' 59' 69' 79' 89' 100	unknown 30'- 40'- 50'- 60'- 70'- 80'- 90'- u height 39' 49' 59' 69' 79' 89' 100	unknown height	30'- 40'- 50'- 60'- 70'- 80'- 90'- unknown 39' 49' 59' 69' 79' 89' 100 height	30'- 40'- 50'- 60'- 70'- 80'- 90'- unknown 39' 49' 59' 69' 79' 89' 100 height	30'- 40'- 50'- 60'- 70'- 80'- 90'- unknown 39' 49' 59' 69' 79' 89' 100 height	30'-         40'-         50'-         60'-         70'-         80'-         90'-         unknown           39'         49'         59'         69'         79'         89'         100         height
Sam Hughes Residential Historic District			0				
# of Poles			2				
	I otal # of Poles	19 I otal # of Poles	33	I otal # of Poles	I otal # of Poles	U I otal # of Poles (	0 Iotal # of Poles 0
	District Rank	5 District Rank	3	District Rank 0	District Rank 0	District Rank 0	District Rank 0
Sunahina Mila Historia District							
# of Poles			0				
# 011 0ic3		5 Total # of Poles	10				
	District Rank	1 District Rank	1	District Rank 1	District Rank 1	District Rank 0	District Rank 0
	District Raint	Diotriot Rain		District Admin	Diotriot runing	Diotriot Runit	Biotriot Runik
Warehouse Historic District							
# of Poles						0	0
	Total # of Poles	0 Total # of Poles	0	Total # of Poles	0 Total # of Poles	0 Total # of Poles (	0 Total # of Poles 0
	District Rank	0 District Rank	0	District Rank 0	District Rank 0	District Rank 5	District Rank 5
West University Historic District							
# of Poles				3 15 1 0 0 0 0	0 3 15 1 0 0 0 0		0
	Total # of Poles	0 Total # of Poles	0	Total # of Poles 1	9 Total # of Poles 19	9 Total # of Poles (	0 Total # of Poles 0
	District Rank	0 District Rank	0	District Rank 4	District Rank 4	District Rank 10	District Rank 10
SUMMARY							
			50				
	I otal # of Poles	52 I otal # of Poles	56	I otal # of Poles 7	/ I otal # of Poles 4	2 I otal # of Poles	8 I otal # of Poles 50
	Rank Summary by Route	Rank Summary by Route	19	Rank Summary by Route 31	Rank Summary by Route 22	Rank Summary by Route 35	Rank Summary by Route 36



# 

## for a set of the set o

							R	Dutes	Trom	Kino to	vine							
Historic Light fixtures in 800' Route Buffer																		
	R	oute 1		R	oute 2		R	oute 3		Ro	oute 4		R	oute 5		R	oute 6	
	# of Lights	%	Rank															
Armory Park Historic District		0%			0%			0%			0%			0%			0%	
Blenman-Elm Historic District		0%			0%			0%			0%			0%			0%	
Broadmoor Historic District		0%			0%			0%			0%			0%			0%	
Catalina Vista Historic District		0%			0%			0%			0%			0%			0%	
Downtown Tucson Historic District		0%			0%			0%			0%		1	1%	0		0%	
El Presidio Historic District		0%			0%			0%			0%		2	2%	1	2	3%	1
Feldman's Historic District		0%			0%			0%			0%			0%			0%	
Fourth Avenue Historic District		0%			0%			0%			0%			0%			0%	
Iron Horse Expansion Historic District		0%			0%		2	4%	1	2	7%	1		0%			0%	
Jefferson Park Historic District		0%			0%			0%			0%			0%			0%	
John Spring Neighborhood Historic District		0%			0%			0%			0%		6	7%	1	6	9%	1
Miracle Mile Historic District		0%			0%			0%			0%			0%		10	14%	1
Pie Allen Residential Historic District		0%			0%		6	12%	1		0%			0%			0%	
Rincon Heights Historic District		0%			0%			0%			0%			0%			0%	
Sam Hughes Residential Historic District	12	75%	2	11	100%	2		0%			0%			0%			0%	
Sunshine Mile Historic District		0%			0%			0%			0%			0%			0%	
Warehouse Historic District		0%			0%			0%			0%		14	16%	1	14	20%	1
West University Historic District		0%			0%		25	49%	2	27	93%	3	37	43%	3	17	24%	1
Outside of Historic District	4	25%	1		0%		18	35%	1		0%		26	30%	2	21	30%	2
Total # of Lights	16		3	11		2	51		5	29		4	86		8	70		7
Route Rank Subtotal			3			2			5			4			8			7



KINO TABLE 6 (1 of 4)								Rout	es fr	om Ki	no to	Vine	9					
Historic Contributing Properties in 800' Rout	te Buffe	r																
	R	Route 1		R	oute 2		R	oute 3		R	oute 4			Route 5			Route 6	
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank
Armory Park Historic District						-										_		
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%		8	26%	1	19	42%	2	19	42%	2
Number of properties built between 1920 to 1949		0%			0%			0%		17	55%	2	20	44%	2	20	44%	2
Number of properties built between 1950 to 1969		0%			0%			0%		4	13%	1	4	9%	1	4	9%	1
Number of properties post 1970		0%			0%			0%		2	6%	0	2	4%	0	2	4%	0
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			0			31			45			45		
District Rank Subtotal			0			0			0			4			5	5		5
Blenman-Elm Historic District	r - 1		1			1	1 1				- 1							
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%		1	1%	1		0%			0%			0%			0%	
Number of properties built between 1920 to 1949	37	55%	2	77	75%	3		0%			0%			0%		10	71%	1
Number of properties built between 1950 to 1969	26	39%	2	18	17%	2		0%			0%			0%		4	29%	1
Number of properties post 1970	4	6%	1	7	7%	1		0%			0%			0%			0%	
Number of properties Date Linknown		0%			0%			0%			0%			0%			0%	
Tetal of all Contributing properties per District	07	0 /0	2	102	0 /0		0	0 70		0	0 /0		0	0 70		14	0 /0	
	67		3	103		_	U		-	0			0			14		
District Rank Subtotal			8			1			0			0			0			2
Broadmoor Historic District																		
Number of properties Individually Listed		0%			0%		I I	0%			0%			0%	1		0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%			0%			0%	
Number of properties built between 1920 to 1949		0%			0%			0%			0%			0%			0%	
Number of properties built between 1950 to 1969		0%		8	100%	1		0%			0%			0%			0%	
Number of properties post 1970		0%		0	0%	1		0%			0%			0%			0%	
Number of properties Date Linknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0	070		8	0 /0		0	0 /0		0	0 70		0	0 /0		0	0 /0	
District Rank Subtotal			0			1			0	0		0			0			0
			Ū						0			0			0	·		0
Catalina Vista Historic District																		
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%			0%			0%	
Number of properties built between 1920 to 1949	8	32%	1		0%			0%			0%			0%		30	46%	2
Number of properties built between 1950 to 1969	17	68%	2		0%			0%			0%			0%		35	54%	2
Number of properties post 1970		0%			0%			0%			0%			0%			0%	
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	25			0			0			0			0			65		
District Rank Subtotal			3			0			0			0			0	)		4
Downtown Tucson Historic District	T			T		1	r – F				-		T			-		
Number of properties Individually Listed		0%			0%			0%			0%		5	28%	1	4	25%	1
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%		4	22%	1	4	25%	1
Number of properties built between 1920 to 1949		0%			0%			0%			0%		5	28%	1	4	25%	1
Number of properties built between 1950 to 1969		0%			0%			0%			0%		2	11%	1	2	13%	1
Number of properties post 1970		0%			0%			0%			0%		2	11%	0	2	13%	0
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			0			0			18			16		
District Rank Subtotal			0			0			0			0			4			4



KINO TABLE 6 (2 of 4)								Rout	es fr	om Ki	no to	Vine	)					
Historic Contributing Properties in 800' Rou	Route Buffer         Route 1       Route 2       Route 3       Route 4       Route 5       Route 6         # of Prop       %       Rank       # of Prop       %       %       Rank       # of Prop       %       Rank       # of Prop       %       Rank       # of Prop       % <th></th>																	
	R	oute 1		F	Route 2		Ro	oute 3		R	Route 4			Route 5			Route 6	
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank
El Presidio Historic District																		
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%		2	50%	1	2	50%	1
Number of properties built between 1920 to 1949		0%			0%			0%			0%			0%			0%	
Number of properties built between 1950 to 1969		0%			0%			0%			0%			0%			0%	
Number of properties post 1970		0%			0%			0%			0%		2	50%	0	2	50%	0
Number of properties Date Unknown		0%			0%		1	0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			0			0			4			4		
District Rank Subtota	-		0			0	1		0	-		0			1			1
	·							I	•		I				· · ·			
Feldman's Historic District																		
Number of properties Individually Listed		0%			0%		1	1%	3	1	1%	3	1	0%	3		0%	
Number of landmark properties		0%			0%			0%	-		0%	-		0%			0%	
Number of properties built between pre 1919		0%			0%		6	4%	1	6	4%	1	16	6%	2	3	20%	1
Number of properties built between 1920 to 1949		0%			0%		112	78%	3	112	78%	3	203	80%	3	8	53%	1
Number of properties built between 1050 to 1069		0%			0%		14	10%	1	14	10%	1	200	Q%	1	4	27%	1
Number of properties post 1970		0%			0%		10	7%	1	10	7%	1	12	5%	1		0%	
Number of properties Date Linknown		070			0%		10	1 /0 0%	1	10	1 /0	1	12	0%	1		070	
Total of all Contributing properties per District	0	0 70		0	0 70		1/2	0 70		1/2	0 70		255	0 70		15	0 70	
Total of all Contributing properties per District	0		0	0		0	143		0	143		0	200		10	15		2
	·		0			0			9			9			10			3
Fourth Avonus Historia District																		
Number of properties Individually Listed	<u>г г</u>	0%	-		0%	<u>г</u>	г	0%			0%		T	0%			0%	[
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pro 1010		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%			0%			0%	
Number of properties built between 1920 to 1949		0%			0%			0%			0%			0%			0%	
Number of properties built between 1950 to 1969		0%			0%			0%			0%			0%			0%	
Number of properties post 1970		0%			0%			0%			0%			0%			0%	
Number of properties Date Unknown		0%			0%			0%			0%		7	100%	1	7	100%	1
Total of all Contributing properties per District	0			0			0			0			7			7		
District Rank Subtota			0			0			0			0			1			1
Iron Horse Expansion Historic District		00/	1	-	00/	I	г – т	00/		-	00/			00/	0	4	00/	0
Number of properties individually Listed		0%			0%			0%			0%		1	Z%	2	1	Z%	2
		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%		6	55%	1	33	43%	3	40	68%	3	40	68%	3
Number of properties built between 1920 to 1949		0%			0%		4	36%	1	41	53%	2	18	31%	2	18	31%	2
Number of properties built between 1950 to 1969		0%			0%			0%		1	1%	1		0%			0%	
Number of properties post 1970		0%			0%		1	9%	0	2	3%	1		0%			0%	
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			11			77			59			59		
District Rank Subtota			0			0			2			7			7			7
Jefferson Park Historic District						r —												
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%			0%			0%	
Number of properties built between 1920 to 1949	60	56%	3	22	39%	2	22	39%	2	22	39%	2	22	39%	2	175	57%	4
Number of properties built between 1950 to 1969	44	41%	2	30	54%	2	30	54%	2	30	54%	2	30	54%	2	119	39%	4
Number of properties post 1970	4	4%	1	4	7%	1	4	7%	1	4	7%	1	4	7%	1	13	4%	1
Number of properties Date Unknown		0%			0%			0%			0%			0%		1	0%	0
Total of all Contributing properties per District	108			56			56			56			56			308		
District Rank Subtota			6			5			5			5			5			9



# 

KINU TABLE 6 (3 of 4)								Rout	es fr	om Kir	no to	Vine	)					
Historic Contributing Properties in 800' Rout	e Buffe	r																
	5	- Poute 1		F	Route 2		R	Poute 3		R	oute 4			Route 5			Route 6	
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank
John Spring Neighborhood Historic District				· · ·			· · ·			· · ·			· · ·			<u> </u>		
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%		34	33%	2	34	33%	2
Number of properties built between 1920 to 1949		0%			0%			0%			0%		62	60%	3	62	60%	3
Number of properties built between 1950 to 1969		0%			0%			0%			0%		5	5%	1	5	5%	1
Number of properties post 1970		0%			0%			0%			0%		2	2%	0	2	2%	(
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			0			0			103			103		
District Rank Subtotal			0			0			0			0			6	i l		6
Miracle Mile Historic District																		
Number of properties Individually Listed		0%			0%	1		0%			0%			0%			0%	
Number of landmark properties		0%			0%	<u> </u>		0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%		┝──┤	0%			0%			0%	
Number of properties built between 1920 to 1949		0%			0%			0%		┝──┤	0%		10	67%	1	14	50%	1
Number of properties built between 1950 to 1969		0%			0%			0%			0%		5	33%	0	13	46%	1
Number of properties post 1970		0%			0%			0%			0%		5	0%	0	1	40%	
Number of properties Date Unknown		0%			0%			0%			0%			0%		•	0%	
Total of all Contributing properties per District	0	0 /0		0	070		0	070		0	070		15	0 /0		28	0 /0	
District Rank Subtotal	0		0	0		0	0		0	0		0	10		1	20		2
							1		-					<b>_</b>			I	
Pie Allen Residential Historic District						_						-						
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%		34	29%	2	42	33%	2		0%			0%	
Number of properties built between 1920 to 1949		0%			0%		80	68%	3	83	65%	3		0%			0%	
Number of properties built between 1950 to 1969		0%			0%		1	1%	0	1	1%	0		0%			0%	
Number of properties post 1970		0%			0%		2	2%	1	1	1%	1		0%			0%	
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			117			127			0			0		
District Rank Subtotal			0			0			6			6			0	1		(
Rincon Heights Historic District																		
Number of properties Individually Listed		0%			0%	1		0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%		3	1%	1		0%			0%			0%	
Number of properties built between 1920 to 1949	63	40%	3		0%		115	40%	4		0%			0%			0%	
Number of properties built between 1950 to 1969	10	6%	1		0%		28	10%	2		0%			0%			0%	
Number of properties post 1970		0%			0%		6	2%	1		0%			0%			0%	
Number of properties Date Unknown	83	53%	3		0%		139	48%	4		0%			0%			0%	
Total of all Contributing properties per District	156			0			291			0			0			0		
District Rank Subtotal			7			0			12			0			0			(
Sam Hughes Residential Historic District		0.01				r	1	0.01			0.01			0.01		-	0.04	
Number of properties Individually Listed		0%			0%			0%			0%			0%			0%	
INUMBER OF IANGMARK PROPERTIES		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919	474	0%	-		0%	4.0		0%			0%			0%			0%	
Number of properties built between 1920 to 1949	1/1	11%	7	363	/0%	10		0%			0%			0%			0%	
Number of properties built between 1950 to 1969	42	19%	2	138	27%	8		0%			0%			0%			0%	
Number of properties post 1970	8	4%	1	18	3%	3		0%			0%			0%			0%	
Number of properties Date Unknown	001	0%		<b>E</b> 4 0	0%	4.0		0%			0%			0%			0%	
I otal of all Contributing properties per District	221		10	519		10	0		6	0			0			0	<del> </del>	
District Rank Subtotal			10			31			0			0			0			0



# KINO TARI E 6

## Poutoo from Kino to Vir

Historic Contributing Properties in 800 <sup>4</sup> County         Route J          Route J     <									Rout	es tr	om Kil	ηο το	vine							
<table-container>          Image: bold into the state intothe state into the state interm state into the state int</table-container>	Historic Contributing Properties in 800' Rou	t <mark>e Buffe</mark>	r																	
Image of proof is         Namk #		R	oute 1		F	Route 2		R	oute 3		R	oute 4			Route 5			Route 6		
Sumble individual jusied		# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	
Number of progretes individually lated         0%	Sunshine Mile Historic District																			
Number of Instructs         Image of Properties built observes (PS 0)         OS	Number of properties Individually Listed		0%			0%			0%			0%			0%			0%		
Number of properties built between pre 1919         0%	Number of landmark properties		0%	1		0%			0%			0%			0%			0%		
Number of properties built between 1920 to 1949         1         0         1         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         0         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0	Number of properties built between pre 1919		0%			0%			0%			0%			0%			0%		
Number of properties built between 1950 to 1969         6         88 bit 1         1         7         44% 1         1         2         100% 10         0         1         100% 10         10         100         10         100         10         100         10         100         10         100         10         100         10         100         10         100         10         100         10         100         10         100         10	Number of properties built between 1920 to 1949	1	14%	1	15	18%	1	8	50%	1		0%			0%			0%		
Number of properties post 1970         0%         3         4%         1         0%         0%         0%         0%         0%           Total of all Contributing properties per Dufied         7         84         16         0         0%	Number of properties built between 1950 to 1969	6	86%	1	64	76%	4	7	44%	1	2	100%	0	1	100%	0	1	100%	C	
Number of properties Date Unknown         0%         2         2%         1         1         6%         0         0%         0%         0%           Total of all Contributing properties per District         7         84         16         2         0         <	Number of properties post 1970		0%	1	3	4%	1		0%			0%			0%			0%		
Total of all Contributing properties per District         7         84         16         2         1         1         1         0           Warehouse Historic District         2         7         2         0	Number of properties Date Unknown		0%		2	2%	1	1	6%	0		0%			0%			0%		
Image: Control District Rank Subtols         2         7         2         0         0         0         0         0           Warehouse Historic District         0%	Total of all Contributing properties per District	7			84			16			2			1			1			
Warehouse Historic District         Warehouse Historic District         Office	District Rank Subtota	l		2			7	İ		2			0			0			C	
Warehouse Historic District         0%         0 <th colspan<="" td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th>	<td></td>																			
Number of properties individually Listed         0% <td>Warehouse Historic District</td> <td></td>	Warehouse Historic District																			
Number of landmark properties         0%         10         0%         2         19         40%         10%         10%         10%         10%         10%         10%         10%         10%         10%         10%         10%         10%         10%         10%         10%         1	Number of properties Individually Listed		0%			0%			0%			0%		3	6%	3	3	6%	3	
Number of properties built between 1919         0%         0%         0%         0%         19         40%         2         19         40%         1         23         40%         1         23         40%         41         23         40%         41         23         40%<	Number of landmark properties		0%			0%			0%			0%			0%			0%		
Number of properties built between 1920 to 1949         0%         0%         0%         0%         0%         12%         0%         12%	Number of properties built between pre 1919		0%			0%			0%			0%		19	40%	2	19	40%	2	
Number of properties built between 1950 to 1969         0% <t< td=""><td>Number of properties built between 1920 to 1949</td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td>23</td><td>49%</td><td>2</td><td>23</td><td>49%</td><td>2</td></t<>	Number of properties built between 1920 to 1949		0%			0%			0%			0%		23	49%	2	23	49%	2	
Number of properties post 1970         0%	Number of properties built between 1950 to 1969		0%			0%			0%			0%		1	2%	0	1	2%	C	
Number of properties Date Unknown         0%         0%         1         2%         0         1         2%         1         2%         1         1         2%         1         1         2%         1         1         2%         1         1         2%         1         1         2%         1         1         2%         1         1         2 <th< td=""><td>Number of properties post 1970</td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td><td></td><td>0%</td><td></td></th<>	Number of properties post 1970		0%			0%			0%			0%			0%			0%		
Total of all Contributing properties per District         0         0         0         0         0         0         0         0         0         7         7           West University Historic District           West University Historic District         0%	Number of properties Date Unknown		0%			0%			0%			0%		1	2%	0	1	2%	C	
District Rank Subtotal         0         0         0         0         7         7           West University Historic District         0         0% <th0< td=""><td>Total of all Contributing properties per District</td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>47</td><td></td><td></td><td>47</td><td></td><td></td></th0<>	Total of all Contributing properties per District	0			0			0			0			47			47			
West University Historic District         Overage         <	District Rank Subtota			0			0			0			0			7			7	
Number of properties individually Listed         0% <td>West University Historic District</td> <td></td>	West University Historic District																			
Number of landmark properties         0%         0%         0%         0%         0%         0%         0%         0%         0%           Number of properties built between pre 1919         0%	Number of properties Individually Listed		0%	1		0%	r –	<u>г</u>	0%	[		0%			0%	[		0%		
Number of properties built between pre 1919         0%         0%         87         45%         5         111         42%         7         47         52%         3           Number of properties built between 1950 to 1949         0%         0%         0%         94         48%         4         94         48%         7         40         44%         3           Number of properties built between 1950 to 1969         0%         0%         4         2%         1         4         2%         1         2%         0         10         4%         7         40         44%         3           Number of properties built between 1950 to 1969         0%         0%         9%         4         2%         1         4         2%         0         10         4%         1         2         2%         0           Number of properties bailt between 1950 to 1969         0%         0%         0%         0%         0%         0%         0%         0%         0         10         4%         1         2         2%         0         0           Total of all Contributing properties bailt between pre District         0         0%         0         19%         0         10%         3         10 <td>Number of landmark properties</td> <td></td> <td>0%</td> <td></td>	Number of landmark properties		0%			0%			0%			0%			0%			0%		
Number of properties built between 1920 to 1949         0%         0%         0%         448%         4         1%         <	Number of properties built between pre 1919		0%			0%		87	45%	5	87	45%	5	111	42%	7	47	52%	3	
Number of properties built between 1950 to 1969         0%         0%         4         2%         1         4         2%         0         10%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0%         1         10%         0	Number of properties built between 1920 to 1949		0%			0%		94	48%	4	94	48%	4	126	48%	7	40	44%	3	
Number of properties post 1970         0%         0%         9         1%	Number of properties built between 1950 to 1969		0%			0%		4	2%	1	4	2%	0	10	4%	1	2	2%	0	
Number of properties Date Unknown         0%	Number of properties post 1970		0%			0%		9	5%	1	9	5%	1	15	6%	1	2	2%	0	
Total of all Contributing properties per District         0         0         194         194         263         0         0           District Rank Subtoal         0         0         194         194         262         91         0         0         0         0         0         0         104         104         262         91         0         0         0         0         0         0         0         104         104         262         91         0	Number of properties Date Unknown		0%			0%		Ĵ	0%			0%	•		0%	•		0%		
Number of properties luit between pre 1919         0         0         0         1         10	Total of all Contributing properties per District	0	070		0	0,0		194	070		194	0,0		262	0,0		91			
SUMMARY OF CONTRIBUTING PROPERTIES           Number of properties Individually Listed         0         0%         0         0         0%         0         1         0%         3         1         0%         3         10         1%         9         8         1%         6           Number of properties Individually Listed         0         0%         0         0% <t< td=""><td>District Rank Subtota</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td>101</td><td></td><td>11</td><td>101</td><td></td><td>10</td><td>202</td><td></td><td>16</td><td>0.1</td><td></td><td>6</td></t<>	District Rank Subtota			0			0	101		11	101		10	202		16	0.1		6	
SUMMARY OF CONTRIBUTING PROPERTIES           Number of properties Individually Listed         0         0%         0         1         0%         3         1         0%         3         10         1%         9         8         1%         6           Number of properties Individually Listed         0         0%         0         0         0         0%         0         0         0         0         0         0         0		•		Ű												10		L		
Number of properties Individually Listed         0         0%         0         0%         0         1         0%         3         1         0%         3         10         1%         9         8         1%         6           Number of properties Individually Listed         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0         0%         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0%         0         0         0         0%         0         0         0         0         0         0         0         0         0         0         0         0         0	SUMMARY OF CONTRIBUTING PROPERTIES																			
Number of landmark properties         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0         0%         0%         0         0%	Number of properties Individually Listed	0	0%	0	0	0%	0	1	0%	3	1	0%	3	10	1%	9	8	1%	6	
Number of properties built between pre 1919         0         0%         0         1         0%         1         136         16%         10         176         28%         12         245         28%         20         168         21%         15           Number of properties built between 1920 to 1949         340         58%         17         477         62%         16         435         53%         18         369         59%         16         489         56%         23         404         50%         22           Number of properties built between 1950 to 1969         145         25%         10         258         34%         17         84         10%         7         56         9%         5         81         9%         7         190         24%         12           Number of properties post 1970         16         3%         3         22         0%         1         140         17%         4         0         0%         0         8         1%         1         9         1%         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	Number of landmark properties	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	
Number of properties built between 1920 to 1949       340       58%       17       477       62%       16       435       53%       18       369       59%       16       489       56%       23       404       50%       22         Number of properties built between 1950 to 1969       145       25%       10       258       34%       17       84       10%       7       56       9%       5       81       9%       7       190       24%       12         Number of properties post 1970       16       3%       3       32       4%       6       32       4%       5       39       4%       3       24       3%       1         Number of properties Date Unknown       83       14%       3       2       0%       1       140       17%       4       0       0%       0       8       1%       1       9       1%       1       1       9       1%       1         Number of properties Date Unknown       83       14%       3       2       0%       1       10       10%       10%       10%       10%       10%       10%       10%       10%       10%       10%       10%       10%       10	Number of properties built between pre 1919	0	0%	0	1	0%	1	136	16%	10	176	28%	12	245	28%	20	168	21%	15	
Number of properties built between 1950 to 1969       145       25%       10       258       34%       17       84       10%       7       56       9%       5       81       9%       7       190       24%       12         Number of properties post 1970       16       3%       3       32       4%       6       32       4%       5       28       4%       5       39       4%       3       24       3%       1         Number of properties post 1970       16       3%       3       22       0%       1       14%       3       24       3%       1         Number of properties Date Unknown       83       14%       3       2       0%       1       140       17%       4       0       0%       0       8       1%       1       9       1%       1       1       9       1%       1	Number of properties built between 1920 to 1949	340	58%	17	477	62%	16	435	53%	18	369	59%	16	489	56%	23	404	50%	22	
Number of properties Date Unknown         16         3%         3         32         4%         6         32         4%         5         28         4%         5         39         4%         3         24         3%         1         9         1%         1         9         1%         1         9         1%         1         9         1%         1         9         1%         1         9         1%         1         9         1%         1         1% <th1%< th="">         1%         1%</th1%<>	Number of properties built between 1950 to 1969	145	25%	10	258	34%	17	.83	10%	.0	56	9%	.0	81	9%		190	24%	12	
Number of properties Date Unknown         83         14%         3         2         0%         1         140         17%         4         0         0%         0         8         1%         1         9         1%         1         9         1%         1         9         1%         1         9         1%         1         1         9         1%         1         1         9         1%         1         1%         1         9         1%         1         1%	Number of properties post 1970	16	3%	.3		4%	6	32	4%	5	28	4%	5	39	4%	3	24	3%	1	
Total of all Contributing properties per District         584         3         770         10         828         0         630         872         0         803         0           Route Rank Subtotal         36         51         47         41         63         57	Number of properties Date Unknown	83	14%	3	2	0%	1	140	17%	4	0	0%	0	8	1%	1	<u>_</u> + 9	1%	1	
Route Rank Subtotal         36         51         47         41         63         57	Total of all Contributing properties per District	584		3	770	270	10	828		0	630	0.0	0	872		0	803		()	
	Route Rank Subtota			36			51			47			41	0.2		63		$\rightarrow$	57	



