# Midtown Reliability Project
# Historic District Analysis

for Tucson Electric Power Company

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the architecture company

Tierra Right of Way
A LAND SERVICES 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 it's effect on the sense of place.

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

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

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

The results of this analysis are presented in:

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

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

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

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

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

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

# IV. Measurable Criteria Analysis

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

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

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

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

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

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

2. **Measurable Data Collection Process:**

   i. **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 aerials 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 refered to by the COT as City Heritage Landmark Signs were identified through geospatial maps provided by PC, COT and TEP. TAC reviewed these landmark signs in-person, through COT aerials and on Google Earth. The Historic Landmark Signs are only identified through the COT and is not a National or State designation.

**ii. 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 online sources for the information listed above as well as links of maps that identify the locations of the Historic Districts. The placement of transmission lines along federally approved historic districts, individually listed and potentially historical structures will impact those who live, work and visit these structures. All of the contributing structures are a minimum of 50+ years old and many are twice that age, with some built as early as the mid-1870s. The Tucson community has previously identified these neighborhoods to be worthy of special attention by nominating these neighborhoods as historic districts to the National Register of Historic Places and by creating Neighborhood Preservation Zones and Historic Preservation Zones that require any new designs or modifications to existing structures to be reviewed by the City of Tucson. These historic districts contribute more value to our City's history with each passing year. The primary impact from the transmission poles to the historic structures adjacent to the route and within the 800' buffer of the neighborhood, from our observation, is the visual impact due to the height and size of the proposed 75' - 85' power poles. The proposed 75' - 85' tall poles will create a negative impact to the current scale of the historic districts with their surrounding city scape. The proposed 75' - 85' tall power poles will be visible to individuals that live in the structures or visitors walking, bicycling or driving in the neighborhood. However, structures directly along the route and especially residences that face the route will be the most impacted.

**ii. 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 Cection.

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

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

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

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

**5. Catalina Vista Historic District:** This historic district is located in the block of Campbell Avenue, a Gateway Arterial Street, which falls under the GCZ Overlay Zone, Grant Road, Tucson Boulevard and Elm Street. The east and west sides of this district share their border with the Blenman-Elm Historic District. The period of significance for this district is 1924-1962. As described in this Historic District's nomination form, this was one of the first neighborhood developments to be designed based on the automobile and followed the City Beautiful movement, which is reflected in the small neighborhood parks, large roundabouts and landscaped medians. From Elm Street to Grant Road, the general architectural character is similar to Blenman-Elm with mostly one-story homes, larger homes, mature trees and miniparks. The architectural integrity and scale is very much intact. The view of taller buildings from the UA is farther south and less impactful. The size of this historic 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 Avnuee and Broadway Boulevard are Gateway Arterial Streets, which falls under the GCZ Overlay Zone. A portion of this district along Broadway Boulevard is part of the Urban Overlay Sunshine Mile District. The period of significance for this historic district is 1918 to 1953. The architectural integrity is very good in this district. The scale, historic fabric, landscape and the properties have been well maintained in the neighborhood. The mature trees are well kept and will help to block the visibility of the proposed power poles, just as many of the current poles are blocked or partially blocked. The neighborhood has a good visual of the UA mid-rises and high rises, including stadium lights that impact the neighborhood when in use. The size of this historic district is one of the largest historic districts in Tucson with mostly wider streets and consistent block sizes.

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

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

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

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

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

### 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 Genera*l.

**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 negligeable. The high-rise structure will have a larger visual impact on this district than the addition of the transmission line.

vii. **Iron Horse Historic District:** The route only borders this district where Barraza-Aviation Parkway borders this district. The majority of the area that is impacted is within 800' buffer. Some residences appear to be student housing, however most of the homes are still visible from the street and are in fair to good condition. The neighborhood has mature vegetation and the homes are densely located with narrow streets. Commercial structures, including apartment housing have been built throughout this neighborhood. This is also a small historic district where almost half of the district is within the 800' buffer, however with the Iron Horse Park and the walls that have been constructed for the Barraza-Aviation Parkway, the power poles wouldn't increase the impact that has happened over the years to this historic district. The individually listed Coronado Hotel will be located near the route, however the back of the hotel will be closest to the route. By being a multi-story structure, the power pole shouldn't impede on the structure, however we do recommend locating the pole away from this individually listed structure so it is not directly behind the hotel. The impact to this district is low.

viii. **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) MEASURABLE CRITERIA SUMMARY BY HISTORIC DISTRICTS TABLES 1 TO 9 | Routes from Kino to Vine | | | | | |
|---|---|---|---|---|---|---|
| | 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: MEASURABLE CRITERIA SUMMARY BY HISTORIC DISTRICTS Tables A to I | ROUTES FROM DMP TO VINE A Rank | B Rank | C Rank | D 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 cummulative 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.

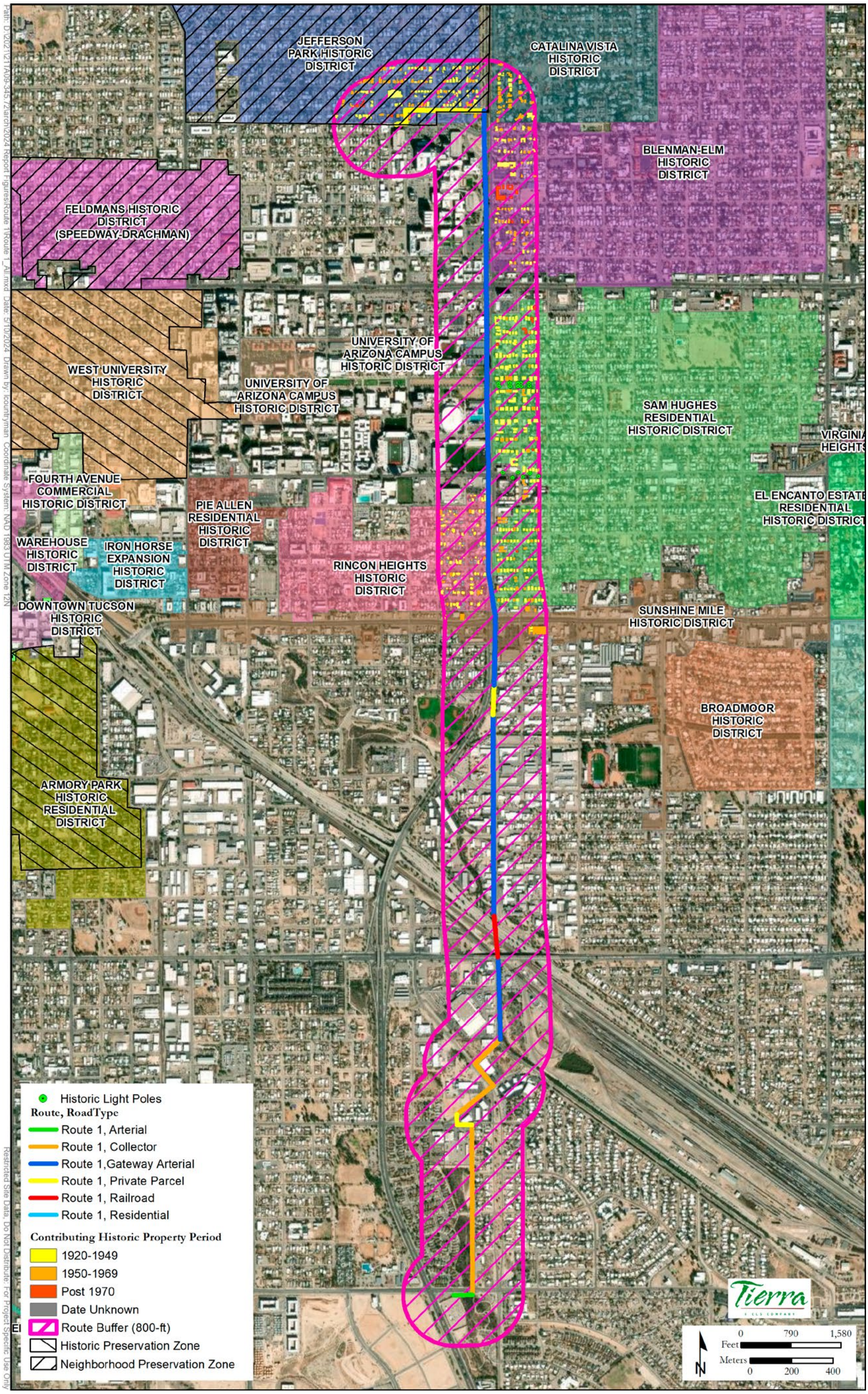
# VIII. Kino Substation to Vine Substation Maps

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.

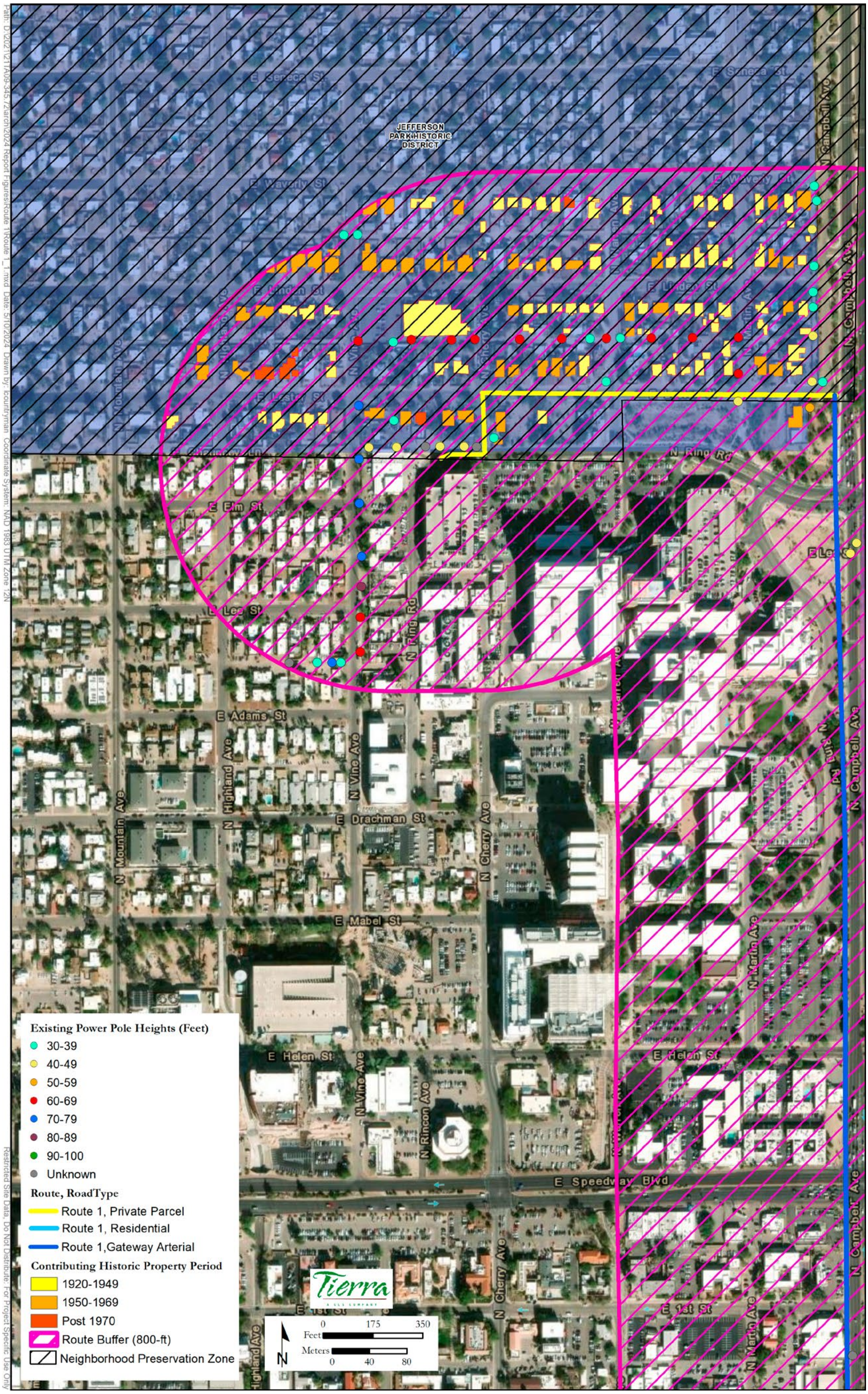
## A. Route 1 Maps: Kino Substation to Vine Substation

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

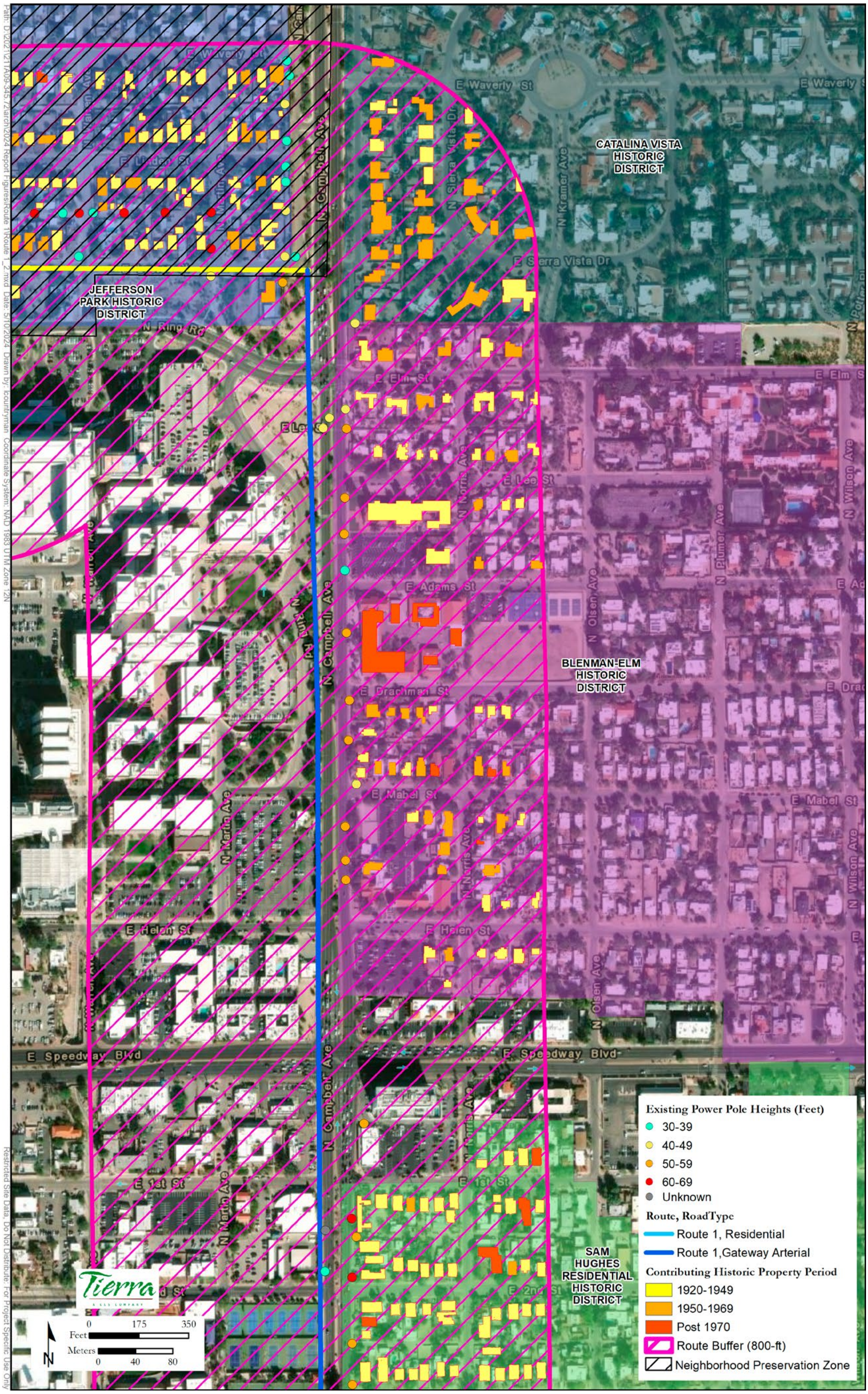
## Figure VIII.A.1: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



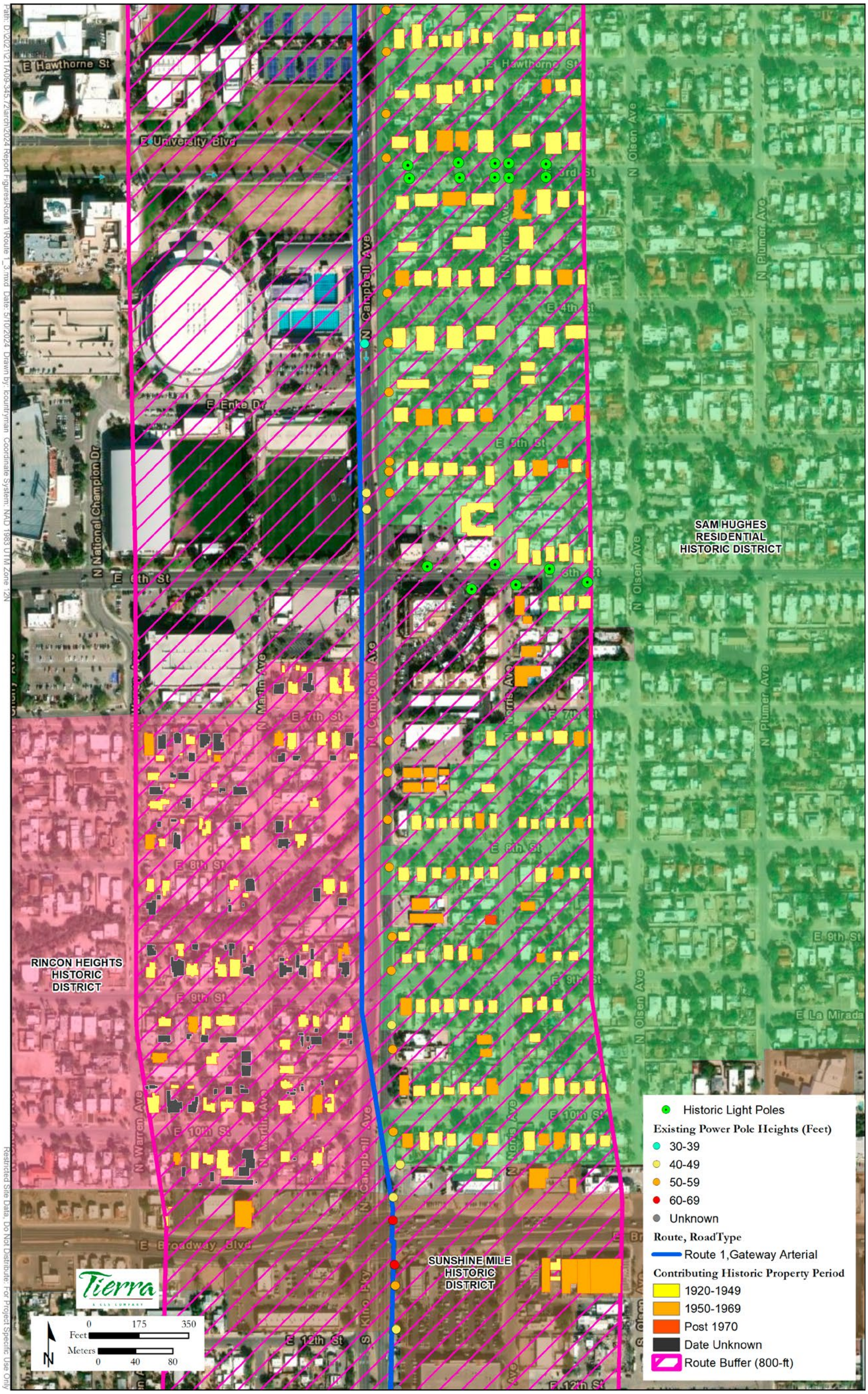
# Figure VIII.A.2: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO CAMPBELL AVE / 1ST ST



