



Special Exception Land Use Permit Application

**Midtown Reliability Project
2411 N Oracle Road
Tucson, AZ, 85705**

Transmission structures within road right-of-way at
North Oracle Road & West Grant Road

Submitted to:
City of Tucson
Planning and Development Services Department
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Definitions

Project	The construction, operation, and maintenance of the Midtown Reliability Project (MRP) 138kV transmission line structures crossing the Gateway Corridor Zone of Oracle Road.
Subject Crossing	The Oracle/Grant intersection where the MRP 138 kV transmission line will run east to west on Grant Road and cross over the Gateway Corridor Zone of Oracle Road.
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 th Street on the south, and 4 th Avenue/Aviation Parkway/I-10 on the west.

Acronyms

A/NRHP	Arizona/National Register of Historic Places
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
PT	Plan Tucson
OCR-2	Office, Commercial, Residential Zone 2
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 sub-transmission 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 5.5 states that transmission lines perpendicularly crossing a GCZ may be built overhead after following the zoning examiner special exception land use procedure (UDC 3.4.3). Special exception criteria D states the poles for overhead transmission lines must be set back 150' from the GCZ curbline. This application is for one of the three perpendicular crossings of a GCZ on the Preferred Route. This Subject Crossing is located at North Oracle Road and East Grant Road. Here the planned transmission line runs east to west on Grant Road and crosses over the GCZ of Oracle Road.

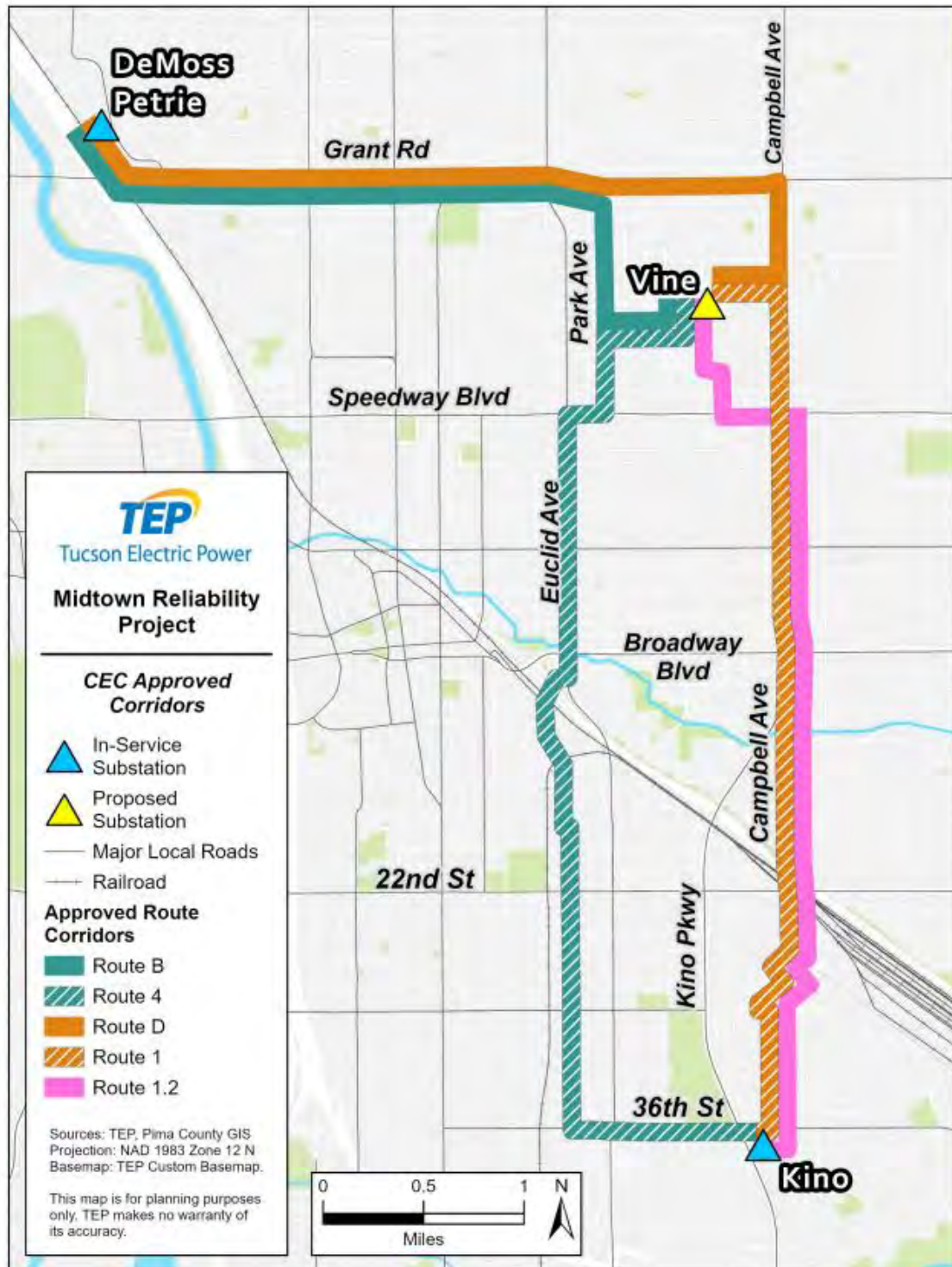
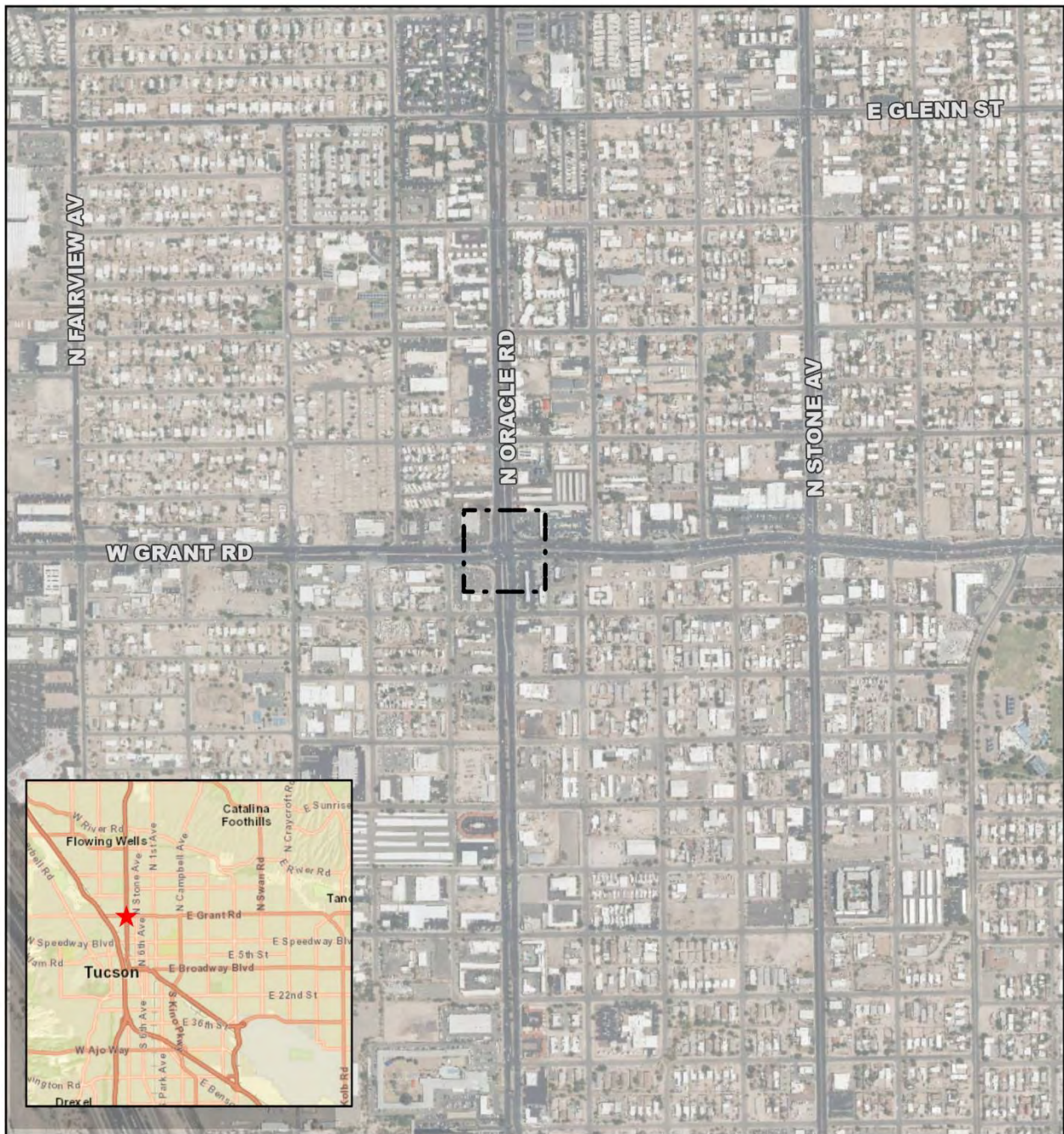


Exhibit i. Approved CEC Route Corridors



 Subject Crossing

Sources: Esri, UNS, TEP,
and Pima County GIS.
Projection: NAD 1983 UTM Zone 12 N
Basemap: PAG Imagery 2021

0 500 1,000
Feet
1 Inch = 1,000 Feet



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 and the COT Unified Development Code provide land use and development guidance for the Project. The Unit 6 Neighborhood Plan runs adjacent to Route B4. Project compliance with each of these plans is described in the following paragraphs.

B. Adopted Plan Policies

1. Plan Tucson

The Subject Crossing (Grant/Oracle) 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 commercial zoning and is adjacent to industrial and residential zoning. A transmission line is compatible to the industrial and commercial zoning. Visual clutter in the view corridor of Grant Road would be reduced, since the existing 46 kV lines and the joint-use attachers (communication wires) would be removed or 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 Mixed-Use Centers 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

- LT28.6.8 Consider public-private partnerships and shared investments in connection with future street projects. When right-of-way acquisition diminishes market viability for affected businesses, expansion to additional parcels to provide consolidated access and improved parking, including shared parking and other site amenities, may be considered.
- LT28.6.11 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.
- LT28.6.12 Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.
- LT28.6.13 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. Unit 6 Neighborhood, Land Use, and Circulation Plan

The Unit 6 Neighborhood, Land Use, and Circulation Plan borders the southwest corner of the Subject Crossing. The main goal of this Neighborhood Plan is to create balance between residential, commercial, and industrial uses in the neighborhood. The Unit 6 Neighborhood Land Use Plan map places industrial uses on the west and north perimeter of the neighborhood bordering Interstate 10 and Grant Road. The Subject Crossing and future MRP 138 kV transmission line complies with the Unit 6 Neighborhood Plan since the transmission line will fall in the industrial and commercial land uses and locations of the neighborhood plan.

3. 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 Grant & Oracle is C-2. This zone allows for retail and business uses. Utility land uses such as a distribution system and renewable energy generation are also permitted under this zoning. UDC Section 4.8.6 outlines the permitted used in commercial and mixed-use zones.

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.

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 aligns with the stated goals of the GCZ achieving a more favorable visual impression (see *Appendix E* for photo simulations of the overhead transmission line.)

Photo 1. Example of a Steel Riser Pole (necessary if the 138 kV transmission line is underground 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: Subject Crossing Location Map* showing the location of the Subject Crossing.

3. Generalized Land Use Map

Please see *Exhibit 2: Generalized Land Use* 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. Grant Road road ROW is 60' wide west of Oracle Road and 80' wide east of Oracle Road. Please see *Appendix A: Midtown Road Research* for details.

5. Existing Zoning

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

- North- C-2 and R-2
- East- C-2 and I-1
- South- I-1, OCR-2, and C-3
- West- C-1, C-2, and R-2

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

The Subject Crossing runs through a developed arterial street. The businesses that surround the Subject Crossing and within a mile of the intersection of N. Oracle Road and E. Grant Road consist of one-story buildings such as a grocery store, a gas station, auto care and tire shops. Further from the Subject Crossing, there are multilevel developments such as housing and motels.

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 at the Subject Crossing. There are three billboards south of the Subject Crossing with the nearest approximately 400 feet from the Subject Crossing. These include billboard #00395 on the east side of the road at the address 2280 N. Oracle Road. Billboard #00441 on the east side of the road at the address 2042 N Oracle. Billboard #001582 on the west side of the road at the address 401 W. Flores St. There is one billboard approximately 750 feet north of the Subject Crossing: billboard #002641 on the west side of the road at the address 2501 N. Oracle Rd.

No billboards are proposed as part of this project.

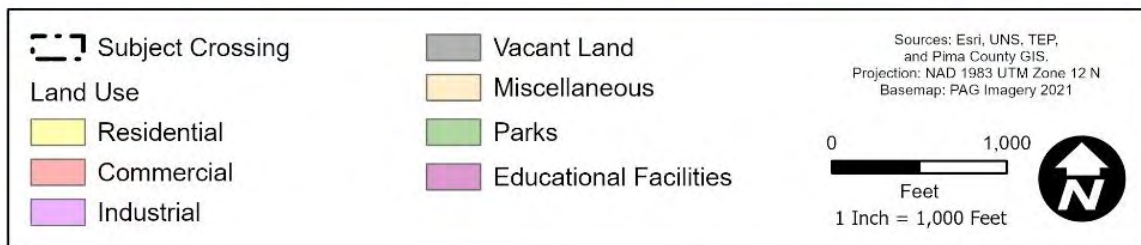
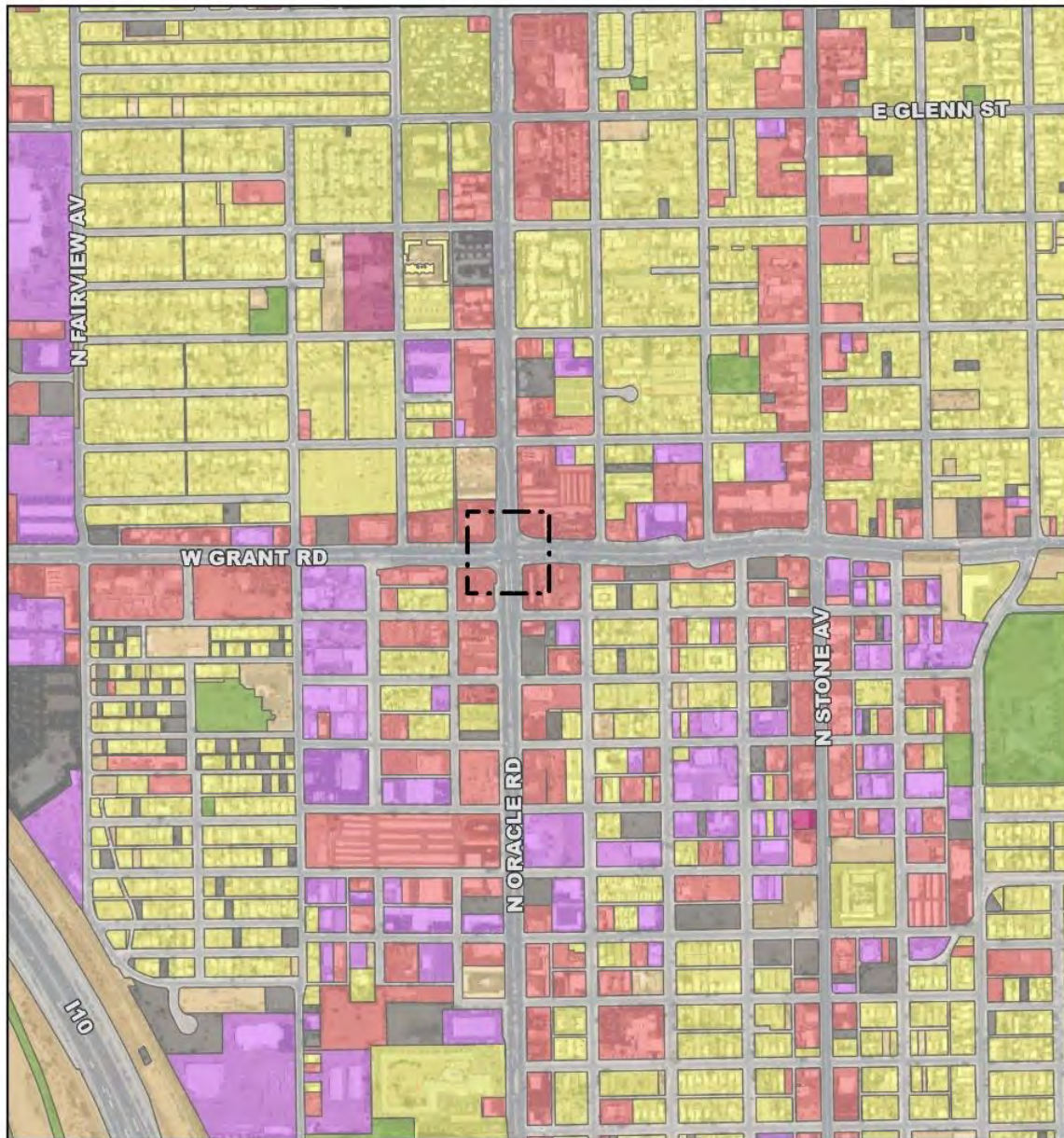
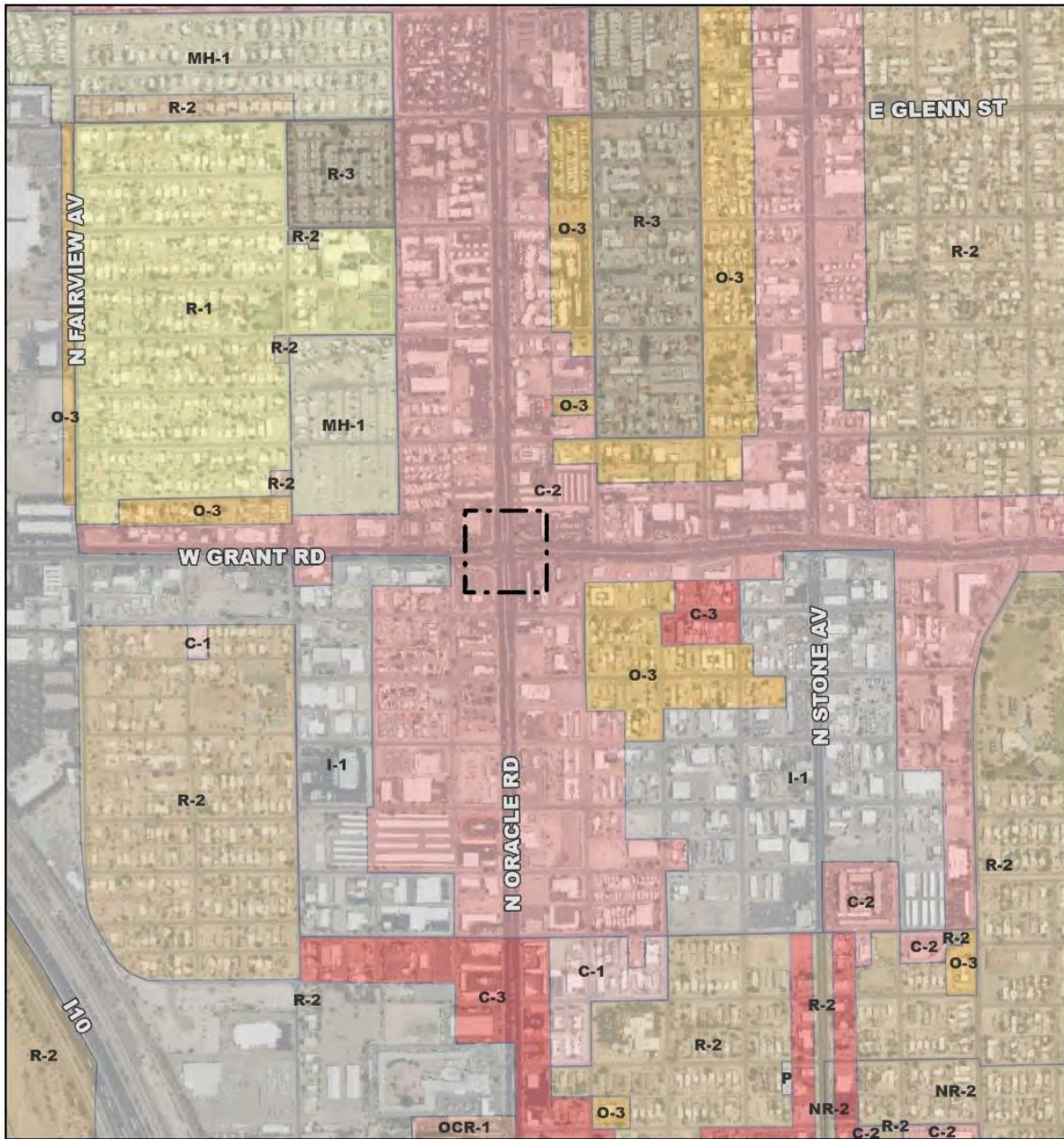










Exhibit 2: Generalized Land Use



 Subject Crossing

ZONE

 C-1; HC-1; HLC-1;
UC-1; UHC-1
 C-2; HC-2

 C-3; HC-3; HLC-3;
UC-3
 HP; P
 I-1
 MH-1
 O-3; HO-3

 OCR-1
 R-1; HR-1; NR-1
 R-2; HLR-2; HR-2;
NR-2
 UR-3; NR-3; HR-3;
R-3

Sources: Esri, UNS, TEP,
and Pima County GIS.
Projection: NAD 1983 UTM Zone 12 N
Basemap: PAG Imagery 2021

0 500 1,000
Feet
1 Inch = 1,000 Feet



Exhibit 3: Zoning

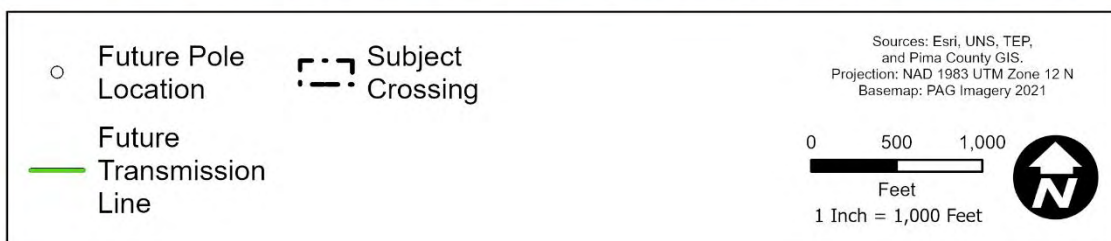
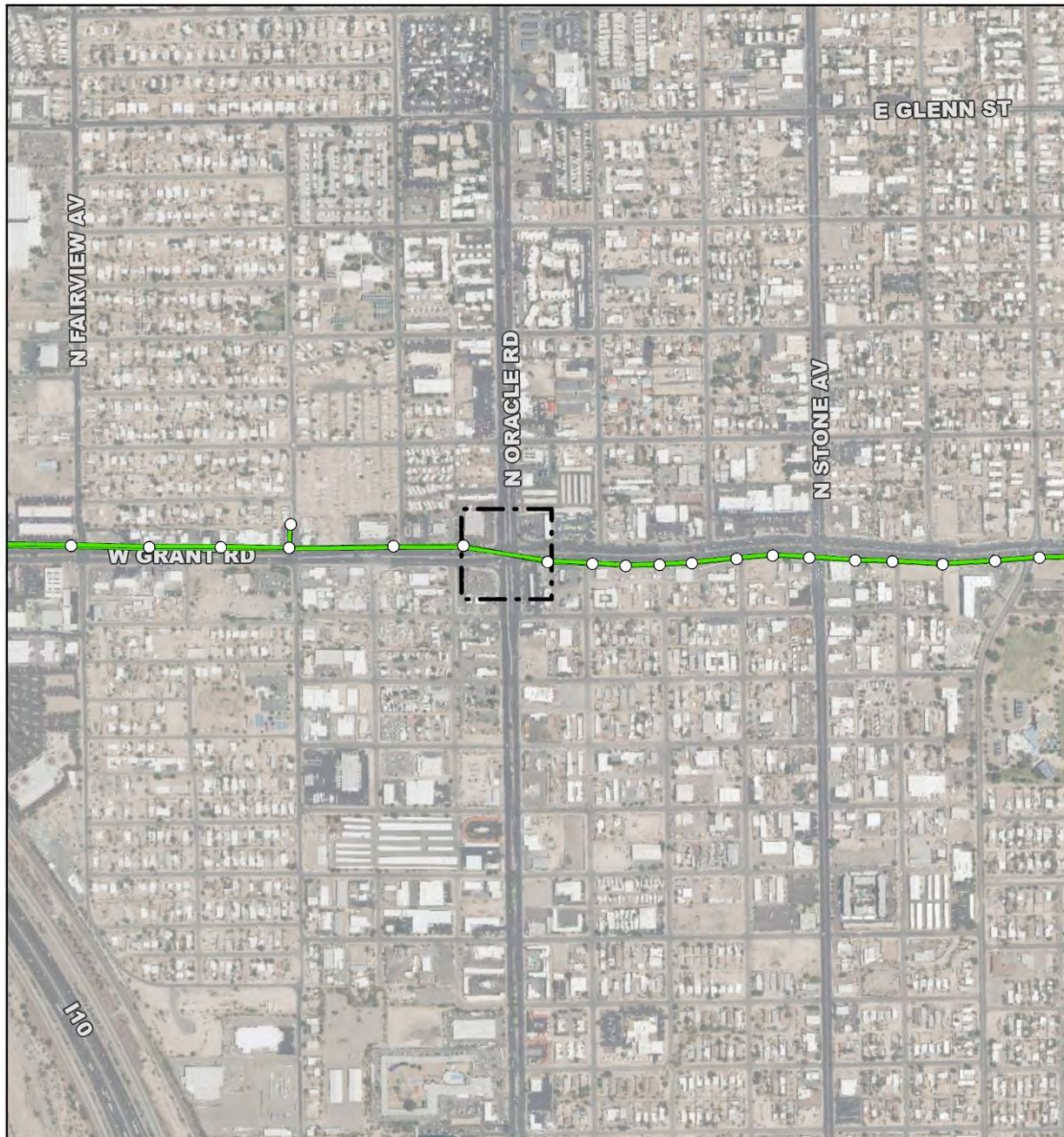


Exhibit 4. Preliminary Engineering of Preferred Route at Subject Crossing

B. Circulation and Trips

1. Major and Local Streets

The Subject Crossing consists of West Grant Road and North Oracle Road. Both roads consist of an asphalt finish. West Grant Road (east of Oracle Road) is a City of Tucson owned arterial street that measures 120 feet wide from curb-to-curb. Road ROW for Grant Road east of Oracle Road is 80 feet wide. West Grant Road (west of Oracle Road) is a Pima County owned arterial street. Road ROW for Grant Road west of Oracle is 60 feet wide. North Oracle Road is a Pima County owned gateway arterial street. North Oracle Road measures 125 feet wide from curb-to-curb. Road ROW for Oracle Road is 80 feet wide.

Major and local streets abutting the Subject Crossing are depicted on *Exhibit 5. 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

Oracle Road is a six-lane street with three traffic lanes that travel north and south bound. There are two additional lanes that are designated for left turns onto West Grant Road. There is a right turn lane at the intersection northbound to head west bound on Grant Road. Along Grant Road there are three traffic lanes that travel east to west bound. At the intersection of North Oracle Rd and West Grant Road there are no turn left turn lanes on either east or westbound. Traffic is fast paced and typically has a constant flow.

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 curbs and sidewalks on both sides of the road along North Oracle and Grant Road. There are non-protected bike lanes along Grant Road, but there are no designated bike paths around the Subject Crossing.

5. Traffic Signals within 1 mile of project site.

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

- W Grant Rd & N Oracle Rd
- W Grant Rd & N 10th Av
- W Grant Rd & N 14th Av
- W Kelso St & N Oracle Rd
- W Miracle Mile & N Oracle Rd
- W Grant Rd & N Fairview Av
- W Grant Rd & N 15th Av
- W Grant Rd & W I10 Frontage Rd
- W Grant Rd & E I10 Frontage Rd

- W Grant Rd & N Forbes Bl
- E Grant Rd & N Stone Av
- W Grant Rd & N Estrella Av
- E Grant Rd & N Fontana Av
- W Grant Rd & N Los Altos Av
- E Grant Rd & N 1st Av

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

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

Four public bus stops are located at the Subject Crossing approximately 200 feet from the center of the intersection. The bus stops to the immediate east and west of the intersection serve Sun Tran Route 9: Udall Station. The bus stops to the immediate north and south of the intersection serve Sun Tran Route: 10 – Downtown and Route 16: Downtown. 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 Bus Stop Oracle/Grant (stop id 157), west side of the road TDOT Bus Stop Oracle/Jacinto (bus stop id 11384), east side of the road TDOT bus stop Oracle/Jacinto (stop id 11413), west side of the road Oracle/Glen (stop id 11383), east side of the road TDOT bus stop Oracle/Glen (stop id 11414), east side of the road TDOT bus stop Oracle/Blacklidge (stop id 12150), west side of the road TDOT bus stop Oracle/Blacklidge (stop id 12246) east side of the road TDOT Bus stop Oracle/Ft. Lowell (stop id 12151).

West of Intersection on Grant, west side of the road TDOT Bus Stop Grant/Oracle (stop id 184), east side of the road TDOT bus stop Grant/15th Av (stop id 12405), west side of the road TDOT bus stop Grant/15th Av (stop id 12393), east side of the road TDOT bus stop Grant/Fairview (stop id 12404), west side of the road TDOT bus stop Grant/Fairview (stop id 12394), east side of the road TDOT bus stop Grant/Forbes (stop id 12403), east side of the road bus stop Grant/Forbes (stop id 12395).

South of Intersection, on west side of the road TDOT Bus stop Oracle/Grant (stop id 116), on the east side of the road TDOT bus stop Oracle/Rillito (stop id 16156), TDOT Bus stop Oracle/Flores (stop id 16200), west side of the road TDOT Bus stop Oracle/Flores (stop id 16200), TDOT Bus Stop Oracle/Plata (stop id 14843), SW of intersection TDOT Bus Stop Oracle/Lee (stop id 11388), SE of intersection TDOT bus stop Oracle/Lee (stop id 11409), west side of road TDOT Bus stop Main/Mabel (stop id 11389), east side of road TDOT bus stop Main/Mabel (stop id 11408), east side of road TDOT Bus Stop Main/Speedway (stop id 11407).

East of Intersection, on the south side of the road TDOT Bus stop Grant/Oracle (Stop id 187), west side of the road TDOT bus stop Grant/Stone (stop id 12391), west side of the road TDOT bus stop Stone/Grant (stop id 14189), east side of road TDOT bus stop Grant/Stone (stop id 12407), west side of road TDOT bus stop Grant/Fontana (stop id 11975), east side of the road TDOT bus stop Grant/6th Av (stop id 12408) east side of road TDOT bus stop Grant/3rd Av (stop id 12409), west side of road Bus Stop TDOT Grant/1st Av (stop id 11973), east side of road TDOT bus stop Grant/1st Av (stop ID 14914),

east side of the road TDOT Bus stop 1st Av/Grant (stop id 12084), on the west side of the road TDOT bus stop Cherry bell/22nd St (stop id 16).

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.)

No C.I.P projects that are currently planned are expected to affect the Project.

There are no active Prop 407 projects at the Subject Crossing.

The Prop 411 project of Highland Park Addition/Bronx Park addition, Coronado Heights, and Miracle Mile Manor/ Miracle Mile Addition was approved by the Independent and Accountability Commission in 2023. The treatment plan is for Preservation. The MRP is not anticipated to have any impact on the planned C.I.P.

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
North Oracle Road (2023)	11,898	13,489
	Average Daily Trips Eastbound	Average Daily Trips Westbound
East Grant Road (2023)	15,313	20,992

Major Street within One Mile	Average Daily Trips Northbound	Average Daily Trips Southbound
N Stone Ave (2024)	9,331	8,786
N 1 st Ave (2023)	13,401	15,048
	Average Daily Trips Eastbound	Average Daily Trips Westbound
W Fort Lowell Rd (2023)	6,670	8,536
E Speedway Boulevard (2024)	18,387	22,583

9. Trip Generation Calculations

The Subject Crossing is for the installation of two transmission structures 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.

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 B portion. Route B (2.1 miles in total length) passes through the boundaries of two previously recorded sites (see Table 16 in *Appendix B*). One archaeological site is present at the Subject Crossing. This is site AZ FF:9:17(ASM) which is historic State Route 80 and an in-use feature today known as Oracle Road. Tierra determined that this site is eligible for inclusion in the National Register of Historic Places (NRHP), but the site segment coincident with the Route B corridor is non-contributing to the NRHP eligibility and does not warrant monitoring of ground-disturbing activities. For the other site present on Route B but outside of the Subject Crossing, Tierra did recommend a cultural monitor be present 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 B portion. The Architecture Company determined that of the route alternatives between DeMoss Petrie Substation and Vine Substation, Route B would have the 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*. Although the Preferred Route (B4) bisects the Miracle Mile Historic District at the Subject Crossing, Route B has the least number of historic districts being bisected as well as bordered out of all route alternatives between DeMoss Petrie Substation and Vine Substation. Additional rationale for Route B can be found on page 44 of the Historic District Analysis (*Appendix C*).

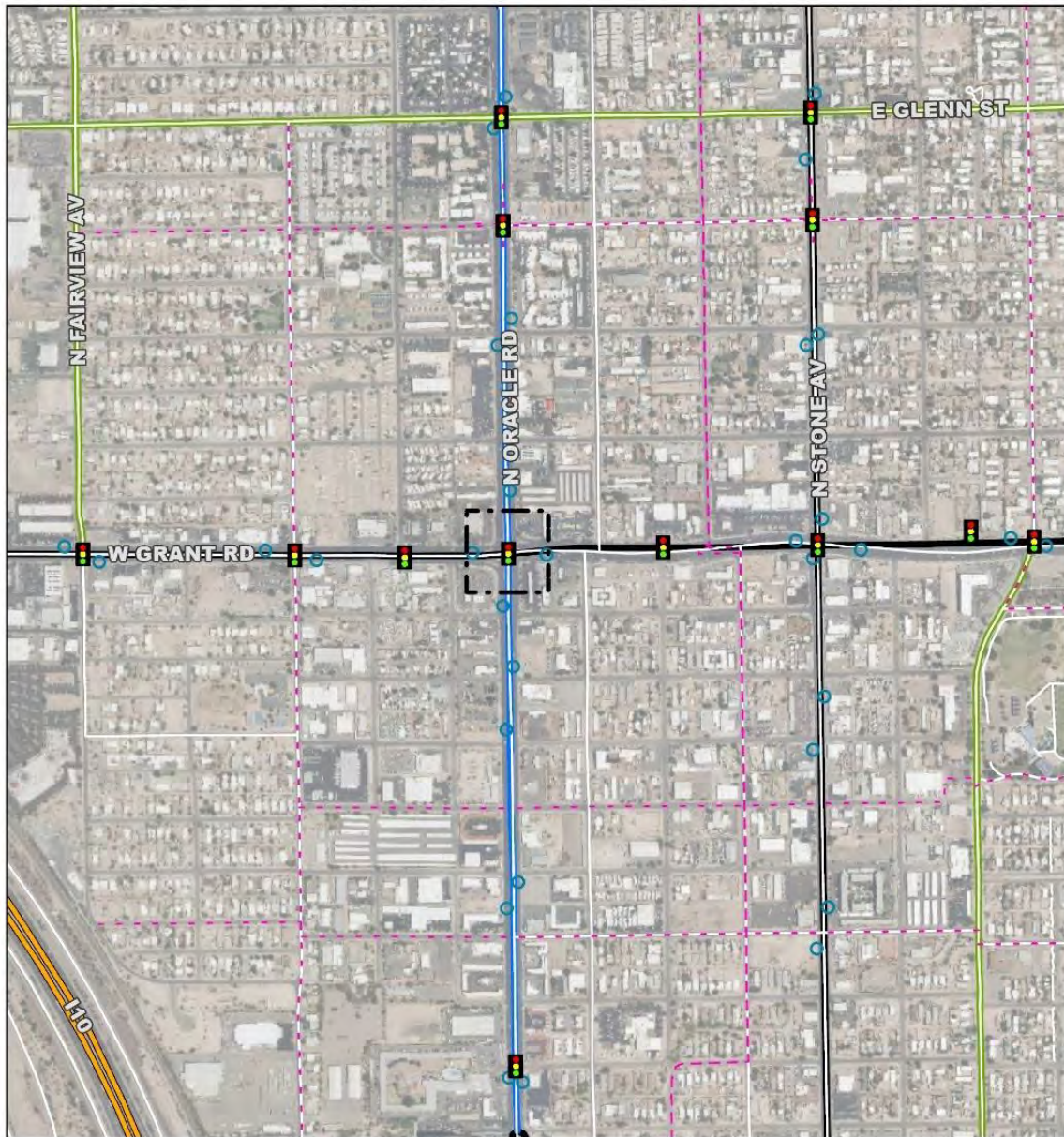


Exhibit 5: Circulation Trips

D. Hydrology & Drainage

1. On-site and Off-site Drainageways

At the Subject Crossing there are drainages for stormwater runoff on the northwest corner of the intersection and to the east of the Subject Crossing on the north and south side of West Grant Road. No retention/detention basins are present and no new drainages or retention/detention areas are being proposed as part of this project.

2. 100-Year Floodplains

The Subject Crossing is determined to be FEMA Zone X (see *Exhibit 6: Hydrology & Drainage*). This was confirmed by a review of the Effective Flood Insurance Rate Map (FIRM) (Panel 04019C1688L & 04019C2276L) issued by the Federal Emergency Management Agency (FEMA) on and effective June 16, 2011 and revised to reflect the letter of map revision effective March 26, 2018 and effective November 9, 2026 respectively (*Appendix D*). A review of the FIRM 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 present at the Subject Crossing. Nor are there proposed ERZ or proposed WASH watercourses at the Subject Crossing. 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.

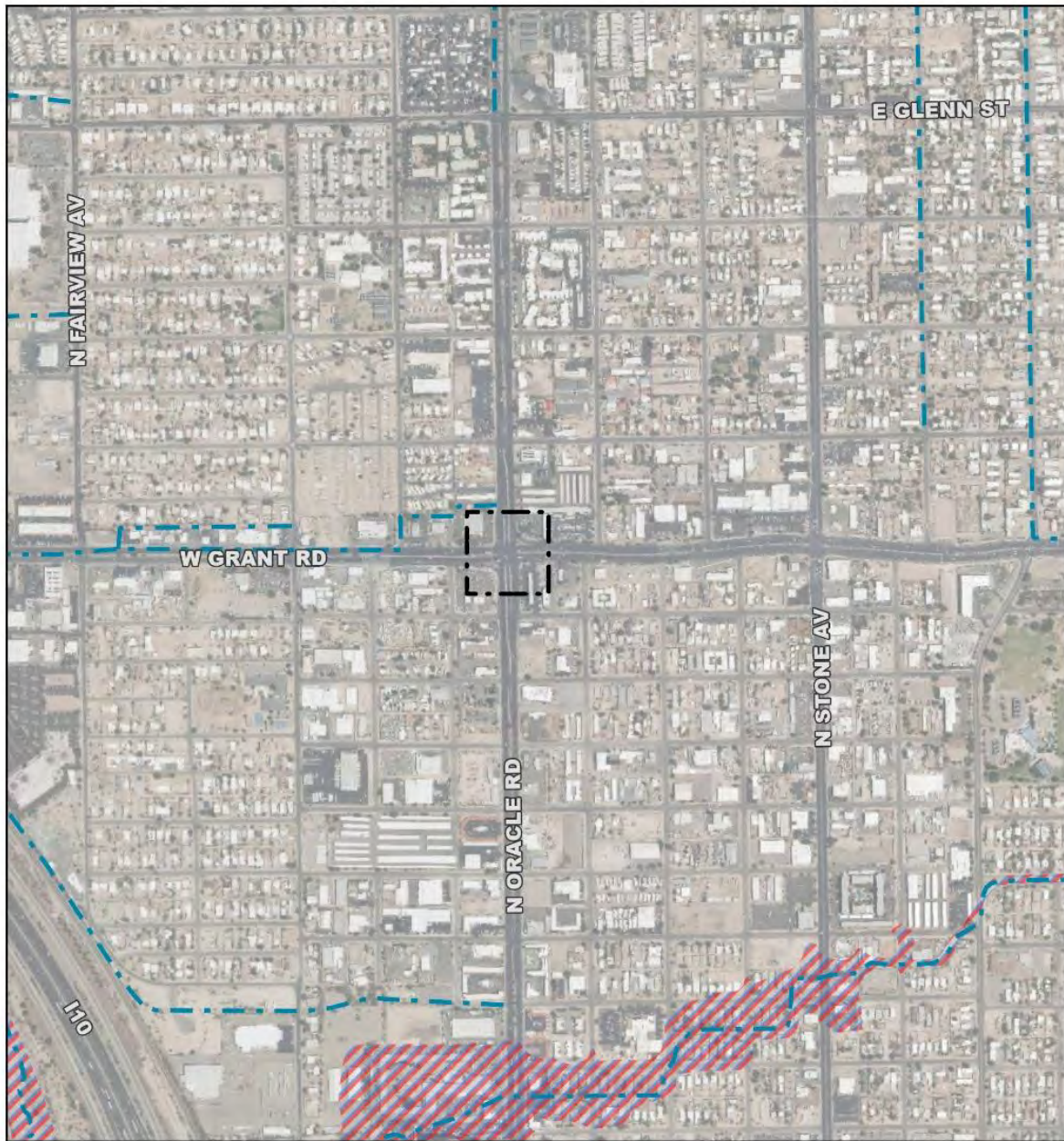
6. Existing Condition and Locations of Proposed Retention/Detention Areas




At the Subject Crossing there are drainages for stormwater runoff on the northwest corner of the intersection and to the east of the Subject Crossing on the north and south side of West Grant Road. 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



-  Subject Crossing
-  Washes
- FEMA Flood Hazard Zones
-  Zone AE

Sources: Esri, UNS, TEP,
and Pima County GIS.
Projection: NAD 1983 UTM Zone 12 N
Basemap: PAG Imagery 2021

0 500 1,000
Feet
1 Inch = 1,000 Feet



Exhibit 6: Hydrology & Drainage

E. Schools, Recreational, and Cultural Facilities

1. Locations of Schools, Parks, Libraries, and Public Land

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

Schools

- Keeling Elementary School (Public)
- Nash Elementary School (Public)
- Ace Charter High School-Downtown (Charter)
- Pima Partnership High School (Charter)
- Pima Partnership Academy Middle School (Charter)
- Pima Community College Downtown Campus (Public)
- The Catholic University of America-Tucson (Public)

Parks

- Laguna Park
- Keeling Desert Park
- Jacinto Park
- Balboa Heights Park
- Richey Elementary School
- Manuel Valenzuela Park
- Mansfield Park
- North 6th Avenue Dog Park
- Fransico Elias Esquer Park

Libraries

There are no city or county owned libraries within 1 mile of the Subject Crossing.

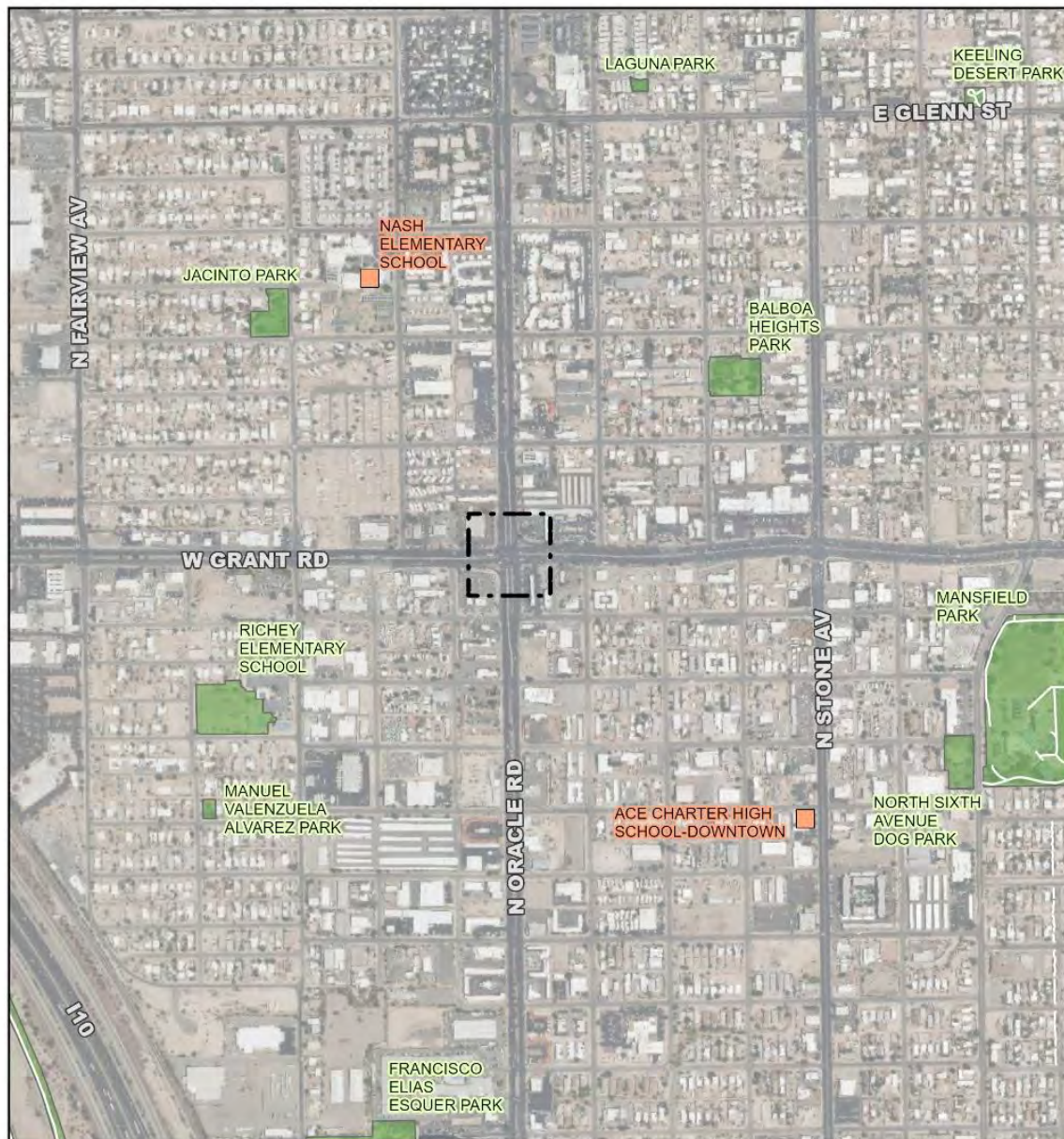
2. Pedestrian and Bike Routes

West Grant Road and North Oracle Road have dedicated bike lanes running east/west and north/south at the Subject Crossing.

No new bike routes or lanes are being proposed as part of this project.


3. Trail and Trail Access Points

There are no trails or trail access points at the Subject Crossing. Parks and greenways are shown on *Exhibit 7: Schools, Parks, and Libraries*.



 Subject Crossing

 Schools

 Trails (White)

 Parks

Sources: Esri, UNS, TEP,
and Pima County GIS.
Projection: NAD 1983 UTM Zone 12 N
Basemap: PAG Imagery 2021

0 500 1,000
Feet
1 Inch = 1,000 Feet



Exhibit 7: Schools, Parks, and Libraries

F. Soils

1. Heavily Disturbed Area

As shown in *Exhibit 8: 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 is an inactive landfill site named State Pit that is owned by the City of Tucson one mile from the Subject Crossing. There are also no contaminated lands or ADEQ superfund sites on the Subject Crossing, but there is one Water Quality Assurance Revolving Fund (WQARF) site within a mile of the site. This site is named Stone & Grant and was listed in 2017.

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.

G. Topography

1. Topographic Contours or Spot Elevations

As shown in *Exhibit 8: 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

The Subject Crossing is within Tucson Water's obligated service area, and sanitary sewer pipes are present on West Grant Road and on the east side of North Oracle Road.

The Subject Crossing is within TEP's service area, and an existing 13.8 kV distribution line runs east on West Grant Road.

I. Vegetation




1. Existing On-site Vegetation

The Subject Crossing has been completely developed and no longer contains any vegetation in its natural state.

2. Existing Landscaping and Screening

The subject crossing has been fully developed and is now surrounded by a mix of commercial and residential businesses. Landscaped medians are present on West Grant Road. The medians offer minimal screening value.



-  Subject Crossing
-  Contours (10' Intervals)
-  Soil Type

Sources: Esri, UNS, TEP,
and Pima County GIS.
Projection: NAD 1983 UTM Zone 12 N
Basemap: PAG Imagery 2021

0 100 200
Feet
1 Inch = 200 Feet



Exhibit 8: Topography & Soils

J. Views

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

Views to the north of the Subject Crossing are commercial. The Catalina Mountains are visible in the distance. Views to the east of the Subject Crossing are 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. The Tucson Mountains are visible in the distance.

Views of the Subject Crossing

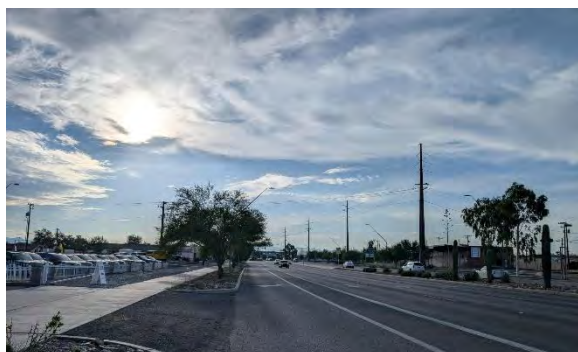


View of Subject Crossing looking west from the northeast corner of Oracle and Grant.



View of Subject Crossing looking east from the northwest corner of Oracle and Grant.

Views Surrounding the Subject Crossing



View from Subject Crossing looking east from the northeast corner of Oracle and Grant.



View from Subject Crossing looking west from the northwest corner of Oracle and Grant.

1. Description of Views Depicted in the Photo Simulations

Photo Simulation 1, Looking North on Oracle Road (Exhibit. 9)



Midtown Reliability Project - N. Grant Rd. / N. Oracle Rd.

Key Observation Point (KOP) #1



Current Condition



Simulated Condition

Route B - Weathered Finish

Photo Simulation 2, Looking east on Grant Road (Exhibit. 10)

TEP Tucson Electric Power
Midtown Reliability Project - N. Grant Rd. / N. Oracle Rd.

Key Observation Point (KOP) #2



Current Condition



Simulated Condition

Route B - Weathered Finish

Photo Simulation 3, Looking south on Oracle Road (Exhibit. 11)

TEP Tucson Electric Power
Midtown Reliability Project - N. Grant Rd. / N. Oracle Rd.

Key Observation Point (KOP) #3



Current Condition



Simulated Condition

Route B - Weathered Finish



Photo Simulation 4, Looking west on Grant Road (Exhibit. 12)

TEP Tucson Electric Power
Midtown Reliability Project - N. Grant Rd. / N. Oracle Rd.

Key Observation Point (KOP) #4



Current Condition



Simulated Condition

Route B - Weathered Finish

3. PLAN PROPOSAL

The Midtown Reliability Project 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. 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 perpendicularly crossing a GCZ may be built overhead after following the zoning examiner special exception land use procedure (UDC 3.4.3). Special exception criteria D states the poles for overhead transmission lines must be set back 150' from the GCZ curblane. As seen in *Exhibit 4: Preliminary Engineering at the Subject Crossing*, TEP will set the transmission structures a minimum of 150' away from the GCZ curblane to satisfy the special exception criteria.

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 steel structures. An effort will be made to accommodate pole color preferences of specific neighborhoods should they desire a structure be a color different than TEP's standard of rust-colored weathering steel poles to better match the character of the neighborhood.

The steel poles also 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 will be placed in 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 commercial buildings. Views of the Rincon Mountains to the east will remain unchanged, and views of the Tucson Mountains to the west will also 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.

B. 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 two transmission structures and electrical conductors 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 east along West Grant Road.

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 Oracle and Grant.

4. REFERENCES

City of Tucson, Planning Department. (1976). "Unit 6 Neighborhood Land Use & Circulation Plan."

Accessed from:

<https://www.tucsonaz.gov/Departments/Planning-Development-Services/Neighborhood-Resources/Area-Neighborhood-Plans> on August 19, 2024.

City of Tucson, Planning Department. (2013). "Plan Tucson: City of Tucson General & Sustainability Plan

2013." Accessed from: <https://www.tucsonaz.gov/Departments/Planning-Development-Services/Development-Tools-Resources/Plans#section-2> on September 11, 2024.

Pima Association of Governments (2024). Traffic Count (TCDS). Accessed from:

<https://pag.public.ms2soft.com/tcds/tsearch.asp?loc=Pag&mod=TCDS> on August 9, 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

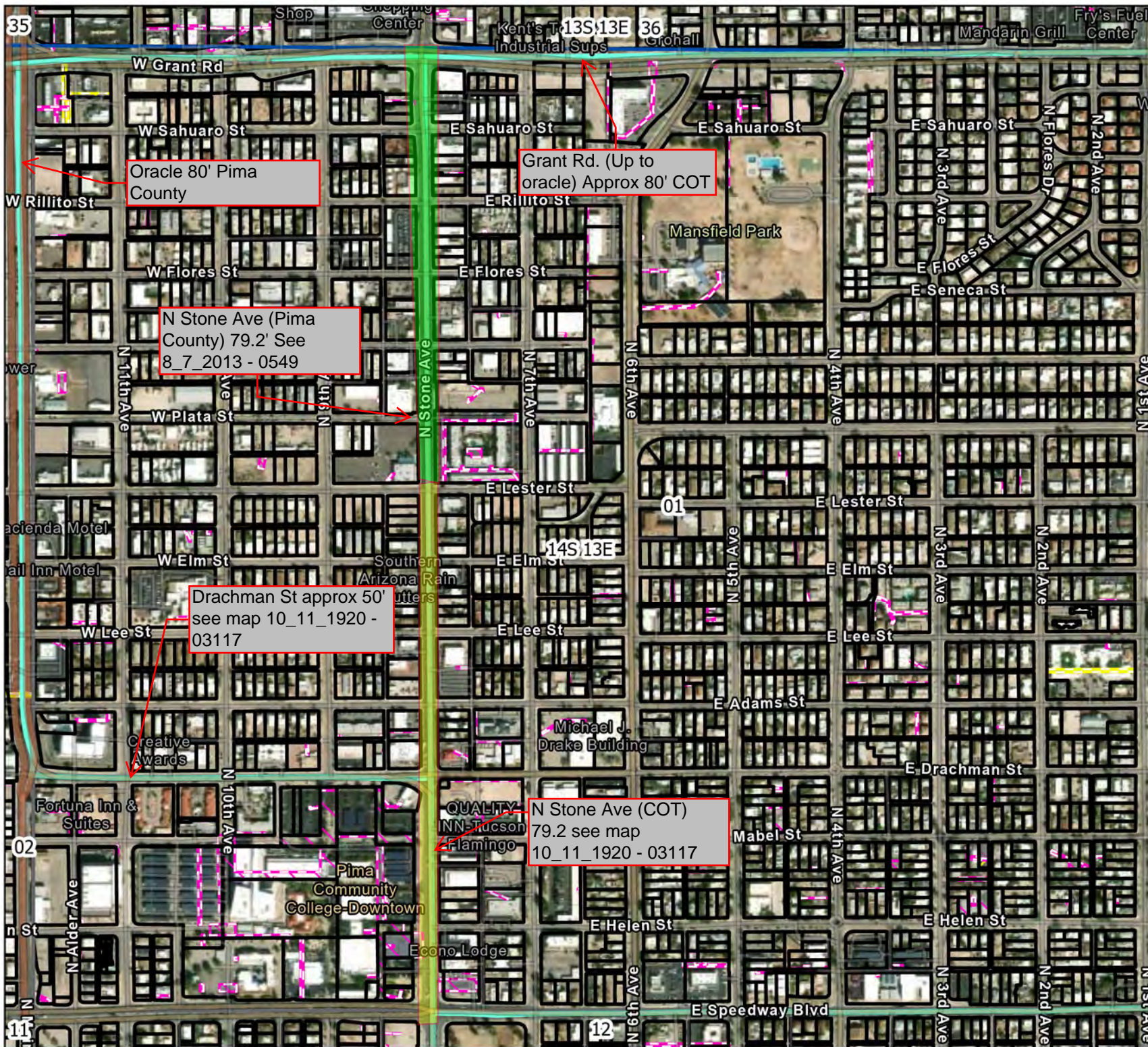
See attached Appendix

Midtown Reliability Project

Legend

- Proposed
- Pima_Parcels
- Active Land Rights

Notes:
T14S, R13E, Sec 1

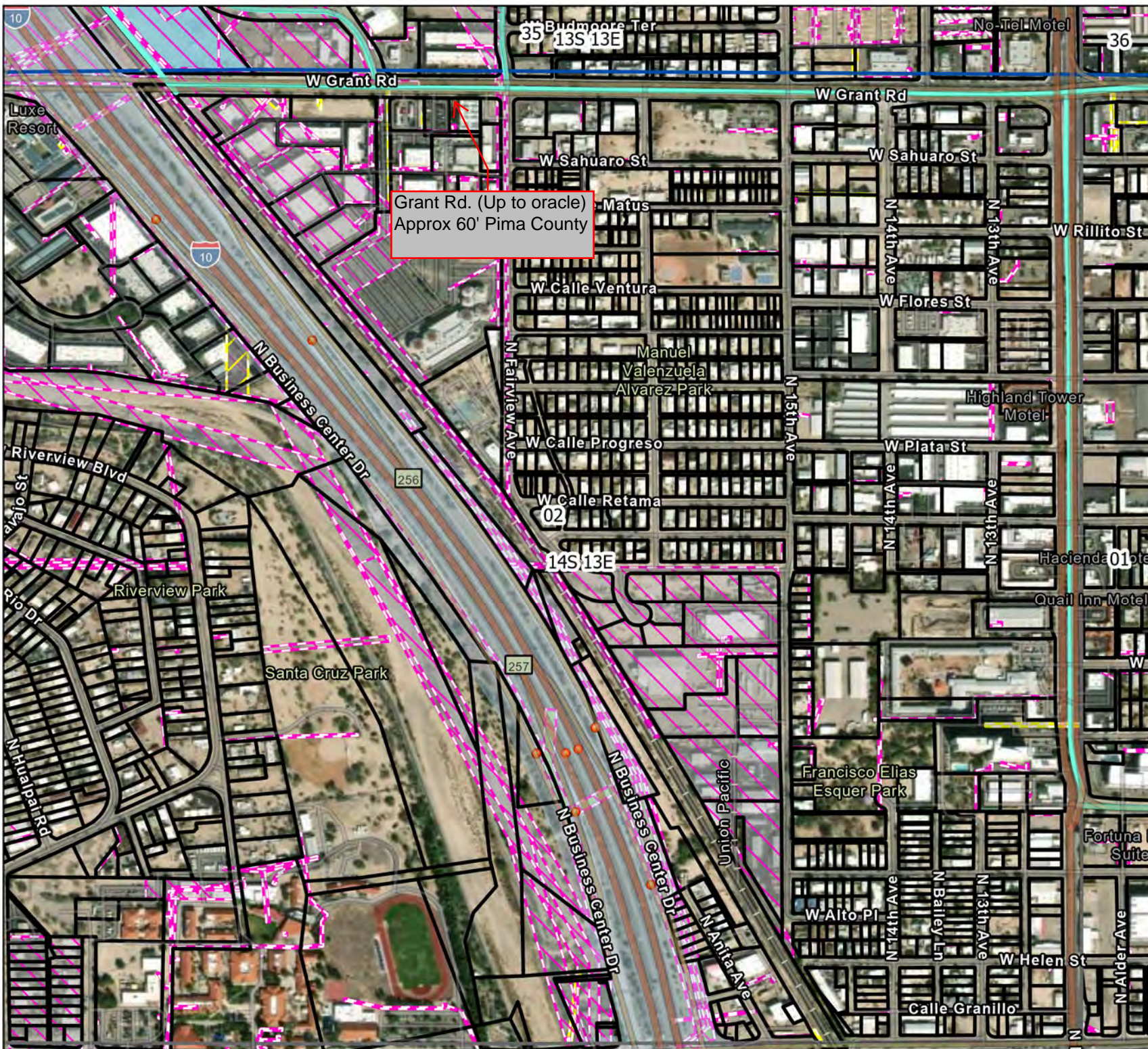


Midtown Reliability Project

Legend

- Proposed
- Pima_Parcels
- Active Land Rights

Notes:
T14S, R13E, Sec 2



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:13:748[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

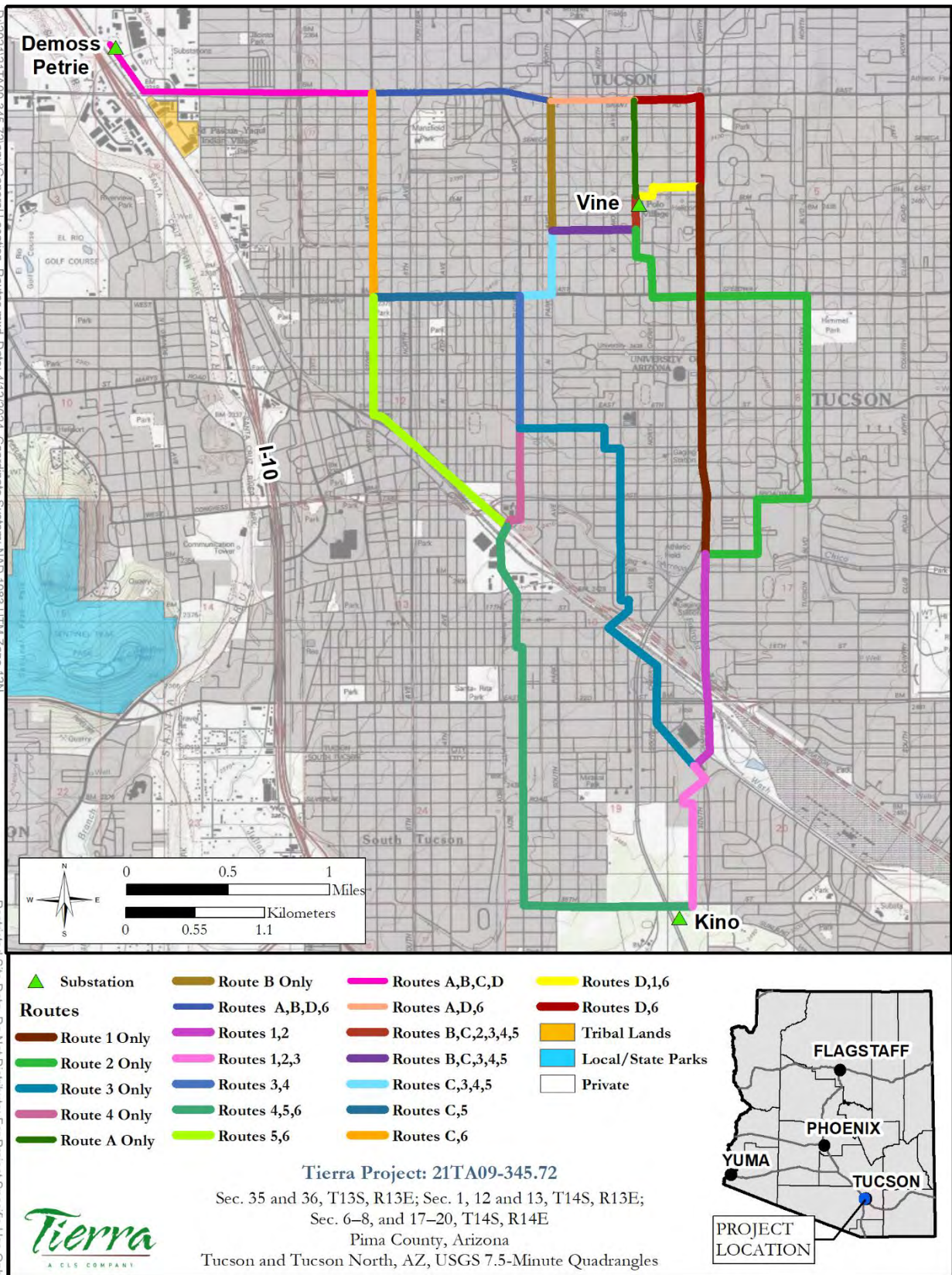
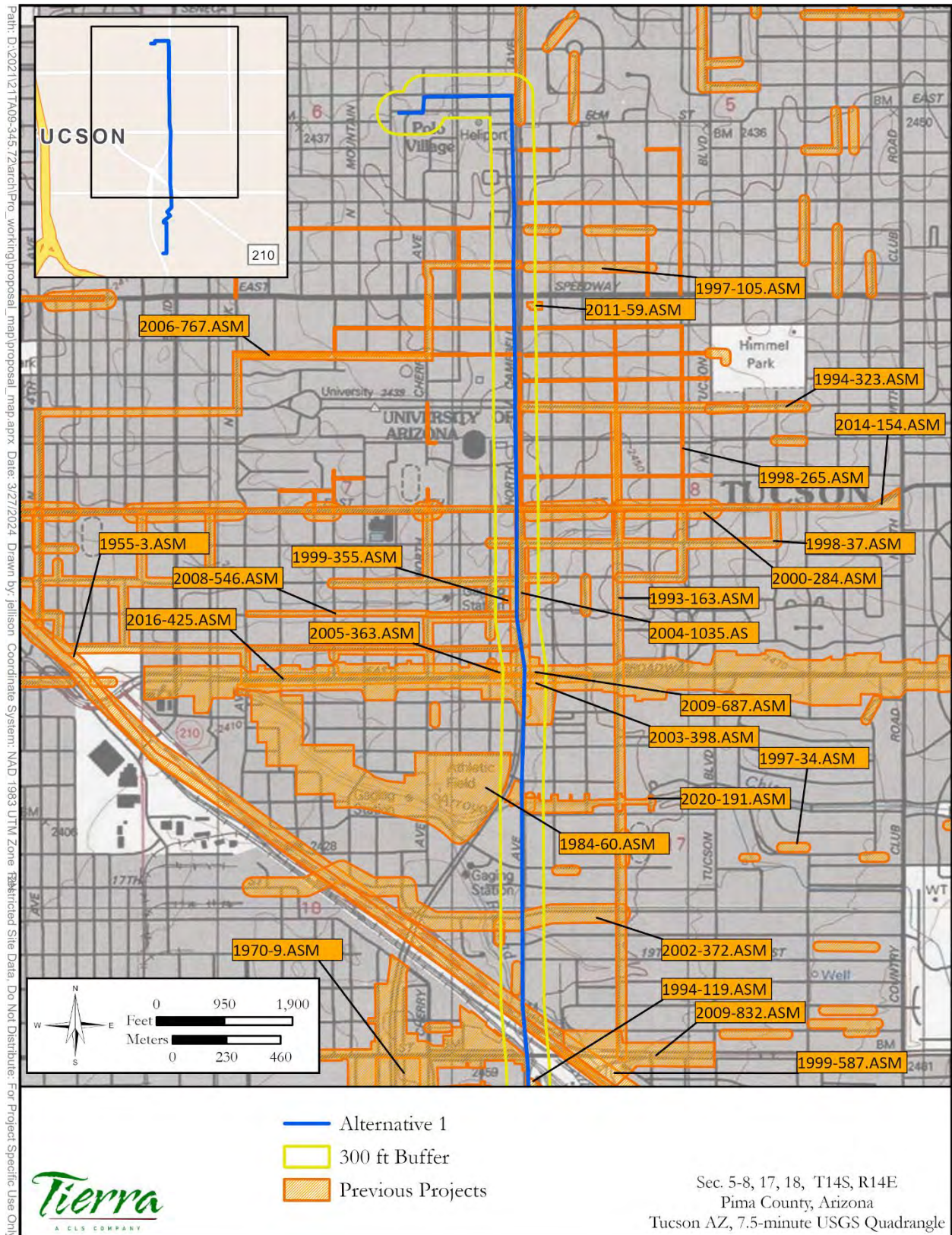


Figure 1. Project location detail with 10 proposed routes.