KINO TABLE 7 (1 of 2)							Ro	utes	from	Kino t	o Vin	е						
Access of Historic Contributing Properties along Route																		
		Route 1		R	oute 2		R	Route 3		R	Route 4		F	Route 5		R	oute 6	
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank
Armory Park Historic District	<u> </u>			<u> </u>					1	<u> </u>						<u> </u>		
Contributing properties: face the route & access directly from route		0%			0%			0%			0%			0%			0%	
Contributing properities whose side of the structure face the route		0%			0%			0%			0%			0%			0%	
Total Contributing properties directly on the route	0			0			0			0			0			0		
District Rank Subtota		-	C	)		0			0	-		C	)		0			0
Blenman-Elm Historic District				1 . 1		г.			1			1			1			r –
Contributing properties: face the route & access directly from route	9	82%	1	9	90%	1		0%			0%			0%			0%	
Contributing properities whose side of the structure face the route	2	18%	1	1	10%	1		0%			0%		0	0%			0%	
I otal Contributing properties directly on the route	11		2	10		2	0			0			0			0		
			4	•		4			0			U	<u></u>		0	1		0
Broadmoor Historic District																		
Contributing properties: face the route & access directly from route	1	0%		<u> </u>	0%	1		0%		<u> </u>	0%			0%	1	<u> </u>	0%	1
Contributing properities whose side of the structure face the route		0%			0%			0%			0%			0%			0%	
Total Contributing properties directly on the route	0	070		0	070		0	070		0	070		0	070		0	070	
District Rank Subtota	Ŭ		C	Ŭ		0	U U		0	, v		C	)		0	Ŭ		0
						<u> </u>			*									
Catalina Vista Historic District																		
Contributing properties: face the route & access directly from route	2	100%	1		0%			0%			0%			0%		20	95%	2
Contributing properities whose side of the structure face the route	0	0%	C	)	0%			0%			0%			0%		1	5%	0
Total Contributing properties directly on the route	2		1	0			0			0			0			21		1
District Rank Subtota			2	2		0			0			C	)		0			3
December 7																		
Contributing properties: face the route & access directly from route	-	0%	1	<b></b>	0%	1		0%	.1	<u> </u>	0%			0%	1	· · · ·	0%	1
Contributing properties whose side of the structure face the route		0%		1 1	0%			0%			0%			0%			0%	
Total Contributing properties directly on the route	0	• • •		0	0.70		0	0,0		0	0,0		0	0,0		0	0.70	
District Rank Subtota		•	C	)		0			0			C	)		0			0
El Presidio Historic District		0.0/	1	1 1	0.0/	r		0.0/	1		0.0/	1		0.0/			0.0/	r
Contributing properties: face the route & access directly from route		0%			0%			0%			0%			0%			0%	
Total Contributing properties directly on the route	0	0 70		0	070	-	0	0 /0		0	0 70		0	0 76		0	0 70	-
District Rank Subtotal	0		0			0	0		0	U		0	0		0	U		0
						0			0				, 					0
Feldman's Historic District																		
Contributing properties: face the route & access directly from route		0%			0%		6	75%	1	6	75%	1	31	91%	3	5	0%	
Contributing properities whose side of the structure face the route		0%			0%		2	25%	1	2	25%	1	3	9%	1		0%	
Total Contributing properties directly on the route	0			0			8		1	8		1	34		3	0		
District Rank Subtota			C	)		0			3			3	8		7			0
Fourth Avenue Historic District	-		1			r			1	<u>г г</u>		1	-		-			1
Contributing properties: face the route & access directly from route		0%			0%			0%			0%			0%			0%	
Contributing properties whose side of the structure face the route	0	0%		0	0%		0	0%			0%		0	0%		0	0%	
Total Contributing properties directly on the foute	0		0	0		0	0		0			0	0		0	0		0
				/		0			0				, 					0
Iron Horse Expansion Historic District																		
Contributing properties: face the route & access directly from route		0%			0%			0%		6	86%	1		0%			0%	
Contributing properities whose side of the structure face the route		0%			0%			0%		1	14%	1		0%			0%	
Total Contributing properties directly on the route	0			0			0			7		1	0			0		
District Rank Subtota			C	)		0			0			3	3		0			0
Jefferson Park Historic District						-												1
Contributing properties: face the route & access directly from route	19	95%	2		0%	ļ		0%			0%			0%		43	72%	4
Contributing properities whose side of the structure face the route	1	5%	1		0%	ļ		0%			0%		^	0%		17	28%	2
Total Contributing properties directly on the route	20		2	0		<u> </u>	0		<u> </u>	U			0			60		
District Rank Subtotal			5			0			0			0	7		0			1 9

KINO TABLE 7 (2 of 2)							Ro	utes f	from	Kino t	to Vin	е						
Access of Historic Contributing Properties along Route																		
	i	Route 1		R	oute 2		R	Route 3			Route 4		R	oute 5		R	oute 6	
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank
John Spring Neighborhood Historic District				· · · ·			· · · ·						· · · · ·			· · · ·		
Contributing properties: face the route & access directly from route		0%			0%			0%			0%			0%			0%	
Contributing properities whose side of the structure face the route		0%			0%			0%			0%			0%			0%	
Total Contributing properties directly on the route	0			0			0			0			0			0		
District Rank Subtota	I		0			0			0			0			0			0
Miracle Mile Historic District																		
Contributing properties: face the route & access directly from route		0%	1	<u>г</u>	0%			0%			0%		13	87%	1	18	86%	1
Contributing properities whose side of the structure face the route		0%			0%			0%			0%		2	13%	1	3	14%	1
Total Contributing properties directly on the route	0			0			0			0			15	-	1	21		1
District Rank Subtota			0			0			0			0			3			3
			<u>.</u>															
Pie Allen Residential Historic District		-	-							-	_							
Contributing properties: face the route & access directly from route		0%			0%		35	90%	4	12	75%	1		0%			0%	
Contributing properities whose side of the structure face the route		0%			0%		4	10%	1	4	25%	1		0%			0%	
Total Contributing properties directly on the route	0			0			39		3	16		1	0			0		
District Rank Subtota	I		0			0			8			3			0			0
Disease Heinber Historie District																		
Rincon Heights Historic District	0	0.0/	0	. I	00/		20	710/	<u> </u>	1	00/			0.0/	1	I I	00/	_
Contributing properties: face the route & access directly from route	0	0%	0		0%		20	71%			0%			0%			0%	
Total Contributing properties whose side of the structure face the foule	9	100%	1	0	0%		8	29%	1	0	0%		0	0%		0	0%	
Total Contributing properties directly on the route	9		1	0		0	28			0		0	0		0	0		
	1		2			0			5			0			0			0
Sam Hughes Residential Historic District																		
Contributing properties: face the route & access directly from route	13	52%	1	20	43%	7	[ [	0%			0%			0%			0%	
Contributing properities whose side of the structure face the route	12	48%	1	26	57%	5		0%			0%			0%			0%	
Total Contributing properties directly on the route	25		3	46		10	0			0			0			0		
District Rank Subtota	I		5			22			0			0			0			0
Sunshine Mile Historic District		00/		45	4000/	0	0	00/	0		4000/	4		00/	1		00/	
Contributing properties: face the route & access directly from route		0%	0	15	100%	2	0	0% 100%	0	1	100%	1		0%			0%	
Total Contributing properties directly on the route	0	0%	0	0	0%	0	2	100%	1	1	0%	0	0	0%		0	0%	
Total Contributing properties directly on the Total	0		0	15		Z	2		1	l		1	0		0	0		0
	1		0			4						1			0			0
Warehouse Historic District																		
Contributing properties: face the route & access directly from route		0%			0%			0%			0%		2	40%	1	2	40%	1
Contributing properities whose side of the structure face the route		0%			0%			0%			0%		3	60%	0	3	60%	0
Total Contributing properties directly on the route	0			0			0			0			5		0	5		0
District Rank Subtota	I		0			0			0			0			1			1
West University Historic District		0.0/	<b>1</b>		00/		0.4	0.00/		0.4	0.00/	0	00	0.40/	0		0.00/	
Contributing properties: face the route & access directly from route		0%			0%		24	80%	<u></u>	24	80%		29	94%	2	1	33%	0
Total Contributing properties directly on the structure race the route	0	0%		0	0%		20	20%	1	20	20%		21	0%	1	2	01%	1
Total Contributing properties directly on the route	0		0	U		0	30		3	30	1	3 6	51		3	3		1
	1		0			0			0	1		0			0			I
SUMMARY OF ACCESS DIRECTLY FROM ROUTE																		
Contributing properties: face the route & access directly from route	43	64%	5	44	62%	10	85	79%	9	49	79%	6	75	88%	7	84	76%	8
Contributing properities whose side of the structure face the route	24	36%	4	27	38%	6	22	21%	5	13	21%	4	10	12%	3	26	24%	4
Total Contributing properties directly on the route	67		9	71		14	107		9	62		6	85		7	110		5
Route Rank Subtota	I		18			30			23			16			17			17



## 

	Routes from Kino to vine																	
listoric Landmark Signs in 800' Route Buff	er																	
-	R	oute 1		R	oute 2		R	oute 3		R	oute 4		R	oute 5		Ro	oute 6	
	# of			# of			# of			# of			# of			# of		
	Landmarks	%	Rank	Landmarks	%	Rank	Landmarks	%	Rank	Landmarks	%	Rank	Landmark	%	Rank	Landmarks	%	Rank
Armory Park Historic District		0%			0%			0%			0%			0%			0%	
Blenman-Elm Historic District		0%			0%			0%			0%			0%			0%	
Broadmoor Historic District		0%			0%			0%			0%			0%			0%	
Catalina Vista Historic District		0%			0%			0%			0%			0%			0%	
Downtown Tucson Historic District		0%			0%			0%			0%		1	100%	1	1	17%	1
El Presidio Historic District		0%			0%			0%			0%			0%			0%	
Feldman's Historic District		0%			0%			0%			0%			0%			0%	
Fourth Avenue Historic District		0%			0%			0%			0%			0%			0%	
Iron Horse Expansion Historic District		0%			0%			0%			0%			0%			0%	
Jefferson Park Historic District		0%			0%			0%			0%			0%			0%	
John Spring Neighborhood Historic District		0%			0%			0%			0%			0%			0%	
Miracle Mile Historic District		0%			0%			0%			0%			0%		5	83%	2
Pie Allen Residential Historic District		0%			0%			0%			0%			0%			0%	
Rincon Heights Historic District		0%			0%			0%			0%			0%			0%	
Sam Hughes Residential Historic District		0%			0%			0%			0%			0%			0%	
Sunshine Mile Historic District		0%			0%			0%			0%			0%			0%	
Warehouse Historic District		0%			0%			0%			0%			0%			0%	
West University Historic District		0%			0%			0%			0%			0%			0%	
Outside of Historic District		0%			0%			0%			0%			0%			0%	
# of Historic Landmark Signs	0		0	0		0	0		0	0		0	1		1	6		3
Route Rank Subtotal			0			0			0			0			1			3



INO TABLE 9 (1 of 2)		Rou	ites from	Kino to V	/ine	
storic Architectural Analysis						
	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6
	Rank	Rank	Rank	Rank	Rank	Rank
Historic district integrity				0	0	
Scale of the street adjacent to historic district				0	0	
Scale of adjacent historic & non-historic structures along route				0	0	
Size of historic district impacted				1	1	
District Rank Subto	tal 0	0	0	1	1	
nman-Elm Historic District						
Historic district integrity	8	8				
Scale of the street adjacent to historic district	1	4				
Size of historic district impacted	2	6				
Historic Architectural Impression	3	7				
District Rank Subto	tal 16	31	0	0	0	
admoor Historic District						
Historic district integrity		1				
Scale of the street adjacent to historic district		2				
Scale of adjacent historic & non-historic structures along route		2				
Size of historic district impacted		1				
Historic Architectural Impression District Rank Subto	tal 0	2	0	0	0	
		0	0	0	U	
talina Vista Historic District						
Historic district integrity	1					
Scale of the street adjacent to historic district	1					
Scale of adjacent historic & hon-historic structures along route	1					
Historic Architectural Impression	1					
District Rank Subto	tal 5	0	0	0	0	
Historic district integrity					1	
Scale of the street adjacent to historic district					0	
Scale of adjacent historic & non-historic structures along route					0	(
Size of historic district impacted					1	· · · ·
Historic Architectural Impression				-	1	
District Rank Subto	tal 0	0	0	0	3	
Prosidio Historic District					_	
Historic district integrity					1	
Scale of the street adjacent to historic district					0	
Scale of adjacent historic & non-historic structures along route					0	
Size of historic district impacted					0	
Historic Architectural Impression	tal 0	0	0	0	1	·
	tai 0	0	0	0	2	
dman's Historic District						
Historic district integrity			3	3	4	
Scale of the street adjacent to historic district			4	4	5	Į
Scale of adjacent historic & non-historic structures along route			3	3	4	
Size of historic district impacted			2	2	5	
Historic Architectural Impression	tal 0	0	4	4	5	
	0	0	10	10	20	2
urth Avenue Historic District						
Historic district integrity					1	
Scale of the street adjacent to historic district					0	
Scale of aujacent historic & non-historic structures along route					0	
Historic Architectural Impression					1	· · · ·
District Rank Subto	tal0	0	0	0	2	
Historic district integrity			1	21	4	
Scale of the street adjacent to historic district			1	3 	1	;
Scale of adjacent historic & non-historic structures along route			1	4	1	
Size of historic district impacted			1	5	1	
Historic Architectural Impression			1	5	1	
District Rank Subto	tal 0	0	5	21	5	
ferson Park Historic District						
Historic district integrity	1	1	1	1	1	:
Scale of the street adjacent to historic district	2	1	1	1	1	{
Scale of adjacent historic & non-historic structures along route	1	1	1	1	1	
Size of historic district impacted	1	1	1	1	1	
IIISIONC ATCHILECTURAL IMPRESSION     District Rank Subto	tal 7	1 5	1	1 5	1	2
		5	5	5	5	2
nn Spring Neighborhood Historic District						
Historic district integrity					3	
Scale of the street adjacent to historic district					0	
Scale of adjacent historic & non-historic structures along route					2	
Historic Architectural Impression					4	
					10	
District Rank Subto	tal 0	0	0	01	12	1.