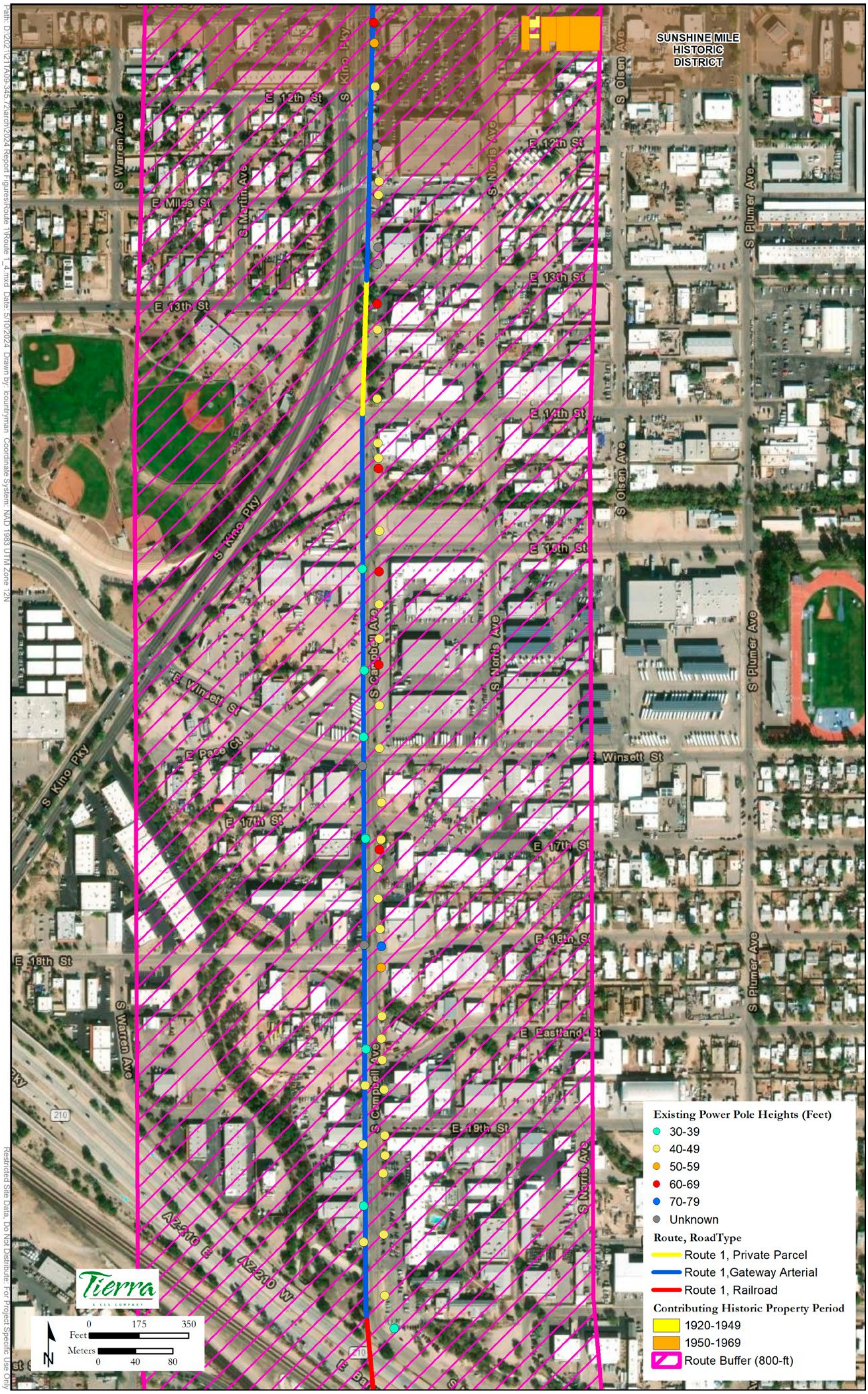
## Figure VIII.A.3: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION WAVERLY ST / CAMPBELL AVE TO 2ND ST / CAMPBELL AVE



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



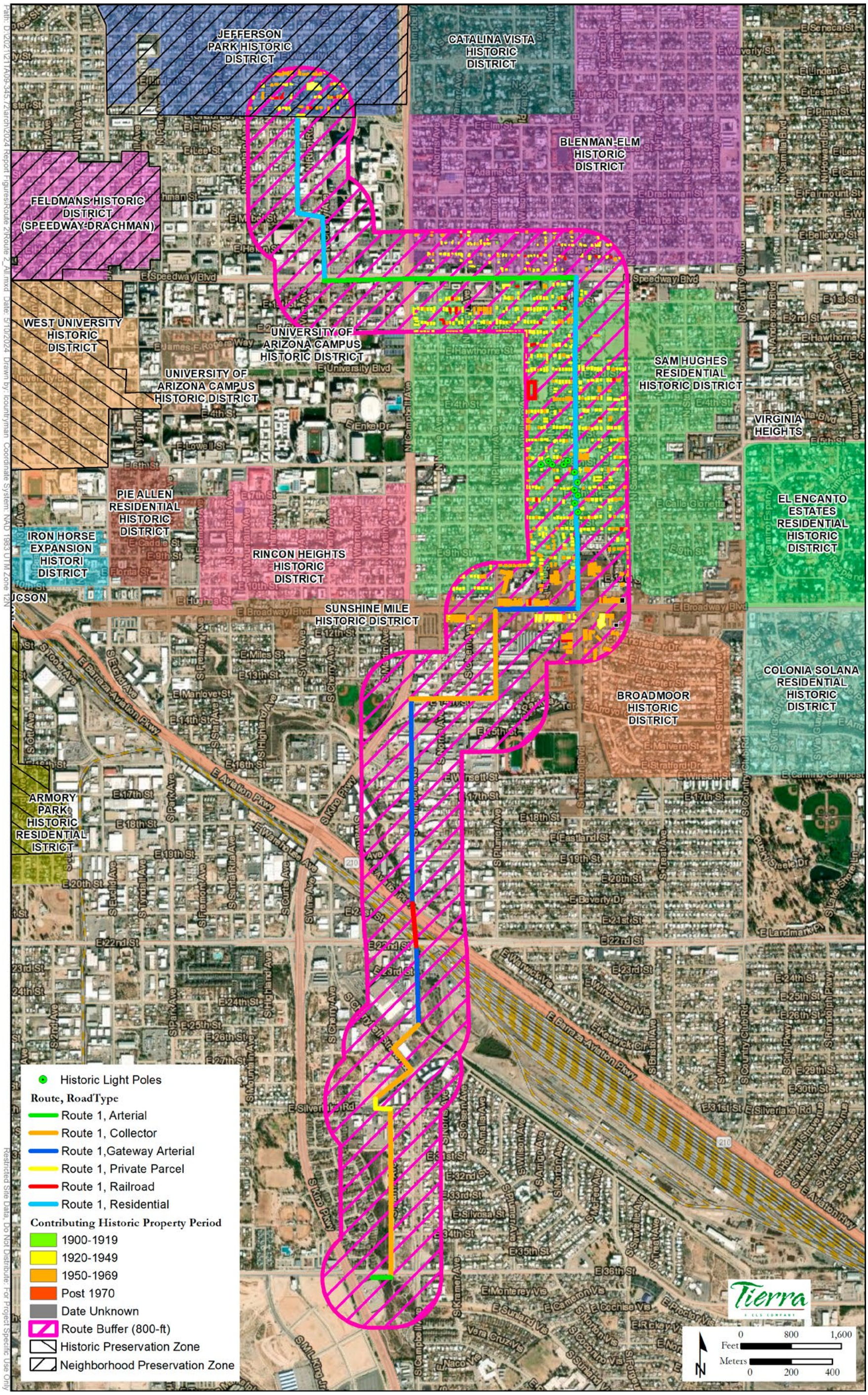
## Figure VIII.A.5: ROUTE 1 KINO SUBSTATION TO VINE SUBSTATION 12TH ST / KINO PKWY TO 19TH ST / CAMPBELL AVE



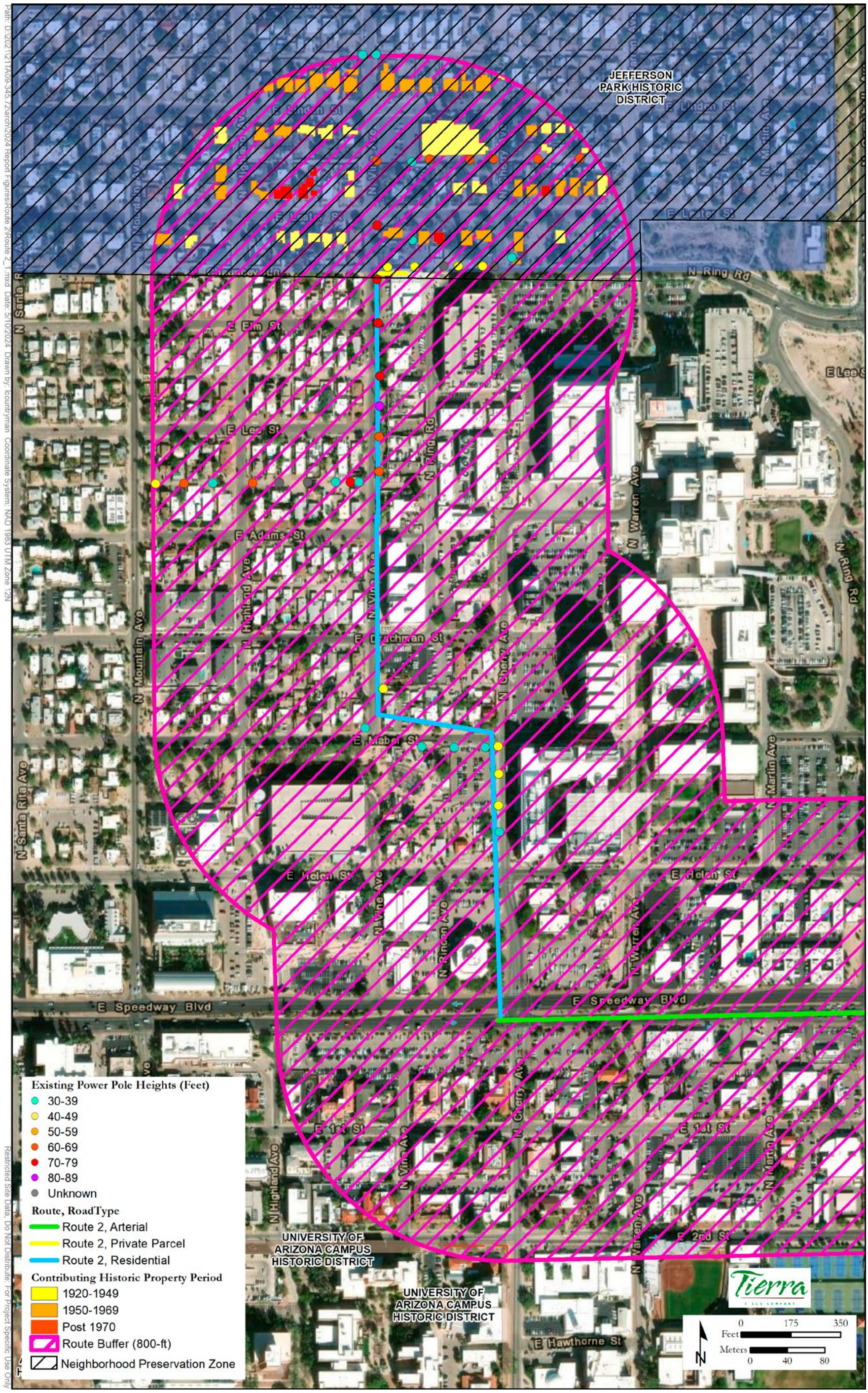
## B. Route 2 Maps: Kino Substation to Vine Substation

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

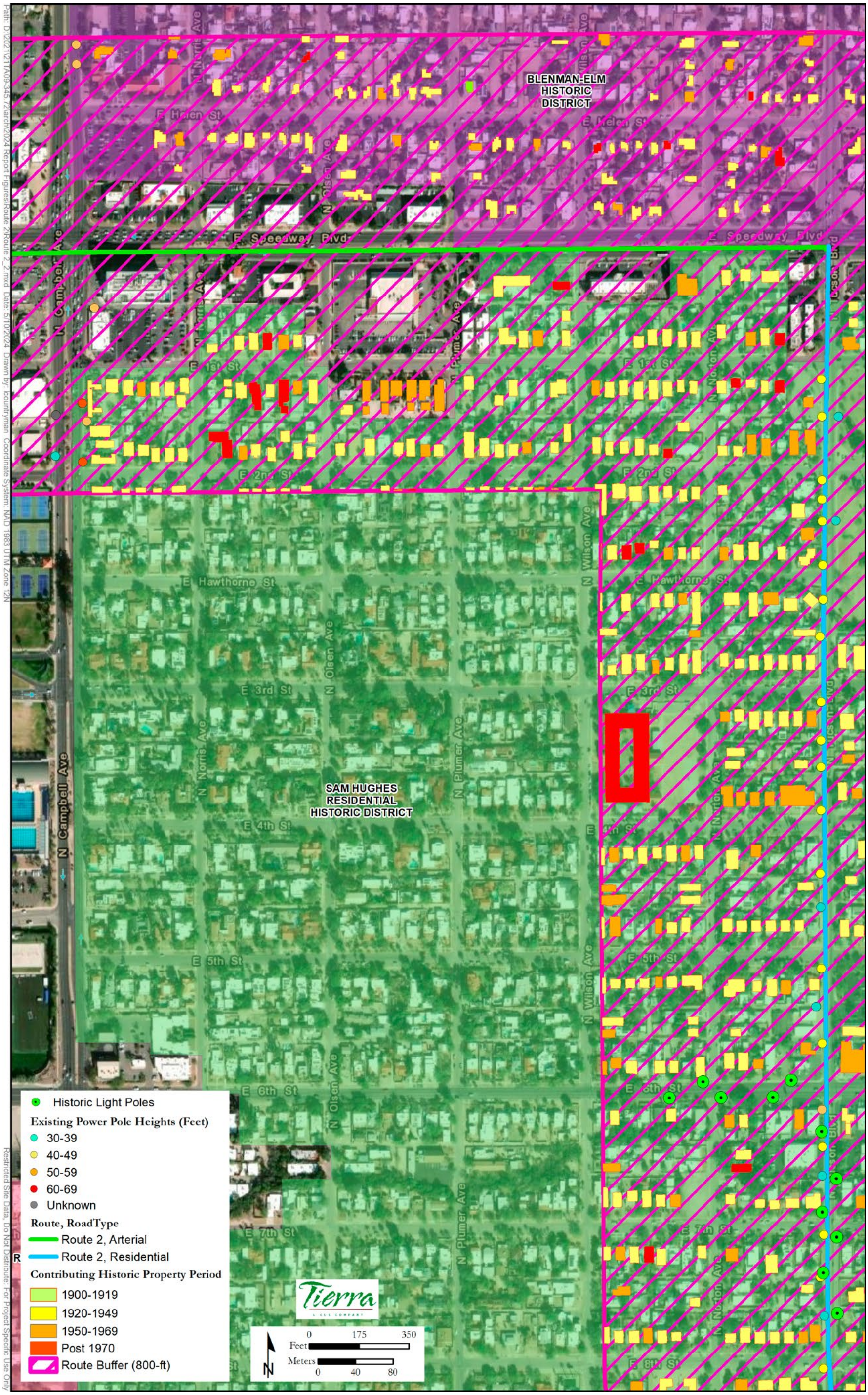
# Figure VIII.B.1: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



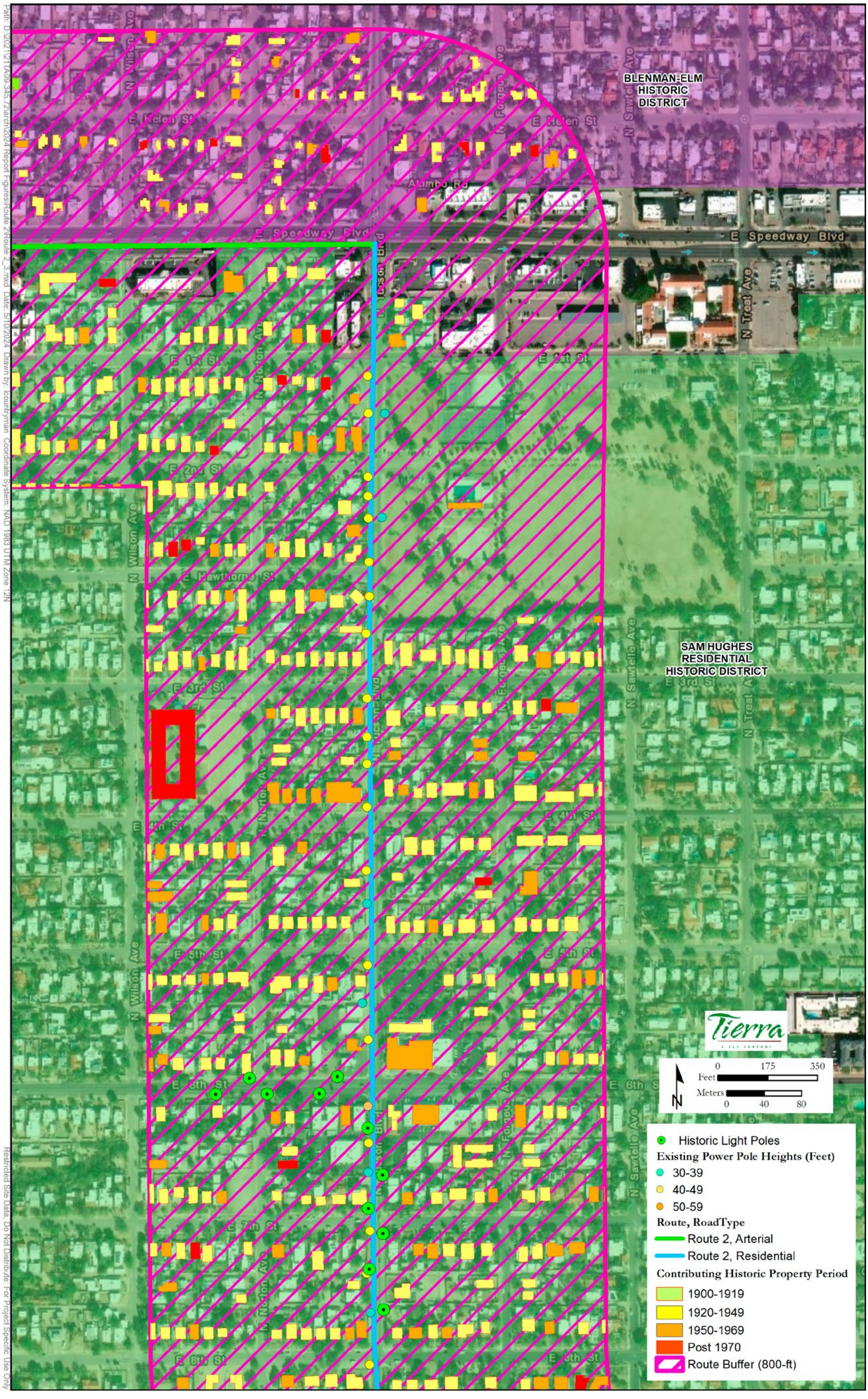
## Figure VIII.B.2: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION
## VINE SUBSTATION TO SPEEDWAY BLVD / MARTIN AVE



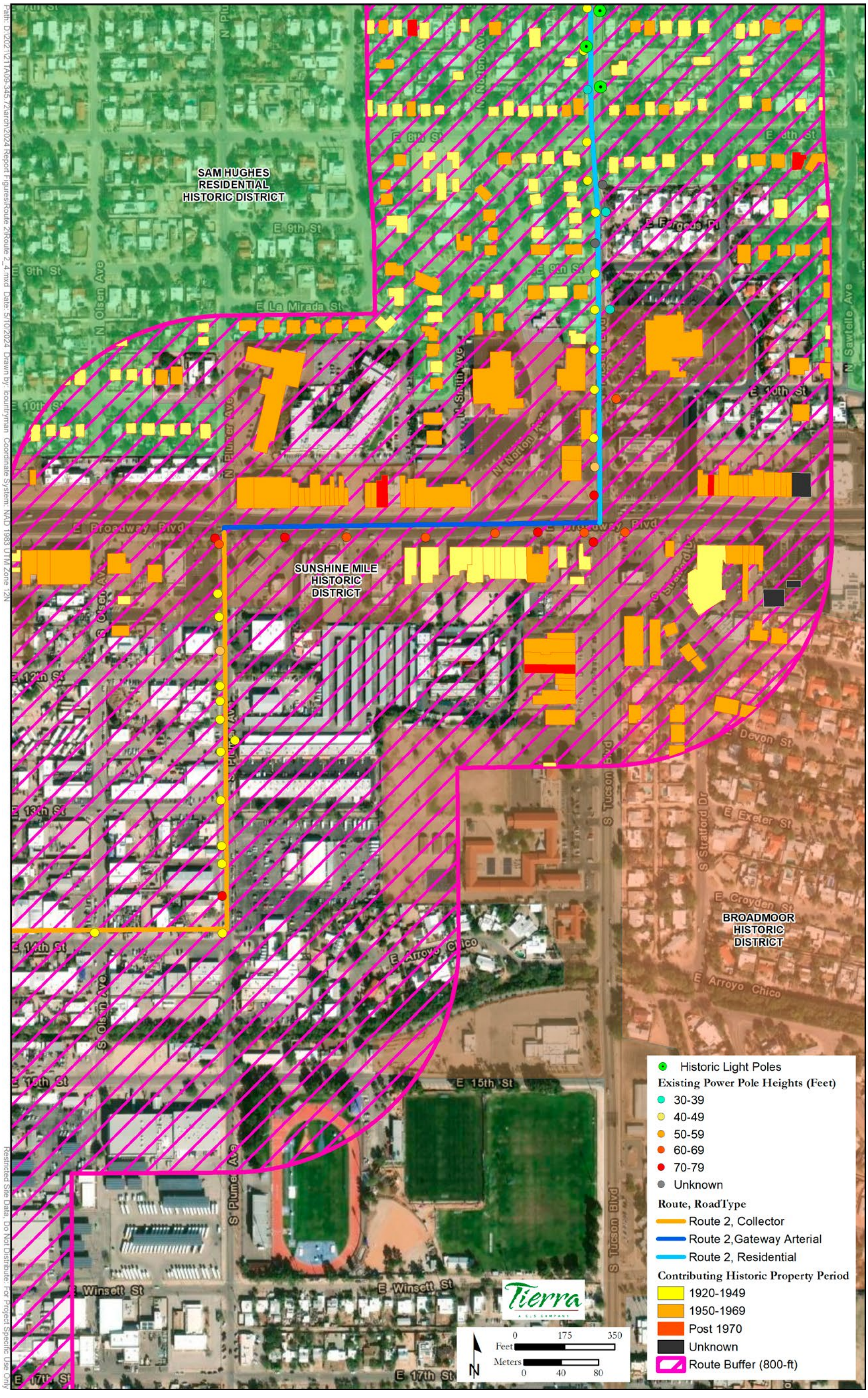
## Figure VIII.B.3: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION CAMPBELL AVE / SPEEDWAY BLVD TO SPEEDWAY BLVD / TUCSON BLVD