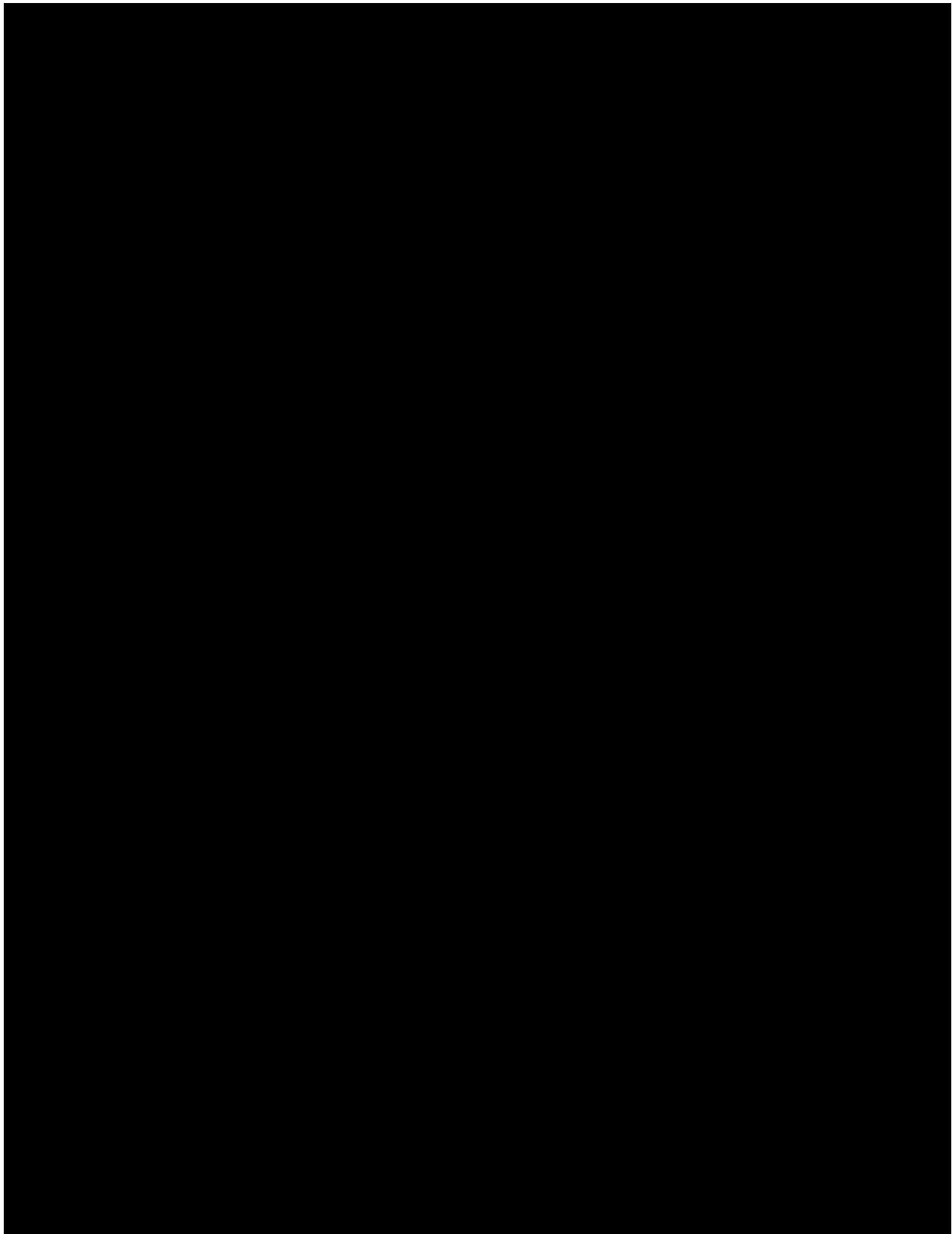


Figure 2b. Route 1 with previous projects and previously recorded sites, southern portion.

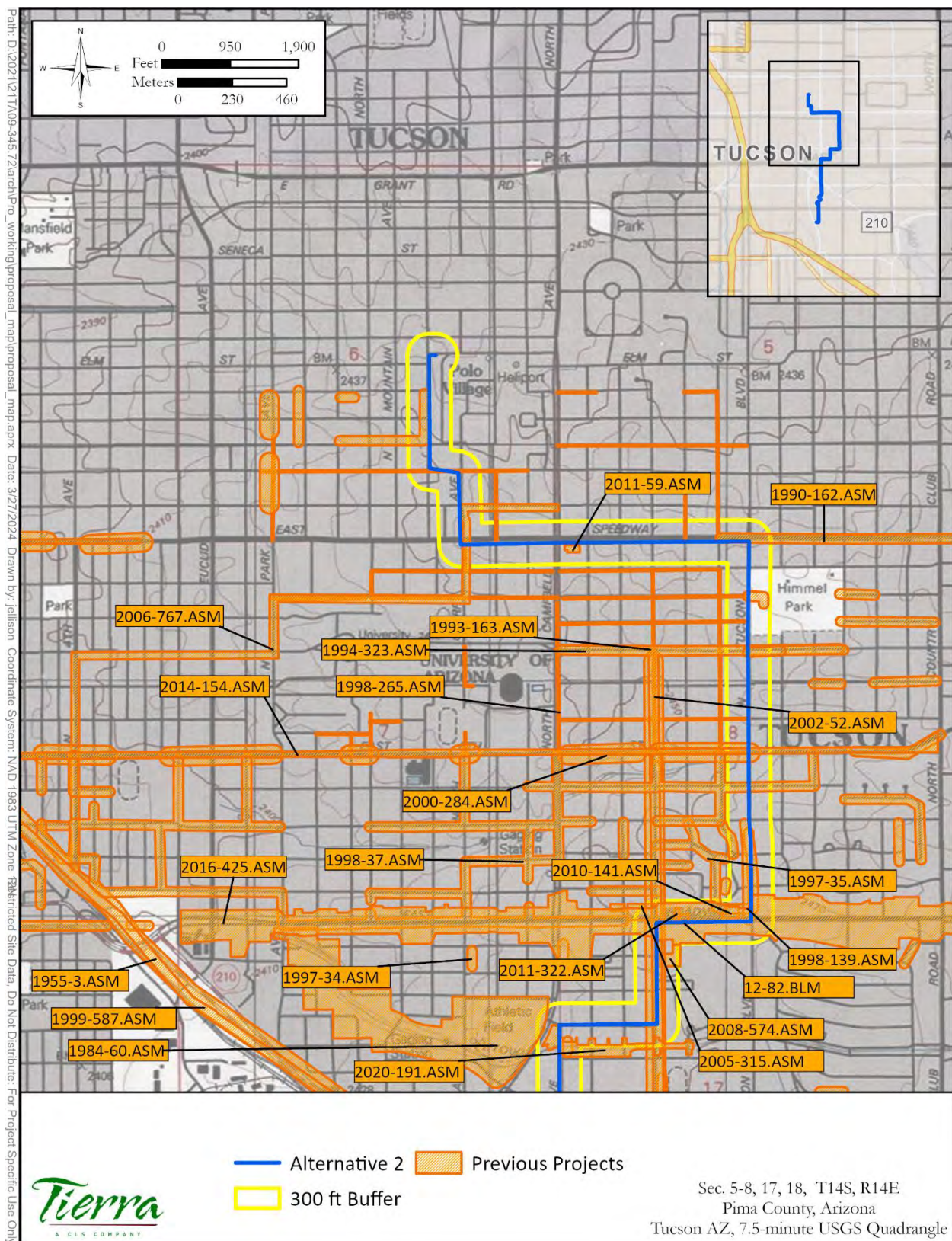


Figure 3a. Route 2 with previous projects and previously recorded sites, northern portion.

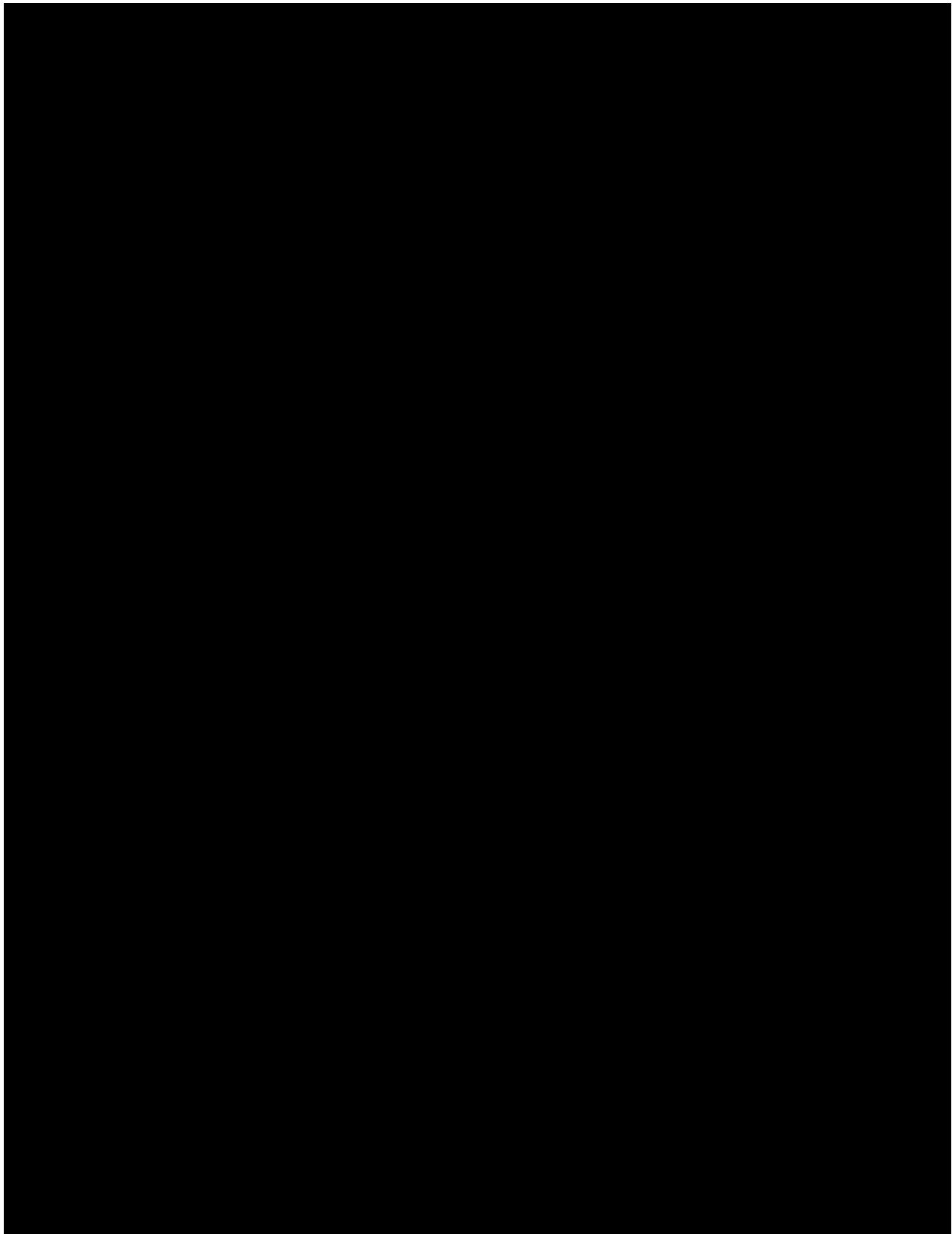


Figure 3b. Route 2 with previous projects and previously recorded sites, southern portion.

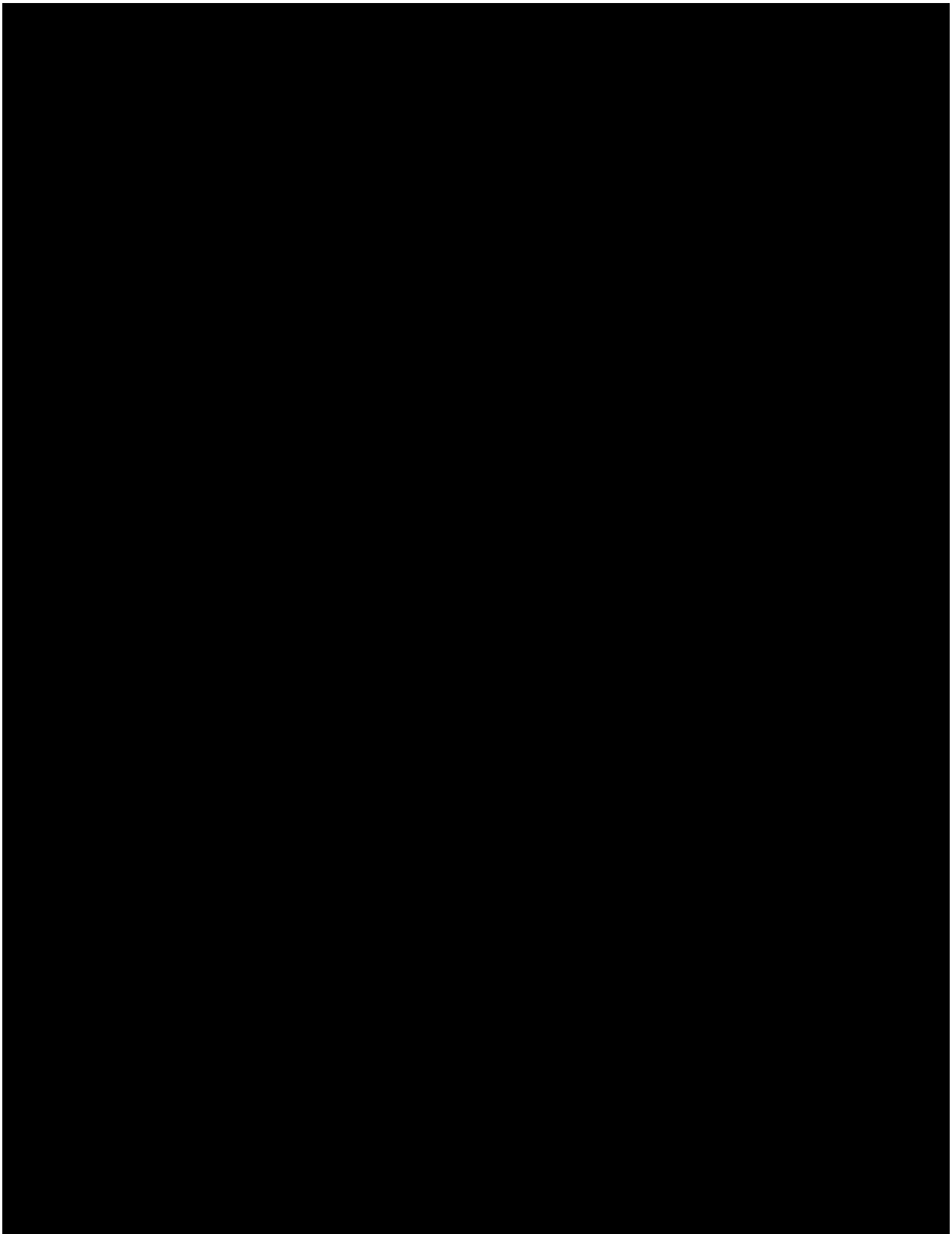


Figure 4a. Route 3 with previous projects and previously recorded sites, northern portion.

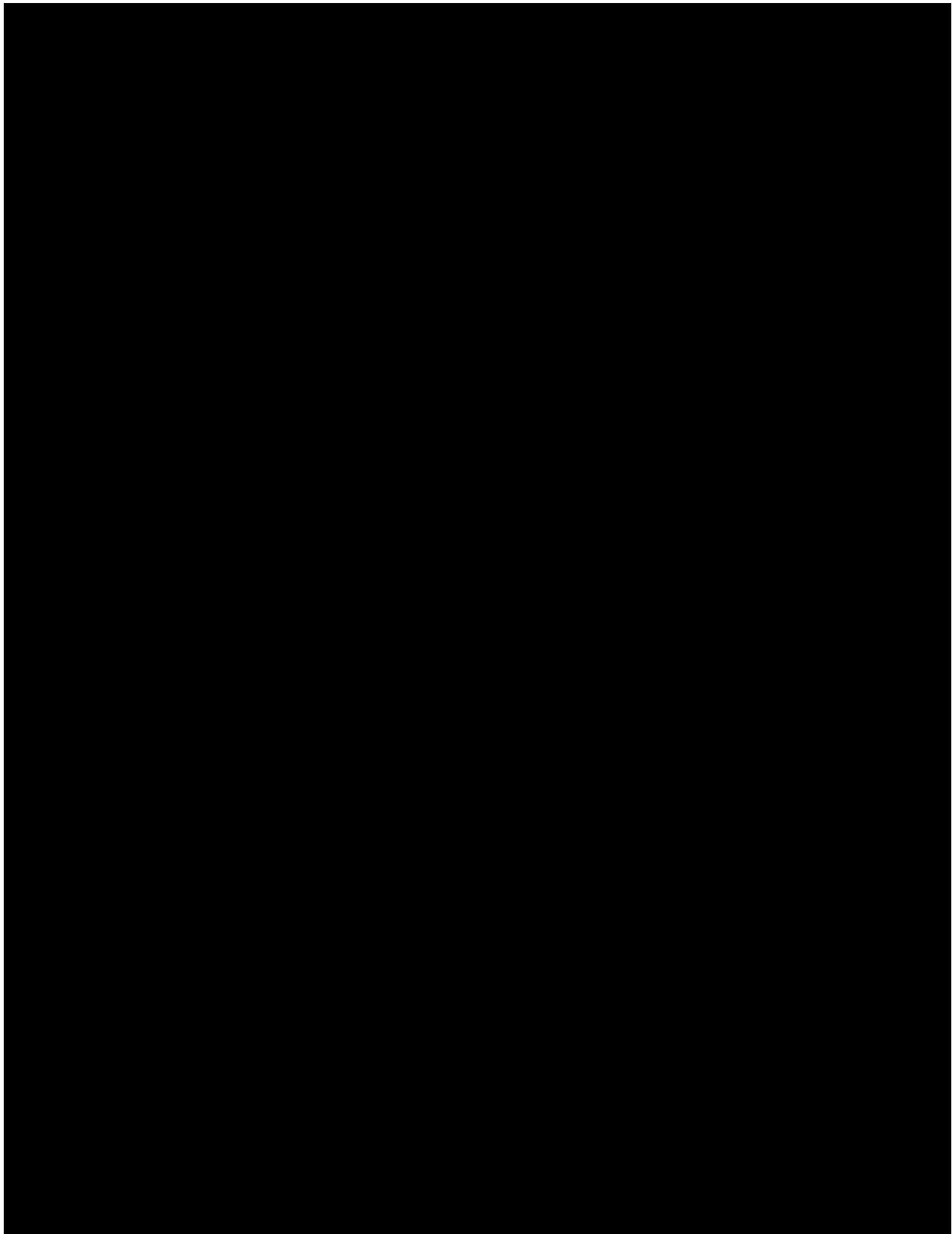


Figure 4b. Route 3 with previous projects and previously recorded sites, southern portion.

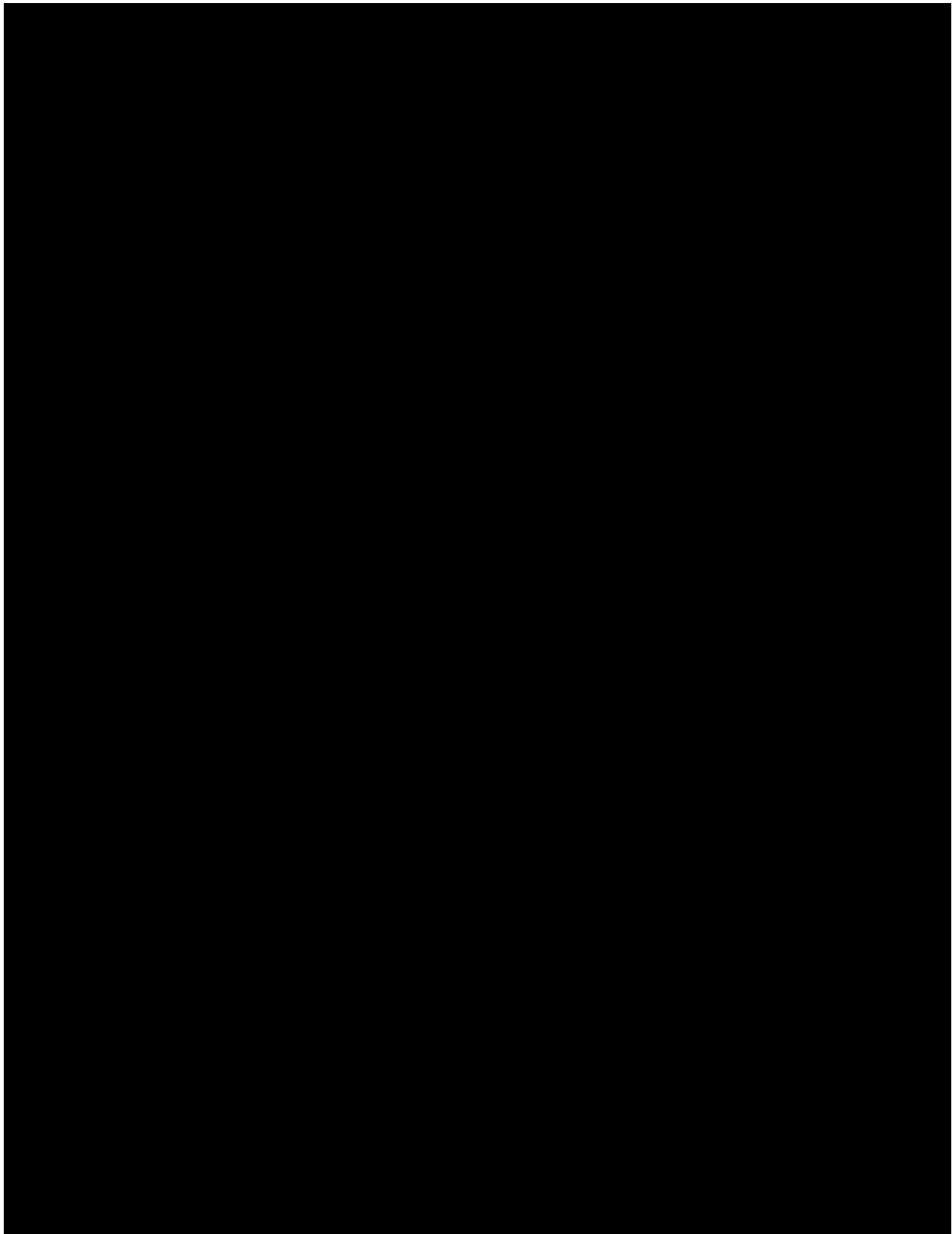


Figure 5a. Route 4 with previous projects and previously recorded sites, northern portion.

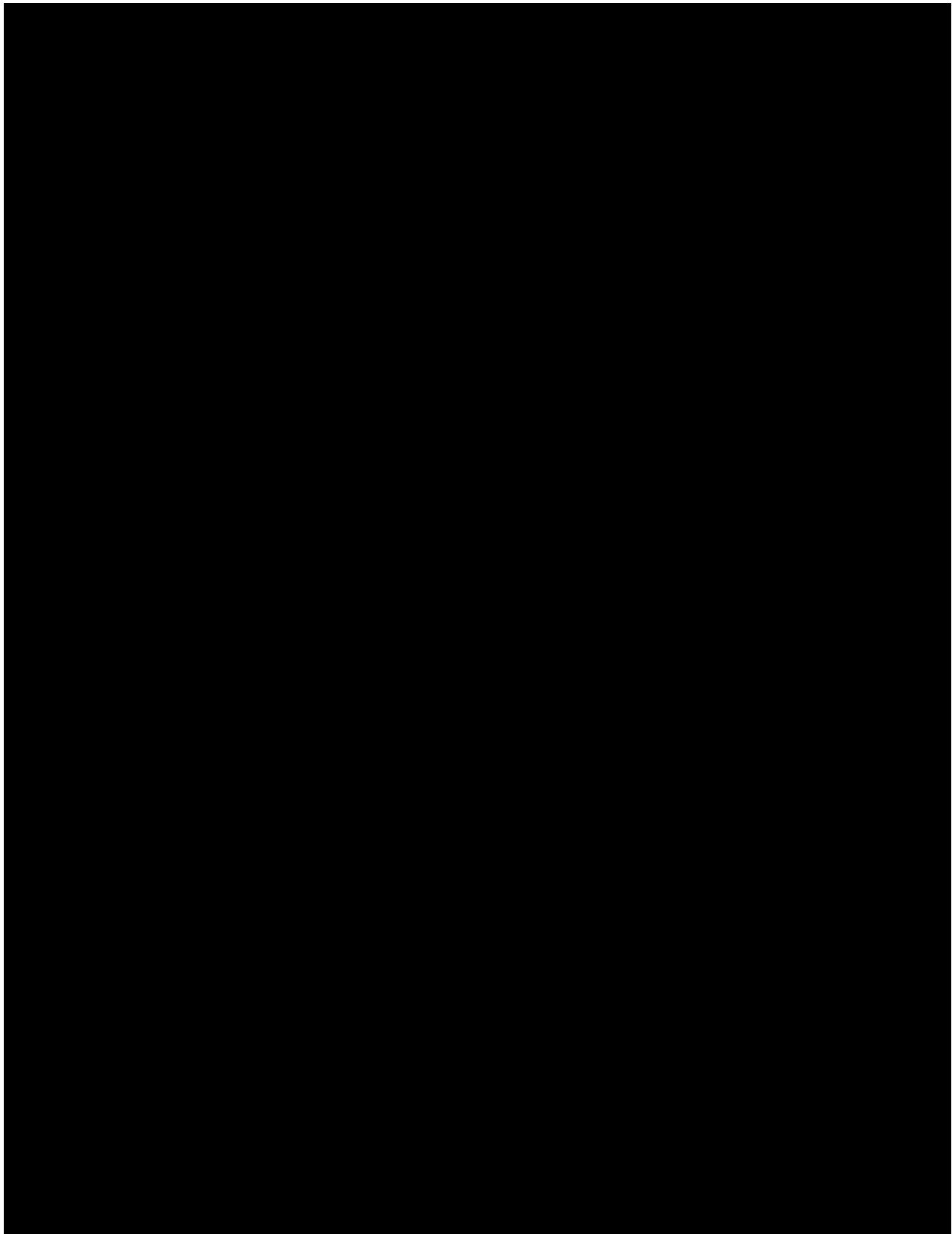


Figure 5b. Route 4 with previous projects and previously recorded sites, southern portion.

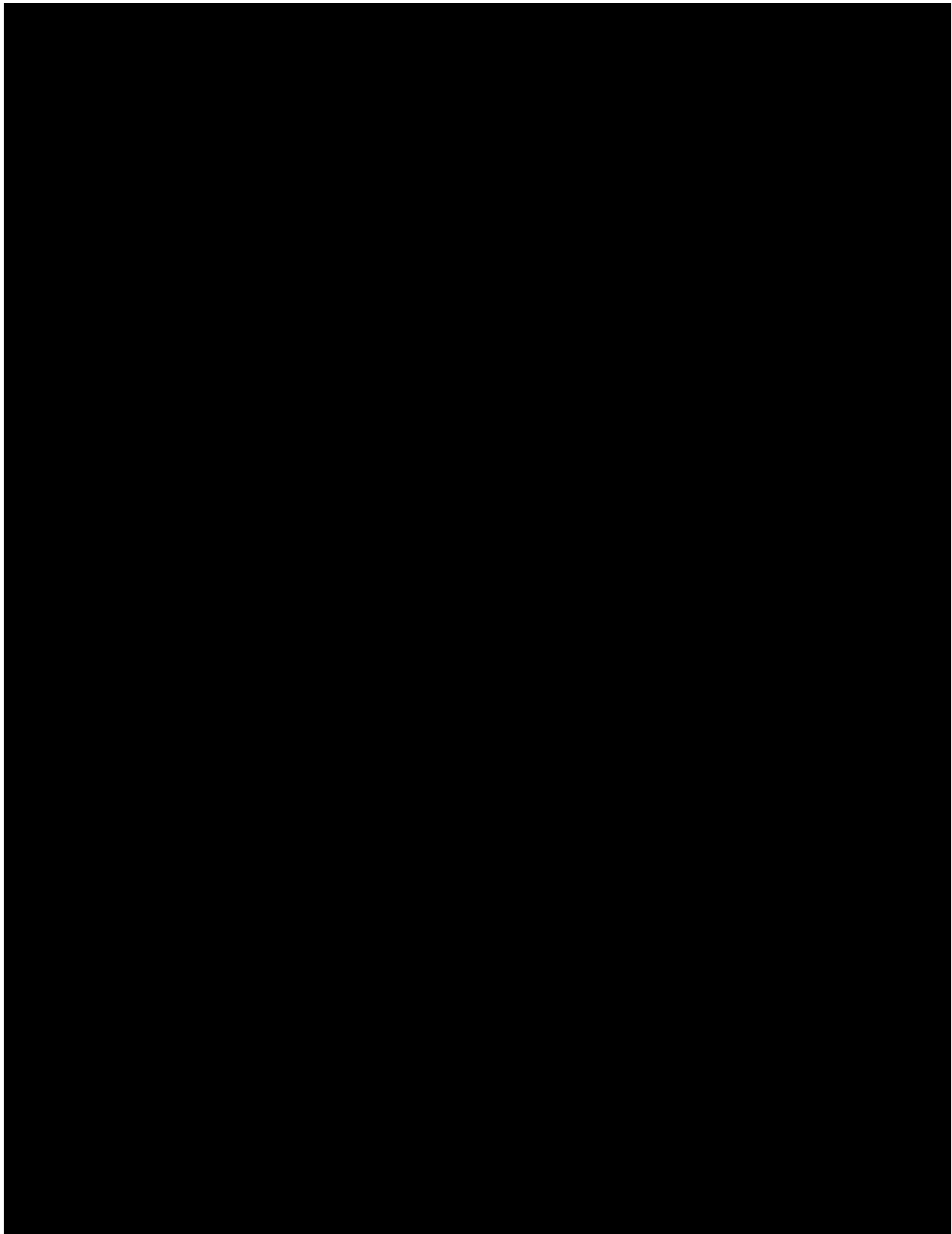


Figure 6a. Route 5 with previous projects and previously recorded sites, northern portion.

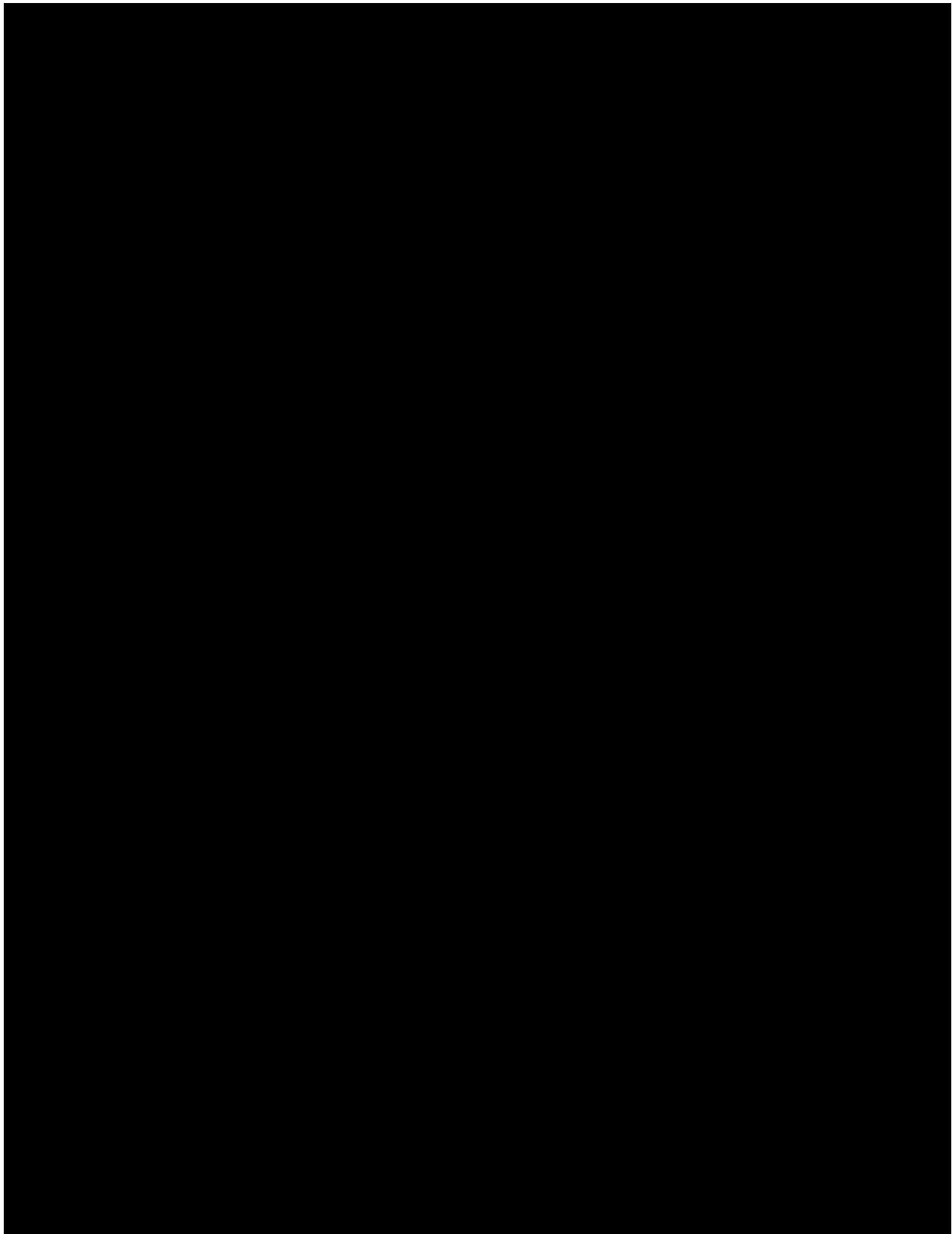


Figure 6b. Route 5 with previous projects and previously recorded sites, southern portion.

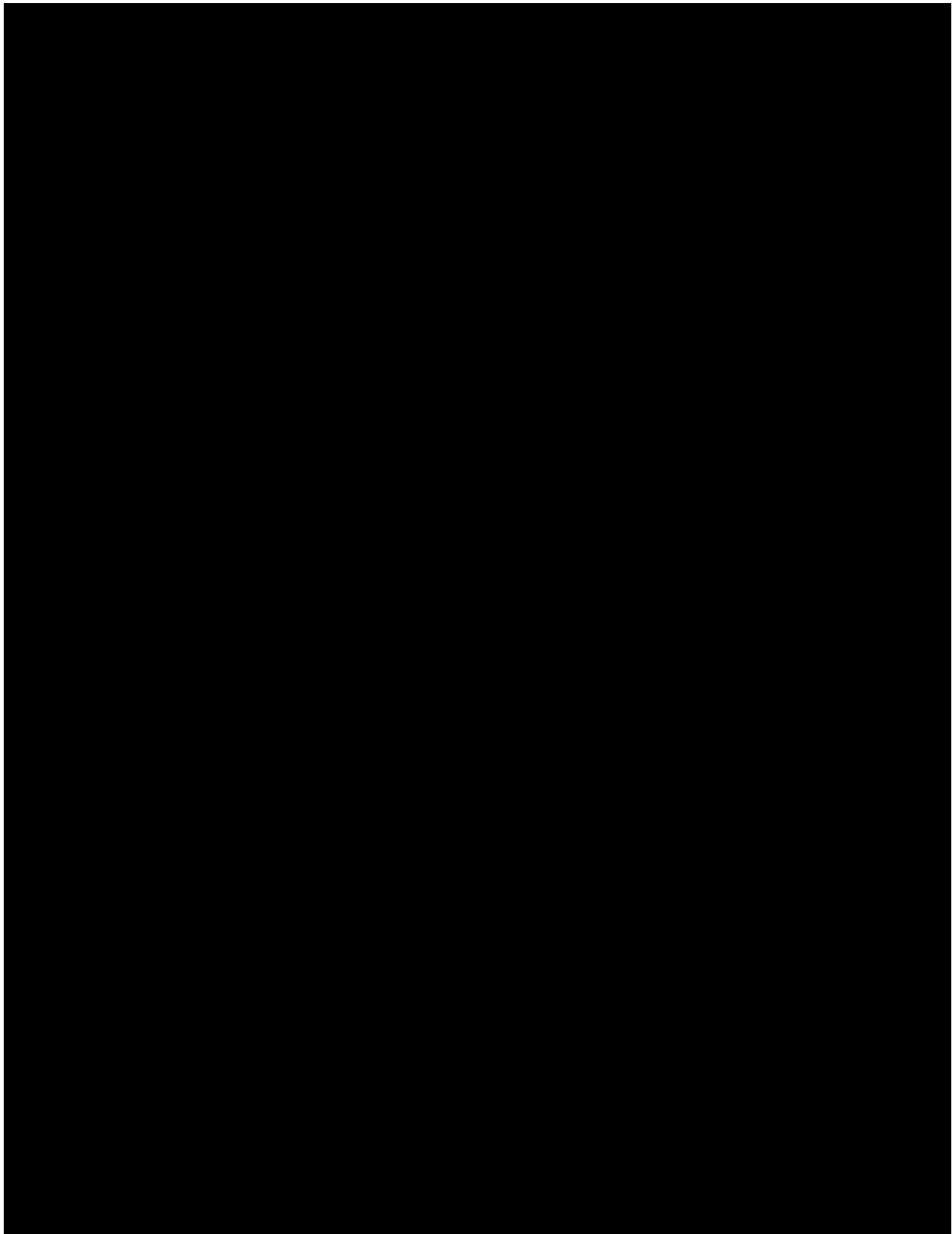


Figure 7a. Route 6 with previous projects and previously recorded sites, northern portion.

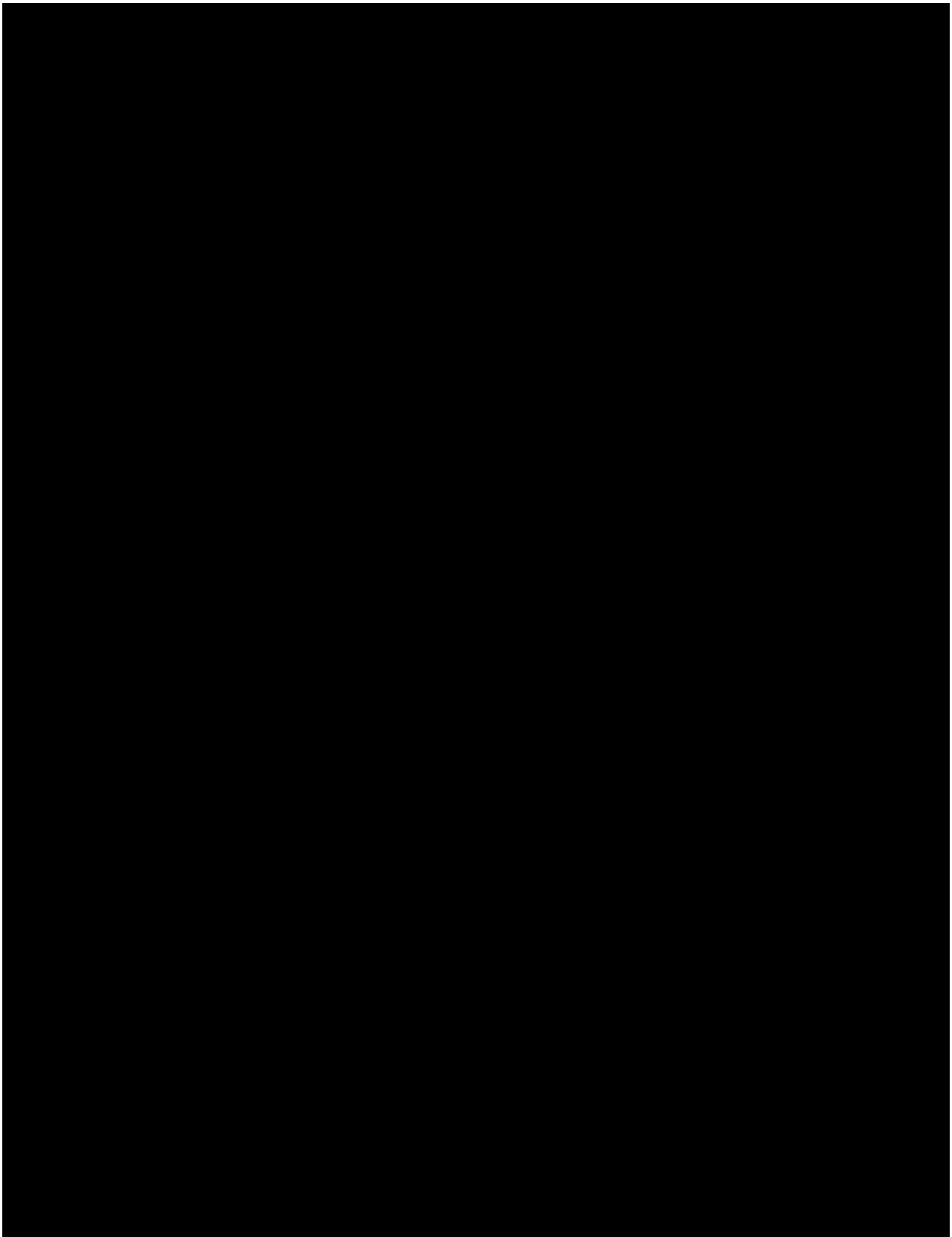


Figure 7b. Route 6 with previous projects and previously recorded sites, southern portion.

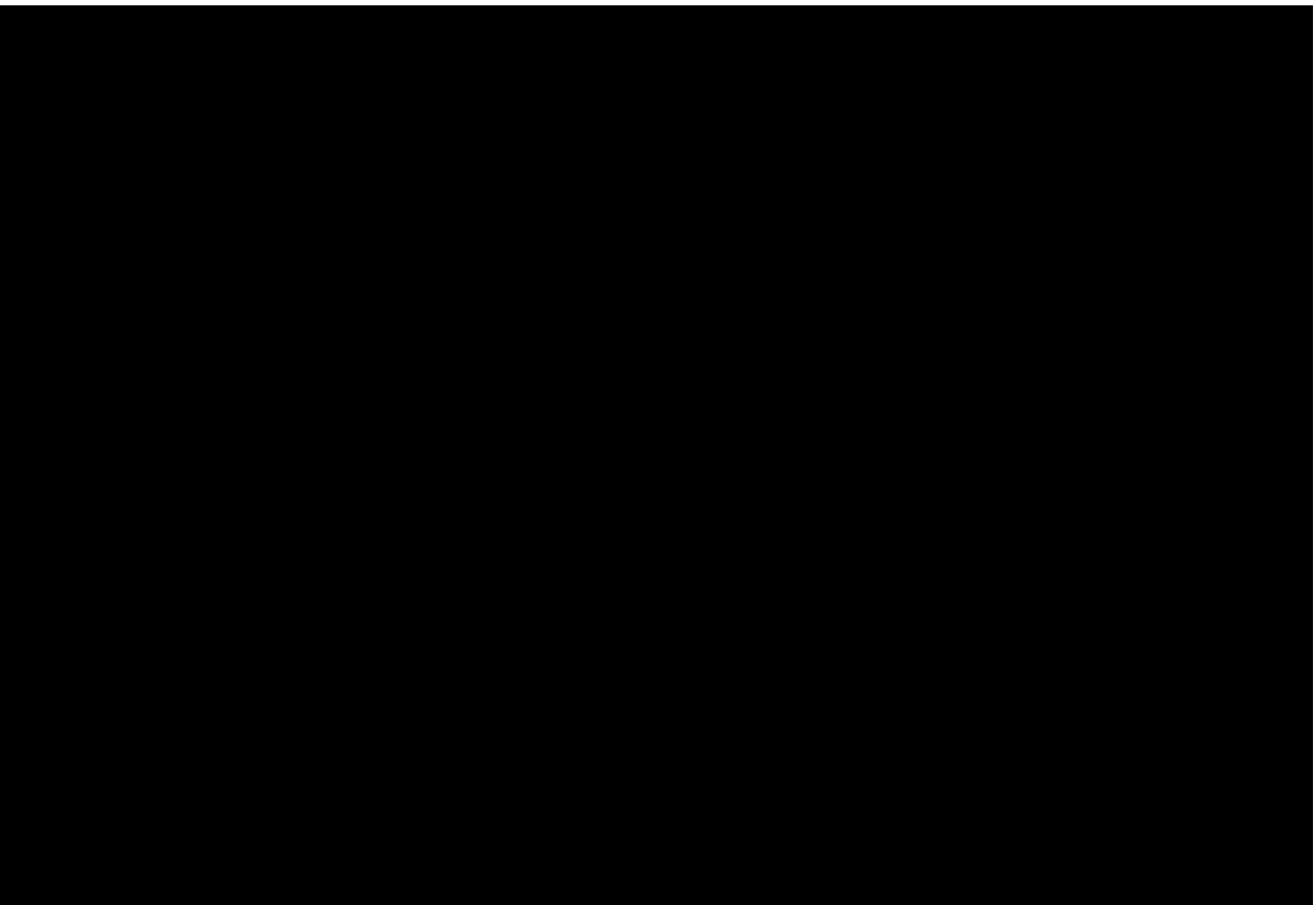


Figure 8. Route A with previous projects and previously recorded sites.

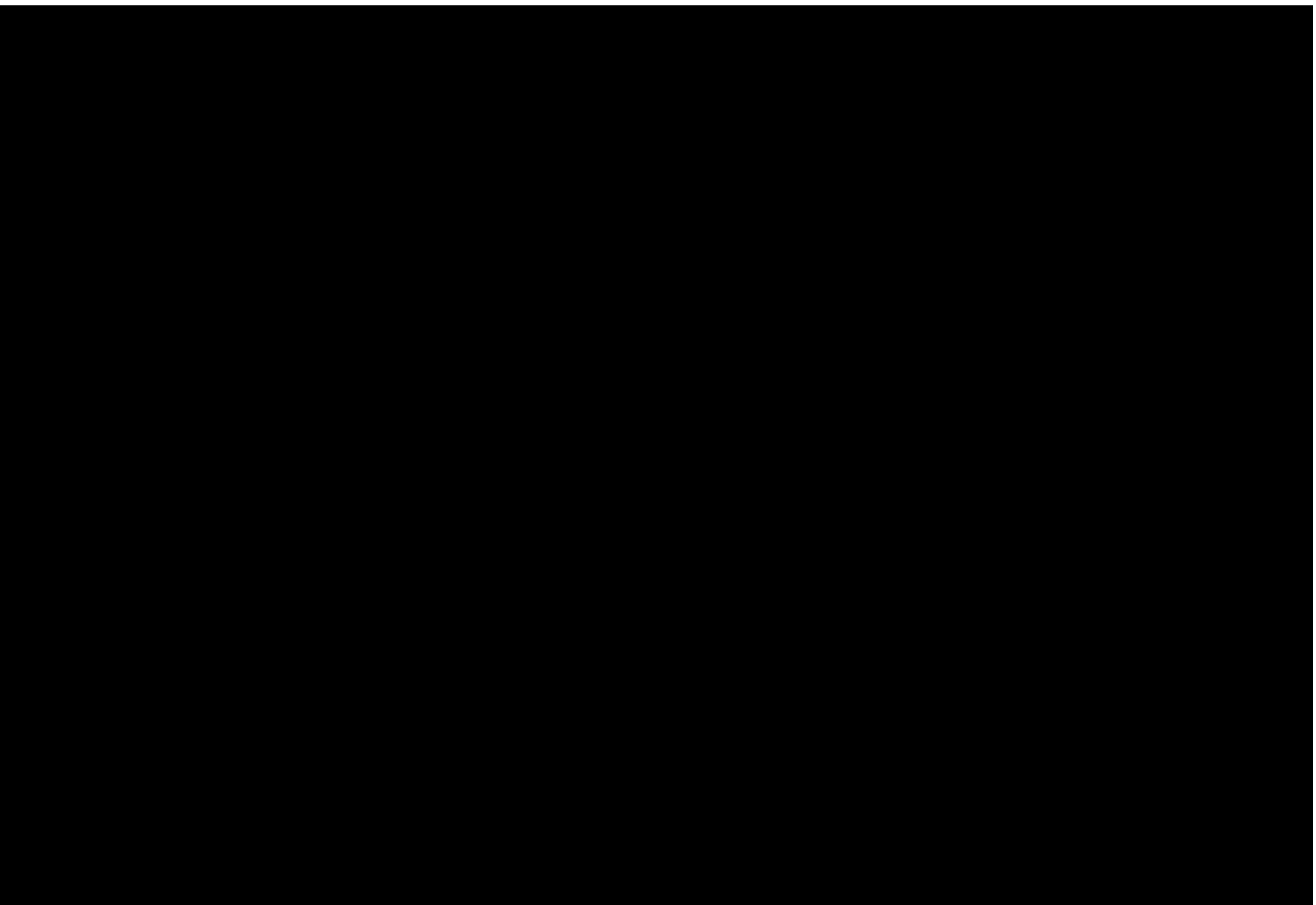


Figure 9. Route B with previous projects and previously recorded sites.

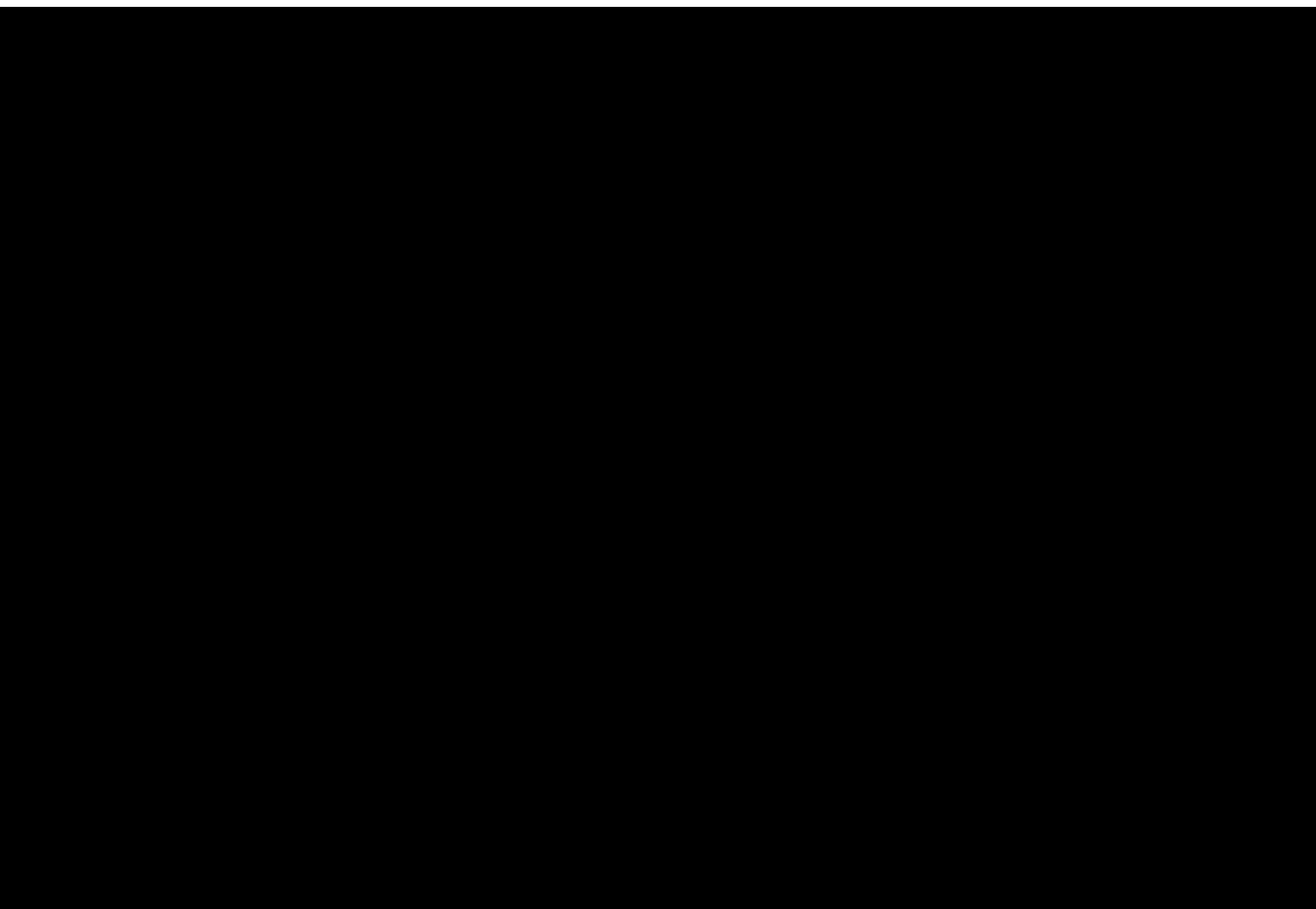


Figure 10. Route C with previous projects and previously recorded sites.