KINO TABLE 9 (2 of 2)		Roi	utes from	Kino to V	/ine	
Historic Architectural Analysis						
	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6
Miraela Mila Historia District	Rank	Rank	Rank	Rank	Rank	Rank
Historic district integrity					1	1
Scale of the street adjacent to historic district					1	1
Scale of adjacent historic & non-historic structures along route					2	2
Historic Architectural Impression					1	2
District Rank Subtotal	0	0	0	0	6	7
Die Allen Besidentiel Historie District						
Historic district integrity			4	4		
Scale of the street adjacent to historic district			7	4		
Scale of adjacent historic & non-historic structures along route			5	3		
Size of historic district impacted Historic Architectural Impression			3	3		
District Rank Subtotal	0	0	23	17	0	0
Rincon Heights Historic District	3		5			
Scale of the street adjacent to historic district	1		4			
Scale of adjacent historic & non-historic structures along route	5		4			
Size of historic district impacted	4		4			
Historic Architectural Impression District Rank Subtotal	4	0	3 20	0	0	0
		Ŭ	20	5		0
Sam Hughes Residential Historic District		40				
Historic district integrity Scale of the street adjacent to historic district	9	10				
Scale of adjacent historic & non-historic structures along route	5	10				
Size of historic district impacted	3	10				
Historic Architectural Impression	5	10				
District Rank Subtotal	23	50	0	0	0	0
Sunshine Mile Historic District						
Historic district integrity	1	3	1	1		
Scale of the street adjacent to historic district	1	3	1	0		
Size of historic district impacted	1	3	1	1		
Historic Architectural Impression	1	3	1	1		
District Rank Subtotal	5	15	5	3	0	0
Warehouse Historic District						
Historic district integrity					3	3
Scale of the street adjacent to historic district					1	1
Scale of adjacent historic & non-historic structures along route					4	4
Historic Architectural Impression					2	2
District Rank Subtotal	0	0	0	0	11	11
West University Historic District						
Historic district integrity			8	8	8	8
Scale of the street adjacent to historic district			5	5	5	5
Scale of adjacent historic & non-historic structures along route			1	1	1	1
Size of historic district impacted Historic Architectural Impression			4	4	5	4
District Rank Subtotal	0	0	23	23	25	23
Outside of Historie District						
Historic district integrity	5		5	5	5	
Scale of the street adjacent to historic district	3		1	1	1	
Scale of adjacent historic & non-historic structures along route	3		1	1	1	
Size of historic district impacted	0		0	0	0	
District Rank Subtotal	16	0	10	10	10	0
SUMMARY OF HISTORIC ARCHITECTURAL RANKING		00	20	25	20	05
Scale of the street adjacent to historic district	28	23	28	∠⊃ 19	29	25 21
Scale of adjacent historic & non-historic structures along route	18	22	17	13	13	17
Size of historic district impacted	12	21	16	17	24	32
Historic Architectural Impression	21	23	22	22	24	24
	69	109	107	90	105	119



# XI. DeMoss-Petrie Substation to Vine Substation Tables

DMP Table A: Bisecting versus Bordering Historic Districts
DMP Table B: Street Designation
DMP Table C: Historic Districts with 1 versus 2 Sides of the Route
DMP Table D: Existing Power Poles Located on Route
DMP Table E: Historic Light Fixtures within 800' Route Buffer
DMP Table F: Historic Contributing Properties in 800' Route Buffer
DMP Table G: Access of Historic Contributing Properties along Route

- DMP Table H: Historic Landmark Signs
- DMP Table I: Historic Architectural Criteria



DMP TABLE A				Rout	es fror	n DeMo	oss-Pet	trie to	Vine			
Bisecting vs Bordering Historic Di	stricts											
5,		Route A			Route B			Route C	;		Route D	
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank
Blenman-Elm Historic District			<b>_</b>									
Bisecting Historic District		0%			0%			0%		0	0%	
Bordering Historic District		0%			0%			0%		190	100%	1
Bisecting + Bordering	0			0			0		0	190		
District Rank Subtotal			0			0			0			1
Catalina Vista Historic District												
Bisecting Historic District		0%			0%			0%		0	0%	
Bordering Historic District		0%			0%			0%		2355	100%	2
Bisecting + Bordering	0			0			0			2355		
District Rank Subtotal			0			0			0			2
Foldman's Historic District												
Bisecting Historic District		0%		0	0%		0	0%			0%	
Bordering Historic District		0%		127	100%	1	3553	100%	3		0%	
Bisecting + Bordering	0	070		127	10070		3553	10070	0	0	070	
District Rank Subtotal			0	121		1	0000		3	V		0
Jefferson Park Historic District												
Bisecting Historic District	2489	42%	4	191	7%	1		0%		1442	16%	2
Bordering Historic District	3438	58%	4	2383	93%	2		0%		7744	84%	4
Bisecting + Bordering	5927			2574			0			9186		
District Rank Subtotal			8			3			0			6
Miracle Mile Historic District												
Bisecting Historic District	129	100%	1	1	0%		4013	100%	5	126	100%	1
Bordering Historic District	0	0%			0%		0	0%		0	0%	
Bisecting + Bordering	129	-		0	-		4013	-		126	-	
District Rank Subtotal	I		1			0			5			1
West University Historic District		00/		1	00/		0	00/	I		00/	
Bisecting Historic District		0%			0%		0	0%			0%	
Bordering Historic District	0	0%		0	0%		4012	100%	4	0	0%	
Disecurity + Bordening	0		0	0		0	4012		1	0		0
			0			0			4			0
SUMMARY OF BISECTING & BORDERING	;											
Bisecting Historic District	2618	43%	5	191	7%	1	4013	35%	5	1568	13%	3
Bordering Historic District	3438	57%	4	2510	93%	3	7565	65%	7	10289	87%	7
Bisecting + Bordering	6056		0	2701		0	11578		0	11857		0
Route Rank Subtotal			9			4			12			10



DMP TABLE B				Ro	outes fro	m DeMo	oss-Petr	ie to Vin	ne			
Street Designation												
		Route A			Route B			Route C			Route D	
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank
Blenman-Elm Historic District												
Gateway Arterial Street (length in ft)		0%			0%			0%		190	100%	1
Arterial Street		0%			0%			0%		0	0%	
Collector Street		0%			0%			0%		0	0%	
Residential Street		0%			0%			0%		0	0%	
District Rank Subtotal	0		0	0		0	0		0	190		1
Catalina Vista Historic District												
Gateway Arterial Street (length in ft)		0%			0%			0%		2355	100%	3
Arterial Street		0%			0%			0%		0	0%	
Collector Street		0%			0%			0%		0	0%	
Residential Street		0%			0%			0%		0	0%	
District Rank Subtotal	0		0	0		0	0		0	2355		3
Feldman's Historic District		00/						00/				
Gateway Arterial Street (length in ft)		0%			0%		0010	0%			0%	
Arterial Street		0%		107	0%		2210	62%	1		0%	
		0%		127	100%	1	1343	38%	1		0%	
Residential Street		0%		107	0%		0550	0%			0%	
District Rank Subtotal	0		0	127		1	3553		2	0		0
Lofferson Dark Historia District												
Cotowov Artorial Stroot (length in ft)	0	0.0/			00/			00/		0255	260/	2
	2420	0% 59%	1	1252	0%	1		0%		2000	20%	<u> </u>
	3430		1	1200	49% 51%	1		0%		5052	0%	1 0
Collector Street	2490	070 429/	0	1321	0%			0%		1600	190/	0
District Rank Subtotal	<u></u> 5027	42 /0	0	2574	0 /0	2	0	0 70	0	0016	1070	4
	5921		9	2374			0		0	3010		0
Miracle Mile Historic District												
Gateway Arterial Street (length in ft)		0%		0	0%			0%			0%	
Arterial Street	128	100%	1	128	100%	1	1693	100%	2	126	100%	1
Collector Street	120	0%	•	0	0%	•	1000	0%	2	120	0%	
Residential Street		0%		0	0%			0%			0%	
District Rank Subtotal	128	0,0	1	128	0,0	1	1693	0,0	2	126	0,0	1
	.20		•	120			1000			120		•
West University Historic District												
Gateway Arterial Street (length in ft)		0%			0%			0%			0%	
Arterial Street		0%			0%		4013	100%	2		0%	
Collector Street		0%			0%			0%			0%	
Residential Street		0%			0%			0%			0%	
District Rank Subtotal	0		0	0	-	0	4013		2	0	-	0
						~				· · · · ·		
SUMMARY OF STREET DESIGNATIONS												
Gateway Arterial Street (length in ft)	0	0%	0	0	0%	0	0	0%	0	4900	42%	7
Arterial Street	3566	59%	2	1381	49%	2	7916	85%	5	5178	44%	2
Collector Street	0	0%	0	1448	51%	2	1343	15%	1	0	0%	0
Residential Street	2489	41%	8	0	0%	0	0	0%	0	1609	14%	4
Route Rank Subtotal	6055		10	2829		4	9259		6	11687		13

DMP TABLE C	Routes from DeMoss-Petrie to Vine
-------------	-----------------------------------

### Historic Districts with 1 vs 2 sides of the Route

	F	Route A		F	Route B		F	Route C	;	F	loute D	)
	Feet	%	Rank									
All Districts												
Length of Route with historic district on 1 side	3438	57%	3	2510	89%	2	3241	45%	3	5389	58%	4
Length of Route with historic district on 2 sides	2618	43%	3	319	11%	1	3903	55%	4	3923	42%	4
Total Length of Route with historic district on 1 or 2												
sides	6056		9	2829			7144			9312		6
Route Rank Subtotal			15			3			7			14



DMP TABLE D						Ro	utes f	rom DeM	oss-P	Petrie	to Vin	е											
Existing Power Poles on Route	Route A				R	oute B						Ro	oute C						Ro	ute D			
POLE HEIGHT	- 30'- 40'- 50'- 60'- 70'- 80'- 90'- u 39' 49' 59' 69' 79' 89' 100' h	nknown leight	30'- 4 39' 4	0'- 50'- 9' 59'	60'- 69'	70'- 80'- 79' 89'	90'- 100'	unknown height	30'- 39'	40'- 49'	50'- 60 59' 6	0'- 7 9' 7	70'- 8 79' 8	0'- 90 9' 10	'- unknown 0' height	30' 39'	- 40'- 49'	50'- 59'	60'- 69'	70'- 80 79' 8	) <mark>'- 90'-</mark> 9' 100	unknown height	<u>ו</u>
Blenman-Elm Historic District																						-	
# of Poles																	2	1					
	Total # of Poles	0				Total # o	f Poles	0	)			1	Total #	of Pol	es	0			•	otal #	of Poles	3	3
	District Rank	0				Distric	t Rank	0					Disti	ict Ra	nk 0					Distr	ct Ran	<u>(</u> 1	
Catalina Vista Historic District																							
# of Poles			ГТ	<b>—</b>	Г	- T	I					Т		<u> </u>	1		2	1					_
	Total # of Poles	C			1 1	Total # o	f Poles	(	)	1 1		1	Total #	of Po	es	0	1 -1			Total #	of Pole	s	2
	District Rank	0				Distric	t Rank	0					Dist	ict Ra	nk O					Distr	ict Ran	к 3	
																							_
Feldman's Historic District			<u>т г</u>		1 1		1			<u>г .</u> г													
# of Poles						<b>-</b> ( ) "			1	1						0							
	I otal # of Poles	0				I otal # 0	r Poles		)				l otal #	OT PO	es ak 10	2				otal #	of Poles	<u>}</u>	0
		U				Distric	l Rank	I					DISU							Distr			
Jefferson Park Historic District																							
# of Poles		3	0	3 14	0	0 4	2	C	0	2	0	0	0	0	0	2 14	1 19	0	0	0	3 :	2	5
	Total # of Poles	37				Total # o	f Poles	23	3			٦	Total #	of Po	es	4			•	Total #	of Pole	s í	43
	District Rank	3				Distric	t Rank	4					Dist	ict Ra	nk 5					Distr	ict Ran	к 2	_
John Spring Neighborhood Historic District			<u>г г</u>		г. г.		1									-							
# of Poles						<b>T</b> - 4 - 1 - 4							<b>T</b> - 4 - 1 - 4	- 6 D - 1		0							
	l otal # of Poles	0				I otal # 0	r Poles	0	)				l otal #	OT PO	es ak 0	0				Otal #	of Poles	<u>}</u>	0
		U				Distric	I RANK	U					DISU		ik U					Distr			
Miracle Mile Historic District																							
# of Poles			0						0			Т				0					$\top$		_
	Total # of Poles	C				Total # o	f Poles	C	)			٦	Total #	of Po	es	0			•	Total #	of Pole	s	0
	District Rank	1				Distric	t Rank	1					Distr	ict Ra	nk 6					Distr	ict Ran	<u>د</u> 1	
																							_
West University Historic District			1 1		<u>т</u>		1			<u>г т</u>		<u> </u>			-	-							
# Of Poles	Total # of Poles	0				Total # o	f Poles						Total #	of Pol	96	0			-	Fotal #			0
	District Rank	0				Distric	t Rank	0	,				Distr	ict Ra	nk 10					Distr	ict Ran	× 0	
		•				2.00.10		•														<u>-1                                    </u>	
SUMMARY																							
	Total # of Poles	37				Total # o	f Poles	23	3		_	1	Total #	of Po	es	6				otal #	of Pole:	3 4	48
	Rank Summary by Route	4		Ra	ank Sur	mmary by	Route	6			Rank	Sum	mary I	by Rou	te 31			Ran	k Sum	mary h	y Rout	<u>)</u> 7	_



## DMP TABLE E

### Routes from DeMoss-Petrie to Vine

### Historic Light fixtures within 800' Route Buffer

										-		
	R	oute A		R	oute B		R	oute C		Ro	oute D	
	# of Lights	%	Rank									
Blenman-Elm Historic District		0%			0%			0%			0%	
Catalina Vista Historic District		0%			0%			0%			0%	
Feldman's Historic District		0%			0%			0%			0%	
Iron Horse Expansion Historic District		0%			0%			0%			0%	
Jefferson Park Historic District		0%			0%			0%			0%	
Miracle Mile Historic District		0%			0%			0%			0%	
West University Historic District		0%			0%		20	65%	2		0%	
Outside of Historic District		0%			0%		11	35%	1		0%	
Total # of Lights	0		0	0		0	31		3	0		0
Route Rank Subtotal			0			0			3			0



DMP TABLE F			1	Routes	from Do	eMoss	Petr	ie to V	Vine			
Historic Contributing Properties in 800' Route Buffer	R	oute A		Ro	oute B		Ro	oute C		Ro	oute D	
	# of Prop	%	Rank	# of Prop	% Ra	ank # of	Prop	% F	Rank	# of Prop	%	Rank
Blenman-Elm Historic District Number of properties Individually Listed		0%			0%			0%			0%	
Number of landmark properties		0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%		10	0% 71%	1
Number of properties built between 1920 to 1949		0%			0%			0%		4	29%	1
Number of properties post 1970		0%			0%			0%			0%	
I otal of all Contributing properties per District District Rank Subtotal	0		0	0		0	0		0	14		2
			U			Ű			Ũ			L
Catalina Vista Historic District		0%			0%			0%			0%	
Number of landmark properties		0%			0%		-	0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%	0
Number of properties built between 1920 to 1949 Number of properties built between 1950 to 1969		0%			0%			0%		30	46% 54%	2
Number of properties post 1970		0%			0%			0%			0%	
Total of all Contributing properties per District District Rank Subtotal	0		0	0		0	0		0	65		4
			0			0			0			
Feldman's Historic District		00/			00/		1	00/	2		00/	
Number of properties individually Listed		0%			0%		- 1	0%	3		0%	
Number of properties built between pre 1919		0%		4	8%	1	17	7%	1		0%	
Number of properties built between 1920 to 1949		0%		31	63% 14%	2	207	79%	8		0%	
Number of properties post 1970		0%		7	14%	1	12	5%	1		0%	
Total of all Contributing properties per District	0		0	49		-	261		45	0		0
District Rank Subtotal			0			5			15			0
Jefferson Park Historic District				-								
Number of properties Individually Listed		0%			0%			0%			0%	
Number of properties built between pre 1919		0%		2	1%	1		0%			0%	
Number of properties built between 1920 to 1949	155	50%	7	80	32%	3	22	39%	2	176	57%	7
Number of properties built between 1950 to 1969 Number of properties post 1970	139 14	45% 5%	6 1	152 13	62% 5%	6	30	54% 7%	2	119 13	39% 4%	<u>6</u> 1
Total of all Contributing properties per District	308	070	8	247	0 //0	•	56	1 //0	•	308	170	•
District Rank Subtotal			22			11			5			14
John Spring Neighborhood Historic District												
Number of properties Individually Listed		0%			0%			0%			0%	
Number of landmark properties Number of properties built between pre 1919		0%			0%		6	40%	1		0%	
Number of properties built between 1920 to 1949		0%			0%		9	60%	1		0%	
Number of properties built between 1950 to 1969 Number of properties post 1970		0%			0%			0%			0%	
Total of all Contributing properties per District	0	070		0	070		15	070		0	070	
District Rank Subtotal			0			0			2			0
Miracle Mile Historic District												
Number of properties Individually Listed		0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%	
Number of properties built between 1920 to 1949	3	75%	1	3	75%	1	3	20%	1	3	75%	1
Number of properties built between 1950 to 1969	1	25% 0%	0	1	25%	0	12	80%	1	1	25% 0%	0
Total of all Contributing properties per District	4	070	1	4	070		15	070		4	070	1
District Rank Subtotal			2			1			2			2
West University Historic District												
Number of properties Individually Listed		0%			0%			0%			0%	
Number of landmark properties           Number of properties built between pre 1919		0%			0%		70	37%	3		0% 0%	
Number of properties built between 1920 to 1949		0%			0%		99	52%	3		0%	
Number of properties built between 1950 to 1969		0%			0%		8 14	4%	1		0%	
Total of all Contributing properties per District	0	0 /0		0	070		191	770	1	0	070	
District Rank Subtotal			0			0			8			0
Outside of Historic District												
Number of properties Individually Listed	1	100%	3	1	100%	3	2	100%	5	1	100%	3
Number of landmark properties Number of properties built between pre 1919		0%			0%			0%			0% 0%	
Number of properties built between 1920 to 1949		0%			0%			0%			0%	
Number of properties built between 1950 to 1969 Number of properties post 1970		0%			0%			0%			0% 0%	
Total of all Contributing properties per District	1	070		1	0 /0		2	0 /0		1	0 %	
District Rank Subtotal			3			3			5			3
SUMMARY OF CONTRIBUTING PROPERTIES ALONG THE ROUTE												
Number of properties Individually Listed	1	0%	3	1	0%	3	3	1%	8	1	0%	3
Number of landmark properties	0	0%	0	0	0% 2%	0	0	0%	0	0	0% 0%	0
Number of properties built between 1920 to 1949	158	50%	8	114	38%	6	340	63%	15	219	56%	11
Number of properties built between 1950 to 1969	140	45%	6	160	53%	7	74	14%	6	159	41%	9
Total of all Contributing properties per District	313	4%	9	20 301	1 %	2	540	0%	3	392	3%	1
District Rank Subtotal			27			20			37			25



DMP TABLE G	Routes from DeMoss-Petrie to Vine											
Access of Historic Contributing Properties along Route												
	F	Route A		R	oute B		R	oute C		R	oute D	
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank
Blenman-Elm Historic District									1			
Contributing properties: face the route & access directly from route		0%			0%			0%			0%	
Contributing properities whose side of the structure face the route		0%			0%			0%			0%	l.
Total Contributing properties directly on the route	0			0			0			0		
District Rank Subtotal			0			0			0	)		0
Catalina Vista Historic District												
Contributing properties: face the route & access directly from route		0%			0%			0%		20	95%	2
Contributing properities whose side of the structure face the route		0%			0%			0%		1	5%	0
Total Contributing properties directly on the route	0			0			0			21		1
District Rank Subtotal		-	0			0		-	0	)		3
Feldman's Historic District												
Contributing properties: face the route & access directly from route		0%			0%		31	91%	3	5	0%	
Contributing properities whose side of the structure face the route		0%			0%		3	9%	1		0%	
Total Contributing properties directly on the route	0			0			34		6	0	· · · · · ·	
District Rank Subtotal			0			0			10	)		0
Jefferson Park Historic District												
Contributing properties: face the route & access directly from route	13	39%	1	7	41%	1		0%		43	72%	4
Contributing properities whose side of the structure face the route	20	61%	1	10	59%	1		0%		17	28%	1
Total Contributing properties directly on the route	33	0.70	4	17		1	0	• • •		60		1
District Rank Subtotal			6			3			0	)		6
John Spring Neighborhood Historic District												
Contributing properties: face the route & access directly from route		0%			0%			0%			0%	
Contributing properities whose side of the structure face the route		0%			0%			0%			0%	
Total Contributing properties directly on the route	0			0			0	• • •		0		
District Rank Subtotal			0			0			0	)		0
Miracle Mile Historic District												
Contributing properties: face the route & access directly from route	0	0%			0%		6	100%	1		0%	
Contributing properities whose side of the structure face the route	0	0%			0%		0	0%	0	)	0%	
Total Contributing properties directly on the route	0			0	0,0		6	• • •	1	0		
District Rank Subtotal			0			0			2			0
West University Historic District												
Contributing properties: face the route & access directly from route		0%	,		0%		28	100%	3	5	0%	
Contributing properities whose side of the structure face the route		0%			0%		0	0%	0	)	0%	-
Total Contributing properties directly on the route	0			0			28	-	4	0		
District Rank Subtotal			0	1		0		-	7	·		0
SUMMARY OF ACCESS DIRECTLY FROM ROUTE												
Contributing properties: face the route & access directly from route	13	39%	1	7	41%	1	65	96%	7	63	78%	6
Contributing properities whose side of the structure face the route	20	61%	1	10	59%	1	3	4%	1	18	22%	1
Total Contributing properties directly on the route	33	5.70	4	17		1	68		11	81		2
Boute Bank Subtotal			6			3		•	10			q



TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

# **DMP TABLE H**

### **Routes from DeMoss-Petrie to Vine**

### Historic Landmark Signs in 800' Route Buffer

Theterie Landmark eight in out reduce Dar												
	Ro	oute A		Ro	ute B		Ro	oute C		Ro	ute D	
	# of			# of			# of			# of		
	Landmarks	%	Rank	Landmarks	%	Rank	Landmarks	%	Rank	Landmarks	%	Rank
Blenman-Elm Historic District		0%			0%			0%			0%	
Catalina Vista Historic District		0%			0%			0%			0%	
Feldman's Historic District		0%			0%			0%			0%	
Iron Horse Expansion Historic District		0%			0%			0%			0%	
Jefferson Park Historic District		0%			0%			0%			0%	
Miracle Mile Historic District		0%			0%		5	100%	2		0%	
West University Historic District		0%			0%			0%			0%	
Outside of Historic District		0%			0%			0%			0%	
Total # of Historic Landmark Signs	0		0	0		0	5		2	0		0
Route Rank Subtotal			0			0			2			0



DMP TABLE I	Routes from DeMoss-Petrie to Vine			
Historic Architectural Analysis				
	Route A	Route B	Route C	Route D
	Rank	Rank	Rank	Rank
Blenman-Elm Historic District				1
Scale of the street adjacent to historic district				1
Scale of adjacent historic & non-historic structures along route				1
Size of historic district impacted				1
Historic Architectural Impression		0	0	1
	0	0	0	5
Catalina Vista Historic District				
Historic district integrity				2
Scale of the street adjacent to historic district				1
Scale of adjacent historic & non-historic structures along route				1
Historic Architectural Impression				2
District Rank Subtotal	0	0	0	8
Historic district integrity				
Scale of the street adjacent to historic district			4	
Scale of adjacent historic & non-historic structures along route			4	
Size of historic district impacted			5	
Historic Architectural Impression			5	
District Rank Subtotal	0	0	20	0
Jefferson Park Historic District				
Historic district integrity	2	2	0	2
Scale of the street adjacent to historic district	8	8	0	3
Scale of adjacent historic & non-historic structures along route	8	6	1	3
Size of historic district impacted Historic Architectural Impression	6 5	5	1	8
District Rank Subtotal	29	26	2	17
John Spring Neighborhood Historic District			7	
Historic district integrity Scale of the street adjacent to historic district			/ 1	
Scale of adjacent historic & non-historic structures along route			3	
Size of historic district impacted			3	
Historic Architectural Impression			3	
District Rank Subtotal	0	0	17	0
Miracle Mile Historic District				
Historic district integrity	1	1	3	1
Scale of the street adjacent to historic district	1	1	1	1
Scale of adjacent historic & non-historic structures along route	1	1	1	1
Size of historic district impacted Historic Architectural Impression	1	1	3	1
District Rank Subtotal	5	5	9	5
West University Historic District				
Historic district integrity Scale of the street adjacent to historic district			8	
Scale of adjacent historic & non-historic structures along route			3	
Size of historic district impacted			2	
Historic Architectural Impression			4	-
District Rank Subtotal	0	0	18	C
Outside of Historic District (Pascua Yaqui Village)				
Historic district integrity	3	3	3	3
Scale of the street adjacent to historic district	3	3	3	3
Scale of adjacent historic & non-historic structures along route	2	2	2	2
Size of historic district impacted Historic Architectural Impression	5	5 6	5	5 F
Rank Subtotal	19	19	19	19
SUMMARY OF HISTORIC ARCHITECTURAL RANKING		_		-
HISTORIC DISTRICT Integrity Scale of the street adjacent to historic district	6	6	25	9
Scale of adjacent historic & non-historic structures along route	12	<u> </u>	8 14	9 8
Size of historic district impacted	12	11	19	17
Historic Architectural Impression	12	12	19	11
Route Rank Total	53	50	85	54