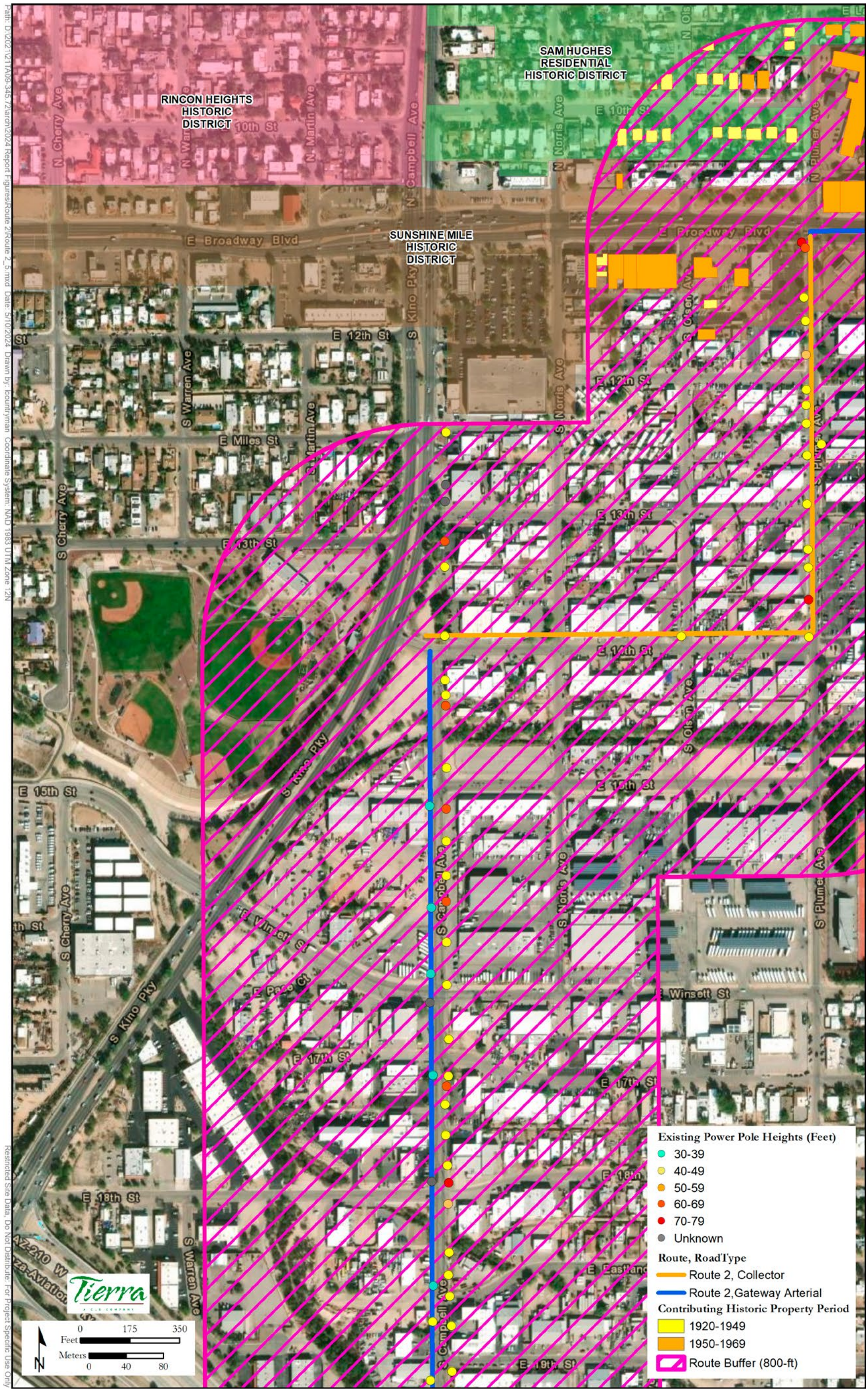
# Figure VIII.B.4: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION TUCSON BLVD / SPEEDWAY BLVD TO 8TH ST / TUCSON BLVD



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



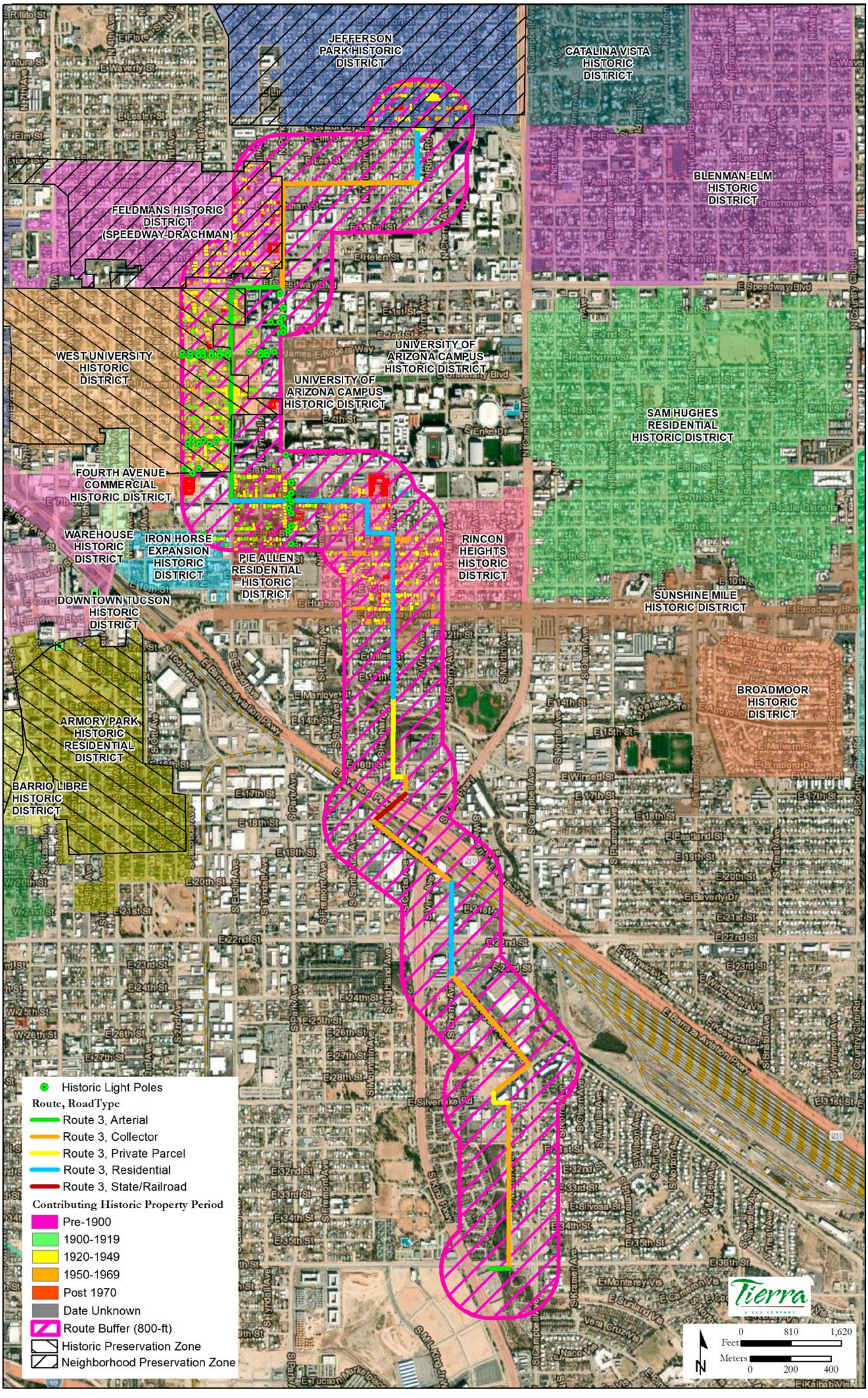
# Figure VIII.B.6: ROUTE 2 KINO SUBSTATION TO VINE SUBSTATION PLUMER AVE / BROADWAY BLVD TO CAMPBELL AVE / 19TH ST



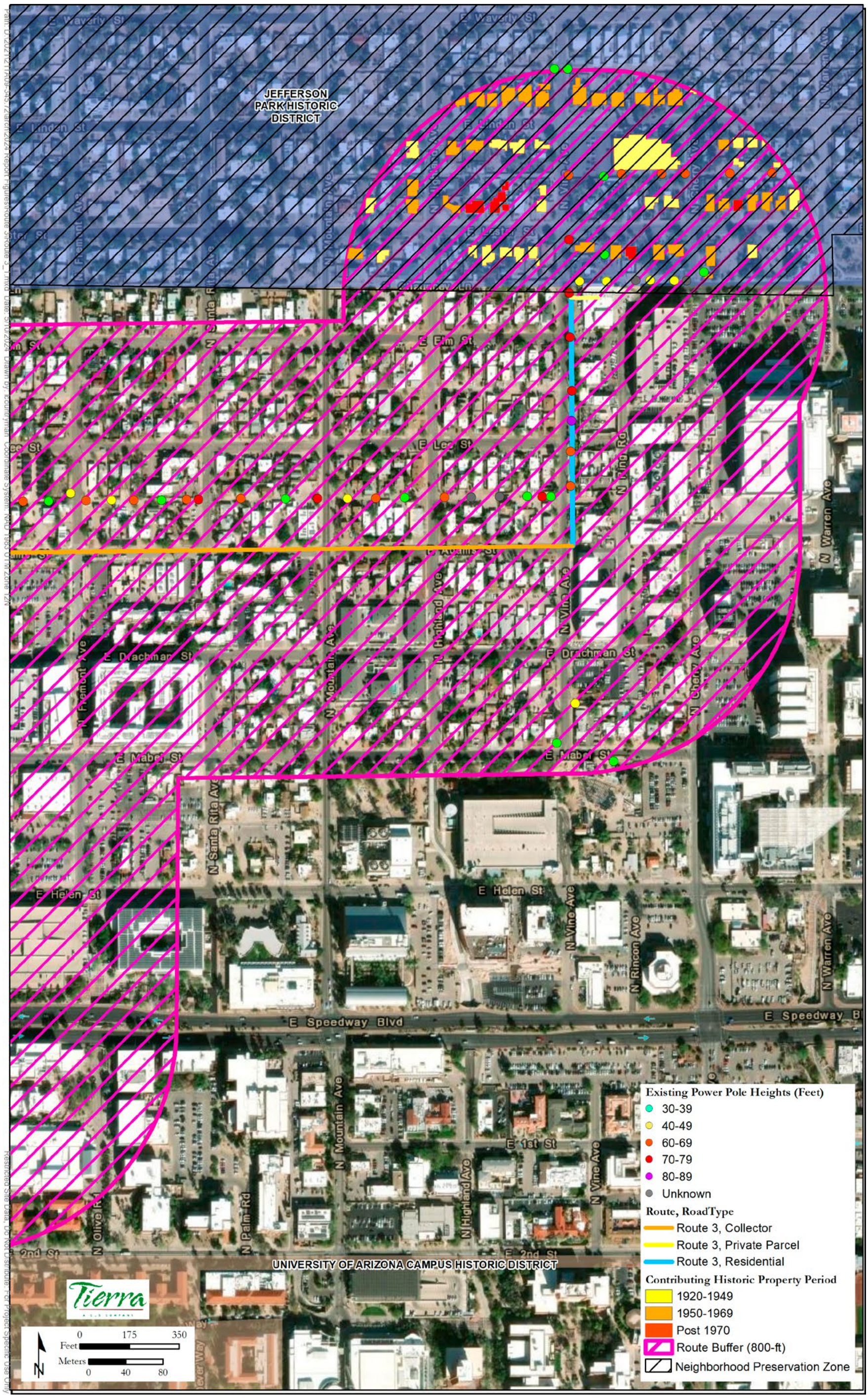
## C. Route 3 Maps: Kino Substation to Vine

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

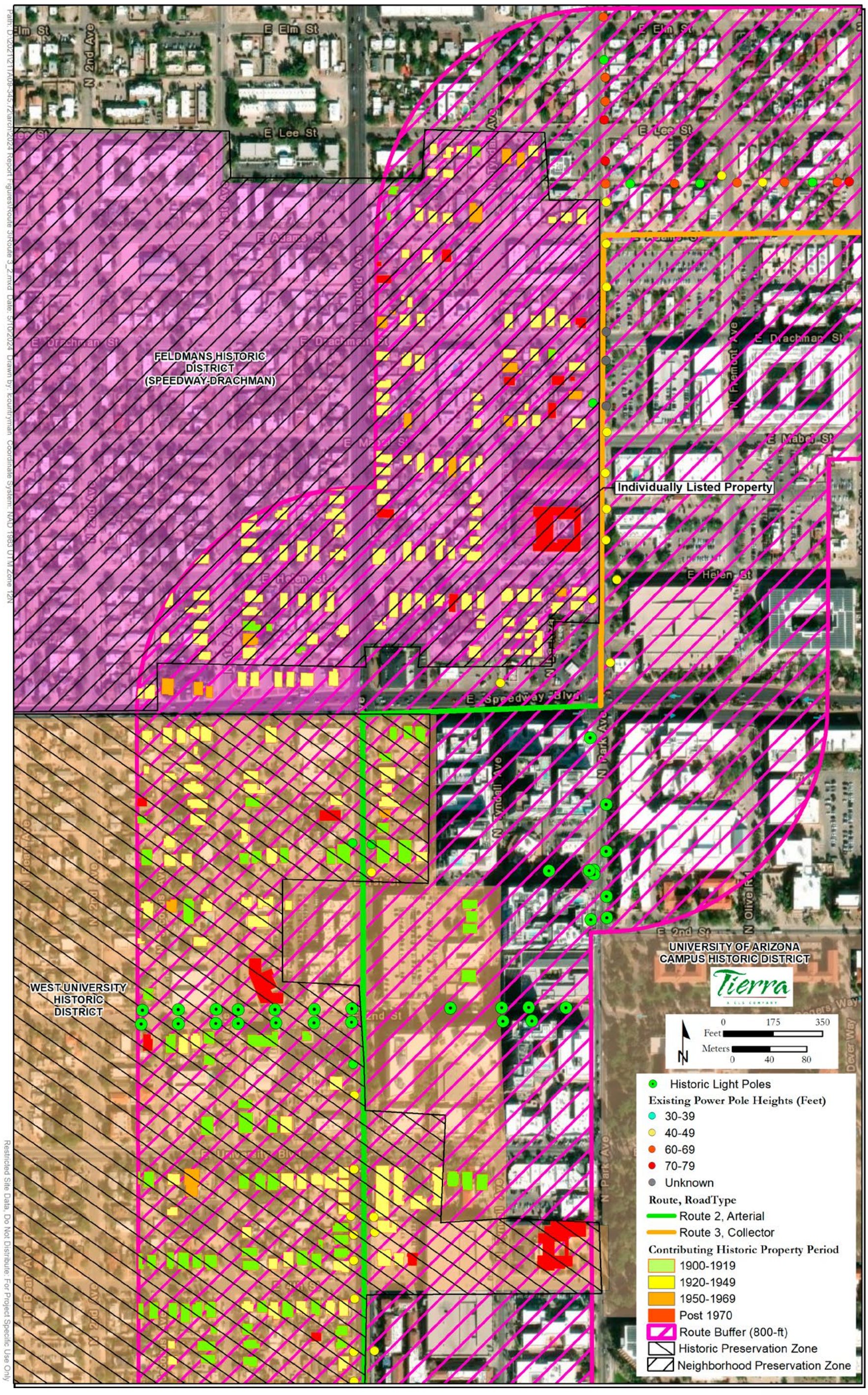
## Figure VIII.C.1: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



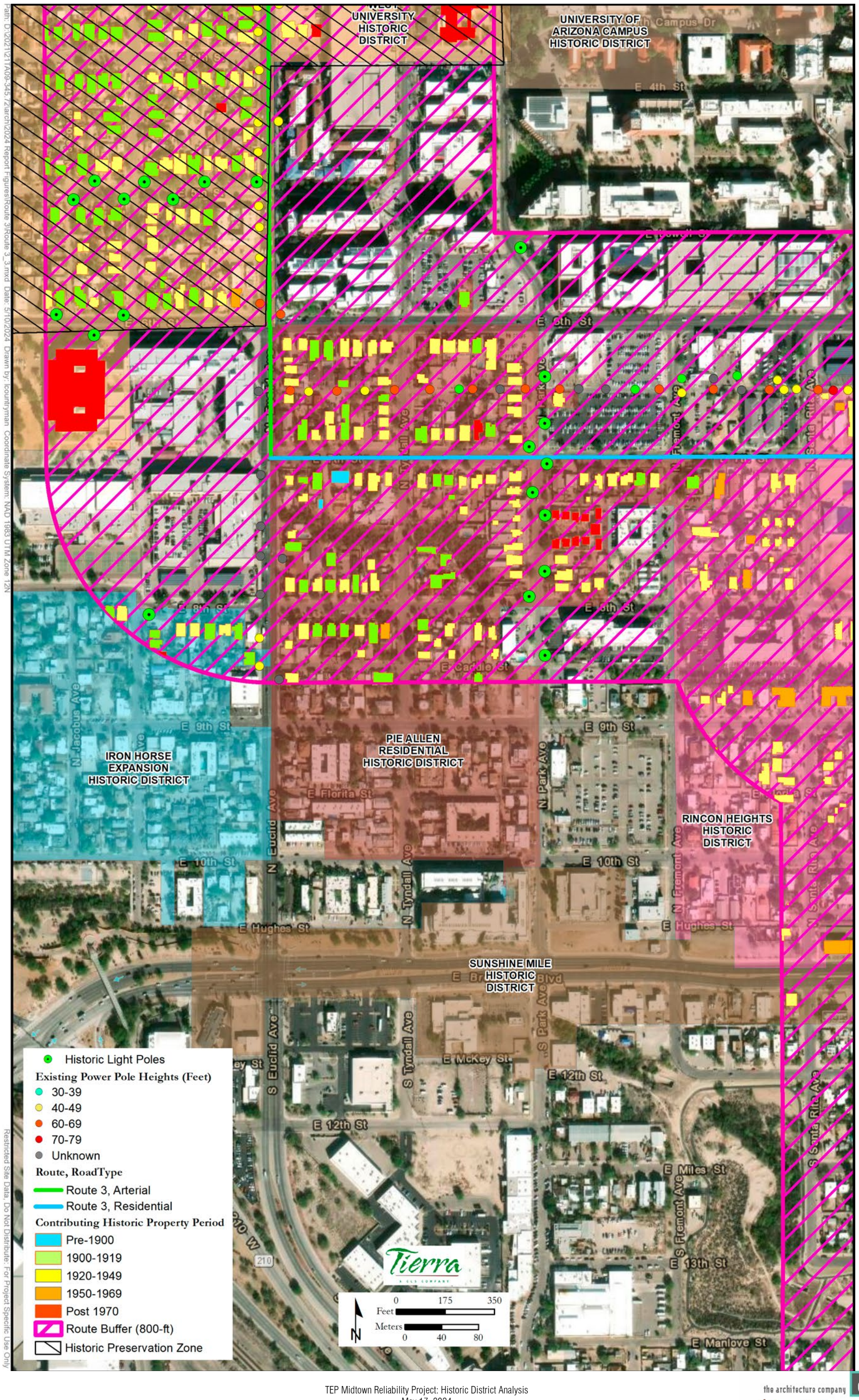
# Figure VIII.C.2: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO ADAMS ST / FREMONT AVE