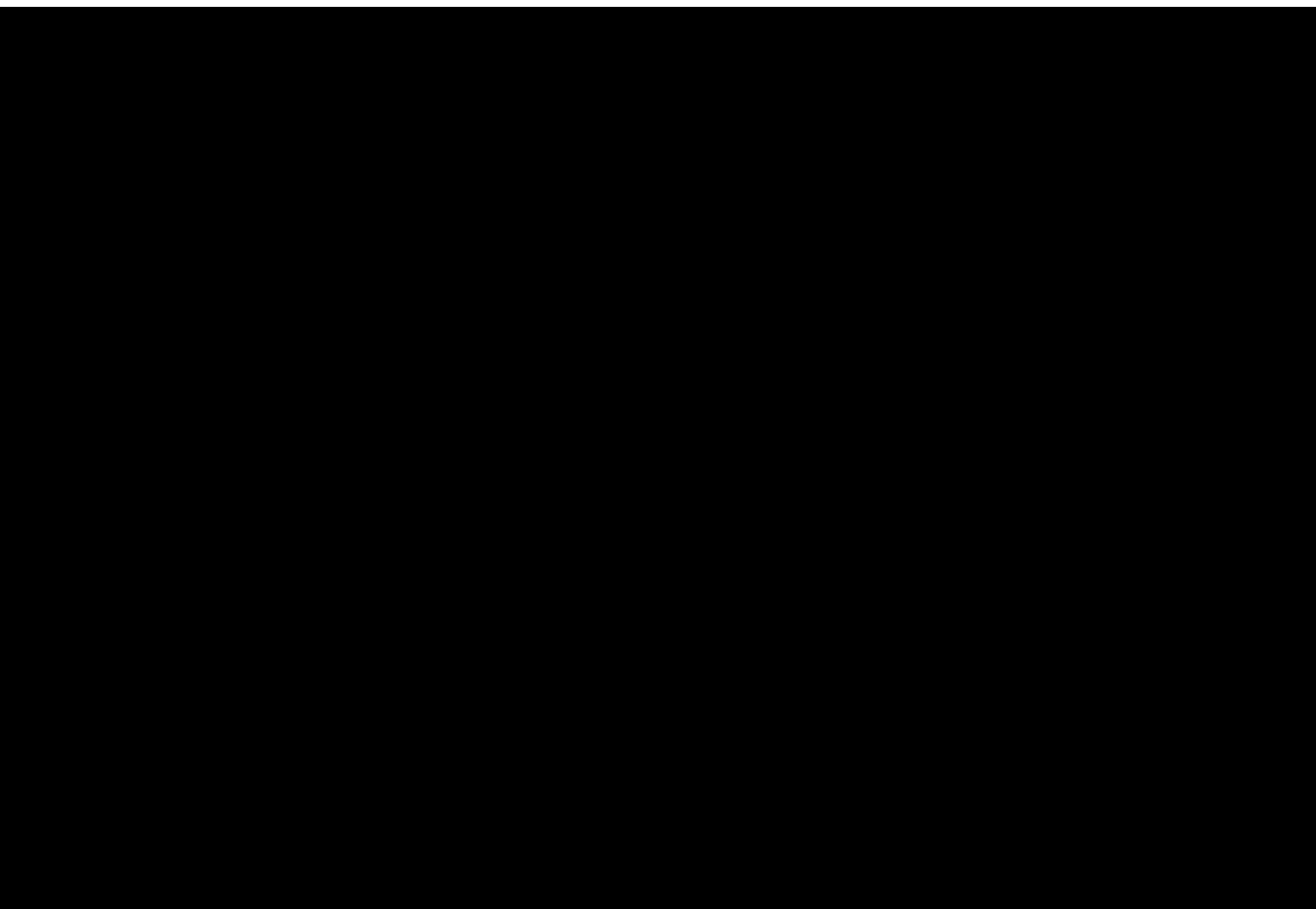


Figure 11. Route D with previous projects and previously recorded sites.

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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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 al. 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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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	Plumer-22nd Street to Himmel Park Survey	Desert Archaeology, Inc.	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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

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

Table 5. Projects within the 300-ft Buffer of Route 3

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

Table 6. Sites within the 300-ft Buffer of Route 3

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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
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 Archaeology, 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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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	Desert Archaeology, Inc.	Diehl 2012
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

Note: Bold indicates intersection with the route corridor.

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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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	EcoPlan Associates	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.ASM	COT 10-02 Campbell Ave Enhancement	SWCA Environmental Consultants, Inc.	Steely and Tucker 2012

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

Table 12. Sites within the 300-ft Buffer of Route 6

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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.	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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	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

Note: Bold indicates intersection with the route corridor.

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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

Table 15. Projects within the 300-ft Buffer of Route B

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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	Hammack 1983
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.	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.	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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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.	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
2000-723.ASM	AT&T NexGen/Core Project Link 3 Class 3 Survey	Western Cultural Resource Management, Inc.	Kearns et al. 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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

<i>Project No.</i>	<i>Project Name</i>	<i>Company</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

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

<i>Site No.</i>	<i>Affiliation</i>	<i>Site Type</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
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

Note: Bold indicates intersection with the route corridor.

Table 21. Sites Warranting Monitoring

<i>Site No.</i>	<i>Associated Routes</i>
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

the architecture company



TEP Midtown Reliability Project: Historic District Analysis

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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
- b. 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 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 its 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. **Data Source:** 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. **Organization of Data:** 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. **Ranking Process:** 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. Street Designation: (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. **Data Source:** 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. **Organization of Data:** 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. **Ranking Process:** 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. **Historic Districts on 1 versus 2 Sides of the Route:** (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. **Data Source:** 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 districts on 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. **Organization of Data:** 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. **Ranking Process:** 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. **Data Source:** 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. **Organization of Data:** 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. **Ranking Process:** 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 are placed closely together. The routes were ranked based on the total number of existing 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. **DMP Substation to Vine Substation, Routes A through D**

- 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. **Data Source:** 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. **Organization of Data:** The historic light fixtures are counted within their respective historic districts. Refer to the maps to see the actual locations.
- iii. **Ranking Process:** 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. **Data Source:** 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. **Organization of Data:** 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. **Ranking Process:** 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. Access of Historic Contributing Properties Along Route: (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. **Data Source:** 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 arials and on Google Earth which structures were accessed directly from the street where the route would be located.
- ii. **Organization of Data:** 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. **Ranking Process:** 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**

- a. 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. **Data Source:** The number of City of Tucson Historic Landmark Signs, also referred 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 aeriels and on Google Earth. The Historic Landmark Signs are only identified through the COT and is not a National or State designation.
- ii. **Organization of Data:** The historic landmark signs are counted within their respective historic districts.
- iii. **Ranking Process:** 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:**

i. **Data Source:** The Historic Architectural analysis was collected by 1) a visual survey of the route and historic 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 on-line 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. **Organization of Data:** 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:**

- a. **Historic District Integrity:** This is based on our visual analysis of the route and review of the original 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 Section.

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. Blenman-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 districts 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 and have changed the historic fabric, reducing the original historic district's integrity in portions of 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-

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 Avenue 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 in 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 Revival, 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

1. Kino Substation to Vine Substation, Route 1

- i. **General:** 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. **Blenman-Elm Historic District:** 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. **Catalina Vista Historic District:** 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.

- v. **Rincon Heights Historic District:** The contributing homes within the 800' buffer of Route 1 are mostly maintained 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. **Sunshine Mile Historic District:** 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. **University of Arizona:** 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.

2. Kino Substation to Vine Substation, Route 2

- i. **General:** 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. **Blenman-Elm Historic District:** 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. Having the large poles in this neighborhood commercial area would have a negative impact to the 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. **Sunshine Mile Historic District:** 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.

3. Kino Substation to Vine Substation, Route 3

- i. **General:** 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.
- ii. **Feldman's Historic District:** From the 800' buffer of Routes 3 and 4, the mid to high rise structures on and 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. **Iron Horse Historic District:** 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. **Jefferson Park Historic District:** 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. **Pie Allen Historic District:** 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. **Rincon Heights Historic District:** 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. **Sunshine Mile Historic District:** 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. **University of Arizona:** 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.

4. Kino Substation to Vine Substation, Route 4

- i. **General:** See comments under *Route 3, item C.3.i General*.
- ii. **Armory Park Historic Residential District:** 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. **Feldman's Historic District:** 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. **Jefferson Park Historic District:** 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. **Pie Allen Historic District:** 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 School on the west side of Euclid Avenue. The pole is painted to match the color 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. **Sunshine Mile Historic District:** 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. **University of Arizona:** See comments in Route 3 item C.3.viii *University of Arizona*.
- ix. **West University Historic District:** See comments under *Route 3, item C.3.ix. West University Historic District*. Routes 3 and 4 follow the same route at West University.

5. Kino Substation to Vine Substation, Route 5

- i. **General:** 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. **Armory Park Historic Residential District:** 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. **El Presidio Historic District:** 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. **Feldman's Historic District:** 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. **Fourth Avenue Historic District:** 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 negligible. 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. Jefferson Park Historic District:** 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. Miracle Mile Historic District:** 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, 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. University of Arizona:** See comments in Route 3 item C.3.viii. *University of Arizona*.
- xii. Warehouse Historic District:** 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. 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.

6. Kino Substation to Vine Substation, Route 6

- i. **General:** 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. **Armory Park Historic Residential District:** 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. **Feldman's Historic District:** 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. **Miracle Mile Historic District:** 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. **Warehouse Historic District:** See comments under *Route 5, C.5.xii. Warehouse Historic District.*

- xii. **West University Historic District:** 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. DMP Substation to Vine Substation Routes A to D Historic Architectural Analysis

1. DMP Substation to Vine Substation, Route A

- i. **General:** 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. **Miracle Mile Historic District:** 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. **General:** 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. **Jefferson Park Historic District:** 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. **Pascua Yaqui Village:** See comments under *Route A, D.1.iv. Pascua Yaqui Village*.

3. DMP Substation to Vine Substation, Route C

i. **General:** 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. **Feldman's Historic District:** 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. **Jefferson Park Historic District:** 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. **Miracle Mile Historic District:** 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. **University of Arizona:** See comments in Route 3 item C.3.viii *University of Arizona*.

viii. **West University Historic District:** 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. **General:** 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. **Blenman-Elm Historic District:** 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. **Catalina Vista Historic District:** 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. **Jefferson Park Historic District:** 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. **Data Source:** The total ranking of each historic district are from Kino Tables 1 to 9 and DMP Tables A to I.
 - ii. **Organization of Data:** 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. **Ranking Process:** 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.

KINO Table 10 (1 of 2)		Routes from Kino to Vine					
MEASURABLE CRITERIA SUMMARY BY HISTORIC DISTRICTS TABLES 1 TO 9		1	2	3	4	5	6
		Rank	Rank	Rank	Rank	Rank	Rank
KINO TABLE 1							
Bisecting vs Bordering 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
Catalina Vista Historic District		1	0	0	0	0	1
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
Iron Horse Expansion 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
Pie Allen Residential Historic District		0	0	3	0	0	0
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
Warehouse Historic District		0	0	0	0	3	3
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
Blenman-Elm Historic District		2	2	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
El Presidio 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
John Spring Neighborhood Historic District		0	0	0	0	0	0
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
Sam Hughes Residential Historic District		3	12	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
Route Rank		11	19	10	7	9	15
KINO TABLE 3							
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							
Armory Park Historic District		0	0	0	0	0	0
Blenman-Elm Historic District		5	10	0	0	0	6
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
El Presidio 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
Jefferson Park Historic District		3	5	5	5	5	2
John Spring Neighborhood Historic District		0	0	0	0	0	0
Miracle Mile Historic District		0	0	0	0	6	8
Pie Allen Residential Historic District		0	0	7	5	0	0
Rincon Heights Historic District		0	0	2	0	0	0
Sam Hughes Residential Historic District		5	3	0	0	0	0
Sunshine Mile Historic District		1	1	1	1	0	0
Warehouse Historic District		0	0	0	0	5	5
West University Historic District		0	0	4	4	10	10
Route Rank		17	19	31	22	35	36
KINO TABLE 5							
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
Catalina Vista 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
Fourth Avenue Historic District		0	0	0	0	0	0
Iron Horse Expansion Historic District		0	0	1	1	0	0
Jefferson Park Historic District		0	0	0	0	0	0
John Spring Neighborhood Historic District		0	0	0	0	1	1
Miracle Mile Historic District		0	0	0	0	0	1
Pie Allen Residential Historic District		0	0	1	0	0	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
Warehouse Historic District		0	0	0	0	1	1
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 HISTORIC DISTRICTS TABLES 1 TO 9		1	2	3	4	5	6
		Rank	Rank	Rank	Rank	Rank	Rank
KINO TABLE 6							
Historic Contributing Properties in 800' Route Buffer							
Armory Park Historic District		0	0	0	4	5	5
Blenman-Elm Historic District		8	7	0	0	0	2
Broadmoor Historic District		0	1	0	0	0	0
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
Feldman's Historic District		0	0	9	9	10	3
Fourth Avenue Historic District		0	0	0	0	1	1
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
Miracle Mile Historic District		0	0	0	0	1	2
Pie Allen Residential Historic District		0	0	6	6	0	0
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
Warehouse Historic District		0	0	0	0	7	7
West University 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 Route							
Armory Park Historic District		0	0	0	0	0	0
Blenman-Elm Historic District		4	4	0	0	0	0
Broadmoor Historic District		0	0	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	7	0
Fourth Avenue Historic District		0	0	0	0	0	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		0	0	0	0	3	3
Pie Allen Residential Historic District		0	0	8	3	0	0
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
Warehouse Historic District		0	0	0	0	1	1
West University Historic District		0	0	6	6	6	1
Route Rank		18	30	23	16	17	17
KINO TABLE 8							
Historic Landmark Signs 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
Catalina Vista Historic District		0	0	0	0	0	0
Downtown Tucson Historic District		0	0	0	0	1	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	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
Route Rank		0	0	0	0	1	3
KINO TABLE 9							
Historic Architectural Analysis							
Armory Park Historic District		0	0	0	1	1	1
Blenman-Elm Historic District		16	31	0	0	0	0
Broadmoor Historic District		0	8	0	0	0	0
Catalina Vista Historic District		5	0	0	0	0	0
Downtown Tucson Historic District		0	0	0	0	3	3
El Presidio Historic District		0	0	0	0	2	2
Feldman's Historic District		0	0	16	16	23	24
Fourth Avenue Historic District		0	0	0	0	2	3
Iron Horse Expansion Historic District		0	0	5	21	5	5
Jefferson Park Historic District		7	5	5	5	5	28
John Spring Neighborhood Historic District		0	0	0	0	12	12
Miracle Mile Historic District		0	0	0	0	6	7
Pie Allen Residential Historic District		0	0	23	17	0	0
Rincon Heights Historic District		17	0	20	0	0	0
Sam Hughes Residential Historic District		23	50	0	0	0	0
Sunshine Mile Historic District		5	15	5	3	0	0
Warehouse Historic District		0	0	0	0	11	11
West University Historic District		0	0	23	23	25	23
Outside of Historic District		16	0	10	10	10	0
Route Rank Total		89	109	107	96	105	119

KINO TABLE 11						
CUMULATIVE SUMMARY BY HISTORIC DISTRICTS FOR KINO ROUTES	Routes from Kino to Vine					
	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

D. DMP SUMMARY TABLES BY HISTORIC DISTRICT (TABLES J AND K)

DMP Table J:		ROUTES FROM DMP TO VINE			
MEASURABLE CRITERIA SUMMARY BY		A	B	C	D
HISTORIC DISTRICTS Tables A to I		Rank	Rank	Rank	Rank
DMP TABLE A					
Bisecting vs Bordering Historic Districts					
Blenman-Elm Historic District	0	0	0	1	
Catalina Vista Historic District	0	0	0	2	
Feldman's Historic District	0	1	3	0	
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	
West University Historic District	0	0	4	0	
Route Rank	9	4	12	10	
DMP TABLE B					
Street Designation					
Blenman-Elm Historic District	0	0	0	1	
Catalina Vista Historic District	0	0	0	3	
Feldman's Historic District	0	1	2	0	
Jefferson Park Historic District	9	2	0	8	
John Spring Neighborhood Historic District	0	0	0	0	
Miracle Mile Historic District	1	1	2	1	
West University Historic District	0	0	2	0	
Route Rank	10	4	6	13	
DMP TABLE C					
Historic Districts with 1 vs 2 sides of the Route					
Route Rank	15	3	7	14	
DMP TABLE D					
Existing Power Poles on Route					
Blenman-Elm Historic District	0	0	0	1	
Catalina Vista Historic District	0	0	0	3	
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	
Miracle Mile Historic District	1	1	6	1	
West University Historic District	0	0	10	0	
Route Rank	4	6	31	7	
DMP TABLE E					
Historic Light fixtures in 800' Route Buffer					
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	0	0	0	0	
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	
Outside of Historic District	0	0	1	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	
Catalina Vista Historic District	0	0	0	4	
Feldman's Historic District	0	5	15	0	
Jefferson Park Historic District	22	11	5	14	
John Spring Neighborhood Historic District	0	0	2	0	
Miracle Mile Historic District	2	1	2	2	
West University Historic District	0	0	8	0	
Outside of Historic District	3	3	5	3	
Route Rank	27	20	37	25	
DMP TABLE G					
Access of Historic Contributing Properties along Route					
Blenman-Elm Historic District	0	0	0	0	
Catalina Vista Historic District	0	0	0	3	
Feldman's Historic District	0	0	10	0	
Jefferson Park Historic District	6	3	0	6	
John Spring Neighborhood Historic District	0	0	0	0	
Miracle Mile Historic District	0	0	2	0	
West University Historic District	0	0	7	0	
Route Rank	6	3	19	9	
DMP TABLE H					
Historic Landmark Signs in 800' Route Buffer					
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	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	0	0	0	0	
Outside of Historic District	0	0	0	0	
Route Rank	0	0	2	0	
DMP TABLE I					
Historic Architectural Analysis					
Blenman-Elm Historic District	0	0	0	5	
Catalina Vista Historic District	0	0	0	8	
Feldman's Historic District	0	0	20	0	
Jefferson Park Historic District	29	26	2	17	
John Spring Neighborhood Historic District	0	0	17	0	
Miracle Mile Historic District	5	5	9	5	
West University Historic District	0	0	18	0	
Outside of Historic District	19	19	19	19	
Route Rank Total	53	50	85	54	

DMP TABLE K

CUMULATIVE SUMMARY BY HISTORIC DISTRICTS FOR DMP	ROUTES FROM DMP TO VINE			
	A	B	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. Cumulative Summary of Measurable Criteria Tables for Kino and DMP: (Refer to Kino Table 12 and DMP Table L)

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

2. **Measurable Data Collection Process:**

- i. **Data Source:** The total rankings of each route are derived from Kino Tables 1 to 9 and DMP Tables A to I.
- ii. **Organization of Data:** A single cumulative summary table shows the ranking of the measurable criteria for each of the routes.
- iii. **Ranking Process:** 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 CRITERIA BY RANKING FOR KINO ROUTES	Routes from Kino to Vine					
	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		A	B	C	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:

Kino Substation to Vine Substation: Route 1 (least impact of all Kino routes) or Route 4 (second least impact of all Kino Routes)

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

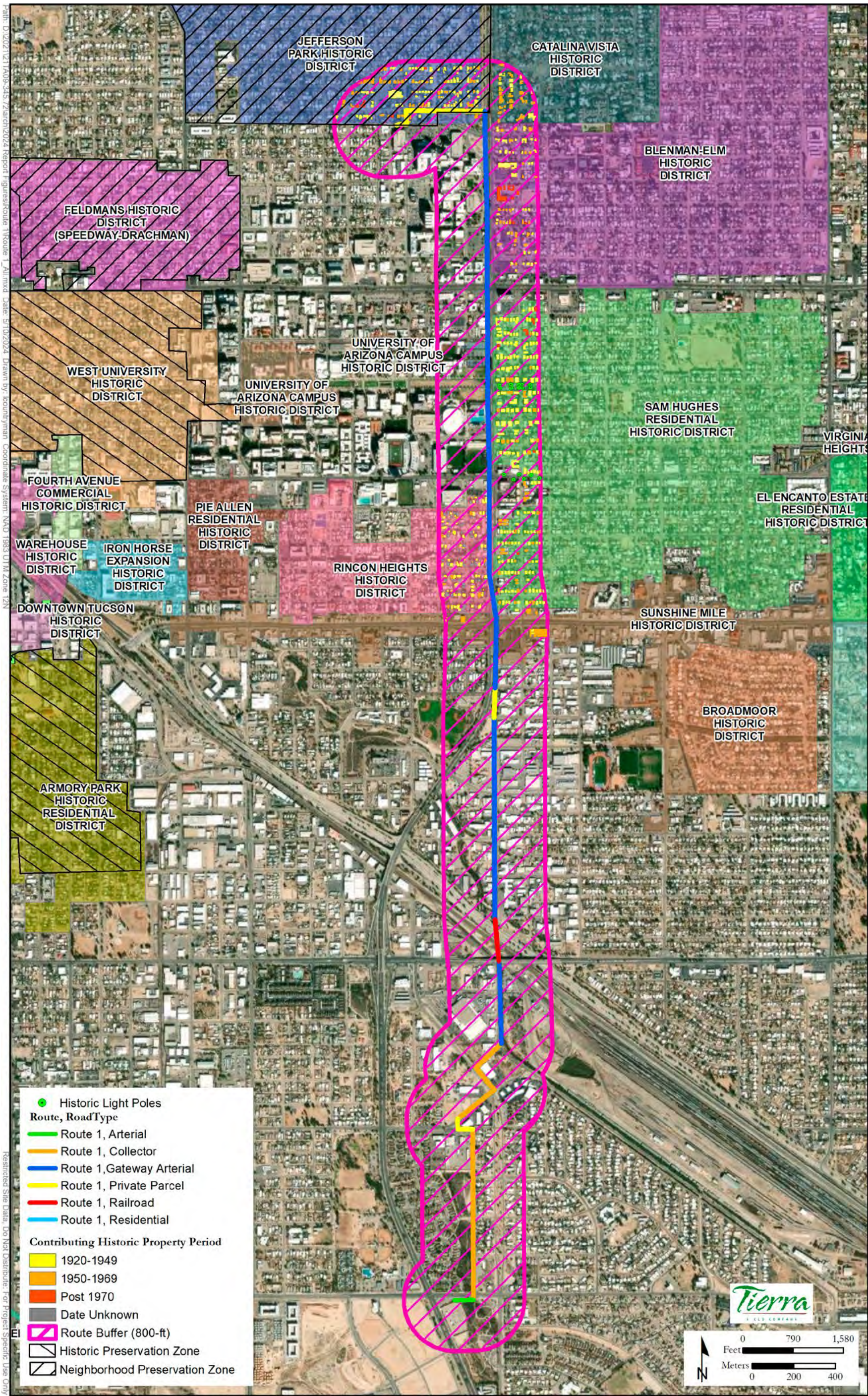




Figure VIII.A.3: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION
WAVERLY ST / CAMPBELL AVE TO 2ND ST / CAMPBELL AVE

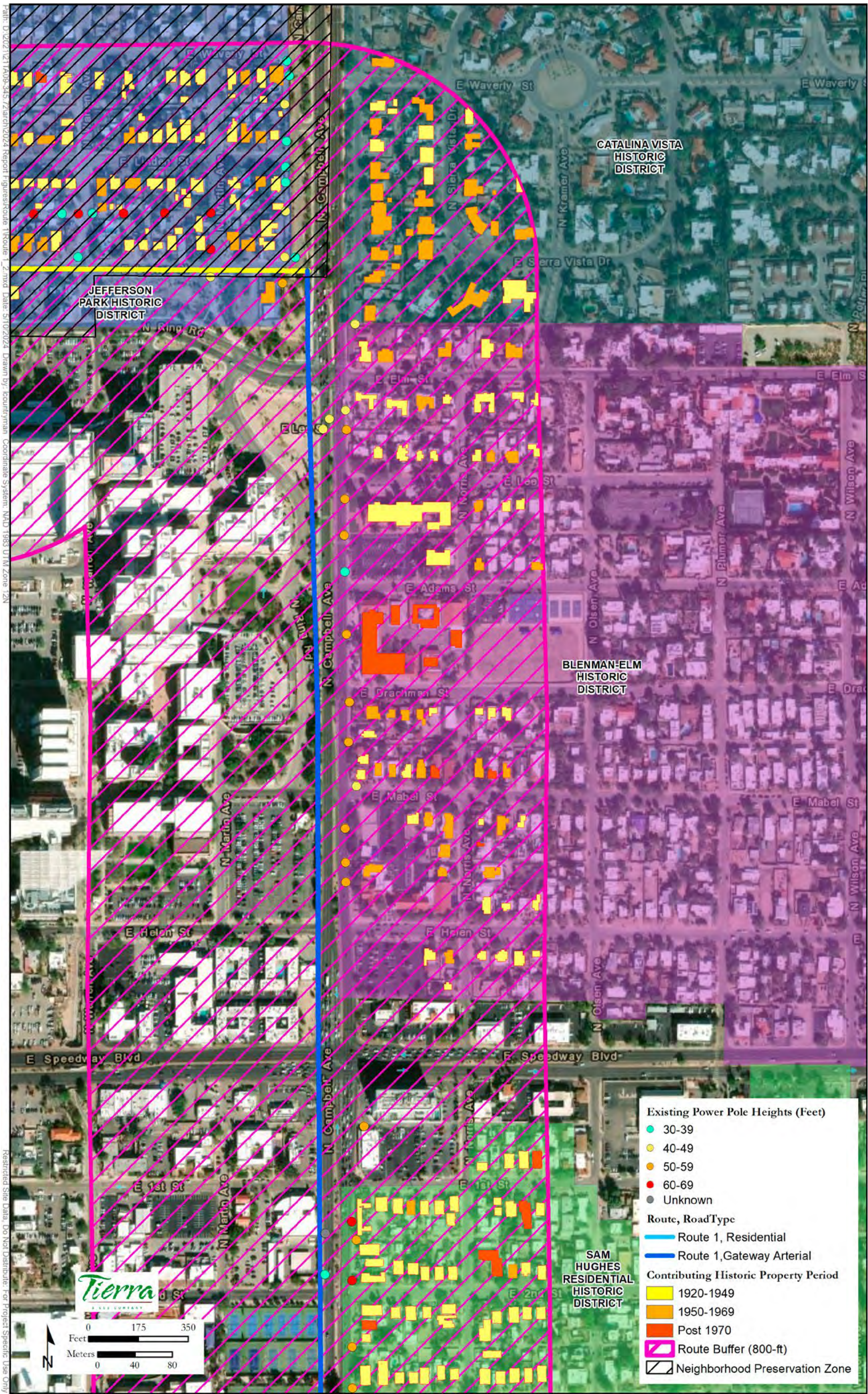
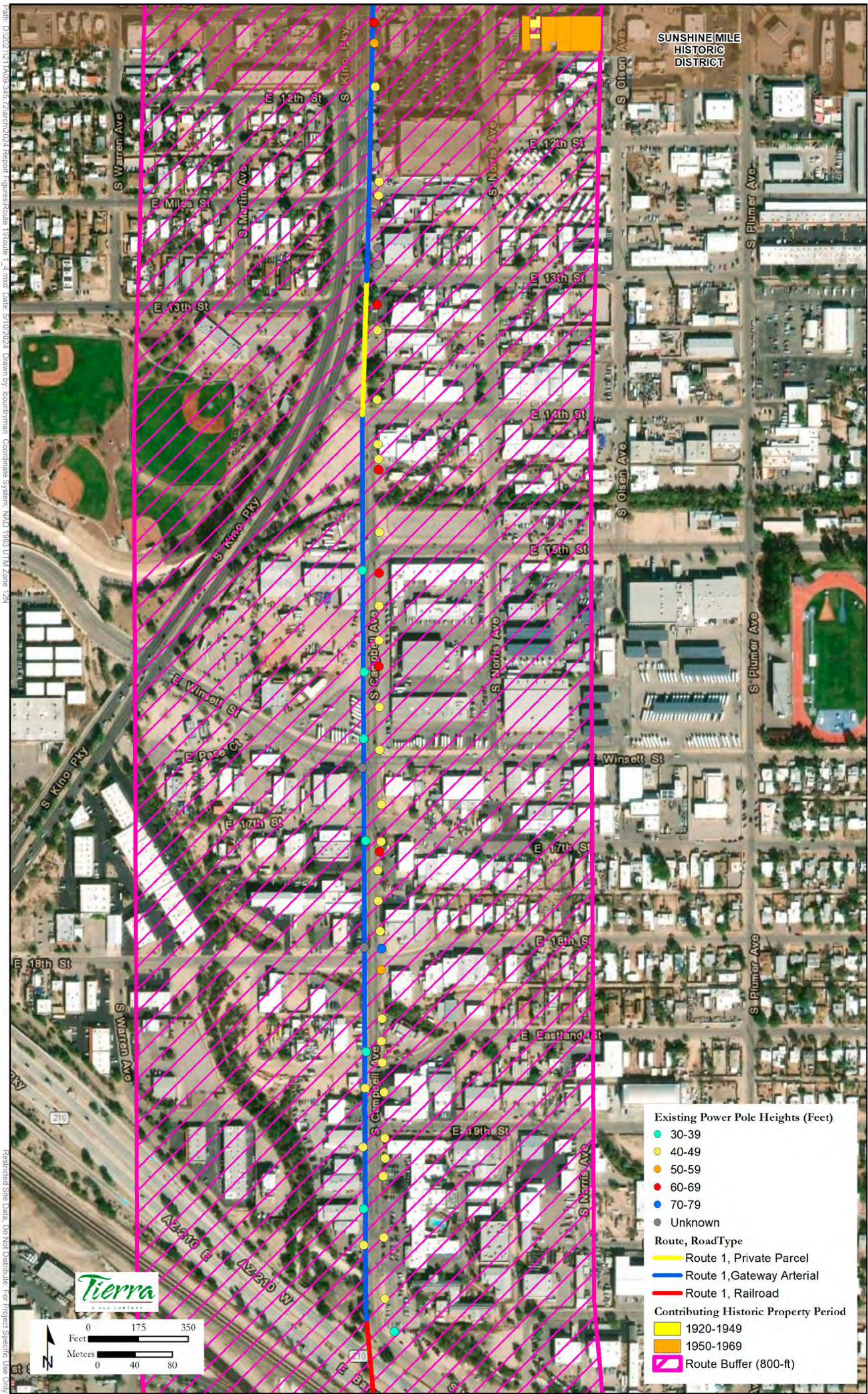




Figure VIII.A.5: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION
12TH ST / KINO PKWY TO 19TH ST / CAMPBELL AVE



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

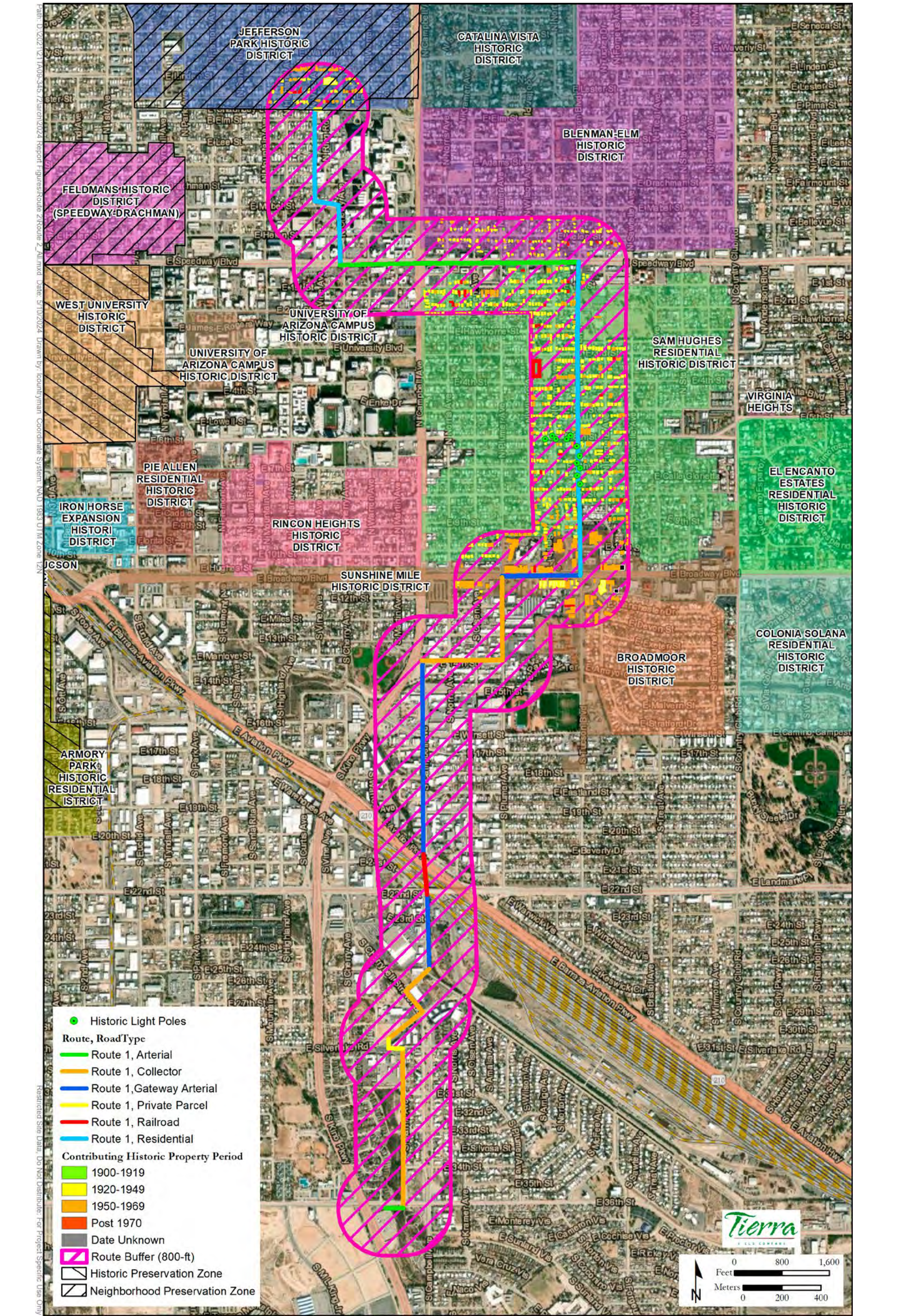


Figure VIII.B.3: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION
CAMPBELL AVE / SPEEDWAY BLVD TO SPEEDWAY BLVD / TUCSON BLVD

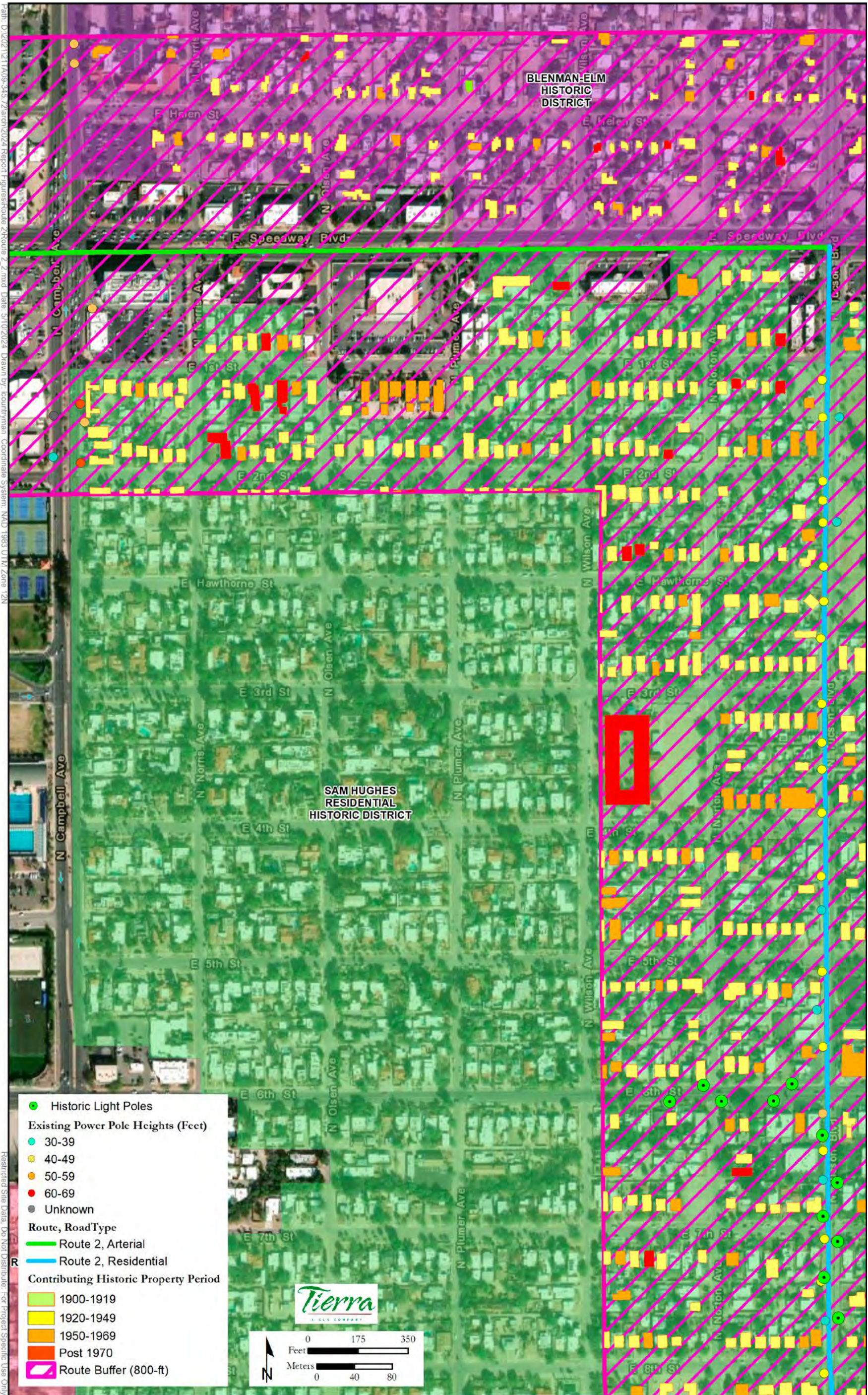


Figure VIII.B.4: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION
TUCSON BLVD / SPEEDWAY BLVD TO 8TH ST / TUCSON BLVD

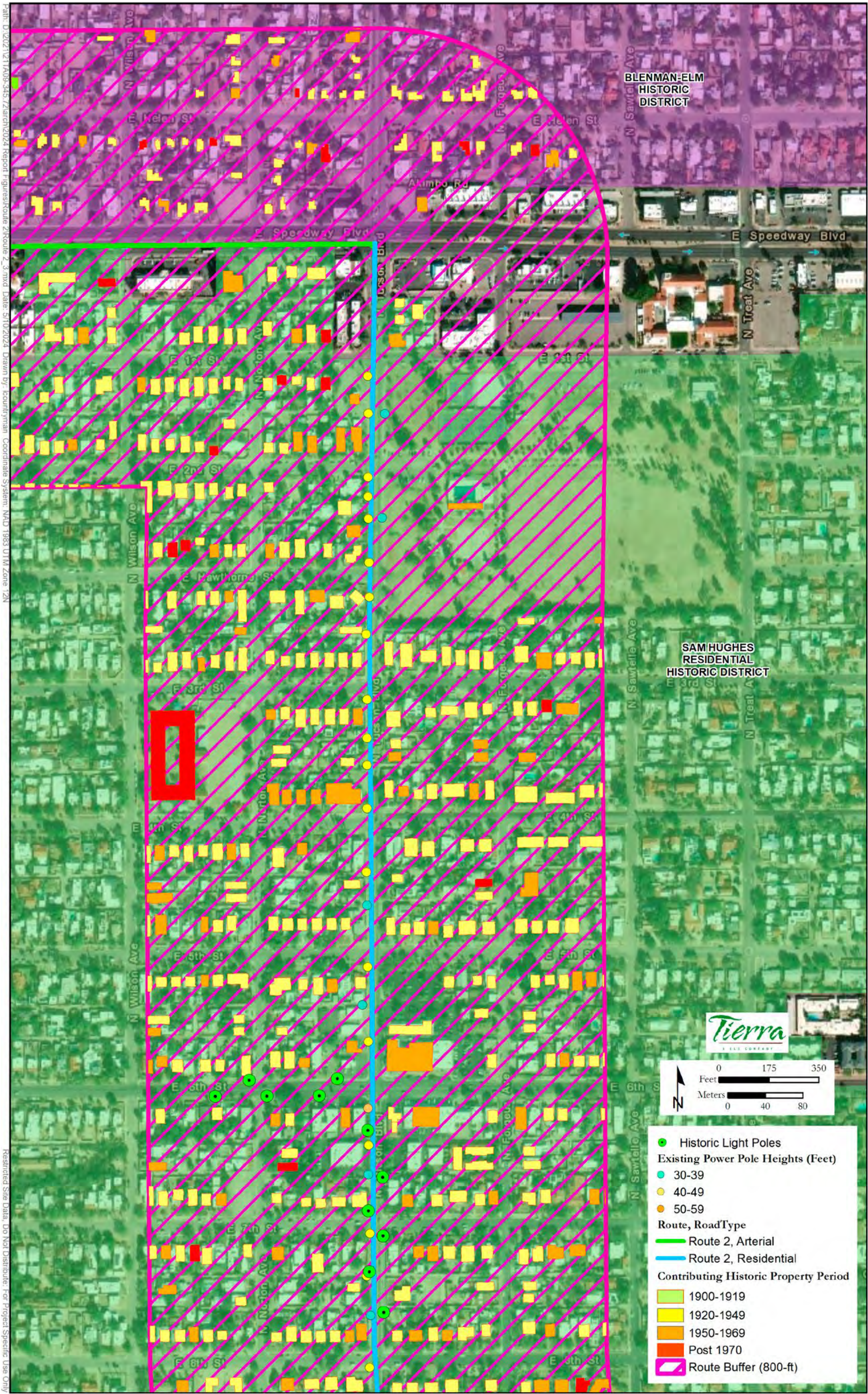


Figure VIII.B.5: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION
8TH ST / TUCSON BLVD TO PLUMER AVE / BROADWAY BLVD

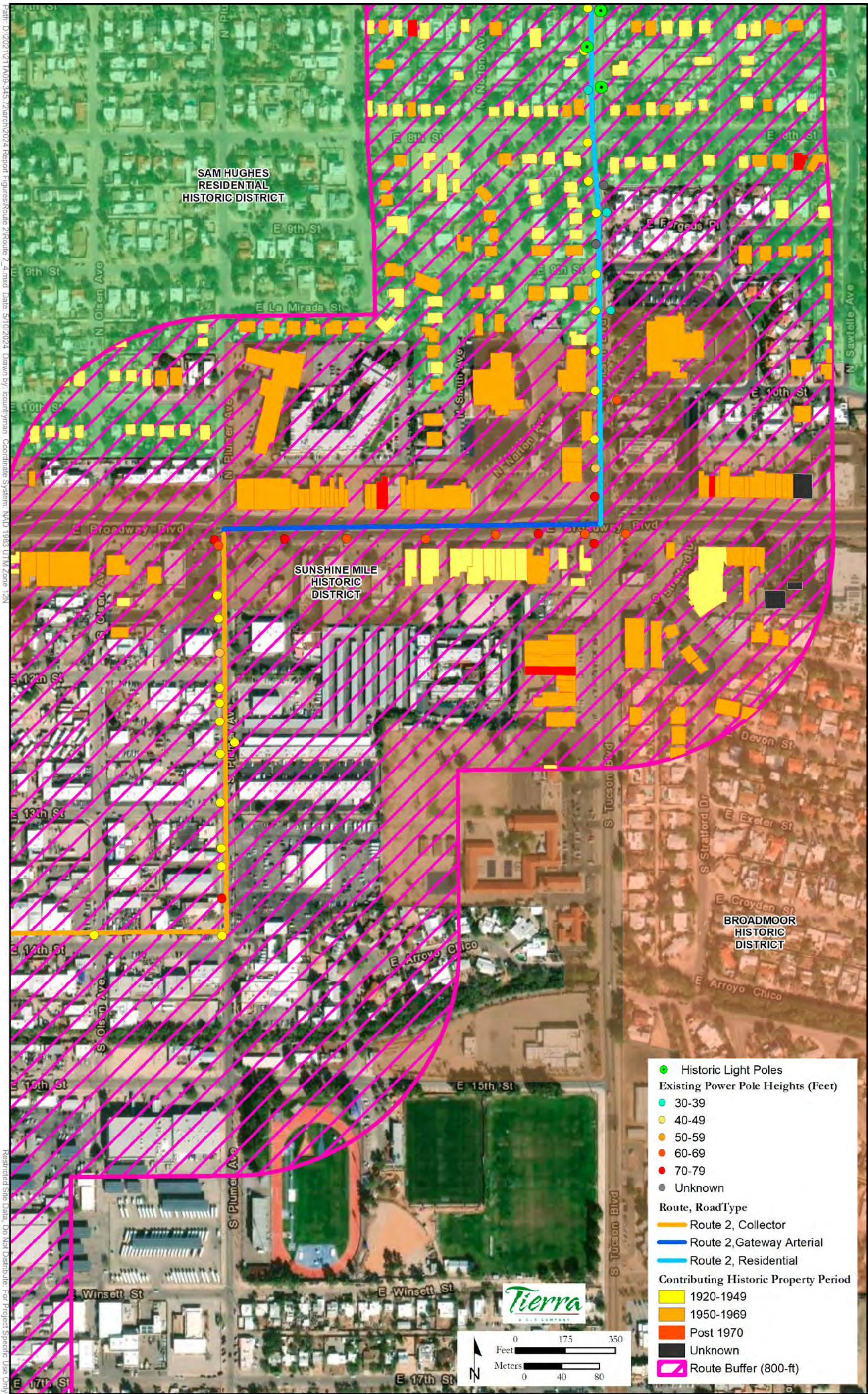
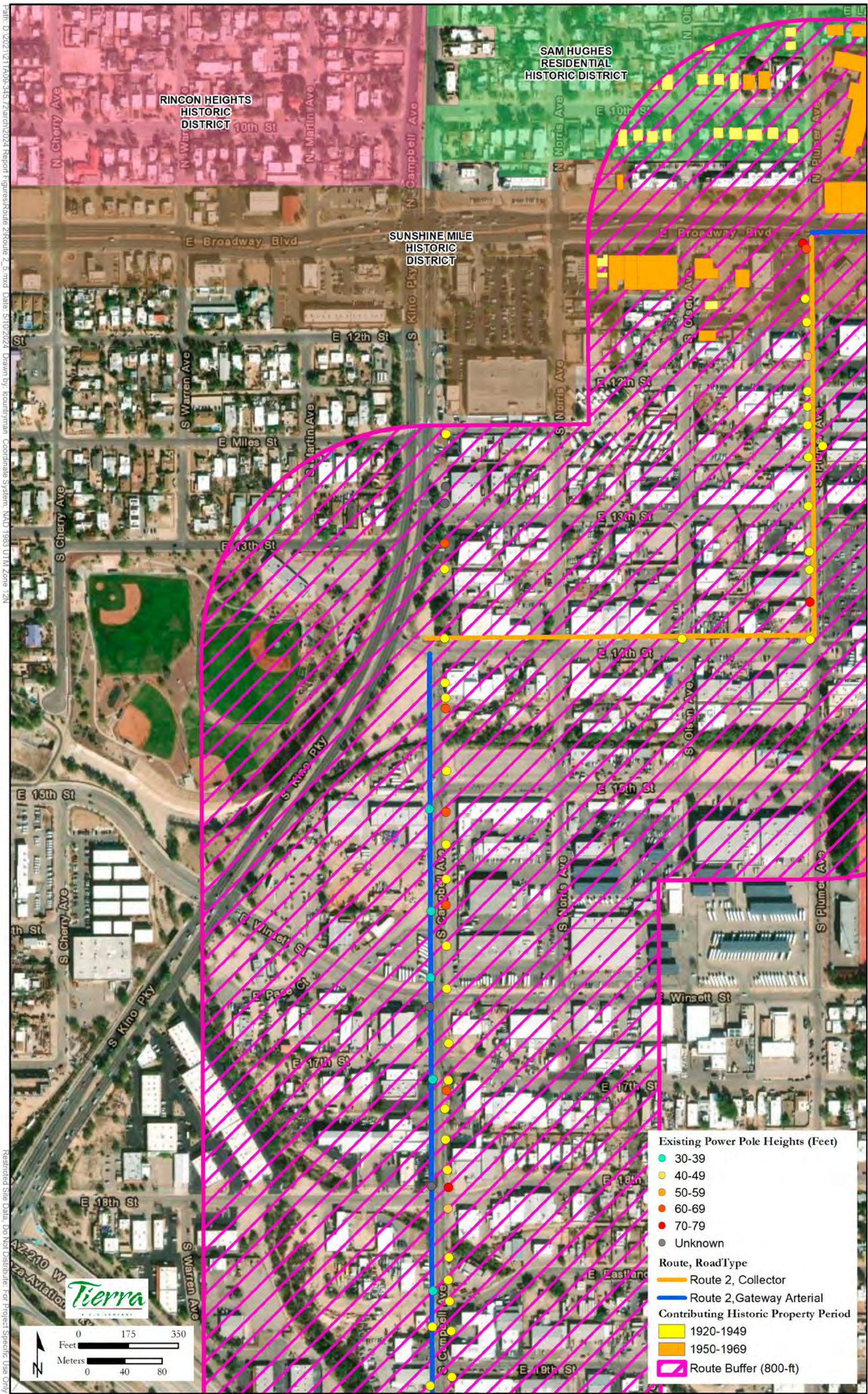


Figure VIII.B.6: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION
PLUMER AVE / BROADWAY BLVD TO CAMPBELL AVE / 19TH ST



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

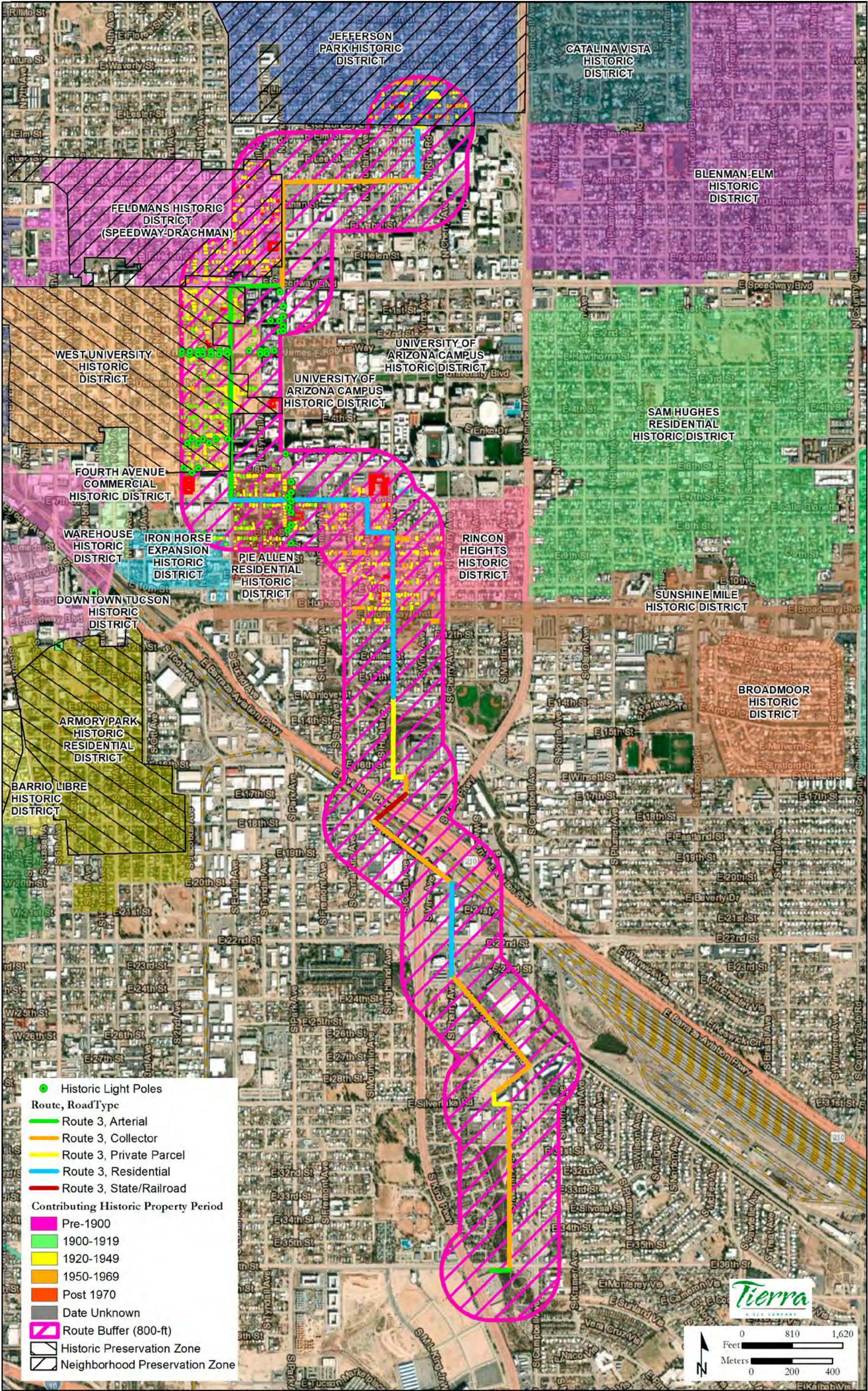


Figure VIII.C.2: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION
VINE SUBSTATION TO ADAMS ST / FREMONT AVE

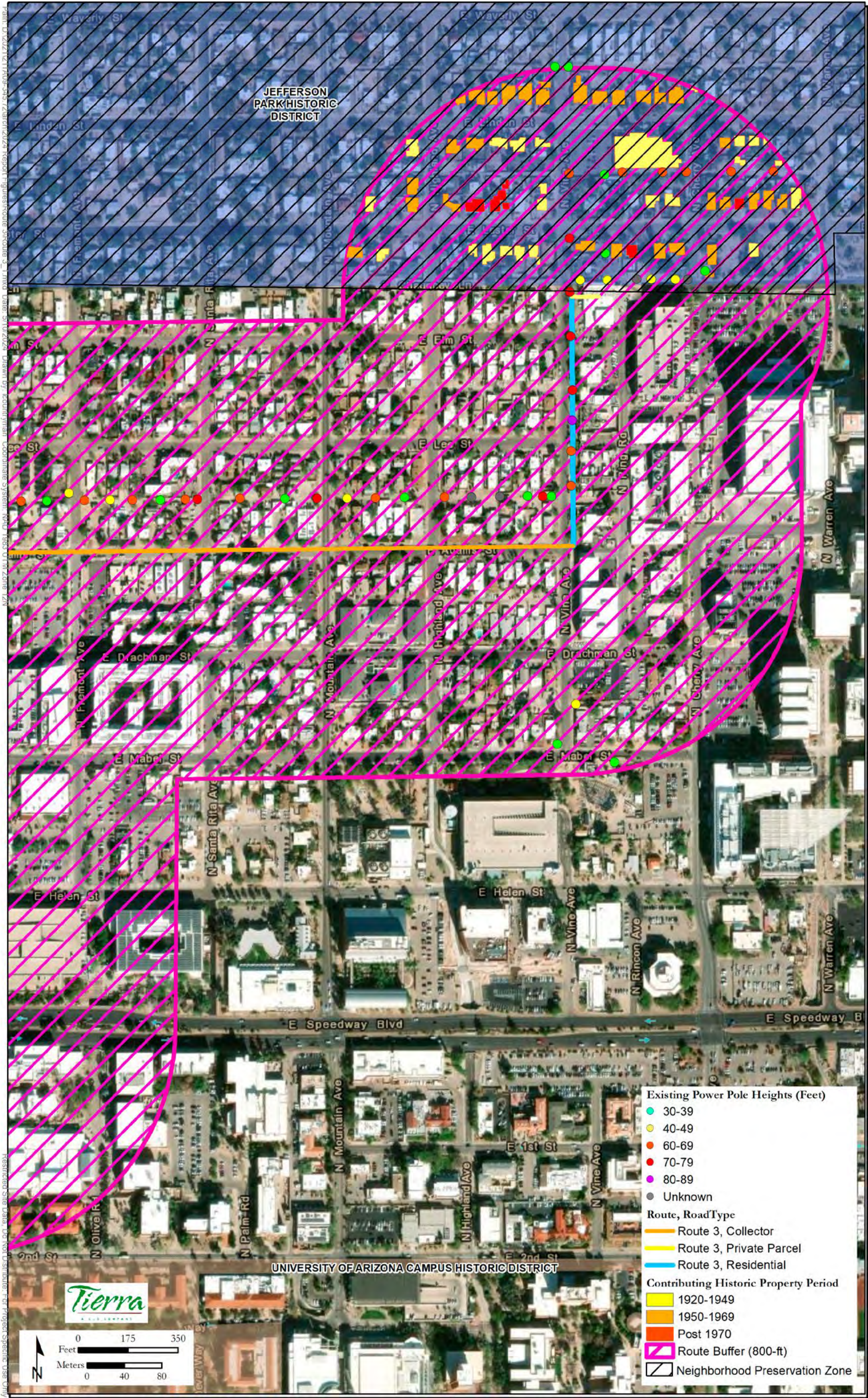


FIGURE VIII.C.3: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION
ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST

