

DESIGN REVIEW BOARD HEARING

**TEP POWER POLES ON SILVERBELL ROAD
DRB-21-18 / C10-21-08**

NOVEMBER 5, 2021

PRESENTED BY:

**KEVIN O'BRIEN – TEP ENVIRONMENTAL LAND USE PLANNER
PROJECT STAKEHOLDERS AND SUBJECT MATTER EXPERTS**



Tucson Electric Power

AGENDA

- CONTINUATION OF DISCUSSION

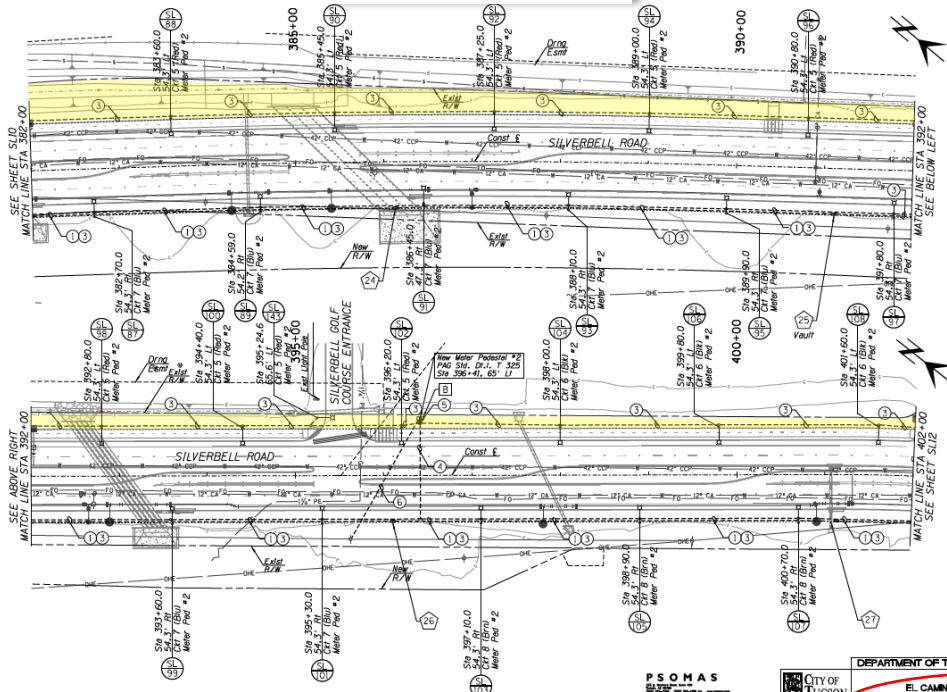
- Brief recap – *undergrounding is not an option due to conflicts with archaeology, confirmed*
- TEP Power Pole heights – *optimized design and coordination with street lighting and structures*
- Landscaping and Native Plant Preservation – *collaboration and integration of TEP poles*



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STREET LIGHTS AND UTILITY INTEGRATION

Safety driven design

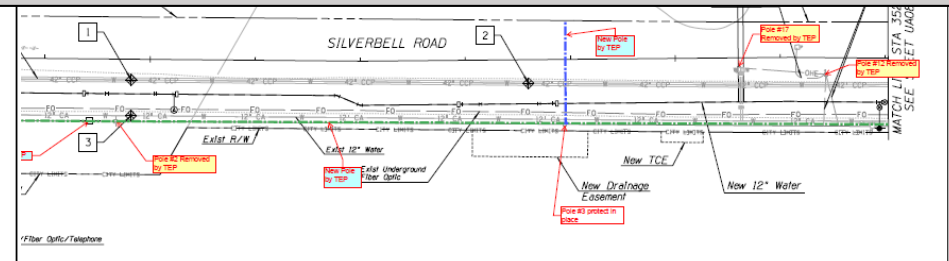


- ① (1)-4" ITS Conduit w/ 14-1" Innerducts
- ② (1)-2" Conduit w/ (2)-8 Conductors (1)-8 Bare Bond
- ③ (1)-3" Conduit w/ (4)-8 Conductors (1)-8 Bare Bond
- ④ (2)-3" Conduit w/ (8)-8 Conductors (1)-8 Bare Bond
- ⑤ (1)-2.5" Conduit w/ Conductors by TEP
- Install Ground Rod In Pull Box
- ⌒ Fiber-optic pullbox
- ⌒ Fiber-optic vault