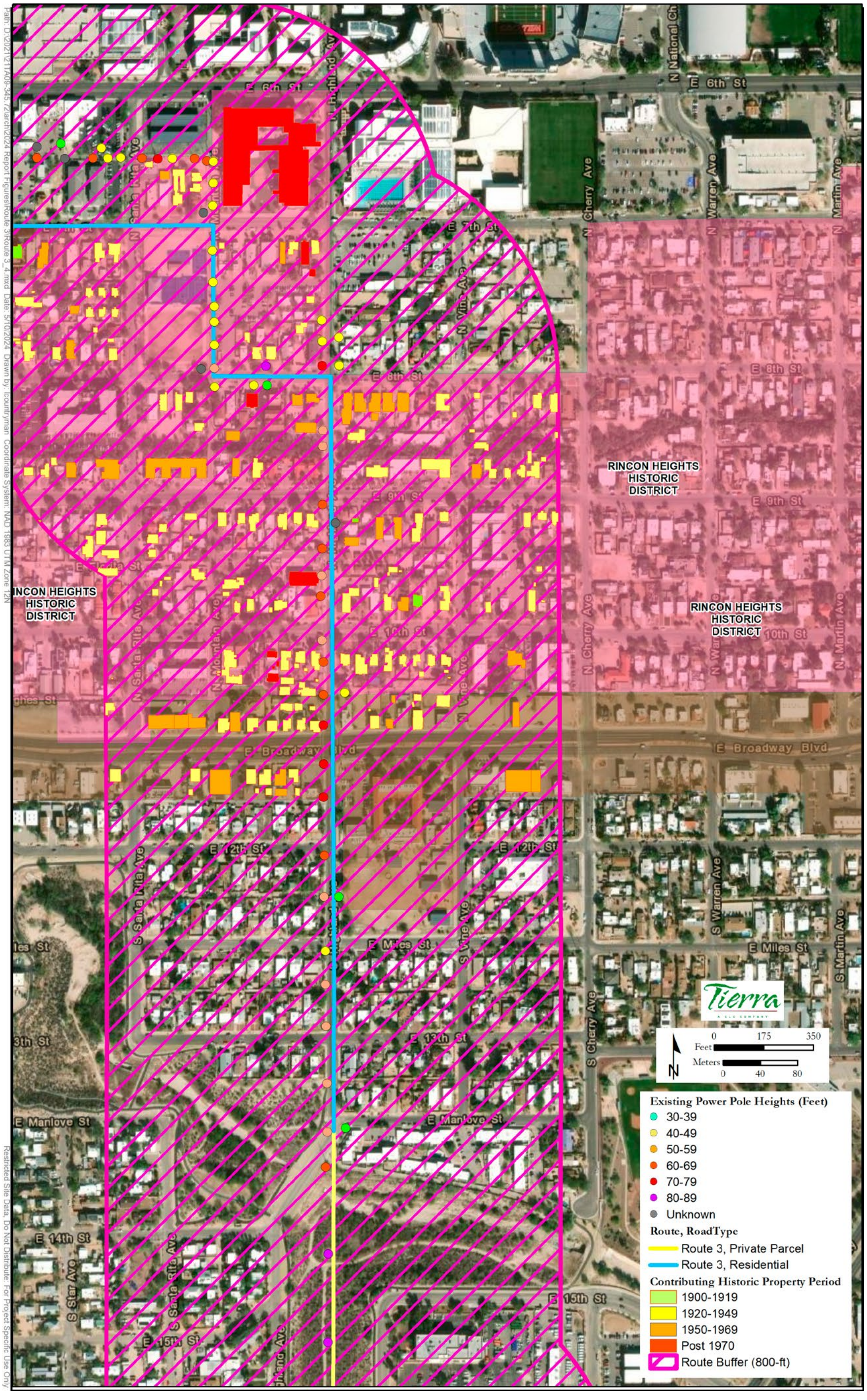
# FIGURE VIII.C.3: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST



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



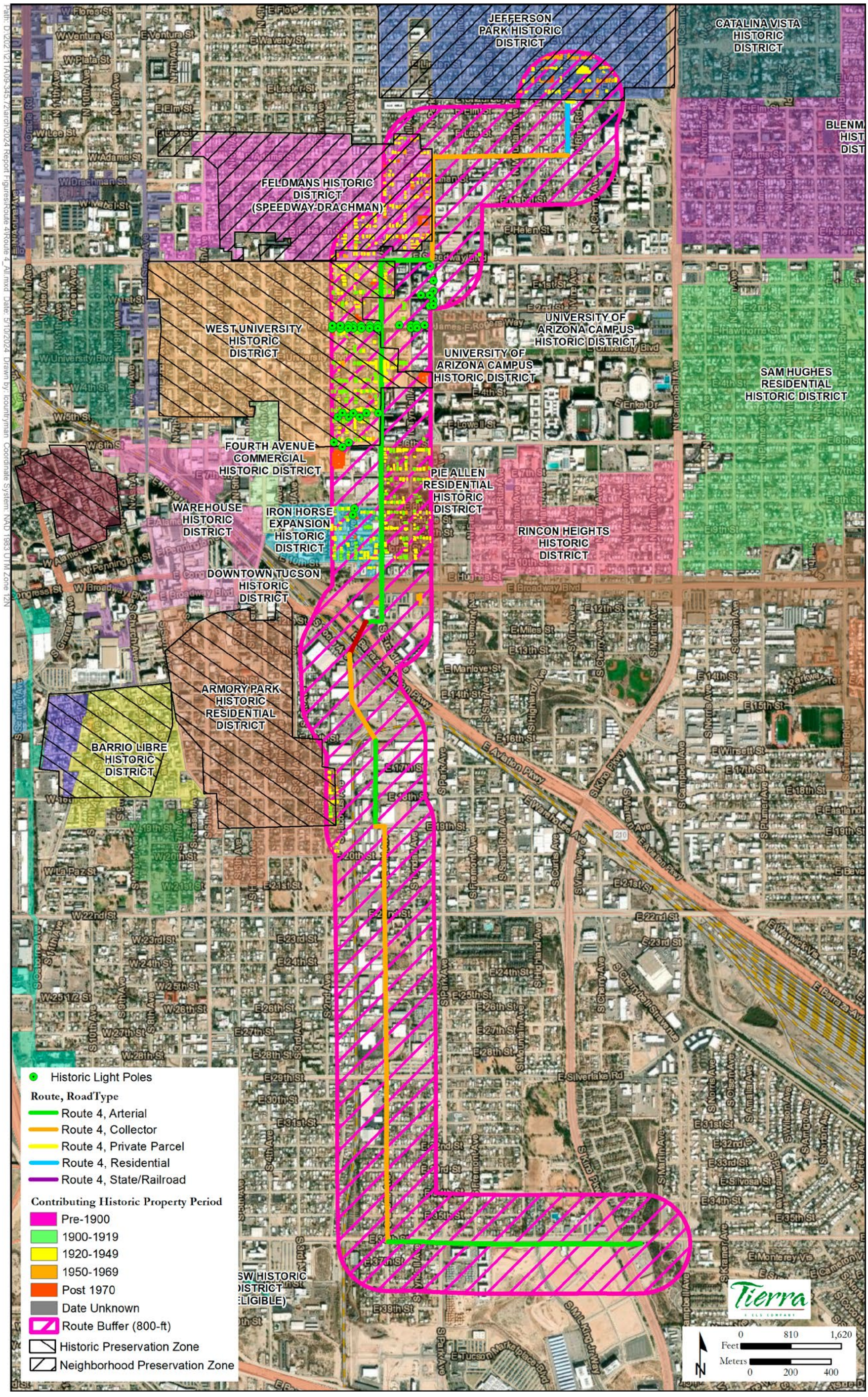
## FIGURE VIII.C.5: ROUTE 3 KINO SUBSTATION TO VINE SUBSTATION 7TH ST / SANTA RITA AVE TO HIGHLAND AVE / MANLOVE ST



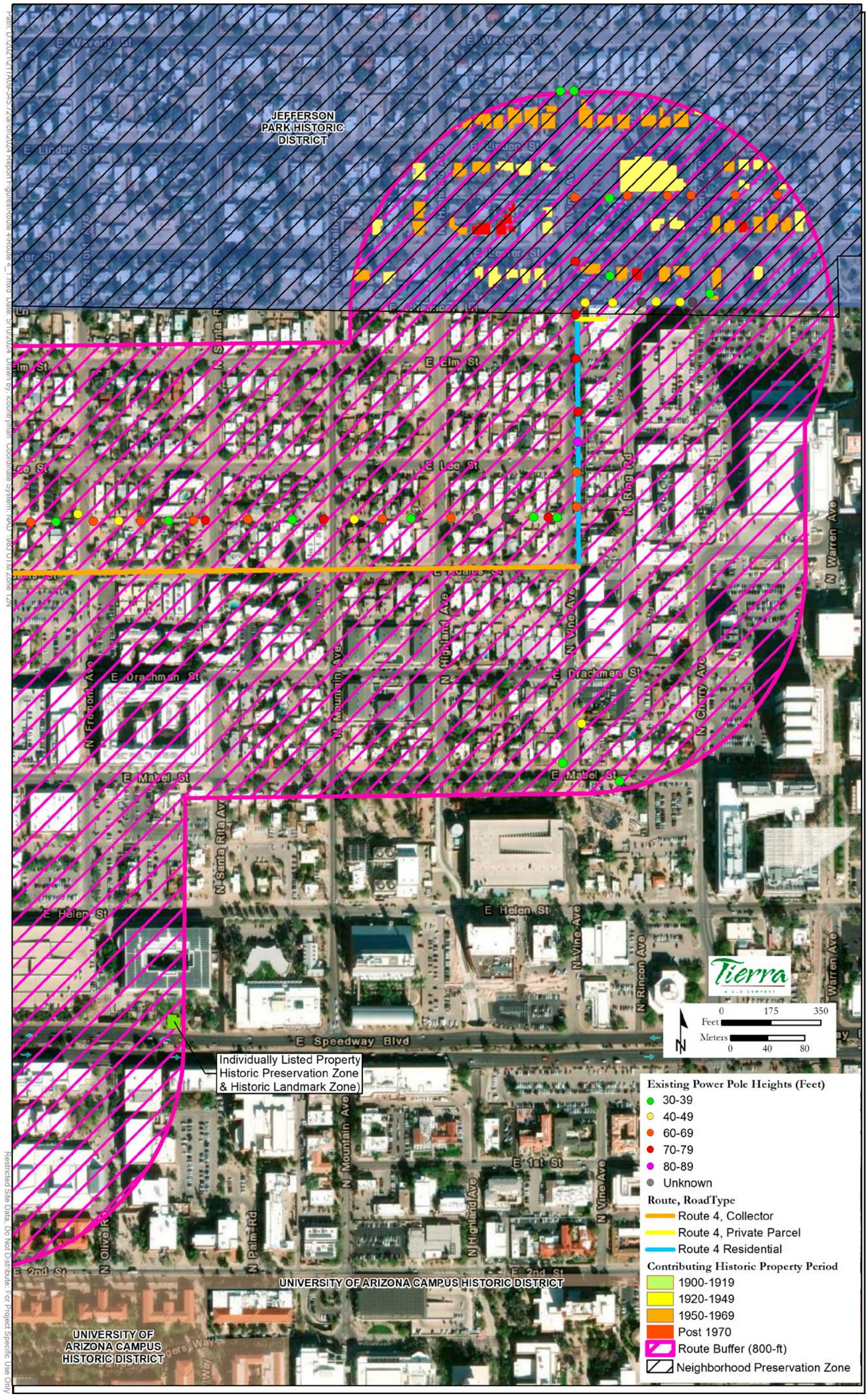
## D. Route 4 Kino Substation to Vine Substation Maps

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

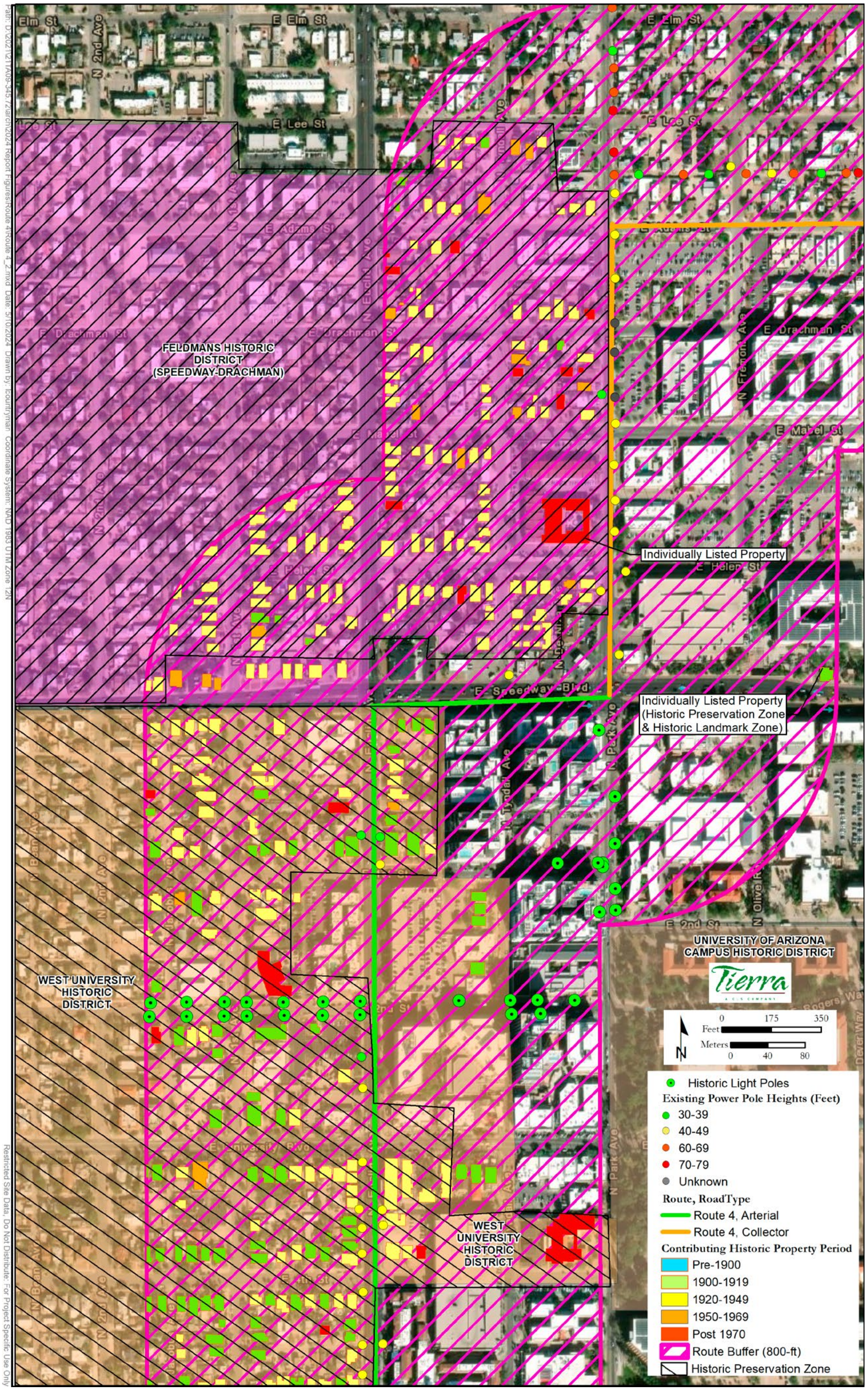
## Figure VIII.D.1: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



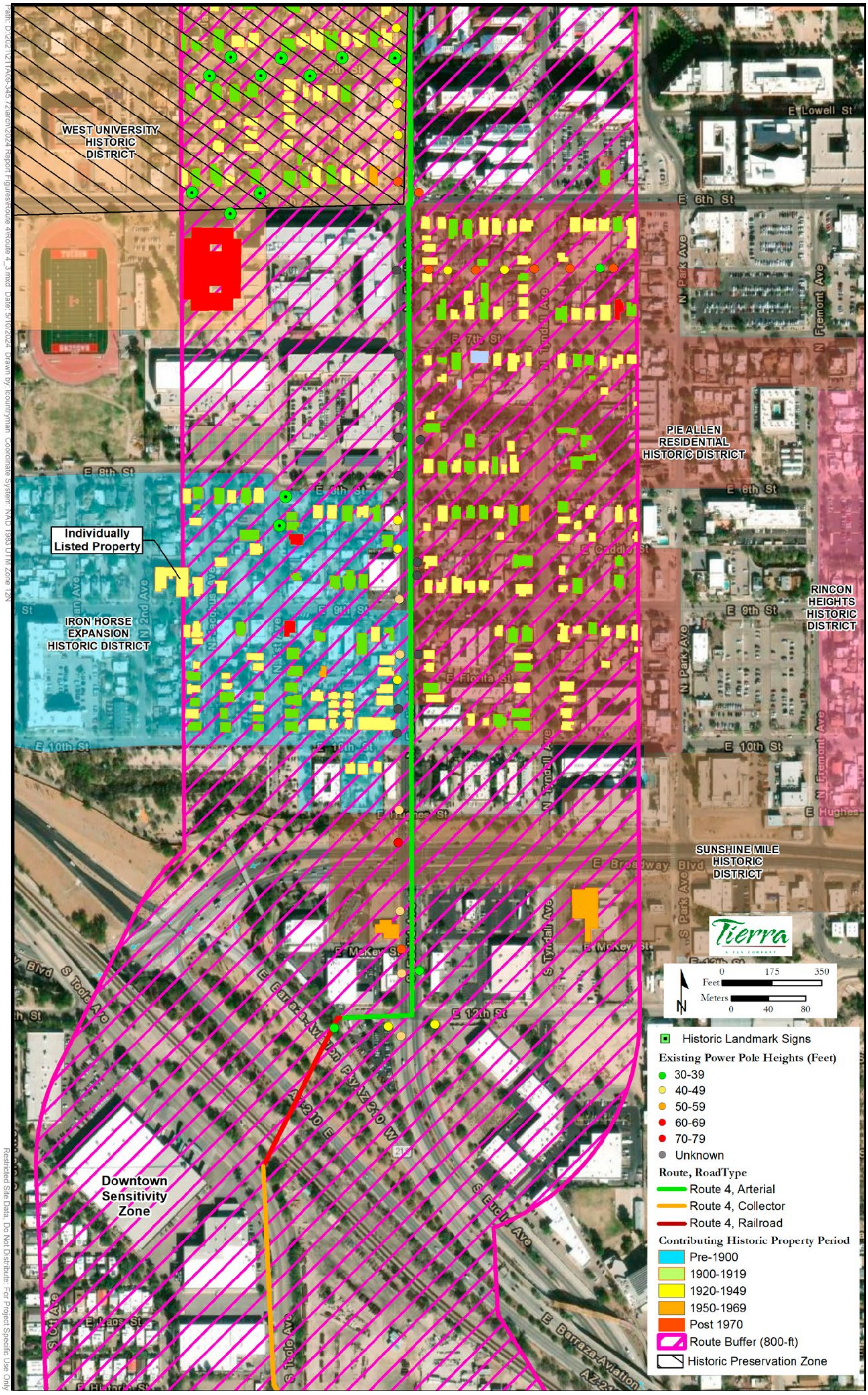
## Figure VIII.D.2: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO ADAMS ST / FREMONT AVE



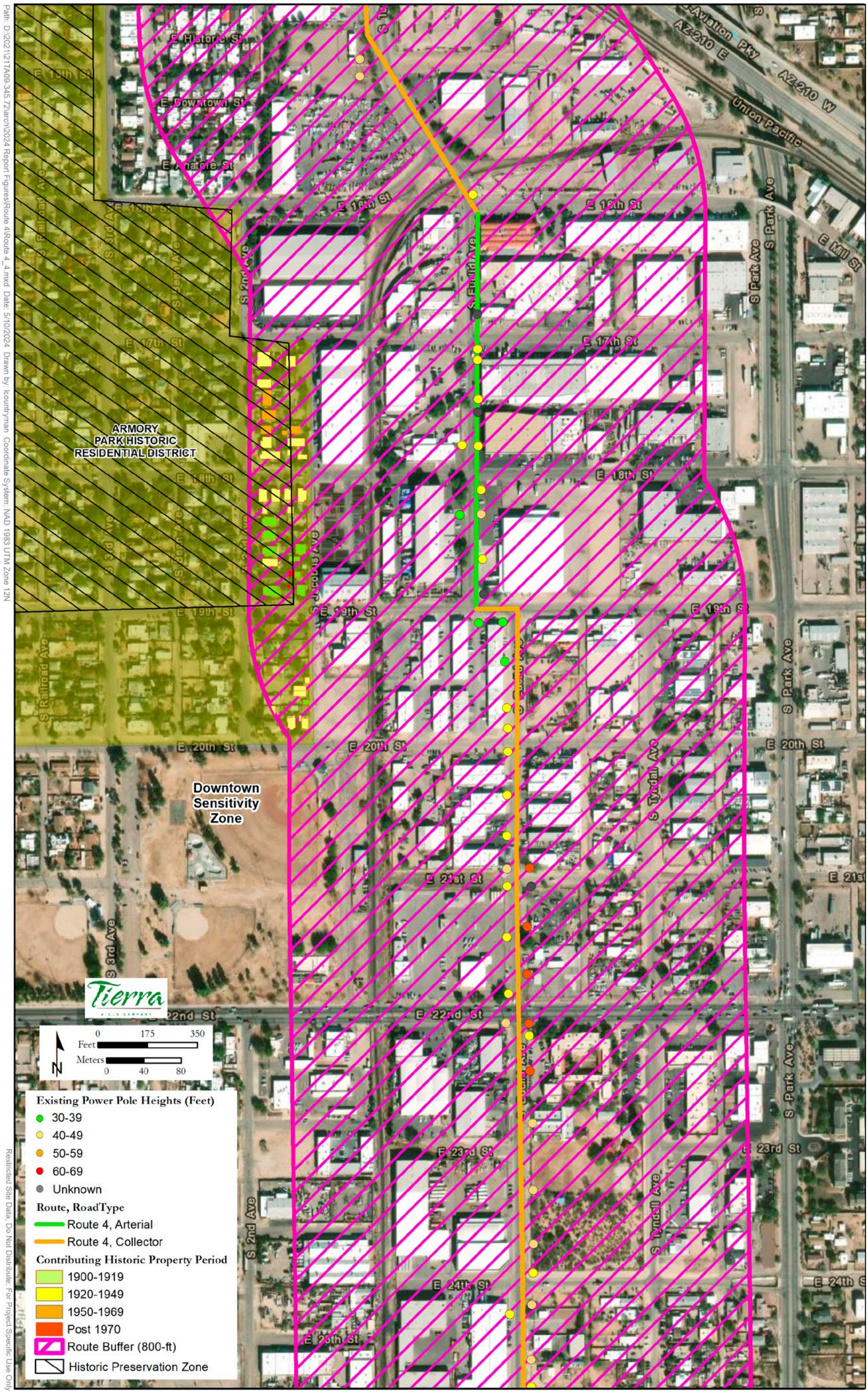
## Figure VIII.D.3: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION ADAMS ST / FREMONT AVE TO EUCLID AVE / 4TH ST