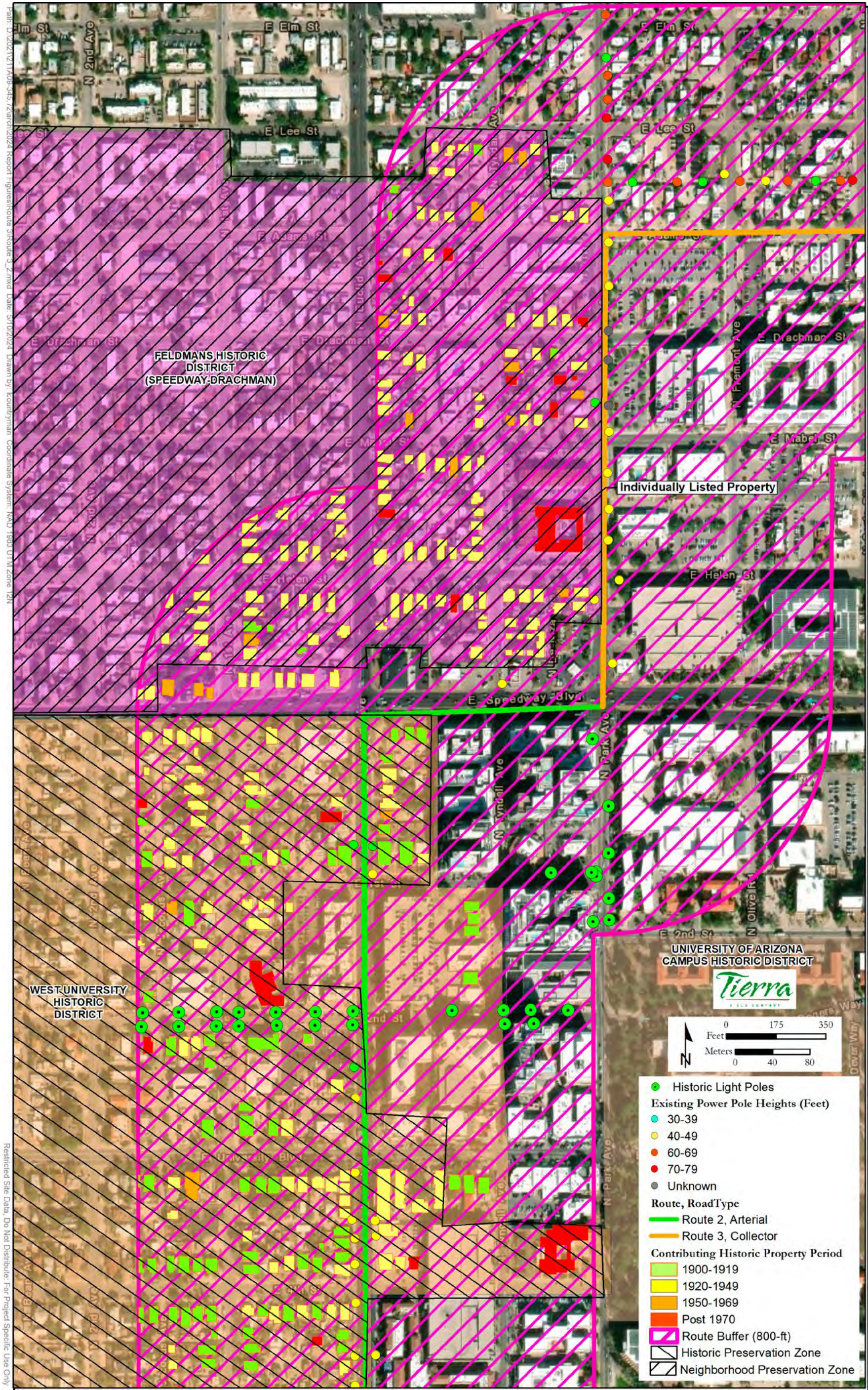


FIGURE VIII.C.4: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION
EUCLID AVE / 4TH ST TO 7TH ST / SANTA RITA AVE

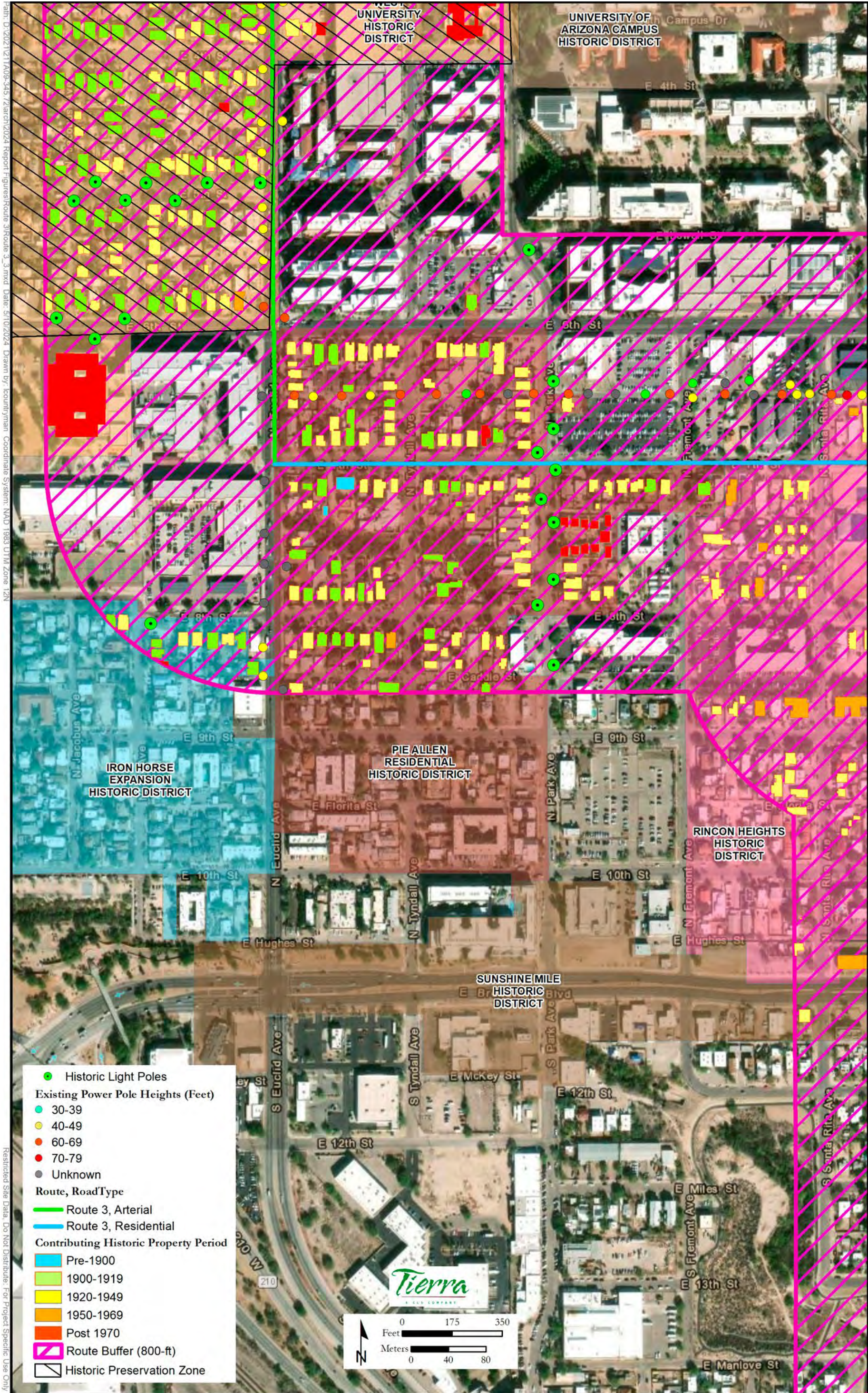
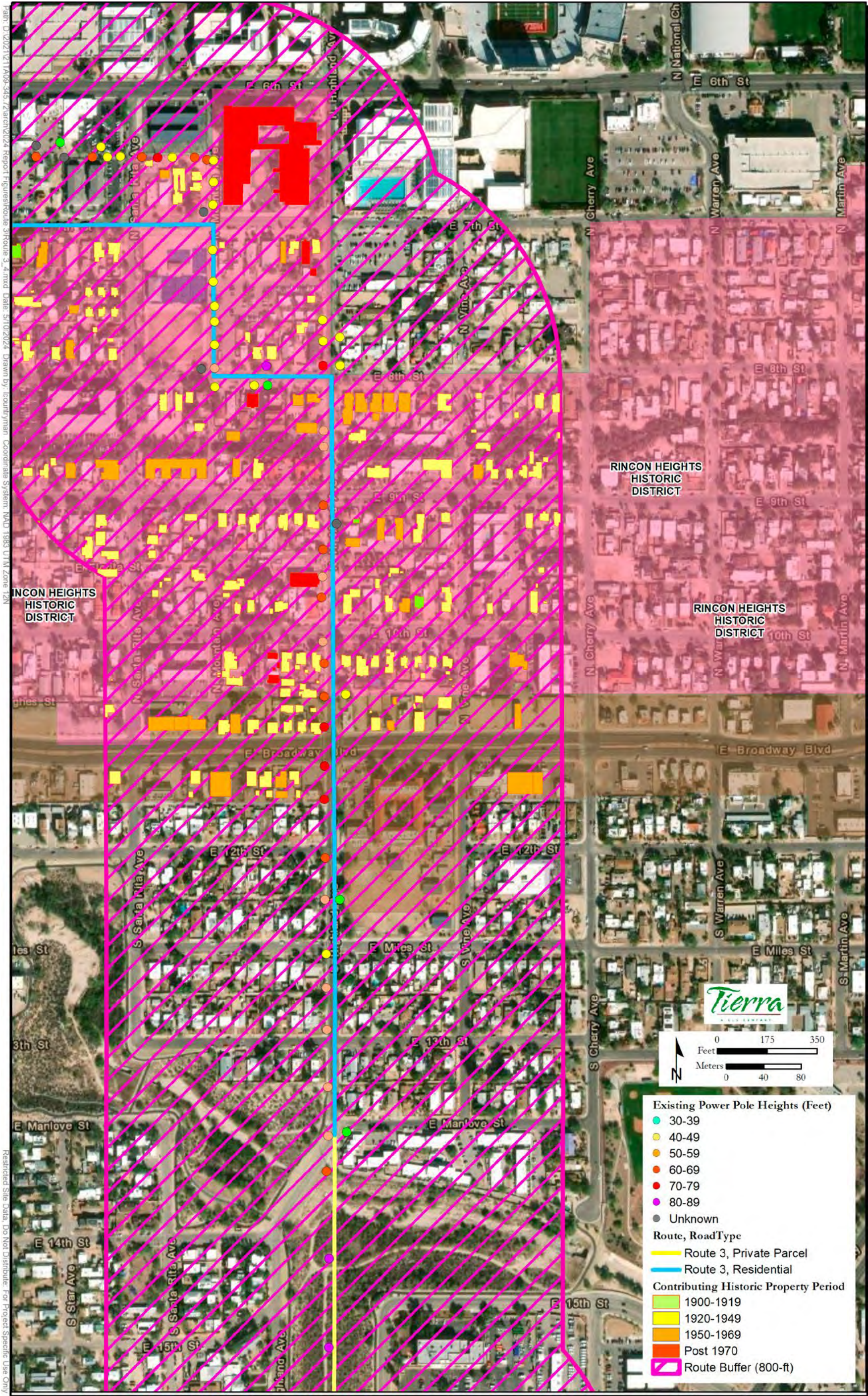


FIGURE VIII.C.5: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION
7TH ST / SANTA RITA AVE TO HIGHLAND AVE / MANLOVE ST



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

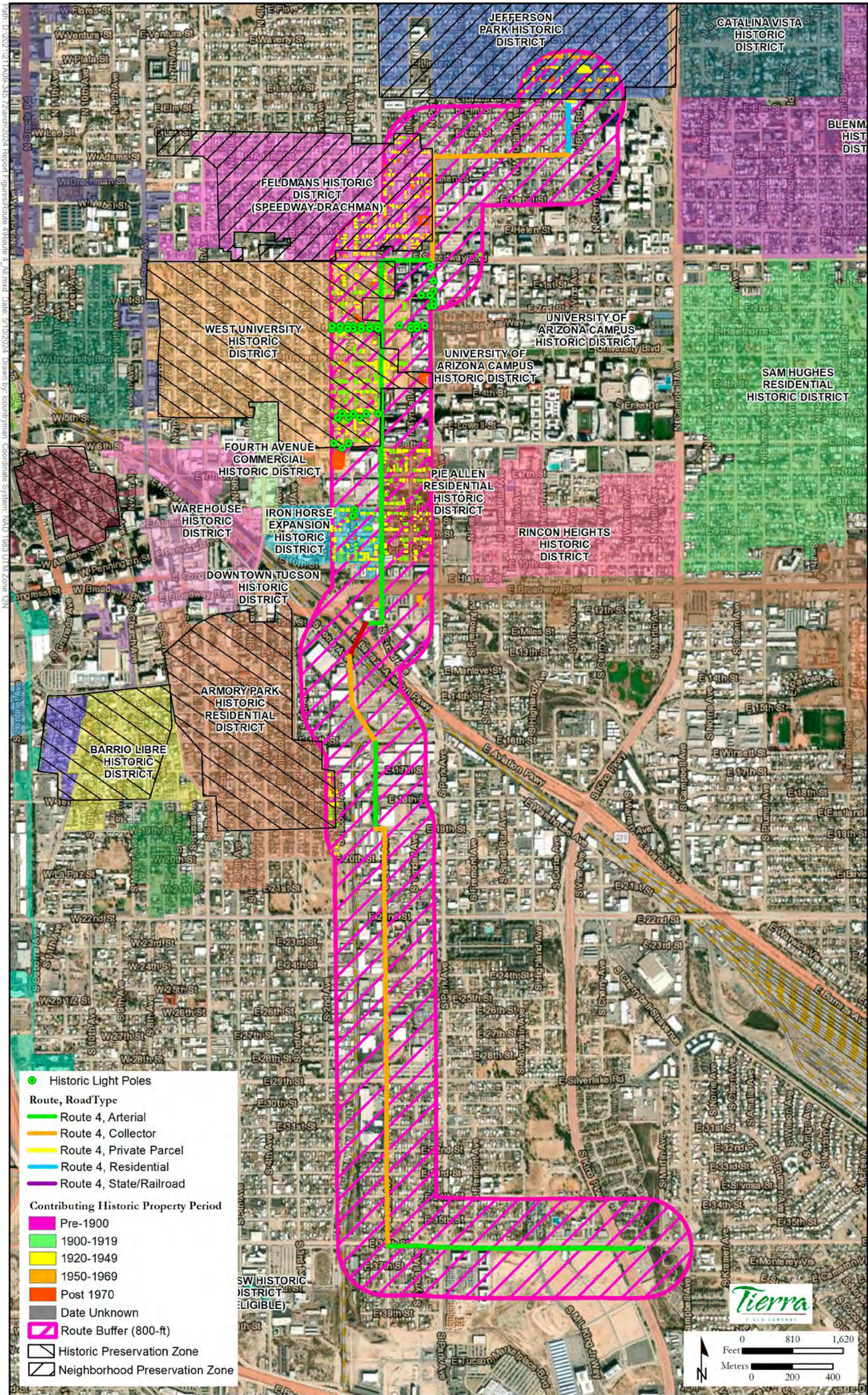




Figure VIII.D.3: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION
ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST

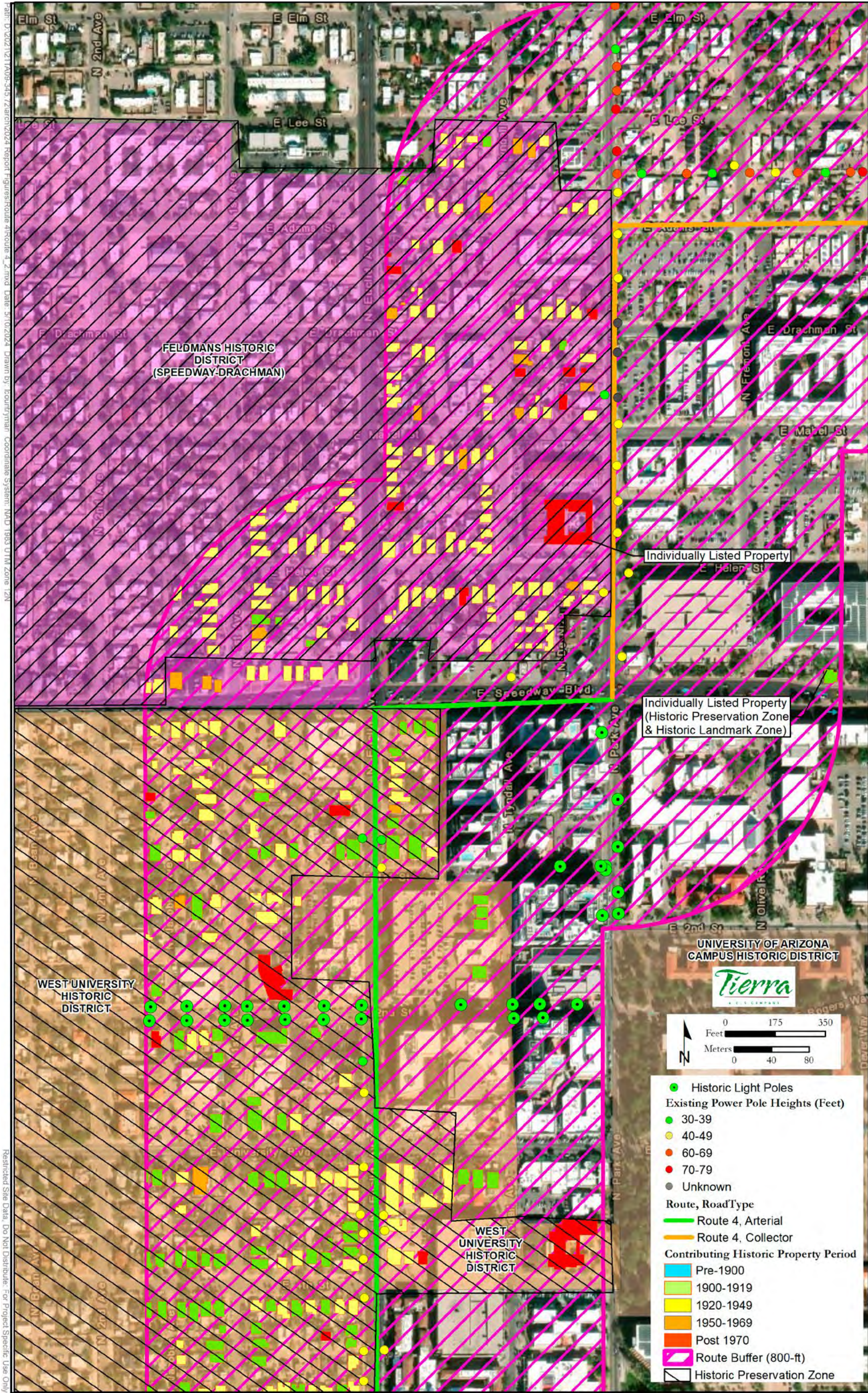


Figure VIII.D.4: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION
EUCLID AVE / 5TH ST TO TOOLE AVE / LAOS ST

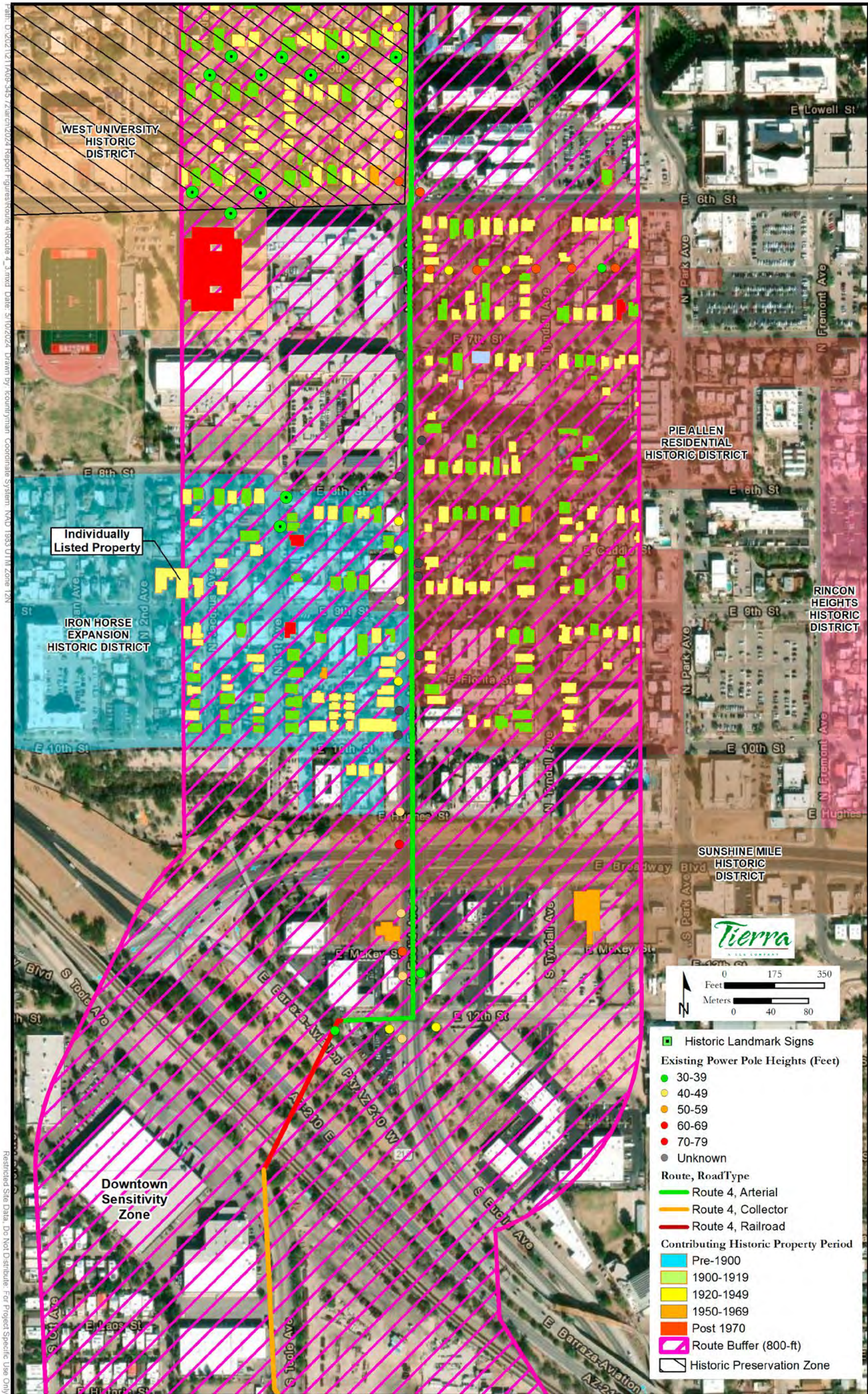
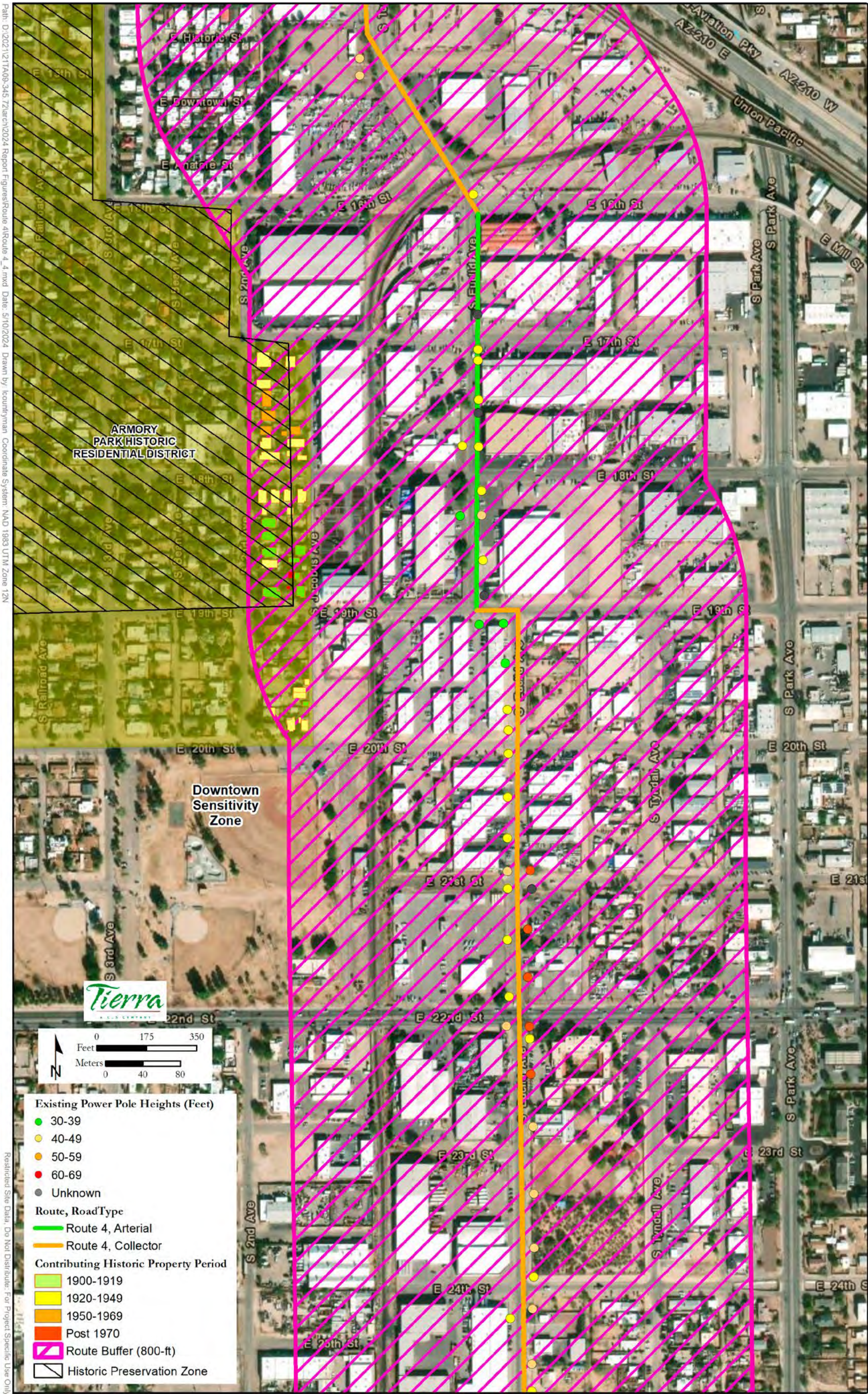


Figure VIII.D.5: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION
EUCLID AVE / 18TH ST TO EUCLID AVE / 24TH ST



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.2: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION
VINE SUBSTATION TO ADAMS ST / FREMONT AVE

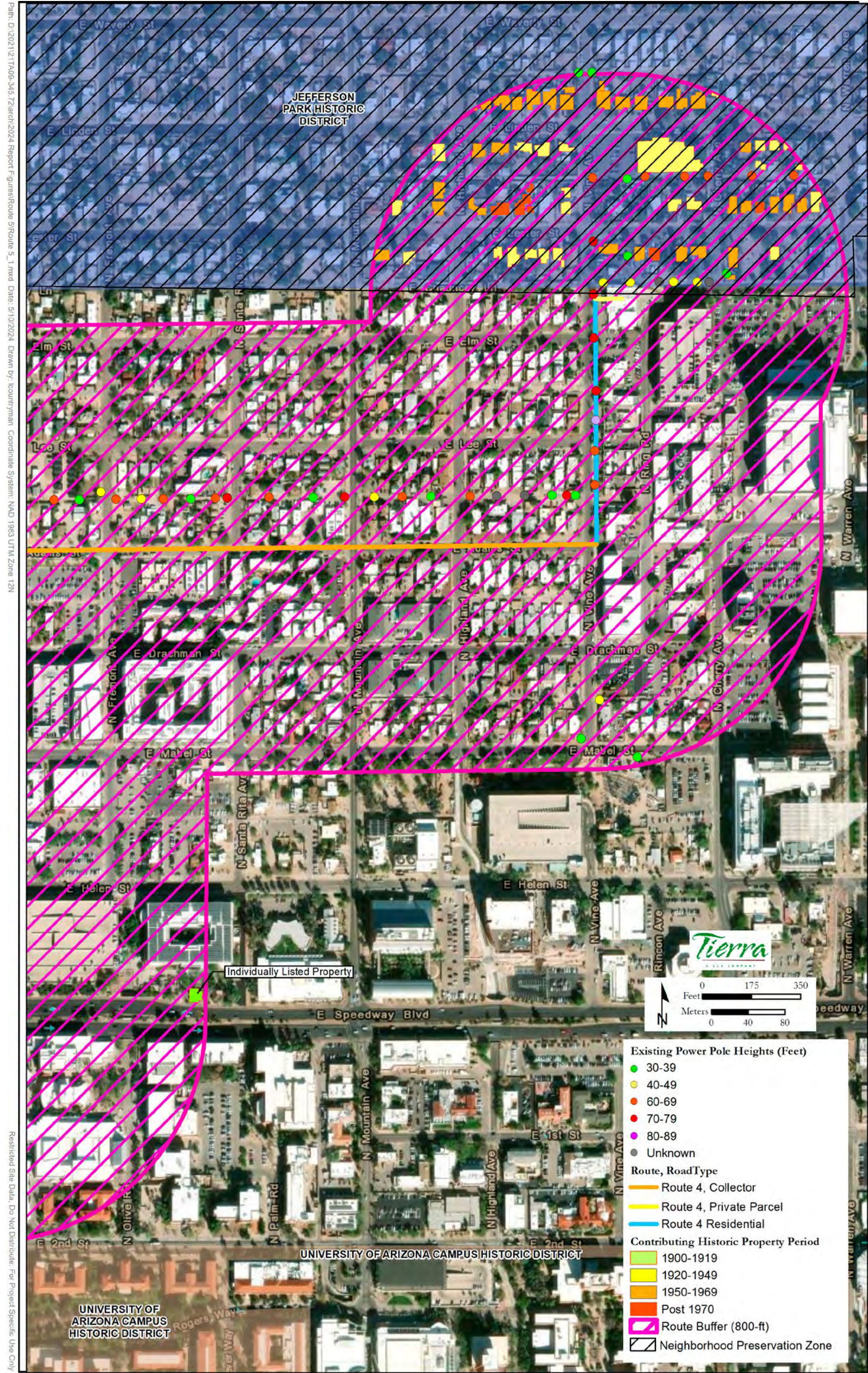


Figure VIII.E.3: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION
ADAMS ST / PARK AVE TO SPEEDWAY BLVD / 3RD AVE







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

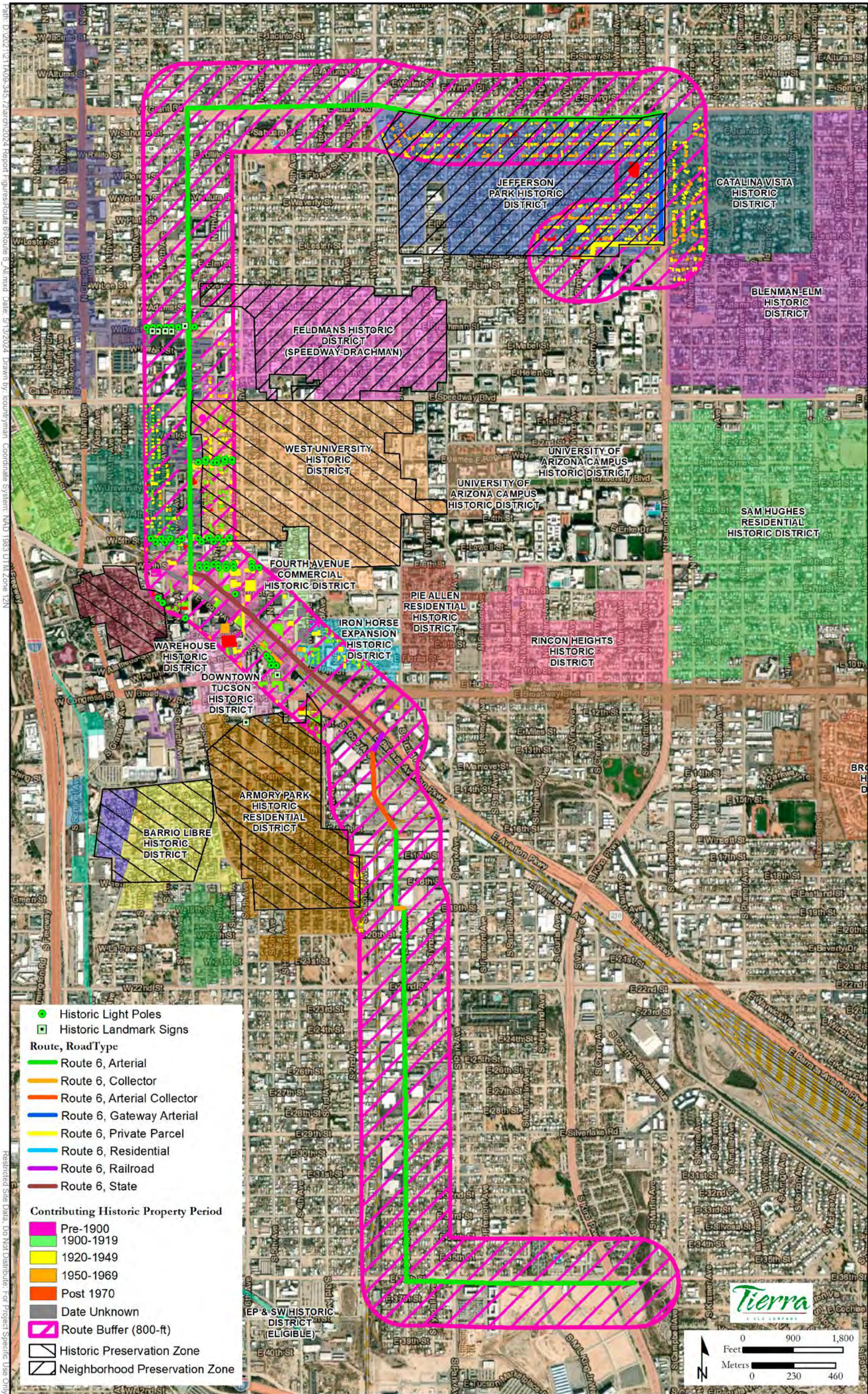




Figure VIII.F.3: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION
GRANT RD / VINE AVE TO GRANT RD / PARK AVE

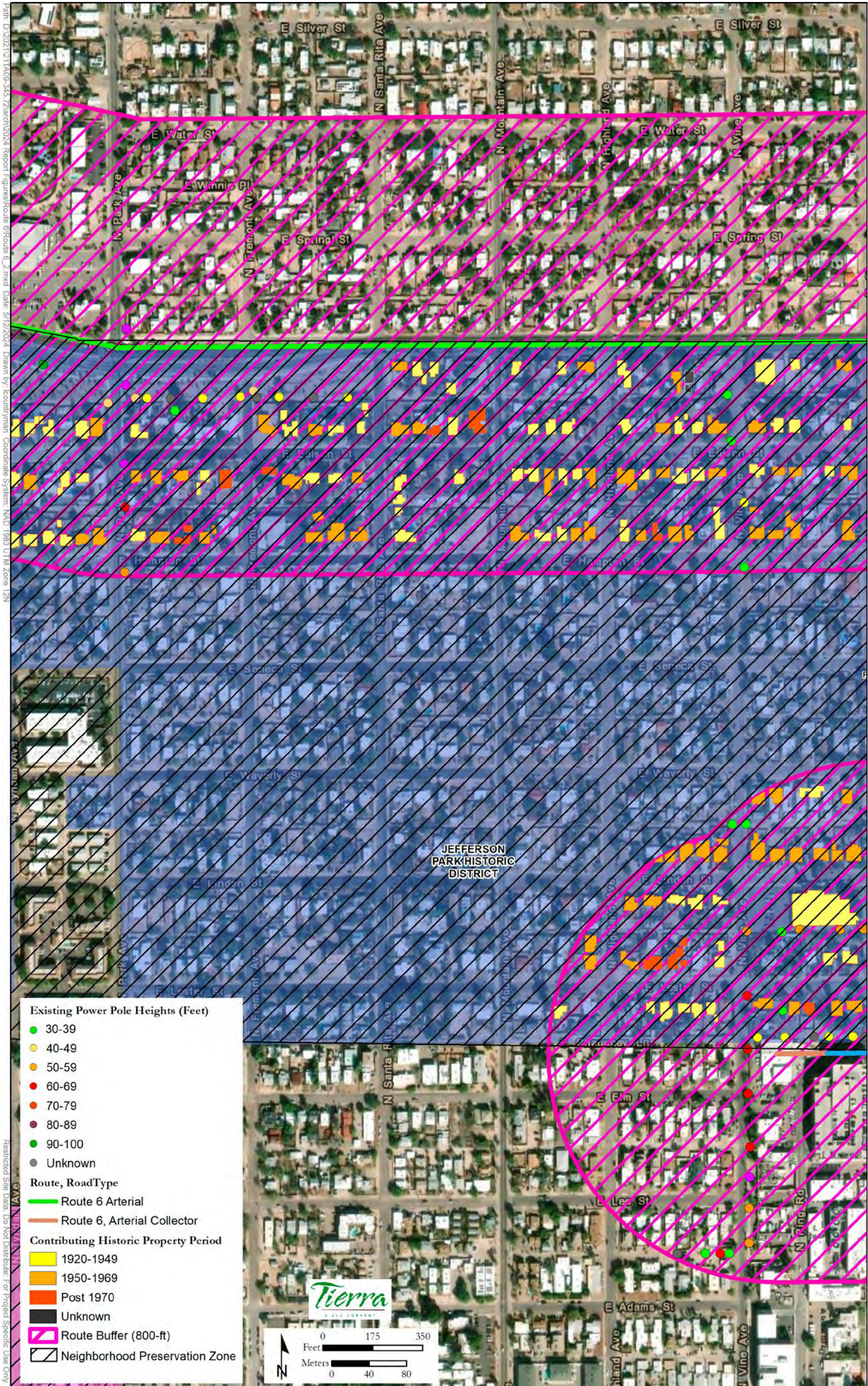


Figure VIII.F.4: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION
GRANT RD / PARK AVE TO GRANT RD / 4TH AVE

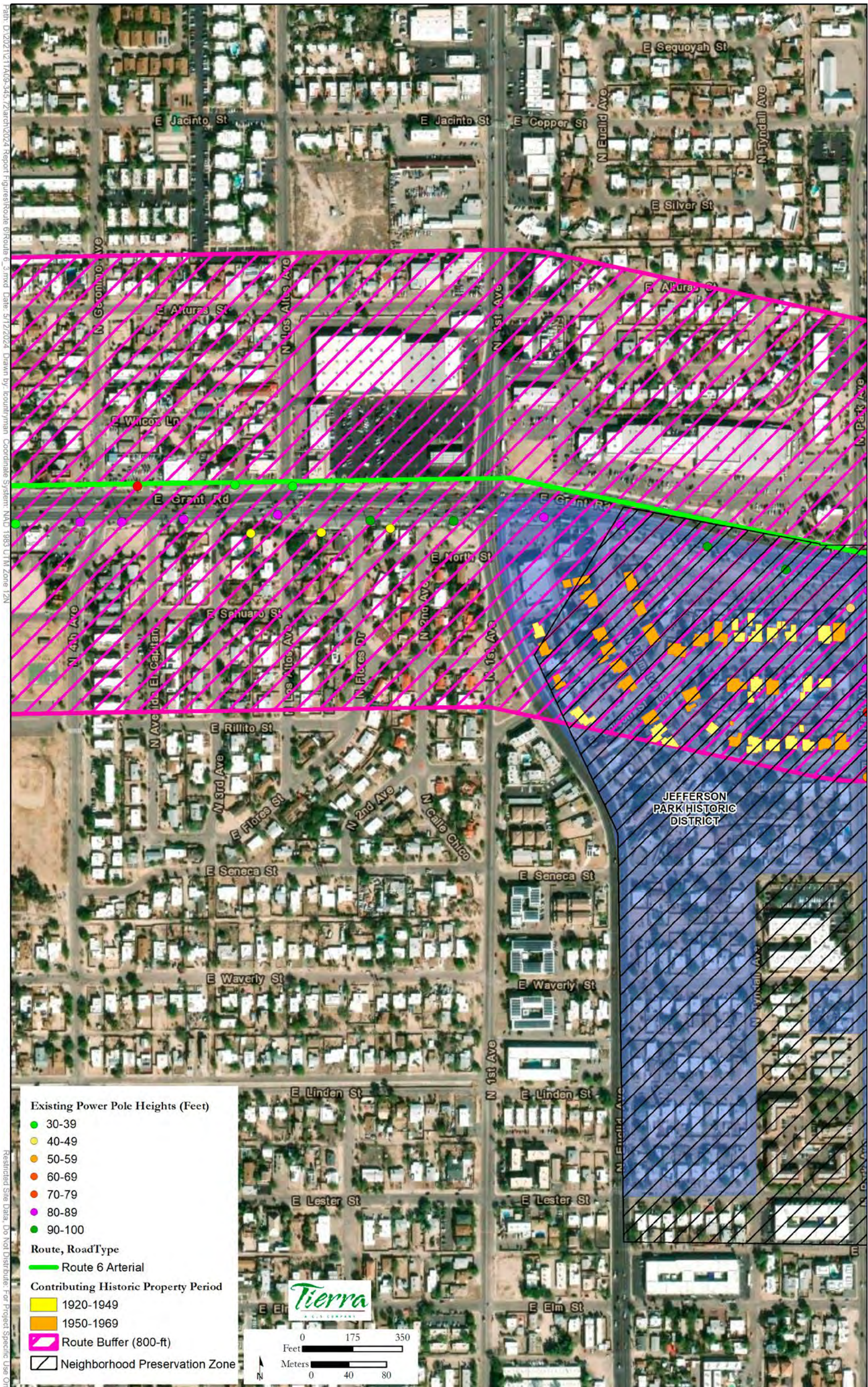


Figure VIII.F.5: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION
GRANT RD / 4TH AVE TO STONE AVE / ADAMS ST

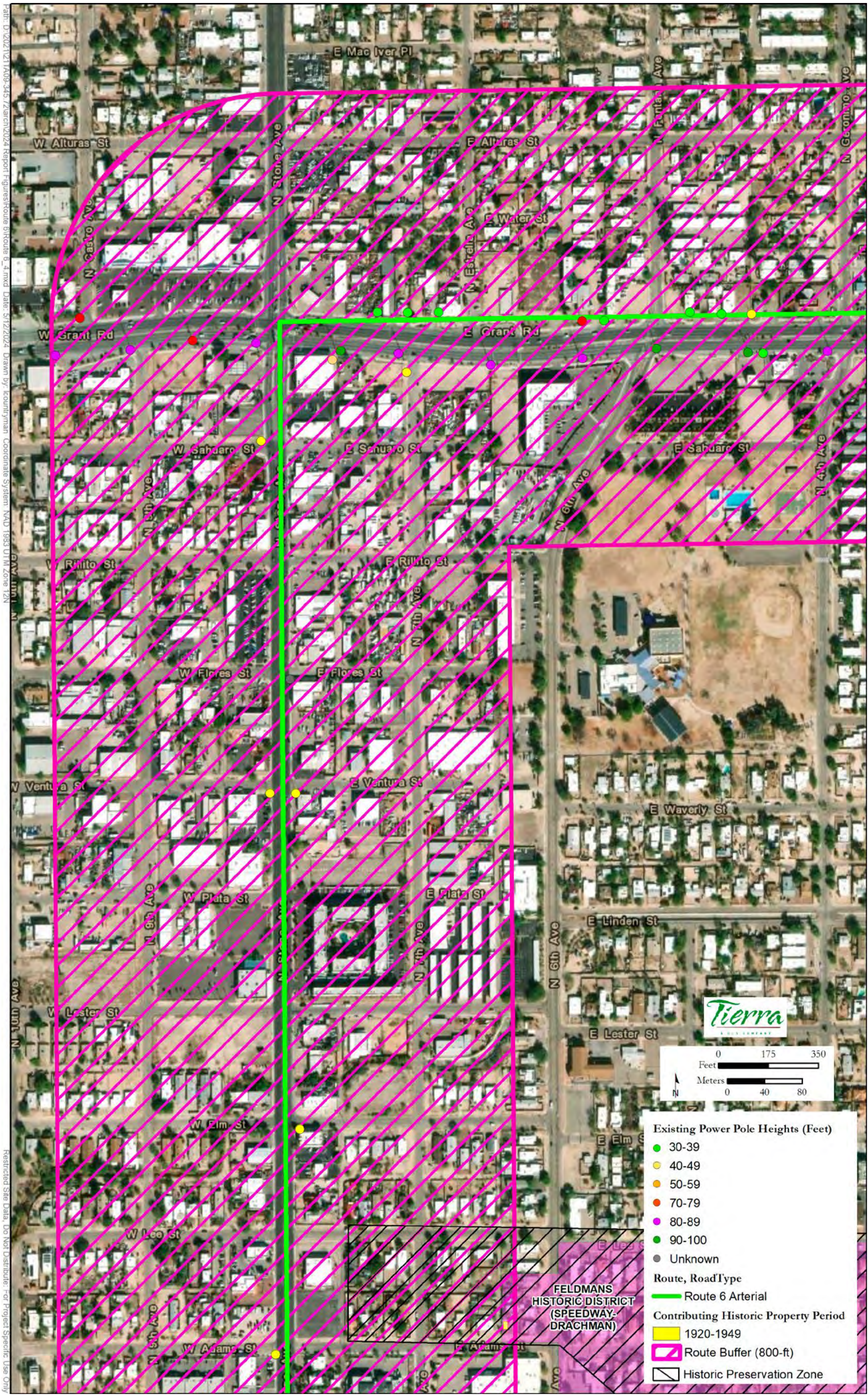


Figure VIII.F.6: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION
STONE AVE / DRACHMAN ST TO STONE AVE / 6TH ST

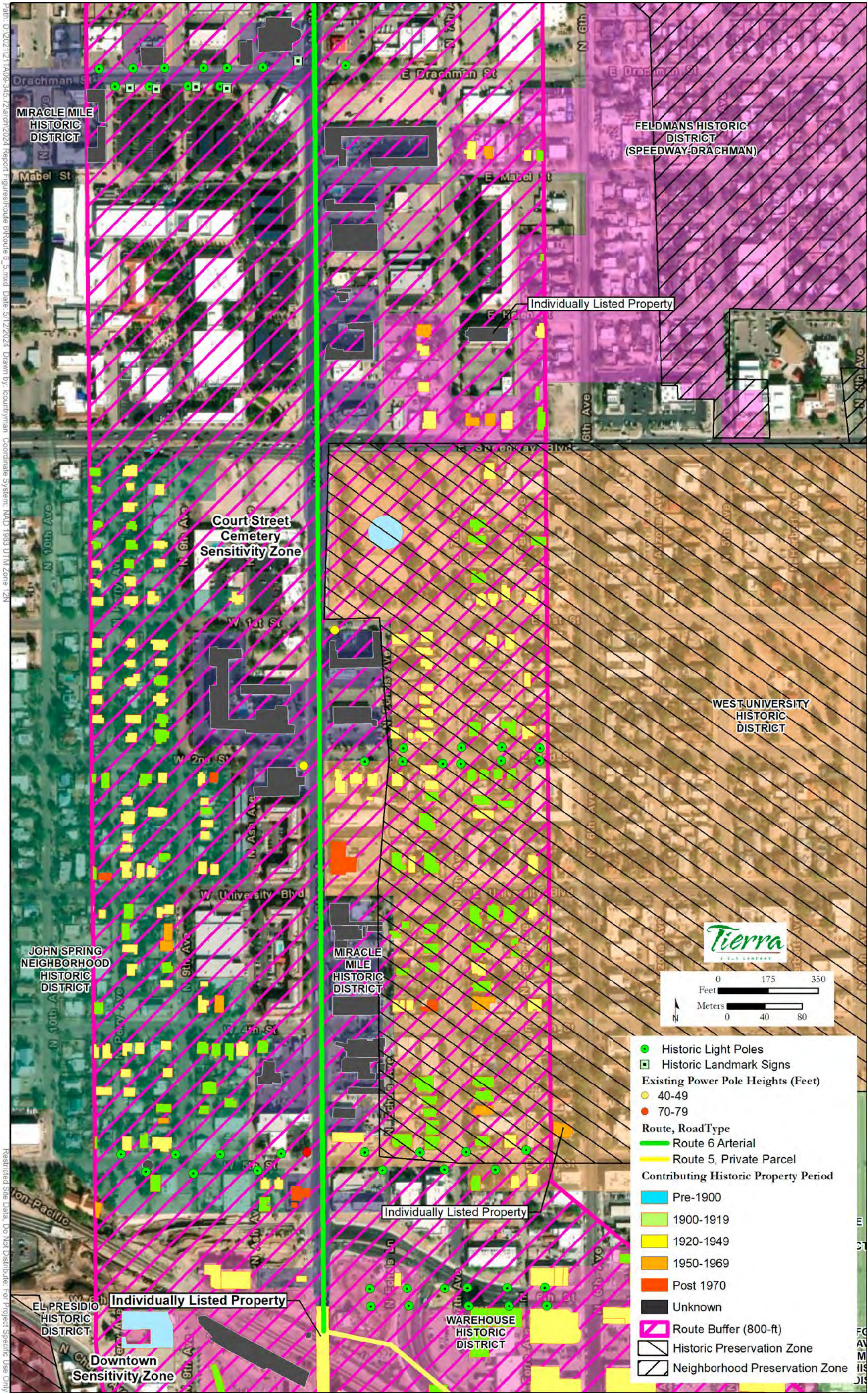


Figure VIII.F.7: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION
STONE AVE / 6TH ST TO TOOLE AVE / 4TH AVE

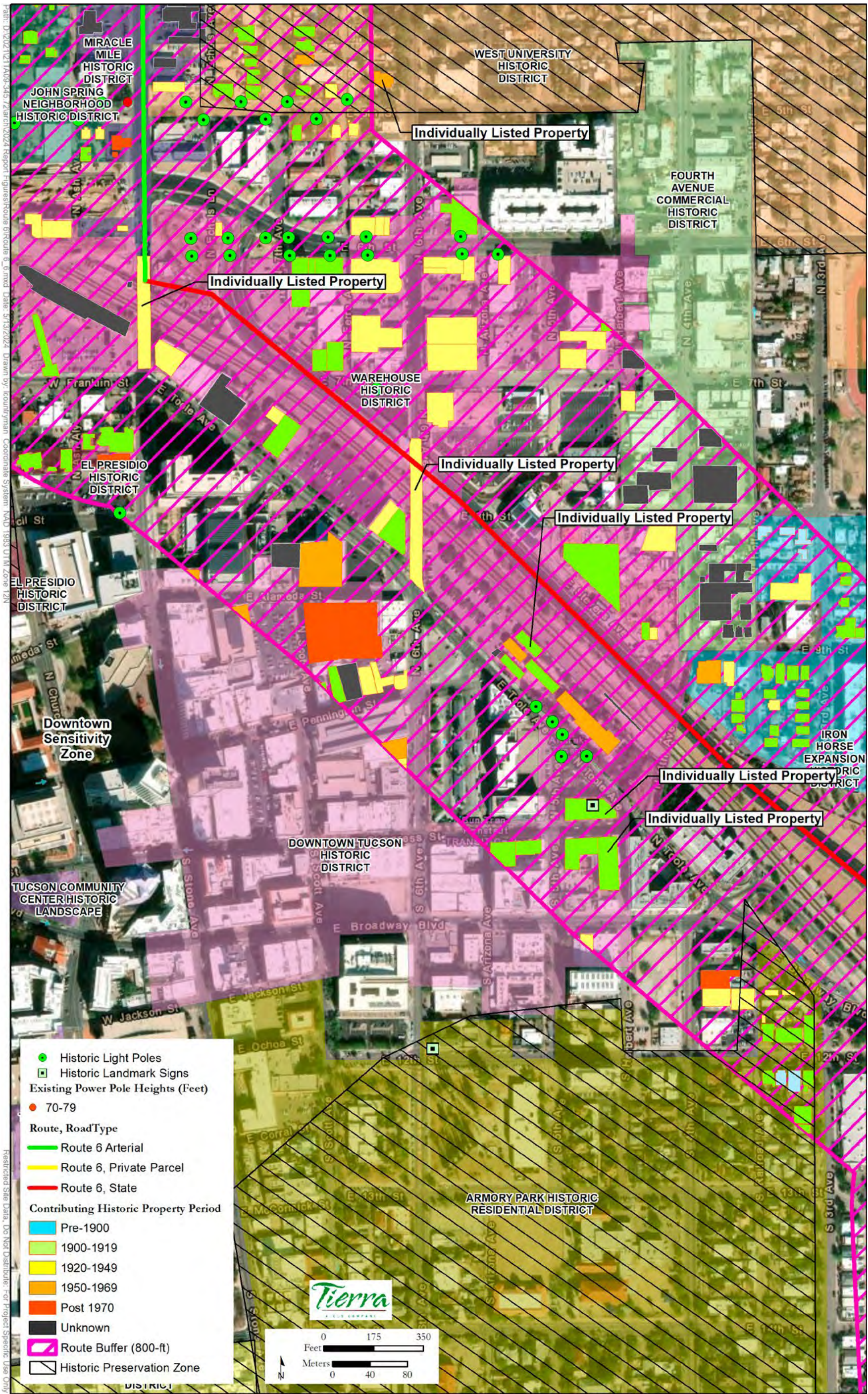
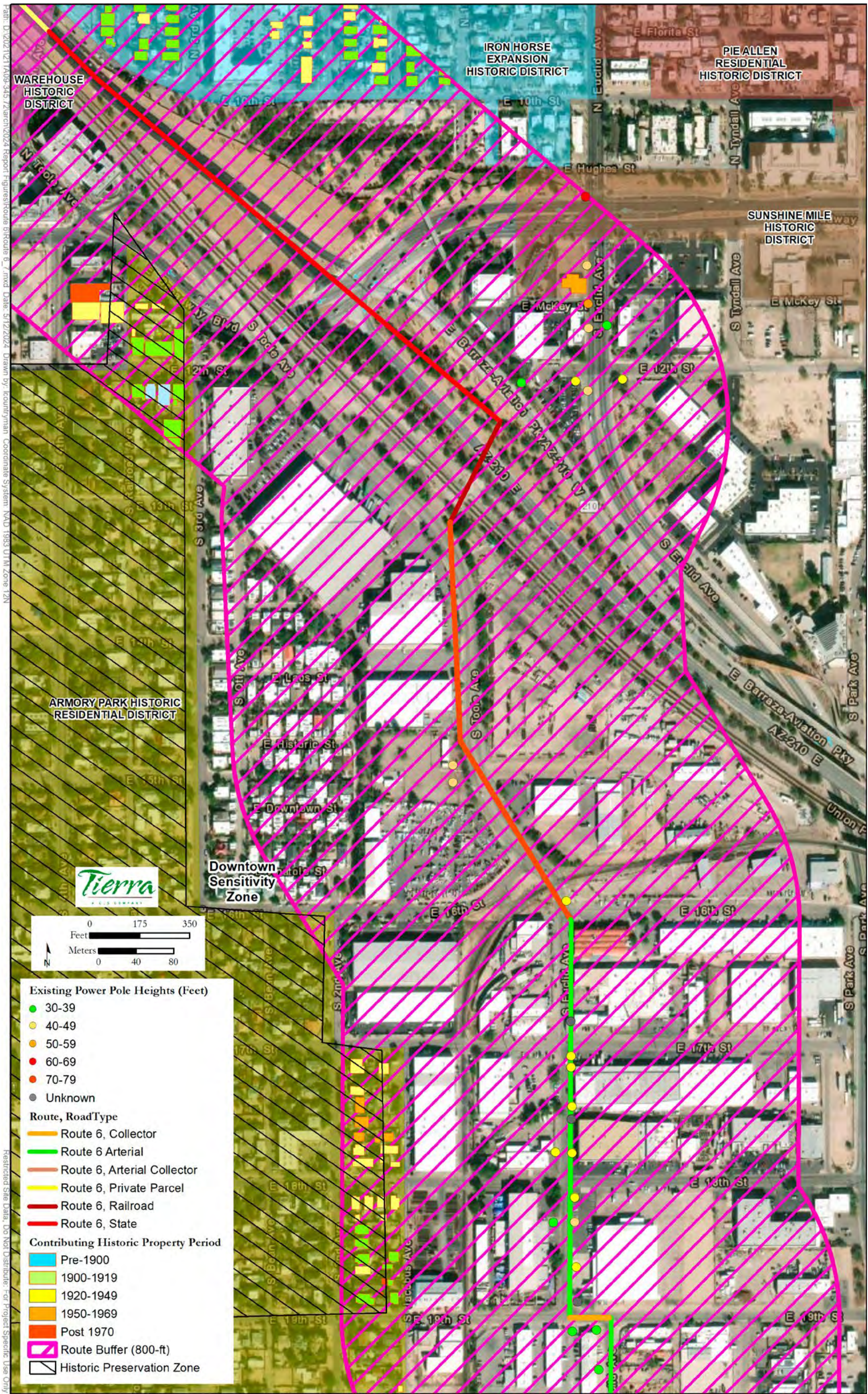


Figure VIII.F.8: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION
TOOLE AVE / 4TH AVE TO EUCLID AVE / 19TH ST





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

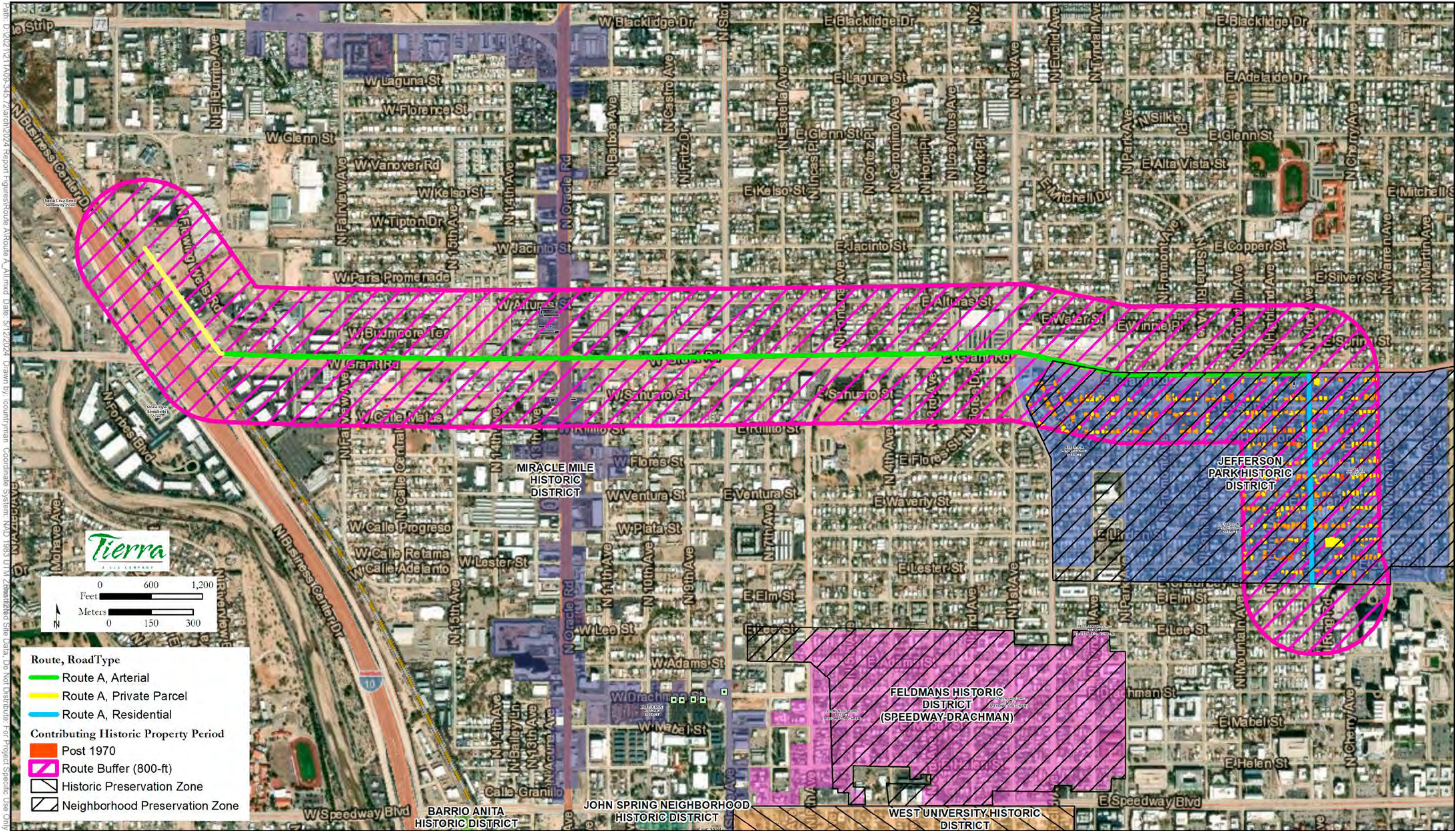


Figure IX.A.2: ROUTE A DMP SUBSTATION TO VINE SUBSTATION
DMP SUBSTATION TO GRANT RD / 15TH AVE

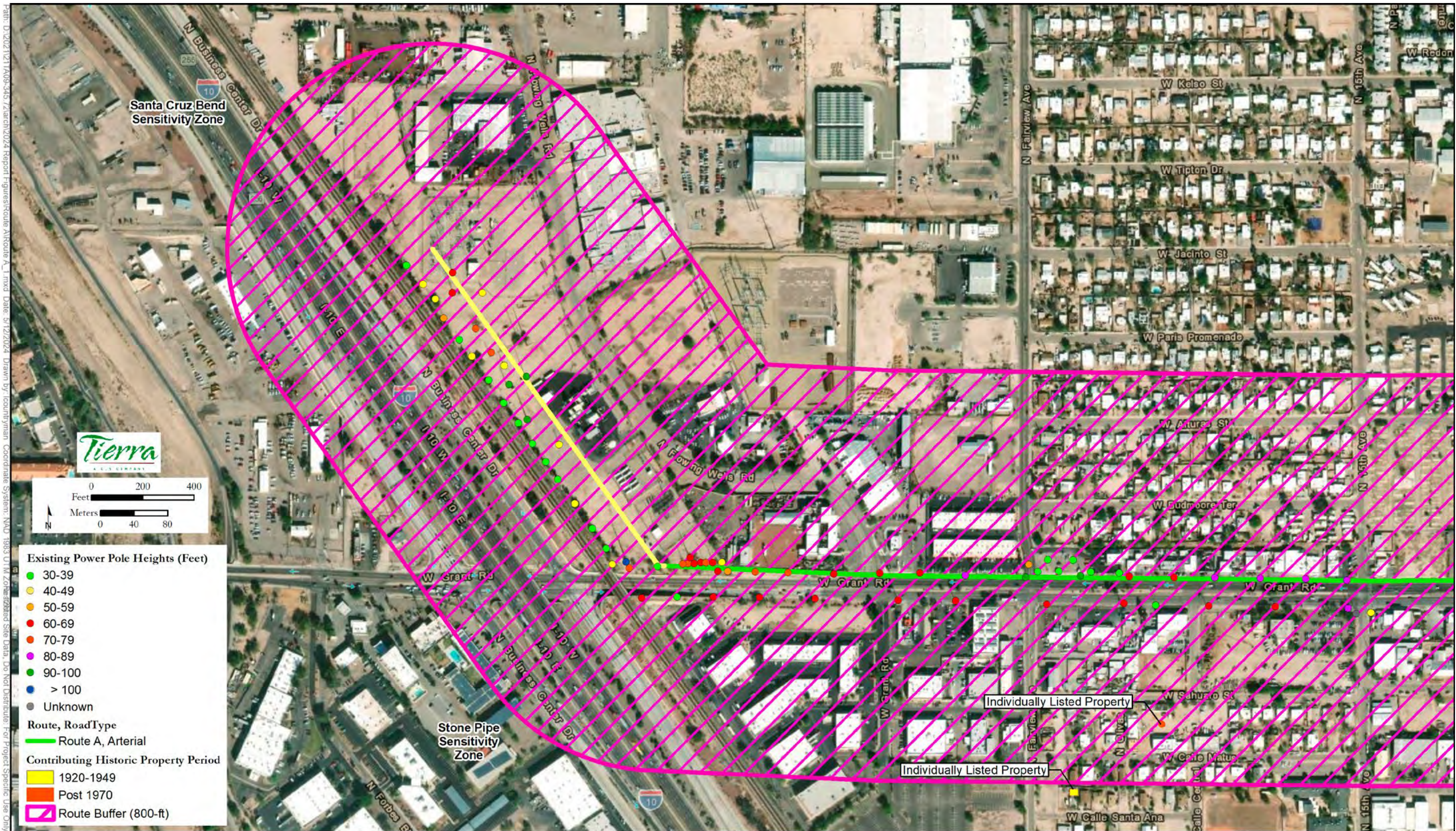
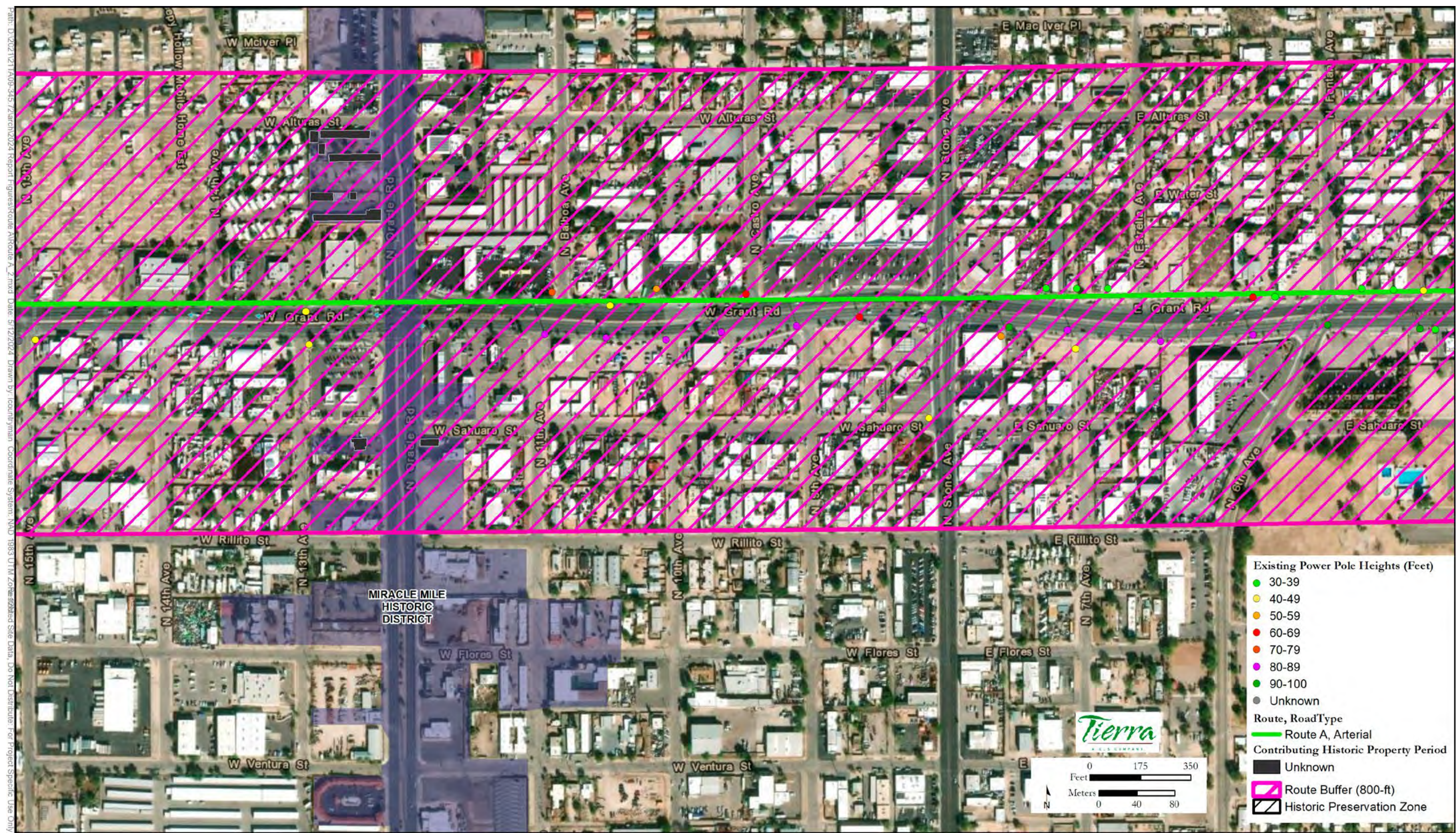