13 pages

"...reasonable **optimized choice** when illumination level, uniformity, veiling luminance and power consumption were all taken into account." PSOMAS

- Shorter street lights = More Poles
- Closer to road = Safety concerns
- Both TEP and the City moved structures to optimize design and meet safety compliance requirements
- TEP does not want taller poles than are necessary for a project



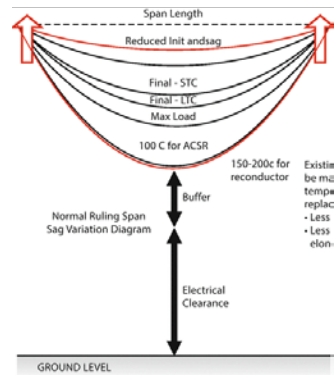
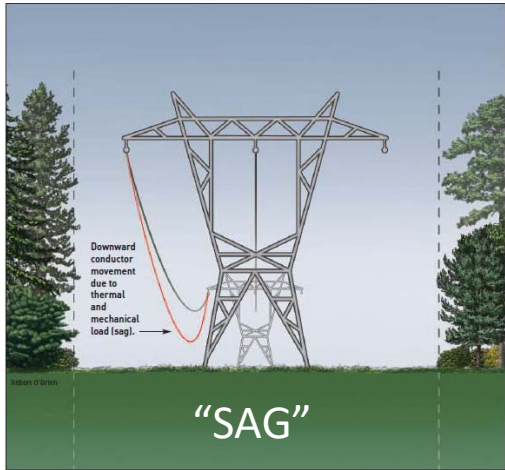
16 pages

PSOMAS PRELIMINARY REVIEW FOR CONSTRUCTION OR RECORDING 100% DWG SLII OF SLI13		DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION SILVERBELL ROAD EL CAMINO DEL CERRO TO OCRET ROAD STREET LIGHTING / COMMUNICATIONS PLAN DWG SLII OF SLI13		DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION SILVERBELL ROAD EL CAMINO DEL CERRO TO OCRET ROAD UTILITY ADJUSTMENTS DWG SLII OF SLI13	
PRELIMINARY 100% REVIEW NOT FOR CONSTRUCTION OR RECORDING	CITY OF TUCSON	PRELIMINARY 100% REVIEW NOT FOR CONSTRUCTION OR RECORDING	CITY OF TUCSON	PRELIMINARY 100% REVIEW NOT FOR CONSTRUCTION OR RECORDING	CITY OF TUCSON

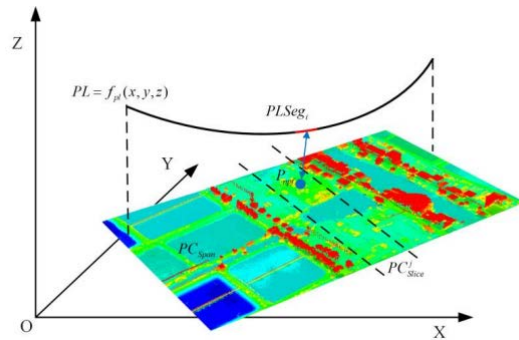
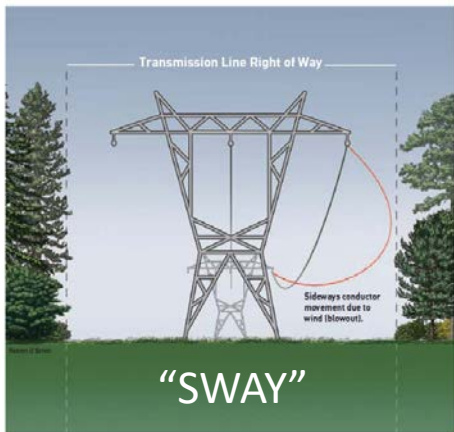
SAFETY and STRUCTURE HEIGHT