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



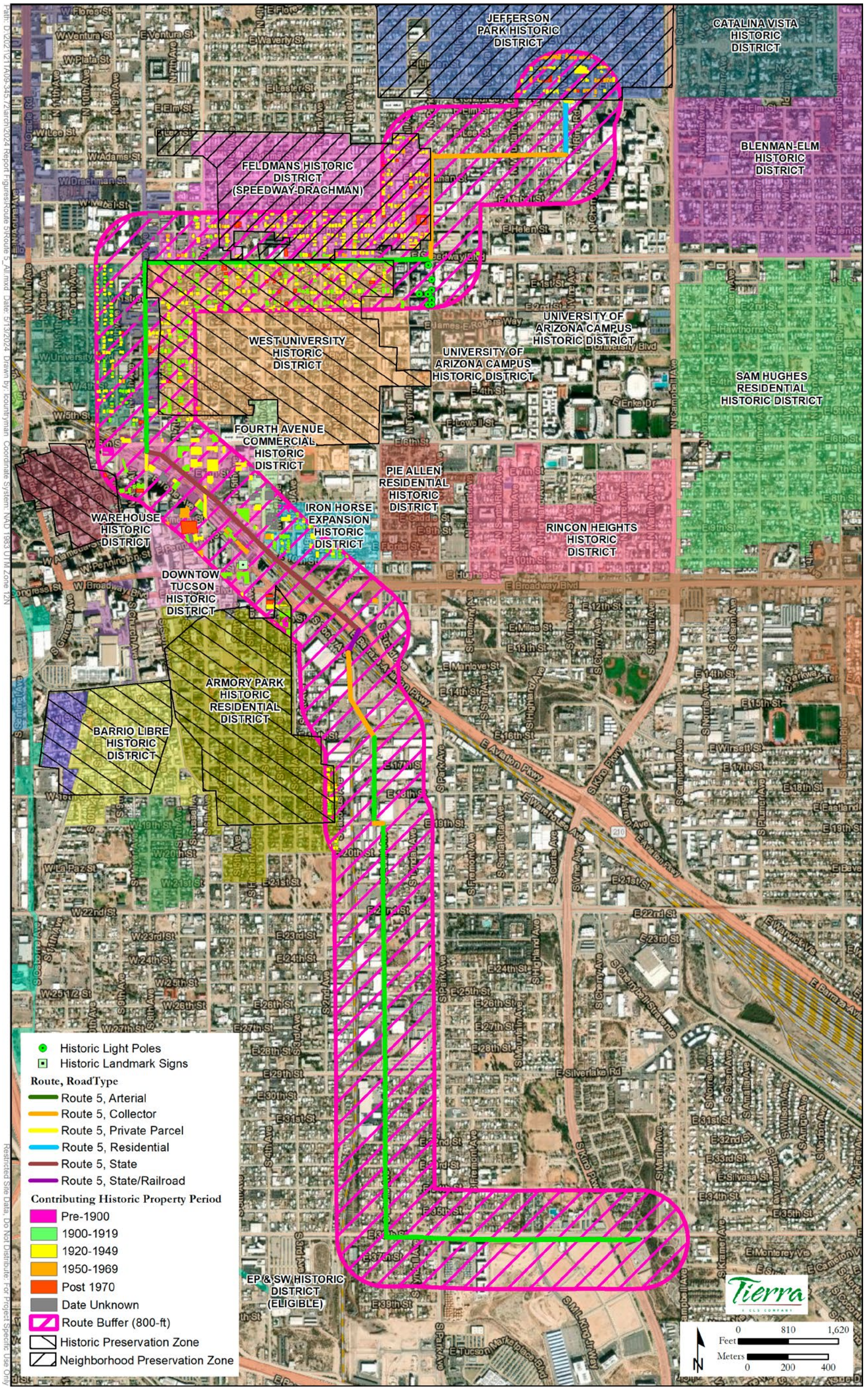
## Figure VIII.D.5: ROUTE 4 KINO SUBSTATION TO VINE SUBSTATION EUCLID AVE / 18TH ST TO EUCLID AVE / 24TH ST



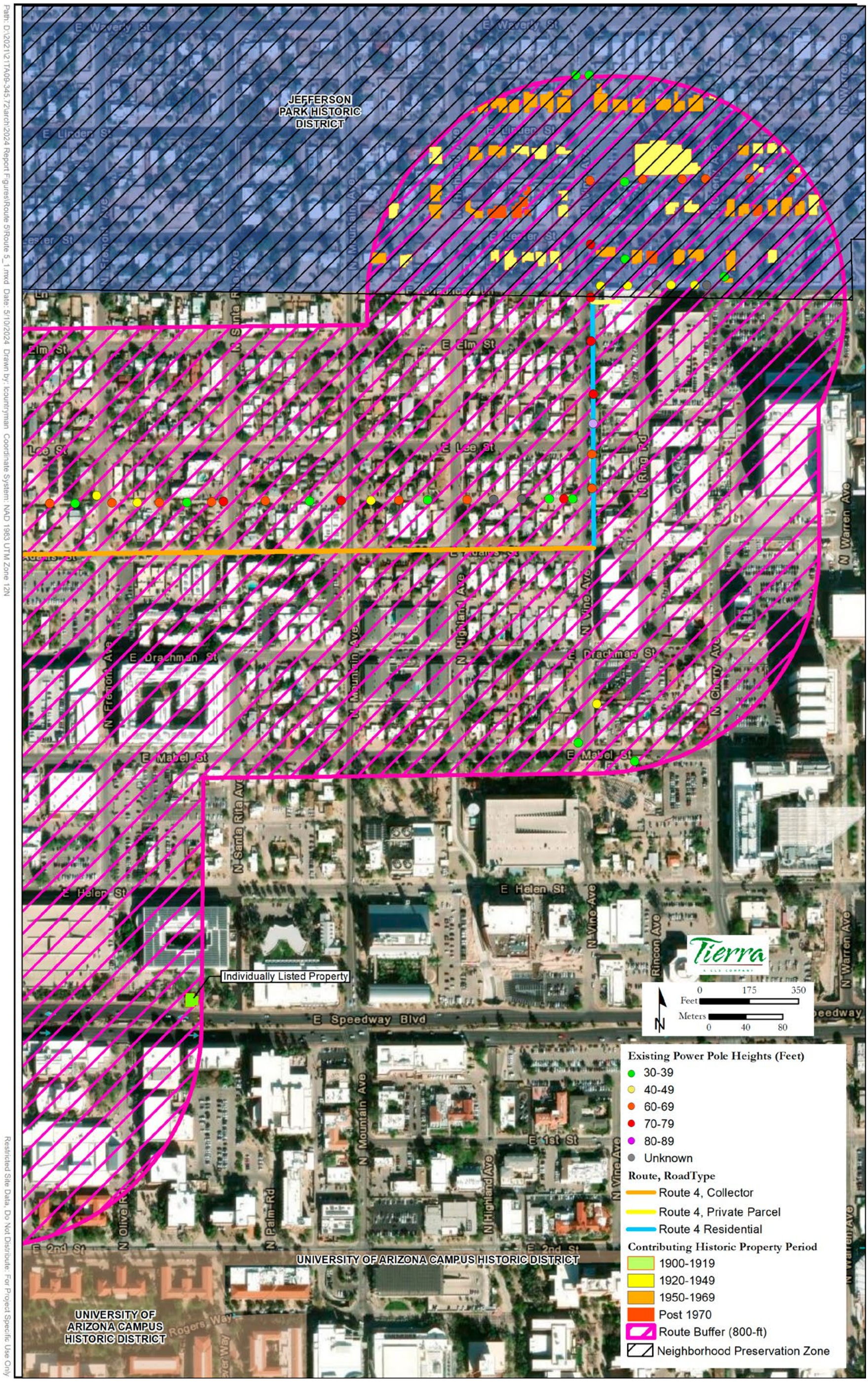
## E. Route 5 Kino Substation to Vine Substation Maps

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

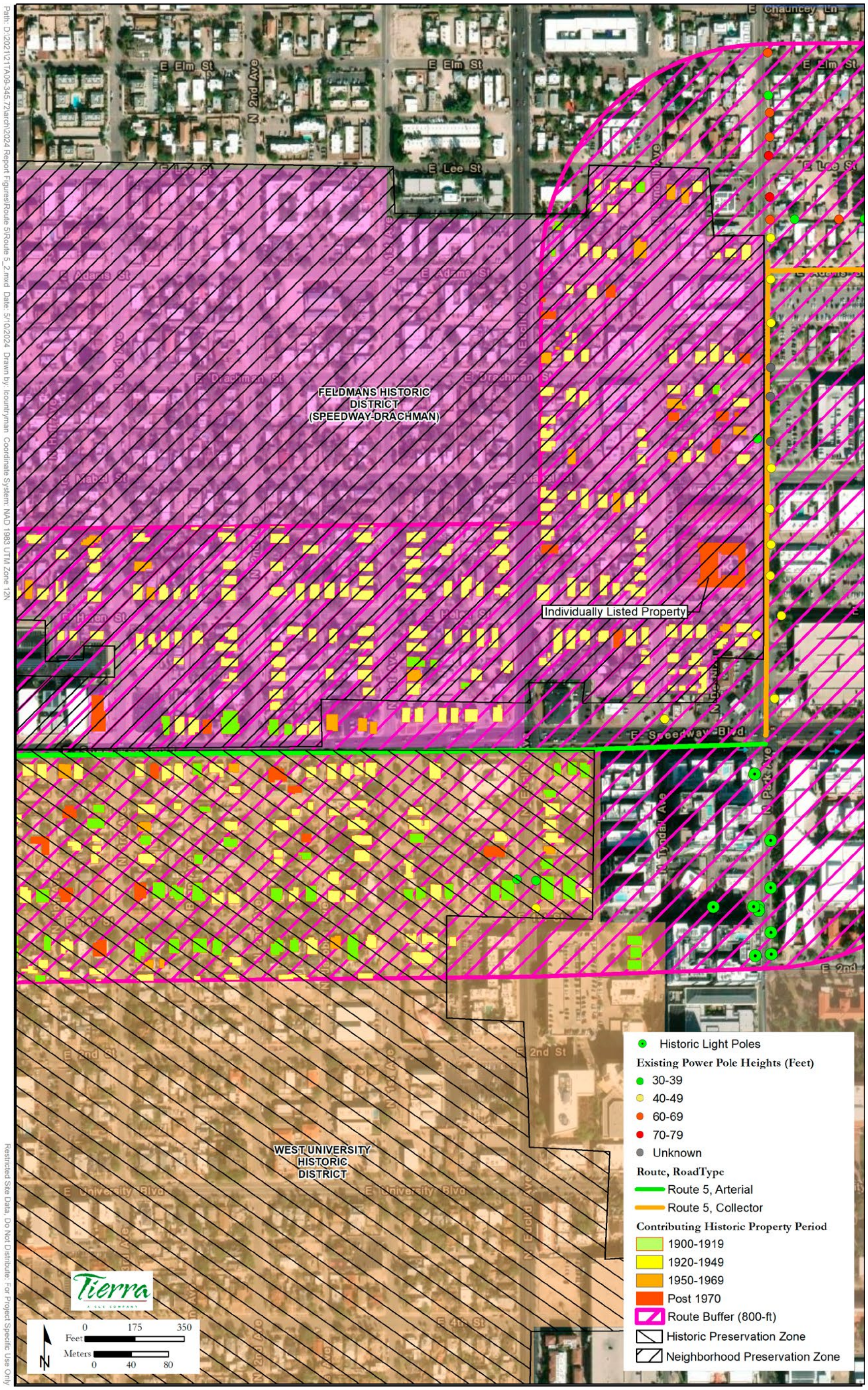
## Figure VIII.E.1: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



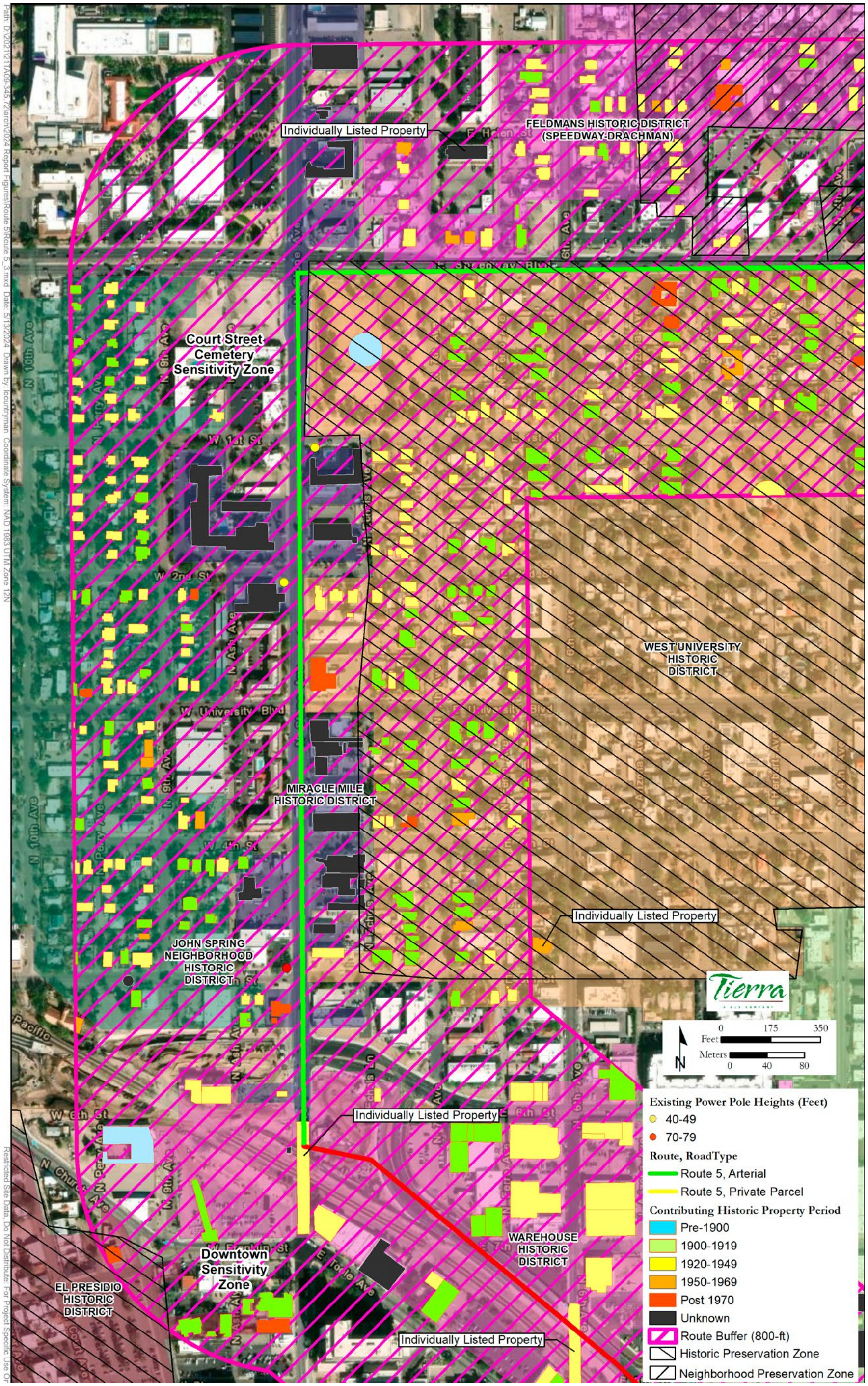
# Figure VIII.E.2: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO ADAMS ST / FREMONT AVE



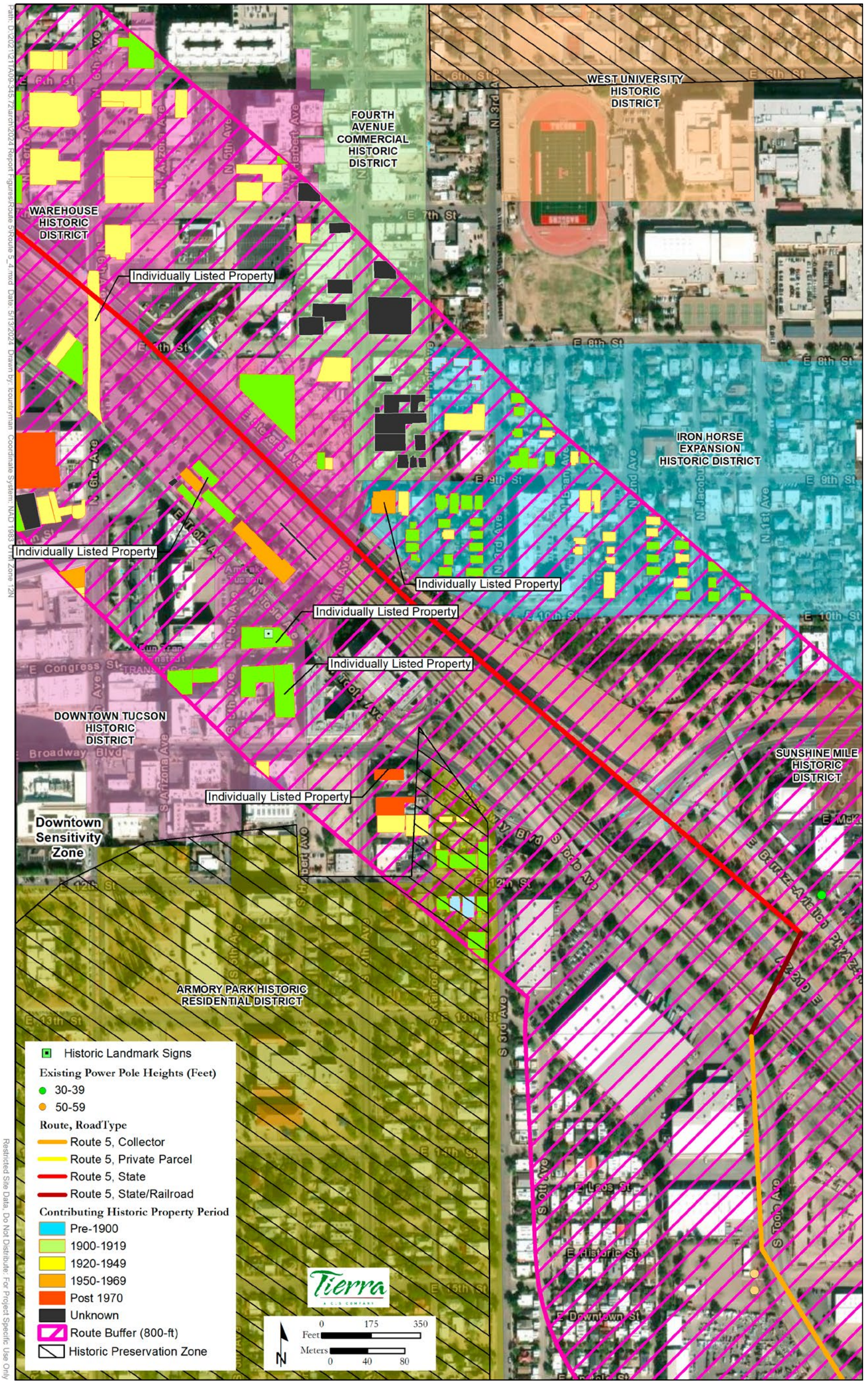
## Figure VIII.E.3: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION ADAMS ST / PARK AVE TO SPEEDWAY BLVD / 3RD AVE