Figure IX.A.3: ROUTE A DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE



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

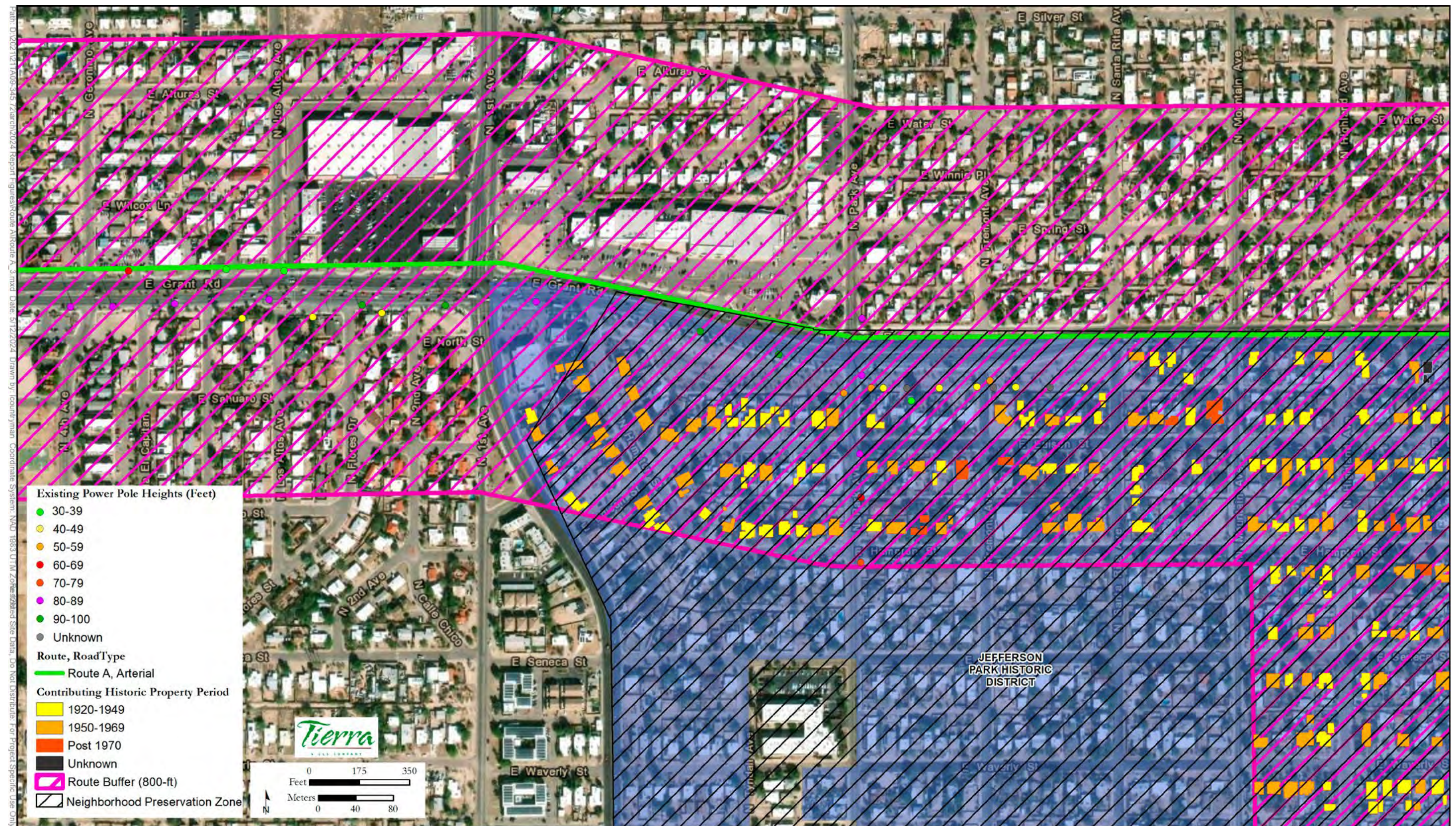


Figure IX.A.5: ROUTE A DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / PARK AVE TO VINE AVE / WAVERLY ST

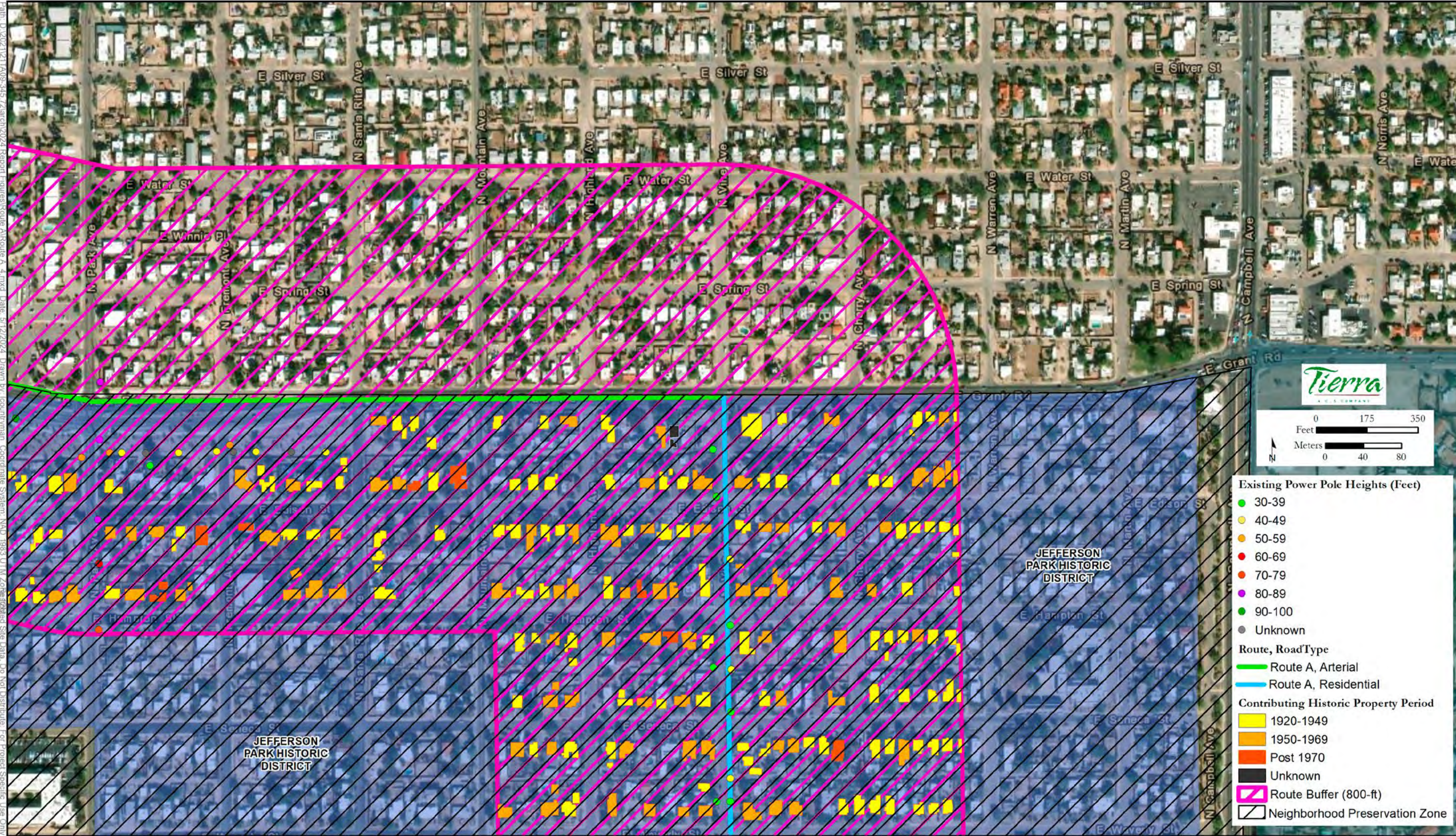
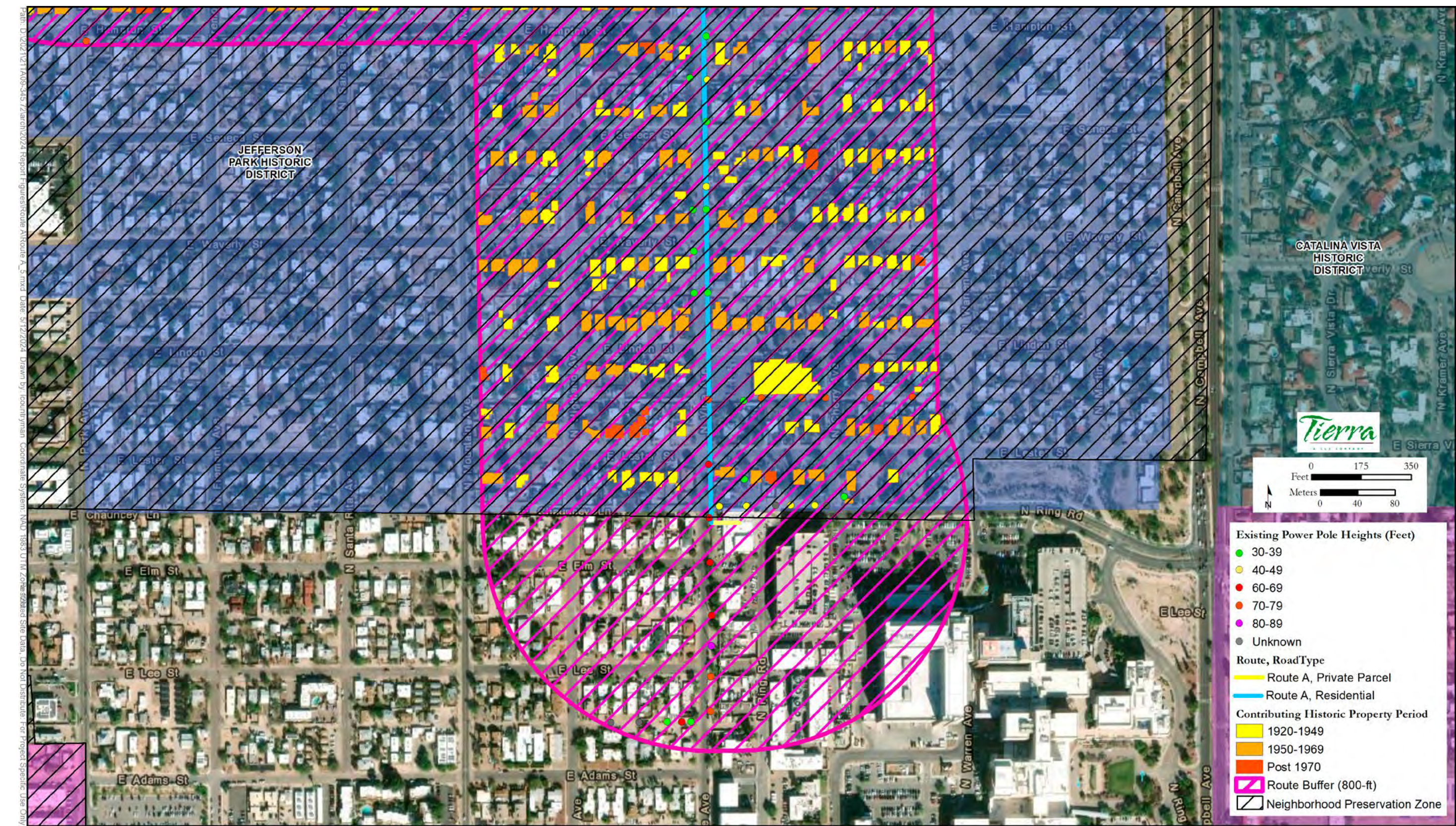


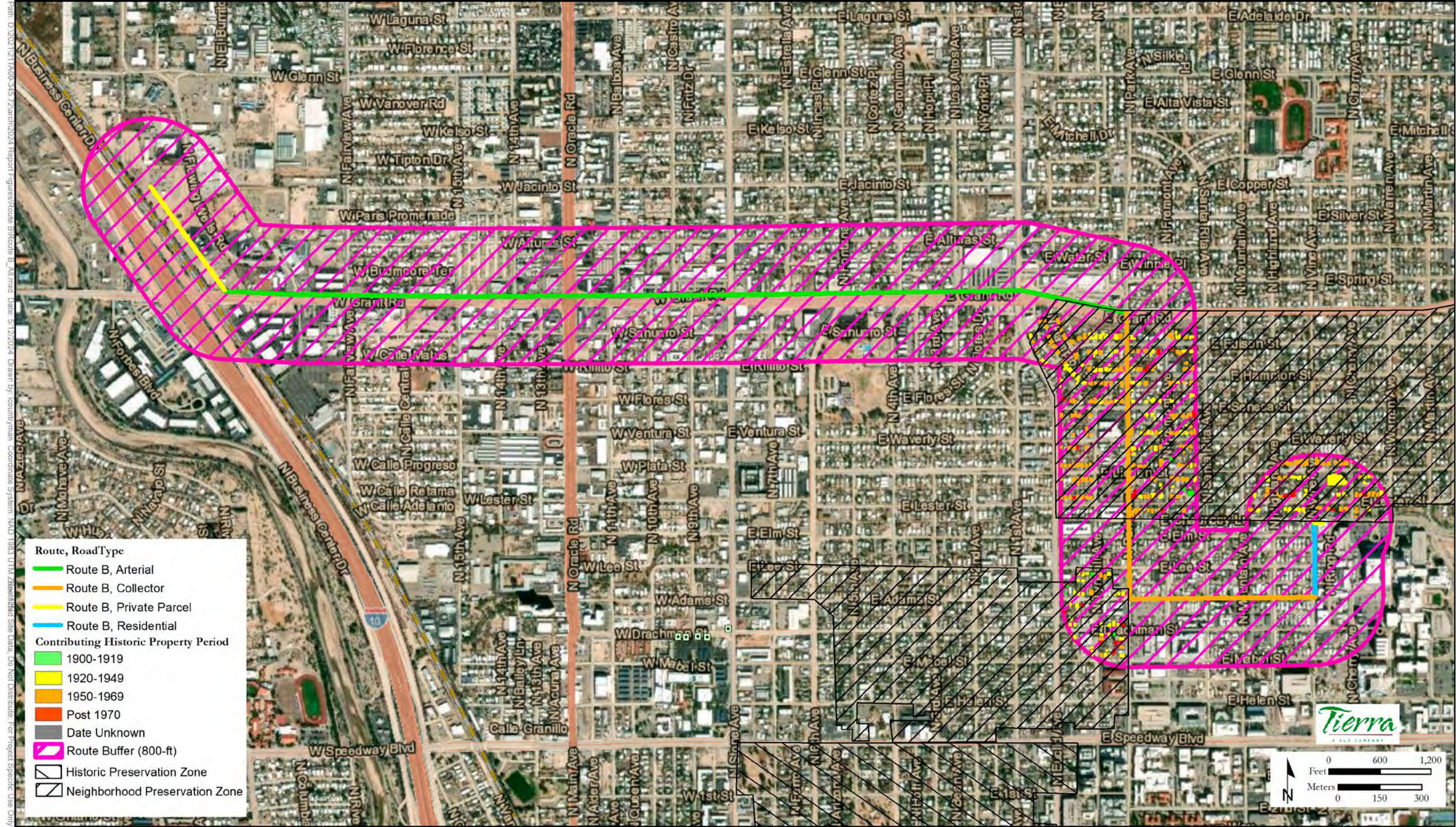
Figure IX.A.6: ROUTE A DMP SUBSTATION TO VINE SUBSTATION
VINE AVE / HAMPTON ST TO VINE SUBSTATION



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.1: ROUTE B DMP SUBSTATION TO VINE SUBSTATION FULL ROUTE



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

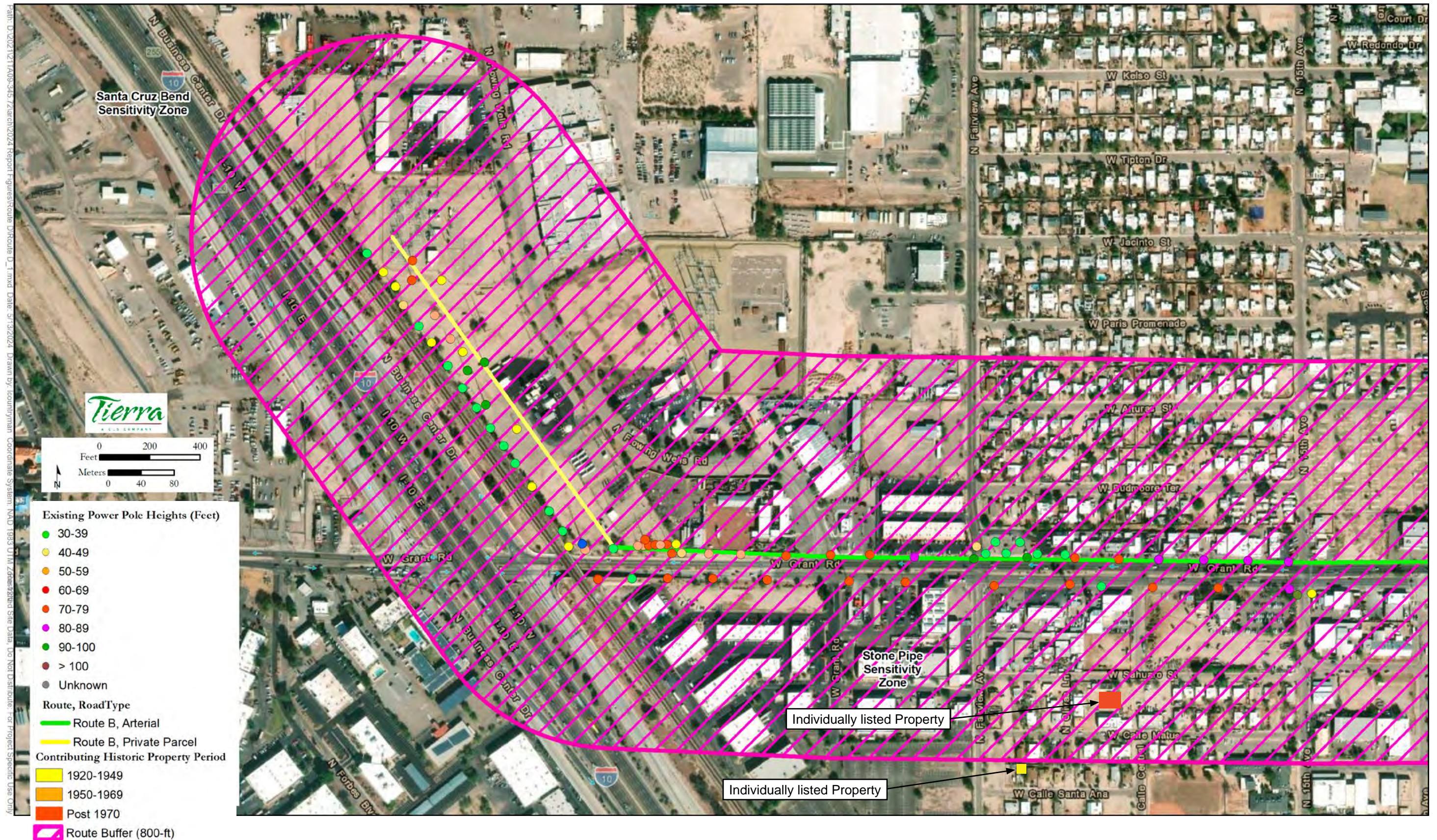


Figure IX.B.3: ROUTE B DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / 15TH AVE TO GRANT RD / 6TH AVE

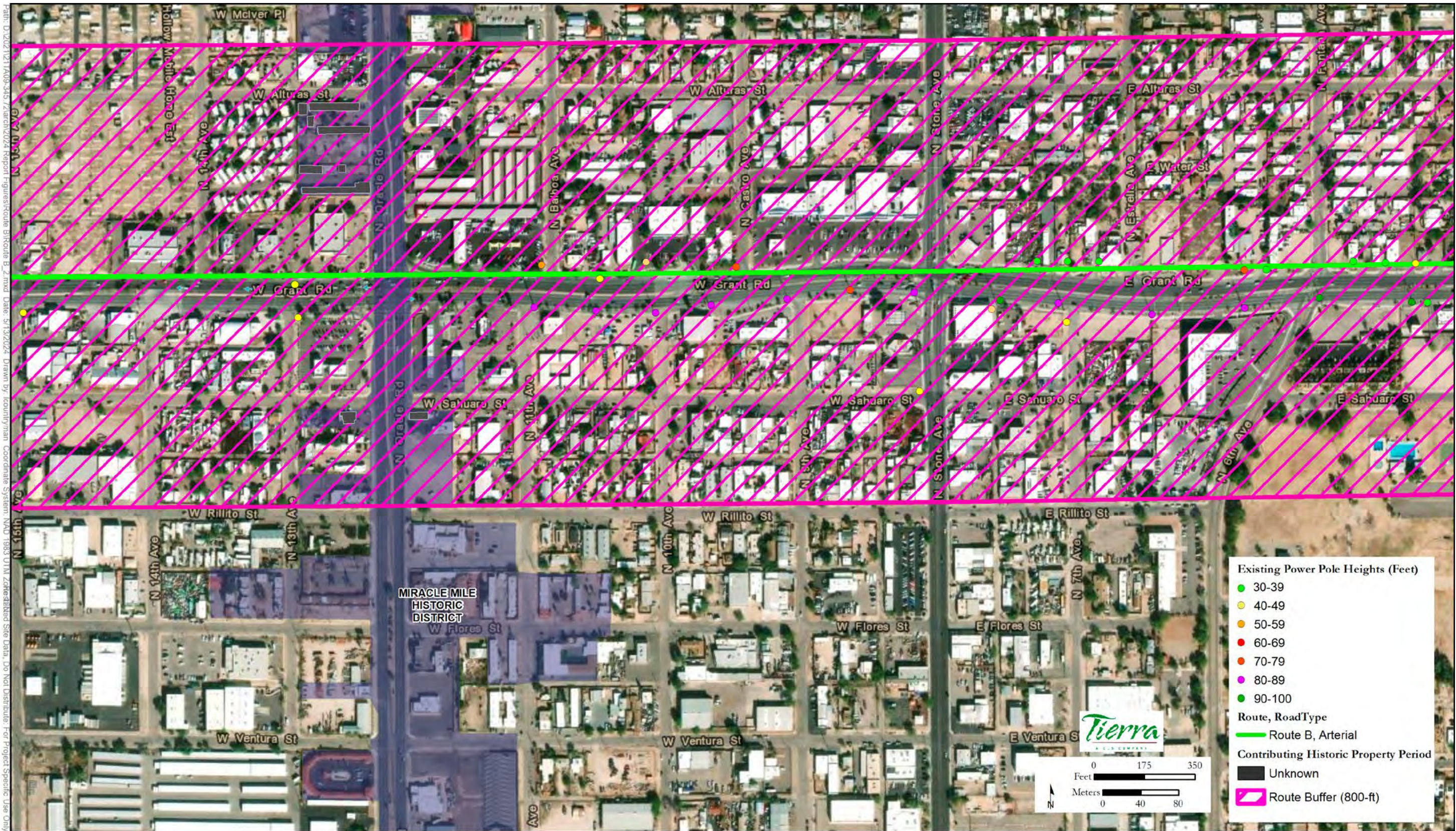


Figure IX.B.4: ROUTE B DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / GERONIMO AVE TO PARK AVE / WAVERLY ST

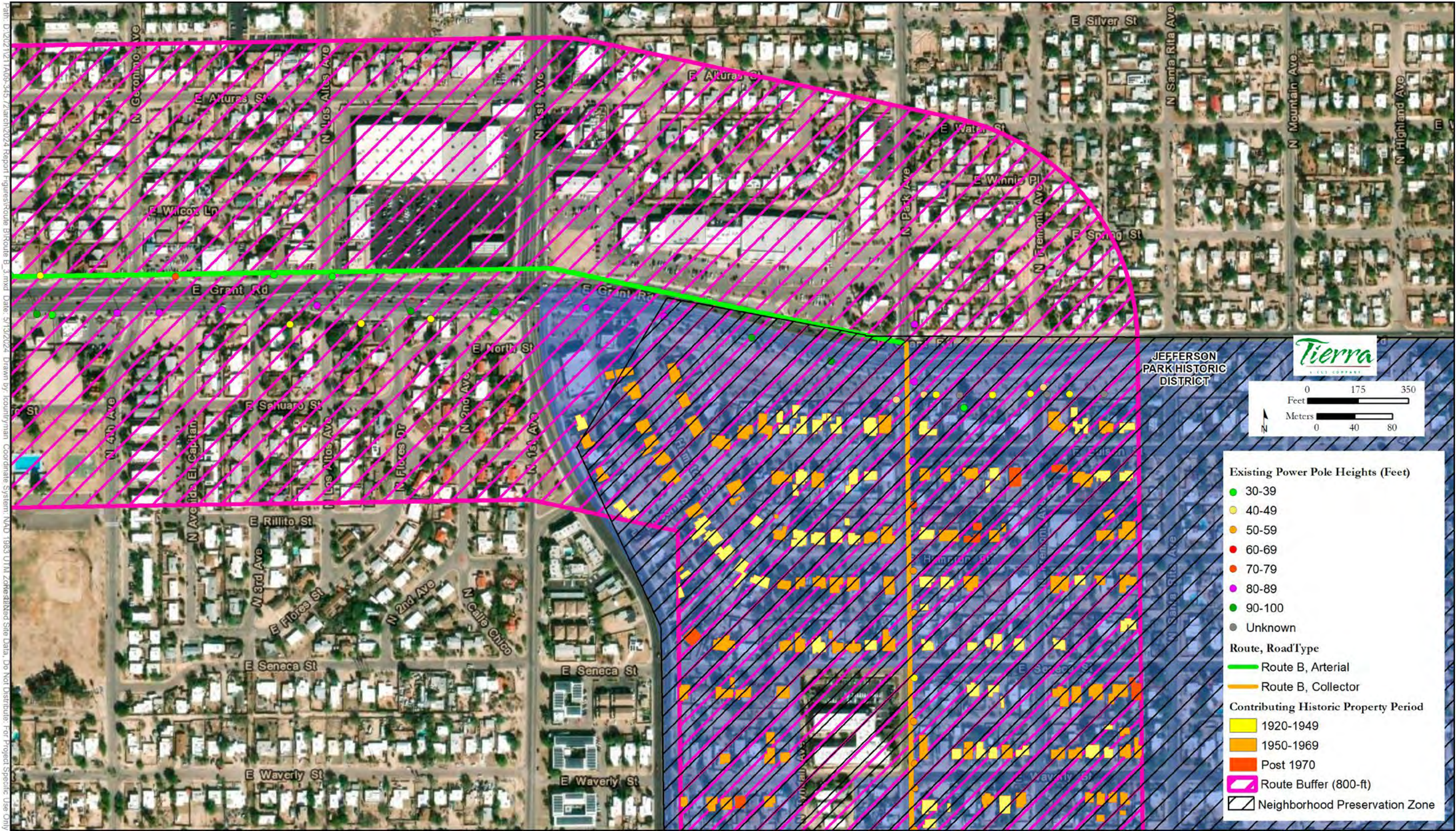
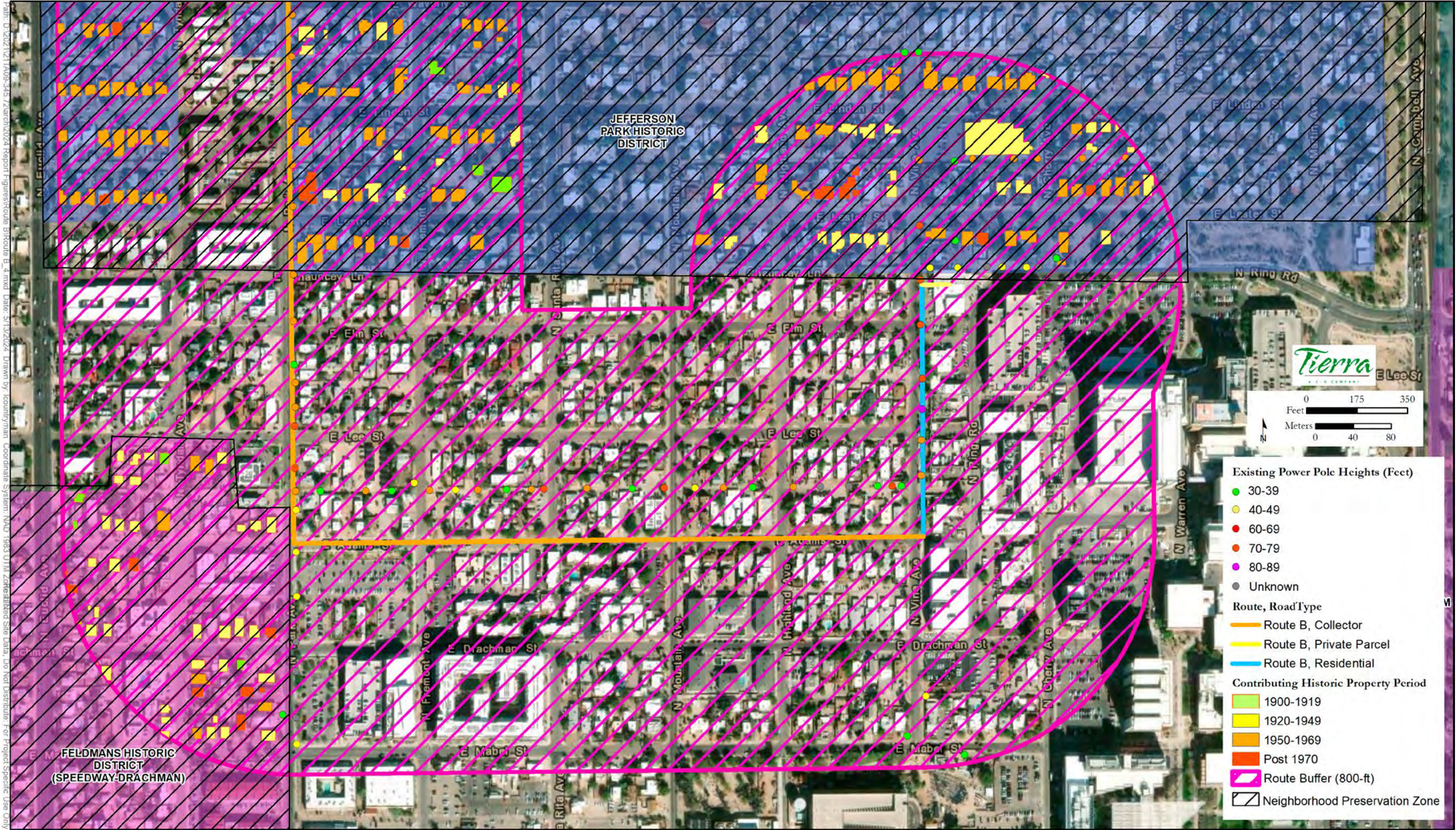


Figure IX.B.5: ROUTE B DMP SUBSTATION TO VINE SUBSTATION
PARK AVE / WAVERLY ST TO VINE SUBSTATION



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

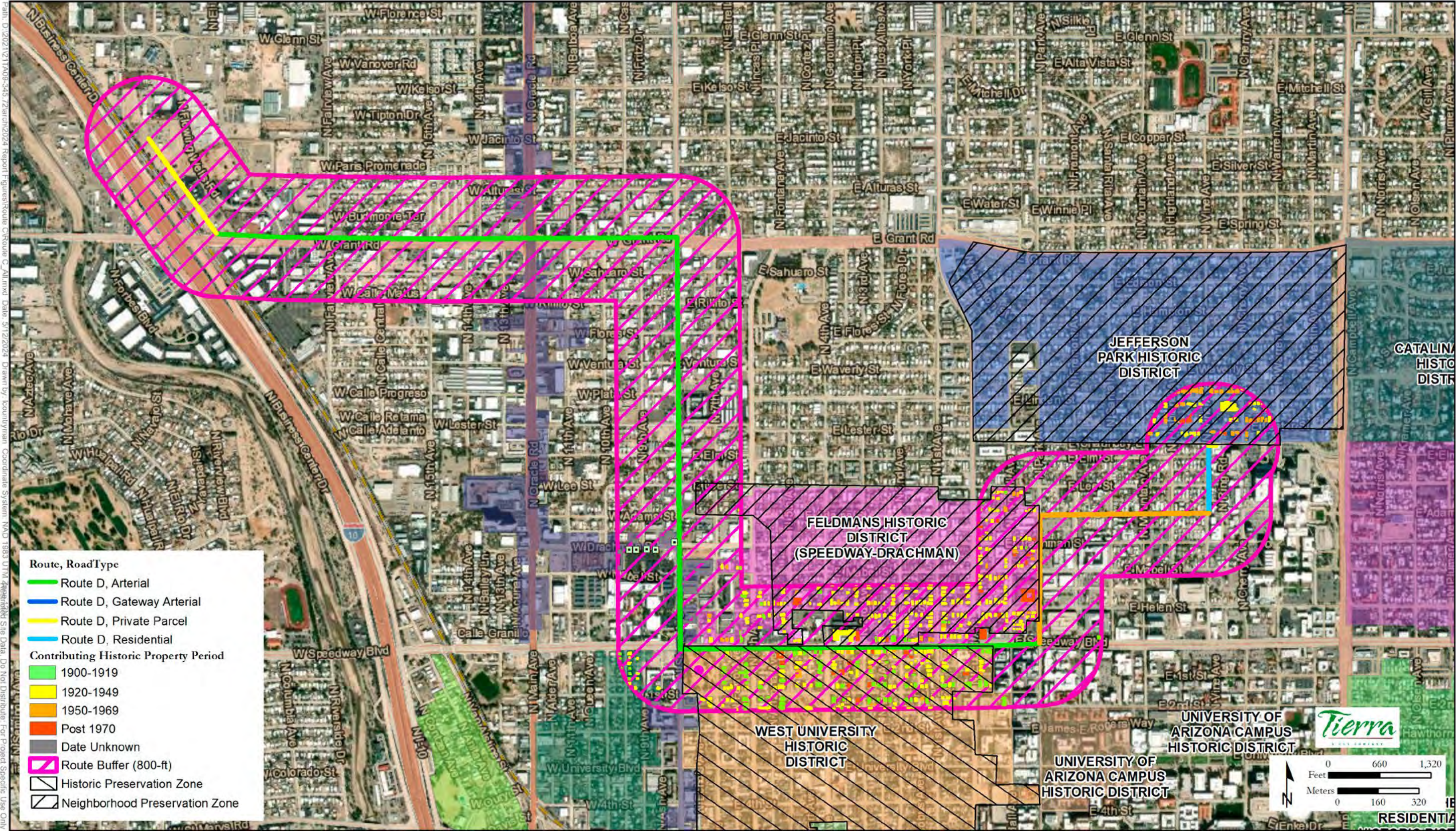


Figure IX.C.2: ROUTE C DMP SUBSTATION TO VINE SUBSTATION
DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE

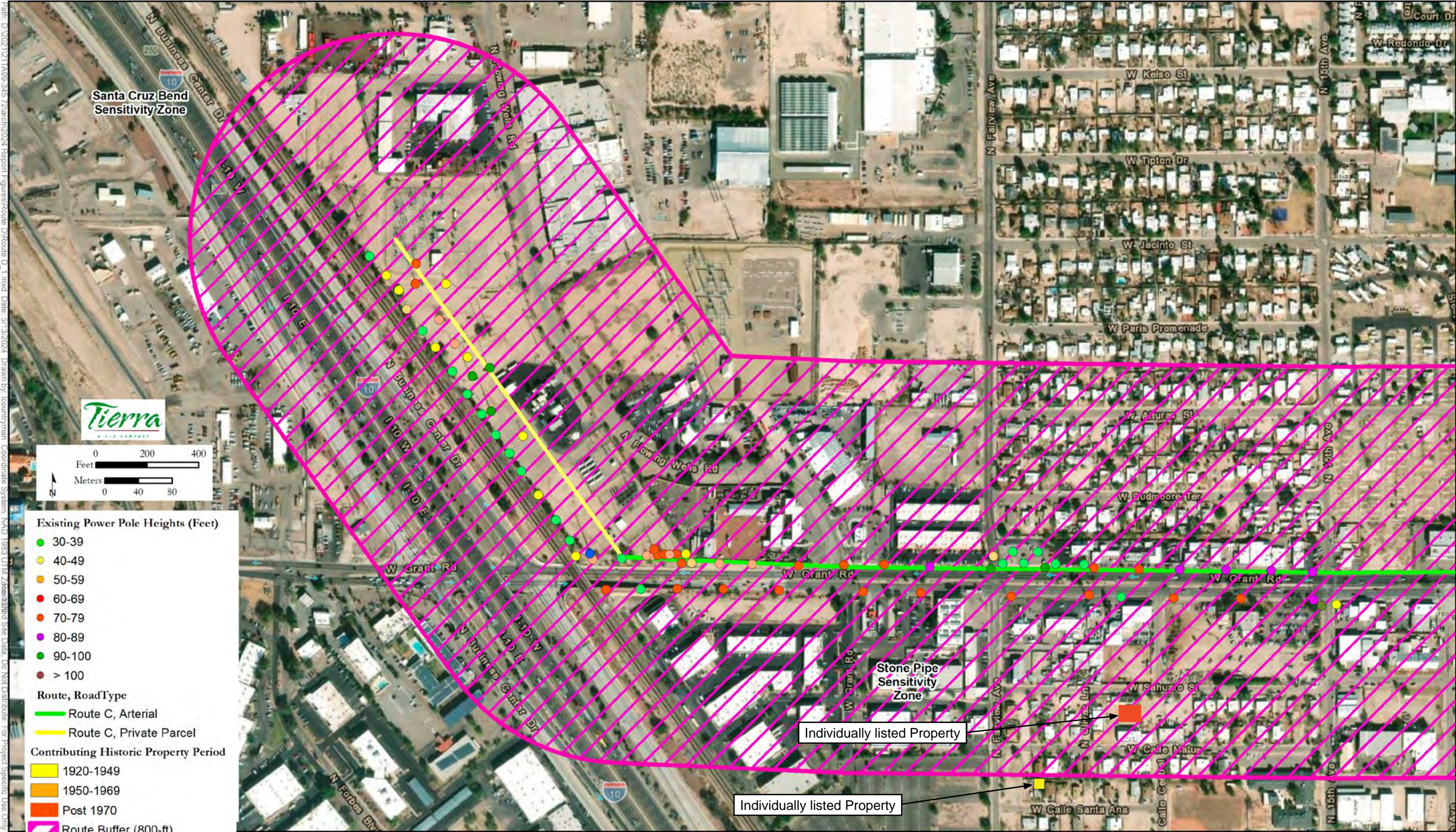


Figure IX.C.3: ROUTE C DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / 15TH AVE TO STONE AVE / VENTURA ST.

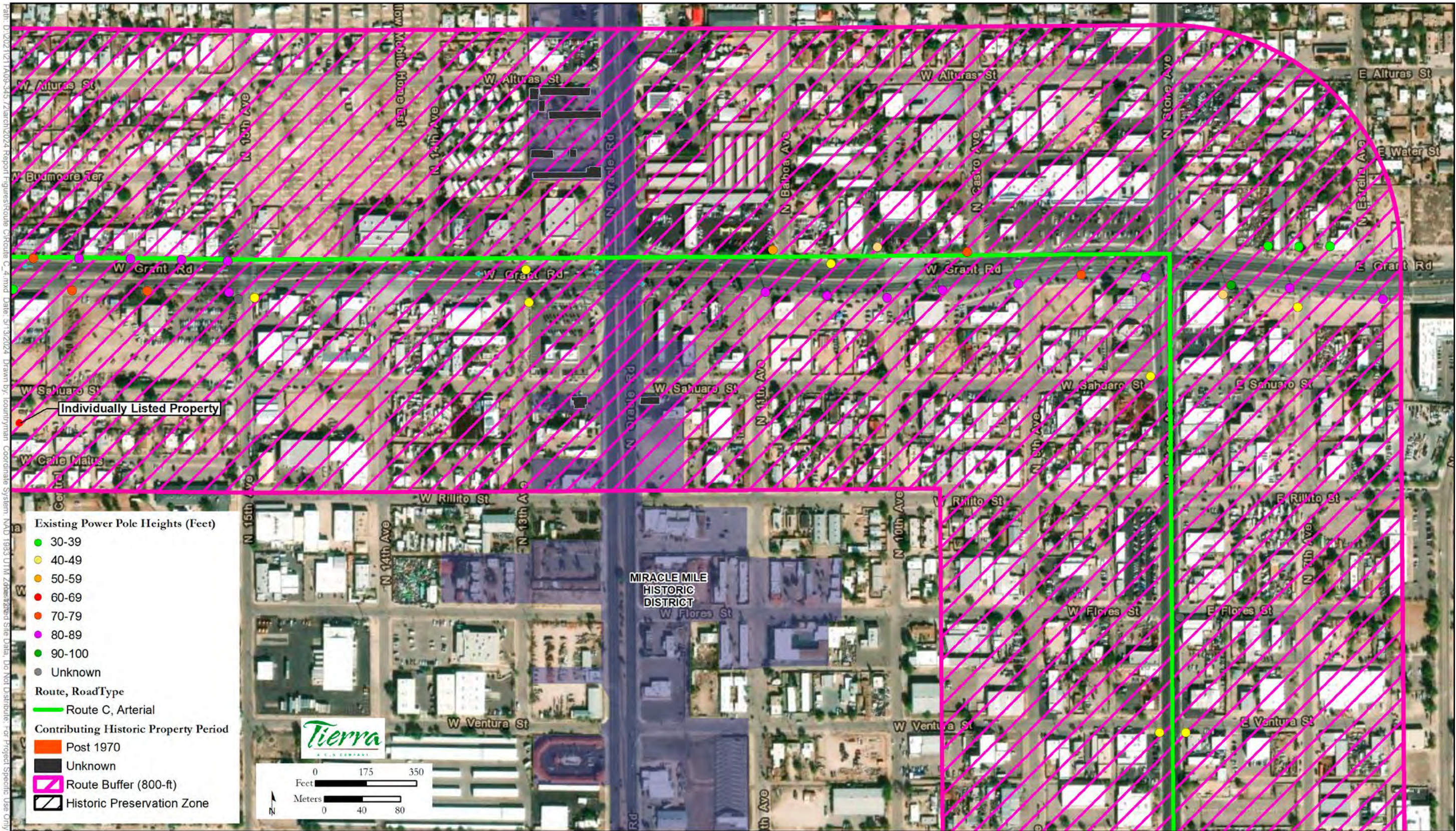


Figure IX.C.4: ROUTE C DMP SUBSTATION TO VINE SUBSTATION
STONE AVE / DRACHMAN ST TO SPEEDWAY BLVD / 3RD AVE

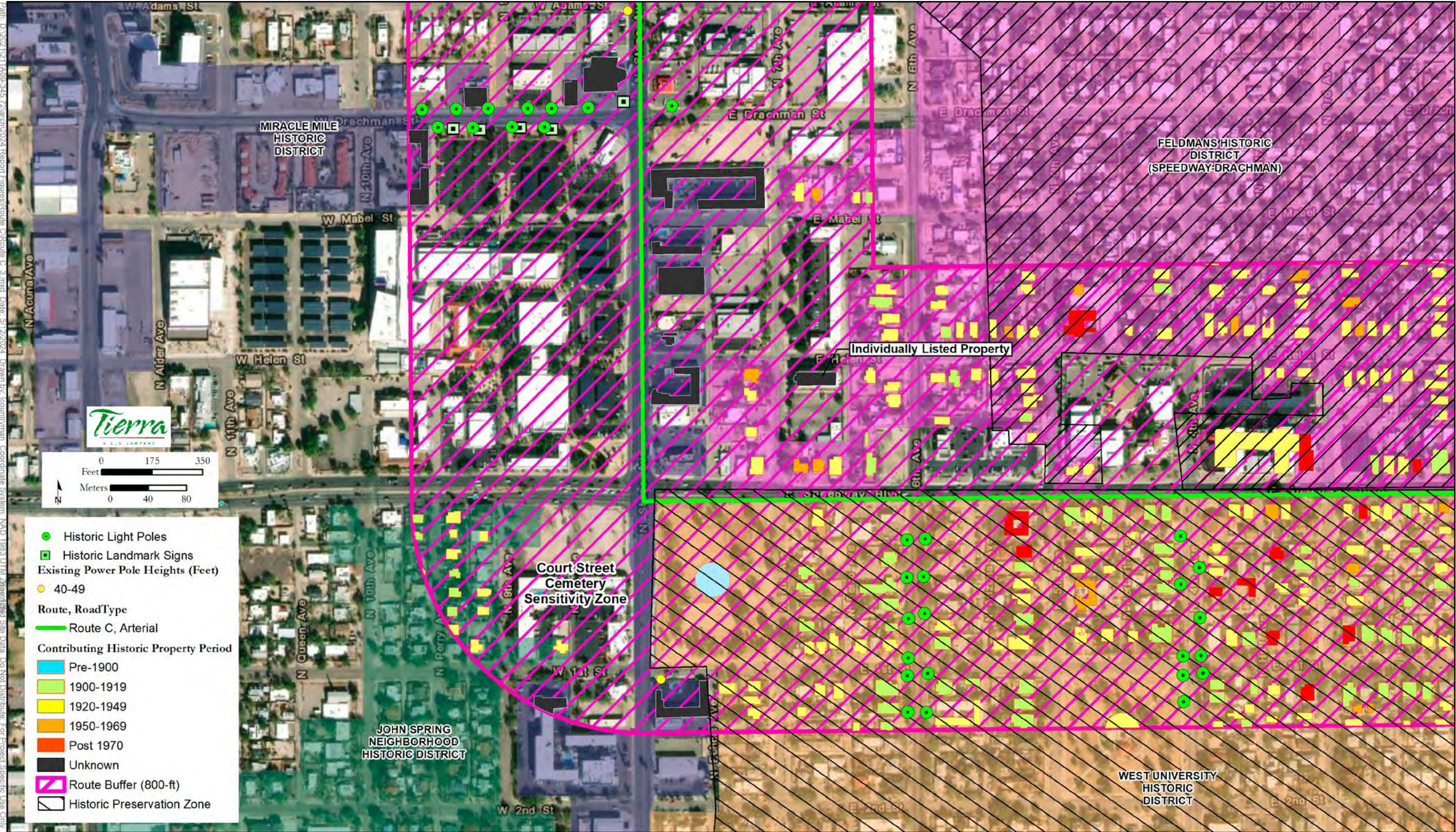


Figure IX.C.5: ROUTE C DMP SUBSTATION TO VINE SUBSTATION
SPEEDWAY BLVD / 6TH AVE TO SPEEDWAY BLVD / PARK AVE

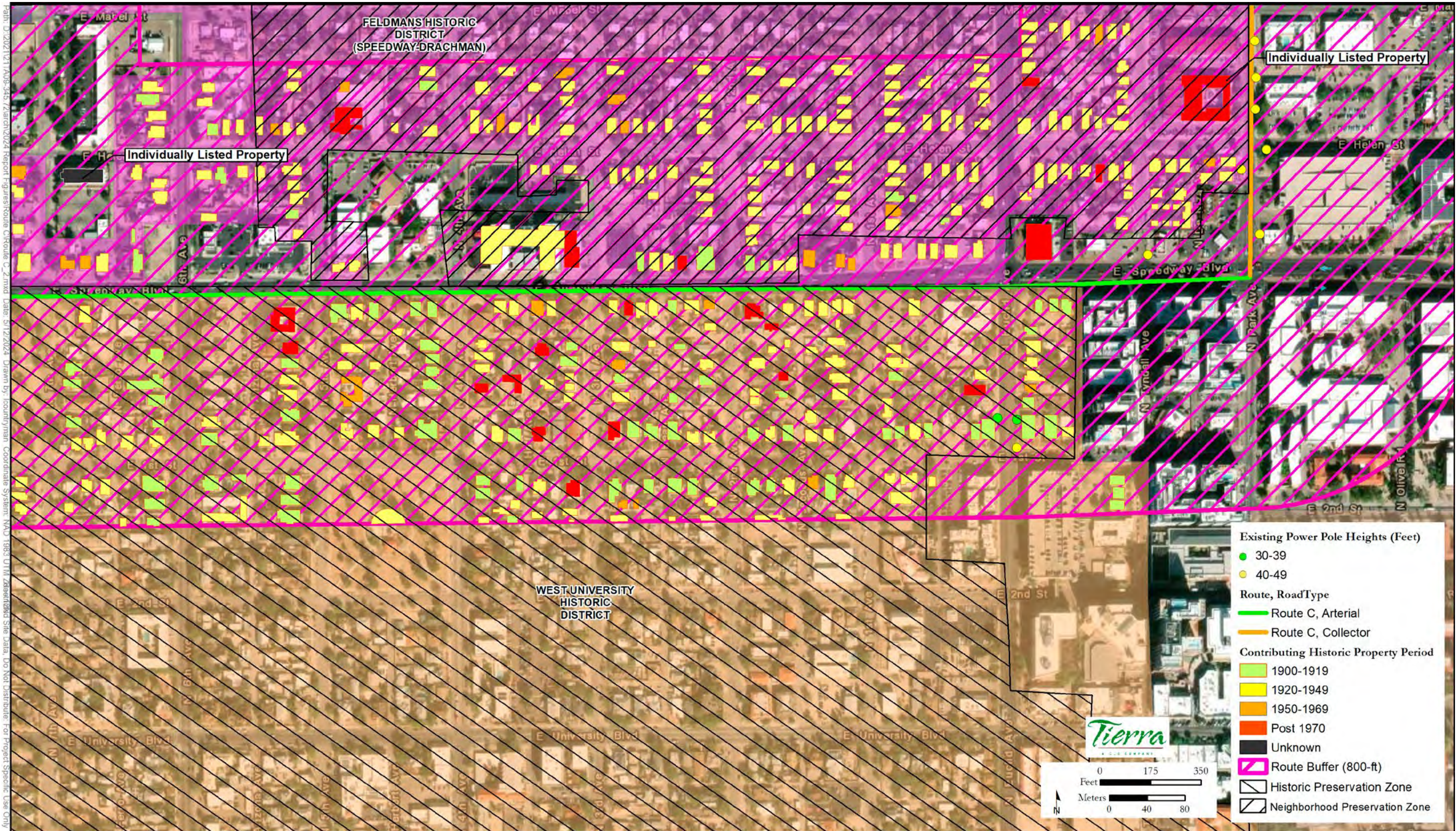
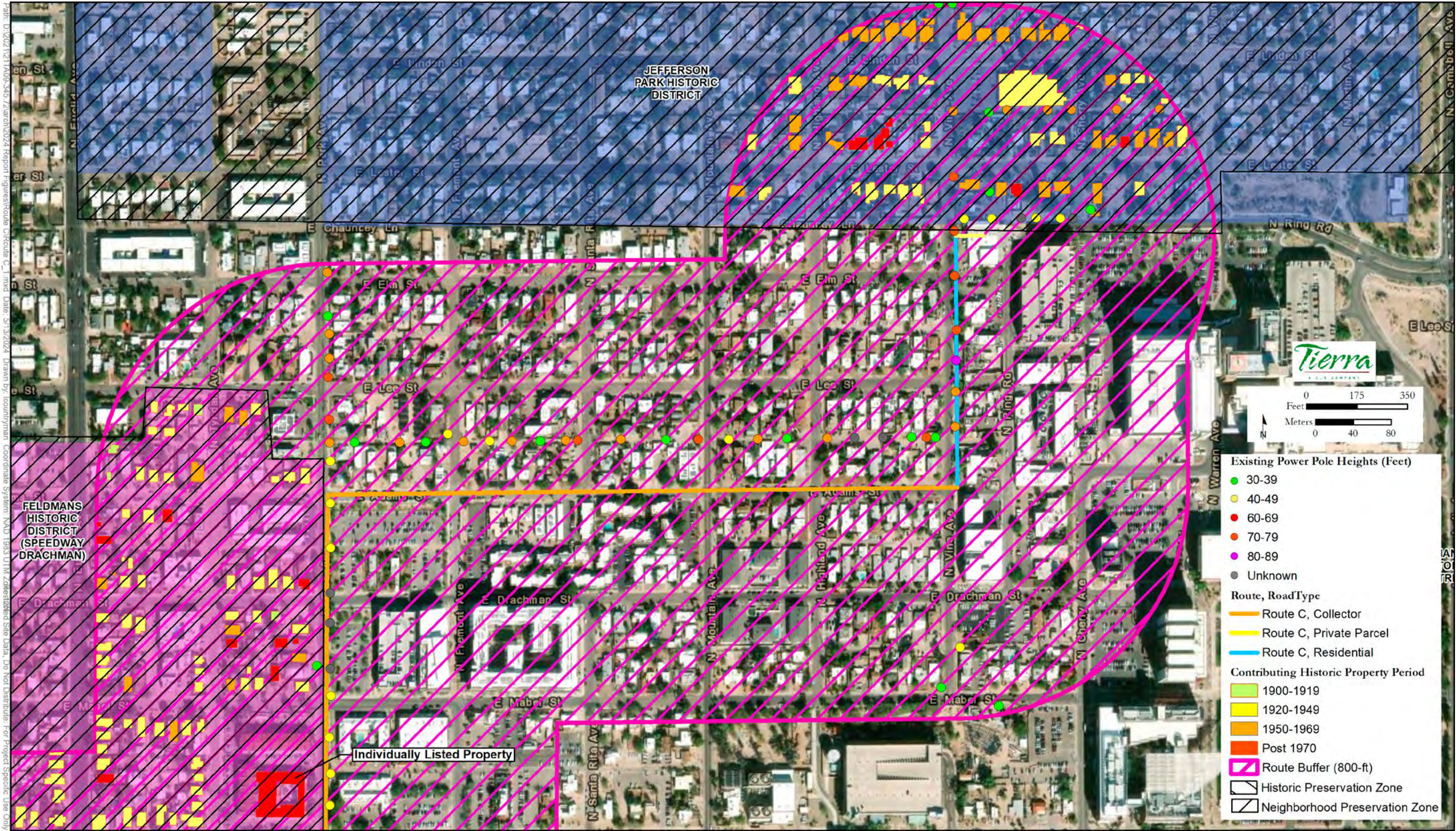