# IX. Appendix

### A. Definitions

- Arterial Street: An Arterial street is defined as "A street identified as an arterial or Interstate Route on the Major Streets and Routes (MS&R) Plan." This definition can be found in the City of Tucson Unified Development Code.
- **City of Tucson Historic Landmark:** The City of Tucson has individual properties that the City has defined as locally historically significant that the Mayor and Council must approve. A City Historic Landmark is not necessarily a National Historic Landmark.
- **City of Tucson Historic Landmark Sign:** In 2011 the Historic Landmark Sign (HLS) ordinance was approved by Mayor and Council. This ordinance allows for the restoration and reuse of historic signs within Tucson.
- **City of Tucson Historic Preservation Office:** The City Historic Preservation Office works with City of Tucson departments and Arizona State Historic Preservation Office (AZSHPO) to determine requirements for structures that have been identified as having historic significance, such as be a contributing property, individually listed, or a historic landmark.
- **City of Tucson Historic Preservation Zone:** Per the City of Tucson's Unified Development Code, section 5.8.1, "The purpose of the Historic Preservation Zone (HPZ) and Historic Landmark (HL) designation is to promote the educational, cultural, economic, and general welfare of the community and to ensure the harmonious growth and development of the municipality by encouraging the preservation and rehabilitation of significant historic districts, neighborhoods, buildings, structures, sites, objects, and archaeological resources. These designations are intended to ensure the preservation of significant historic and archaeological resources, and to keep them in active use or management in their historic appearance, settings, and locations. It is also intended that new or remodeled buildings or structures located within HPZs or HL properties be designed and constructed to harmonize and be compatible with existing buildings and structures within the sites and development zones in order to preserve property values, provide for appropriate future development, and promote an awareness of the heritage of Tucson among both residents and visitors to the community." The City of Tucson requires that a project within a HPZ, follow additional design standards and additional review processes by the Tucson Pima County Historic Commissions and City of Tucson Historic Preservation Office.
- **Collector Street:** A collector street is define as "A street identified as a collector on the Major Streets and Routes (MS&R) Plan" This definition can be found in the City of Tucson Unified Development Code.
- **Contributing Property:** The National Register of Historic Places defines a contributing property is a structure that is part of a historic district and is not eligible or has not been nominated to be an individually listed property. The City of Tucson defines contributing property as "A property within a Historic Preservation Zone, Neighborhood Preservation Zone, or National Register Historic District that contributes to the historic significance and visual character of the zone or district, and has sufficient integrity to convey that significance and those visual character defining features in terms of location, design, setting, material, workmanship, character, or association. Contributing Properties are historic sites or non-historic compatible properties."
- **Downtown Infill Incentive District (IID):** Per the City of Tucson's Unified Development Code, Section 5.12, IIDs are to help encourage sustainable infill and protect historic structures and historic neighborhoods from potential negative impacts of new development.
- **Gateway Arterial Street:** defined by the City of Tucson in the City of Tucson Unified Development Code as "A street or parkway that is a heavily traveled entrance to and through the City, and is designated as a Gateway Route on the Major Streets and Routes (MS&R) Plan map. These routes link major employment areas, shopping centers, and recreational areas used regularly by a large number of residents and visitors and present a visual impression of Tucson's character."
- **Gateway Corridor Zone (GCZ):** Per the City of Tucson's Unified Development Code, Section 5.5, this overlay zone is to provide a visual improvement of the major streets and routes designated as Gateway Routes by implementing standards for the design of the landscape, streets and adjacent development.
- **Historic Districts:** Historic Districts are listed in the National Register of Historic Places and identify a group of structures that represent a period of historic significance at the local, state or national level. The City of Tucson defines our National Register of Historic Districts as, "Tucson's nationally designated historic districts meet the criteria for, and have been listed in, the National Register of Historic Places (NRHP). A NRHP historic district is



### Historic Landmarks Zone: Refer to Historic Preservation Zone

- **Historic Preservation Zone:** Per the City of Tucson Unified Development Code section 5.8, "The purpose of the HPZ and HL designation is to promote the educational, cultural, economic, and general welfare of the community and to ensure the harmonious growth and development of the municipality by encouraging the preservation and rehabilitation of significant historic districts, neighborhoods, buildings, structures, sites, objects, and archaeological resources. These designations are intended to ensure the preservation of significant historic and archaeological resources, and to keep them in active use or management in their historic appearance, settings, and locations. It is also intended that new or remodeled buildings or structures located within HPZs or HL properties be designed and constructed to harmonize and be compatible with existing buildings and structures within the sites and development zones in order to preserve property values, provide for appropriate future development, and promote an awareness of the heritage of Tucson among both residents and visitors to the community."
- **Historic Site or Historic Structure:** City of Tucson defines this in the Unified Development Code section 11.4.9 as "a building, structure, object, or site, including vegetation or signs located on the premises, that: Dates from a particular significant period in Tucson's history, i.e., prehistoric, native indigenous, Pre-Colonial (before 1775), Spanish Frontier (Colonial) (1775-1821), Mexican Frontier (1821-1853), Territorial (1854-1912), Post-Territorial (1912-1920), or Post-World War I Development (1920-1945), or relates to events, personages, or architectural styles that are at least 50 years old; however, outstanding examples less than 50 years old should be evaluated on their own merits; Is associated with the lives of outstanding historic personages; Is associated with significant historic events or occurrences; Exemplifies the architectural period in which it was built and has distinguishing characteristics of an architectural style or method of construction or is the notable work of a master builder, designer, or architect whose individual genius influenced his/her age; Contributes information of archaeological, historic, cultural, or social importance relating to the heritage of the community; or, Relates positively to buildings in its immediate vicinity in terms of scale, size, massing, etc., such that its removal would be an irreparable loss to the setting."
- **Individually Listed Property:** The National Register of Historic Places defines an individually listed property as a structure or site that has greater historic significance than a contributing property and can be listed independently of a historic district. The City of Tucson defines this as, "Tucson's individually designated historic properties meet the criteria for, and have been listed in, the National Register of Historic Places. An individually designated historic property derives its significance from one or more of the following aspects of American history: (A) Association with historic events or activities, (B) Association with an important person in history, (C) Distinctive design or physical character, or (D) Potential to provide important information about prehistory or history. An individually designated historic property also maintains enough of its original qualities that make it significant. These qualities of integrity include: location, design, setting, materials, workmanship, feeling, and association."
- National Historic Landmark Property: The National Register of Historic Places defines landmark properties as structures or sites that are recognized as being critical to preserve statewide. Landmark properties have a greater historic importance than contributing and individually listed properties. The City of Tucson defines Historic Landmarks as "A historic site or structure of the highest historic, cultural, architectural, or archaeological importance to Tucson that if demolished or significantly altered would constitute an irreplaceable loss to the quality and character of Tucson. A Historic Landmark is an outstanding or unique example of architectural style; is associated with a major historic event, activity, or person; or has unique visual quality and identification. A Historic Landmark may be located within the boundaries of or outside a historic district."
- National Register of Historic Places: The National Register of Historic Places as defined by the National Park Services, "is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources." The National Park Services, under the US Department of Interior, manages and evaluates the National Register of Historic Places for all of the United States.
- **Neighborhood Preservation Zone:** Per the City of Tucson's Unified Development Code, section 5.10.1, "Preserving and enhancing Tucson's established neighborhoods is critical to conserving the cultural and historic heritage of the



- **Non-Contributing Property:** A once Contributing Property could be delisted due to alterations of the existing structure that causes a loss of integrity or character-defining features, based on the seven aspects of NRHP integrity, refer to the resource section in the appendix under Historic Architectural Integrity Definition and Explanation. This study did not evaluate whether a Contributing property may have changed sufficiently to be considered Noncontributing or contributing.
- **State Historic Preservation Office (SHPO):** The Arizona State Historic Preservation Office is a division of the Arizona State Parks. The purpose of SHPO is to identify and evaluate historic structures and archaeological sites, nominate eligible historic and archaeological properties to the National Register of Historic Places, and to assist in preserving heritage resources for the benefit of Arizonans.
- **Urban Overlay Districts (UOD):** Per the City of Tucson's Unified Development Code, section 5.13, UODs are to assist with site planning and architectural solutions that accommodate both historical and contemporary design. These ares have been established as: Main Gate, Grant Road and Sunshine Mile.

### B. Abbreviations

COT: City of Tucson **DMP:** DeMoss-Petrie GCZ: Gateway Corridor Zone **GIS:** Geographic Information System HL: Historic Landmark **IID:** Infill Incentive District MS&R: Major Streets and Routes NRHP: National Register of Historic Places NPZ: Neighborhood Preservation Zone HPZ: Historic Preservation Zone PC: Pima County SHPO: State Historic Preservation Office TAC: The Architecture Company TEP: Tucson Electric Power Company TPCHC: Tucson-Pima County Historical Commission TROW: Tierra Right of Way

**AZSHPO:** Arizona State Historic Preservation Office

UA: University of Arizona

UDC: Unified Development Code

UOD: Urban Overlay District



### C. Resources

### City of Tucson Resources

City of Tucson Broadway Boulevard Improvement Project: For information on the Broadway Boulevard Improvements from Euclid to Country Club, including a Historic Buildings Inventory

http://www.broadwayboulevard.info/planning

**City of Tucson Grant Road Improvement Project:** For information on the Grant Road Improvements from Oracle Rd To Swan Road, including the Historic Properties Assessment and the Community Character and Vitality Corridor Vision

http://www.grantroad.info/documents

City of Tucson Historic GIS Map: For an interactive map showing historic properties and districts within the City of Tucson

https://maps2.tucsonaz.gov/html5viewer/?viewer=historicproperties

City of Tucson Historic Landmark Sign Ordinance: For information on this ordinance

https://www.tucsonaz.gov/Departments/Planning-Development-Services/Permits/Sign-Permits#section-5

**City of Tucson Major Street and Route Map:** A PDF of the Major Streets and Routes developed by the City of Tucson. This map was used to determine street designations for Kino Table 2 / DMP Table B: Street Designations.

https://www.tucsonaz.gov/files/sharedassets/public/v/2/dtm/documents/linked-documents/msr\_map.pdf

City of Tucson Historic Preservation Office: For general information about the City of Tucson Historic Preservation Office

https://www.tucsonaz.gov/Departments/Planning-Development-Services/Historic-Preservation

**City of Tucson Special Districts:** For information on special zoning districts the include: Downtown Infill Incentive District, Urban Overlay Districts and Neighborhood Preservation Zones.

https://www.tucsonaz.gov/Departments/Planning-Development-Services/Planning-Zoning-Applications/Special-Districts

City of Tucson Unified Development Code: For information on overlay zones and historic zoning requirements https://codelibrary.amlegal.com/codes/tucson/latest/tucson\_az\_udc/0-0-0-16#JD\_UNIFIEDDEVELOPMENTCODE

### **General Historic Resources**

National Register of Historic Places: For general information about the National Register of Historic Places https://www.nps.gov/subjects/nationalregister/index.htm

State of Arizona Historic Preservation Office: For general information about the State of Arizona Historic Preservation Office

https://azstateparks.com/shpo/

City of Tucson Historic GIS Map: For an interactive map showing historic properties and districts within the City of Tucson

https://maps2.tucsonaz.gov/html5viewer/?viewer=historicproperties

City of Tucson Historic Preservation Office: For general information about the City of Tucson Historic Preservation Office

https://www.tucsonaz.gov/Departments/Planning-Development-Services/Historic-Preservation



### **Historic Architectural Terminology**

Architectural Styles in Tucson's Historic Neighborhood: A publication by Drachman Institute with the University of Arizona:

http://www.downtowntucson.org/wp-content/uploads/2011/05/THS\_map\_FP.pdf

**Historic Architectural Integrity Definition and Explanation:** Refer to page 44. This pdf report also explains how criteria is evaluated by the National Park Services to be included on the National Register of Historic Places:

https://www.nps.gov/subjects/nationalregister/upload/NRB-15\_web508.pdf

### **Historic District Nominations and SHPO Forms**

**City of Tucson National Register Historic Districts Nomination Applications:** This website lists Tucson's nationally designated historic districts that meet the criteria for, and have been listed in, the National Register of Historic Places (NRHP). This lists the Map, Nomination Form which includes a brief description, detailed description of significance, inventory of contributing properties and photos.

https://www.tucsonaz.gov/Departments/Planning-Development-Services/Historic-Preservation/National-Register-of-Historic-Places-Designations/National-Register-Historic-Districts

Here you can find the information for the following historic districts in this study:

Armory Park Blenman-Elm Historic District Broadmoor Historic District Catalina Vista Historic District Feldman's Historic District Iron Horse Historic District Jefferson Park Historic District John Spring Neighborhood Historic District Miracle Mile Historic District Pie Allen Residential Historic District Rincon Heights Historic District Sam Hughes Residential Historic District Sunshine Mile Historic District West University Historic District

**City of Tucson Map of National Register Historic Districts and Historic Zoning:** A link to a PDF map showing all of the Nationally Registered Historic Districts in the City of Tucson as well as City of Tucson Historic Zoning

https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-development-services/historic-preservation/documents/22x34\_nrhds\_zones\_index\_022024.pdf

**Individually designated historic properties:** This website links to the SHPO form for the individually designated historic properties in this study area.

https://www.tucsonaz.gov/Departments/Planning-Development-Services/Historic-Preservation/Individually-Designated-Historic-Properties

Feldman's Historic District: University Heights Elementary School Feldman's Neighborhood: ASARCO Headquarters John Spring Neighborhood: Sabedra-Huerta House Near Grant Rd and Fair View Ave: Matus, Antonio, House and Property, 856 W. Calle Santa Ana; Pascua Cultural Plaza, 785 W. Sahuaro St. University of Arizona: Cannon, Dr. William Austin, House Iron Horse Historic District: Coronado Hotel Downtown Tucson Historic District: Hotel Congress, Rialto Theatre West University Historic District: Ronstadt House Warehouse Historic District: 6th Ave Underpass, Stone Ave. Underpass, South Pacific RR Locomotive No. 73



**National Archives:** This website provides the instructions on how to search on the National Archives where the National Register of Historic Places has started to digitize their data.

https://www.nps.gov/subjects/nationalregister/database-research.htm

### **Design Guidelines**

- **Neighborhood Design Guidelines:** The following websites are links to the historic district's design guidelines or design manual, should they exist.
  - Armory Park Historic Residential District: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/plan-ning-development-services/historic-preservation/documents/armorypark.pdf</u> and <u>https://codelibrary.amlegal.com/codes/tucson/latest/tucson\_az\_udc/0-0-0-11991</u>

Blenman-Elm Historic District: https://blenmanelm.wordpress.com/neighborhood/neighborhood-plan/

Broadmoor Historic District: No Design Guidelines or Manuals identified

Catalina Vista Historic District: https://blenmanelm.wordpress.com/neighborhood/neighborhood-plan/

Downtown Tucson Historic District: No Design Guidelines or Manuals identified

- El Presidio Historic District: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-devel-opment-services/historic-preservation/documents/elpresidio.pdf</u> and <u>https://codelibrary.amlegal.com/codes/tucson/latest/tucson\_az\_udc/0-0-12026</u>
- Feldman's Historic District: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/pdsd/documents/plan-ning-amp-zoning/feldmans\_neighborhood\_preservation\_zone\_design\_manual.pdf</u>

Iron Horse Historic District: No Design Guidelines or Manuals identified

Jefferson Park Historic District: http://www.jeffersonpark.info/neighborhood-manuals.html

- John Spring Neighborhood Historic District: <u>http://dunbarspring.org/documents/dunbarspring-community-develop-ment-plan-1995</u>
- Miracle Mile Historic District: No Design Guidelines or Manuals identified
- Pie Allen Residential Historic District: <u>https://www.rinconheights.com/uploads/1/5/5/7/15579966/rincon\_heights\_and\_pie\_allen\_npz\_design\_manual\_-\_final\_3-3-23.pdf</u>

Rincon Heights Historic District: <u>https://www.rinconheights.com/uploads/1/5/5/7/15579966/rincon\_heights\_and\_pie\_allen\_npz\_design\_manual\_\_final\_3-3-23.pdf</u>

Sam Hughes Residential Historic District: No Design Guidelines or Manuals identified, only a Neighborhood Plan: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/pdsd/documents/areaneighborhood-plans/shnp\_final\_adopted\_.pdf</u>

Sunshine Mile Historic District: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-de-velopment-services/documents/smd\_document\_final\_9-14-21.pdf</u>

- Warehouse Historic District: No Design Guidelines or Manuals identified. Specific City of Tucson Zoning requirements: <u>https://codelibrary.amlegal.com/codes/tucson/latest/tucson\_az\_udc/0-0-23421</u>
- West University Historic District: <u>https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-de-velopment-services/historic-preservation/documents/wuhzabguides7.22.15final.pdf</u> and <u>https://codelibrary.amlegal.com/codes/tucson/latest/tucson\_az\_udc/0-0-12101</u>


**SHPO Design Guidelines:** All Contributing properties in historic districts and individually listed properties are required to follow SHPO design guidelines in order to maintain their contributing status. SHPO design guidelines can be found here:

https://www.nps.gov/tps/standards.htm

#### University of Arizona Preservation Plan: For a PDF of the UA Preservation Plan

https://pdc.arizona.edu/file/UA\_Preservation\_Plan\_June\_2006\_final\_0.pdf



D. TEP ROUTE COMBINATION MAP



TEP Midtown Reliability Project: Historic District Analysis May 17, 2024

Tierra Right of Way

p. 151



Appendix D. FEMA FIRM 04019C2279L Panel 2279

See attached Appendix

# NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Arizona Central State Plane zone (FIPSZONE 0202), International Feet. The horizontal datum was NAD 83, HPGN/HARN GRS80 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <u>http://www.ngs.noaa.gov</u> or contact the National Geodetic Survey at the following address:

NGS Information Services NOAA, N/NGS12 National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, Maryland 20910-3282 (301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from multiple sources. Base map imagery for eastern Pima County was provided in digital format by the Pima Association of Governments. These data were developed at 1-foot Ground Sample Distance (GSD) from color aerial photography flown in 2002. Base map imagery for western Pima County was derived from USGS Imagery available for the State of Arizona and produced at a scale of 1:12,000 from photography dated 2006 and 2007.

This map may reflect more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

**Corporate limits** shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on available products associated with this FIRM, visit the Map Service Center (MSC) website at <u>http://msc.fema.gov</u>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

lf you have **questions about this map,** how to order products, or the National Flood Insurance Program in general, please call the FEMA Map Inform*a*tion eXchange (FMIX) at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

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browner water water and a stand a stan	issued Letters of Map Revisio	
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To determine if flood insurance is available in this community, contact your insurance sevents of the National Flood Insurance mat 1:400-638-6620. MAP SCALE 1" = 500' 100 0 100 METERS 100 0 100 METERS 100 0 100 METERS 100 0 100 METERS 100 0 100 INSURANCE RATE MAP FIRMA FLOOD INSURANCE RATE MAP PIMA COUNTY, ARIZONA AND INCORPORATED AREAS PANEL 2277 OF 4750 ISEE MAP INDEX FOR FIRM PANEL LAYOUT CONTAINS 100 MILLITY NUMBER PANEL SUFFIX TUCSON CITY OF 040076 2277 L NUMBER PANEL SUFFIX 100 MILLITY NUMBER PANEL SUFFIX 100 MILLITY METERS 100 MILLITY 100 MILLITY METERS 100 MILLITY 100 MILLITY 1	For community map revision Map History table located in	h history prior to countywide mapping, refer to the Community the Flood Insurance Study report for this jurisdiction.
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Washington, D.C. 20472

# LETTER OF MAP REVISION DETERMINATION DOCUMENT

	DETE		Decement					
	COMMUNITY AND REVISION INFORMATION	ı	PROJECT DESCRIPTION	BASIS OF REQUEST				
COMMUNITY	City of Tucson Pima County Arizona	C	ULVERT	HYDRAULIC ANALYSIS HYDROLOGIC ANALYSIS UPDATED TOPOGRAPHIC DATA				
	COMMUNITY NO.: 040076							
IDENTIFIER	Tucson Arroyo/High School Wash LOMR	AF SC	PPROXIMATE LATITUDE & LONGIT DURCE: USGS QUADRANGLE	UDE: 32.228, -110.978 DATUM: NAD 83				
	ANNOTATED MAPPING ENCLOSURES		ANNOTATED ST	JDY ENCLOSURES				
TYPE: FIRM* TYPE: FIRM* TYPE: FIRM*	NO.: 04019C2276L DATE: June NO.: 04019C2277L DATE: June NO.: 04019C2279L DATE: June	ATE OF EFFECTIVE FLOOD INSURA PROFILE(S): 19P, 111P, 250P, 251 PROFILE(S) NEW: 111P(a) AND 25 SUMMARY OF DISCHARGES TAB	NCE STUDY: September 28, 2012 P and 252P i0P(a) LE: TABLE 6					
Enclosures reflect * FIRM - Flood Ins	changes to flooding sources affected by this re urance Rate Map	vision.						
	FLOOI	DING SOURCE(S) & F	REVISED REACH(ES) See Pa	age 2 for Additional Flooding Sources				
		SUMMARY OF R	EVISIONS					
Flooding Source High School Wash	1	Effective Flooding Zone AE Zone X (shaded) Zone X (unshaded) BFEs	g Revised Flooding Increa Zone AE YES Zone X (shaded) YES ) Zone X (unshaded) YES BFEs YES	ases Decreases YES YES NONE YES				
* BFEs - Base Flo	od Elevations							
		DETERMIN	IATION					
This document provides the determination from the Department of Homeland Security's Federal Emergency Management Agency (FEMA) regarding a request for a Letter of Map Revision (LOMR) for the area described above. Using the information submitted, we have determined that a revision to the flood hazards depicted in the Flood Insurance Study (FIS) report and/or National Flood Insurance Program (NFIP) map is warranted. This document revises the effective NFIP map, as indicated in the attached documentation. Please use the enclosed annotated map panels revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals in your community.								
This determination any questions abo LOMC Clearingho http://www.fema.g	n is based on the flood data presently available out this document, please contact the FEMA Ma buse, 847 South Pickett Street, Alexandria, VA 2 gov/nfip.	. The enclosed docur ap Information eXchan 22304-4605. Addition	ments provide additional information re ge toll free at 1-877-336-2627 (1-877- al Information about the NFIP is availa	egarding this determination. If you have FEMA MAP) or by letter addressed to the able on our website at				
	_	Cong	Fr.					