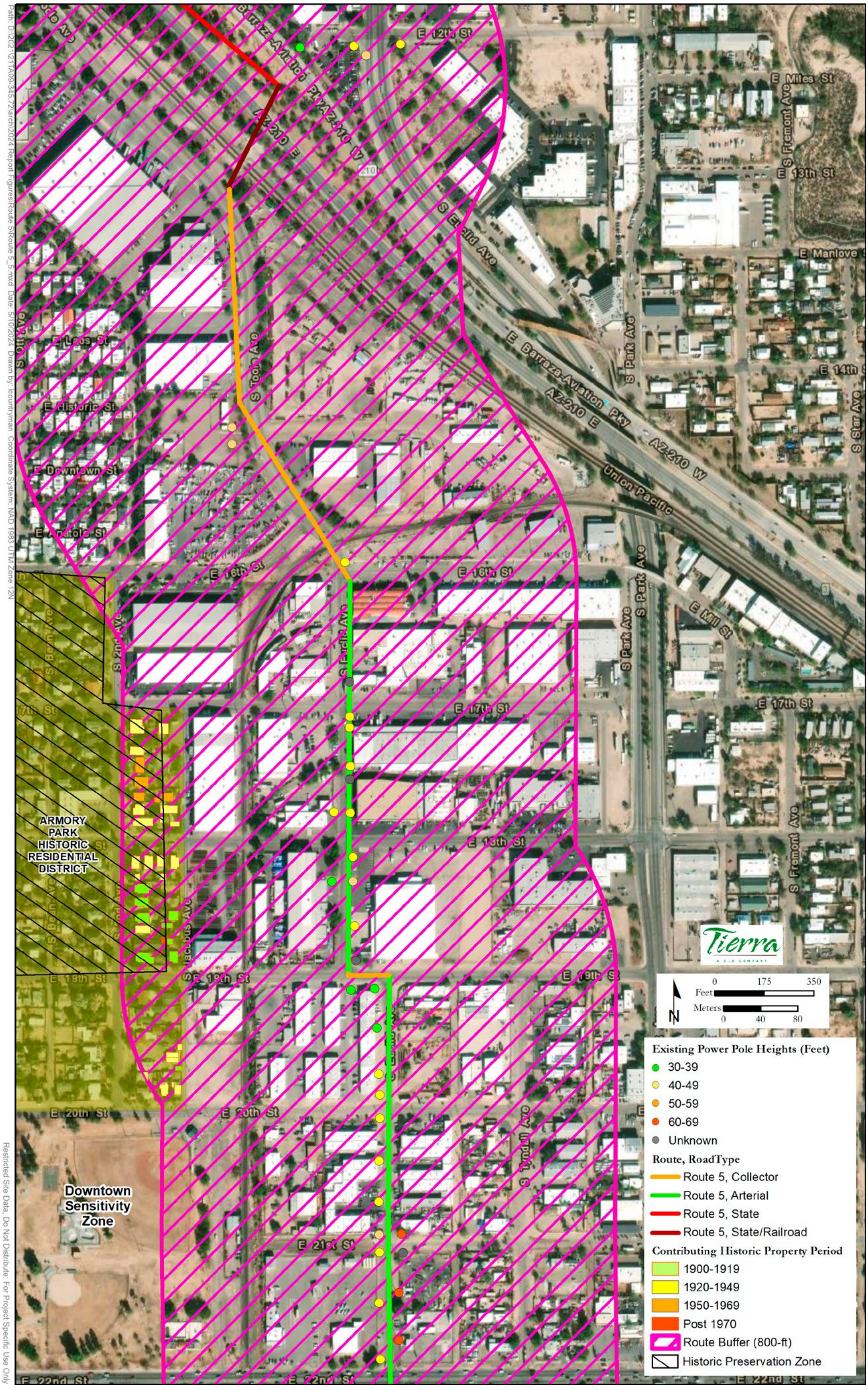
## Figure VIII.E.4: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION SPEEDWAY BLVD / 4TH AVE TO STONE AVE / TOOLE AVE



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



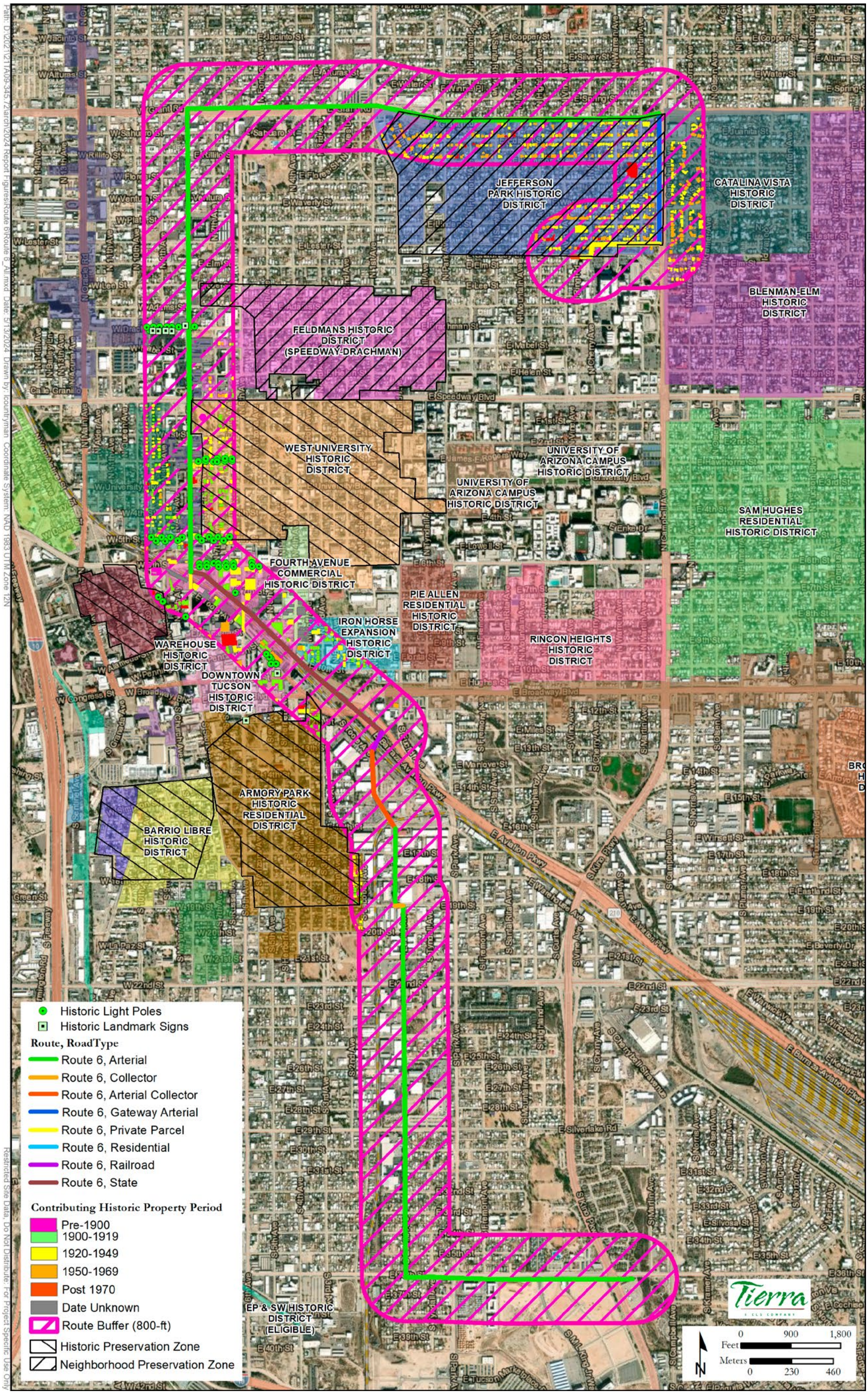
## Figure VIII.E.6: ROUTE 5 KINO SUBSTATION TO VINE SUBSTATION 18TH ST / TOOLE AVE TO 22ND ST / EUCLID AVE



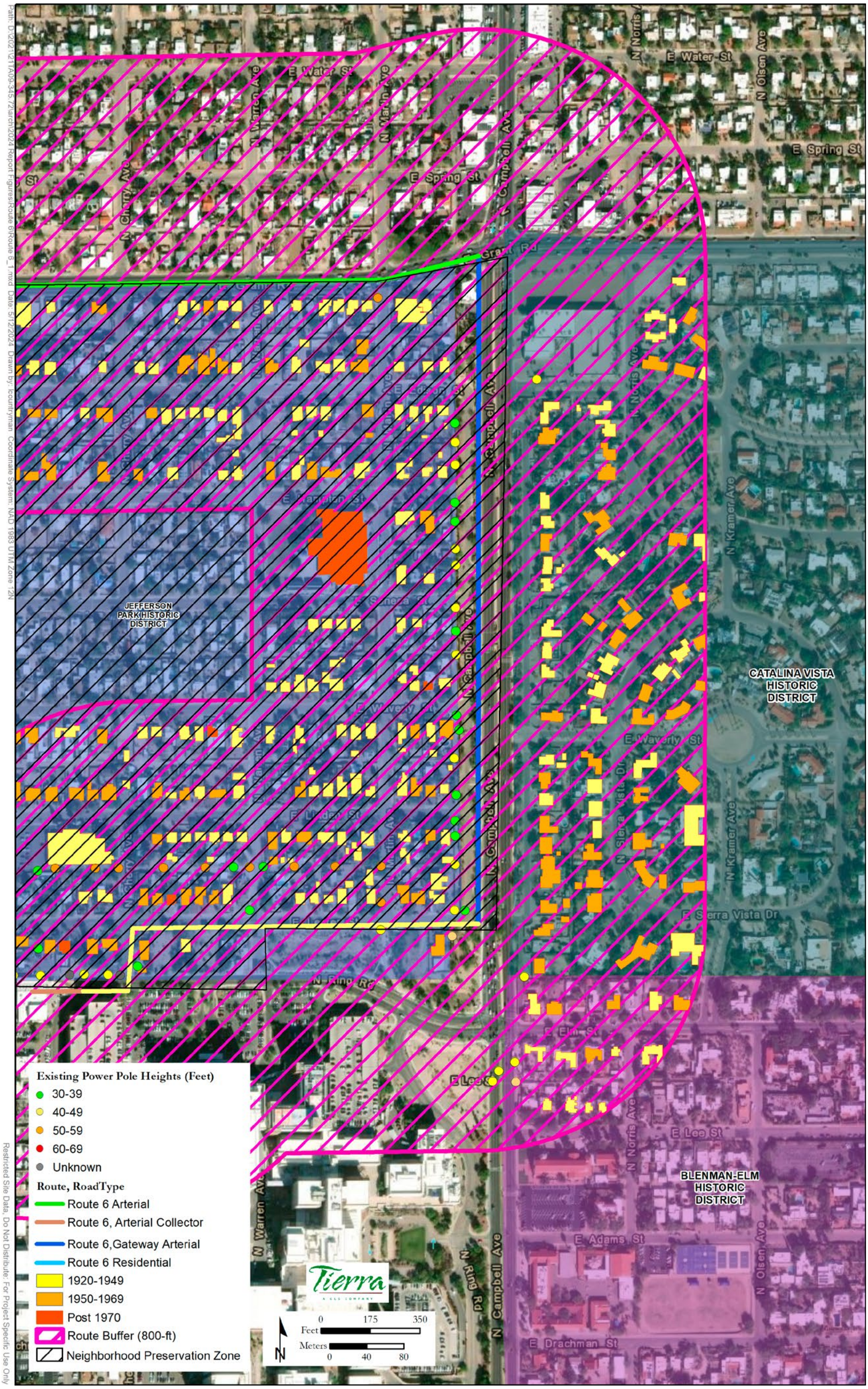
## F. Route 6 Kino Substation to Vine Substation Maps

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

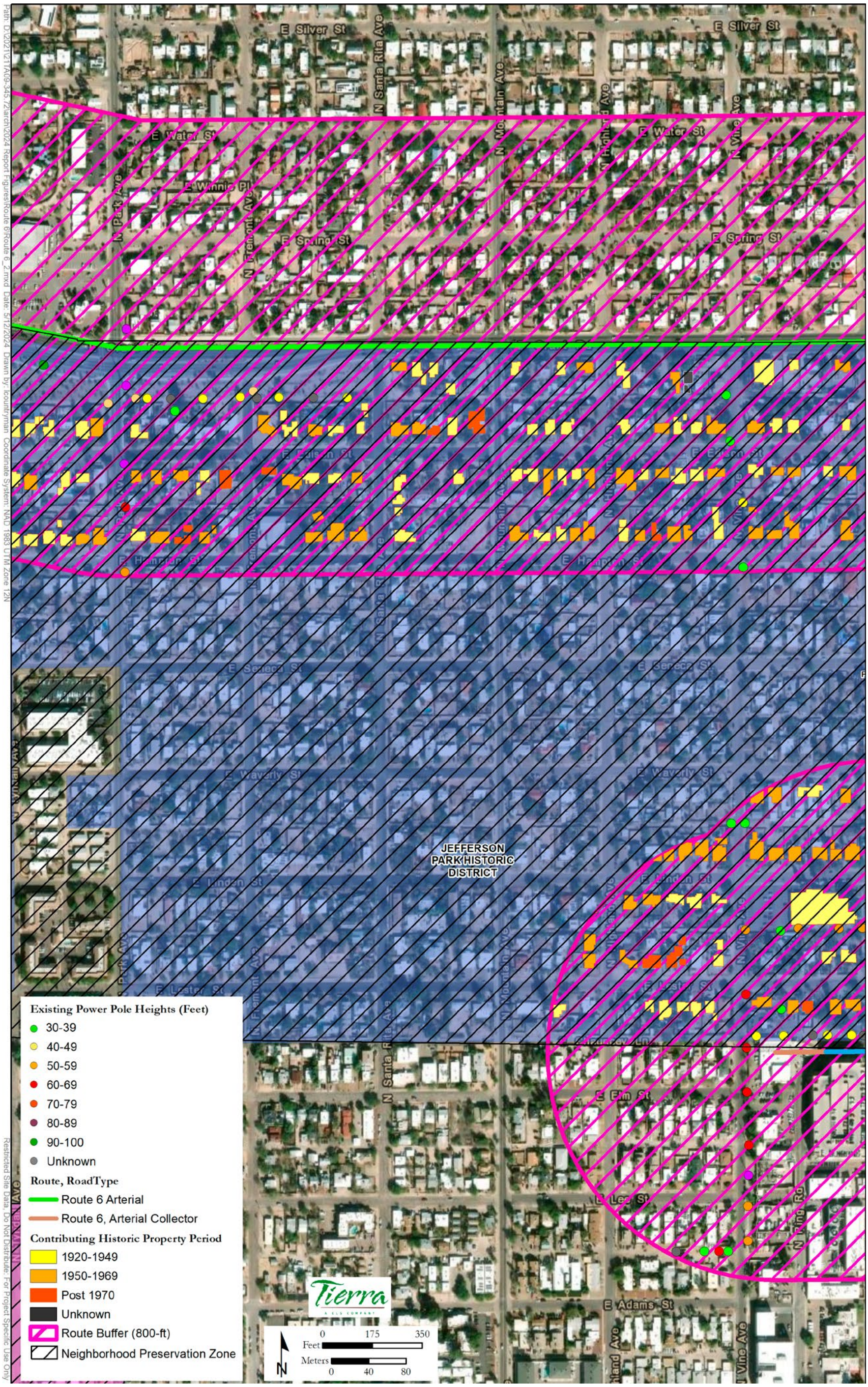
## Figure VIII.F.1: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION FULL ROUTE



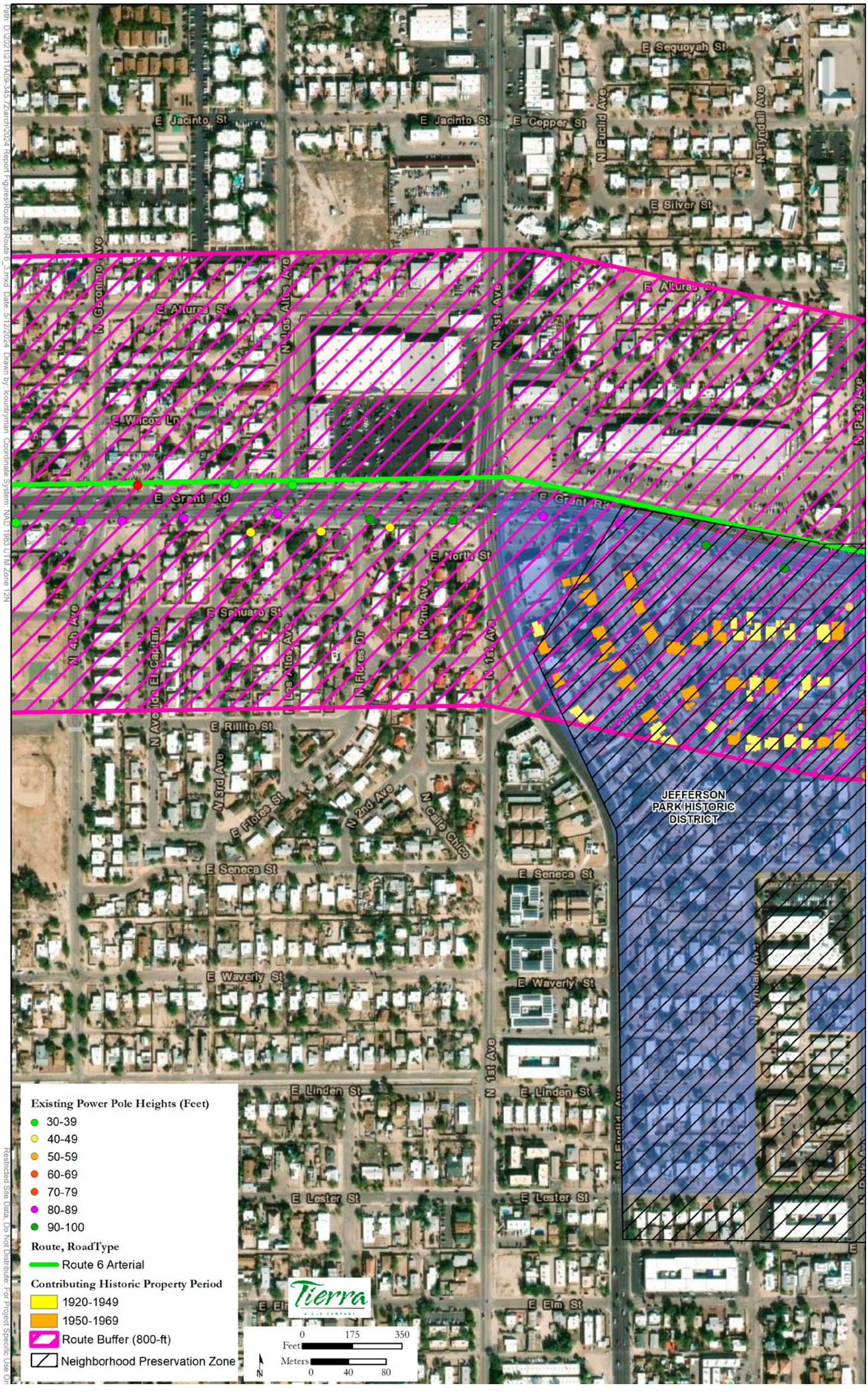
# Figure VIII.F.2: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION VINE SUBSTATION TO GRANT RD / CHERRY AVE



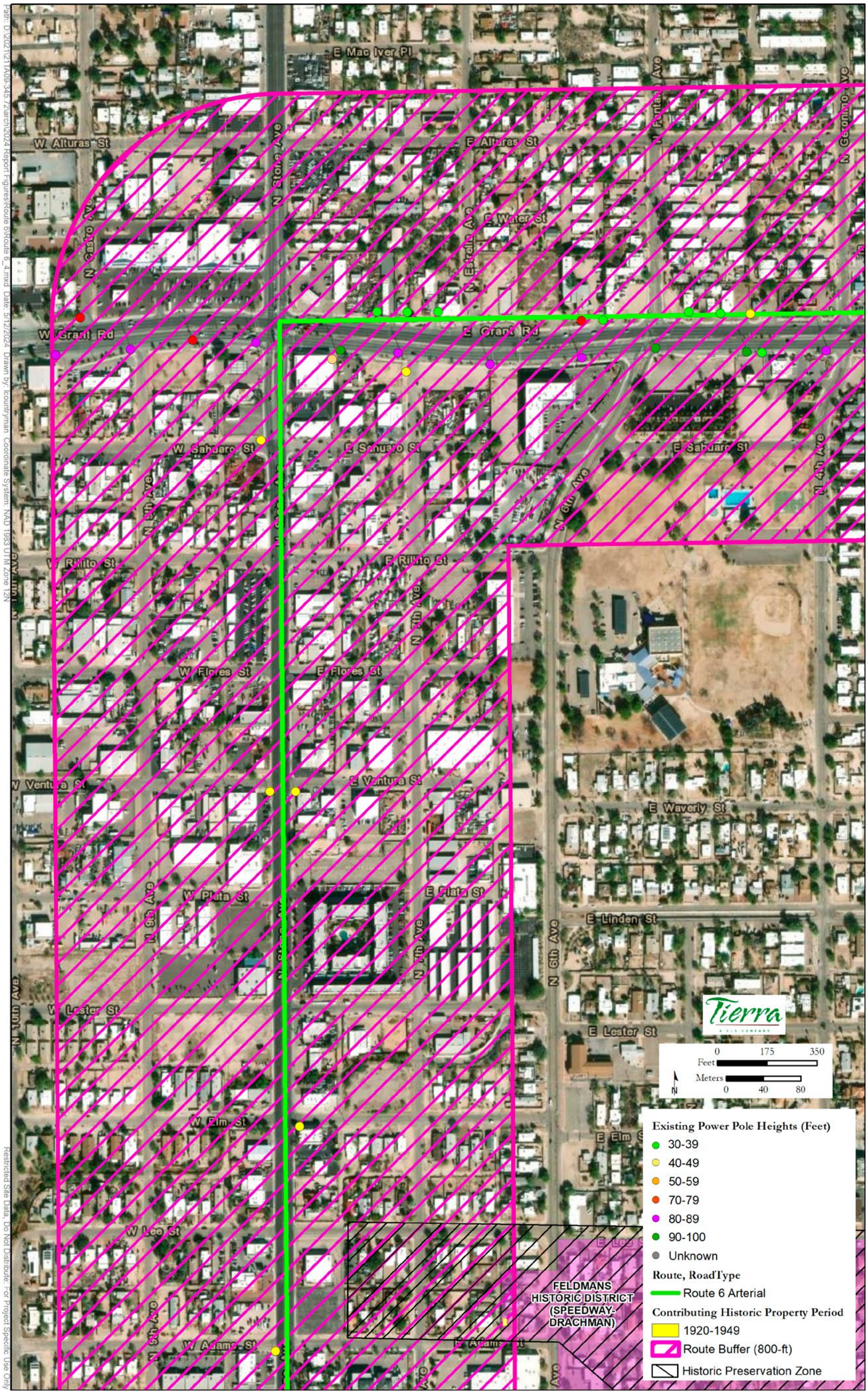
## Figure VIII.F.3: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION GRANT RD / VINE AVE TO GRANT RD / PARK AVE