Figure IX.C.6: ROUTE C DMP SUBSTATION TO VINE SUBSTATION
PARK AVE / MABEL ST TO VINE SUBSTATION



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

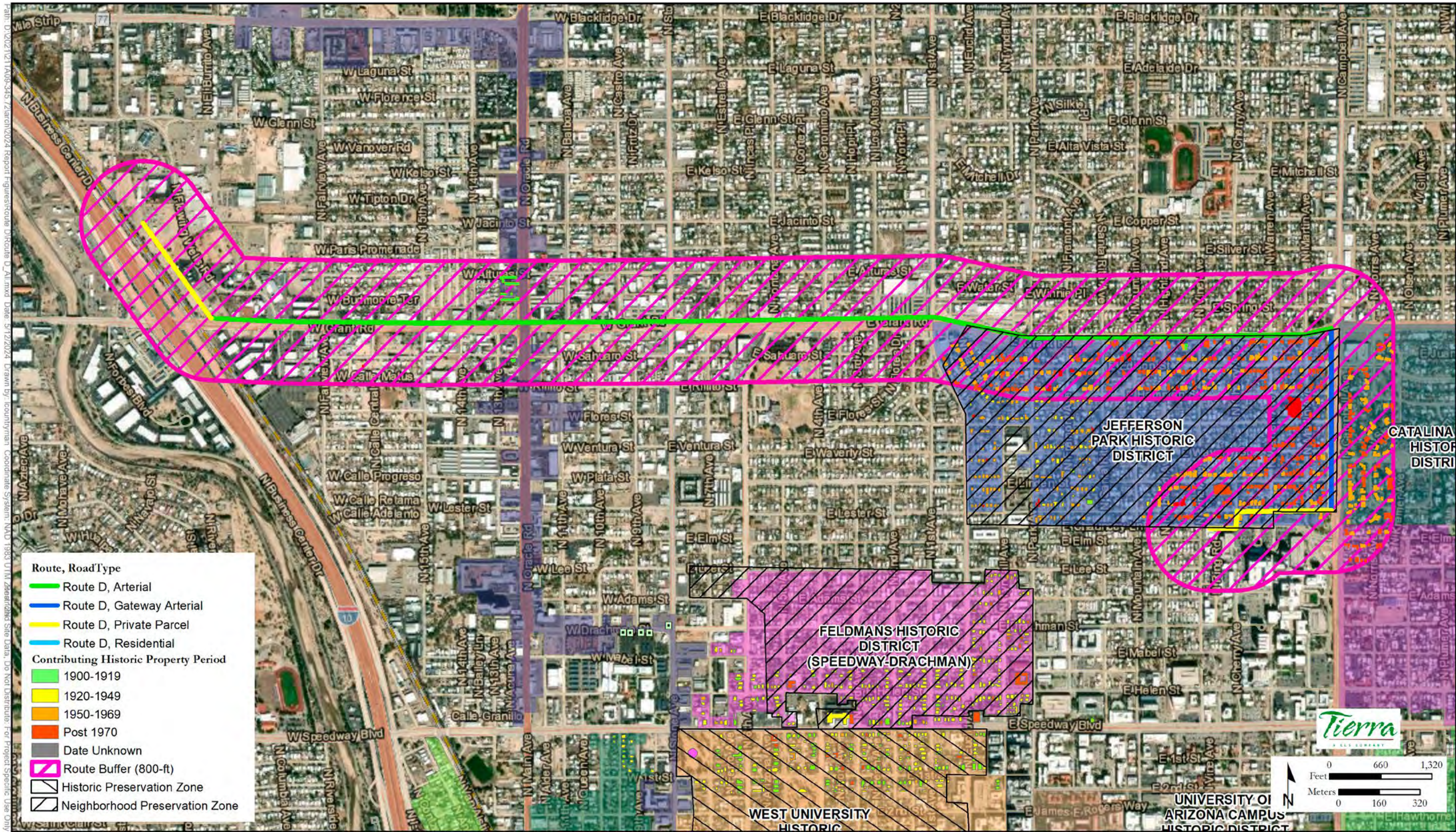


Figure IX.D.2: ROUTE D DMP SUBSTATION TO VINE SUBSTATION
DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE

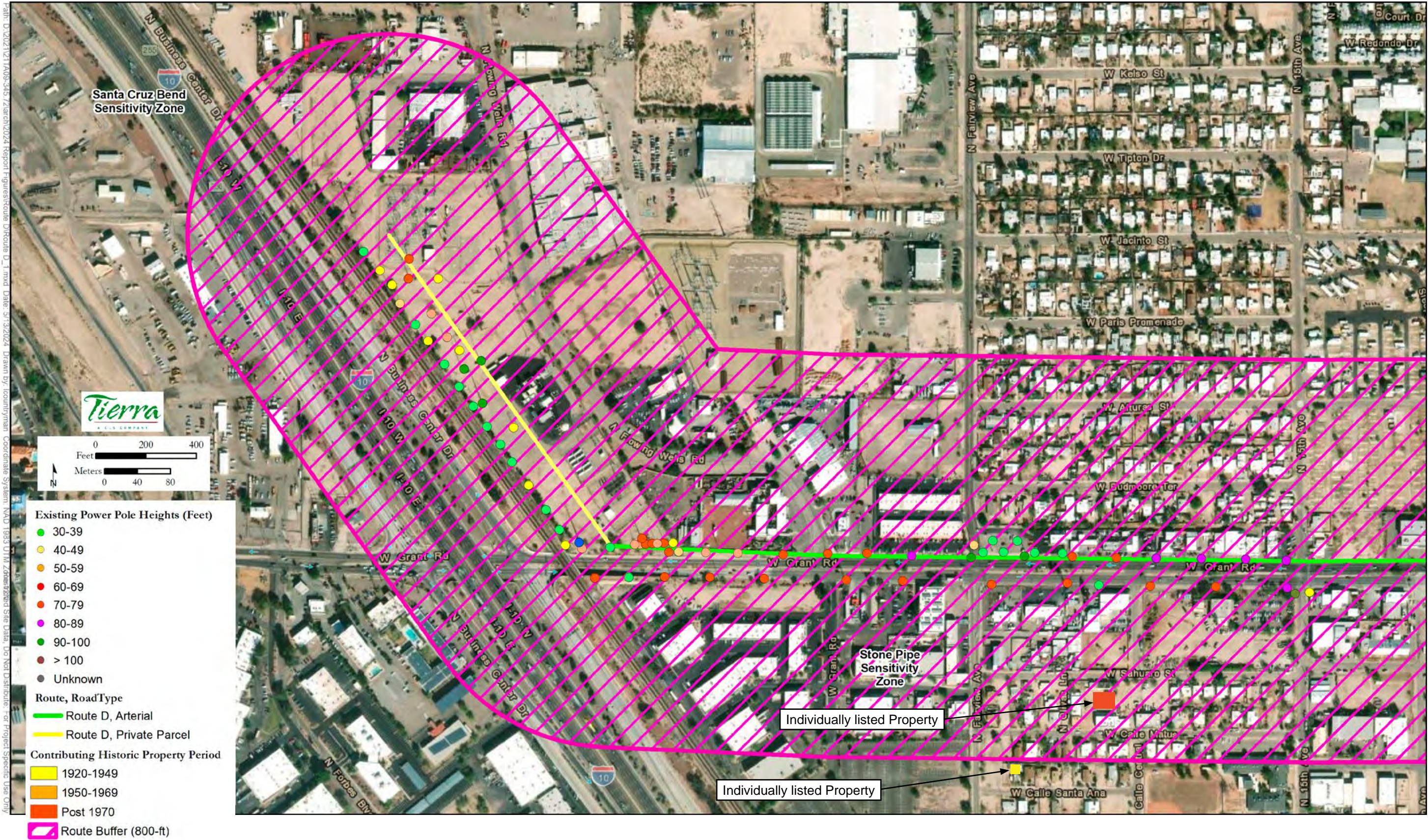


Figure IX.D.3: ROUTE D DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE

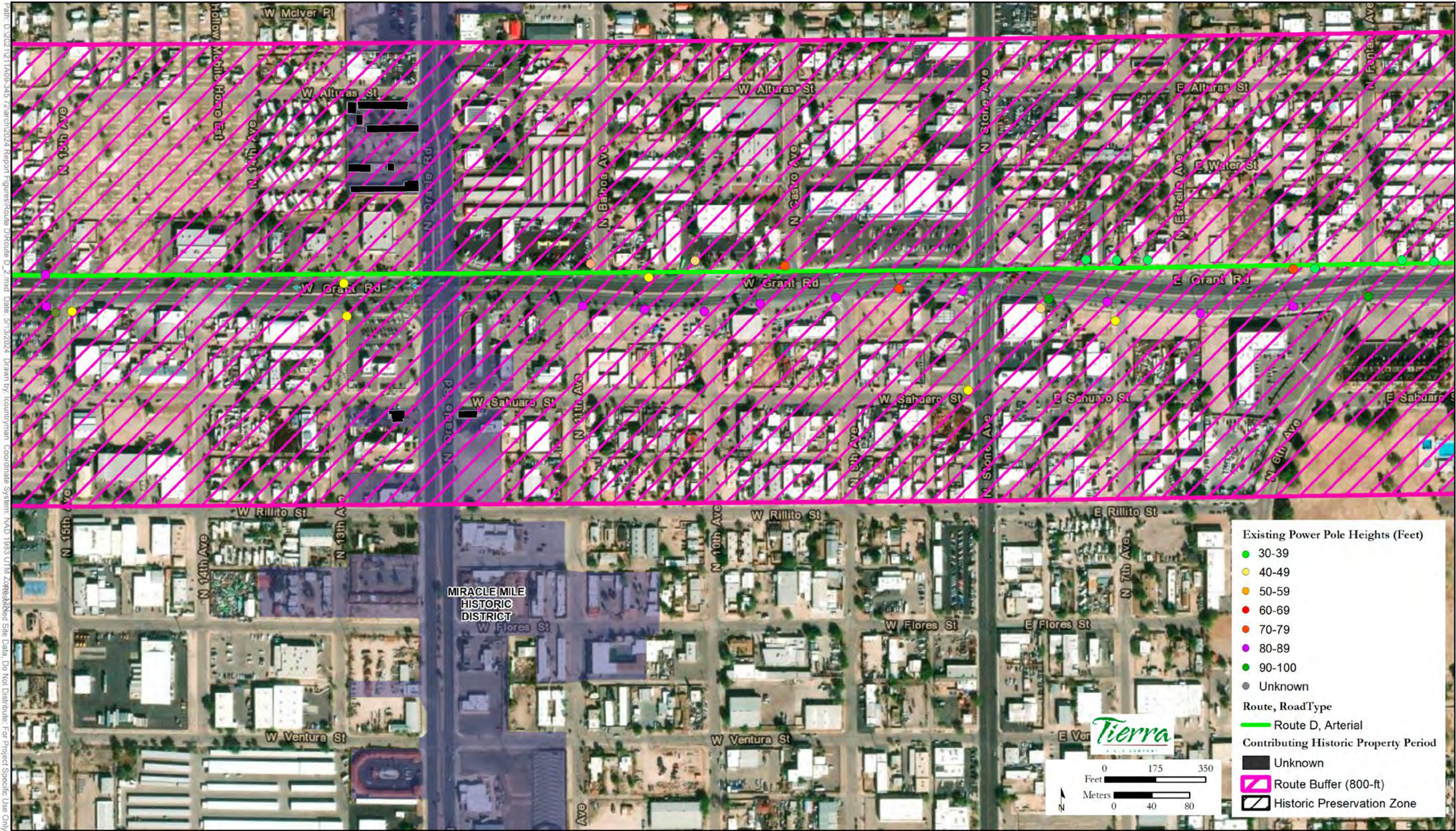


Figure IX.D.4: ROUTE D DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / GERONIMO AVE TO GRANT RD / HIGHLAND AVE

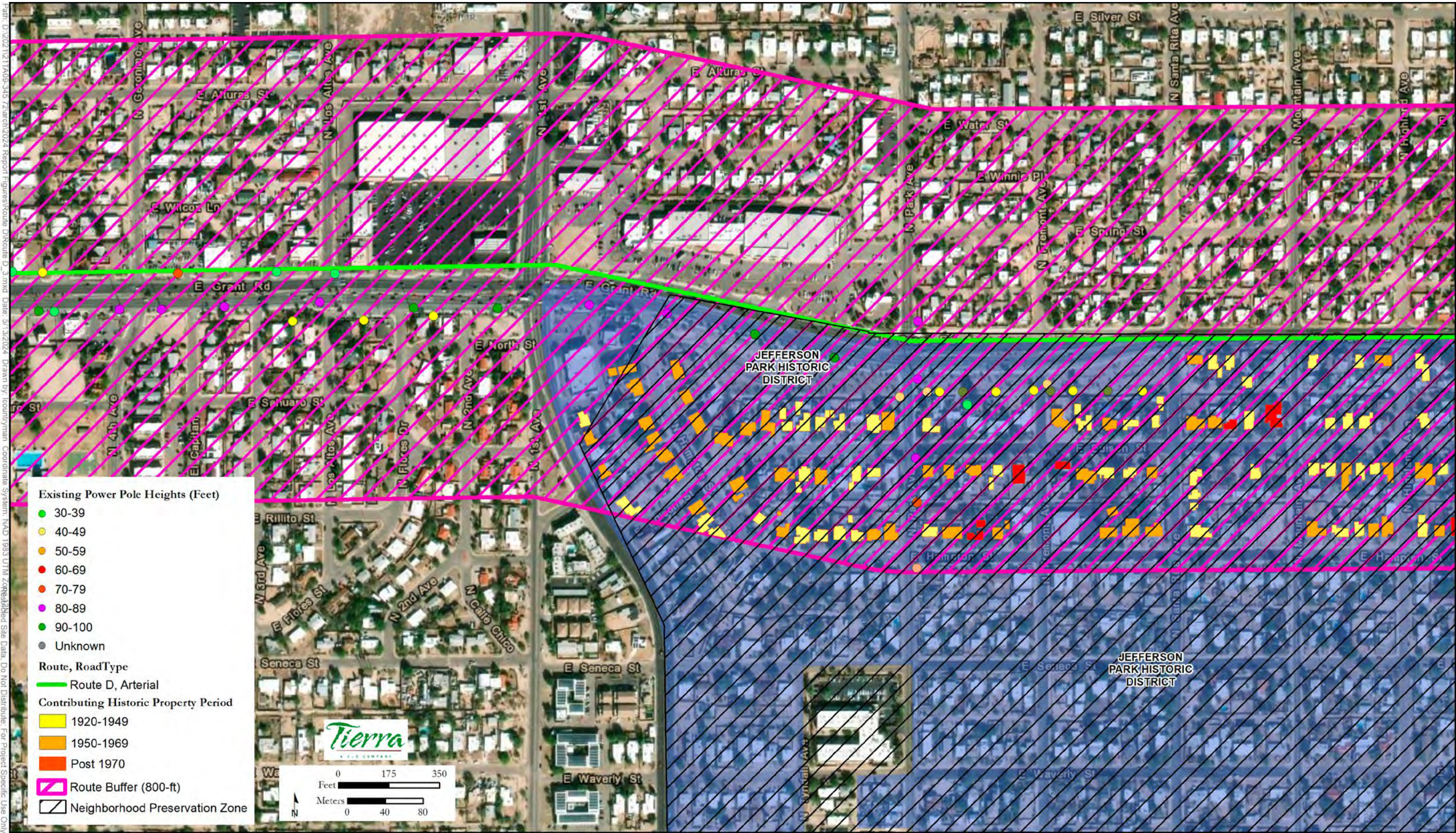


Figure IX.D.5: ROUTE D DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / HIGHLAND AVE TO GRANT RD / SENECA ST

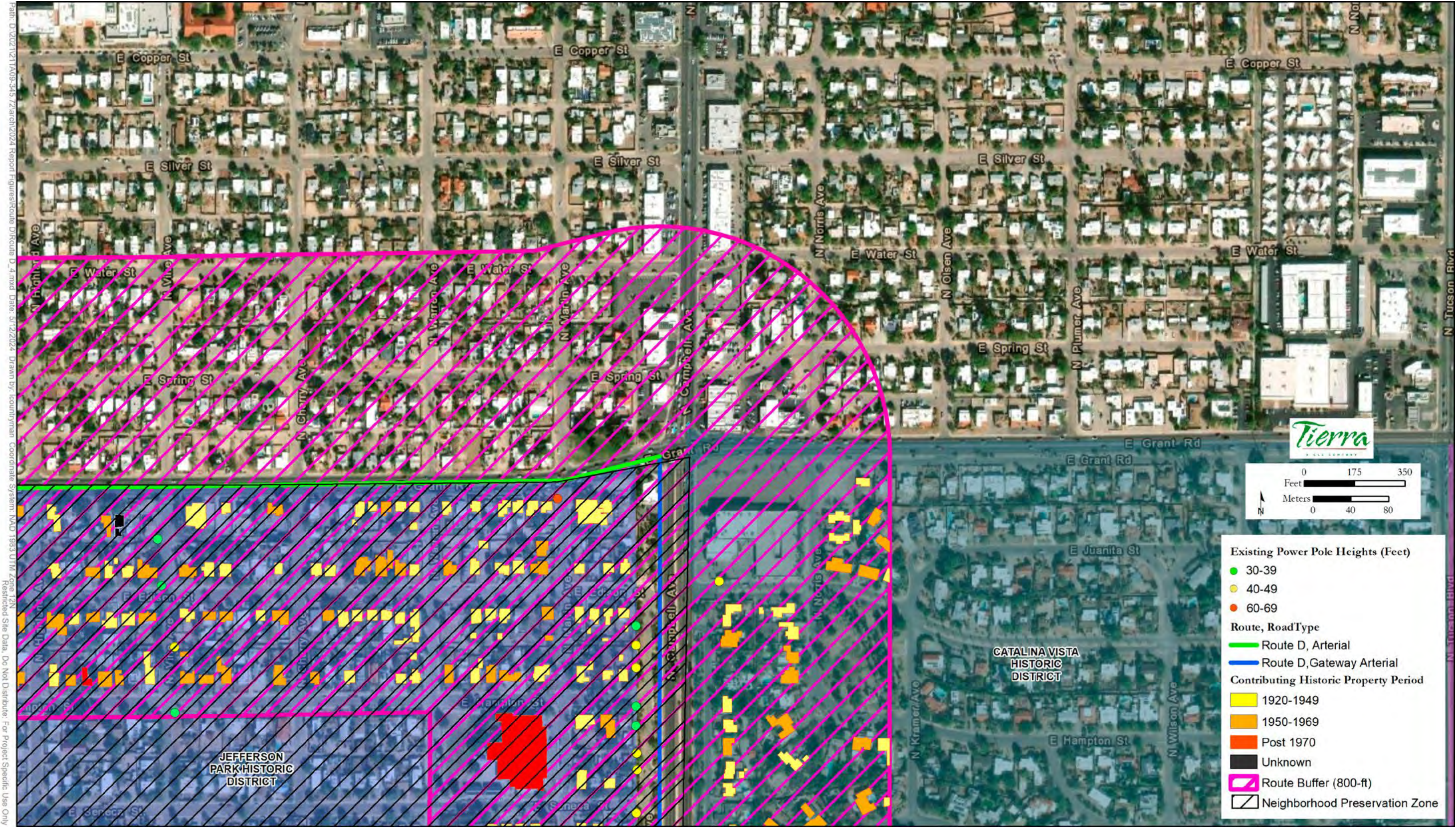
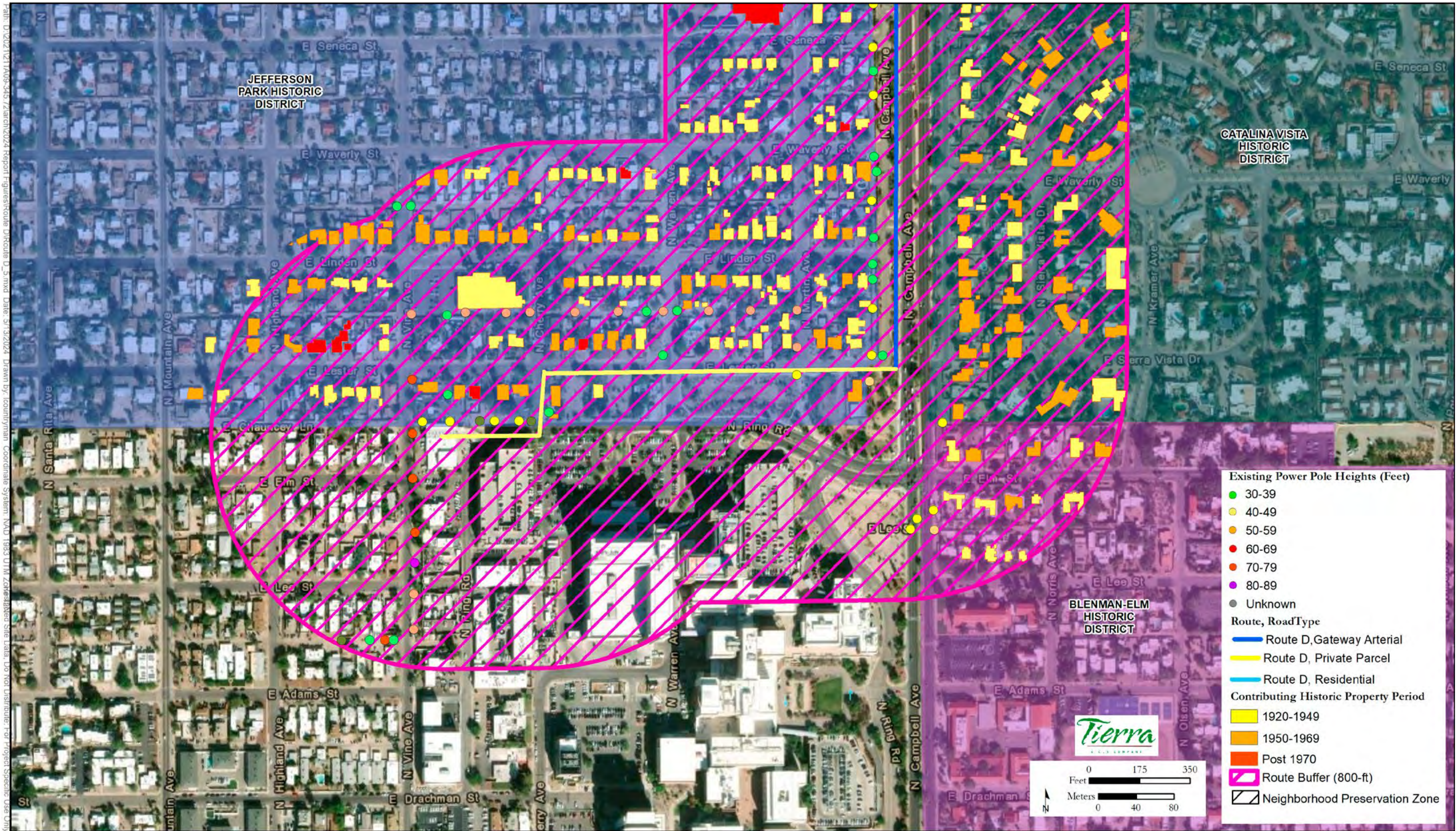


Figure IX.D.6: ROUTE D DMP SUBSTATION TO VINE SUBSTATION
GRANT RD / SENECA ST TO VINE SUBSTATION



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				Routes from Kino to Vine														
Bisecting vs Bordering Historic Districts																		
	Route 1			Route 2			Route 3			Route 4			Route 5			Route 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		0%			0%			0%			0%			0%			0%	
Bisecting + Bordering	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Blenman-Elm Historic District																		
Bisecting Historic District	0	0%			0%			0%			0%			0%		0	0%	
Bordering Historic District	722	100%	2	1316	100%	1		0%			0%			0%		0	0%	
Bisecting + Bordering	722			1316			0			0			0			0		
District Rank Subtotal			2			1			0			0			0			0
Broadmoor Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District		0%			0%			0%			0%			0%			0%	
Bisecting + Bordering	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Catalina Vista Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District	52	100%	1		0%			0%			0%			0%		2355	100%	1
Bisecting + Bordering	52			0			0			0			0			2355		
District Rank Subtotal			1			0			0			0			0			1
Downtown Tucson Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%		0	0%	
Bordering Historic District		0%			0%			0%			0%			0%		0	0%	
Bisecting + Bordering	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
El Presidio Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District		0%			0%			0%			0%			0%			0%	
Bisecting + Bordering	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Feldman's Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District		0%			0%		2179	100%	2	1345	100%	1	4049	100%	3		0%	
Bisecting + Bordering	0			0			2179			1345			4049			0		
District Rank Subtotal			0			0			2			1			3			0
Fourth Avenue Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District		0%			0%			0%			0%			0%			0%	
Bisecting + Bordering	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Iron Horse Expansion Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District		0%			0%			0%		1145	100%			0%			0%	
Bisecting + Bordering	0			0			0			1145			0			0		
District Rank Subtotal			0			0			0			0			0			0
Jefferson Park Historic District																		
Bisecting Historic District	67	56%	1		0%			0%			0%			0%		1441	16%	2
Bordering Historic District	52	44%	1	96	100%	1	96	100%	1	96	100%	1		0%		7742	84%	4
Bisecting + Bordering	119			96			96			96			0			9183		
District Rank Subtotal			2			1			1			1			0			6
John Spring Neighborhood Historic District																		
Bisecting Historic District		0%			0%			0%			0%			0%			0%	
Bordering Historic District		0%			0%			0%			0%			0%			0%	
Bisecting + Bordering	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Miracle Mile Historic District																		
Bisecting Historic District		0%			0%			0%			0%		3059	100%	3	4592	100%	5
Bordering Historic District		0%			0%			0%			0%		0	0%			0%	
Bisecting + Bordering	0			0			0			0			3059			4592		
District Rank Subtotal			0			0			0			0			3			5
Pie Allen Residential Historic District																		
Bisecting Historic District		0%			0%		1574	77%	2		0%		0	0%			0%	
Bordering Historic District		0%			0%		465	23%	1	1999	100%		0	0%			0%	
Bisecting + Bordering	0			0			2039			1999			0			0		
District Rank Subtotal			0			0			3			0			0			0
Rincon Heights Historic District																		
Bisecting Historic District		0%			0%		2347	87%	3		0%			0%			0%	
Bordering Historic District	575	100%	1		0%		340	13%	1		0%			0%			0%	
Bisecting + Bordering	575			0			2687			0			0			0		
District Rank Subtotal			1			0			4			0			0			0
Sam Hughes Residential Historic District																		
Bisecting Historic District		0%		3913	68%	10		0%			0%		0	0%		0	0%	
Bordering Historic District	1301	100%	1	1858	32%	10		0%			0%		0	0%		0	0%	
Bisecting + Bordering	1301			5771			0			0			0			0		
District Rank Subtotal			1			20			0			0			0			0
Sunshine Mile Historic District																		
Bisecting Historic District	189	100%	1	1651	93%	2	372	49%	1	441	100%	1		0%			0%	
Bordering Historic District		0%		125	7%	1	387	51%	1		0%			0%			0%	
Bisecting + Bordering	189			1776			759			441			0			0		
District Rank Subtotal			1			3			2			1			0			0
Warehouse Historic District																		
Bisecting Historic District		0%			0%			0%			0%		2454	100%	3	2454	100%	3
Bordering Historic District		0%			0%			0%			0%			0%			0%	
Bisecting + Bordering	0			0			0			0			2454			2454		
District Rank Subtotal			0			0			0			0			3			3
West University Historic District																		
Bisecting Historic District		0%			0%		2039	68%	4	2040	63%	4		0%			#DIV/0!	
Bordering Historic District		0%			0%		942	32%	1	1196	37%	1	4049	100%	2		#DIV/0!	
Bisecting + Bordering	0			0			2981			3236			4049			0		
District Rank Subtotal			0			0			5			5			2			0
SUMMARY OF BISECTING + BORDERING																		
Bisecting Historic District	256	9%	2	5564	62%	12	6332	59%	10	2481	30%	5	5513	41%	6	8487	46%	10
Bordering Historic District	2702	91%	6	3395	38%	13	4409	41%	7	5781	70%	3	8098	59%	5	10097	54%	5
Bisecting + Bordering	2958		0	8959		0	10741		0	8262		0	13611		0	18584		0
Route Rank Subtotal			8			25			17			8			11			15

KINO TABLE 2				Routes from Kino to Vine															
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
Armory Park Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	0		0	0		0	0		0
Blenman-Elm Historic District																			
Gateway Arterial Street (length in ft)		2357	100%	2		0%			0%			0%			0%			0%	
Arterial Street		0	0%		1316	100%	2		0%			0%			0%			0%	
Collector Street		0	0%			0%			0%			0%			0%			0%	
Residential Street		0	0%			0%			0%			0%			0%			0%	
District Rank Subtotal		2357		2	1316		2	0		0	0		0	0		0	0		0
Broadmoor Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	0		0	0		0	0		0
Catalina Vista Historic District																			
Gateway Arterial Street (length in ft)		52	100%	1		0%			0%			0%			0%		2355	100%	3
Arterial Street		0	0%			0%			0%			0%			0%			0%	
Collector Street		0	0%			0%			0%			0%			0%			0%	
Residential Street		0	0%			0%			0%			0%			0%			0%	
District Rank Subtotal		52		1	0		0	0		0	0		0	0		0	2355		3
Downtown Tucson Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	0		0	0		0	0		0
El Presidio Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	0		0	0		0	0		0
Feldman's Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%		836	38%	1		0%		4049	75%	2		0%	
Collector Street			0%			0%		1343	62%	2	1345	100%	2	1374	25%	2		0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	2179		3	1345		2	5423		4	0		0
Fourth Avenue Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			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			0%			0%			0%		1145	100%	1		0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	1145		1	0		0	0		0
Jefferson Park Historic District																			
Gateway Arterial Street (length in ft)		52	44%	1		0%			0%			0%			0%		2355	26%	3
Arterial Street		0	0%			0%			0%			0%			0%		5050	55%	3
Collector Street		0	0%			0%			0%			0%			0%		178	2%	0
Residential Street		67	56%	1		0%			0%			0%			0%		1600	17%	4
District Rank Subtotal		119		2	0		0	0		0	0		0	0		0	9183		10
John Spring Neighborhood Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
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			0%			0%			0%			0%		3059	100%	2	4592	100%	2
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	0		0	3059		2	4592		2
Pie Allen Residential Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%		465	23%	1	1999	100%	1		0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%		1574	77%	4		0%			0%			0%	
District Rank Subtotal		0		0	0		0	2039		5	1999		1	0		0	0		0
Rincon Heights Historic District																			
Gateway Arterial Street (length in ft)		1869	100%	2		0%			0%			0%			0%			0%	
Arterial Street		0	0%			0%			0%			0%			0%			0%	
Collector Street		0	0%			0%			0%			0%			0%			0%	
Residential Street		0	0%			0%		2687	100%			0%			0%			0%	
District Rank Subtotal		1869		2	0		0	2687		0	0		0	0		0	0		0
Sam Hughes Residential Historic District																			
Gateway Arterial Street (length in ft)		3816	100%	3		0%			0%			0%			0%			0%	
Arterial Street		0	0%		1316	23%	2		0%			0%			0%			0%	
Collector Street		0	0%			0%			0%			0%			0%			0%	
Residential Street		0	0%		4455	77%	10		0%			0%			0%			0%	
District Rank Subtotal		3816		3	5771		12	0		0	0		0	0		0	0		0
Sunshine Mile Historic District																			
Gateway Arterial Street (length in ft)		189	5%	1	1338	55%	2		0%			0%			0%			0%	
Arterial Street		0	0%			0%			0%		441	100%	1		0%			0%	
Collector Street		0	0%		313	13%	1		0%			0%			0%			0%	
Residential Street		0	0%		763	32%	2	759	100%			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			0%			0%			0%			0%			0%			0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	0		0	0		0	0		0	0		0
West University Historic District																			
Gateway Arterial Street (length in ft)			0%			0%			0%			0%			0%			0%	
Arterial Street			0%			0%		2982	100%	2	3236	100%	2	4049	100%	3		0%	
Collector Street			0%			0%			0%			0%			0%			0%	
Residential Street			0%			0%			0%			0%			0%			0%	
District Rank Subtotal		0		0	0		0	2982		2	3236		2	4049		3	0		0
SUMMARY OF STREET DESIGNATIONS																			
Gateway Arterial Street (length in ft)		8335	99%	10	1338	14%	2	0	0%	0	0	0%	0	0	0%	0	4710	29%	6
Arterial Street		0	0%	0	2632	28%	4	4283	40%	4	6821	84%	5	11157	89%	7	9642	60%	5
Collector Street		0	0%	0	313	3%	1	1343	13%	2	1345	16%	2	1374	11%	2	178	1%	0
Residential Street		67	1%	1	5218	55%	12	5020	47%	4	0	0%	0	0	0%	0	1600	10%	4
Route Rank Subtotal		8402		11	9501		19	10646		10	8166		7	12531		9	16130		1

KINO TABLE 3				Routes from Kino to Vine														
Historic Districts with 1 vs 2 sides of the Route																		
	Route 1			Route 2			Route 3			Route 4			Route 5			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)		Routes from Kino to Vine																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Existing Power Poles on Route		Route 1								Route 2								Route 3								Route 4								Route 5								Route 6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100	unknown height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Blenman-Elm Historic District																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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KINO TABLE 4 (2 of 2)		Routes from Kino to Vine																																																	
Existing Power Poles on Route		Route 1								Route 2								Route 3								Route 4								Route 5								Route 6									
		30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height										
Sam Hughes Residential Historic District																																																			
# of Poles		0	2	15	2	0	0	0	0	7	23	1	0	0	0	0	2																																		
		Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles									
		District Rank								District Rank								District Rank								District Rank								District Rank								District Rank									
Sunshine Mile Historic District																																																			
# of Poles		0	2	1	2	0	0	0	0	1	5	8	5	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1	0	1	0	0	0																	
		Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles									
		District Rank								District Rank								District Rank								District Rank								District Rank								District Rank									
Warehouse Historic District																																																			
# of Poles																																	0									0									
		Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles									
		District Rank								District Rank								District Rank								District Rank								District Rank								District Rank									
West University Historic District																																																			
# of Poles																		3	15	1	0	0	0	0	0	3	15	1	0	0	0	0	0	0									0								
		Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles									
		District Rank								District Rank								District Rank								District Rank								District Rank								District Rank									
SUMMARY																																																			
		Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles								Total # of Poles									
		Rank Summary by Route								Rank Summary by Route								Rank Summary by Route								Rank Summary by Route								Rank Summary by Route								Rank Summary by Route									
		52								56								77								42								8								50									
		17								19								31								22								35								36									

KINO TABLE 5				Routes from Kino to Vine														
Historic Light fixtures in 800' Route Buffer																		
	Route 1			Route 2			Route 3			Route 4			Route 5			Route 6		
	# of Lights	%	Rank	# of Lights	%	Rank	# of Lights	%	Rank	# of Lights	%	Rank	# of Lights	%	Rank	# 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)				Routes from Kino to Vine														
Historic Contributing Properties in 800' 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	%	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
Blenman-Elm 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%		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 Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	67		3	103			0			0			0			14		
District Rank Subtotal			8			7			0			0			0			2
Broadmoor 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		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%			0%			0%			0%	
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			8			0			0			0			0		
District Rank Subtotal			0			1			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																		
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)				Routes from Kino to Vine														
Historic Contributing Properties in 800' 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	%	Rank	# of Prop	%	Rank
EI 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%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			0			0			4			4		
District Rank Subtotal			0			0			0			0			1			1
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 1950 to 1969		0%			0%		14	10%	1	14	10%	1	23	9%	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 Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			143			143			255			15		
District Rank Subtotal			0			0			9			9			10			3
Fourth Avenue 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		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 Subtotal			0			0			0			0			1			1
Iron Horse Expansion Historic District																		
Number of properties Individually Listed		0%			0%			0%			0%		1	2%	2	1	2%	2
Number of landmark properties		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 Subtotal			0			0			2			7			7			7
Jefferson 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%			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 Subtotal			6			5			5			5			5			9



KINO TABLE 6 (3 of 4)				Routes from Kino to Vine														
Historic Contributing Properties in 800' 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	%	Rank	# of Prop	%	Rank
John Spring Neighborhood 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%		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%	0
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			6
Miracle Mile 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		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%			0%		1	4%	
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			0			0			15			28		
District Rank Subtotal			0			0			0			0			1			2
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			0
Rincon Heights 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%		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			0
Sam Hughes 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%			0%			0%			0%			0%	
Number of properties built between 1920 to 1949	171	77%	7	363	70%	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		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	221			519		10	0			0			0			0		
District Rank Subtotal			10			31			0			0			0			0

KINO TABLE 6 (4 of 4)				Routes from Kino to Vine														
Historic Contributing Properties in 800' 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	%	Rank	# of Prop	%	Rank
Sunshine Mile 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	1	14%	1	15	18%	1	8	50%	1		0%			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%	0
Number of properties post 1970		0%		3	4%	1		0%			0%			0%			0%	
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			1			1		
District Rank Subtotal			2			7			2			0			0			0
Warehouse Historic District																		
Number of properties Individually Listed		0%			0%			0%			0%		3	6%	3	3	6%	3
Number of landmark properties		0%			0%			0%			0%			0%			0%	
Number of properties built between pre 1919		0%			0%			0%			0%		19	40%	2	19	40%	2
Number of properties built between 1920 to 1949		0%			0%			0%			0%		23	49%	2	23	49%	2
Number of properties built between 1950 to 1969		0%			0%			0%			0%		1	2%	0	1	2%	0
Number of properties post 1970		0%			0%			0%			0%			0%			0%	
Number of properties Date Unknown		0%			0%			0%			0%		1	2%	0	1	2%	0
Total of all Contributing properties per District	0			0			0			0			47			47		
District Rank Subtotal			0			0			0			0			7			7
West University 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%		87	45%	5	87	45%	5	111	42%	7	47	52%	3
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 built between 1950 to 1969		0%			0%		4	2%	1	4	2%	0	10	4%	1	2	2%	0
Number of properties post 1970		0%			0%		9	5%	1	9	5%	1	15	6%	1	2	2%	0
Number of properties Date Unknown		0%			0%			0%			0%			0%			0%	
Total of all Contributing properties per District	0			0			194			194			262			91		
District Rank Subtotal			0			0			11			10			16			6
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 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 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	32	4%	6	32	4%	5	28	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
Total of all Contributing properties per District	584		3	770		10	828		0	630		0	872		0	803		0
Route Rank Subtotal			36			51			47			41			63			57

KINO TABLE 7 (1 of 2)				Routes from Kino to Vine														
Access of Historic Contributing Properties along Route																		
	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	%	Rank	# of Prop	%	Rank
Armory Park Historic District																		
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%	
Total Contributing properties directly on the route	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Blenman-Elm Historic District																		
Contributing properties: face the route & access directly from route	9	82%	1	9	90%	1		0%			0%			0%			0%	
Contributing properties whose side of the structure face the route	2	18%	1	1	10%	1		0%			0%			0%			0%	
Total Contributing properties directly on the route	11		2	10		2	0			0			0			0		
District Rank Subtotal			4			4			0			0			0			0
Broadmoor Historic District																		
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%	
Total Contributing properties directly on the route	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
Catalina Vista Historic District																		
Contributing properties: face the route & access directly from route	2	100%	1		0%			0%			0%			0%		20	95%	2
Contributing properties whose side of the structure face the route	0	0%	0		0%			0%			0%			0%		1	5%	0
Total Contributing properties directly on the route	2		1	0			0			0			0			21		1
District Rank Subtotal			2			0			0			0			0			3
Downtown Tucson Historic District																		
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%	
Total Contributing properties directly on the route	0			0			0			0			0			0		
District Rank Subtotal			0			0			0			0			0			0
El Presidio Historic District																		
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%	
Total Contributing properties directly on the route	0			0			0			0			0			0		
District Rank Subtotal			0			0			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		0%	
Contributing properties 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 Subtotal			0			0			3			3			7			0
Fourth Avenue Historic District																		
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%	
Total Contributing properties directly on the route	0			0			0						0			0		
District Rank Subtotal			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 properties 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 Subtotal			0			0			0			3			0			0
Jefferson Park Historic District																		
Contributing properties: face the route & access directly from route	19	95%	2		0%			0%			0%			0%		43	72%	4
Contributing properties whose side of the structure face the route	1	5%	1		0%			0%			0%			0%		17	28%	2
Total Contributing properties directly on the route	20		2	0			0			0			0			60		3
District Rank Subtotal			5			0			0			0			0			9



KINO TABLE 7 (2 of 2)				Routes from Kino to Vine																	
Access of Historic Contributing Properties along Route																					
			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	%	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 properties 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 Subtotal						0				0				0				0			
Miracle Mile Historic District																					
Contributing properties: face the route & access directly from route				0%			0%			0%			0%	13	87%	1	18	86%	1		
Contributing properties 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 Subtotal						0				0				0				3			
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 properties 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 Subtotal						0				0				3				0			
Rincon Heights Historic District																					
Contributing properties: face the route & access directly from route			0	0%	0		0%		20	71%	2		0%			0%			0%		
Contributing properties whose side of the structure face the route			9	100%	1		0%		8	29%	1		0%			0%			0%		
Total Contributing properties directly on the route			9		1	0			28		2	0			0			0			
District Rank Subtotal						2				0				5				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 properties 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 Subtotal						5				22				0				0			
Sunshine Mile Historic District																					
Contributing properties: face the route & access directly from route				0%	0	15	100%	2	0	0%	0	1	100%	1		0%			0%		
Contributing properties whose side of the structure face the route				0%	0	0	0%	0	2	100%	1	0	0%	0		0%			0%		
Total Contributing properties directly on the route			0		0	15		2	2		0	1		0	0			0			
District Rank Subtotal						0				4				1				0			
Warehouse Historic District																					
Contributing properties: face the route & access directly from route				0%			0%			0%			0%	2	40%	1	2	40%	1		
Contributing properties 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 Subtotal						0				0				0				1			
West University Historic District																					
Contributing properties: face the route & access directly from route				0%			0%		24	80%	2	24	80%	2	29	94%	2	1	33%	0	
Contributing properties whose side of the structure face the route				0%			0%		6	20%	1	6	20%	1	2	6%	1	2	67%	1	
Total Contributing properties directly on the route			0			0			30		3	30		3	31		3	3		0	
District Rank Subtotal						0				0				6				6			
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 properties 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 Subtotal						18				30				23				16			

KINO TABLE 8				Routes from Kino to Vine														
Historic Landmark Signs in 800' Route Buffer																		
	Route 1			Route 2			Route 3			Route 4			Route 5			Route 6		
	# of Landmarks	%	Rank	# of Landmarks	%	Rank	# of Landmarks	%	Rank	# of Landmarks	%	Rank	# of Landmark	%	Rank	# of 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

KINO TABLE 9 (1 of 2)		Routes from Kino to Vine					
Historic Architectural Analysis							
		Route 1	Route 2	Route 3	Route 4	Route 5	Route 6
		Rank	Rank	Rank	Rank	Rank	Rank
Armory Park Historic District							
Historic district integrity					0	0	0
Scale of the street adjacent to historic district					0	0	0
Scale of adjacent historic & non-historic structures along route					0	0	0
Size of historic district impacted					1	1	1
Historic Architectural Impression					0	0	0
District Rank Subtotal		0	0	0	1	1	1
Blenman-Elm Historic District							
Historic district integrity		8	8				
Scale of the street adjacent to historic district		1	4				
Scale of adjacent historic & non-historic structures along route		2	6				
Size of historic district impacted		2	6				
Historic Architectural Impression		3	7				
District Rank Subtotal		16	31	0	0	0	0
Broadmoor 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			2				
District Rank Subtotal		0	8	0	0	0	0
Catalina Vista Historic District							
Historic district integrity		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		1					
District Rank Subtotal		5	0	0	0	0	0
Downtown Tucson Historic District							
Historic district integrity						1	1
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
Historic Architectural Impression						1	1
District Rank Subtotal		0	0	0	0	3	3
El Presidio Historic District							
Historic district integrity						1	1
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						0	0
Historic Architectural Impression						1	1
District Rank Subtotal		0	0	0	0	2	2
Feldman's Historic District							
Historic district integrity				3	3	4	4
Scale of the street adjacent to historic district				4	4	5	5
Scale of adjacent historic & non-historic structures along route				3	3	4	4
Size of historic district impacted				2	2	5	6
Historic Architectural Impression				4	4	5	5
District Rank Subtotal		0	0	16	16	23	24
Fourth Avenue Historic District							
Historic district integrity						1	1
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						0	1
Historic Architectural Impression						1	1
District Rank Subtotal		0	0	0	0	2	3
Iron Horse Expansion Historic District							
Historic district integrity				1	3	1	1
Scale of the street adjacent to historic district				1	4	1	1
Scale of adjacent historic & non-historic structures along route				1	4	1	1
Size of historic district impacted				1	5	1	1
Historic Architectural Impression				1	5	1	1
District Rank Subtotal		0	0	5	21	5	5
Jefferson Park Historic District							
Historic district integrity		1	1	1	1	1	2
Scale of the street adjacent to historic district		2	1	1	1	1	8
Scale of adjacent historic & non-historic structures along route		1	1	1	1	1	6
Size of historic district impacted		1	1	1	1	1	8
Historic Architectural Impression		2	1	1	1	1	4
District Rank Subtotal		7	5	5	5	5	28
John Spring Neighborhood Historic District							
Historic district integrity						3	3
Scale of the street adjacent to historic district						0	0
Scale of adjacent historic & non-historic structures along route						2	2
Size of historic district impacted						4	4
Historic Architectural Impression						3	3
District Rank Subtotal		0	0	0	0	12	12

KINO TABLE 9 (2 of 2)		Routes from Kino to Vine					
Historic Architectural Analysis							
		Route 1	Route 2	Route 3	Route 4	Route 5	Route 6
		Rank	Rank	Rank	Rank	Rank	Rank
Miracle Mile Historic District							
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
Size of historic district impacted						1	2
Historic Architectural Impression						1	1
District Rank Subtotal		0	0	0	0	6	7
Pie Allen Residential Historic 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				3	3		
Historic Architectural Impression				4	3		
District Rank Subtotal		0	0	23	17	0	0
Rincon Heights Historic District							
Historic district integrity		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		4		3			
District Rank Subtotal		17	0	20	0	0	0
Sam Hughes Residential Historic District							
Historic district integrity		9	10				
Scale of the street adjacent to historic district		1	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		
Scale of adjacent historic & non-historic structures along route		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						1	1
Size of historic district impacted						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				4	4	6	4
Historic Architectural Impression				5	5	5	5
District Rank Subtotal		0	0	23	23	25	23
Outside of Historic 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	
Historic Architectural Impression		5		3	3	3	
District Rank Subtotal		16	0	10	10	10	0
SUMMARY OF HISTORIC ARCHITECTURAL RANKING							
Historic district integrity		28	23	28	25	29	25
Scale of the street adjacent to historic district		10	20	24	19	15	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
Route Rank Total		89	109	107	96	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			Routes from DeMoss-Petrie to Vine									
Bisecting vs Bordering Historic Districts												
	Route A			Route B			Route C			Route D		
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank
Blenman-Elm Historic District												
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
Feldman'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			127			3553			0		
District Rank Subtotal			0			1			3			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		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			1			0			5			1
West University Historic District												
Bisecting Historic District		0%			0%		0	0%			0%	
Bordering Historic District		0%			0%		4012	100%	4		0%	
Bisecting + Bordering	0			0			4012			0		
District Rank Subtotal			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		Routes from DeMoss-Petrie to Vine										
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												
Gateway Arterial Street (length in ft)		0%			0%			0%			0%	
Arterial Street		0%			0%		2210	62%	1		0%	
Collector Street		0%		127	100%	1	1343	38%	1		0%	
Residential Street		0%			0%			0%			0%	
District Rank Subtotal	0		0	127		1	3553		2	0		0
Jefferson Park Historic District												
Gateway Arterial Street (length in ft)	0	0%			0%			0%		2355	26%	3
Arterial Street	3438	58%	1	1253	49%	1		0%		5052	56%	1
Collector Street	0	0%		1321	51%	1		0%		0	0%	0
Residential Street	2489	42%	8		0%			0%		1609	18%	4
District Rank Subtotal	5927		9	2574		2	0		0	9016		8
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		0%		0	0%			0%			0%	
Residential Street		0%		0	0%			0%			0%	
District Rank Subtotal	128		1	128		1	1693		2	126		1
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													
	Route A			Route B			Route C			Route D			
	Feet	%	Rank	Feet	%	Rank	Feet	%	Rank	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		Routes from DeMoss-Petrie to Vine																																			
Existing Power Poles on Route		Route A								Route B								Route C								Route D											
POLE HEIGHT		30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height	30'-39'	40'-49'	50'-59'	60'-69'	70'-79'	80'-89'	90'-100'	unknown height				
Blenman-Elm Historic District																																					
# of Poles																												2	1								
		Total # of Poles								0	Total # of Poles								0	Total # of Poles								0	Total # of Poles								3
		District Rank								0	District Rank								0	District Rank								0	District Rank								1
Catalina Vista Historic District																																					
# of Poles																												2									
		Total # of Poles								0	Total # of Poles								0	Total # of Poles								0	Total # of Poles								2
		District Rank								0	District Rank								0	District Rank								0	District Rank								3
Feldman's Historic District																																					
# of Poles																		1	1																		
		Total # of Poles								0	Total # of Poles								0	Total # of Poles								2	Total # of Poles								0
		District Rank								0	District Rank								1	District Rank								10	District Rank								0
Jefferson Park Historic District																																					
# of Poles		13	11	3	1	1	3	2	3	0	3	14	0	0	4	2	0	0	2	0	0	0	0	0	0	2	14	19	0	0	0	3	2	5			
		Total # of Poles								37	Total # of Poles								23	Total # of Poles								4	Total # of Poles								43
		District Rank								3	District Rank								4	District Rank								5	District Rank								2
John Spring Neighborhood Historic District																																					
# of Poles																																					
		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
Miracle Mile Historic District																																					
# of Poles		0								0								0								0											
		Total # of Poles								0	Total # of Poles								0	Total # of Poles								0	Total # of Poles								0
		District Rank								1	District Rank								1	District Rank								6	District Rank								1
West University Historic District																																					
# 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								10	District Rank								0
SUMMARY																																					
		Total # of Poles								37	Total # of Poles								23	Total # of Poles								6	Total # of Poles								48
		Rank Summary by Route								4	Rank Summary by Route								6	Rank Summary by Route								31	Rank Summary by Route								7

DMP TABLE E				Routes from DeMoss-Petrie to Vine								
Historic Light fixtures within 800' Route Buffer												
	Route A			Route B			Route C			Route D		
	# of Lights	%	Rank	# of Lights	%	Rank	# of Lights	%	Rank	# 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		Routes from DeMoss-Petrie to Vine											
Historic Contributing Properties in 800' Route Buffer		Route A			Route B			Route C			Route D		
		# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	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%			0%	
Number of properties built between 1920 to 1949			0%			0%			0%		10	71%	1
Number of properties built between 1950 to 1969			0%			0%			0%		4	29%	1
Number of properties post 1970			0%			0%			0%			0%	
Total of all Contributing properties per District		0			0			0			14		
District Rank Subtotal				0			0			0			2
Catalina Vista 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%			0%	
Number of properties built between 1920 to 1949			0%			0%			0%		30	46%	2
Number of properties built between 1950 to 1969			0%			0%			0%		35	54%	2
Number of properties post 1970			0%			0%			0%			0%	
Total of all Contributing properties per District		0			0			0			65		
District Rank Subtotal				0			0			0			4
Feldman's Historic District													
Number of properties Individually Listed			0%			0%		1	0%	3		0%	
Number of landmark properties			0%			0%			0%			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%	2	207	79%	8		0%	
Number of properties built between 1950 to 1969			0%		7	14%	1	24	9%	2		0%	
Number of properties post 1970			0%		7	14%	1	12	5%	1		0%	
Total of all Contributing properties per District		0			49			261			0		
District Rank Subtotal				0			5			15			0
Jefferson Park 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%		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		139	45%	6	152	62%	6	30	54%	2	119	39%	6
Number of properties post 1970		14	5%	1	13	5%	1	4	7%	1	13	4%	1
Total of all Contributing properties per District		308		8	247			56			308		
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			0%			0%			0%			0%	
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			0%			0%			0%			0%	
Number of properties post 1970			0%			0%			0%			0%	
Total of all Contributing properties per District		0			0			15			0		
District Rank Subtotal				0			0			2			0
Miracle Mile 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%			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	1	25%	0	12	80%	1	1	25%	0
Number of properties post 1970			0%			0%			0%			0%	
Total of all Contributing properties per District		4		1	4			15			4		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			0%			0%			0%			0%	
Number of properties built between pre 1919			0%			0%		70	37%	3		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	4%	1		0%	
Number of properties post 1970			0%			0%		14	7%	1		0%	
Total of all Contributing properties per District		0			0			191			0		
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			0%			0%			0%			0%	
Number of properties built between pre 1919			0%			0%			0%			0%	
Number of properties built between 1920 to 1949			0%			0%			0%			0%	
Number of properties built between 1950 to 1969			0%			0%			0%			0%	
Number of properties post 1970			0%			0%			0%			0%	
Total of all Contributing properties per District		1			1			2			1		
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%	0	0	0%	0	0	0%	0
Number of properties built between pre 1919		0	0%	0	6	2%	2	93	17%	5	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
Number of properties post 1970		14	4%	1	20	7%	2	30	6%	3	13	3%	1
Total of all Contributing properties per District		313		9	301		0	540		0	392		1
District Rank Subtotal				27			20			37			25

DMP TABLE G				Routes from DeMoss-Petrie to Vine									
Access of Historic Contributing Properties along Route													
	Route A			Route B			Route C			Route D			
	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	# of Prop	%	Rank	
Blenman-Elm Historic District													
Contributing properties: face the route & access directly from route		0%			0%			0%			0%		
Contributing properties 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	
Catalina Vista Historic District													
Contributing properties: face the route & access directly from route		0%			0%			0%		20	95%	2	
Contributing properties 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		0%		
Contributing properties 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 properties 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		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 properties 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 properties whose side of the structure face the route	0	0%			0%		0	0%	0		0%		
Total Contributing properties directly on the route	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		0%		
Contributing properties 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			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 properties 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		4	17		1	68		11	81		2	
Route Rank Subtotal			6			3			19			9	

DMP TABLE H			Routes from DeMoss-Petrie to Vine									
Historic Landmark Signs in 800' Route Buffer												
	Route A			Route B			Route C			Route D		
	# of Landmarks	%	Rank	# of Landmarks	%	Rank	# of Landmarks	%	Rank	# of 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					
Historic district integrity					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					1
District Rank Subtotal	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
Size of historic district impacted					2
Historic Architectural Impression					2
District Rank Subtotal	0	0	0		8
Feldman's Historic District					
Historic district integrity				4	
Scale of the street adjacent to historic district				2	
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		6	5	1	8
Historic Architectural Impression		5	5	0	1
District Rank Subtotal	29	26	2		17
John Spring Neighborhood Historic District					
Historic district integrity				7	
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		1	1	3	1
Historic Architectural Impression		1	1	1	1
District Rank Subtotal	5	5	9		5
West University Historic District					
Historic district integrity				8	
Scale of the street adjacent to historic district				1	
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		0
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		5	5	5	5
Historic Architectural Impression		6	6	6	6
Rank Subtotal	19	19	19		19
SUMMARY OF HISTORIC ARCHITECTURAL RANKING					
Historic district integrity		6	6	25	9
Scale of the street adjacent to historic district		12	12	8	9
Scale of adjacent historic & non-historic structures along route		11	9	14	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

composed of multiple contributing properties that—as a collective whole—convey significance in terms of 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. Each contributing property in a NRHP historic district must maintain enough of its original qualities to visibly convey its significance. These qualities of integrity include: location, design, setting, materials, workmanship, feeling, and association. A National Register Historic District must contain a minimum of 51 percent contributing properties within its boundaries.”

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

City. The purposes of the Neighborhood Preservation Zone (NPZ) are: A. To provide a process for the establishment of NPZ districts to preserve, protect and enhance the unique character and historical resources of established City neighborhoods; and, B. To provide for the creation and establishment of a neighborhood-specific design manual for each NPZ district, containing architectural and design standards and guidelines to ensure that development is compatible with the neighborhood character overall, as well as with the character of the applicable Development Zone.” The City of Tucson requires that a project in a NPZ follow specific design requirements for that specific neighborhood and is required to follow additional review processes by the Tucson Pima County Historic Commission and City of Tucson Historic Preservation Office.

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 areas have been established as: Main Gate, Grant Road and Sunshine Mile.

B. Abbreviations

AZSHPO: Arizona State Historic Preservation Office

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

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: <https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-development-services/historic-preservation/documents/armorypark.pdf> and https://codelibrary.amlegal.com/codes/tucson/latest/tucson_az_udc/0-0-0-11991

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: <https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-development-services/historic-preservation/documents/elpresidio.pdf> and https://codelibrary.amlegal.com/codes/tucson/latest/tucson_az_udc/0-0-0-12026

Feldman's Historic District: https://www.tucsonaz.gov/files/sharedassets/public/v/1/pdsd/documents/planning-amp-zoning/feldmans_neighborhood_preservation_zone_design_manual.pdf

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: <http://dunbarspring.org/documents/dunbarspring-community-development-plan-1995>

Miracle Mile Historic District: No Design Guidelines or Manuals identified

Pie Allen Residential Historic District: https://www.rinconheights.com/uploads/1/5/5/7/15579966/rincon_heights_and_pie_allen_npz_design_manual_-_final_3-3-23.pdf

Rincon Heights Historic District: https://www.rinconheights.com/uploads/1/5/5/7/15579966/rincon_heights_and_pie_allen_npz_design_manual_-_final_3-3-23.pdf

Sam Hughes Residential Historic District: No Design Guidelines or Manuals identified, only a Neighborhood Plan: https://www.tucsonaz.gov/files/sharedassets/public/v/1/pdsd/documents/areaneighborhood-plans/shnp_final_adopted_.pdf

Sunshine Mile Historic District: https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-development-services/documents/smd_document_final_9-14-21.pdf

Warehouse Historic District: No Design Guidelines or Manuals identified. Specific City of Tucson Zoning requirements: https://codelibrary.amlegal.com/codes/tucson/latest/tucson_az_udc/0-0-0-23421

West University Historic District: <https://www.tucsonaz.gov/files/sharedassets/public/v/1/city-services/planning-development-services/historic-preservation/documents/wuhzabguides7.22.15final.pdf> and https://codelibrary.amlegal.com/codes/tucson/latest/tucson_az_udc/0-0-0-12101

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:

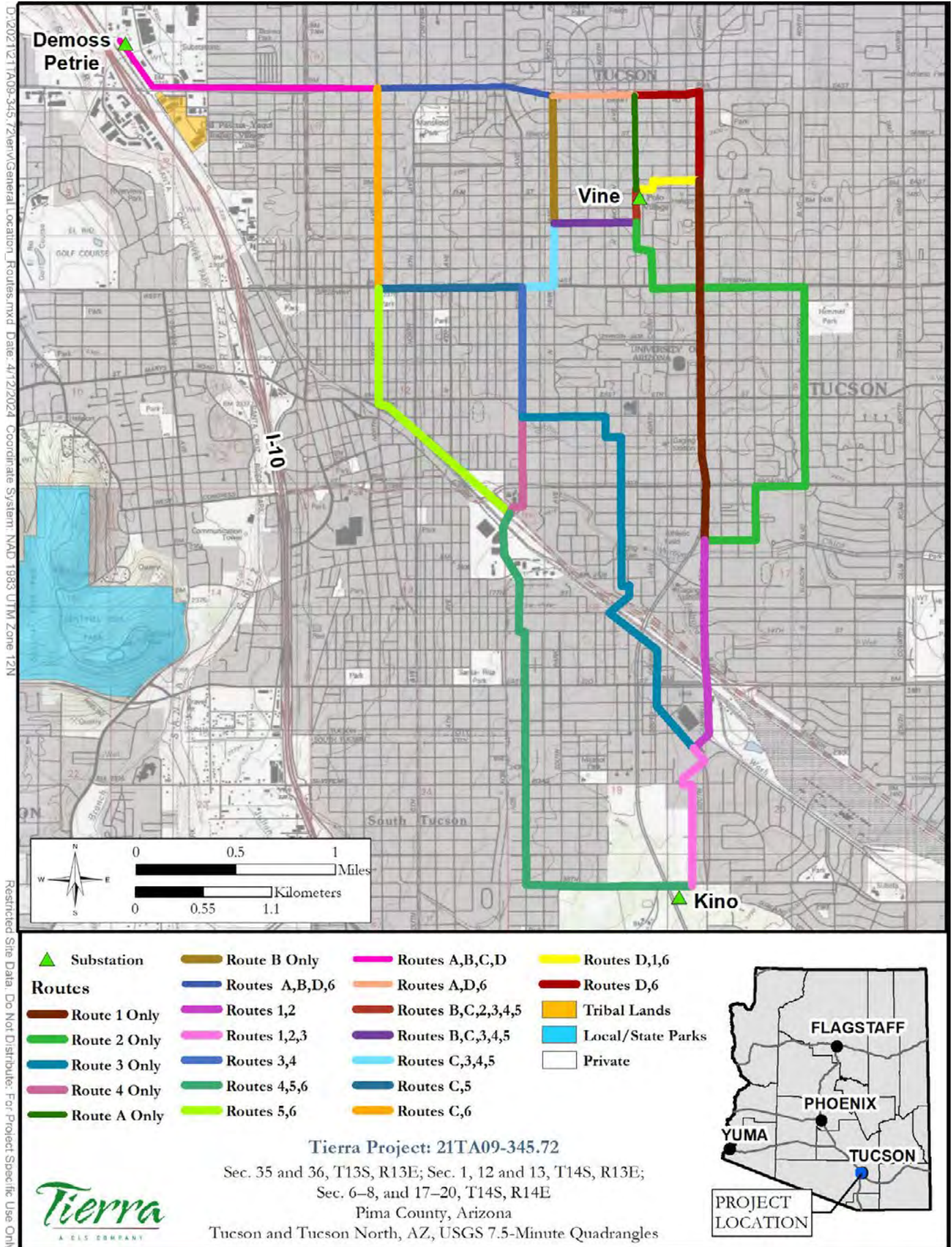
<https://www.nps.gov/tps/standards.htm>

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

Project location detail with 10 proposed routes



Appendix D. FEMA FIRM 04019C1688L & 04019C2276L

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 (FIPZONE 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 <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NINGS12
National Geodetic Survey
SSM/C-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.