Luis Rodriguez, P.E., Chief Engineering Management Branch Federal Insurance and Mitigation Administration



Washington, D.C. 20472

## LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

## OTHER FLOODING SOURCES AFFECTED BY THIS REVISION

#### FLOODING SOURCE(S) & REVISED REACH(ES)

Tucson Arroyo - from the confluence with Santa Cruz River to the confluence of Arroyo Chico

Arroyo Chico (previously referred to as Arroyo Chico Upstream) - from the confluence with Tucson Arroyo to approximately 600 feet upstream of S. Park Avenue

	SUMMARY OF REVI	SIONS		
Flooding Source	Effective Flooding	Revised Flooding	Increases	Decreases
Tucson Arroyo	Zone AE	Zone AE	YES	YES
	BFEs	BFEs	NONE	YES
	Zone AO	Zone X (unshaded)	NONE	YES
	Zone X (unshaded)	Zone X (unshaded)	YES	NONE
	Zone X (shaded)	Zone X (shaded)	YES	YES
Arroyo Chico (previously referred to as Arroyo Chico Upstream)	Zone AE	Zone AE	NONE	YES
	BFEs	BFEs	NONE	YES
	Zone X (unshaded)	Zone X (unshaded)	YES	NONE
	Zone X (shaded)	Zone X (shaded)	NONE	YES

\* BFEs - Base Flood Elevations

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Information eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 847 South Pickett Street, Alexandria, VA 22304-4605. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

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Luis Rodriguez, P.E., Chief Engineering Management Branch Federal Insurance and Mitigation Administration

15-09-2298P

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Washington, D.C. 20472

# LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

## **COMMUNITY INFORMATION**

#### APPLICABLE NFIP REGULATIONS/COMMUNITY OBLIGATION

We have made this determination pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 93-234) and in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, P.L. 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Pursuant to Section 1361 of the National Flood Insurance Act of 1968, as amended, communities participating in the NFIP are required to adopt and enforce floodplain management regulations that meet or exceed NFIP criteria. These criteria, including adoption of the FIS report and FIRM, and the modifications made by this LOMR, are the minimum requirements for continued NFIP participation and do not supersede more stringent State/Commonwealth or local requirements to which the regulations apply.

NFIP regulations Subparagraph 60.3(b)(7) requires communities to ensure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management ordinances; therefore, responsibility for maintenance of the altered or relocated watercourse, including any related appurtenances such as bridges, culverts, and other drainage structures, rests with your community. We may request that your community submit a description and schedule of maintenance activities necessary to ensure this requirement.

#### **COMMUNITY REMINDERS**

We based this determination on the 1-percent-annual-chance discharges computed in the submitted hydrologic model. Future development of projects upstream could cause increased discharges, which could cause increased flood hazards. A comprehensive restudy of your community's flood hazards would consider the cumulative effects of development on discharges and could, therefore, indicate that greater flood hazards exist in this area.

Your community must regulate all proposed floodplain development and ensure that permits required by Federal and/or State/Commonwealth law have been obtained. State/Commonwealth or community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction or may limit development in floodplain areas. If your State/Commonwealth or community has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

We will not print and distribute this LOMR to primary users, such as local insurance agents or mortgage lenders; instead, the community will serve as a repository for the new data. We encourage you to disseminate the information in this LOMR by preparing a news release for publication in your community's newspaper that describes the revision and explains how your community will provide the data and help interpret the NFIP maps. In that way, interested persons, such as property owners, insurance agents, and mortgage lenders, can benefit from the information.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Information eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 847 South Pickett Street, Alexandria, VA 22304-4605. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Luis Rodriguez, P.E., Chief Engineering Management Branch Federal Insurance and Mitigation Administration



Washington, D.C. 20472

# LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

We have designated a Consultation Coordination Officer (CCO) to assist your community. The CCO will be the primary liaison between your community and FEMA. For information regarding your CCO, please contact:

Ms. Jeffrey D. Lusk Director, Mitigation Division Federal Emergency Management Agency, Region IX 1111 Broadway Street, Suite 1200 Oakland, CA 94607-4052 (510) 627-7175

#### STATUS OF THE COMMUNITY NFIP MAPS

We will not physically revise and republish the FIRM and FIS report for your community to reflect the modifications made by this LOMR at this time. When changes to the previously cited FIRM panel(s) and FIS report warrant physical revision and republication in the future, we will incorporate the modifications made by this LOMR at that time.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Information eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 847 South Pickett Street, Alexandria, VA 22304-4605. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Luis Rodriguez, P.E., Chief Engineering Management Branch Federal Insurance and Mitigation Administration



Washington, D.C. 20472

## LETTER OF MAP REVISION DETERMINATION DOCUMENT (CONTINUED)

#### PUBLIC NOTIFICATION OF REVISION

A notice of changes will be published in the *Federal Register*. This information also will be published in your local newspaper on or about the dates listed below and through FEMA's Flood Hazard Mapping website at <a href="https://www.floodmaps.fema.gov/fhm/Scripts/bfe">https://www.floodmaps.fema.gov/fhm/Scripts/bfe</a> main.asp.

LOCAL NEWSPAPER Name: Arizona Daily Star Dates: February 5, 2016 and February 12, 2016

Within 90 days of the second publication in the local newspaper, a citizen may request that we reconsider this determination. Any request for reconsideration must be based on scientific or technical data. Therefore, this letter will be effective only after the 90-day appeal period has elapsed and we have resolved any appeals that we receive during this appeal period. Until this LOMR is effective, the revised flood hazard determination information presented in this LOMR may be changed.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Information eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 847 South Pickett Street, Alexandria, VA 22304-4605. Additional Information about the NFIP is available on our website at http://www.fema.gov/nfip.

Luis Rodriguez, P.E., Chief Engineering Management Branch Federal Insurance and Mitigation Administration

## TABLE 6 - SUMMARY OF DISCHARGES - continued

	DRAINAGE						
FLOODING SOURCE	AREA						
AND LOCATION	<u>(sq. miles)</u>	<u>10-PERCENT</u>	<u>2-PERCENT</u>	<u>1-PERCENT</u>	0.2-PERCENT		
ANKLAM WASH							
At Silverbell Road	3.0	1,360	3,450	4,500	*		
ARCADIA WASH	2.24	*		2.450			
At Speedway Boulevard	2.26	*	*	2,450	*		
At Pima Street	2.43	*	*	2,566	*		
At Grant Road	2.53	*	*	2,617	*		
At Rosemont Boulevard	1.94	*	*	2,587	*		
At Craycroft Road	1.39	Revi	sed Data	1,117	*		
ARROYO CHICO			seu Dutu				
At confluence with Tucson Arroyo	8.8	1,311	1,616	1,693	1,820		
Downstream of confluence							
with Railroad Wash	8.3	*	*	3,234	*		
Upstream of confluence with							
Railroad Wash	5.91	*	*	1,654	*		
At Tucson Boulevard	5.52	*	*	1,428	*		
At Randolph Way	3.58	*	*	312	*		
At Alvernon Way	0.7	*	*	<sup>986</sup> Revi	sed by LOMR effective		
ATTERBURY WASH					September 29, 2014		
Unstream of confluence with							
Pantano Wash	N/A	*	*	4.200	*		
				.,			
BIG WASH							
Upstream of confluence with							
Canada del Oro Wash	110.0	5,700	13,500	18,300	31,000		
Upstream of confluence with							
Honey Bee Wash	89.9	5,200	12,400	16,900	28,000		
BLACK WASH							
At downstream limit of							
detailed study (intersection of							
Tucson-Ajo and Old Ajo							
Highways, south of Tucson-	10.0			0.050			
Ajo Highway)	48.8	*	*	8,872	*		
South of Tucson-Ajo							
Highway, west of Vanalia	26.4	*	*	4 004	*		
At the middle of Section 9	20.4			4,904			
north of Valencia Road and							
east of Vahalla Road	24.2	*	*	6 703	*		
South of Valencia Road, near	21.2			0,705			
Camino Rancho Road	16.8	*	*	5.035	*		
South of Tucson-Ajo				- ,			
Highway, east of Vahalla							
Road	10.2	*	*	3,484	*		
South of Drexel Road							
extended, west of Wade Road	5.1	*	*	2,469	*		
At intersection of Drexel and							
Sheridan Roads	0.8	*	*	1,319	*		
South of Ajo Highway, west of	2.0	ىك	ىلە	000	ىلە		
Camino Verde Road	2.0	ጙ	不	902 REVI	SFD TO		
"Data not available				DECI			
				REFL			

EFFECTIVE: June 13, 2016

#### TABLE 6 - SUMMARY OF DISCHARGES - continued

	DRAINAGE				
FLOODING SOURCE	AREA		PEAK DISCH	HARGES (cfs)	
AND LOCATION	<u>(sq. miles)</u>	10-PERCENT	2-PERCENT	1-PERCENT	0.2-PERCENT
ESPERERO WASH					
Upstream of Confluence with					
Ventana Canyon Wash	6.19	4,243	6,949	8,898	13,574
Upstream of Sunrise Drive	6.11	4,333	7,067	9,170	13,663
Downstream of Thimble View					
Way	5.9	5,121	8,907	10,762	15,953
ESTE WASH					
At confluence with Tanque	2.5	*	*	4 400	*
At Speedway Poulovard	2.5	*	*	4,490	*
At Broadway Boulevard	1.7	*	*	5,508 1.074	*
At Bloadway Boulevard	0.9			1,974	·
FLOWING WELLS WASH					
At Higgins Lane	6.1	*	*	3 013	*
At Higgins Lanc	0.1			5,015	
GIBSON ARROYO					
At West Second Avenue	2.2	920	1.850	2,400	4.750
At State Highway 85	1.7	1,560	3,140	3,990	4,200
		,	,	,	,
GREASEWOOD WASH					
At confluence with Silvercroft					
Wash	2.12	*	*	2,130	*
At Ironwood Hills Drive	1.81	*	*	2,900	*
At Saddle Ranch Drive	0.71	*	*	1,304	*
GUILD WASH					
At Union Pacific Railroad and					
Pinal/Pima County Boundary	8.56	*	*	2,100	*
HARDY WASH	0.52	*	¥	2 1 5 2	*
At Hartman Lane	9.52	Ť	Ť	2,152	<b>т</b>
At confluence with Tanque					
Verde Creek	2.05	*	*	1 909	*
Approximately 900 feet	2.05			1,707	
downstream of Wrightstown					
Road	1.24	*	*	1,193	*
At Broadway Boulevard	0.84	*	*	2.850	*
, and the second s				)	
HIGH SCHOOL WASH					
At Second Avenue	1.4	*	*	$1,115^{1}$	*
At Highland Avenue	1.0	*	*	2,098	* 📐
At Campbell Avenue	0.7	*	*	1,785	* \
					<b>Revised</b> Data
IDLE HOUR WASH					ite ibeu Dutu
At confluence with Santa Cruz					
River	6.6	*	*	7,675	*

\*Data not available

<sup>1</sup>High School Wash overflow discharge

REVISED TO REFLECT LOMR EFFECTIVE: June 13, 2016

FLOODING SOURCE	DRAINAGE AREA		PEAK DISCH		
AND LOCATION	<u>(sq. miles)</u>	10-PERCENT	<u>2-PERCENT</u>	1-PERCENT	0.2-PERCENT
TUCSON ARROYO					
Just upstream of West Interstate					
10 Frontage Road	10.70	2,078	3,020	3,321	4,278
Just upstream of St. Mary's					
Road	10.66	2,055	2,985	3,287	4,223
Just upstream of Perry Avenue	10.63	2,051	2,977	3,282	4,212
UNNAMED TRIBUTARY TO				×	<b>Revised Data</b>
ROLLERCOASTER WASH					
Approximately 300 feet					
Rollercoaster Wash	*	*	*	6,602	*
UNNAMED WASH					
At Tangerine Road	2.20	*	*	1,515	*
UNNAMED WASH					
At Cortaro Farms Road and					
Union Pacific Railroad.	1.4	*	*	690	*
VAN BUREN WASH					
At confluence with Alamo					
Wash	0.5	*	*	941	*
At Pima Street	0.3	*	*	633	*
VENTANA CANYON WASH					
At confluence with Tanque					
Verde Creek	16.64	5,066	9,030	11,527	18,238
Downstream of River Road	*	5,325	9,453	12,058	19,072
Upstream of Sabino Canyon			10 5 15	15.000	25.1.62
Road	15.87	7,271	12,547	45,939	25,162
Downstream of confluence with	14 14	0 100	14.052	17 752	07.050
Esperero Canyon Wash	14.14	8,122	14,053	17,753	27,253
Upstream of Esperero Canyon	7.04	5 071	0.151	11 404	17544
Wash	/.94	5,271	9,151	11,484	17,544
Upstream of Sunrise Road	0.98	5,578	9,448	12,044	17,805
Upstream of Resort Drive	3.85	5,179	8,813	10,596	14,864
WILD BURRO CANYON					
At Dove Mountain Boulevard	6.24	*	*	3,634	*
WILSON WASH					
At Mountain Avenue	3.0	*	*	2,715	*
At Campbell Avenue	1.8	*	*	2,279	*

## TABLE 6 - SUMMARY OF DISCHARGES - continued

\*Data not available

REVISED TO REFLECT LOMR EFFECTIVE: June 13, 2016















	10,000												
	10,200 10,	CROSS SECTION LOCATION	<ul> <li>2% ANNUAL CHANCE FLOOD</li> <li>10% ANNUAL CHANCE FLOOD</li> </ul>	1% ANNUAL CHANCE FLOOD	0.2% ANNUAL CHANCE FLOOD							REVISED REACH	
	400					2,380	2,385	2,390	2,395	2,400	2,405	2,41 <b>REVISEDTO</b>	2,415
25		FEDERAL E				GEME				FLOOD PR	ROFILES	REFLECT LOMI EFFECTIVE: Ju	R ne 13, 2016
2P	PIMA COUNTY, AZ AND INCORPORATED AREAS					ARROYO	CHICO						



#### NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 14 SOUTH, RANGE 13 EAST.

Without Base Flood Elevation (BFE) With BFE or Depth Zone AE, AO, AH, VE, AR SPECIAL FLOOD Regulatory Floodway HAZARD AREAS 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future Conditions 1% Annual No. X. Tex Chance Flood Hazard Zone X OTHER AREAS OF Area with Reduced Flood Risk due to Levee See Notes. Zone X FLOOD HAZARD SCALE Map Projection: NAD 1983 HARN StatePlane Arizona Central FIPS 0202 Feet Intl; Western Hemisphere; Vertical Datum: NAVD 88 1 inch = 500 feet 1:6,000 Ň 250 1,000 500 Meters 280 140 70 NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP Program S FEMA PIMA COUNTY, ARIZONA AND INCORPORATED AREAS  $\{\mathbf{r}\}$ ee PANEL 2276 of 4750 Insurar **FEMA** Panel Contains COMMUNITY TUCSON, CITY OF PANEL SUFFIX NUMBER Flood National **REVISED TO REFLECT LOMR** EFFECTIVE: June 13, 2016 VERSION NUMBER 1.1.1.0 MAP NUMBER 04019C2276L EFFECTIVE DATE JUNE 16, 2011









Appendix E. Photo Simulation Package

See attached Appendix



# **Midtown Reliability Project**

Visual Simulation Package Approved Route 4B E. 36th St./S. Kino Pkwy.

Prepared By: Jeremy Palmer | Sole Proprietor

September 30th, 2024

# Midtown Reliability Project Key Observation Point (KOP) - Key Map



# Midtown Reliability Project Key Observation Point (KOP) - Key Map



**TEP**<sup>2</sup> Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy. Key Observation Point (KOP) # 1





## Notes:

#### **Camera Information**

- Type: Canon EOS RP
- Sensor: CMOS (Full-Frame) 35.9mm x 24mm Lens: Canon RF 24-105mm f/4-7.1 IS STM Focal Length: 50mm | F-Stop: f/10 | ISO:100 Dimensions in pixel: 6240 x 4160

#### KOP

- Representative View for: residents and church visitors Location: 2791 S. Kino Pkwy Latitude: 32°11'18.46"N; Longitude:110°56'41.90"W View Point Elevation at Eye Level: 2,479 ft.

- Looking: northwest
- Poles Visible: Alternative 4 structures
- Image File Name: IMG 4503.JPG

#### **Simulation Notes**

- Photo Taken: September 21, 2024 at 1:17 pm
- The image is based on a single photo and represent approximately 39.5 degree horizontal field of view. This view is approximately 1,472 feet south of the nearest
- pole represented in the simulation.
- The simulation is based on the best information available and is preliminary. Final alignment and structure locations are subject to change based on final engineering and other factors.

# Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy.

# Key Observation Point (KOP) #1



**Current Condition** 



Simulated Condition

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground

**TEP**<sup>2</sup> Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy. Key Observation Point (KOP) # 2





## Notes:

#### **Camera Information**

- Type: Canon EOS RP
- Sensor: CMOS (Full-Frame) 35.9mm x 24mm Lens: Canon RF 24-105mm f/4-7.1 IS STM Focal Length: 24mm | F-Stop: f/9 | ISO:100 Dimensions in pixel: 6240 x 4160

#### KOP

- Representative View for: residents and commercial traffic Location: 2631 S. Kino Pkwy Latitude: 32°11'29.87"N; Longitude:110°56'47.59"W View Point Elevation at Eye Level: 2,484 ft.

- Looking: northwest Poles Visible: Alternative 4 structures
- Image File Name: IMG 4530.JPG

#### Simulation Notes

- Photo Taken: September 21, 2024 at 1:29 pm
- The image is based on a single photo and represent
- approximately 73.7 degree horizontal field of view. This view is approximately 204 feet south of the nearest pole represented in the simulation.
- The simulation is based on the best information available and is preliminary. Final alignment and structure locations are subject to change based on final engineering and other factors.



# Key Observation Point (KOP) #2



**Current Condition** 



Simulated Condition

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground

**TEP** Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy. Key Observation Point (KOP) # 3





## Notes:

#### **Camera Information**

- Type: Canon EOS RP
- Sensor: CMOS (Full-Frame) 35.9mm x 24mm Lens: Canon RF 24-105mm f/4-7.1 IS STM Focal Length: 24mm | F-Stop: f/9 | ISO:100 Dimensions in pixel: 6240 x 4160

#### KOP

- Representative View for: residents and commercial traffic Location: 1526 E. 36th St. Latitude: 32°11'32.21"N; Longitude:110°56'53.63"W View Point Elevation at Eye Level: 2,476 ft.

- Looking: east Poles Visible: Alternative 4 structures
- Image File Name: IMG 4505.JPG

#### Simulation Notes

- Photo Taken: September 21, 2024 at 1:23 pm
- The image is based on a single photo and represent approximately 73.7 degree horizontal field of view. This view is approximately 550 feet west of the nearest pole
- represented in the simulation.
- The simulation is based on the best information available and is preliminary. Final alignment and structure locations are subject to change based on final engineering and other factors.

# Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy.

# Key Observation Point (KOP) #3



**Current Condition** 



Simulated Condition

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground

**TEP** Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy. Key Observation Point (KOP) # 4





## Notes:

#### **Camera Information**

- Type: Canon EOS RP
- Sensor: CMOS (Full-Frame) 35.9mm x 24mm Lens: Canon RF 24-105mm f/4-7.1 IS STM Focal Length: 24mm | F-Stop: f/5.6 | ISO:100 Dimensions in pixel: 6240 x 4160

#### KOP

- Representative View for: residents and commercial traffic Location: 1585 S. Kino Blvd. Latitude: 32°11'35.45"N; Longitude:110°56'51.76"W View Point Elevation at Eye Level: 2,482 ft.

- Looking: southeast
- Poles Visible: Alternative 4 structures
- Image File Name: IMG 4538.JPG

#### Simulation Notes

- Photo Taken: September 21, 2024 at 1:36 pm
- The image is based on a single photo and represent
- approximately 73.7 degree horizontal field of view. This view is approximately 371 feet northwest of the nearest pole represented in the simulation.
- The simulation is based on the best information available and is preliminary. Final alignment and structure locations are subject to change based on final engineering and other factors.

# Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy.

# Key Observation Point (KOP) #4



**Current Condition** 



**Simulated Condition** 

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground

**TEP** Tucson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy. Key Observation Point (KOP) # 5





## Notes:

#### **Camera Information**

- Type: Canon EOS RP
- Sensor: CMOS (Full-Frame) 35.9mm x 24mm Lens: Canon RF 24-105mm f/4-7.1 IS STM Focal Length: 35mm | F-Stop: f/10 | ISO:100 Dimensions in pixel: 6240 x 4160

#### KOP

- Representative View for: residents and commercial traffic Location: 1715 E. 36th St. Latitude: 32°11'33.04"N; Longitude:110°56'46.04"W View Point Elevation at Eye Level: 2,478 ft.