Streetlight Clearance

NERC Standard FAC-003-2 Technical Reference



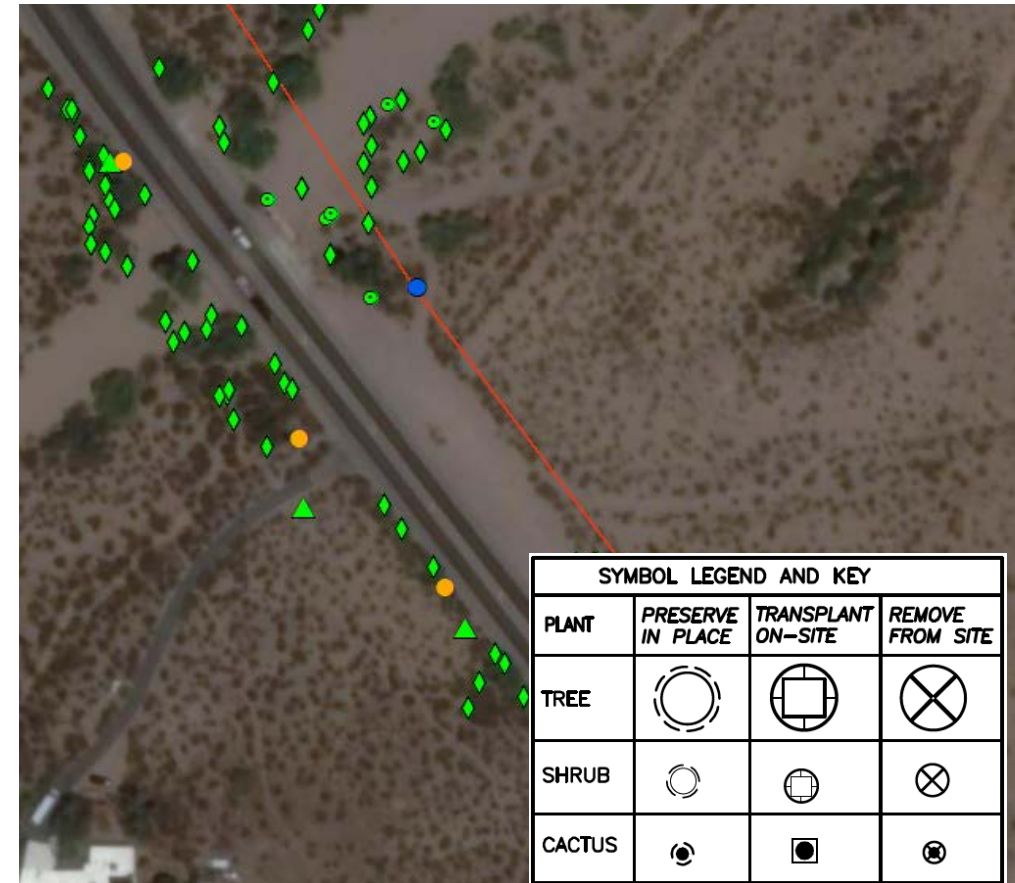