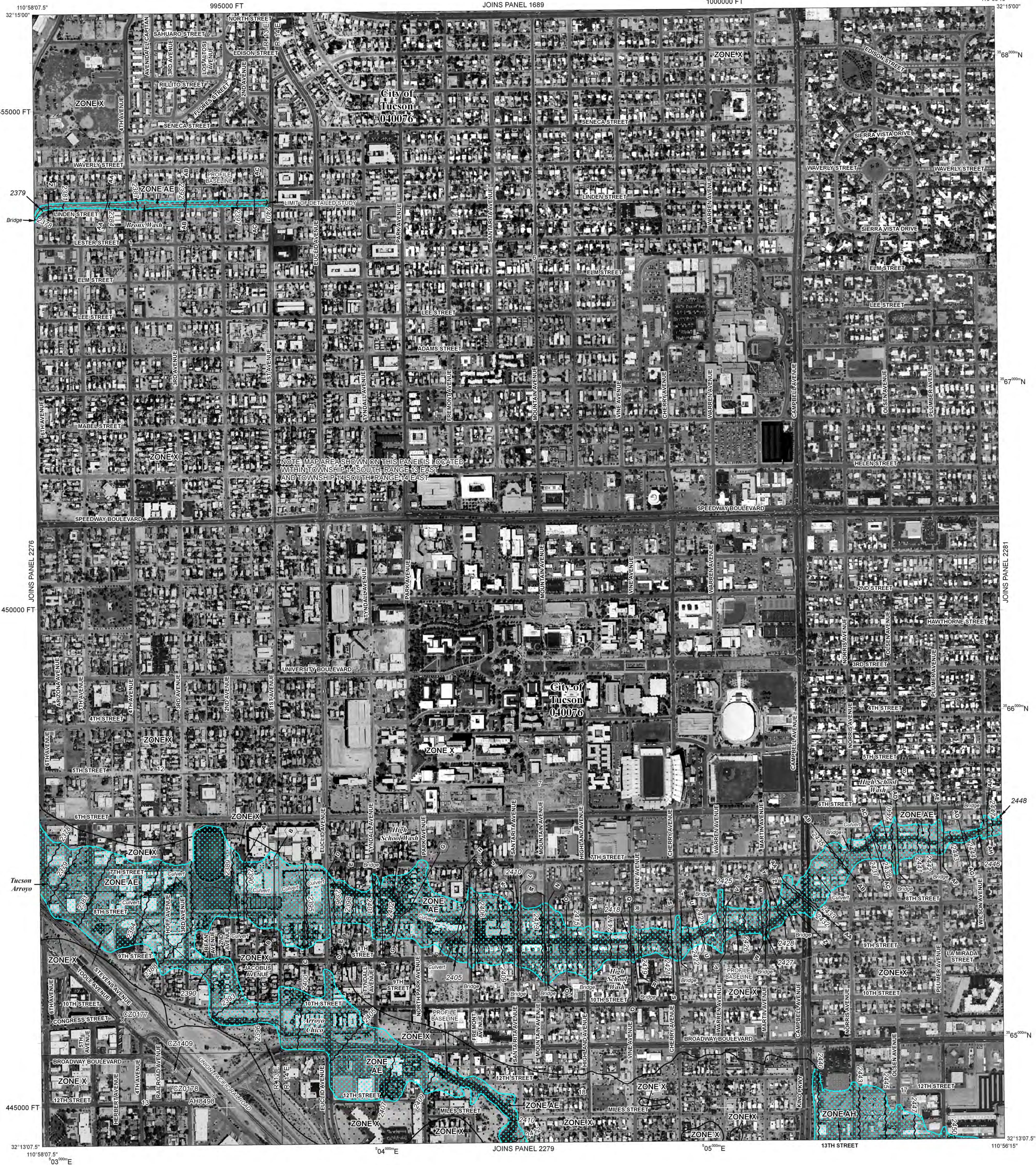
This map may reflect more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As 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 <http://msc.fema.gov>. 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.

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



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equalled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently derelict. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

Areas determined to be outside the 0.2% annual chance floodplain.

Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

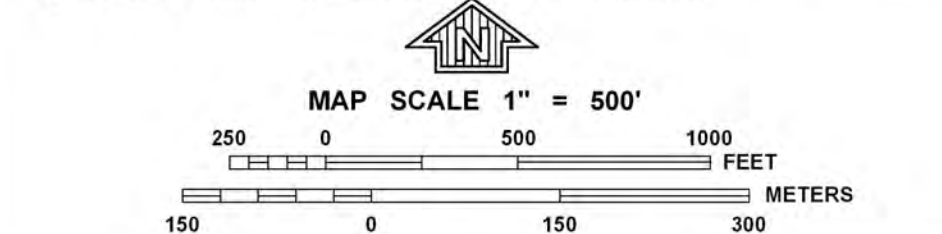
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Limit of Moderate Wave Action
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 1000-meter Universal Transverse Mercator grid values, zone
- 5000-foot grid values: Arizona State Plane coordinate system, Central zone (FIPSPZONE 0202), Transverse Mercator projection
- Bench mark (see explanation in Notes to Users section of this FIRM panel)
- River Mile
- MAP REPOSITORY
- Refer to listing of Map Repositories on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
- February 8, 1999
- EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
- June 16, 2011 - to update corporate limits, to change Base Flood Elevations and Special Flood Hazard Areas, to update map format, to add roads and road names, and to incorporate previously issued Letters of Map Revision.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 2277L

FIRM
FLOOD INSURANCE RATE MAP

PIMA COUNTY, ARIZONA
AND INCORPORATED AREAS

PANEL 2277 OF 4750
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
TUCSON, CITY OF	040076	2277	L

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
04019C2277L

MAP REVISED
JUNE 16, 2011

Federal Emergency Management Agency



Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT

COMMUNITY AND REVISION INFORMATION		PROJECT DESCRIPTION	BASIS OF REQUEST
COMMUNITY	City of Tucson Pima County Arizona	CULVERT	HYDRAULIC ANALYSIS HYDROLOGIC ANALYSIS UPDATED TOPOGRAPHIC DATA
	COMMUNITY NO.: 040076		
IDENTIFIER	Tucson Arroyo/High School Wash LOMR	APPROXIMATE LATITUDE & LONGITUDE: 32.228, -110.978 SOURCE: USGS QUADRANGLE DATUM: NAD 83	
ANNOTATED MAPPING ENCLOSURES		ANNOTATED STUDY ENCLOSURES	
TYPE: FIRM* NO.: 04019C2276L DATE: June 16, 2011 TYPE: FIRM* NO.: 04019C2277L DATE: June 16, 2011 TYPE: FIRM* NO.: 04019C2279L DATE: June 16, 2011		DATE OF EFFECTIVE FLOOD INSURANCE STUDY: September 28, 2012 PROFILE(S): 19P, 111P, 250P, 251P and 252P PROFILE(S) NEW: 111P(a) AND 250P(a) SUMMARY OF DISCHARGES TABLE: TABLE 6	

Enclosures reflect changes to flooding sources affected by this revision.

* FIRM - Flood Insurance Rate Map

FLOODING SOURCE(S) & REVISED REACH(ES)

See Page 2 for Additional Flooding Sources

High School Wash - from the confluence with Tucson Arroyo to approximately 200 feet upstream of N. Euclid Avenue

SUMMARY OF REVISIONS

Flooding Source	Effective Flooding	Revised Flooding	Increases	Decreases
High School Wash	Zone AE	Zone AE	YES	YES
	Zone X (shaded)	Zone X (shaded)	YES	YES
	Zone X (unshaded)	Zone X (unshaded)	YES	NONE
	BFEs	BFEs	YES	YES

* BFEs - Base Flood Elevations

DETERMINATION

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 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

15-09-2298P

102-I-A-C



Federal Emergency Management Agency

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 REVISIONS

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>.

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



Federal Emergency Management Agency

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>.

A handwritten signature in black ink, appearing to read "Luis Rodriguez".

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



Federal Emergency Management Agency

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>.

A handwritten signature in black ink, appearing to read "Luis Rodriguez".

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



Federal Emergency Management Agency
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

https://www.floodmaps.fema.gov/fhm/Scripts/bfe_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>.

A handwritten signature in black ink, appearing to read "Luis Rodriguez".

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

TABLE 6 – SUMMARY OF DISCHARGES - continued

FLOODING SOURCE AND LOCATION	DRAINAGE AREA (sq. miles)	PEAK DISCHARGES (cfs)			
		10-PERCENT	2-PERCENT	1-PERCENT	0.2-PERCENT
ANKLAM WASH					
At Silverbell Road	3.0	1,360	3,450	4,500	*
ARCADIA WASH		*			
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		*	1,117	*
ARROYO CHICO					
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	*	*	986	*
ATTERBURY WASH					
Upstream 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-Ajo Highway)	48.8	*	*	8,872	*
South of Tucson-Ajo Highway, west of Vahalla Road	26.4	*	*	4,904	*
At the middle of Section 9, north of Valencia Road and east of Vahalla Road	24.2	*	*	6,703	*
South of Valencia Road, near 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 Camino Verde Road	2.0	*	*	902	*

*Data not available

Revised Data

Revised by LOMR effective
September 29, 2014REVISED TO
REFLECT LOMR
EFFECTIVE: June 13, 2016

TABLE 6 – SUMMARY OF DISCHARGES - continued

FLOODING SOURCE AND LOCATION	DRAINAGE AREA	PEAK DISCHARGES (cfs)			
	(sq. miles)	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 Verde Creek	2.5	*	*	4,490	*
At Speedway Boulevard	1.7	*	*	3,308	*
At Broadway Boulevard	0.9	*	*	1,974	*
FLOWING WELLS WASH					
At Higgins Lane	6.1	*	*	3,013	*
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					
At Hartman Lane	9.52	*	*	2,152	*
HIDDEN HILLS WASH					
At confluence with Tanque Verde Creek	2.05	*	*	1,909	*
Approximately 900 feet downstream of Wrightstown Road	1.24	*	*	1,193	*
At Broadway Boulevard	0.84	*	*	2,850	*
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	*
IDLE HOUR WASH					
At confluence with Santa Cruz River	6.6	*	*	7,675	*

Revised

Revised Data

*Data not available

¹High School Wash overflow discharge

**REVISED TO
REFLECT LOMR
EFFECTIVE: June 13, 2016**

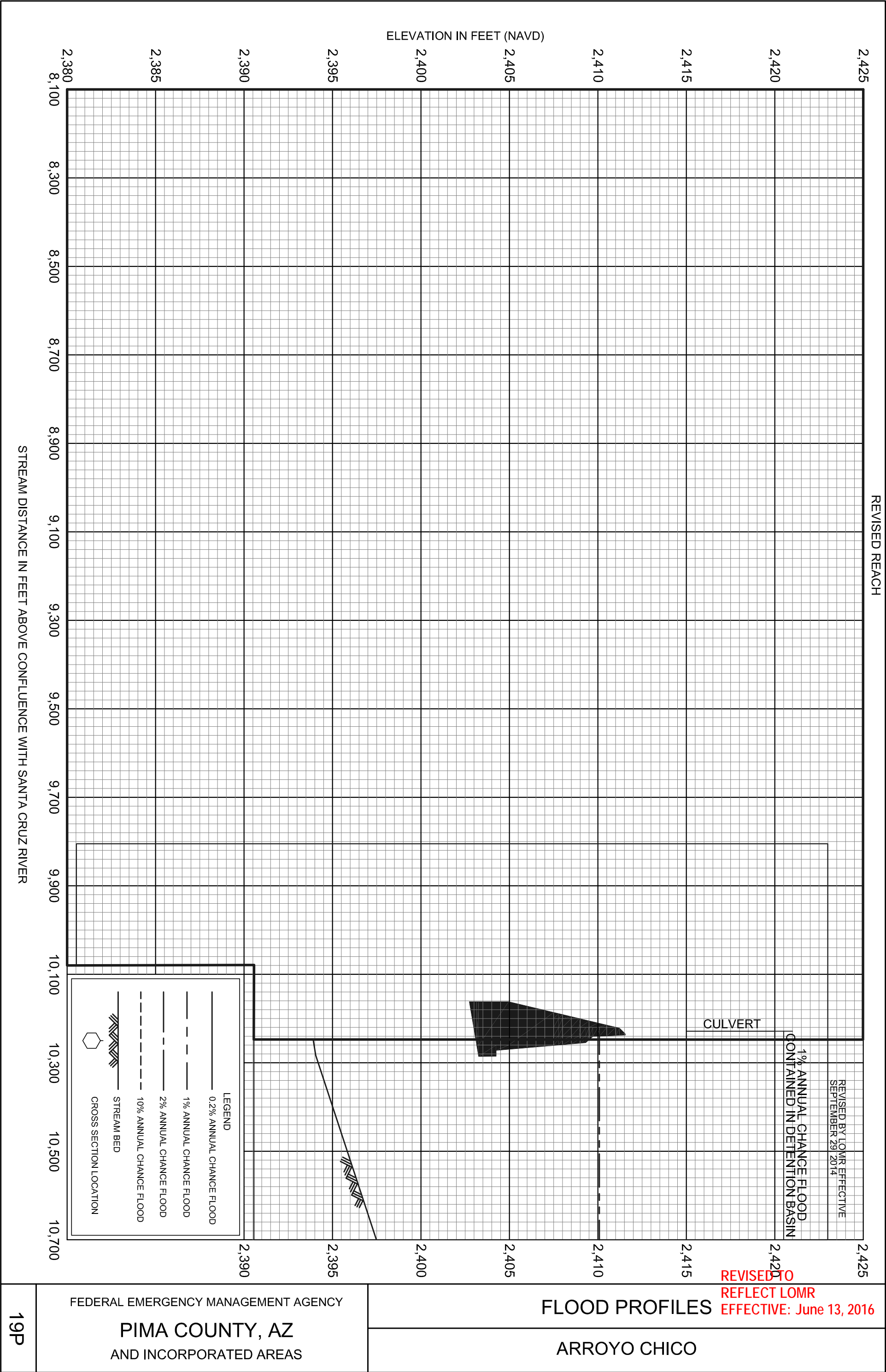
TABLE 6 – SUMMARY OF DISCHARGES - continued

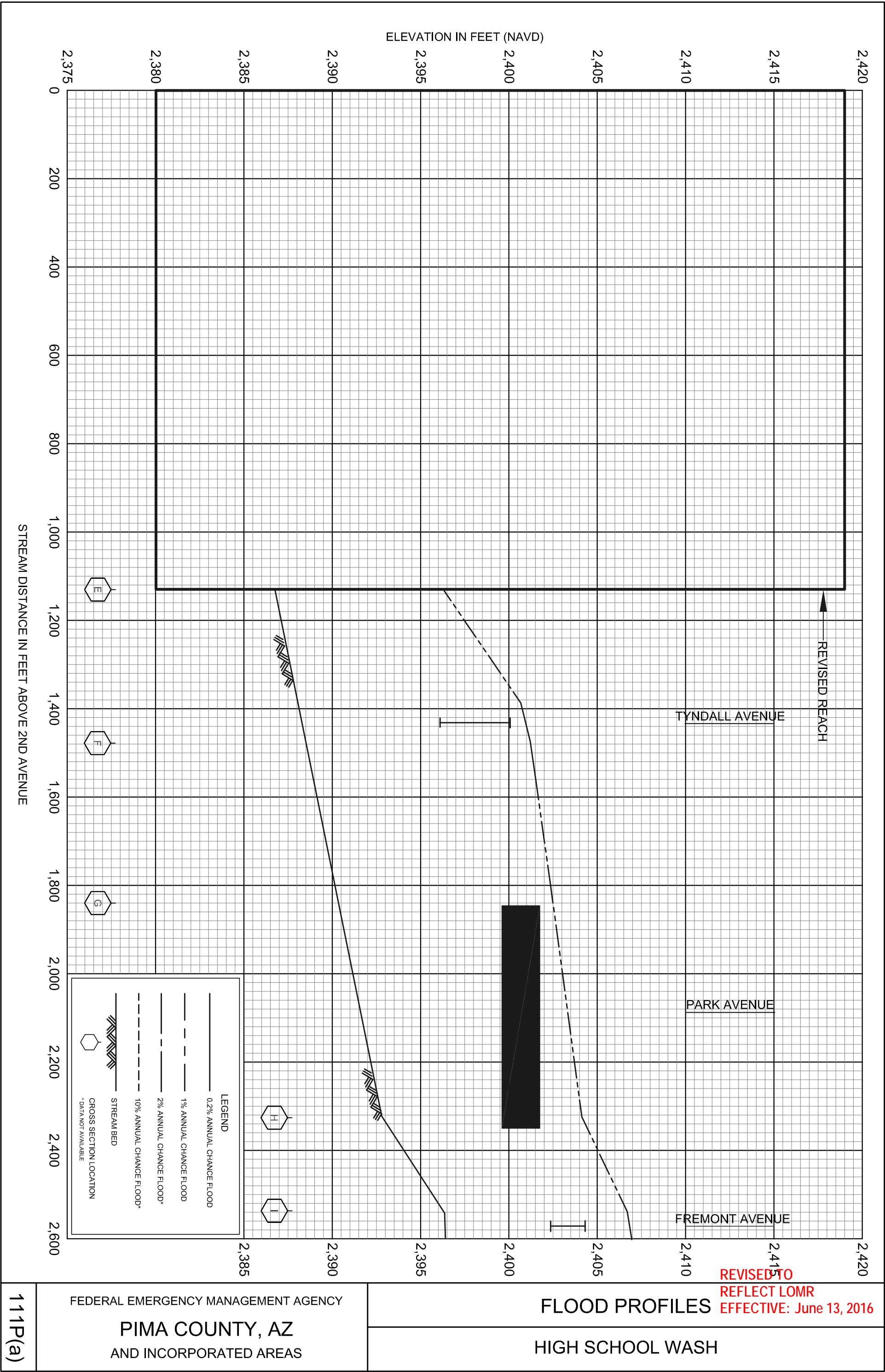
FLOODING SOURCE AND LOCATION	DRAINAGE AREA (sq. miles)	PEAK DISCHARGES (cfs)			
		10-PERCENT	2-PERCENT	1-PERCENT	0.2-PERCENT
TUCSON ARROYO					
Just upstream of West Interstate 10 Frontage Road	10.70	2,078	3,020	3,321	4,278
Just upstream of St. Mary’s Road	10.66	2,055	2,985	3,287	4,223
Just upstream of Perry Avenue	10.63	2,051	2,977	3,282	4,212
UNNAMED TRIBUTARY TO ROLLERCOASTER WASH					
Approximately 300 feet upstream of confluence with 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 Road	15.87	7,271	12,547	45,939	25,162
Downstream of confluence with Esperero Canyon Wash	14.14	8,122	14,053	17,753	27,253
Upstream of Esperero Canyon Wash	7.94	5,271	9,151	11,484	17,544
Upstream of Sunrise Road	6.98	5,378	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	*

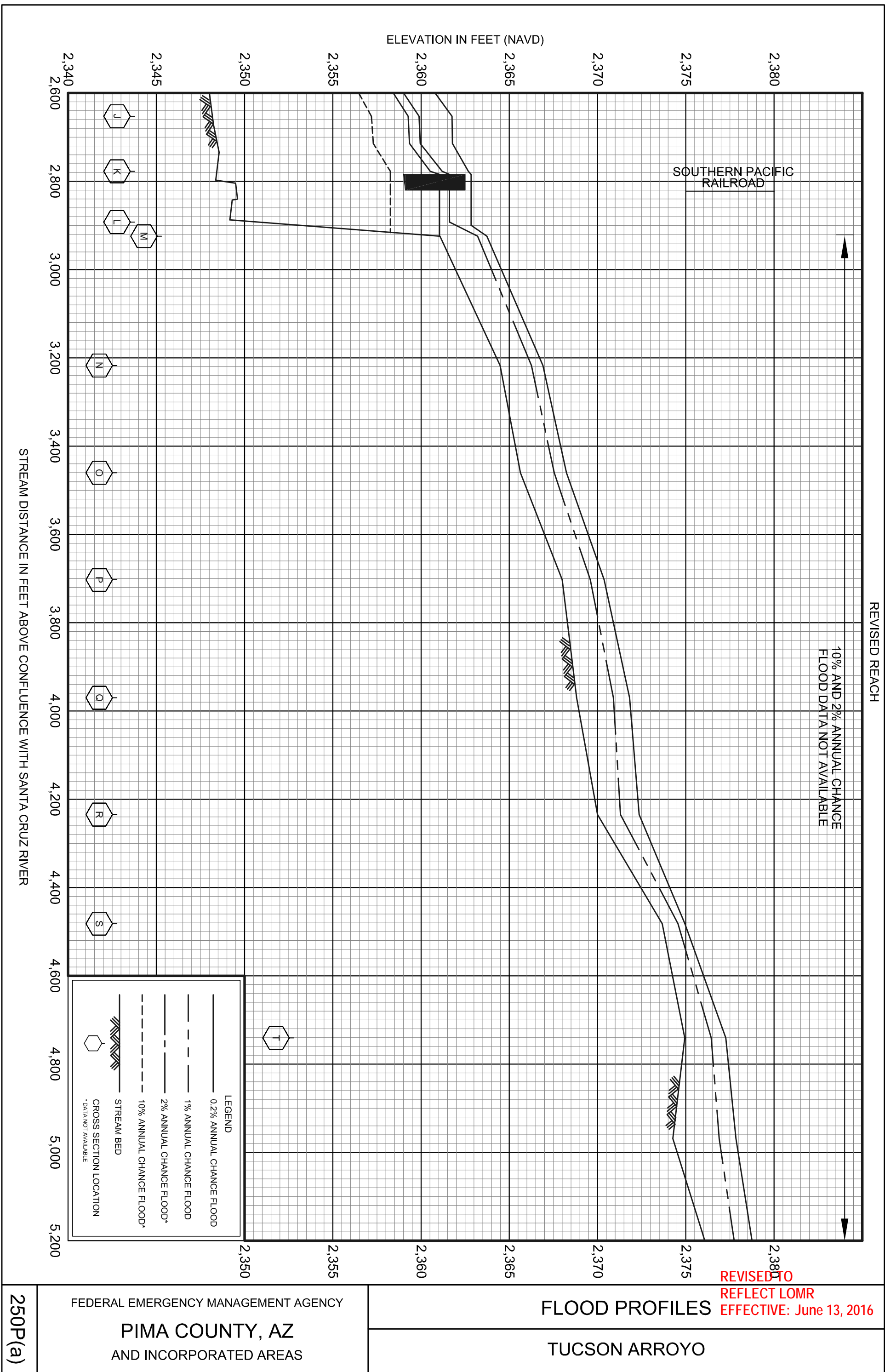
Revised Data

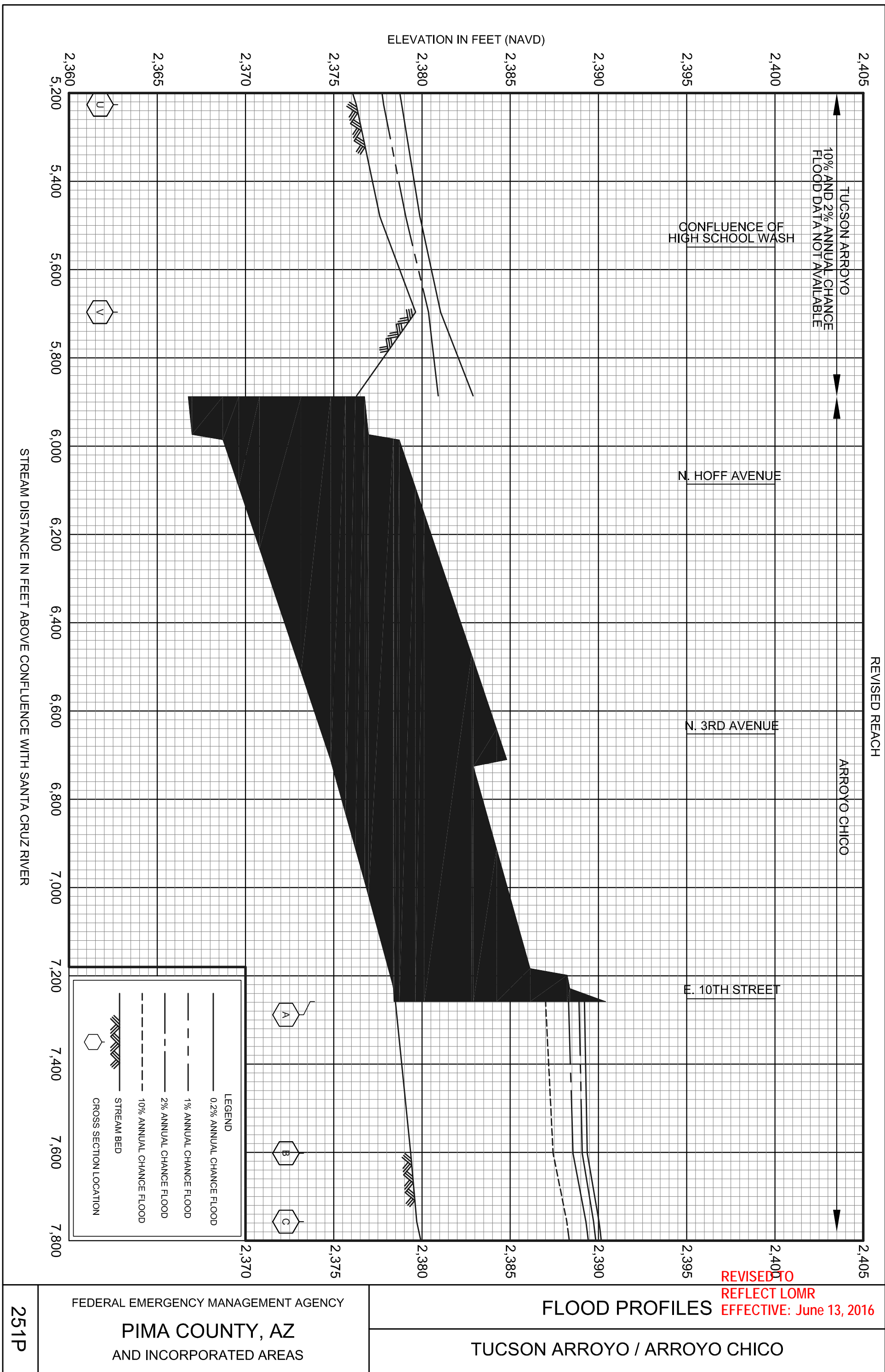
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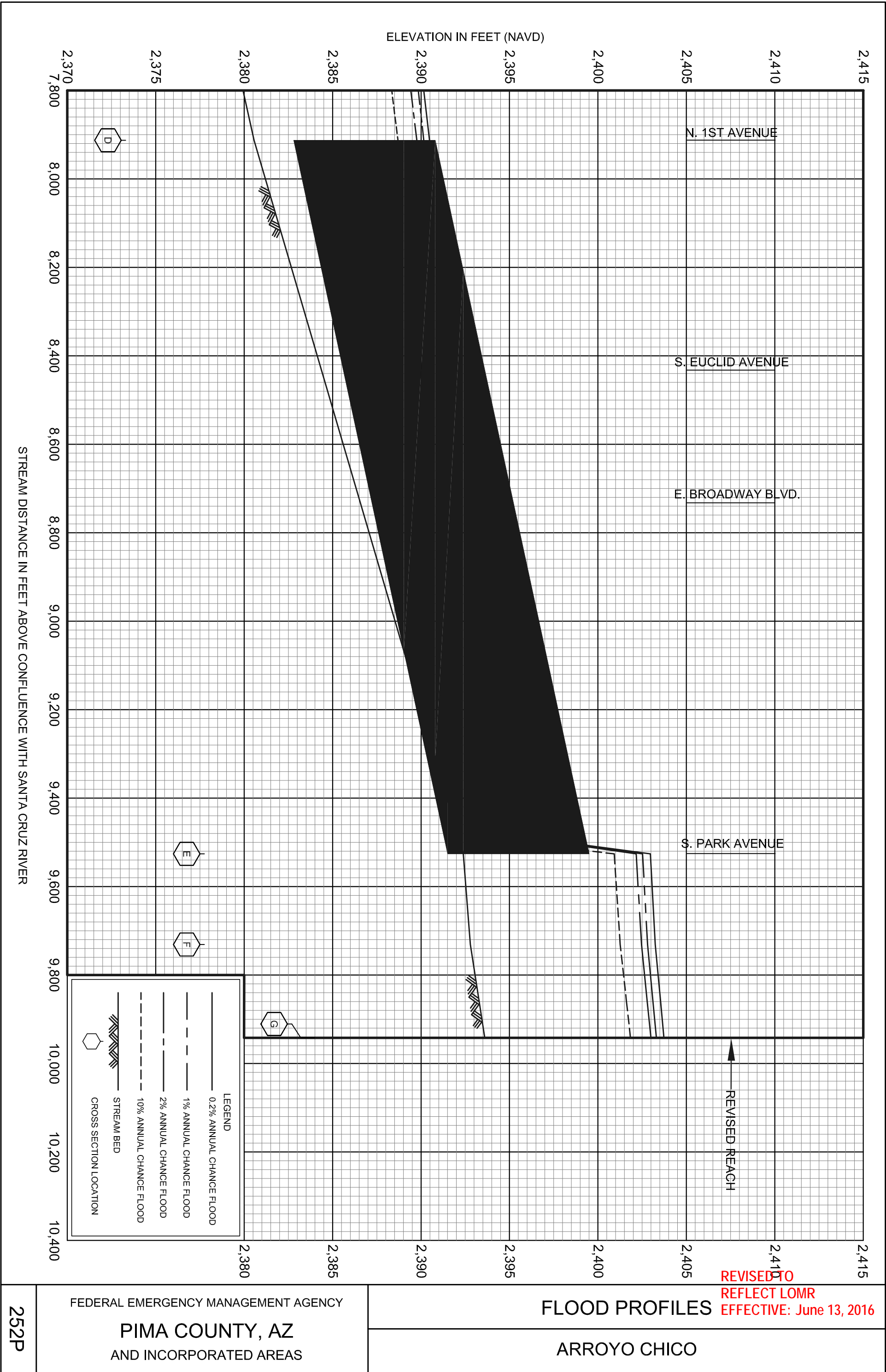
REVISED TO
REFLECT LOMR
EFFECTIVE: June 13, 2016

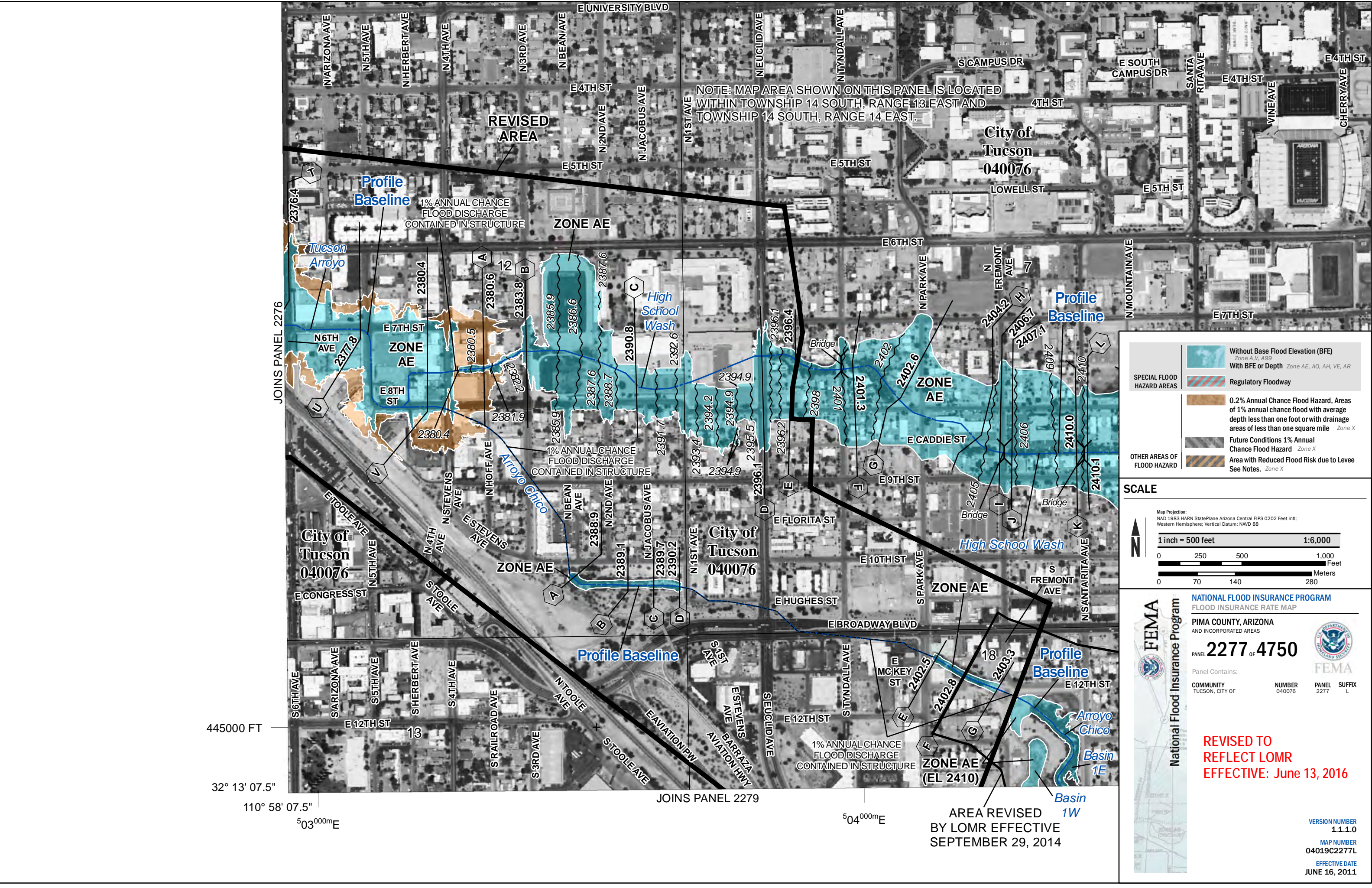












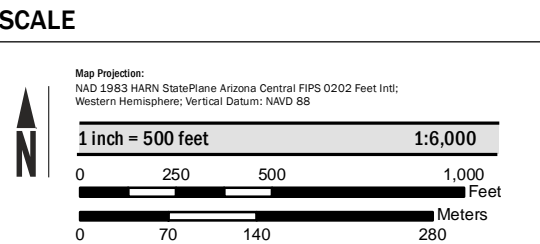
NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 14 SOUTH, RANGE 13 EAST AND TOWNSHIP 14 SOUTH, RANGE 14 EAST.

City of
Tucson
040076

City of
Tucson
040076

City of
Tucson
040076

- Without Base Flood Elevation (BFE)
Zone A, V, A99
- With BFE or Depth
Zone AE, AO, AH, VE, AR
- Regulatory Floodway
- 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 Chance Flood Hazard
Zone X
- Area with Reduced Flood Risk due to Levee
See Notes.
Zone X



FEMA
National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PIMA COUNTY, ARIZONA
AND INCORPORATED AREAS

PANEL **2277** OF **4750**

Panel Contains:
COMMUNITY TUCSON, CITY OF NUMBER 040076 PANEL 2277 SUFFIX L

REVISED TO REFLECT LOMR EFFECTIVE: June 13, 2016

VERSION NUMBER 1.1.1.0
MAP NUMBER 04019C2277L
EFFECTIVE DATE JUNE 16, 2011



Appendix E. Photo Simulation Package

See attached Appendix



Midtown Reliability Project

Visual Simulation Package

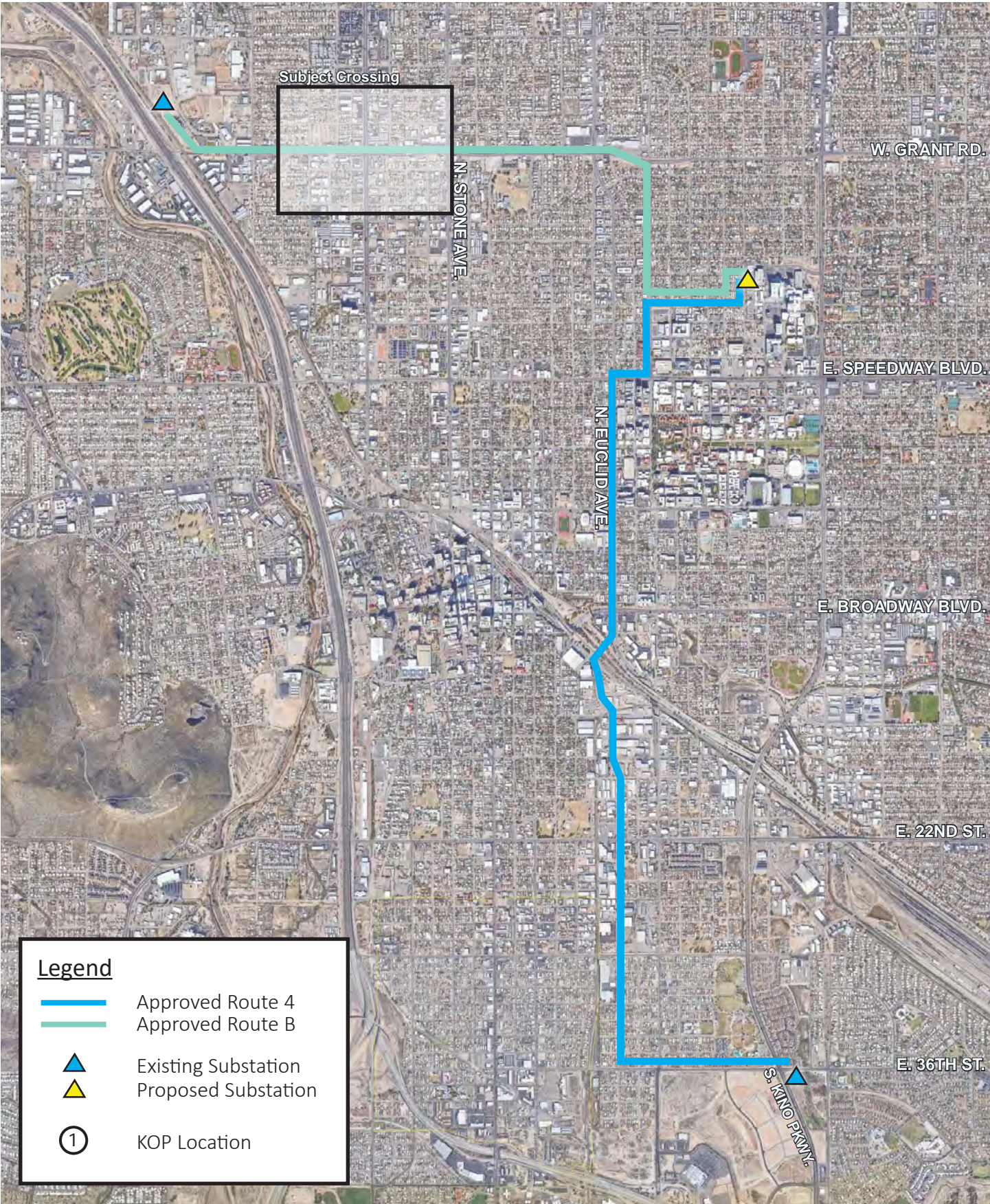
Approved Route 4B

W. Grant Rd./N. Oracle Rd.

Prepared By:
Jeremy Palmer | Sole Proprietor

September 30th, 2024

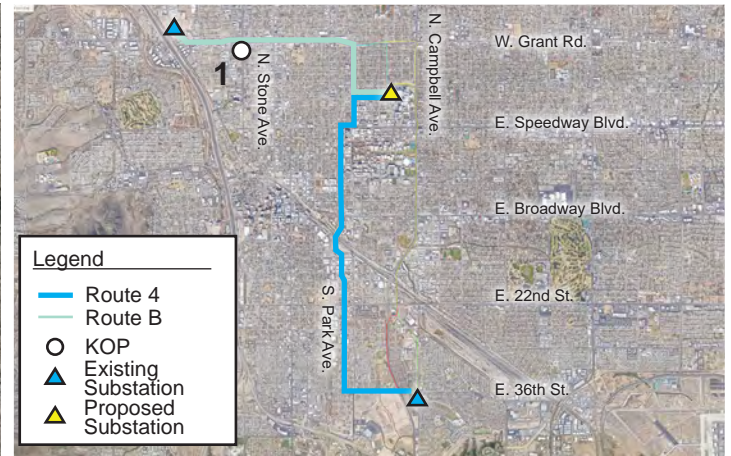
Midtown Reliability Project
Key Observation Point (KOP) - Key Map



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



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: 24mm | F-Stop: f/9 | ISO:100
- Dimensions in pixel: 6240 x 4160

KOP

- Representative View for: Commercial and Residential
- Location: 2321 N. Oracle Rd.
- Latitude: 32°14'58.12"N; Longitude:110°58'40.21"W
- View Point Elevation at Eye Level: 2,365 ft.
- Looking: north
- Poles Visible: Alternative B structures
- Image File Name: IMG_4288.JPG

Simulation Notes

- Photo Taken: September 21, 2024 at 12:11 pm
- The image is based on a single photo and represent approximately 73.7 degree horizontal field of view.
- This view is approximately 276 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) #1



Current Condition



Simulated Condition

Route B - Weathered Finish

Key Observation Point (KOP) #1



Current Condition



Simulated Condition

Route B - Galvanized Finish

Key Observation Point (KOP) #1



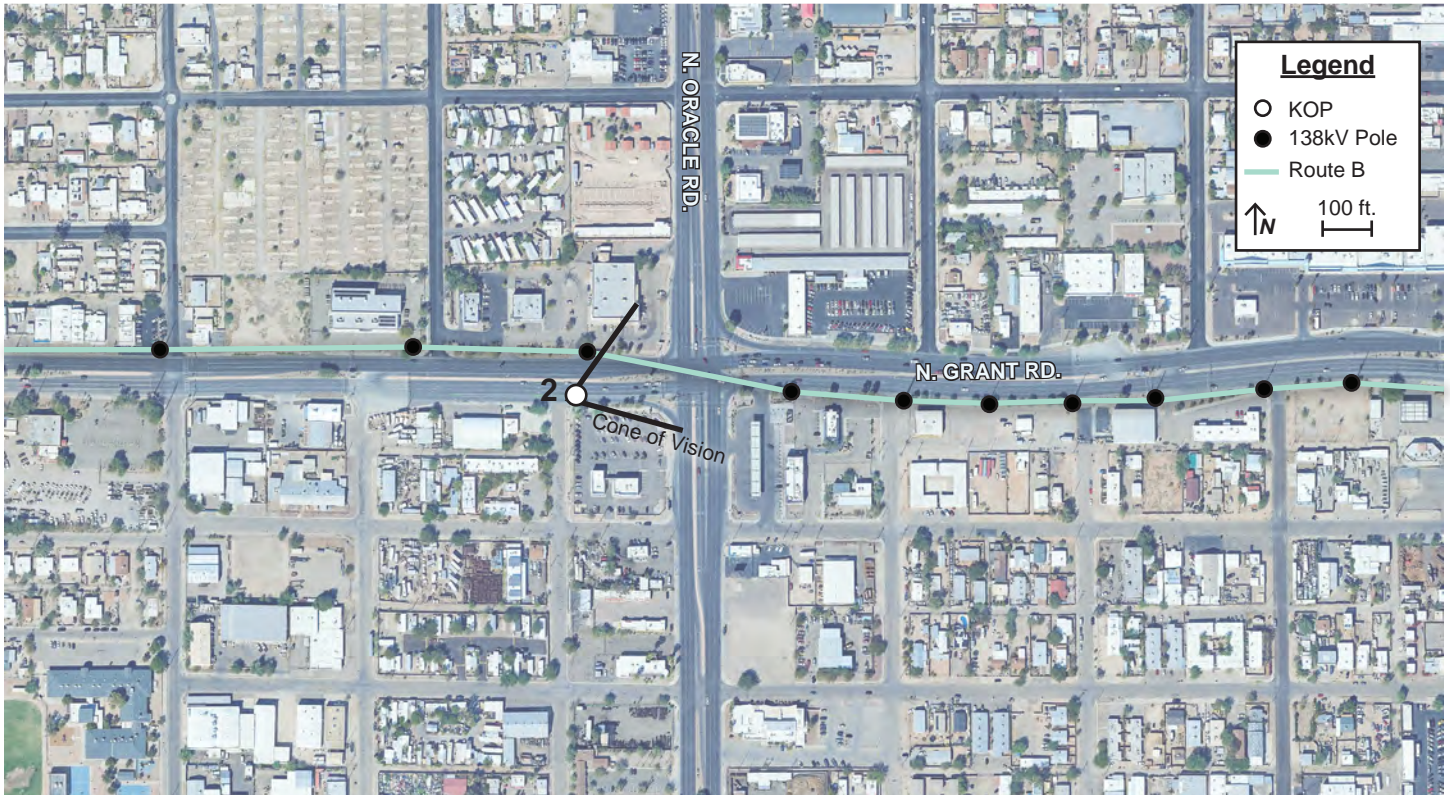
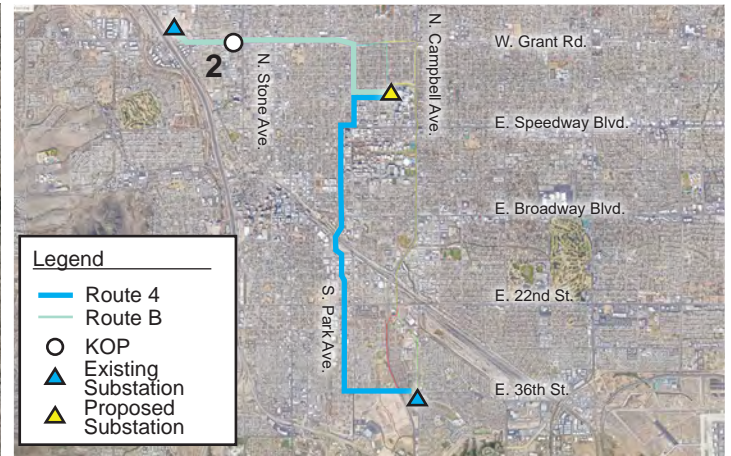
Current Condition



Simulated Condition

Route B - Mojave Sage Finish

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: Commercial and Residential
- Location: 475 W. Grant Rd.
- Latitude: 32°15'0.14"N; Longitude: 110°58'44.34"W
- View Point Elevation at Eye Level: 2,360 ft.
- Looking: east
- Poles Visible: Alternative B structures
- Image File Name: IMG_4373.JPG

Simulation Notes

- Photo Taken: September 21, 2024 at 12:26 pm
- The image is based on a single photo and represent approximately 73.7 degree horizontal field of view.
- This view is approximately 519 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.

Key Observation Point (KOP) #2



Current Condition



Simulated Condition

Route B - Weathered Finish

Key Observation Point (KOP) #2



Current Condition



Simulated Condition

Route B - Galvanized Finish

Key Observation Point (KOP) #2



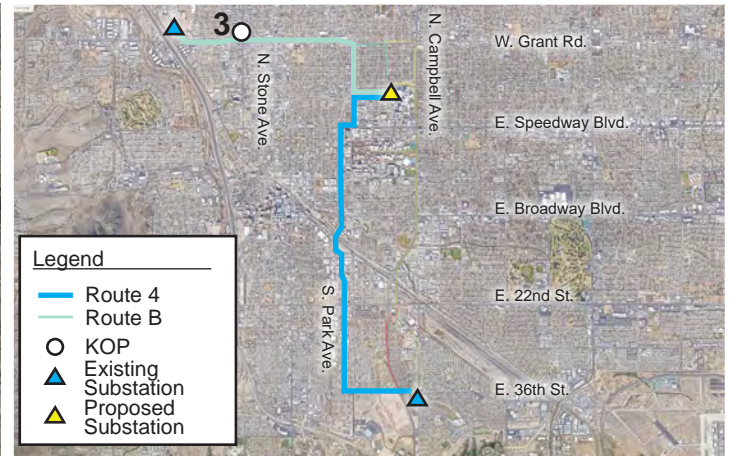
Current Condition



Simulated Condition

Route B - Mojave Sage Finish

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/10 | ISO:100
- Dimensions in pixel: 6240 x 4160

KOP

- Representative View for: Commercial and Residential
- Location: 2421 N. Oracle Rd.
- Latitude: 32°15'3.48"N; Longitude: 110°58'41.83"W
- View Point Elevation at Eye Level: 2,364 ft.
- Looking: south
- Poles Visible: Alternative B structures
- Image File Name: IMG_4365.JPG

Simulation Notes

- Photo Taken: September 21, 2024 at 12:22 pm
- The image is based on a single photo and represent approximately 73.7 degree horizontal field of view.
- This view is approximately 432 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.

Key Observation Point (KOP) #3



Current Condition



Simulated Condition

Route B - Weathered Finish

Key Observation Point (KOP) #3



Current Condition



Simulated Condition

Route B - Galvanized Finish

Key Observation Point (KOP) #3

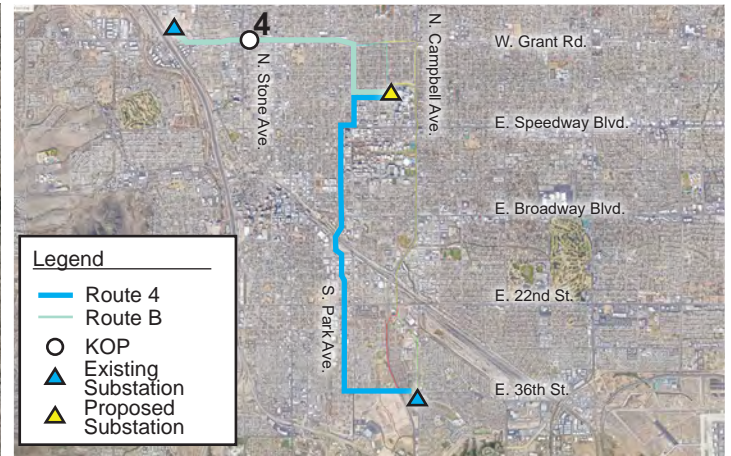


Current Condition



Simulated Condition

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/9 | ISO:100
- Dimensions in pixel: 6240 x 4160

KOP

- Representative View for: Commercial and Residential
- Location: 332 W. Grant Rd.
- Latitude: 32°15'3.48"N; Longitude: 110°58'41.83"W
- View Point Elevation at Eye Level: 2,363 ft.
- Looking: west
- Poles Visible: Alternative B structures
- Image File Name: IMG_4340.JPG

Simulation Notes

- Photo Taken: September 21, 2024 at 12:18 pm
- The image is based on a single photo and represent approximately 73.7 degree horizontal field of view.
- This view is approximately 546 feet east 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) #4



Current Condition



Simulated Condition

Route B - Weathered Finish

Key Observation Point (KOP) #4



Current Condition



Simulated Condition

Route B - Galvanized Finish

Key Observation Point (KOP) #4



Current Condition



Simulated Condition

Appendix F. Neighborhood Meeting Summary

See attached Appendix

Neighborhood Meeting Summary Report

Tuesday, October 15, 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, 11 days prior to the date of the neighborhood meeting. A copy of the mailing certification is 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.

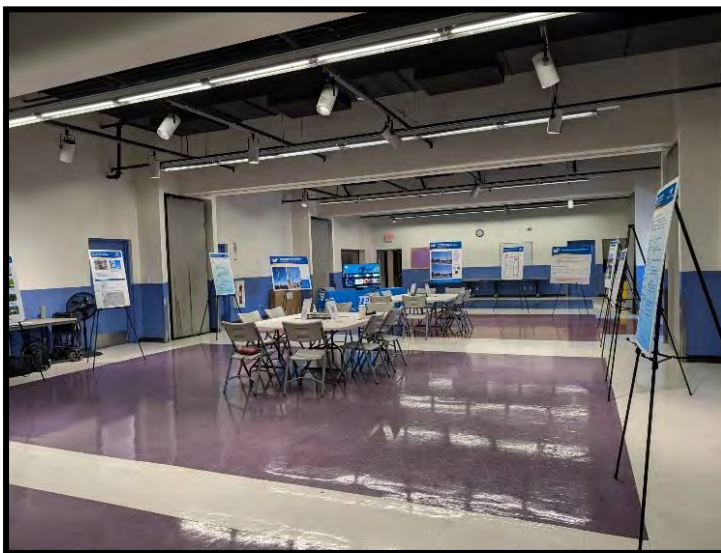
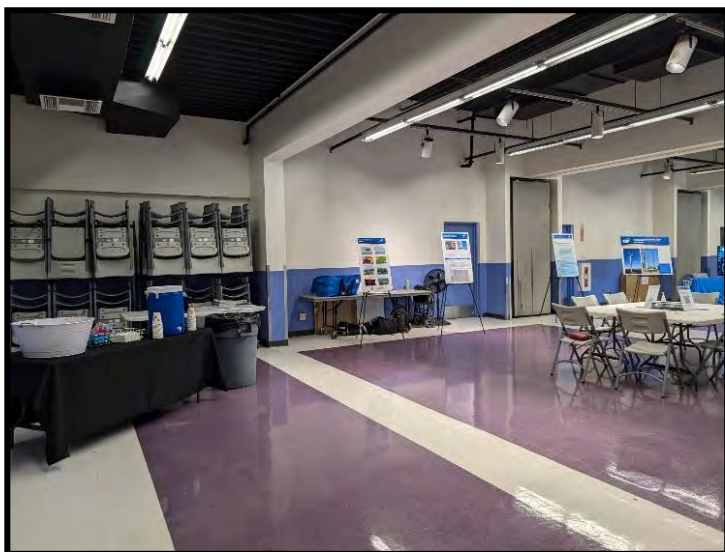
The meeting invitation was also shared with the chair of the Tucson Pima County Historical Commission Plans Review Subcommittee (TPCHC PRS), Terry Majewski, via email the evening of Thursday, October 10, 2024. Ms. Majewski requested the meeting invitations during a courtesy review of the Subject Routes 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 the morning of 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 on the day of the neighborhood meeting (Attachment 6). TEP received general comments in response to the courtesy email notification. Comments included questions on why the meeting was in-person and not virtual, concerns that the email notification was sent with too short of notice, and opposition to the transmission line being overhead.

2. Meeting Summary

The neighborhood meeting was held Tuesday, October 15, 2024 at the Donna R. Liggins Recreation Center, located at 2160 N 6th Avenue, Tucson, AZ from 5:00PM to 7:00PM. 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. (See Attachment 7 for Project Posters).



In attendance at the meeting were TEP staff including the Project Manager, Government Liaison, Project Engineer, and Environmental and Land Use Planner. 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 one attendee, the President of the Sugar Hill Neighborhood Association, Jack Anderson.

3. Comment

General project comments were received via email and phone prior to the neighborhood meeting, and verbal comments were shared with TEP staff at the neighborhood meeting.

3.1 Verbal Comments at the Neighborhood Meeting

One attendee visited the open house to learn about the transmission line and Subject Crossing. His inquiries pertained to what the project was and where it was located. He stated that he was supportive of the project, offered to help, and extended an invitation to share details of the project with his neighborhood association at an upcoming meeting.

3.2 Written Comments

No written comments were submitted at the neighborhood meeting.

Attachment 1

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*.

Tuesday, October 15 • 5 - 7:00 p.m.

Donna R. Liggins Recreation Center
2160 N 6th Ave. • Tucson, AZ 85705

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 Grant and Oracle

Tuesday, October 15 • 5 - 7:00 p.m.
Donna R. Liggins Recreation Center

(Vea la invitación en español adentro)



Neighborhood Meeting Invitation

Tuesday, October 15 • 5 - 7:00 p.m.

Donna R. Liggins Recreation Center
2160 N 6th Ave. • Tucson, AZ 85705

TEP Midtown Reliability Project Special Exception Land Use Permit for the Intersection of Grant and Oracle

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.

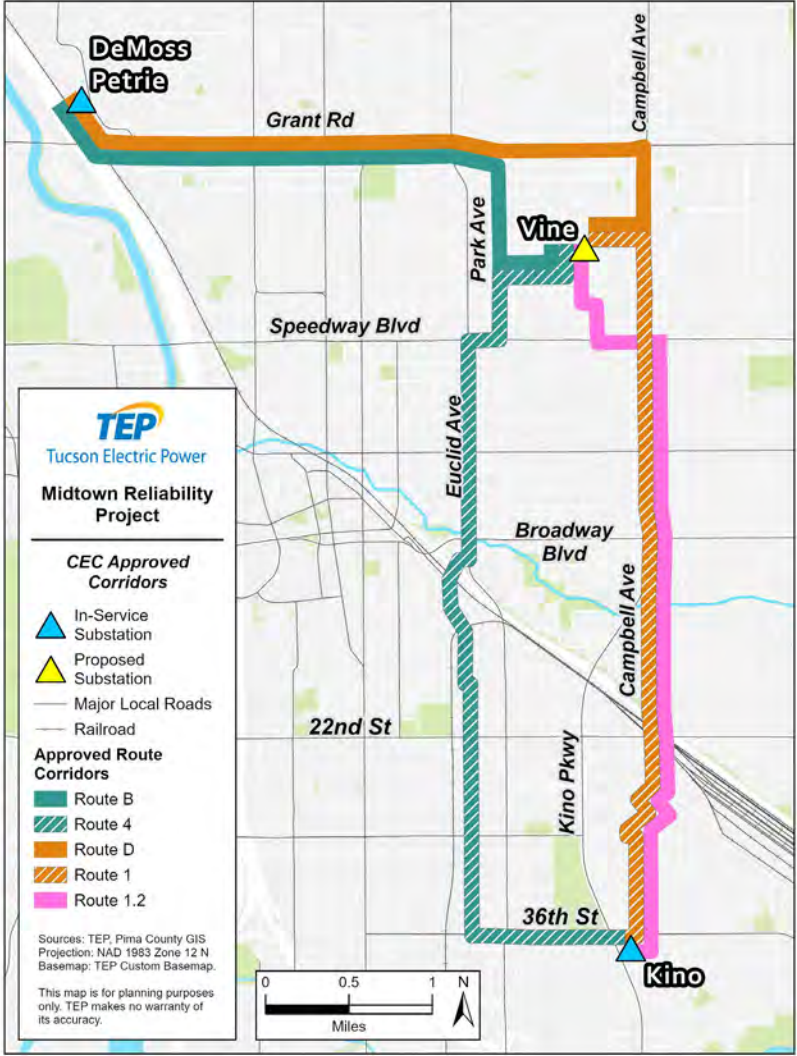
Residents, property owners, businesses and others unable to attend may share their input by:

- ▶ **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

Martes, 15 de octubre • 5 - 7:00 p.m.

Donna R. Liggins Recreation Center
2160 N 6th Ave. • Tucson, AZ 85705

TEP Proyecto de Confiabilidad de Midtown Permiso de Uso de Suelo de Excepción Especial para la intersección de Grant y Oracle

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 información del proyecto, revisaremos el proceso SELUP de la Ciudad y responderemos a sus preguntas.