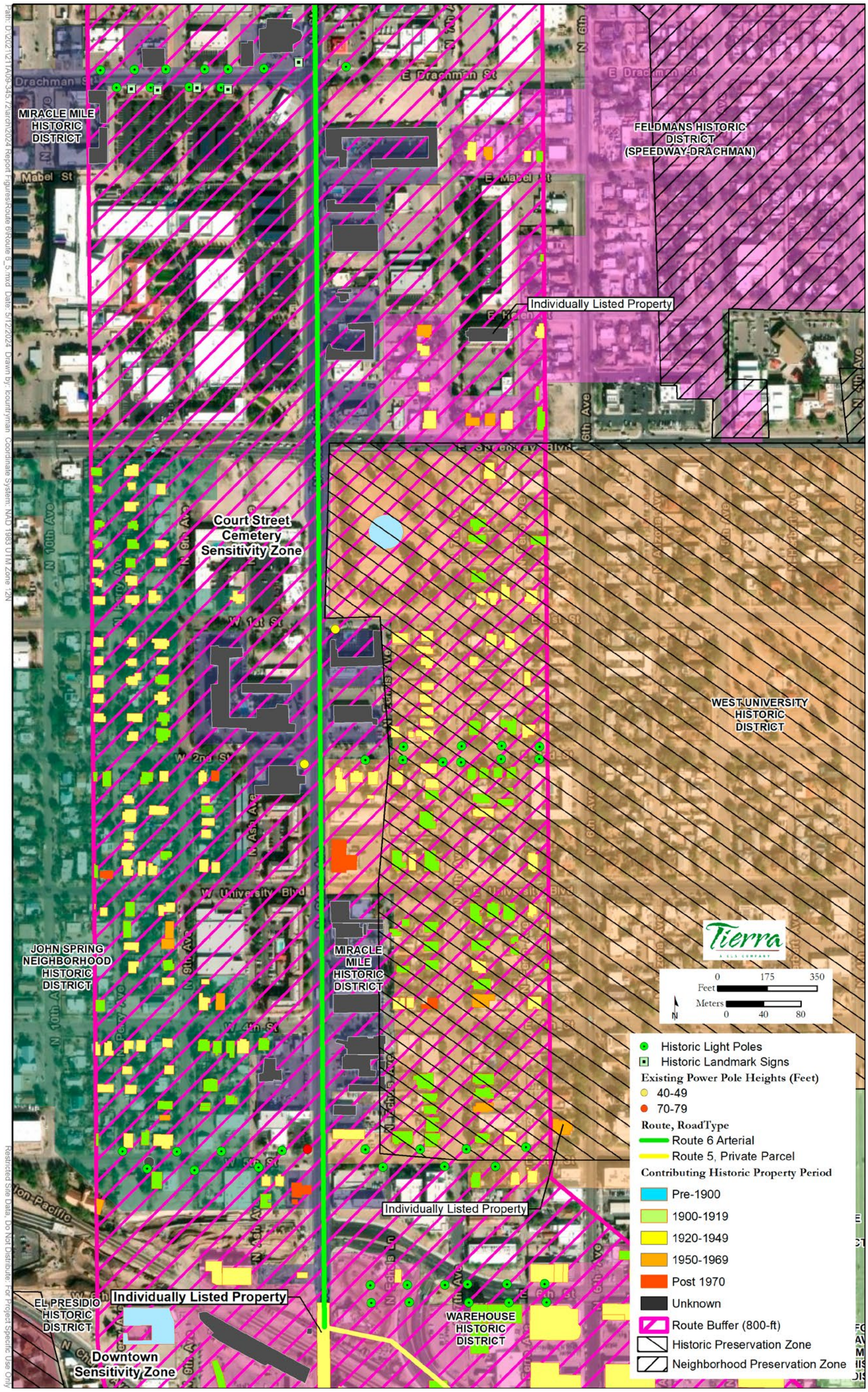
## Figure VIII.F.4: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION GRANT RD / PARK AVE TO GRANT RD / 4TH AVE



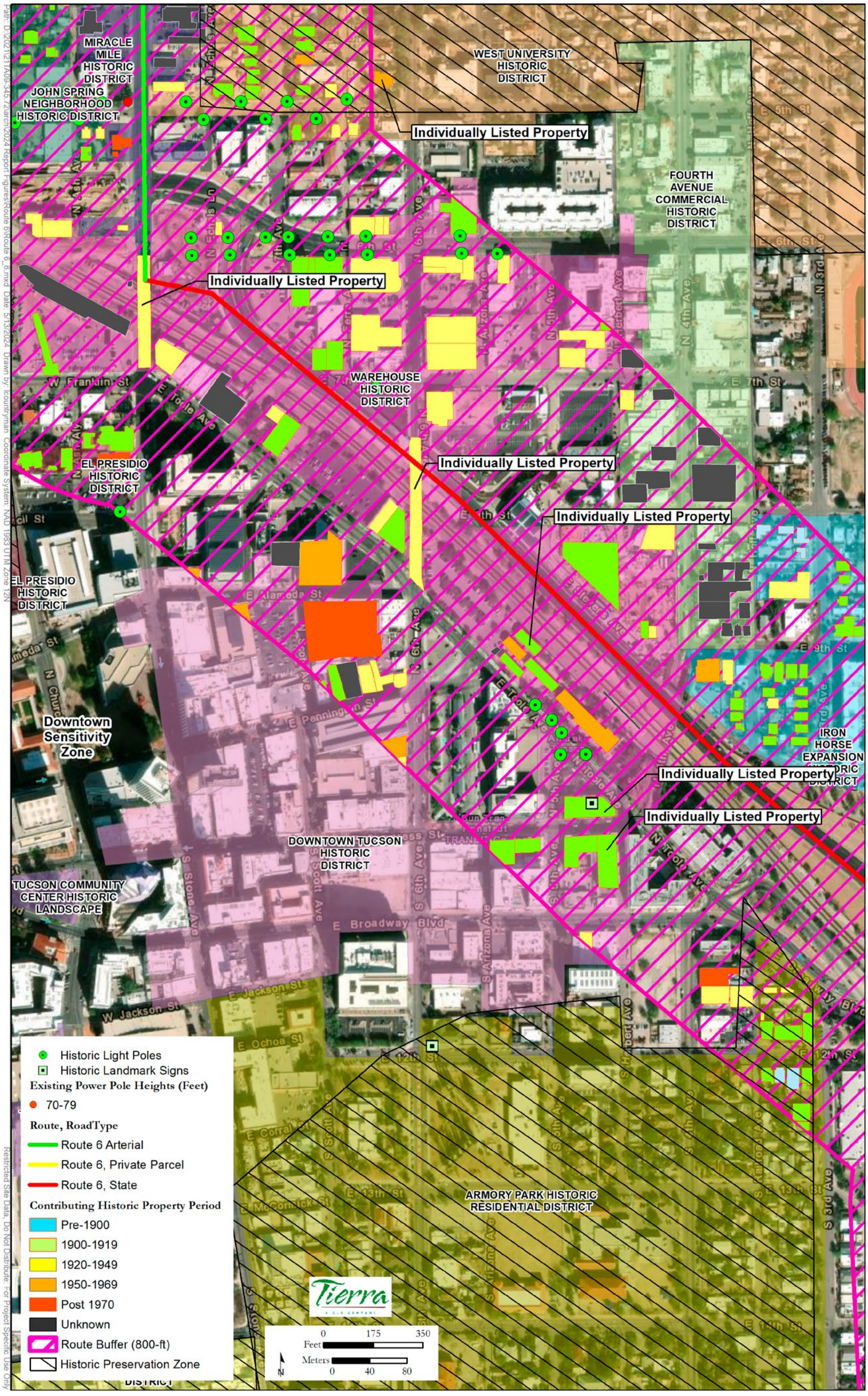
## Figure VIII.F.5: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION GRANT RD / 4TH AVE TO STONE AVE / ADAMS ST



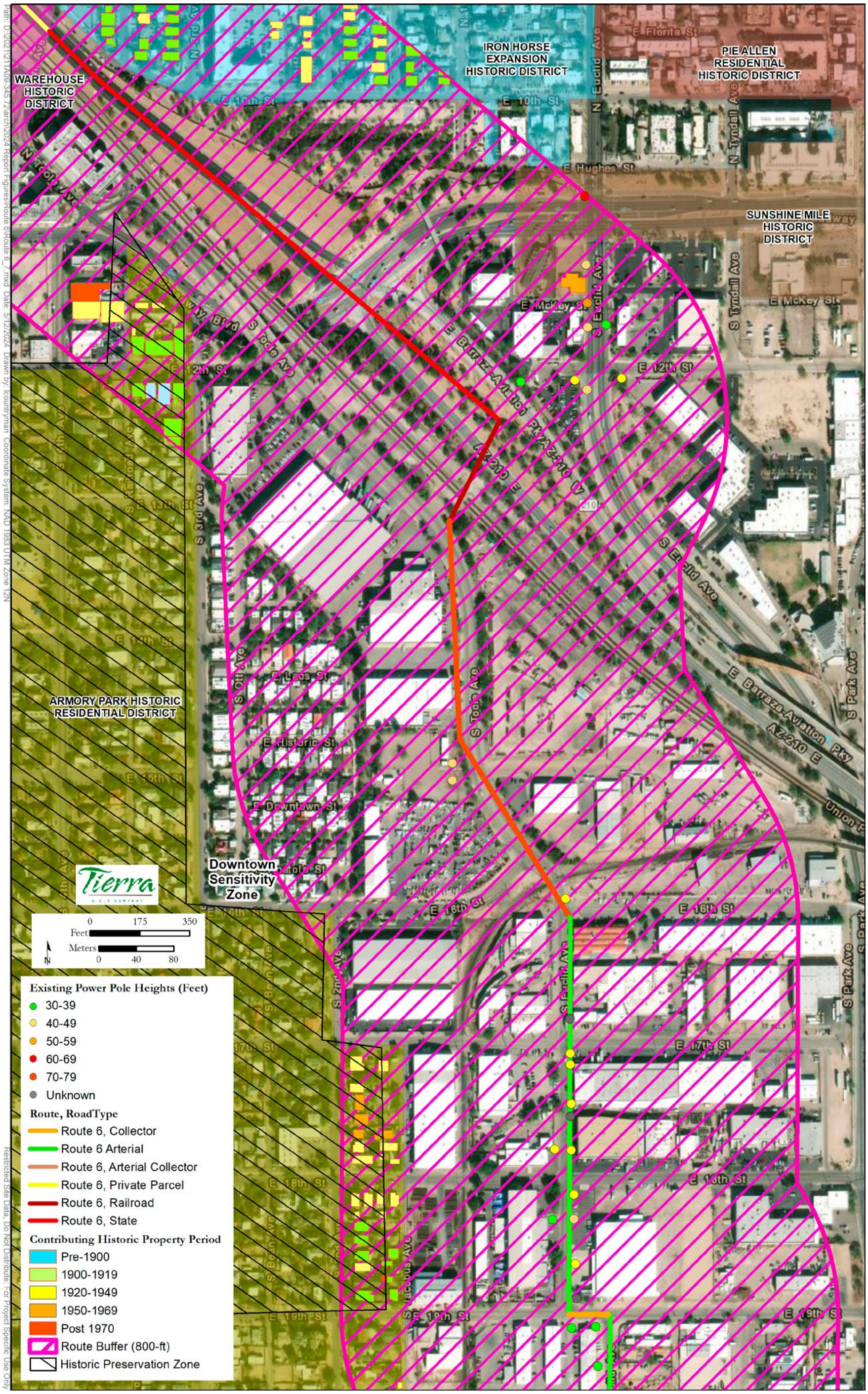
# Figure VIII.F.6: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION STONE AVE / DRACHMAN ST TO STONE AVE / 6TH ST



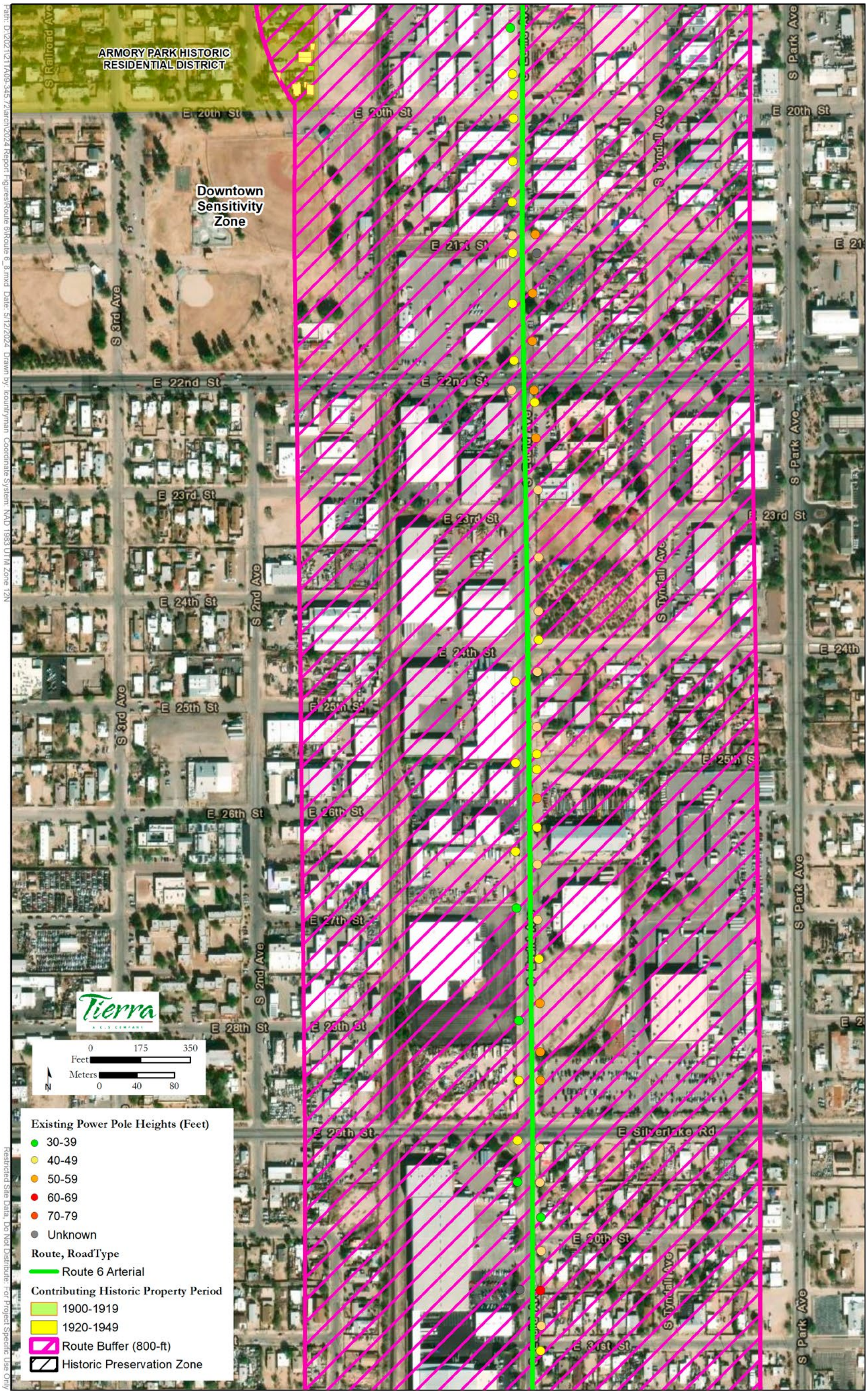
# Figure VIII.F.7: ROUTE 6 KINO SUBSTATION TO VINE SUBSTATION STONE AVE / 6TH ST TO TOOLE AVE / 4TH AVE



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



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



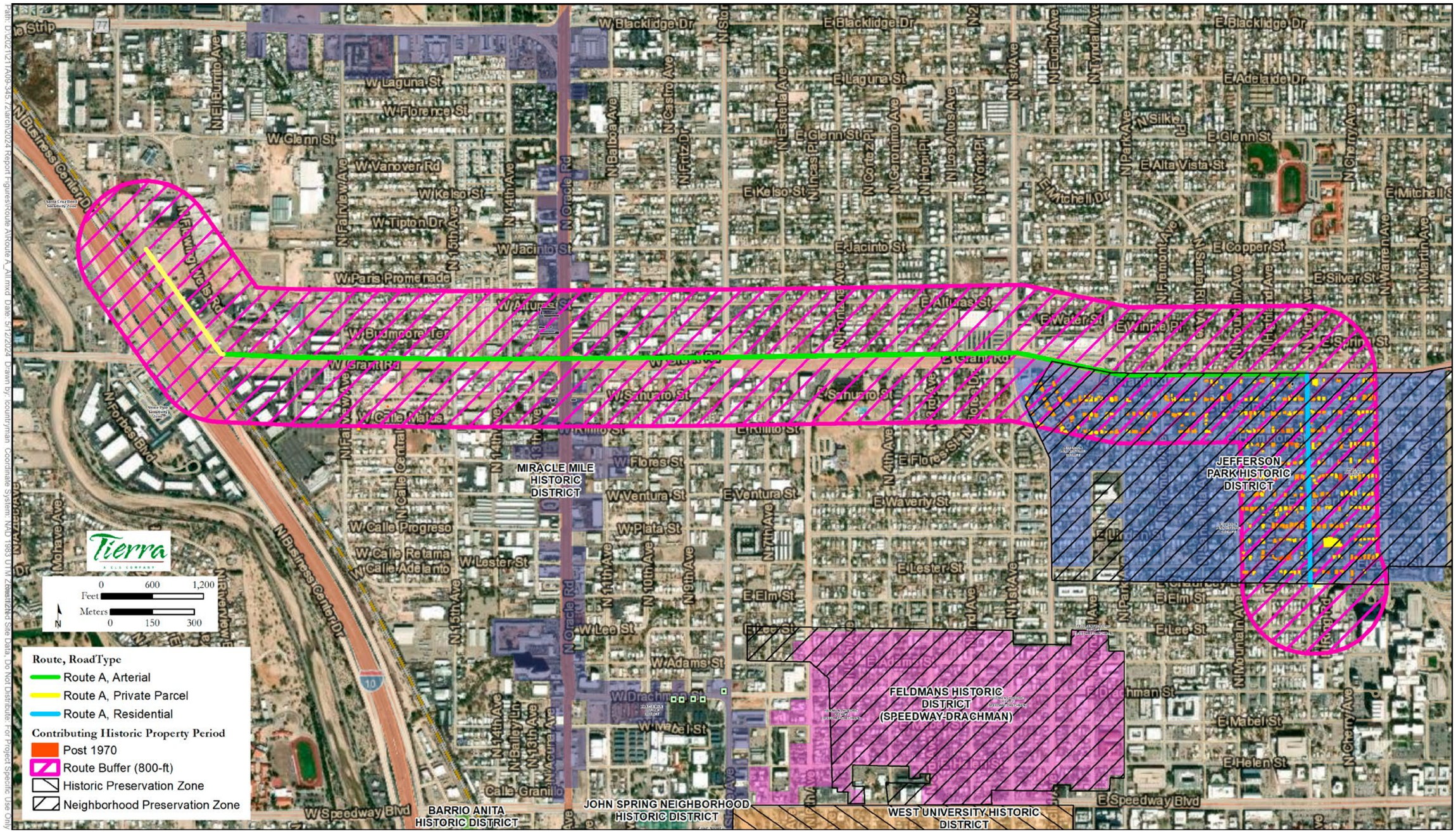
# IX. DeMoss-Petrie Substation to Vine Substation Maps