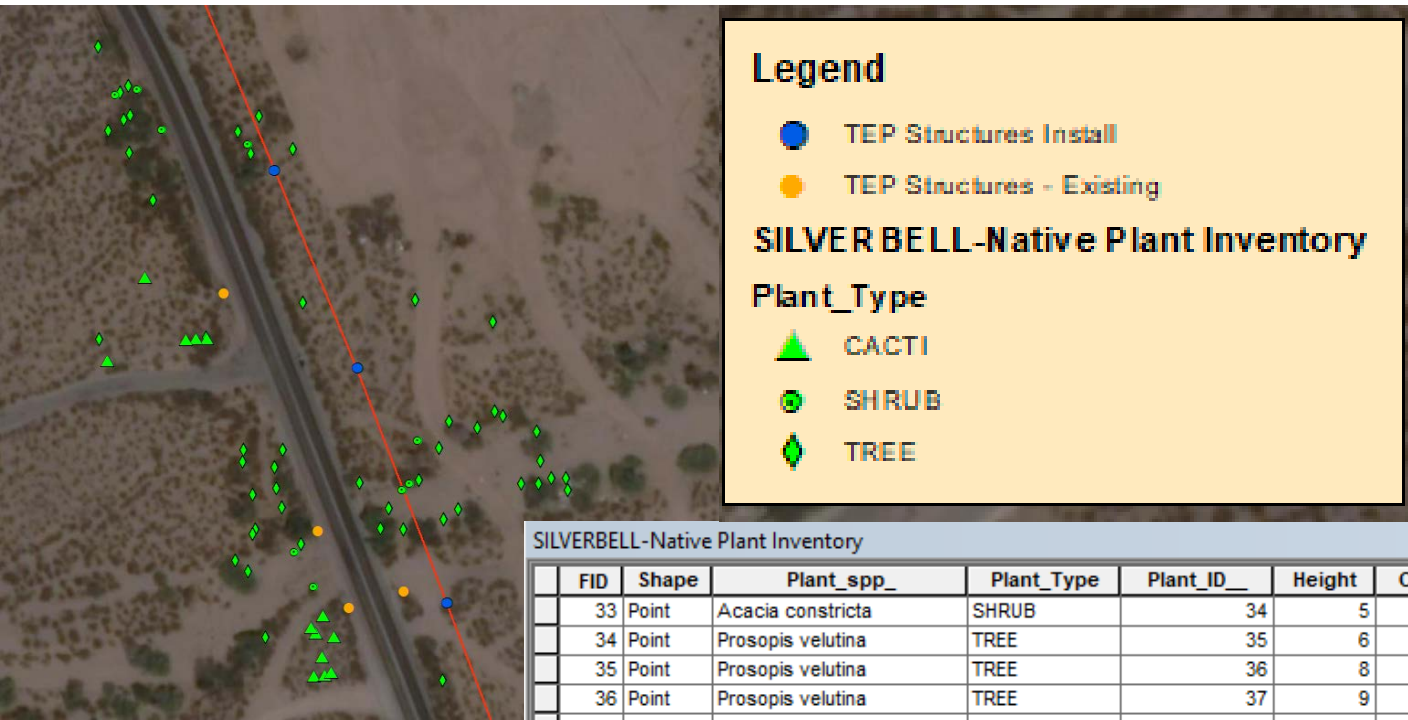
NERC Standard FAC-003-2 Technical Reference