- Looking: west Poles Visible: Alternative 4 structures
- Image File Name: IMG 4535.JPG

#### Simulation Notes

- Photo Taken: September 21, 2024 at 1:32 pm
- The image is based on a single photo and represent approximately 54 degree horizontal field of view. This view is approximately 160 feet northeast of the nearest
- pole represented in the simulation.
- The simulation is based on the best information available and is preliminary. Final alignment and structure locations are subject to change based on final engineering and other factors.

# Ticson Electric Power Midtown Reliability Project - E. 36th St./S. Kino Pkwy.

# Key Observation Point (KOP) #5



**Current Condition** 



**Simulated Condition** 

Route 4 - Weathered Finish - Overhead



Simulated Condition

Route 4 - Weathered Finish - Underground


Appendix F. Neighborhood Meeting Summary

See attached Appendix



#### **Neighborhood Meeting Summary Report**

#### Thursday, October 17, 2024

The Midtown Reliability Project (MRP) will upgrade Midtown Tucson's antiquated and overloaded 46 kV sub-transmission system to a much more flexible and robust 138 kV system. This upgrade is urgently needed to replace older, lower-voltage equipment that cannot keep pace with the increasing energy use in central Tucson because the aged and outdated Midtown system is at or near capacity. Tucson Electric Power (TEP) secured a Certificate of Environmental Compatibility (CEC) to build the transmission line. TEP is seeking a Special Exception Land Use Permit (SELUP) to allow for the transmission line to be built overhead when the transmission line perpendicularly crosses a City of Tucson Gateway Corridor Zone (GCZ).

#### 1. Meeting Notification

TEP contracted Gordley Group to prepare and mail a neighborhood meeting invitation. The written notice was in English and Spanish and provided the date, time, and location of the neighborhood meeting. A copy of the meeting invitation is Attachment 1. The meeting invitation was mailed on October 4, 2024, 13 days prior to the date of the neighborhood meeting. A copy of the mailing certification Attachment 2. The invitation was sent to all property owners within 400' of the Subject Crossing and all neighborhood associations within 1 mile of the Subject Crossing. Mailing lists of the necessary property owners and neighborhood associations were provided to TEP by the City of Tucson, and meeting invitations were sent to those on the provided mailing lists.

A copy of the mailing lists is Attachment 3.

The meeting invitation was also shared with the chair of the Tucson Pima County Historical Commission Plans Review Subcommittee (TPCHC PRS), Terry Majewski, via email the evening of Thursday, October 10, 2024. Ms. Majewski requested the meeting invitations during a courtesy review of the Subject Routes and stated that she would be dispersing them to neighborhoods and her contacts within the study area.

A copy of the email correspondence with Ms. Majewski following the courtesy review meeting is Attachment 4.

A notice of the neighborhood meeting was also sent via email to all neighborhood associations with emails listed with the City and located within 1 mile of the Subject Crossing two days prior to the meeting (Attachment 5). A separate email notification was sent to the MRP email listserv developed through the line siting process as a courtesy also two days before the neighborhood meeting (Attachment 6).

#### 2. Meeting Summary

The neighborhood meeting was held Thursday, October 17, 2024 at the Holladay Elementary School, located at 1110 E 33<sup>rd</sup> Street, Tucson, AZ from 6:00PM to 8:00PM. The meeting was an open house format, with a sign-in table, comment table, refreshment table, photo simulation table, and eleven Project posters. Posters included: project overview, project benefits, project location map with approved



CEC corridors, pole characteristics, why the project is an overhead line, description of the SELUP process, and photo simulations of what the Subject Crossing would look like if the SELUP is approved and pictures of what the Subject Crossing may look like if the SELUP is not approved. Additional project background poster boards were available if attendees wanted more information. (See Attachment 7 for Project Posters).









In attendance at the meeting were TEP staff including the Project Manager and Government Liaison. Gordley Group supported the open house with two representatives. Sonoran Land Resources supported the open house with an Environmental and Land Use Planner. These individuals were available to answer questions related to the Project and attendees' concerns.

All attendees were asked to sign in (see Attachment 8 for sign in sheet). The neighborhood meeting had five attendees which included Ward 5 Council Aide, Mary Kuchar, the President of the Pueblo Gardens Neighborhood Association, Bernice Vanover, and the President of the Western Hills II Neighborhood Association, Willie Blake.

#### 3. Comment

No comments were received by phone or email prior to the neighborhood meeting. Verbal comments were shared with TEP staff at the neighborhood meeting, and three written comments were submitted at the neighborhood meeting.

#### 3.1 Verbal Comments at the Neighborhood Meeting



3.2 Written Comments

line and project as a whole. His inquires pertained to what the project was and where TEP was at in the process. All attendees commented on the photo simulations and felt that the

One attendee visited the open house to learn about the transmission

viewshed looked better once the transmission line was in-service and the distribution lines with communication wires were undergrounded.

Two attendees from the South Park neighborhood came to the Euclid/Broadway neighborhood meeting since they couldn't make the 36<sup>th</sup>/Kino neighborhood meeting for the crossing in their neighborhood. They supported the SELUP for the 36<sup>th</sup>/Kino Subject Crossing. The attendees also commented on how they appreciated the "clean up" effort of removing the 46 kV equipment and undergrounding the distribution once the 138 kV line was in service.

Three written comments were submitted at the neighborhood meeting (Attachment 9.)

All three comments supported the SELUP at 36<sup>th</sup> and Kino. Commentors appreciated that the view would be cleaner and noted that the increase in electrical capacity will be a nice upgrade.









#### Dear Neighbor,

Tucson Electric Power (TEP) invites you to attend a neighborhood meeting to discuss the planned construction of a new 138-kilovolt (kV) transmission line as part of the *Midtown Reliability Project*.

Thursday, October 17 • 6 - 8:00 p.m. Holladay Elementary School 1110 E. 33rd St. • Tucson, AZ 85713

The Arizona Corporation Commission (ACC) has approved construction of the line overhead along TEP's preferred route, which primarily follows West Grant Road, North Park Avenue, Euclid Avenue and East 36th Street (See route B-4 on the enclosed map), as well as three alternative routes.

#### **Gateway Corridors**

TEP plans to build the line on the preferred route. The route crosses roads designated by the City of Tucson as Gateway Corridors at three intersections, including Oracle (at Grant), Broadway (at Euclid) and Kino (at 36th St.). TEP will apply for a Special Exception Land Use Permit (SELUP) to authorize overhead construction at those crossings.



P.O. Box 711 Mail Stop CB200 Tucson, AZ 85701-0711

#### Neighborhood Meeting Invitation

Intersection of 36th and Kino Pkwy

**Thursday, October 17 • 6 - 8:00 p.m.** Holladay Elementary School

(Vea la invitación en español adentro)



#### Neighborhood Meeting Invitation Thursday, October 17 • 6 - 8:00 p.m. Holladay Elementary School 1110 E. 33rd St. • Tucson, AZ 85713

#### **TEP Midtown Reliability Project Special Exception Land Use Permit for the Intersection of 36th and Kino Pkwy**

During the meeting, we will provide project information, review the City's SELUP application process and answer your questions. You also can share comments using the contact information below or by submitting written comments to the City of Tucson Planning and Development Services Department Entitlements Section Manager, John Beall, at tucsonrezoning@tucsonaz.gov. Comments may also be submitted during a public hearing before the Zoning Examiner that is expected to occur in the coming months.

Residents, property owners, businesses and others unable to attend may share their input by:

- **EMAIL:** midtownreliability@tep.com
- **PHONE:** (833) 523-0887 & leaving a voicemail message
- MAIL: Tucson Electric Power Attn.: Midtown Reliability P.O. Box 711 Mail Stop CB200 Tucson, AZ 85701-0711

TEP's Midtown Reliability Project will replace outdated lower voltage equipment with modern facilities that strengthen and expand the capacity of our local energy grid to meet Tucson's growing needs.



Scan to learn more about the **Midtown Reliability Project** 





Escanee para obtener más información sobre el **Proyecto de Confiabilidad del Centro de la Ciudad** 

#### Invitación a Reunión Vecinal Jueves, 17 de octubre • 6 - 8:00 p.m. Holladay Elementary School 1110 E. 33rd St. • Tucson, AZ 85713

#### TEP Proyecto de Confiabilidad de Midtown Permiso de Uso de Suelo de Excepción Especial para la intersección de 36th y Kino Pkwy

Tucson Electric Power (TEP) le invita a asistir a una reunión vecinal para discutir la construcción planificada de una nueva línea de transmisión de 138 kilovoltios (kV) como parte del *Proyecto de Confiabilidad de Midtown.* 

También puedes compartir tus comentarios por:

- CORREO ELECTRÓNICO: midtownreliability@tep.com
- TELÉFONO: (833) 523-0887 y dejar mensaje de voz
- CORREO: Tucson Electric Power Attn.: Midtown Reliability P.O. Box 711 Mail Stop CB200 Tucson, AZ 85701-0711

La Comisión de Corporaciones de Arizona (ACC, por sus siglas en inglés) ha aprobado la construcción aérea de la línea a lo largo de la ruta preferida de TEP, que principalmente sigue West Grant Road, North Park Avenue, Euclid Avenue e East 36th Street.

La ruta cruza las carreteras designadas por la ciudad como Corredores de Entrada en tres intersecciones: Oracle (en Grant), Broadway (en Euclid) y Kino (en la calle 36). TEP solicitará un permiso especial (SELUP, por sus siglas en inglés) para autorizar la construcción aérea en esas cruces.

Durante la reunión, compartiremos informacion del proyecto, revisaremos el proceso SELUP de la Ciudad y responderemos a sus preguntas.





201 North Stone Avenue PO Box 27210 Tucson, AZ 85726-7210

SUBJECT: Neighborhood Mailing Certification

#### **ACTIVITY NUMBER:**

**PROJECT LOCATION:** 

This serves to place on record the fact that on \_\_\_\_\_, \_\_\_\_, (mailing date) (sender's name)

mailed notice of the \_\_\_\_\_\_ neighborhood meeting such that the notice was (date of meeting)

received at least ten (10) days prior to the date of the meeting.

Signature: <u>Tom Baca</u>	Date:
----------------------------	-------

Attachment: Copy of mailing labels



Neighborhood NAME Arroyo Chico - President Andrew Christopher Arroyo Chico - Vice President Les Pierce Arroyo Chico - Treasurer Amanda Smith Arroyo Chico - Secretary Jennifer Moscato Arroyo Chico - Newsletter Chrysta Coronado (Neighborhood Representative) Barrio Centro - President Silvia Valdillez (Chair) Barrio Centro - Vice President Adrian Cronin (Vice-Chair) Barrio Centro - Treasurer Azura Canez Barrio Centro - Secretary Moira Alexander Bravo Park Lane - Secretary Sandra Fimbres Las Vistas - President Elsa Ayon Las Vistas - Vice President Maria Vianey Valdez-Cardenas Las Vistas - Treasurer Martha Ayon Las Vistas - Secretary Yaritza Ibarra Millville - Treasurer Leigh Ann Waterfall Millville - Secretary **Roger Becksted** Pueblo Gardens - President **Bernice Vanover** Pueblo Gardens - Vice President Bernice Vanover Pueblo Gardens - Treasurer Vita Luna Pueblo Gardens - Newsletter Jesus Garcia (Board Member) South Park - President Jeannette Seitz (2nd Director) South Park - Vice President Tom Pyle (2nd Co-Chair) South Park - Secretary Earl O'Neil Western Hills II - President Willie Blake Jr Western Hills II - Treasurer Joyce Clayton Western Hills II - Secretary Eva Stoops Western Hills II - Newsletter **Becky Ybarra-Flores** Mayor **Regina Romero** Ward 5 **Richard Fimbres** 

Address	City, State, Zip
2813 E 19th St	Tucson, AZ 85716
2727 E Beverly Dr	Tucson, AZ 85716
2926 E 19th St	Tucson, AZ 85716
2944 E 20th St	Tucson, AZ 85716
2826 E 19th St	Tucson, AZ 85716
2527 Winchester Vista	Tucson, AZ 85713
2989 E 30th St	Tucson, AZ 85713
2921 E 30th St	Tucson, AZ 85713
2720 Cosby Vista	Tucson, AZ 85713
1714 E Calle Espana	Tucson, AZ 85714
2141 E Pinal Vista	Tucson, AZ 85713
2609 E Pinal Vista	Tucson, AZ 85713
2541 E Cochise Vista	Tucson, AZ 85713
2330 E Parkside Dr	Tucson, AZ 85713
727 S Park Ave	Tucson, AZ 85719
1070 E 20th St	Tucson, AZ 85719
1839 S Olsen Ave	Tucson, AZ 85713
1839 S Olsen Ave	Tucson, AZ 85713
1839 S Olson Ave	Tucson, AZ 85713
2575 E Menor Strav	Tucson, AZ 85713
P.O. Box 26302	Tucson, AZ 85726
P.O. Box 26302	Tucson, AZ 85726
P.O. Box 26302	Tucson, AZ 85726
2243 E Hidalgo Vista	Tucson, AZ 85713
2237 E Hidalgo Vista	Tucson, AZ 85713
1918 E Duvall Vista	Tucson, AZ 85713
3301 S Naco Vista	Tucson, AZ 85713
255 W Alameda St	Tucson, AZ 85701
4300 S Park Av	Tucson, AZ 85714

PARCEL MAIL1 129072230 KLEIN WILLIAM J & JEAN M CP/RS 13213078A PIMA COUNTY 13213078B TUCSON ELECTRIC POWER CO 129072300 SAINT JONAS LLC 129072370 MILLER PAUL J 129072270 WANG ZONGWU & XUE YUNQING CP/RS 129072380 CASAS DE KINO HOA 129072150 BELL TRACEY & TIMOTHY R CP/RS 129072040 BOJE TR 129072240 BOWLES AMY E 129072280 CAMPBELL ARYA 129072030 CAYWOOD KEITH WAYNE 129072010 CAZARES CESAR ANTONIO GONZALEZ 129071780 CLEMENTS RYAN C 129072070 DURAZO FIGUEROA RAUL 129072080 FIGUEROA JESUS DURAZO 129072060 GALAZ ANDRES C & LUCY CP/RS 129072260 GONZALEZ FRANCISCO ISMAEL ENRIQUEZ 129072320 HUYNH T REVOC LIVING TR 129071680 KLAUS SUZANNE M & JUSTAN M CP/RS 129072360 LIU WEIWEI 129072020 LUZANIA MARCO & VASQUEZ MAYRA CP/RS 129071800 MALDONADO OLIVER 129072310 MARTINEZ ARMANDO A & LUZ M CP/RS 129072110 MONDACA JULIA A 129072350 MONREAL JESUS E GRIJALVA & LOVIO MARIE J 129072140 NUNEZ ANNABELLE 129072210 PRIETO MIGUEL ANGEL 129072090 ROMERO ROCIO 129072250 SEARS LEAH BETH & PAYNE CODY MICAH JT/RS 129072130 SOSA GUADALUPE I & MIGUEL CP/RS 129072330 SPIRES MARK 129072100 TORRES ALEXIS E 129071790 UNSELL DONALD E & PARK MARY ANN CP/RS 129072120 XAYAPHANH DANTHAI 129071660 DOUGLAS EVELYN M 13213034D ARIZONA BOARD OF REGENTS 129072340 JONAS COMBINE ENTERPRISESE LLC 129072050 MORALES YASDANY SUAREZ 12907006K US HOMES CORP 129072290 CAVADA RENTALS LLC 129071670 ZHENG YU & TAN TAN GIAK DIANG JT/RS 129072220 BRYAN COPELAND J & CRYAN COPELAND C & MORGAN 129072000 RLS LLC

MAIL2	MAIL3	ZIP
1214 3RD ST S	STILLWATER MN	55082
130 W CONGRESS ST	TUCSON AZ	85701
88 E BROADWAY BLVD	TUCSON AZ	85701
6211 N CANYON DR	TUCSON AZ	85704
8807 E 29TH ST	TUCSON AZ	85710
8057 E SNAKEROOT DR	TUCSON AZ	85710
4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711
2434 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
2487 S SAINT PABLO DR	TUCSON AZ	85713
1761 E SAINT JONAS PL	TUCSON AZ	85713
1741 E SAINT JONAS PL	TUCSON AZ	85713
2475 S SAINT PABLO DR	TUCSON AZ	85713
2451 S SAINT PABLO DR	TUCSON AZ	85713
2445 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
1726 E SAINT JOHN THE BAPTIST ST	TUCSON AZ	85713
1726 E SAINT JOHN THE BAPTIST ST	TUCSON AZ	85713
1742 E SAINT JOHN THE BAPTIST ST	TUCSON AZ	85713
1757 E SAINT JONAS PL	TUCSON AZ	85713
1709 E SAINT JONAS PL	TUCSON AZ	85713
2428 S SAINT PABLO DR	TUCSON AZ	85713
1742 E SAINT JONAS PL	TUCSON AZ	85713
2463 S SAINT PABLO DR	TUCSON AZ	85713
2469 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
1717 E SAINT JONAS PL	TUCSON AZ	85713
2482 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
1736 E SAINT JONAS PL	TUCSON AZ	85713
2446 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
1767 E SAINT JONAS PL	TUCSON AZ	85713
1718 E SAINT JOHN THE BAPTIST ST	TUCSON AZ	85713
1759 E SAINT JONAS PL	TUCSON AZ	85713
2458 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
1720 E SAINT JONAS PL	TUCSON AZ	85713
1710 E SAINT JOHN THE BAPTIST ST	TUCSON AZ	85713
2457 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
2470 S SAINT THOMAS AQUINAS DR	TUCSON AZ	85713
2452 S SAINT PABLO DR	TUCSON AZ	85715
220 W 6TH STREET PO BOX 210300	TUCSON AZ	85721
PO BOX 14632	TUCSON AZ	85732
4113 W JULEP ST	TUCSON AZ	85741
3275 W INA RD STE 275	TUCSON AZ	85741
1578 W VALLADOLID DR	TUCSON AZ	85746
1570 BRUNSWIG LN	EMERYVILLE CA	94608
88 S 3RD ST APT 235	SAN JOSE CA	95113
5117 65TH AVE W	UNIVERSITY PLACE WA	98467

PARCEL	MAIL1	MAIL2	MAIL3	ZIP
12907218A	CASA DE KINO HOA	4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711
129072190	CASA DE KINO HOA	4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711
129072390	CASAS DE KINO HOA	4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711
129072400	CASAS DE KINO HOA	4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711
129072410	CASAS DE KINO HOA	4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711
12907006L	CITY OF TUCSON			0
12907006V	CITY OF TUCSON			0
129072160	CASA DE KINO HOA	4011 E BROADWAY BLVD STE 300	TUCSON AZ	85711





#### Re: [EXTERNAL E-Mail] RE: MRP SELUP PRS Courtesy Review Follow-up

From Tallorin, Keri < Keri.Tallorin@tep.com>

Date Fri 10/11/2024 2:50 PM

- To Terry Majewski <tmajewski@sricrm.com>
- **Cc** Samuel Paz <Samuel.Paz@tucsonaz.gov>; Michael Taku <Michael.Taku@tucsonaz.gov>; Maria Gayosso <Maria.Gayosso@tucsonaz.gov>; Bryner, Clark <CBryner@tep.com>

Good afternoon all,

There was one question I responded to yesterday in meeting that I would like to correct my answer to.

Andrew asked what TEP would do if the perpendicular crossing SELUPs were approved but then the Vine substation SELUP was not. Yesterday, I responded that TEP would look for another location for the Vine substation along the route and if a location could not be found then a new line siting process would begin.

I've been informed that a different set of actions would occur if the Vine SELUP was denied. These include:

- exhausting any appeals process for the Vine substation SELUP
- building the 138kV line
- investing in the 46kV system resulting in more lines and facilities in the area

In this scenario, these are the required actions for adequate service to be provided to the midtown area.

Let me know if you have any questions!

Thanks, Keri

Keri Tallorin Environmental & Land Use Planner II A consultant for Tucson Electric Power (425) 633-7431

From: Tallorin, Keri <Keri.Tallorin@tep.com>
Sent: Friday, October 11, 2024 7:26 AM
To: Terry Majewski <tmajewski@sricrm.com>
Cc: Samuel Paz <Samuel.Paz@tucsonaz.gov>; Michael Taku <Michael.Taku@tucsonaz.gov>; Maria Gayosso
<Maria.Gayosso@tucsonaz.gov>; Bryner, Clark <CBryner@tep.com>
Subject: Re: [EXTERNAL E-Mail] RE: MRP SELUP PRS Courtesy Review Follow-up

Great! Thank you, Terry.

Hope you have a lovely weekend, Keri

Keri Tallorin Environmental & Land Use Planner II A consultant for Tucson Electric Power (425) 633-7431

From: Terry Majewski <tmajewski@sricrm.com>
Sent: Thursday, October 10, 2024 8:41 PM
To: Tallorin, Keri <Keri.Tallorin@tep.com>
Cc: Samuel Paz <Samuel.Paz@tucsonaz.gov>; Michael Taku <Michael.Taku@tucsonaz.gov>; Maria Gayosso
<Maria.Gayosso@tucsonaz.gov>; Bryner, Clark <CBryner@tep.com>
Subject: [EXTERNAL E-Mail] RE: MRP SELUP PRS Courtesy Review Follow-up

#### \*\*\* UNS WARNING - EXTERNAL EMAIL \*\*\*

Do NOT open attachments or click links that you are not expecting. If the content or request made in this email seems unusual in any way, please contact the sender, via phone or in-person, to verify that this is a legitimate request. \*\*\* **REPORT ANYTHING SUSPICIOUS** \*\*\*

Thank you Keri. I will see that this is distributed to commissioners.

Regards, Terry

From: Tallorin, Keri <Keri.Tallorin@tep.com>
Sent: Thursday, October 10, 2024 4:41 PM
To: Terry Majewski <tmajewski@sricrm.com>
Cc: Samuel Paz <Samuel.Paz@tucsonaz.gov>; Michael Taku <Michael.Taku@tucsonaz.gov>; Maria Gayosso
<Maria.Gayosso@tucsonaz.gov>; Bryner, Clark <CBryner@tep.com>
Subject: MRP SELUP PRS Courtesy Review Follow-up

Good afternoon Terry,

Thank you for your time today at the Plans Review Subcommittee.