Attachment 2



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: Tom Baca Date: _____

Attachment: Copy of mailing labels

Attachment 3

Neighborhood	NAME
Amphi - President	Joseph Wilkison
Amphi - Vice President	Ellen Parrish
Amphi - Treasurer	Leonard Ward
Balboa Heights - President	Derek Dooley
Balboa Heights - Vice President	Paul Maxon
Balboa Heights - Treasurer	Hi Mad
Balboa Heights - Secretary	Susan Alexander
Barrio Anita - President	Joan Patch (Co-Chair)
Barrio Anita - Vice President	Janet Roths (Co-Chair)
Barrio Anita - Secretary	Luis Mena
Barrio Del Rio - President	Marjava Ramirez
Barrio Del Rio - Vice President	Blanca Luna
Barrio Del Rio - Secretary	Jim Juvera
Barrio Hollywood - President	Patrick McKenna
Barrio Hollywood - Vice President	Scott Egan
Barrio Hollywood - Treasurer	Susana Arias
Barrio Hollywood - Secretary	Nicole Sanderson
Bronx Park - President	Kristina Scholz
Bronx Park - Vice President	John Dodge
Bronx Park - Treasurer	Susanna Battin
Bronx Park - Secretary	Monica Woods
Coronado Heights - President	Donna Perry
Coronado Heights - Vice President	Berni Jilka
Dunbar Spring - Vice President	Faffs Riederer
Dunbar Spring - Treasurer	Sky Jacobs
Dunbar Spring - Secretary	Christy Stewart
Dunbar Spring - Newsletter	Karen Greene (Parliamentarian)
El Cortez - President	William Nelson
Feldman's - President	Logan Havens/Diana Lett (Co-President)
Feldman's - Vice President	Holly Bryant
Feldman's - Treasurer	Diana Lett
Feldman's - Secretary	Madonna Evans
Feldman's - Newsletter	Ben Peterson (Historian)
Flowing Wells - President	Kevin Daily
Flowing Wells - Vice President	Marie Daily
Jefferson Park - President	Colleen Nichols (Executive Vice President)
Jefferson Park - Vice President	Rosemary Bolza
Jefferson Park - Treasurer	Laurel-Heather Milden
Jefferson Park - Secretary	Erin Posthumus
Keeling - President	Jon-Lee "Jonni" (Facilitator)
Keeling - Vice President	Kyle McDermott (Co-Facilitator)
Keeling - Treasurer	Michael Smith
Keeling - Secretary	Leslie Carlson
Keeling - Newsletter	Kathleen Dreier (Communications Liaison)

Miracle Manor - President	Libby Eshbaugh
Miracle Manor - Vice President	Mario Garcia
Miracle Manor - Treasurer	Libby Eshbaugh
Miracle Manor - Secretary	Lynette Lutz (Co-Secretary)
Miracle Manor - Newsletter	Diane Espinoza (Co-Secretary)
Mountain First Avenue - President	Sarah Studd (Co-Pres)
Mountain First Avenue - Vice President	Rodney Frable
Mountain First Avenue - Secretary	Michael Gozan
Sugar Hill - President	Jack Anderson
Sugar Hill - Treasurer	Leona Davis
Sugar Hill - Secretary	Kathryn Carroll (Co-Sec)
Sugar Hill - Newsletter	Samantha Hauserman (Co-Sec)
West University - President	Betsey Beserick / Betsy Larson
West University - Vice President	Henry Werchan
West University - Treasurer	James Glock
West University - Secretary	Megan Schrag-Toso
West University - Newsletter	Judy Sensibar (Historian)
Ward 1	Lane Santa Cruz
Ward 3	Kevin Dahl
Ward 6	Karin Uhlich
Mayor	Regina Romero

Address	City, State, Zip
3327 N Geronimo Ave	Tucson, AZ 85705
202 W Navajo Rd	Tucson, AZ 85705
3727 N Los Altos Ave	Tucson, AZ 85705
250 W Grant Rd	Tucson, AZ 85705
220 W Kelso St	Tucson, AZ 85705
237 W Kelso St	Tucson, AZ 85705
3001 W. Cinnamon Dr.	Tucson, AZ 85741
1001 N Anita Ave	Tucson, AZ 85705
524 W Davis St	Tucson, AZ 85705
682 N Anita Ave	Tucson, AZ 85705
1718 N. Mohave Ave.	Tucson, AZ 85745
1818 N. Mojave Ave.	Tucson, AZ 85745
1500 N. Yavapai St.	Tucson, AZ 85745
1011 W Huron St	Tucson, AZ 85745
1409 W Niagara St	Tucson, AZ 85745
1507 W Sonora St	Tucson, AZ 85745
1606 W Saint Clair St	Tucson, AZ 85745
201 W Adams St	Tucson, AZ 85705
201 W Adams St	Tucson, AZ 85705
201 W Adams St	Tucson, AZ 85705
201 W Adams St	Tucson, AZ 85705
223 W Laguna St	Tucson, AZ 85705
223 W Laguna St	Tucson, AZ 85705
901 N 13th Ave #105	Tucson, AZ 85730
P.O. Box 508	Tucson 85702
39 W 2nd St	Tucson, AZ 85705
1023 N Perry Ave	Tucson, AZ 85705
510 E Sahuaro St	Tucson, AZ 85705
414 E Drachman St	Tucson, AZ 85705
1302 N 4th Ave	Tucson, AZ 85705
1309 N 1st Ave	Tucson, AZ 85719
1322 N 4th Ave	Tucson, AZ 85705
105 E Mabel St	Tucson, AZ 85705
1518 W Fort Lowell Rd	Tucson, AZ 85705
1518 W Fort Lowell Rd	Tucson, AZ 85705
P.O Box 41243	Tucson, AZ 85717
P.O. Box 41243	Tucson, AZ 85717
P.O. Box 41243	Tucson, AZ 85717
P.O. Box 41243	Tucson, AZ 85717
220 E Laguna St	Tucson, AZ 85705
2902 N Geronimo	Tucson, AZ 85705
1510 E Grant Rd	Tucson, AZ 85705
3048 N Fontana Ave	Tucson, AZ 85705
343 E Blackledge Dr	Tucson, AZ 85705

701 W Glenn St	Tucson, AZ 85705
701 W Glenn St	Tucson, AZ 85705
701 W Glenn St	Tucson, AZ 85705
701 W Glenn St	Tucson, AZ 85705
701 W Glenn St	Tucson, AZ 85705
1131 E Mitchell St	Tucson, AZ 85719
2671 N Santa Rita Ave	Tucson, AZ 85719
1131 E Mitchell St	Tucson, AZ 85719
PO Box 40551	Tucson, AZ 85717
315 E Elm St	Tucson, AZ 85705
203 E Linden St	Tucson, AZ 85705
310 E Waverly St	Tucson, AZ 85705
P.O. Box 42825	Tucson, AZ 85733
PO Box 42825	Tucson, AZ 85733
P.O. Box 42825	Tucson, AZ 85733
P.O. Box 42825	Tucson, AZ 85733
624 N 7th Ave	Tucson, AZ 85705
940 W Alameda Ave	Tucson, AZ 85745
1510 E Grant Rd	Tucson, AZ 85719
3202 E 1st St	Tucson, AZ 85716
255 W Alameda St	Tucson, AZ 85701

Barrio Blue Moon is within 1 mile, but we have no mailing information for this neighborhood.

PARCEL MAIL1

10709052B RIDGETOP TUCSON WG LLC
 107142100 CUBESMART LP
 11515053A PECK REAL ESTATE PROPERTIES LLC
 10709070D VLM GRANT LLC
 115150740 T3P LLC
 11505058E DEVINE HOLDINGS LLC
 11505087H I CHIEF LLC
 11515021G VERDE INVESTMENTS INC
 107142310 KINDLE DAVID W SR & SHERRI J JT/RS
 107142070 HINTHORN GRAY & CHELITA JO CP/RS
 115150600 ALL RV SERVICE CENTER INC
 11515067G CULBERTSON DAVID & SPURGLESZ
 11515022A EDMOND RICHARD WILLIAM
 11505092A FREMONT MATTHEW DAVID & NICOLE
 11505105C GOFF ANNETTE
 10714204A HINTHORN GRAY R & CHELITA J JT/RS
 107142300 KAUFFMAN JAMES WILLIAM III
 11505091D LOOKS PROPERTIES LLC
 115150610 NILZ FAMILY TR
 11515024A S&S BROOKE LLC
 115150260 THREE BRICKS LLC
 11515024D WINGED FOOT INVESTMENT SERVICES LLLP
 115051040 RAMIREZ LUIS ALEJANDRO MIRELES
 11505087L 333 GRANT RD LLC
 107142250 BALBOA AVE LLC & TAFARO ELSIE
 10709058D BK 10867 LLC
 107142290 EQUILIBRIUM VILLAS BALBOA LLC
 10709066D SLEEPY HOLLOW ESTATES LP
 10714217F WESTERN TIRE CENTER INC
 11515057A MC QUOWN ROBERT & KATHLEEN REVOC TR
 10709049C CITY OF TUCSON
 11505105D MONTANO MABEL
 10714241A ARAGHI JAVAD RASHIDI
 10714209A EL GUERO CANELO SEGUNDO LLC
 115050950 NOVAN ENTERPRISES LLC
 11515024C 13TH AVE SHOP LLC
 11505089A TKNM PROPERTIES LLC
 11515067J 517 WEST SAHUARO LLC
 115050930 GANAS INVESTMENTS LLC
 11505087F WRIGHT ORACLE PROPERTIES LLC
 11515051A GRODT LLC
 10709062D SUN CITY MHP LLC
 10709063A SUN CITY MHP LLC
 115050720 NIDO 1 LLC

MAIL2

2000 14TH ST N SUITE 601
 PO BOX 320099
 5 HEATHMUIR WAY
 10410 HEMPSTEAD RD
 2030 W BASELINE RD STE 182 PMB 718
 4121 E VALLEY AUTO DR STE 121
 PO BOX 1404
 1720 W RIO SALADO PKWY STE A
 29857 E LITTLE CROW RD
 PO BOX 2611
 537 W GRANT RD
 2245 N 13TH AVE
 2261 N ORACLE RD
 2280 N ORACLE RD
 231 W SAHUARO ST
 301 W ALTURAS ST
 2424 N BALBOA AVE
 2130 N ORACLE RD
 534 W SAHUARO ST
 2221 N ORACLE RD STE 1
 2201 N ORACLE RD
 2241 N ORACLE RD STE 1
 909 W CALLE RAMONA
 2870 N SWAN RD STE 100
 2959 N SWAN RD STE 181
 4500 E SPEEDWAY BLVD STE 67
 4067 E GRANT RD STE 203
 504 W 29TH ST
 3545 S RICHEY BLVD
 1701 E LESTER ST
 PO BOX 27210
 PO BOX 16063
 PO BOX 43031
 PO BOX 23249
 1880 W MOONSHADOW ST
 4502 W LAMBERT LN
 5202 W WILD DESERT LN
 6245 N DESERT FOOTHILLS DR
 9375 N SIDEWINDER LN
 5685 N TUCSON MOUNTAIN DR
 7196 S OAKBANK DR
 9454 WILSHIRE BLVD PH
 9454 WILSHIRE BLVD STE 920
 6626 VISTA DEL MAR

10714216C TAHERKHAN ABBAS S

115051030 CAMINO ELIZABETH

10709058E HANHAN SALAMEH & LAILA TR

1002 HURSTDALE AVE

16570 IRIS DR

440 YAMPA WAY

MAIL3	ZIP
ARLINGTON VA	22201
ALEXANDRIA VA	22320
SAVANNAH GA	31411
HOUSTON TX	77092
PHOENIX AZ	85041
MESA AZ	85206
MESA AZ	85211
TEMPE AZ	85281
MARANA AZ	85658
TUCSON AZ	85702
TUCSON AZ	85705
TUCSON AZ	85705
TUCSON AZ	85705
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TUCSON AZ	85719
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TUCSON AZ	85742
TUCSON AZ	85743
TUCSON AZ	85743
TUCSON AZ	85743
TUCSON AZ	85757
BEVERLY HILLS CA	90212
BEVERLY HILLS CA	90212
PLAYA DEL REY CA	90293

CARDIFF CA	92007
FONTANA CA	92335
FREMONT CA	94539

PARCEL	MAIL1	MAIL2	MAIL3
107142260	BALBOA AVE LLC & TAFARO ELSIE	2959 N SWAN RD STE 181	TUCSON AZ
10714212E	CUBESMART LP	PO BOX 320099	ALEXANDRIA VA
10714212F	CUBESMART LP	PO BOX 320099	ALEXANDRIA VA
11515067H	CULBERTSON DAVID & SPURGLESZ	2245 N 13TH AVE	TUCSON AZ
115150230	EDMOND RICHARD WILLIAM	2261 N ORACLE RD	TUCSON AZ
115050940	GANAS INVESTMENTS LLC	9375 N SIDEWINDER LN	TUCSON AZ
10714232B	KINDLE DAVID W SR & SHERRI J JT/RS	29857 E LITTLE CROW RD	MARANA AZ
115150620	NILZ FAMILY TR	534 W SAHUARO ST	TUCSON AZ
11515067C	NILZ FAMILY TR	534 W SAHUARO ST	TUCSON AZ
11515067D	NILZ FAMILY TR	534 W SAHUARO ST	TUCSON AZ
11505096A	NOVAN ENTERPRISES LLC	1880 W MOONSHADOW ST	TUCSON AZ
11505096B	NOVAN ENTERPRISES LLC	1880 W MOONSHADOW ST	TUCSON AZ
10709064B	SUN CITY MHP LLC	9454 WILSHIRE BLVD STE 920	BEVERLY HILLS CA
11505090A	TKNM PROPERTIES LLC	5202 W WILD DESERT LN	TUCSON AZ
11515021H	VERDE INVESTMENTS INC	1720 W RIO SALADO PKWY STE A	TEMPE AZ
107144400	WESTERN TIRE CENTER INC	3545 S RICHEY BLVD	TUCSON AZ
115150630	EQUILIBRIUM VILLAS SAHUARO LLC	4067 E GRANT RD STE 203	TUCSON AZ

ZIP

85712

22320

22320

85705

85705

85743

85658

85705

85705

85705

85737

85737

90212

85742

85281

85713

85712

Attachment 4



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@srcrm.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@srcrm.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@srcrm.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@srcrm.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.

[Grant/Oracle Special Exception Neighborhood Meeting](#)

Tuesday, October 15 from 5 - 7:00 p.m.

Donna R. Liggins Recreation Center 2160 N 6th Ave. Tucson, AZ 85705

[Euclid/Broadway Special Exception Neighborhood Meeting](#)

Wednesday, October 16 from 6 - 8:00 p.m.

Safford K-8 School 200 E. 13th St. Tucson, AZ 85701

[36th/Kino Special Exception Neighborhood Meeting](#)

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: <https://docket.images.azcc.gov/0000211112.pdf?i=1728600629917>

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).

Attachment 5

Tallorin, Keri

From: midtownreliability <midtownreliability@tep.com>
Sent: Tuesday, October 15, 2024 10:21 AM
Subject: TEP - Midtown Reliability Project Neighborhood Meeting

You should have already received notice of a neighborhood meeting scheduled for tonight by mail. A digital copy of that notice can be accessed [here](#). 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:

**Tuesday, October 15, 2024
5:00 - 7:00 p.m.
Donna R. Liggins Recreation Center
2160 N 6th Ave.
Tucson, AZ 85705**

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 Grant Road with a perpendicular crossing of Oracle Road, which is a designated Gateway Corridor.

Please visit the project webpage at www.tep.com/midtown 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 tonight.

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

Attachment 6

From: midtownreliability <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 Compatibility for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in [Decision No. 79550](#).

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
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Tucson, AZ 85701

Thursday, October 17, 2024

6:00 - 8:00 p.m.
Holladay Elementary School
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Please visit the project webpage at www.tep.com/midtown 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

Attachment 7

Midtown Reliability Project



Welcome

Please Sign In

Bienvenidos

(Hablamos Español)

Por Favor Regístrese

For more information - Para más información:



Midtown Reliability Project

Meeting everyday energy needs in the heart of Tucson for a lifetime



Tucson Electric Power



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

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



100,000+ newsletters

55,000+ emails

Sent to midtown homes, businesses and others about the project

COST SAVINGS, GREATER EFFICIENCY



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

- 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

TEP
Tucson Electric Power

Natural Gas
Sundt Generating Station
in Tucson and others

Community Scale Solar
Wilmoth Energy Center
and others

Wind Resources
Oso Grande Wind
and others

Coal
Springerville Generating Station
and others

High Voltage Substation
Steps up voltage for transmission

High Voltage Transmission Lines
(500 kV / 345 kV / 230 kV 138 kV)

46 kV Substation
Steps down voltage

138 kV Substation
Steps down voltage

138 kV Substation
Steps down voltage

Switchyard

4 kV Distribution Lines

14 kV Distribution Lines

Homes

Businesses

Commercial Facilities

Homes

Businesses

Commercial Facilities

Industrial Facilities

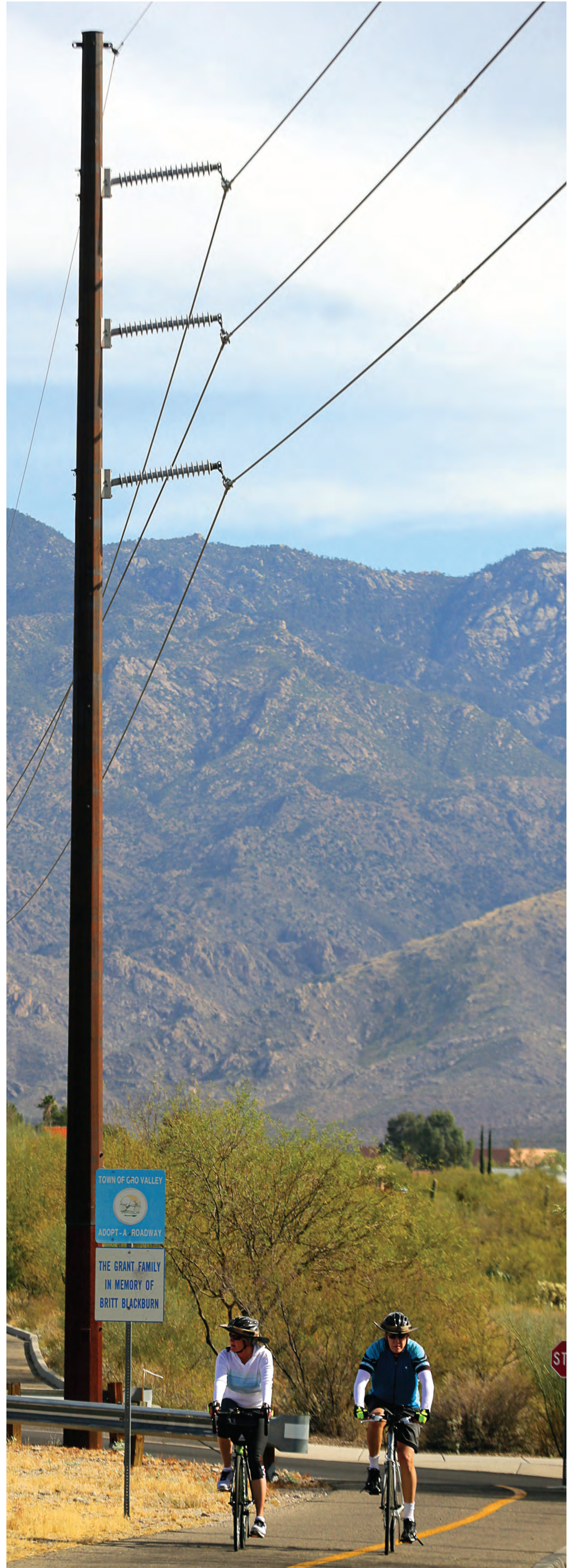
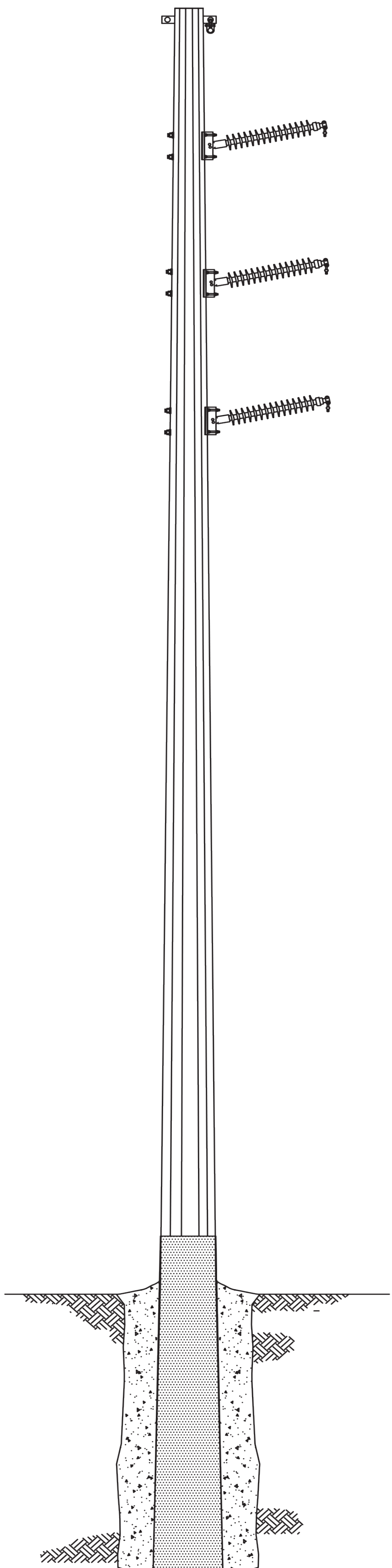
Generation

Transmission and Sub-Transmission

Distribution

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

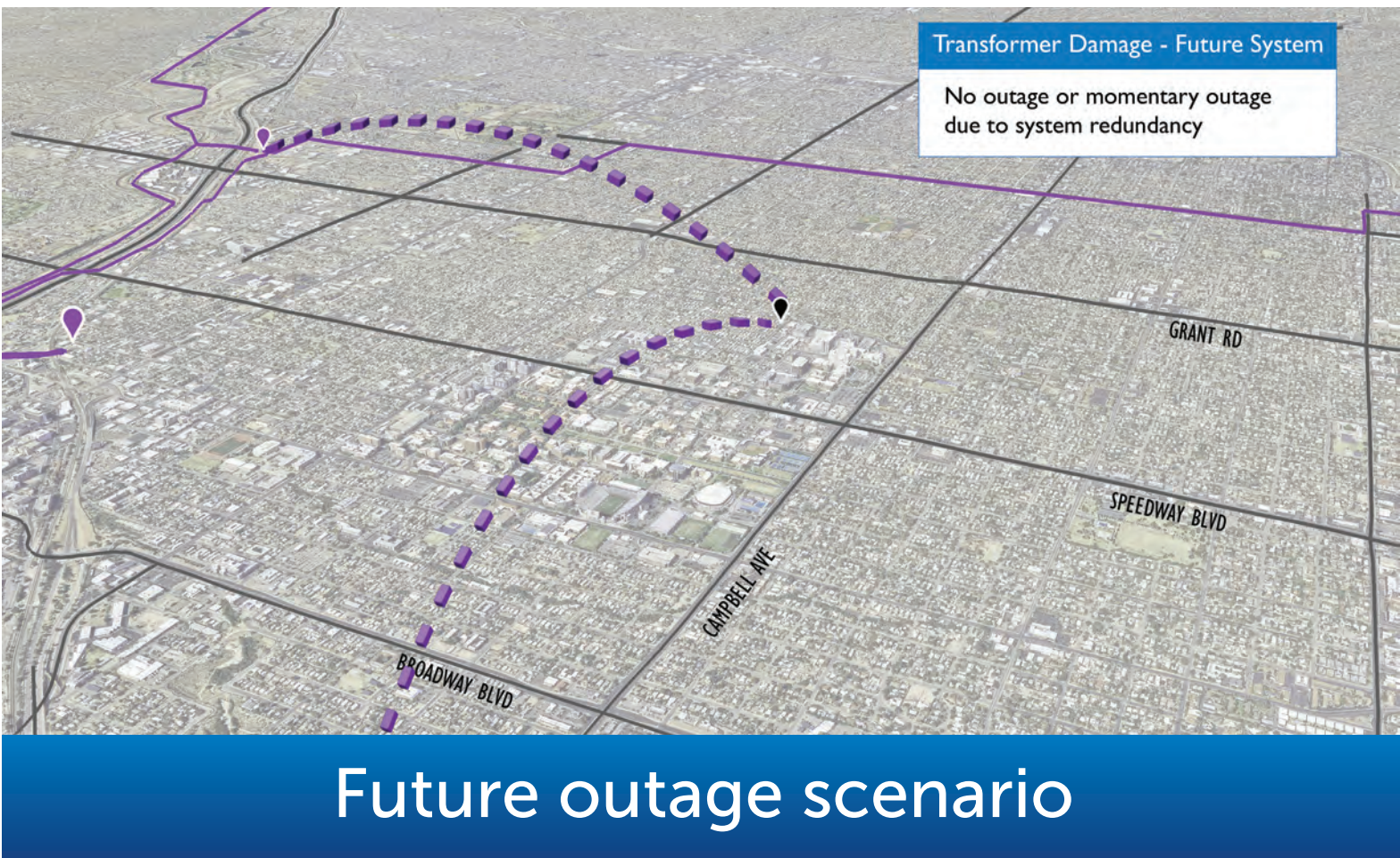
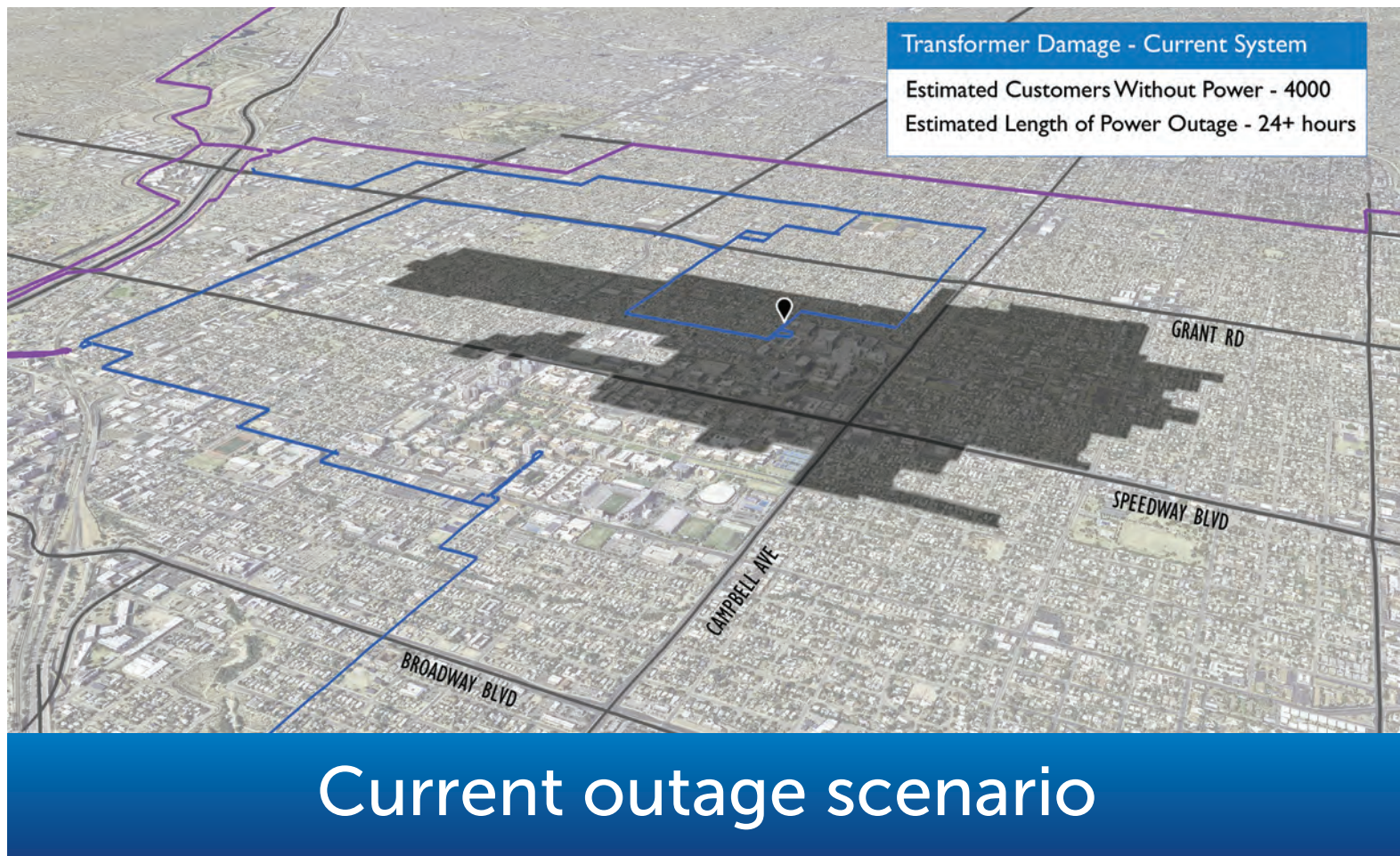
	Maintain existing 46-kV System	Upgrade to new 138-kV System
Built for:	Late 20th Century	21st Century
Substations:	<ul style="list-style-type: none">• 8 46-kV substations• Cost: \$41 million• Additional substations may be required	<ul style="list-style-type: none">• 1 138-kV substation added• 8 46 kV substations removed• Cost: \$34 million
Power lines:	<ul style="list-style-type: none">• 19 miles of 46-kV lines• Poles in poor condition replaced with larger metal poles (similar to 138-kV poles)• Cost: \$11 million	<ul style="list-style-type: none">• 7-8 miles 138-kV lines added• 19 miles 46-kV power lines removed• Cost: \$18 million
Added Capacity:	None	3X
Total:	\$52 million investment in 46 kV system	\$52 million investment in new 138-kV facilities



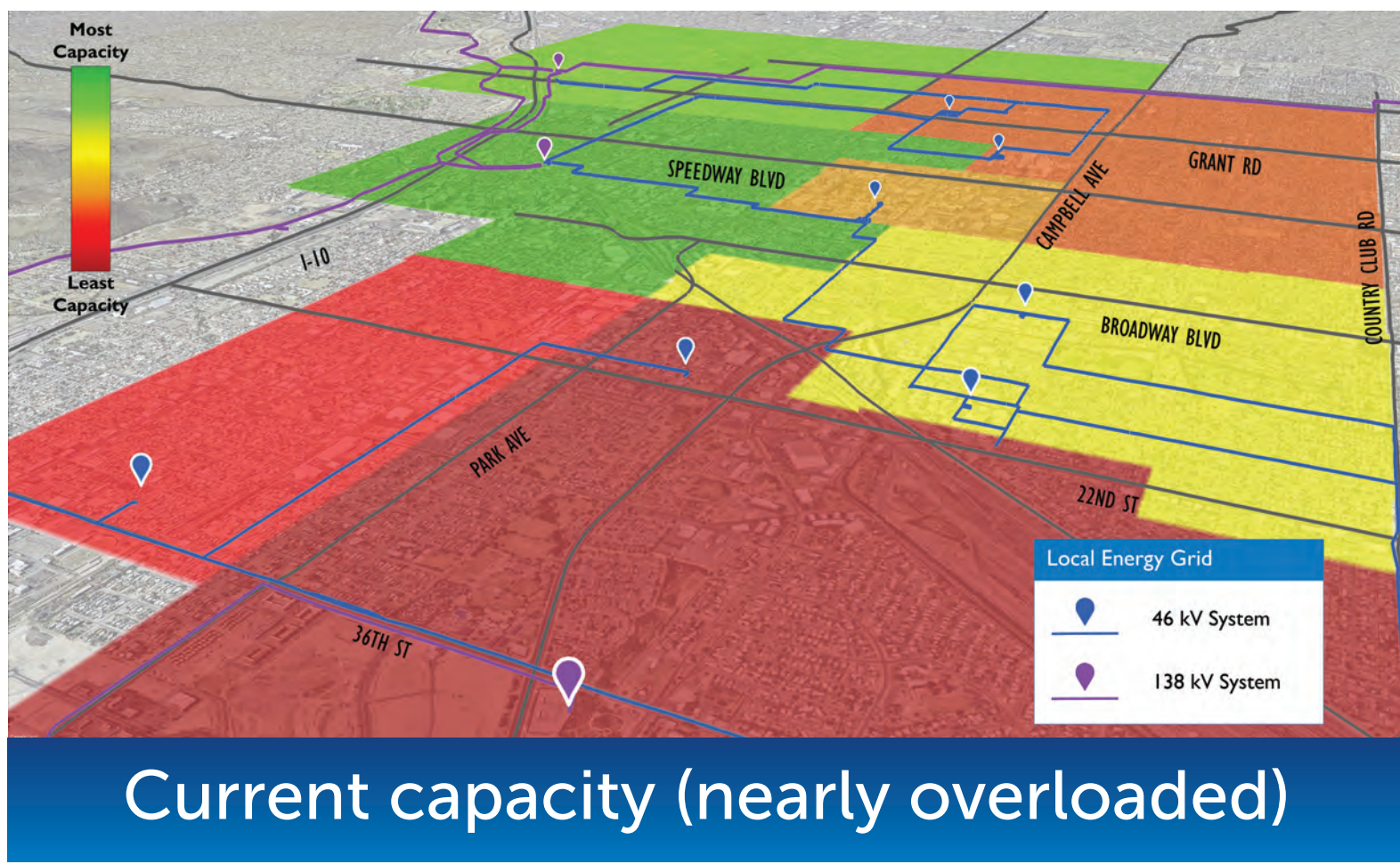
Midtown Reliability Project Benefits



Fewer, shorter power outages



Greater capacity for growing energy needs



More customer-owned solar, storage and EVs



Removal of aging substations, power lines



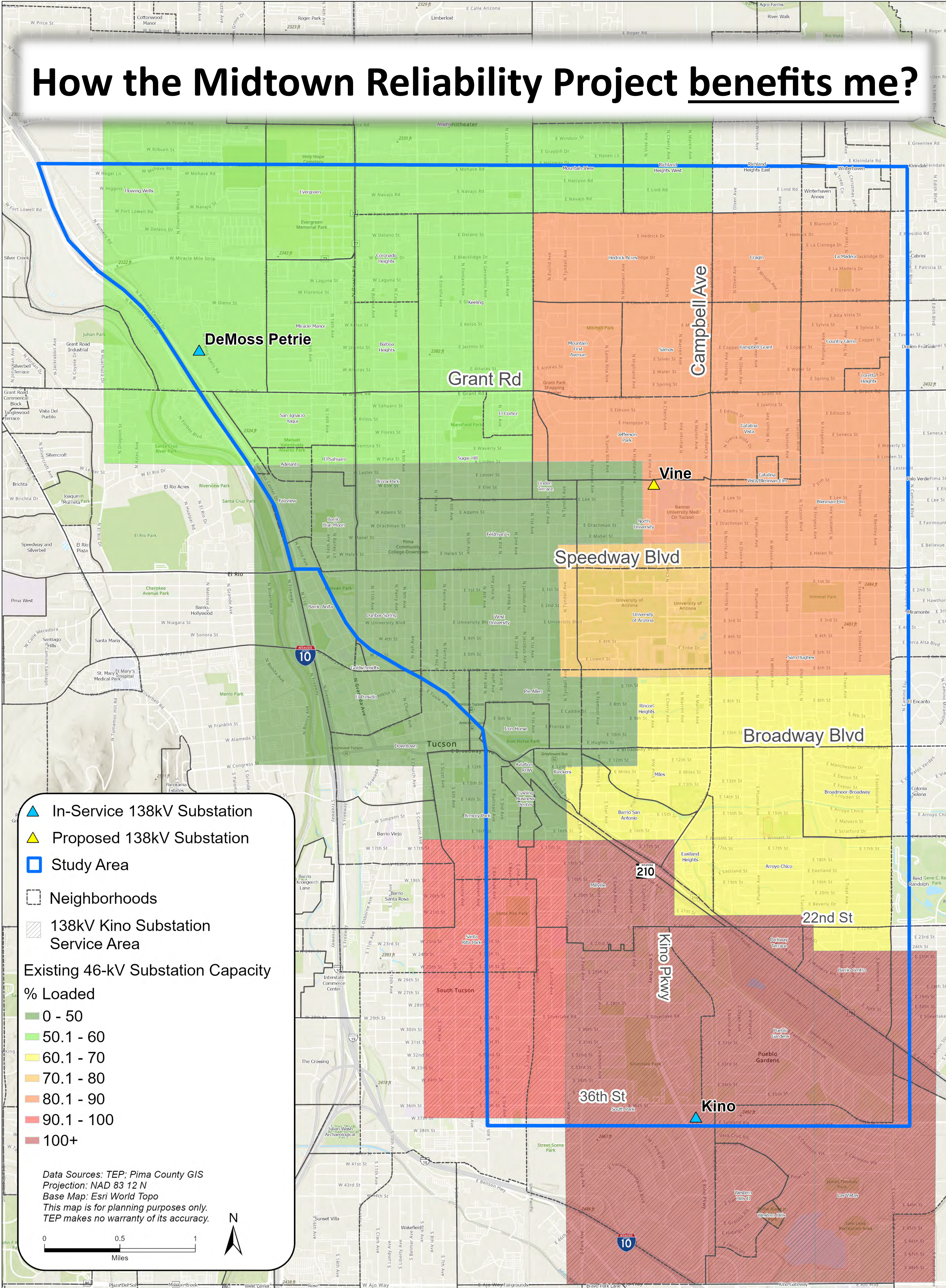
Improved service citywide



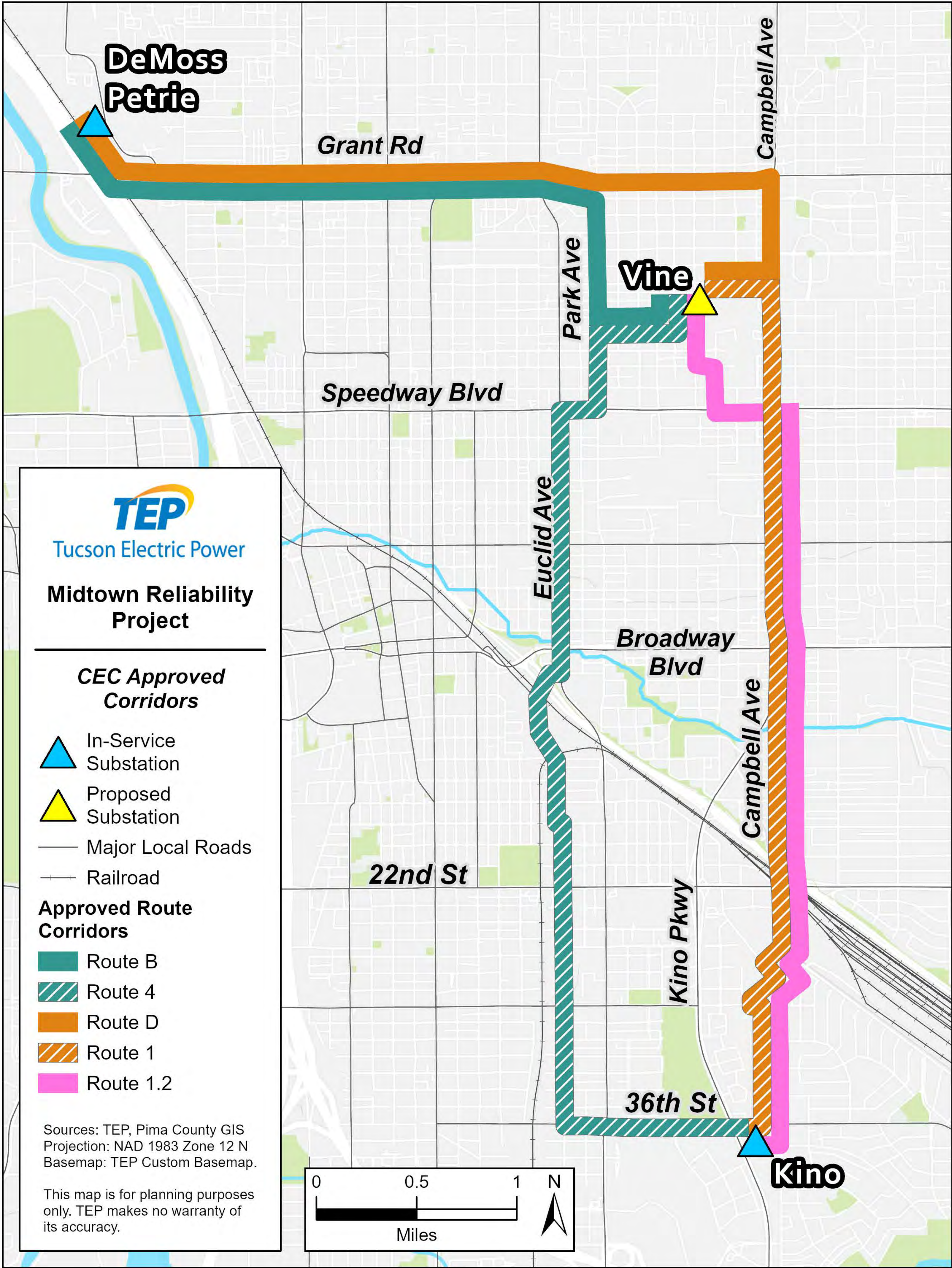
Support for economic growth and a healthy community



Learn more about these benefits at:
tep.com/midtown-reliability-project



Midtown Reliability Project





Special Exception Land Use Permit (SELUP) Process

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

SELUP Process & Project Timeline



*Anticipated; subject to change

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.



Visualization of New 138kV Line Crossing Broadway Blvd. at Euclid Ave. with SELUP Approval

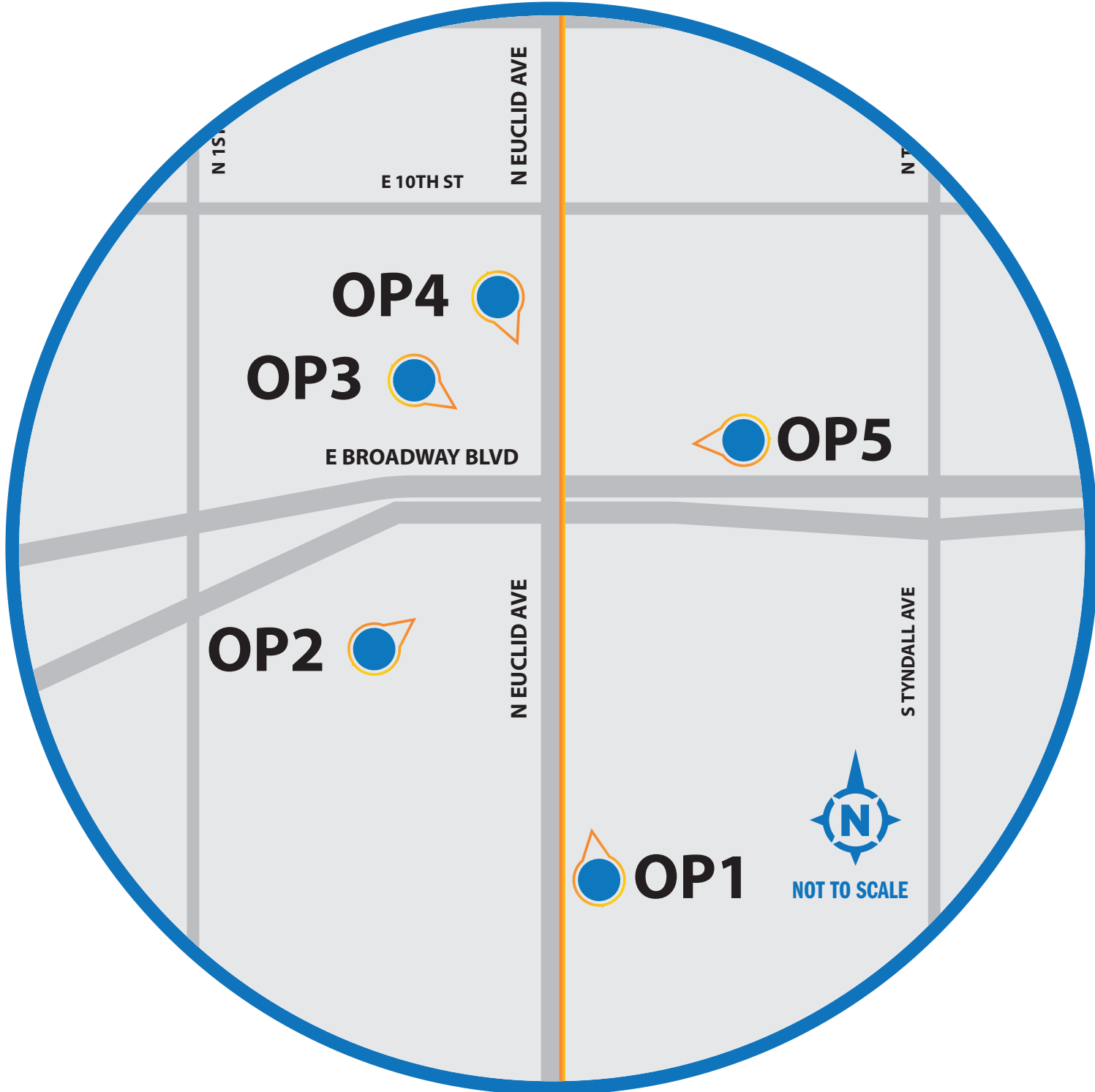


Current Condition – Observation Point 4



Simulated Condition – Observation Point 4

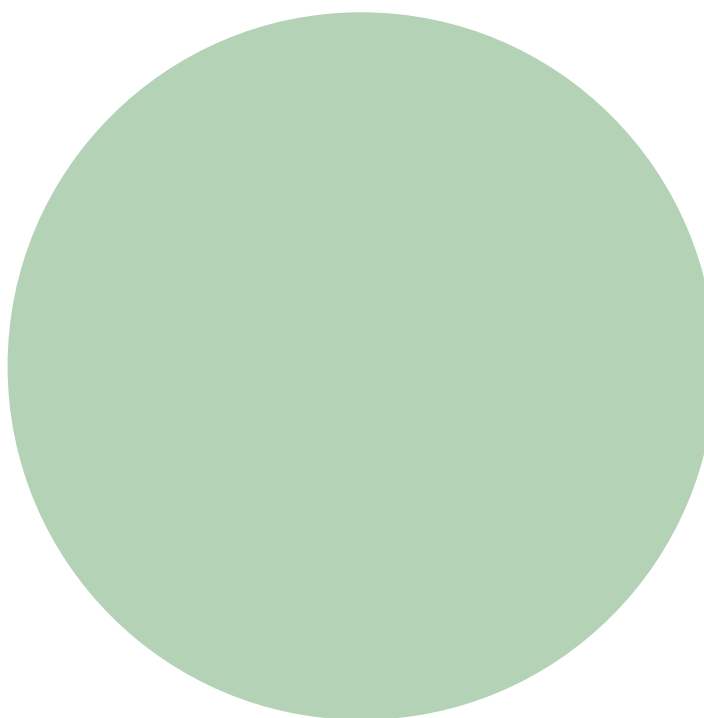
AREA MAP



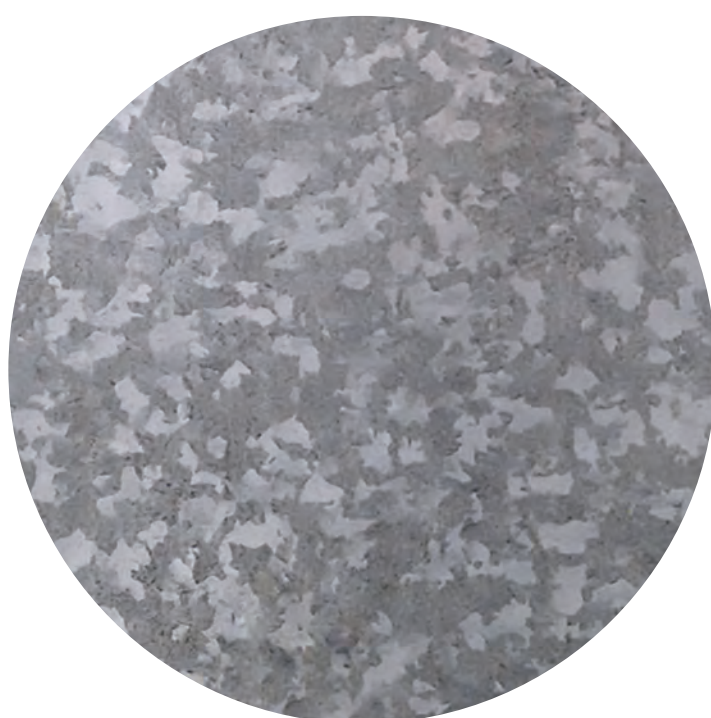
Legend

 Observation Points

POLE FINISHES



Mojave Sage



Galvanized



Weathering Steel

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



Example of Steel Riser Pole



Example of Steel Riser Pole

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 curblane of the designated Gateway Corridor."

Why won't TEP install this transmission line underground?



COST

- 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
	Jack Anderson	Sugarhilljack@gmail.com	Mailer;

this project?

Appendix G. General MRP Comments

See attached Appendix

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/15/2024 12:05pm
Caller:	William [REDACTED]
Phone Number:	[REDACTED]

Transcript

My name is William [REDACTED]. My phone number is [REDACTED]. 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
Company Representative:	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.

From: Judith [REDACTED] <no-reply@comms.tep.com>
Sent: Tuesday, October 15, 2024 4:09 PM
To: midtownreliability
Subject: Re: Midtown Reliability Project - Judith Anderson

Midtown Reliability Project

Date 10/15/2024 03:53 PM

Name Judith [REDACTED]

Address Street Address: [REDACTED]
City: Tucson
State / Province: AZ
Postal / Zip Code: 85716

Email [REDACTED]

Phone Number [REDACTED]

Please provide your comment or question here:

1. 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.

2. 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.

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.

Thank you!

Thank you!

Tallorin, Keri

From: midtownreliability <midtownreliability@tep.com>
Sent: Tuesday, October 15, 2024 12:20 PM
To: Jonathan [REDACTED]
Subject: RE: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Neighborhood Meeting

Dr. [REDACTED]

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 [REDACTED]
[REDACTED]
Tucson, AZ 85712

Clark Bryner, AICP
Manager, Siting, Outreach and Engagement
Tucson Electric Power/UNS Electric Inc.

From: Jonathan [REDACTED]
Sent: Tuesday, October 15, 2024 10:31 AM
To: midtownreliability <midtownreliability@tep.com>
Subject: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Neighborhood Meeting

You don't often get email from [REDACTED] [Learn why this is important](#)

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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 [REDACTED]
Secretary
Iron Horse Neighborhood Association

On Tue, Oct 15, 2024 at 10:28 AM midtownreliability <midtownreliability@tep.com> 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 [here](#). 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 www.tep.com/midtown 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.

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: cbryner@tep.com

--

Jonathan [REDACTED] Ph.D.

Chair - Cognitive Science Graduate Interdisciplinary Program
Associate Professor- Educational Psychology
University of Arizona

Tallorin, Keri

From: Bravo, Teresa <Teresa.Bravo@tep.com>
Sent: Wednesday, October 16, 2024 10:24 AM
To: Kevin [REDACTED]
Cc: 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 [REDACTED]

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 <https://www.tep.com/midtown-reliability-project/>.

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: teresa.bravo@tep.com
Mobile: (520) 633-1112



From: midtownreliability <midtownreliability@tep.com>
Sent: Tuesday, October 15, 2024 3:29 PM
To: Bryner, Clark <CBryner@tep.com>; Marinez, Adriana <AMarinez@tep.com>
Subject: FW: [EXTERNAL E-Mail] RE: TEP - Midtown Reliability Project Update

From: Kevin [REDACTED]
Sent: Tuesday, October 15, 2024 10:28:58 PM (UTC+00:00) Monrovia, Reykjavik
To: midtownreliability <midtownreliability@tep.com>

Cc: Eddy, Steven <SEddy@tep.com>

Subject: [EXTERNAL E-Mail] RE: TEP - Midtown Reliability Project Update

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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

Kevin [REDACTED]

He/Him/His

Vice Mayor and Council Member, Ward 3

[REDACTED]
Tucson, AZ 85719
[REDACTED]



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 <midtownreliability@tep.com>

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 Compatibility for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in [Decision No. 79550 \[docket.images.azcc.gov\]](#).

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:

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2160 N 6th Ave.

Tucson, AZ 85705

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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 www.tep.com/midtown [\[tep.com\]](http://tep.com) 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 [\[tep.com\]](http://tep.com)

Tallorin, Keri

From: [REDACTED] Linda T - [REDACTED]
Sent: Tuesday, October 15, 2024 3:48 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Update

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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*** REPORT ANYTHING SUSPICIOUS ***

Underground it!

Linda T. [REDACTED]
Professor Emerita
UA History Department
[REDACTED]
Tucson, AZ 85721-0023
[REDACTED]

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. 79550<<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%7C0%7C638646292988283208%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=M2anlrZoAbLRBN%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%7Cmidtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f4e1%7C0%7C0%7C638646292988301343%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=ZLej%2FZjK4CV9mHCQSapoS9aDuPzlwHvorW50zvrsCNQ%3D&reserved=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%7Cmidtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f4e1%7C0%7C0%7C638646292988328429%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=coNdfpYHAchO%2BgacVKKEeOzXCDxKphA3AQoTsBZnVRQ%3D&reserved=0><<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tep.com%2Fmidtown&data=05%7C02%7Cmidtownreliability%40tep.com%7C93d3b22866054bd3406d08dced6b5fbd%7C04339cb4c4c54d63b960759c4de7f4e1%7C0%7C0%7C638646292988341960%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=IP%2BOgaxx%2Fg6lOFhkvrhPGOg1%2B46lFD1AdVXxf7Mog8w%3D&reserved=0>>

Tallorin, Keri

From: nancy [REDACTED]
Sent: Tuesday, October 15, 2024 4:27 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Re: TEP - Midtown Reliability Project Update

***** UNS WARNING - EXTERNAL EMAIL *****

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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 [REDACTED]
[REDACTED]

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 [Decision No. 79550](#).

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.

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Tucson, AZ 85705

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Holladay Elementary School
1110 E. 33rd St.
Tucson, AZ 85713

Please visit the project webpage at www.tep.com/midtown 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>
Sent: Thursday, October 17, 2024 8:00 AM
To: Bonnie [REDACTED]
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 www.tep.com/midtown.

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: midtownreliability@tep.com
Webpage: www.tep.com/midtown

From: Bonnie [REDACTED]
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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Not a lot of advance notice. This arrived in my email box on the 15th 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 [REDACTED]

From: midtownreliability <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 Compatibility for the project as issued by the Arizona Power Plant and Transmission Line Siting Committee in [Decision No. 79550](#).

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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

From: Beatrice [REDACTED] <no-reply@comms.tep.com>
Sent: Tuesday, October 22, 2024 1:39:17 AM (UTC+00:00) Monrovia, Reykjavik
To: midtownreliability <midtownreliability@tep.com>
Subject: Re: Midtown Reliability Project - Beatrice [REDACTED]

Midtown Reliability Project

Date	10/21/2024 06:37 PM
Name	Beatrice [REDACTED]
Address	Street Address: [REDACTED] Street Address Line 2: [REDACTED] City: Tucson State / Province: AZ Postal / Zip Code: 85705

Email	[REDACTED]
Phone Number	[REDACTED]

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.

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 7:30pm
Caller:	Brendon [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hello, my name is Brendon [REDACTED] 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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 11:22am
Caller:	Carlos [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hi, this is Carlos [REDACTED]. 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 [REDACTED].

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 6:07pm
Caller:	Courtney [REDACTED]
Phone Number:	[REDACTED]

Transcript

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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 6:09pm
Caller:	Robert [REDACTED]
Phone Number:	[REDACTED]

Transcript

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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/23/2024 8:19pm
Caller:	Unknown
Phone Number:	[REDACTED]

Transcript

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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 11:56am
Caller:	Dominic [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hi, my name is Dominic [REDACTED] 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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 1:55pm
Caller:	Helen [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hello. This is Helen [REDACTED], 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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 11:25am
Caller:	Natasha [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hi, my name is Natasha [REDACTED]. 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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 12:11pm
Caller:	Thomas [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hi, my name is Thomas [REDACTED]. 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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/24/2024 11:32am
Caller:	Torrence [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hi, my name is Torrence [REDACTED], 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.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/25/2024 10:10am
Caller:	Jeff [REDACTED]
Phone Number:	[REDACTED]

Transcript

Hello, my name is Jeff [REDACTED]. 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 [REDACTED]. Thank you so much.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Midtown Reliability Project

Project Telephone Line – Message and Conversation Record

Message Date:	10/25/2024 6:44am
Caller:	Unknown
Phone Number:	[REDACTED]

Transcript

Hi, I am a Tucson resident and am against the Midtown Reliability Project, and think the line should be underground. Thanks.

Conversation Record

Return Call Date:	N/A
Company Representative:	

Tallorin, Keri

From: Andrea [REDACTED]
Sent: Thursday, October 24, 2024 12:11 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Against the current Midtown Reliability Project

You don't often get email from [REDACTED]. [Learn why this is important](#)

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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 [REDACTED]

Tallorin, Keri

From: Andrew [REDACTED]
Sent: Wednesday, October 23, 2024 6:09 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Against MRP

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***** REPORT ANYTHING SUSPICIOUS *****

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 [REDACTED] (he/him)
ACNA President

[REDACTED]
[REDACTED]

Tallorin, Keri

From: Debbie [REDACTED]
Sent: Wednesday, October 16, 2024 11:39 AM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Giant utility poles

You don't often get email from [REDACTED] [Learn why this is important](#)

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***** REPORT ANYTHING SUSPICIOUS *****

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 [REDACTED]
[REDACTED]

[Sent from Yahoo Mail on Android](#)

Tallorin, Keri

From: Elizabeth [REDACTED]
Sent: Wednesday, October 23, 2024 6:32 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] I am against

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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*** REPORT ANYTHING SUSPICIOUS ***

I am against these ugly dangerous lines. I would be in favor of underground lines.

Elizabeth [REDACTED]

Tallorin, Keri

From: GARY [REDACTED]
Sent: Wednesday, October 23, 2024 6:23 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Midtown reliability project

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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*** REPORT ANYTHING SUSPICIOUS ***

No. Look for an underground solution.
Sent from my iPhone

Tallorin, Keri

From: Geoff [REDACTED]
Sent: Friday, October 25, 2024 10:07 AM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Vote - Midtown Reliability

You don't often get email from [REDACTED] [learn why this is important](#)

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***** REPORT ANYTHING SUSPICIOUS *****

Dear TEP

Re: Midtown Reliability project

Against.

Geoffrey [REDACTED]
[REDACTED]

Tallorin, Keri

From: karen [REDACTED]
Sent: Wednesday, October 23, 2024 6:37 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] against Midtown Reliability project

You don't often get email from [REDACTED] [Learn why this is important](#)

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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 [REDACTED]
Dunbar/Spring Neighborhood
[REDACTED]

Tallorin, Keri

From: Kenneth [REDACTED]
Sent: Wednesday, October 23, 2024 5:59 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] TEP reliability project

You don't often get email from [REDACTED]. [Learn why this is important](#)

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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 [REDACTED]

Tallorin, Keri

From: Michael [REDACTED] <no-reply@comms.tep.com>
Sent: Thursday, October 24, 2024 10:57 PM
To: midtownreliability
Subject: Re: Midtown Reliability Project - Michael [REDACTED]

Midtown Reliability Project	
Date	10/24/2024 10:54 PM
Name	Michael [REDACTED]
Address	Street Address: [REDACTED] City: Tucson State / Province: AZ Postal / Zip Code: 85705
Email	[REDACTED]
Phone Number	[REDACTED]
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.

Tallorin, Keri

From: Mike [REDACTED]
Sent: Friday, October 25, 2024 12:54 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] public comment re: Midtown Reliability

You don't often get email from [REDACTED] [Learn why this is important](#)

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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 [REDACTED]

Tallorin, Keri

From: Rocky [REDACTED]
Sent: Wednesday, October 23, 2024 7:03 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] Against Midtown Reliability Project

You don't often get email from [REDACTED] [Learn why this is important](#)

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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 [REDACTED]

Resident of Dunbar/Spring Neighborhood, arguably the worst neighborhood in this city with regards to overhead power lines

Tallorin, Keri

From: Yu Yu [REDACTED]
Sent: Wednesday, October 23, 2024 7:27 PM
To: midtownreliability
Subject: [EXTERNAL E-Mail] TEP Midtown Reliability

You don't often get email from [REDACTED] [Learn why this is important](#)

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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 [REDACTED]
[REDACTED]