NATIVE PLANT PRESERVATION & LANDSCAPING

TEP WORKING COLLABORATIVELY WITH CITY OF TUCSON FOR A FULLY INTEGRATED DESIGN

WE HAVE THE DATA AND PLANS, AND HAVE RESOURCES ENGAGED FOR COORDINATED NATIVE PLANT PRESERVATION & LANDSCAPING



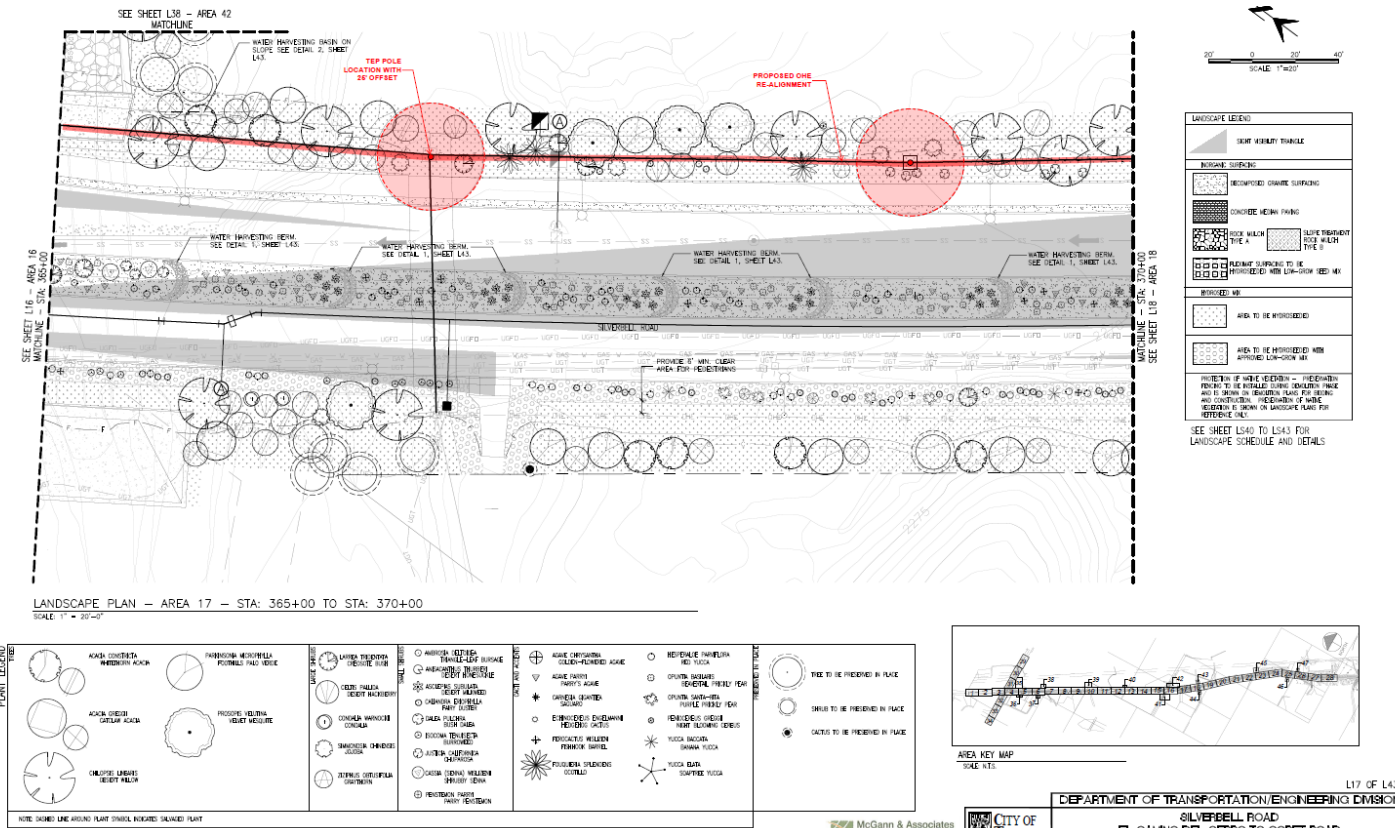
SILVERBELL-Native Plant Inventory

FID	Shape	Plant_spp_	Plant_Type	Plant_ID_	Height	Caliper	Form	Viability_R	Viability_	Trans_Rati	Trans_Note	positio
33	Point	Acacia constricta	SHRUB	34	5	3	Multi-trunk	High	None	High	None	RFS
34	Point	Prosopis velutina	TREE	35	6	4	Multi-trunk	Medium	A- Moderate Heath	High	None	TOS
35	Point	Prosopis velutina	TREE	36	8	6	Multi-trunk	Medium	A- Moderate Heath	Medium	H- Interference	RFS
36	Point	Prosopis velutina	TREE	37	9	6	Multi-trunk	High	None	High	None	PIP

NATIVE PLANT PRESERVATION & LANDSCAPING

TEP WORKING COLLABORATIVELY WITH CITY OF TUCSON FOR A FULLY INTEGRATED DESIGN

EXAMPLE FROM CURRENT LANDSCAPE PLAN



McGinn & Associates	217 of 446
City of Tucson	Transportation Division

CLOSING

THANK YOU FOR YOUR CONSIDERATION AND CONTINUED DISCUSSION ABOUT THIS IMPORTANT PROJECT

- Project stakeholders have worked collaboratively to develop an integrated project plan over the course of many years
- Planned work will greatly improve the safety, functionality, and aesthetics of Silverbell Road
- Electric utility infrastructure is integrated with transportation design for a more cohesive, consistent, and modernized Silverbell Road corridor
- Scenic Corridor ordinance was enacted without consideration of archaeological resources, and it was likely *not* the intent to force undergrounding where doing so impacts ancestral and other archaeological resources.



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