Please find below the neighborhood meetings for the perpendicular crossings of a gateway corridor zone. The meeting invitation that was sent out to the neighborhoods within 400' and the neighborhood associations within 1 mile of each crossing are also linked.

<u>Grant/Oracle Special Exception Neighborhood Meeting</u> Tuesday, October 15 from 5 - 7:00 p.m. Donna R. Liggins Recreation Center 2160 N 6th Ave. Tucson, AZ 85705

<u>Euclid/Broadway Special Exception Neighborhood Meeting</u> Wednesday, October 16 from 6 - 8:00 p.m. Safford K-8 School 200 E. 13th St. Tucson, AZ 85701 <u>36th/Kino Special Exception Neighborhood Meeting</u> Thursday, October 17 from 6 - 8:00 p.m. Holladay Elementary School 1110 E. 33rd St. Tucson, AZ 85713

I've also attached/linked the following items for your reference:

- Approved Certificate of Environmental Compatibility
  - Condition 15 (on page 10) and Finding of Fact 5 (on page 14) are the conditions that hold TEP accountable to removing 46 kV equipment.
  - Condition 16 (on page 10 & 11) holds TEP accountable to undergrounding distribution lines that are currently located within the same right-of-way as the MRP. This condition also requires TEP to notify the joint-use attachers (the communications companies who put equipment on TEP poles) that they will need to relocate their equipment.
  - Finding of Fact 10 (on page 15) is the language Jan was inquiring about. This Finding states that if TEP and the City are unable to use the special exception process to construct the project above ground within 6 months of the approval of the CEC (approved in mid-September, so until mid-March), then any local ordinance that requires TEP to incur incremental costs to construct below ground is unreasonably restrictive.
- Historic District Analysis (see pages 436-598 of the linked application) in CEC application: <u>https://docket.images.azcc.gov/0000211112.pdf?i=1728600629917</u>

I'd also like to correct myself from earlier. In the line siting process, both the city's historic preservation officer and the SHPO were contacted for comments. The outcome of consultation with the SHPO was two conditions that were put into the CEC (which are conditions 7 & 8 on page 8).

Please reach out if you have any questions or would like clarification on information shared here or in the meeting today.

Thanks, Keri

Keri Tallorin Environmental & Land Use Planner II A consultant for Tucson Electric Power (425) 633-7431

**Statistical Research, Inc.**, is a certified woman-owned small business providing Cultural Resource Management and Historic Preservation services since 1983.

This communication is confidential and is intended only for the use of the individual or entity named above. If you have received this communication in error, please immediately destroy it and notify the sender by reply e-mail or by telephone (909) 335-1896 (call collect).



#### Tallorin, Keri

From:	Bryner, Clark <cbryner@tep.com></cbryner@tep.com>
Sent:	Tuesday, October 15, 2024 12:26 PM
Subject:	TEP - Midtown Reliability Project Neighborhood Meeting

You should have already received notice of a neighborhood meeting scheduled Thursday, October 17, by mail. A digital copy of that notice can be accessed <u>here</u>. You are being sent this email as a courtesy, as a representative of a Neighborhood Association within 1 mile of the project and we encourage you to share this information with your neighborhood.

Details of the neighborhood meeting are as follows:

#### Thursday, October 17, 2024 6:00 - 8:00 p.m. Holladay Elementary School 1110 E. 33<sup>rd</sup> St. Tucson, AZ 85713

The purpose of the meeting is to seek public comment on TEP's application for a Special Exception to the City of Tucson's Gateway Corridor Zone, allowing a new 138kV transmission line to be constructed overhead, perpendicular to a designated Gateway Corridor. In this case, the line would run down 36<sup>th</sup> Street with a perpendicular crossing of Kino Parkway, which is a designated Gateway Corridor.

Please visit the project webpage at <u>www.tep.com/midtown</u> to see visual simulations of this proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at the meeting on Thursday.

Thanks,

Clark Bryner, AICP Manager, Siting, Outreach and Engagement Tucson Electric Power/UNS Electric Inc.

4350 E. Irvington Rd. Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 520-918-8254 Mobile: 520-401-1175 E-mail: <u>cbryner@tep.com</u>



#### Tallorin, Keri

From:	midtownreliability <midtownreliability@tep.com></midtownreliability@tep.com>
Sent:	Tuesday, October 15, 2024 3:20 PM
Subject:	TEP - Midtown Reliability Project Update

Since the last official project communication to this group in August, the Arizona Corporation Commission voted 5-0 to approve the Certificate of Environmental Compatability for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in <u>Decision No. 79550</u>.

As a result, TEP is proceeding forward with the next steps in the project. We're currently preparing applications for Special Exceptions to the City of Tucson's Gateway Corridor Zone at three locations where the new 138kV transmission line would cross a Gateway Corridor Zone in a perpendicular manner, including 1) Oracle Rd/Grant Rd, 2) Broadway Blvd/Euclid Ave, and 3) Kino Pkwy/36<sup>th</sup> St. If granted, the Special Exceptions will allow the 138kV transmission line to be constructed overhead.

As part of the preparation for these applications, TEP is hosting three neighborhood meetings to gather public comment on these crossings. These meetings will be held at the following dates and locations, with the first meeting to be held tonight:

<b>Tuesday, October 15, 2024</b> 5:00 - 7:00 p.m. Donna R. Liggins Recreation Center 2160 N 6th Ave. Tucson, AZ 85705		
Wednesday, October 16, 2024		
6:00 - 8:00 p.m.		
Safford K-8 School		
200 E. 13 <sup>th</sup> St.		
Tucson, AZ 85701		
Thursday, October 17, 2024		
6:00 - 8:00 p.m.		
Holladay Elementary School		
1110 E. 33 <sup>rd</sup> St.		
Tucson, AZ 85713		

Please visit the project webpage at <u>www.tep.com/midtown</u> to see visual simulations of these proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at one of the upcoming meetings.

Thanks,

**Clark Bryner** 

Tucson Electric Power - Midtown Reliability Project Team

4350 E. Irvington Rd.

Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 1-833-523-0887 E-mail: <u>midtownreliability@tep.com</u> Webpage: <u>www.tep.com/midtown</u>



# Midtown Reliability Project TEP



# 

# Please Sign In

# Bienvenicos (Hablamos Español) Por Favor Registrese

# For more information - Para más información:



# Midtown Reliability Project

Meeting everyday energy needs in the heart of Tucson for a lifetime





# SHORTER, LESS FREQUENT OUTAGES

- 36,936 households
- 62 neighborhoods
- 6,834 businesses

All will benefit from a new 138-kilovolt (kV) "loop" around central Tucson supplying energy from more than one direction.

## **ENERGY FOR A GENERATION OF TUCSONANS**

## COST SAVINGS, GREATER EFFICIENCY

The project would provide over 3x the capacity of the current systems



212% increase In Tucson's peak energy demand since 1975

STRONG, HEALTHY COMMUNITY Supports growing economy, population



Improves reliability in extreme weather

Provides midtown residents with same reliability benefits enjoyed in other areas



19 miles 46-kV lines removed

# 8 46-kV substations retired

# \$52 million

saved over 15 years by avoiding replacement of older equipment



268 miles **4-kV distribution circuits** upgraded to 14-kV with new poles, wires, switchgear and more

\$52 million investment in our local energy grid



Sent to midtown homes, businesses and others about the project

- 7-8 miles of new 138-kV lines
- A new 138-kV substation



Learn more at tep.com/midtown-reliability-project

# Our Energy Grid How we deliver electric service to you



# • **Tucson Electric Power**

# Midtown Reliability Project

# **Transmission Line Characteristics**

- Single-circuit 138-kV transmission line
- Tubular, weathering steel monopoles
- Typical structure heights of around 75 feet
- Around 600-foot span between poles



• Non-specular, aluminum conductor wire



A typical weathering steel monopole supporting a 138 kilovolt transmission line

# Midtown Reliability Project Fewer Power Lines, Better Service



### **Aging Assets in Project Study Area**





On average, major 46-kV substation equipment is **47 years old**.

Some equipment is in 'poor' or 'very poor' condition.

It would cost **\$41** million to replace this equipment over the next 5 years.

On average, 46-kV power poles in the study area are 61 years old.

Some equipment is in 'poor' or 'very poor' condition.

More than 430 poles need to be replaced within 15 years at a cost of \$11 million.

### **Options**

	Maintain existing 46-kV System	Upgrade to new 138-kV System
Built for:	Late 20th Century	21st Century
Substations:	<ul> <li>8 46-kV substations</li> <li>Cost: \$41 million</li> <li>Additional substations may be required</li> </ul>	<ul> <li>1 138-kV substation added</li> <li>8 46 kV substations removed</li> <li>Cost: \$34 million</li> </ul>
Power lines:	<ul> <li>19 miles of 46-kV lines</li> <li>Poles in poor condition replaced with larger metal poles (similar to 138-kV poles)</li> <li>Cost: \$11 million</li> </ul>	<ul> <li>7-8 miles 138-kV lines added</li> <li>19 miles 46-kV power lines removed</li> <li>Cost: \$18 million</li> </ul>
		7\/

#### **3**X

### Total:\$52 million investment in 46 kV system

#### **\$52 million** investment in new 138-kV facilities



# Midtown Reliability Project Benefits



### Fewer, shorter power outages





Greater capacity for growing energy needs



### More customer-owned solar, storage and EVs





### Removal of aging substations, power lines



### Improved service citywide



### Support for economic growth and a healthy community





Learn more about these benefits at: tep.com/midtown-reliability-project

# Midtown Reliability Project



# Midtown Reliability Project









# **SELUP Process & Project Timeline**



**Pre-Application Meeting** (City of Tucson & TEP)

TEP is seeking a SELUP from the City of Tucson to allow for the MRP 138kV transmission line to be built overhead on portions of the route where the transmission line perpendicularly crosses a Gateway Corridor Zone.

# **Special Exception Land Use Permit (SELUP) Process**

Special exception land uses are permitted within a zone if all use-specific standards can be met and if approved through an established review procedure.

**Special Exception Procedure: UDC Section 3.4.3** 



# **Special Exception Land Use Permit (SELUP) Process**



# **Distribution System Upgrades** & 46kV Retirement
# 

# Visualization of New 138kV Line Crossing Broadway Blvd. at Euclid Ave. with SELUP Approval







# **Current Condition – Observation Point 4**



### **POLE FINISHES**





Weathering Steel

# Simulated Condition – Observation Point 4

## See all observation points for this project during the open house and online.





# Crossing Gateway Corridor Zones Without a SELUP Will Require Risers on Each Side of the Corridor



Special exceptions to relieve the requirement to underground transmission lines may be granted if applicants meet the findings established by UDC section 3.4.5, and one of criteria a, d, or f when no other criteria apply to the project.

Criterion d. "The proposed overhead transmission lines are located on non-Gateway or non-Scenic corridor routes, and the relief is requested for a segment that perpendicularly crosses a Gateway Corridor Zone or Scenic Corridor Zone, and the placement of poles is set back at least 150 feet from the curbline of the designated Gateway Corridor."



### Why won't TEP install this transmission line underground?

COST

S

- Underground transmission lines cost significantly more to build and maintain.
  - > The difference escalates with voltage. Higher voltages
    - = higher underground costs.
  - > 5-10x more expensive or more. Costs vary for each project.
- Higher costs lead to higher electric rates.
- In October 2023, the Arizona Corporation Commission approved a policy statement instructing regulated utilities like TEP to avoid underground installation. A portion of the statement says: "As a general matter, utilities under the Commissions jurisdiction should avoid incurring these higher costs unless underground installation of a transmission line is necessary for reliability or safety purposes or to satisfy other prudent operational needs."
- Voters rejected proposal to pay for underground construction in a new franchise agreement.
- Stakeholders can create improvement district to fund undergrounding in their area.

### EFFICIENCY, CONSISTENCY

- No engineering or safety justification.
- Every other TEP transmission line is installed overhead.
- Majority of transmission lines in the United States are installed overhead.
- Underground construction disturbs more land, existing facilities and archaeological resources.



### RELIABILITY

- Comparable to overhead construction, with higher maintenance costs.
- Fewer outages but longer repair times.
- Life expectancy of underground equipment is lower.
- 138-kV transmission poles withstand extreme weather, traffic impacts.



Attachment 8

Name	Full name	Email address	How did you hear about
	Leighton Rockafellow	Leightonrockafellowjr@	gmail.com
	Gloria Munoz	Gmunoz1949@gmail.com	n Word of Mouth
	Bernice Vanover	Pueblogardensneighborl	hWord of Mouth
	Mary Kuchar	Mary.kuchar@tucsonaz.	¿Word of Mouth
	Willy Blake	N/A	Ward 5

### this project?



Attachment 9



Public comments are an important part of the project and are welcome at any time for rev	view and
consideration.	
A Dune Dlarge View This Wager	
and well Rease With	
President of Western Hill It	-
	e.
How did you hear of this meeting? / ward <	
Have you attended any previous public meetings on the Midtown Reliability Project?	
Blacke	
Name (optional): Willie Address: 2243 Eltida (ap City: 154 State;	4Z Zip: \$ 5713
Phone: 520-971-673 Fmail:	
Please include me on your email list to receive information concerning this project. $\angle Y$ res	No
Comments will be included in the summary of this public meeting. Please leave your comments will be included in the summary of this public meeting. Please leave your comment box or return to <u>midtownreliability@tep.com</u> or call (833) 523.0887 and leave MAIL: Tucson Electric Power Attn: Midtown Reliability PO Box 711 Mail Stop CB200 Tucson	nent forms in <b>ave a voicemail</b> A7 85701



### **Neighborhood Meeting Invitation**

### **Comment Form**

Public comments are an important part of the project and are welcome at any time for review and consideration.

The presentation was very nice. When the project is done the
-roads will be cleaner looking and the electricity will be a nice
upgrade. It's a needed update and looks nice after the polos
with are taken down that are not needed for the upgraded
Susten.
How did you hear of this meeting? email invitation
Have you attended any previous public meetings on the Midtown Reliability Project?
yes.
·
Name (optional): 1/201/2 Address: 12295 Disco Lon City: 71.0501) State: A7 Zip: \$5.7/2
Phone: Kan no 1/2/20 Email: having to optical for a il come
Please include me on your email list to receive information concorning this project 40 Yes.
No
Comments will be included in the summary of this public meeting. Please leave your comment forms in
the comment box or return to midtownreliability@ten.com or call (833) 523 0887 and leave a voicement
MAIL: Tucson Electric Power Attn: Midtown Reliability PO Box 711 Mail Stop CB200 Tucson A7 85701



### **Neighborhood Meeting Invitation**

### **Comment Form**

Public comments are an important part of the project and are welcome at any time for review and consideration.

After seeing the presentation on the Key Observation
Point I was a mazed on the cleanlines of the areas
views after the old poles are removed and the other
wires run underground. Living in the Pueblo Gardens
Neighbornood I Think this project is a great move
in to the future for our neighborhoods'
How did you hear of this meeting? Mary from Ward 5
Have you attended any previous public meetings on the Midtown Reliability Project? $N\mathcal{D}$
Name (optional): Glan (Mutilitaddress: )) 2/2 5 Julian Are City: Julian D State: 07 Zip:85712
Phone: 520-301-1055 Email: and up or 1949 and 1 (and
Please include me on your email list to receive information concerning this project. Ves No
Comments will be included in the summary of this public meeting. Please leave your comment forms in
the comment box or return to midtownreliability@tep.com or call (833) 523.0887 and leave a voicemail
TALE. TROSOF ELECTION OWER ALT. FILLOWIT HELIABILITY FO BOX / TT Mail Stop CE200 TRESOFTAZ 85/01



Appendix G. General MRP Comments

See attached Appendix

Project Telephone Line – Message and Conversation Record

Message Date:	10/15/2024 12:05pm
Caller:	William
Phone Number:	

### Transcript

My name is William **1**. My phone number is **1**. I would love to talk to somebody about why there is no Zoom option on this. As I have illness that won't allow me to leave the house and can't be around large numbers of people. Additionally, can somebody call me back and explain how TEP feels they need to go above and beyond the rules and regulations of the City of Tucson when those were in place well before TEP took it over. Thank you very much, I do hope to hear from someone.

### **Conversation Record**

Return Call Date:	10/15/2024
<b>Company Representative:</b>	Clark Bryner

With respect to upcoming neighborhood meetings the Special Exceptions TEP is requesting of the City of Tucson. Bill said, everyone else does Zoom, why not TEP. I explained to him that we discussed either an in-person meeting or a virtual meeting. We decided in-person was the best way to interact people and that trying to do a hybrid meeting becomes a disservice to one audience or the other.

He stated that they've beaten TEP in so many ways. Why do we continue to insist on not following the law? I shared with him that is exactly what we're doing by requesting these special exceptions.

He asked what happens if the City denies the special exceptions. I explained that there is a provision in the CEC that states if that occurs, the City and TEP need to find a way to pay to underground these short portions of the line without those costs going to all TEP customers.

### Tallorin, Keri

From:	Judith <a href="https://www.sep.com/">https://www.sep.com/</a>
Sent:	Tuesday, October 15, 2024 4:09 PM
То:	midtownreliability
Subject:	Re: Midtown Reliability Project - Judith Anderson

Midtown Reliability Proj	ject
Date	10/15/2024 03:53 PM
Name	Judith
Address	Street Address: City: Tucson State / Province: AZ Postal / Zip Code: 85716
Email	
Phone Number	
Please provide your comment or question here:	<ol> <li>Please add a Zoom meeting date and time for those of us who cannot attend in person. It's a good way to ensure that the whole public can access TEP's educational information and provide public comments.</li> <li>For INFORMED public comment, please publicize TEP's estimated EXTRA cost for installing the line underground at the 3 locations if CoT does not grant a Special Exemption. Then provide the estimated cost TO RATEPAYERS of undergrounding if that occurs.</li> <li>As a senior on a fixed income, I believe it's unfair to put the burden of undergrounding onto ratepayers. I am FOR the Midtown Line and AGAINST undergrounding, based on the extra cost involved.</li> <li>Thank you!</li> </ol>
	Thank you!

### Tallorin, Keri

From:	midtownreliability <midtownreliability@tep.com></midtownreliability@tep.com>	
Sent:	Tuesday, October 15, 2024 12:20 PM	
То:	Jonathan	
Subject:	RE: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Neighborhood Meeting	

Dr.

I can certainly understand why that would be frustrating. I sent this email out as a result of a conversation with Dan Dempsey (resident of Iron Horse NA) yesterday and today who suggested that some may have mistaken the intent of the mailed notification or set it aside as junk mail. As a result, I wanted to do what I could, given the meeting is Wednesday, to spread awareness of the meeting.

I'd be happy to schedule a separate time to meet with you, or the Iron Horse Neighborhood, about the proposed crossing and hear your thoughts and concerns. Let me know if you would be interested and we'll set it up.

Also, just to confirm, this is the address that the mailer was sent to:

Jonathan

Tucson, AZ 85712

Clark Bryner, AICP Manager, Siting, Outreach and Engagement Tucson Electric Power/UNS Electric Inc.

From: Jonathan

Sent: Tuesday, October 15, 2024 10:31 AM To: midtownreliability <midtownreliability@tep.com> Subject: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Neighborhood Meeting

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### \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

Hey there,

I did NOT receive notice by mail. And now you are providing me 1-day's notice for this meeting?

### Why? How is that legal?

Best, Dr. Jonathan Secretary Iron Horse Neighborhood Association

On Tue, Oct 15, 2024 at 10:28 AM midtownreliability <<u>midtownreliability@tep.com</u>> wrote:

You should have already received notice of a neighborhood meeting scheduled Wednesday, October 16, by mail. A digital copy of that notice can be accessed <u>here</u>. You are being sent this email as a courtesy, as a representative of a Neighborhood Association within 1 mile of the project and we encourage you to share this information with your neighborhood.

Details of the neighborhood meeting are as follows:

### Wednesday, October 16, 2024

6:00 - 8:00 p.m.

Safford K-8 School

200 E. 13th St.

Tucson, AZ 85701

The purpose of the meeting is to seek public comment on TEP's application for a Special Exception to the City of Tucson's Gateway Corridor Zone, allowing a new 138kV transmission line to be constructed overhead, perpendicular to a designated Gateway Corridor. In this case, the line would run down Euclid Avenue with a perpendicular crossing of Broadway Blvd., which is a designated Gateway Corridor.

Please visit the project webpage at <u>www.tep.com/midtown</u> to see visual simulations of this proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at the meeting on Wednesday.

### Clark Bryner, AICP Manager, Siting, Outreach and Engagement

Tucson Electric Power/UNS Electric Inc.

4350 E. Irvington Rd.

Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 520-918-8254 Mobile: 520-401-1175

E-mail: cbryner@tep.com

Jonathan Ph.D.

Chair - Cognitive Science Graduate Interdisciplinary Program Associate Professor- Educational Psychology University of Arizona

### Tallorin, Keri

From: Sent: To:	Bravo, Teresa <teresa.bravo@tep.com> Wednesday, October 16, 2024 10:24 AM Kevin</teresa.bravo@tep.com>
	bryner, Clark, Eddy, Steven
Subject:	FW: [EXTERNAL E-Mail] RE: TEP - Midtown Reliability Project Update
Follow Up Flag:	Follow up
Flag Status:	Flagged

Hello Vice Mayor

Thanks for reaching out. We mailed a notice to your Ward office at 1501 E. Grant Rd. about a week and half ago. The same mailer was sent out to the Neighborhood Associations within 1 mile of the project. In addition, the event invites are posted on the project website at <a href="https://www.tep.com/midtown-reliability-project/">https://www.tep.com/midtown-reliability-project/</a>.

Our team hosted the first event last night at the Donna Liggins Center in your Ward and we had Jack Anderson, president of the Sugar Hill Neighborhood Association attend.

Please feel free to contact me if you have any questions.

Best,

-Teresa

### Teresa Bravo

Government Relations Rep - Local Affairs 88 East Broadway Boulevard - Mail Stop HQE504 Tucson, AZ 85701 Email: <u>teresa.bravo@tep.com</u> Mobile: (520) 633-1112



From: midtownreliability <<u>midtownreliability@tep.com</u>>
Sent: Tuesday, October 15, 2024 3:29 PM
To: Bryner, Clark <<u>CBryner@tep.com</u>>; Marinez, Adriana <<u>AMarinez@tep.com</u>>
Subject: FW: [EXTERNAL E-Mail] RE: TEP - Midtown Reliability Project Update

From: Kevin

**Sent:** Tuesday, October 15, 2024 10:28:58 PM (UTC+00:00) Monrovia, Reykjavik **To:** midtownreliability <<u>midtownreliability@tep.com</u>>

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### \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

I'm not sure if you got the word out some other way, but this is the first time I am hearing about the Donna Liggins meeting. If I had known about it last week I would have announced it in my ward newsletter that goes out to every Tucson employee plus 7,000 more on Fridays.

Really, less than two hours' notice?

Kevin





We respectfully acknowledge we are on the land and territories of Indigenous peoples. Today, Arizona is home to 22 federally recognized tribes, with Tucson being home to the Tohono O'odham and the Yaqui.

From: midtownreliability <<u>midtownreliability@tep.com</u>> Sent: Tuesday, October 15, 2024 3:20 PM Subject: [EXTERNAL] TEP - Midtown Reliability Project Update Since the last official project communication to this group in August, the Arizona Corporation Commission voted 5-0 to approve the Certificate of Environmental Compatability for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in <u>Decision No. 79550 [docket.images.azcc.gov]</u>.

As a result, TEP is proceeding forward with the next steps in the project. We're currently preparing applications for Special Exceptions to the City of Tucson's Gateway Corridor Zone at three locations where the new 138kV transmission line would cross a Gateway Corridor Zone in a perpendicular manner, including 1) Oracle Rd/Grant Rd, 2) Broadway Blvd/Euclid Ave, and 3) Kino Pkwy/36<sup>th</sup> St. If granted, the Special Exceptions will allow the 138kV transmission line to be constructed overhead.

As part of the preparation for these applications, TEP is hosting three neighborhood meetings to gather public comment on these crossings. These meetings will be held at the following dates and locations, with the first meeting to be held tonight:

### **Tuesday, October 15, 2024** 5:00 - 7:00 p.m. Donna R. Liggins Recreation Center 2160 N 6th Ave. Tucson, AZ 85705

-----

Wednesday, October 16, 2024 6:00 - 8:00 p.m. Safford K-8 School 200 E. 13<sup>th</sup> St. Tucson, AZ 85701

### Thursday, October 17, 2024 6:00 - 8:00 p.m. Holladay Elementary School 1110 E. 33<sup>rd</sup> St. Tucson, AZ 85713

Please visit the project webpage at <u>www.tep.com/midtown [tep.com</u>] to see visual simulations of these proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at one of the upcoming meetings.

Thanks,

### **Clark Bryner**

Tucson Electric Power - Midtown Reliability Project Team

4350 E. Irvington Rd. Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 1-833-523-0887 E-mail: <u>midtownreliability@tep.com</u> Webpage: <u>www.tep.com/midtown [tep.com]</u>

### Tallorin, Keri

From:	Linda T -
Sent:	Tuesday, October 15, 2024 3:48 PM
То:	midtownreliability
Subject:	[EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Update

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\*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

Underground it!

Linda T. Professor Emerita UA History Department

Tucson, AZ 85721-0023

From: midtownreliability <midtownreliability@tep.com> Sent: Tuesday, October 15, 2024 3:20 PM Subject: [EXT] TEP - Midtown Reliability Project Update

**External Email** 

Since the last official project communication to this group in August, the Arizona Corporation Commission voted 5-0 to approve the Certificate of Environmental Compatability for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in Decision No.

<sup>79550 &</sup>lt; https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdocket.images.azcc.gov%2F0000211872.pdf%3Fi%3D1729028998156&data=05%7C02%7Cmidtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f4e1%7C0%7C638646292988283208%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=M2anIrZoAbLRBN%2Bx6CHTqesJ6UmP4AH3M5vJqC1bEFo%3D&reserved=0>.

As a result, TEP is proceeding forward with the next steps in the project. We're currently preparing applications for Special Exceptions to the City of Tucson's Gateway Corridor Zone at three locations where the new 138kV transmission line would cross a Gateway Corridor Zone in a perpendicular manner, including 1) Oracle Rd/Grant Rd, 2) Broadway Blvd/Euclid Ave, and 3) Kino Pkwy/36th St. If granted, the Special Exceptions will allow the 138kV transmission line to be constructed overhead.

As part of the preparation for these applications, TEP is hosting three neighborhood meetings to gather public comment on these crossings. These meetings will be held at the following dates and locations, with the first meeting to be held tonight:

Tuesday, October 15, 2024 5:00 - 7:00 p.m. Donna R. Liggins Recreation Center 2160 N 6th Ave. Tucson, AZ 85705

Wednesday, October 16, 2024 6:00 - 8:00 p.m. Safford K-8 School 200 E. 13th St. Tucson, AZ 85701

Thursday, October 17, 2024 6:00 - 8:00 p.m. Holladay Elementary School 1110 E. 33rd St. Tucson, AZ 85713

Please visit the project webpage at

https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tep.com%2Fmidtown&data=05%7C02%7Cm idtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f4e1%7C 0%7C0%7C638646292988301343%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6lk1 haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C%sdata=ZLej%2FZjK4CV9mHCQSapoS9aDuPzIwHvorW50zvrsCNQ%3D&reser ved=0<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tep.com%2Fmidtown&data=05%7C0 2%7Cmidtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f 4e1%7C0%7C0%7C638646292988314910%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJ BTiI6lk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C%7C&sdata=HBywU%2FfoZsTZ2If7rp2kjcxZcSAMKjD9qISl83itJHs%3D&rese erved=0> to see visual simulations of these proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at one of the upcoming meetings.

Thanks,

Clark Bryner Tucson Electric Power - Midtown Reliability Project Team

4350 E. Irvington Rd. Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 1-833-523-0887 E-mail: midtownreliability@tep.com<mailto:midtownreliability@tep.com> Webpage:

https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tep.com%2Fmidtown&data=05%7C02%7Cm idtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f4e1%7C 0%7C0%7C638646292988328429%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQljoiV2luMzliLCJBTil6lk1 haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C%7C&sdata=coNdfpYHAch0%2BgacVKKEe0zXCDxKphA3AQoTsBZnVRQ%3D&rese rved=0<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tep.com%2Fmidtown&data=05%7C 02%7Cmidtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7 f4e1%7C0%7C0%7C638646292988341960%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQljoiV2luMzliLC JBTil6lk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C%7C&sdata=IP%2BOgaxx%2Fg6lOFhkvrhPGOg1%2B46IFD1AdVXxf7Mog8 w%3D&reserved=0>

### Tallorin, Keri

From: Sent: To: Subject: nancy Tuesday, October 15, 2024 4:27 PM midtownreliability [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Update

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### \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

You certainly don't want people to attend. Nothing like notifying the day of or day before. Regards,

### Nancy

On Oct 15, 2024, at 3:20 PM, midtownreliability <midtownreliability@tep.com> wrote:

Since the last official project communication to this group in August, the Arizona Corporation Commission voted 5-0 to approve the Certificate of Environmental Compatability for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in <u>Decision No. 79550</u>.

As a result, TEP is proceeding forward with the next steps in the project. We're currently preparing applications for Special Exceptions to the City of Tucson's Gateway Corridor Zone at three locations where the new 138kV transmission line would cross a Gateway Corridor Zone in a perpendicular manner, including 1) Oracle Rd/Grant Rd, 2) Broadway Blvd/Euclid Ave, and 3) Kino Pkwy/36<sup>th</sup> St. If granted, the Special Exceptions will allow the 138kV transmission line to be constructed overhead.

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\_\_\_\_\_

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6:00 - 8:00 p.m. Safford K-8 School 200 E. 13<sup>th</sup> St. Tucson, AZ 85701

### Thursday, October 17, 2024

6:00 - 8:00 p.m. Holladay Elementary School 1110 E. 33<sup>rd</sup> St. Tucson, AZ 85713

Please visit the project webpage at <u>www.tep.com/midtown</u> to see visual simulations of these proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at one of the upcoming meetings.

-----

Thanks,

Clark Bryner Tucson Electric Power - Midtown Reliability Project Team

4350 E. Irvington Rd. Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 1-833-523-0887 E-mail: midtownreliability@tep.com Webpage: www.tep.com/midtown

### Tallorin, Keri

From:	midtownreliability <midtownreliability@tep.com></midtownreliability@tep.com>
Sent:	Thursday, October 17, 2024 8:00 AM
То:	Bonnie
Subject:	RE: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Update

Good morning Bonnie. Notices were sent well in advance by mail to those in the vicinity of the Special Exception requests as required by the City of Tucson. This email was intended both as a project update and a courtesy invitation to those in a broader area who have expressed interest in the project, like yourself. I do agree, we could have done a better job at sending this email earlier but we certainly want to hear from folks and appreciate you sharing your thoughts. We'll include these in our application to the City. If you have further questions or would like to discuss our proposal in greater detail I would be happy to do so.

In the meantime, the materials shared at the neighborhood meetings can be found on the project webpage at <a href="https://www.tep.com/midtown">www.tep.com/midtown</a>.

Thank you,

### Clark Bryner

Tucson Electric Power - Midtown Reliability Project Team

4350 E. Irvington Rd. Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 1-833-523-0887 E-mail: <u>midtownreliability@tep.com</u> Webpage: <u>www.tep.com/midtown</u>

### From: Bonnie

Sent: Thursday, October 17, 2024 6:46 AM To: midtownreliability <midtownreliability@tep.com> Subject: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Update

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### \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

Not a lot of advance notice. This arrived in my email box on the 15<sup>th</sup> and meetings are scheduled for 15, 16, 17th. It would seem that you would prefer not to hear from the neighborhood residents concerning your proposal. I am not able to attend any of these meetings on such short notice. I am opposed to the special

exception permits to allow for overhead transmission lines at our Gateway routes. Thank you for allowing me to comment on your plans.

Sincerely, Bonnie

From: midtownreliability <<u>midtownreliability@tep.com</u>> Sent: Tuesday, October 15, 2024 3:20 PM Subject: TEP - Midtown Reliability Project Update

Since the last official project communication to this group in August, the Arizona Corporation Commission voted 5-0 to approve the Certificate of Environmental Compatability for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in <u>Decision No. 79550</u>.

As a result, TEP is proceeding forward with the next steps in the project. We're currently preparing applications for Special Exceptions to the City of Tucson's Gateway Corridor Zone at three locations where the new 138kV transmission line would cross a Gateway Corridor Zone in a perpendicular manner, including 1) Oracle Rd/Grant Rd, 2) Broadway Blvd/Euclid Ave, and 3) Kino Pkwy/36<sup>th</sup> St. If granted, the Special Exceptions will allow the 138kV transmission line to be constructed overhead.

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Please visit the project webpage at <u>www.tep.com/midtown</u> to see visual simulations of these proposed crossing, to learn more about the project, or to submit a comment.

We hope to see you at one of the upcoming meetings.

Thanks,

4350 E. Irvington Rd. Mailstop CB200 P.O. Box 711 Tucson, AZ 85702 Phone: 1-833-523-0887 E-mail: <u>midtownreliability@tep.com</u> Webpage: <u>www.tep.com/midtown</u> From: Beatrice <a href="mailto:kepsilon"></a>
Sent: Tuesday, October 22, 2024 1:39:17 AM (UTC+00:00) Monrovia, Reykjavik
To: midtownreliability <a href="mailto:sindtownreliability@tep.com">subject: Re: Midtown Reliability@tep.com</a>
Subject: Re: Midtown Reliability Project - Beatrice

Midtown Reliability Project	
Date	10/21/2024 06:37 PM
Name	Beatrice
Address	Street Address: Street Address Line 2: City: Tucson State / Province: AZ Postal / Zip Code: 85705
Email	
Phone Number	
Please provide your comment or question here:	In a state that gets sunshine 365 days a year The nerve of TEP to want to put a line in this neighborhood that is suffering already with lines above our heads, the air base flying over us, and addiction and homelessness on our streets is inconceivable to me. You should be handing us free solar panels. The fact that this state and other states have allowed you to hold us hostages as citizens who have to pay for it is reprehensible. Screw you and all of your plans.

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 7:30pm
Caller:	Brendon
Phone Number:	

### <u>Transcript</u>

Hello, my name is Brendon and I live in Dunbar Springs. I'm calling to voice my vote against the current Midtown Reliability proposal. That's all. I'm against. Thank you.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 11:22am
Caller:	Carlos
Phone Number:	

### **Transcript**

Hi, this is Carlos **Carlos**. Wanted to comment on the Midtown Reliability Project. Not in favor. And I am in favor of undergrounding all or part of the transmission lines. Thank you, Carlos **Carlos**.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 6:07pm
Caller:	Courtney
Phone Number:	

### <u>Transcript</u>

Hello I am a citizen of Tucson and I am against the current Midtown Reliability project because I believe that the proposed overhead power line should be undergrounded.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 6:09pm
Caller:	Robert
Phone Number:	

### <u>Transcript</u>

Hello, I'm a Midtown resident. I'm just calling to voice my displeasure with the reliability project. I would much rather pay more for electricity than to look at those unsightly power lines for the rest of my life. Have our beautiful mountains blocked. So thank you for taking our stances into consideration.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 8:19pm
Caller:	Unknown
Phone Number:	

### <u>Transcript</u>

I'd like to tell TEP that the proposed overhead power lines should be undergrounded it's not only safety and aesthetics. It's our property values and Tucson shouldn't look like a power station. It should look like a charming welcoming community. Thank you.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 11:56am
Caller:	Dominic
Phone Number:	

### <u>Transcript</u>

Hi, my name is Dominic I'm a resident of the Dunbar Spring Neighborhood, a longtime resident of Tucson. And I'm against the current Midtown Reliability Project's intention to have overhead power lines. I'd like them to be undergrounded, I think they should be underground. OK. Thank you.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 1:55pm
Caller:	Helen
Phone Number:	

### **Transcript**

Hello. This is Helen **Mattern**, Tuson citizen. I am calling to say that I do not support the Midtown Reliability Project, because I feel that the most important thing we can do at this point is to underground these kinds of utilities, both for aesthetics and for practical reasons.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 11:25am
Caller:	Natasha
Phone Number:	

### <u>Transcript</u>

Hi, my name is Natasha **1** . I'm in the Dunbar Spring Neighborhood and I'm calling to say that I am against the current Midtown Reliability Project. I believe that the proposed overhead power lines should be undergrounded, especially in some of the core areas of the city. OK. Thank you.

Return Call Date:	N/A
<b>Company Representative:</b>	
Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 12:11pm	
Caller:	Thomas	
Phone Number:		

## **Transcript**

Hi, my name is Thomas **Construction**. I'm a resident of the Dunbar Spring Neighborhood. And I'm calling to say that I'm strongly against the current Midtown Reliability Project. The poles need to be undergrounded instead of constructing overhead power lines. Our rates are at record high and your profits are at record highs. You can afford to do so instead of cluttering up our neighborhoods with unsightly infrastructure. Thank you and have a nice day.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 11:32am	
Caller:	Torrence	
Phone Number:		

## **Transcript**

Hi, my name is Torrence **1999**, and I'm calling to say that I'm against the current Midtown Reliability Project, because I believe that the power line should be underground. Thank you.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/25/2024 10:10am	
Caller:	Jeff	
Phone Number:		

## **Transcript**

Hello, my name is Jeff **Control**. I live on 4th Ave. in the area affected by the Midtown Reliability Project. I want to record my absolute opposition to this plan. Alternatives must be found. It simply is not tolerable to have in 2024, to have something like this. This 1950's solution, disgracing and marring our city. Thank you very much. My telephone number if you need me is **Control**. Thank you so much.

Return Call Date:	N/A
<b>Company Representative:</b>	

Project Telephone Line – Message and Conversation Record

Message Date:	10/25/2024 6:44am	
Caller:	Unknown	
Phone Number:		

## <u>Transcript</u>

Hi, I am a Tucson resident and am against the Midtown Reliability Project, and think the line should be underground. Thanks.

Return Call Date:	N/A
<b>Company Representative:</b>	

Andrea
Thursday, October 24, 2024 12:11 PM
midtownreliability
[EXTERNAL E-Mail] Against the current Midtown Reliability Project

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## \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

I am against the current Midtown Reliability project, and I strongly recommend undergrounding the proposed overhead power lines.

Andrea

From: Sent: To: Subject: Andrew Wednesday, October 23, 2024 6:09 PM midtownreliability [EXTERNAL E-Mail] Against MRP

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Hello,

I'm writing to voice my opposition to the overhead installation being proposed by the Midtown Reliability Project. I was a member of the Neighborhood Association Advisory Group representing Arroyo Chico. I am also a commissioner on the Tucson Pima County Historical Commission, who has sent a formal letter indicating our opposition. I voiced these concerns at the public meeting of the ACC Line-sighting Committee on behalf of both groups.

All the public meetings I have been involved in have yielded overwhelmingly the same feedback from the Tucson community: underground the lines. I don not care about TEPs profit, they make enough money. I personally support the initiative to create a public electric utility in Tucson to replace TEP, and I will continue to pursue that if TEP continues its blatant disregard of community concerns.

Respectfully,

Andrew	(he/him)
ACNA President	

From: Sent: To: Subject: Debbie Wednesday, October 16, 2024 11:39 AM midtownreliability [EXTERNAL E-Mail] Giant utility poles

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Dear TEP,

I oppose the giant utility poles/transmission lines along Broadway and Euclid as the city of Tucson established this area as a "Gateway Corridor". I strongly urge TEP to reconsider this route.

Debbie

Sent from Yahoo Mail on Android

From: Sent: To: Subject: Elizabeth Wednesday, October 23, 2024 6:32 PM midtownreliability [EXTERNAL E-Mail] I am against

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\*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

I am against these ugly dangerous lines. I would be in favor of underground lines.

Elizabeth

From: Sent: To: Subject: GARY Wednesday, October 23, 2024 6:23 PM midtownreliability [EXTERNAL E-Mail] Midtown reliability project

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\*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

No. Look for an underground solution. Sent from my iPhone

From: Sent: To: Subject: Geoff Friday, October 25, 2024 10:07 AM midtownreliability [EXTERNAL E-Mail] Vote - Midtown Reliability

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#### \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

Dear TEP Re: Midtown Reliability project

Against.

Geoffrey

From: Sent: To: Subject: karen Wednesday, October 23, 2024 6:37 PM midtownreliability [EXTERNAL E-Mail] against Midtown Reliability project

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## \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

#### Hi,

I would like to voice my dismay and say I am against the Midtown Reliability Project as proposed. These lines should be undergrounded and stop saying the cost is prohibitive - spread around to all TEP customers and amortized over 20 years it's not too much. You could create a pot of money for folks willing to pay for someone who couldn't afford it too. And stop pitting neighbors against neighbors. We all pay for everything TEP wants. I don't care about what you do in the Vail area (I live downtown) but I have to pay for it, not just the folks in Vail. So everyone pays a little bit for everyone else. And if it's truly all about U of A needing it then make them pay - whether it's a surcharge on tuition or whatever if you're going to pit people against each other.

Karen Dunbar/Spring Neighborhood

From: Sent: To: Subject: Kenneth Wednesday, October 23, 2024 5:59 PM midtownreliability [EXTERNAL E-Mail] TEP reliability project

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## \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

To whom it may concern. I am opposed to this project and am a supporter of underground utilities. I might support a compromise proposal with a mix of underground and above ground. You are aware of past votes and the opposition to above ground utilities in this community which you just see as another profit center.

Ken

From:	Michael <pre><no-reply@comms.tep.com></no-reply@comms.tep.com></pre>
Sent:	Thursday, October 24, 2024 10:57 PM
То:	midtownreliability
Subject:	Re: Midtown Reliability Project - Michael

Midtown Reliability Project	
Date	10/24/2024 10:54 PM
Name	Michael
Address	Street Address: City: Tucson State / Province: AZ Postal / Zip Code: 85705
Email	
Phone Number	
Please provide your comment or question here:	I support this expansion of power infrastructure in central Tucson. Overground power lines along Houghton Road did not obstruct my view of the Rincon Mountains and I don't see problems with this project that should delay it.

From: Sent: To: Subject: Mike Friday, October 25, 2024 12:54 PM midtownreliability [EXTERNAL E-Mail] public comment re: Midtown Reliability

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## \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

Hi,

I am a Tucson resident writing to register my opposition (AGAINST) the Midtown Reliability Project, and recommend that the proposed overhead power lines be undergrounded.

Thanks,

Mike

From: Sent: To: Subject: Rocky Wednesday, October 23, 2024 7:03 PM midtownreliability [EXTERNAL E-Mail] Against Midtown Reliability Project

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## \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

To whom it may concern, I am against the current Midtown Reliability project as is currently being proposed and I strongly recommend undergrounding the proposed overhead power lines in an effort to bring our city to modern standards being implemented in other nearby cities. We can do better than the current proposition, and TEP should strive to do better with this project, for the future of our city.

Thanks for your consideration,

Rocky

Resident of Dunbar/Spring Neighborhood, arguably the worst neighborhood in this city with regards to overhead power lines

From: Sent: To: Subject: Yu Yu Wednesday, October 23, 2024 7:27 PM midtownreliability [EXTERNAL E-Mail] TEP Midtown Reliability

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#### \*\*\* REPORT ANYTHING SUSPICIOUS \*\*\*

I am emailing to vote AGAINST the current Midtown Reliability project, and I strongly recommend undergrounding the proposed overhead power lines. Please let me know that this vote has been received.

Neighborhood meetings from last week were very abrupt and seemed like an attempt to steamroll public opinion.

Yu Yu



Appendix H. Poverty and Urban Stress Maps

See attached Appendix





Appendix I. Preliminary Development Package

See attached Appendix