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

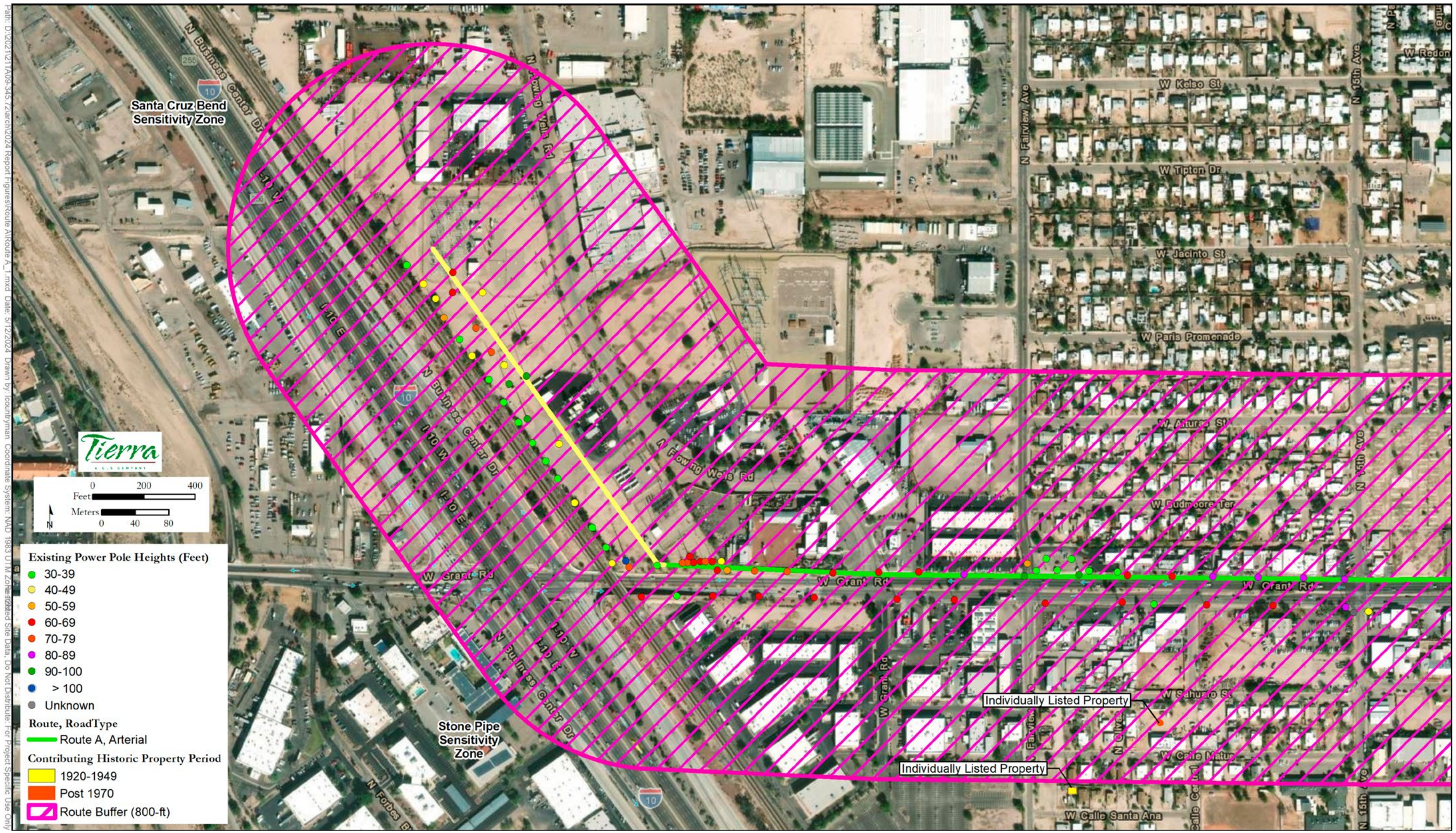
## A. Route A Maps

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

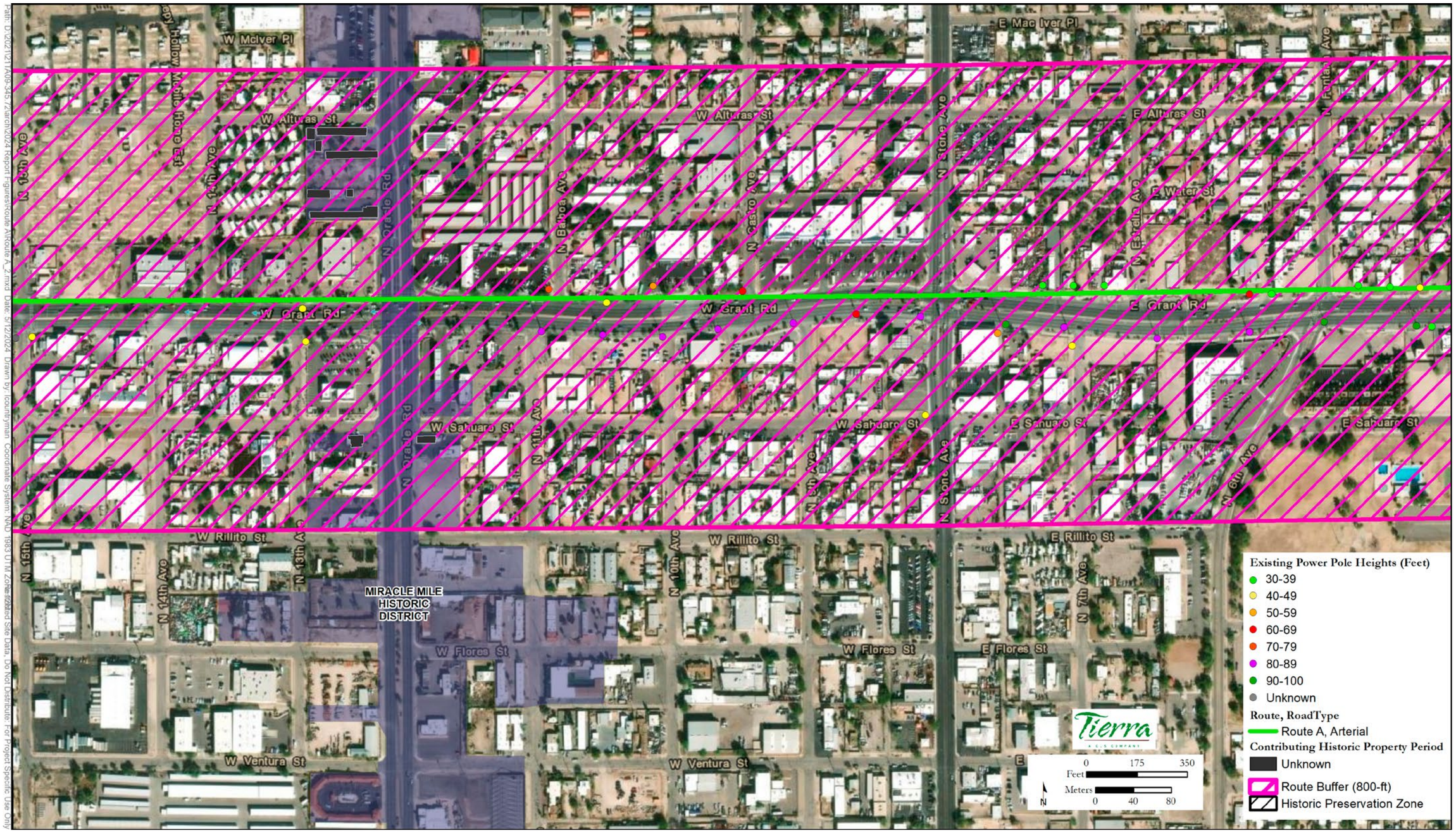
## Figure IX.A.1: ROUTE A DMP SUBSTATION TO VINE SUBSTATION FULL ROUTE



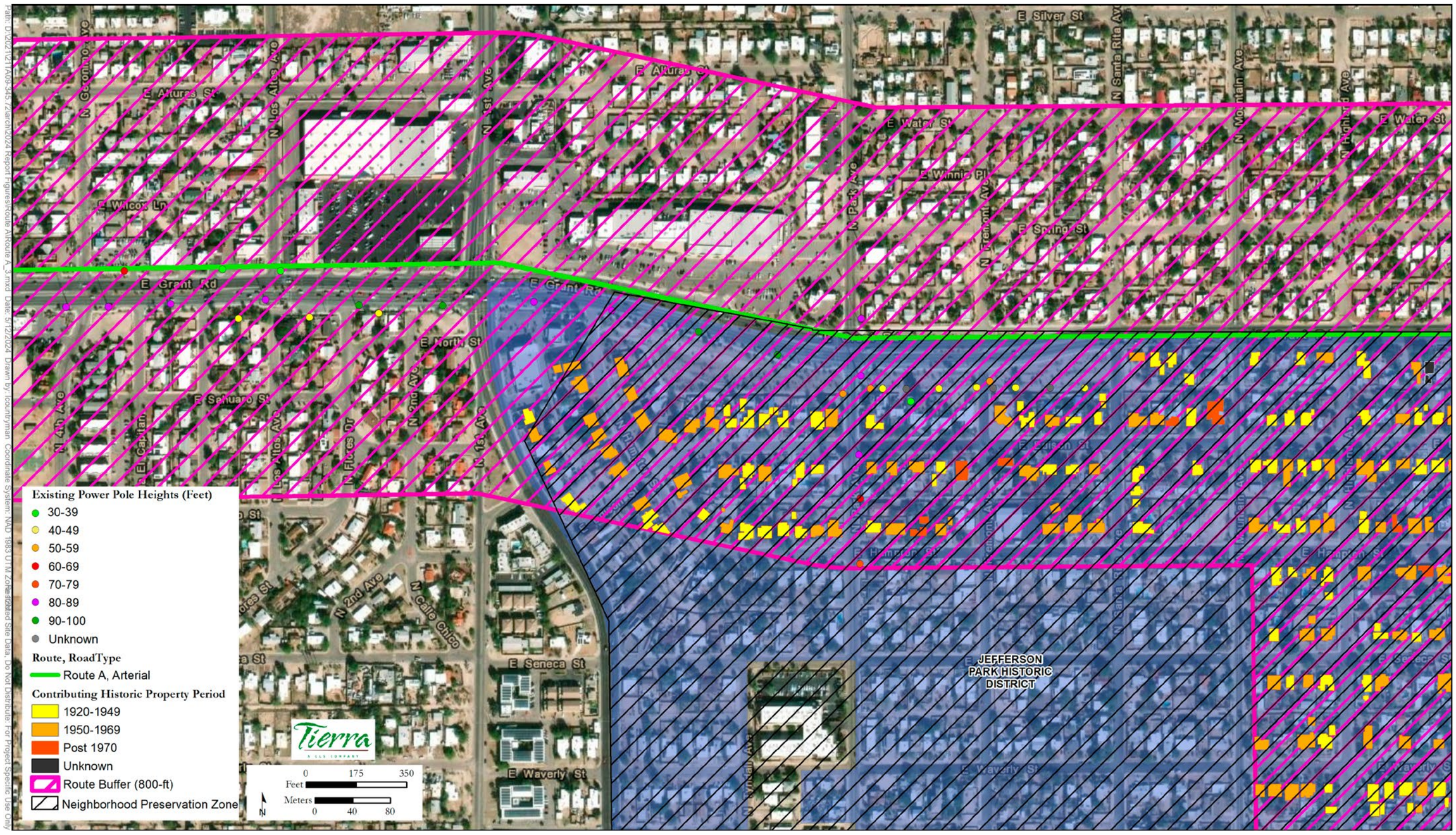
## Figure IX.A.2: ROUTE A DMP SUBSTATION TO VINE SUBSTATION
## DMP SUBSTATION TO GRANT RD / 15TH AVE



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



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



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

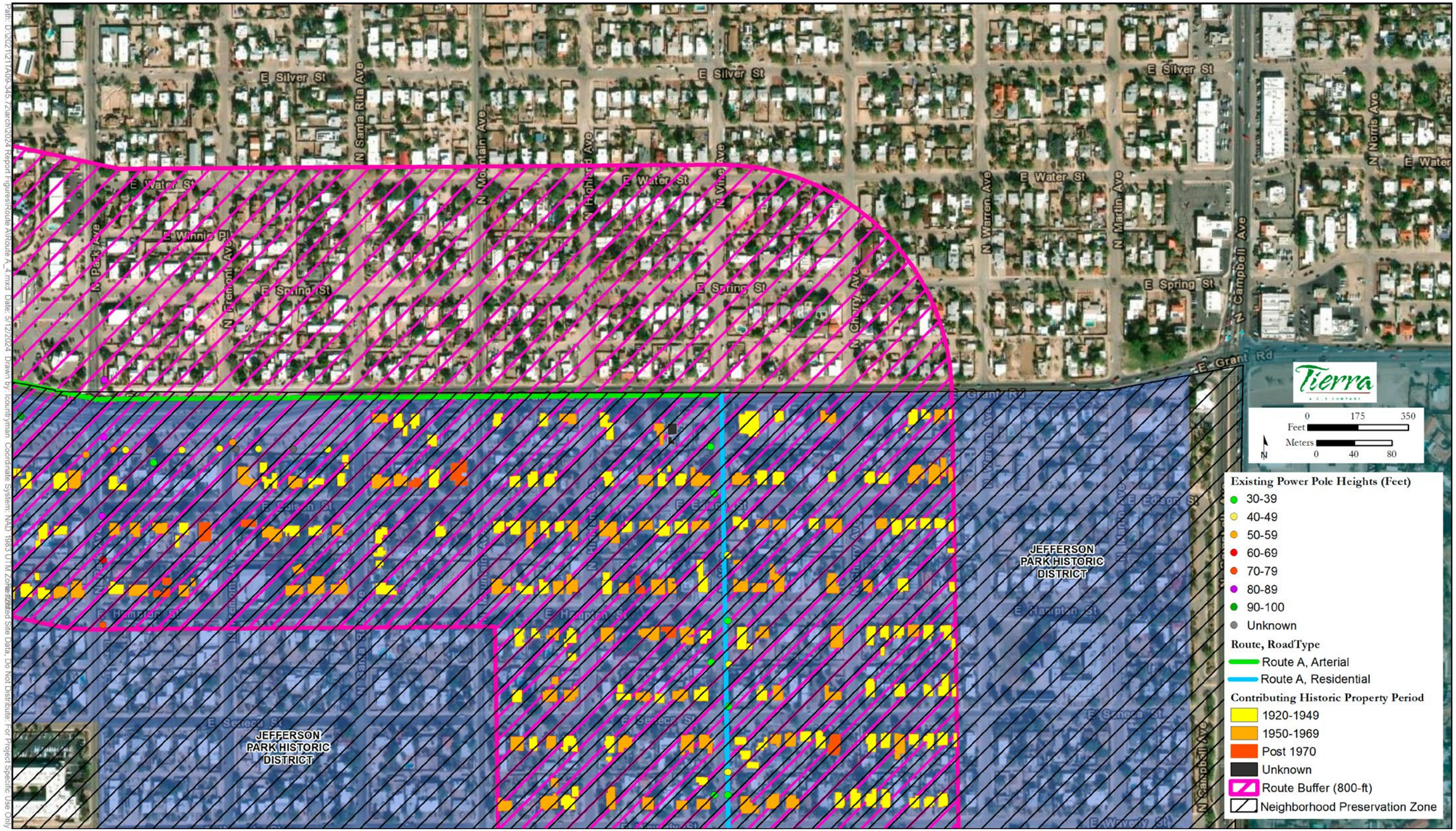
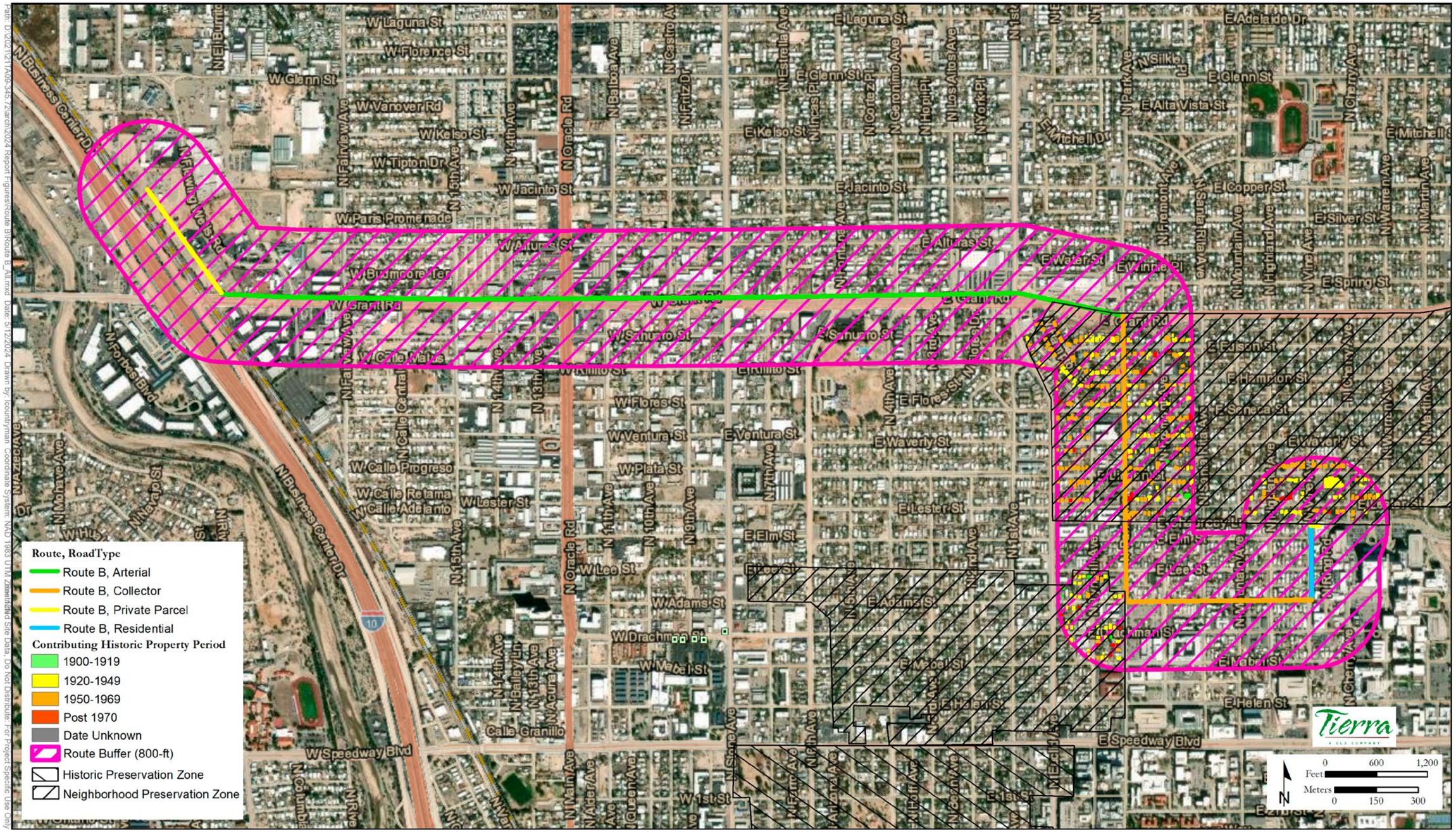


**Figure IX.A.6: ROUTE A DMP SUBSTATION TO VINE SUBSTATION**
**VINE AVE / HAMPTON ST TO VINE SUBSTATION**

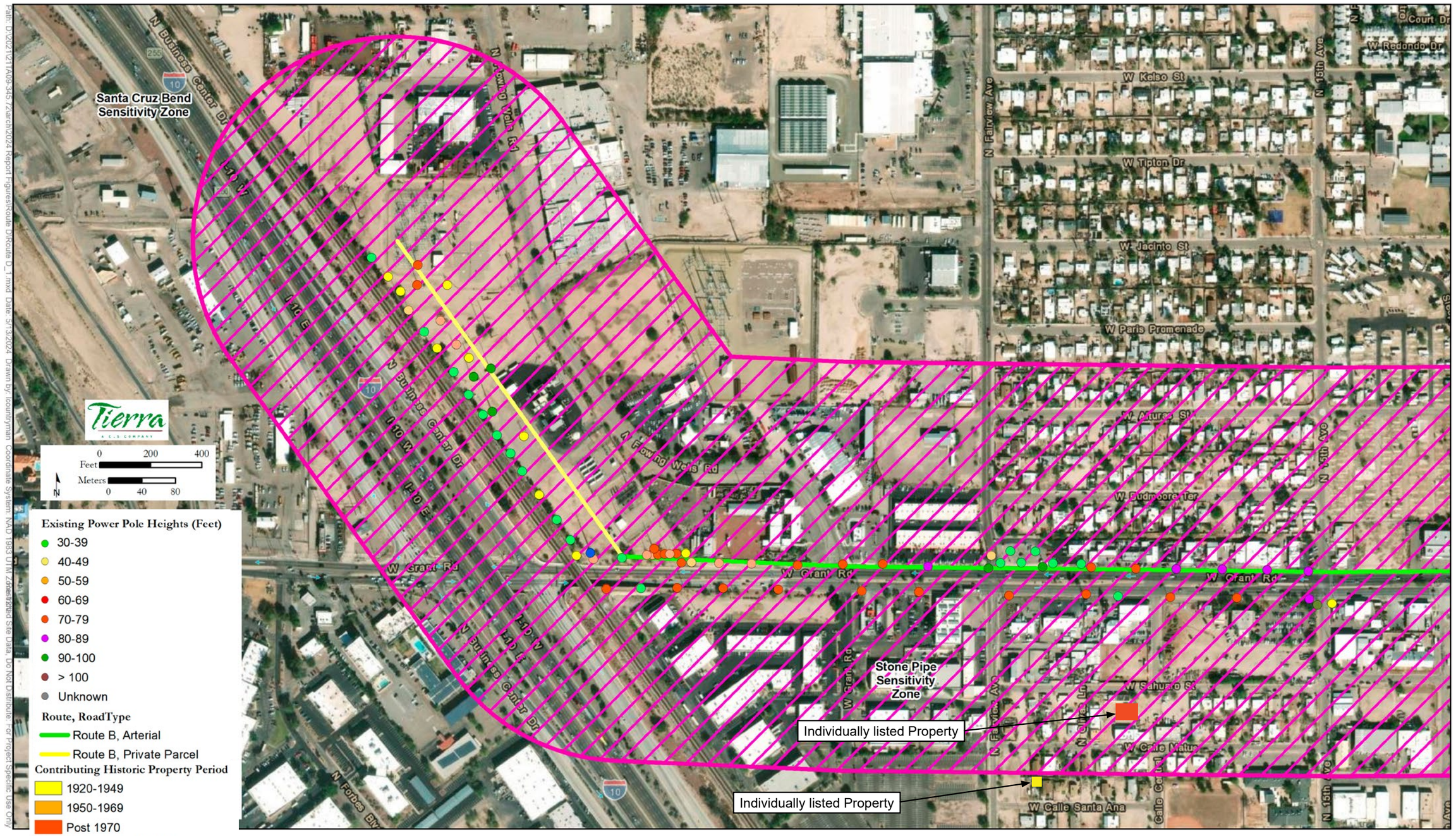
## B. Route B DeMoss-Petrie Substation to Vine Substation Maps

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

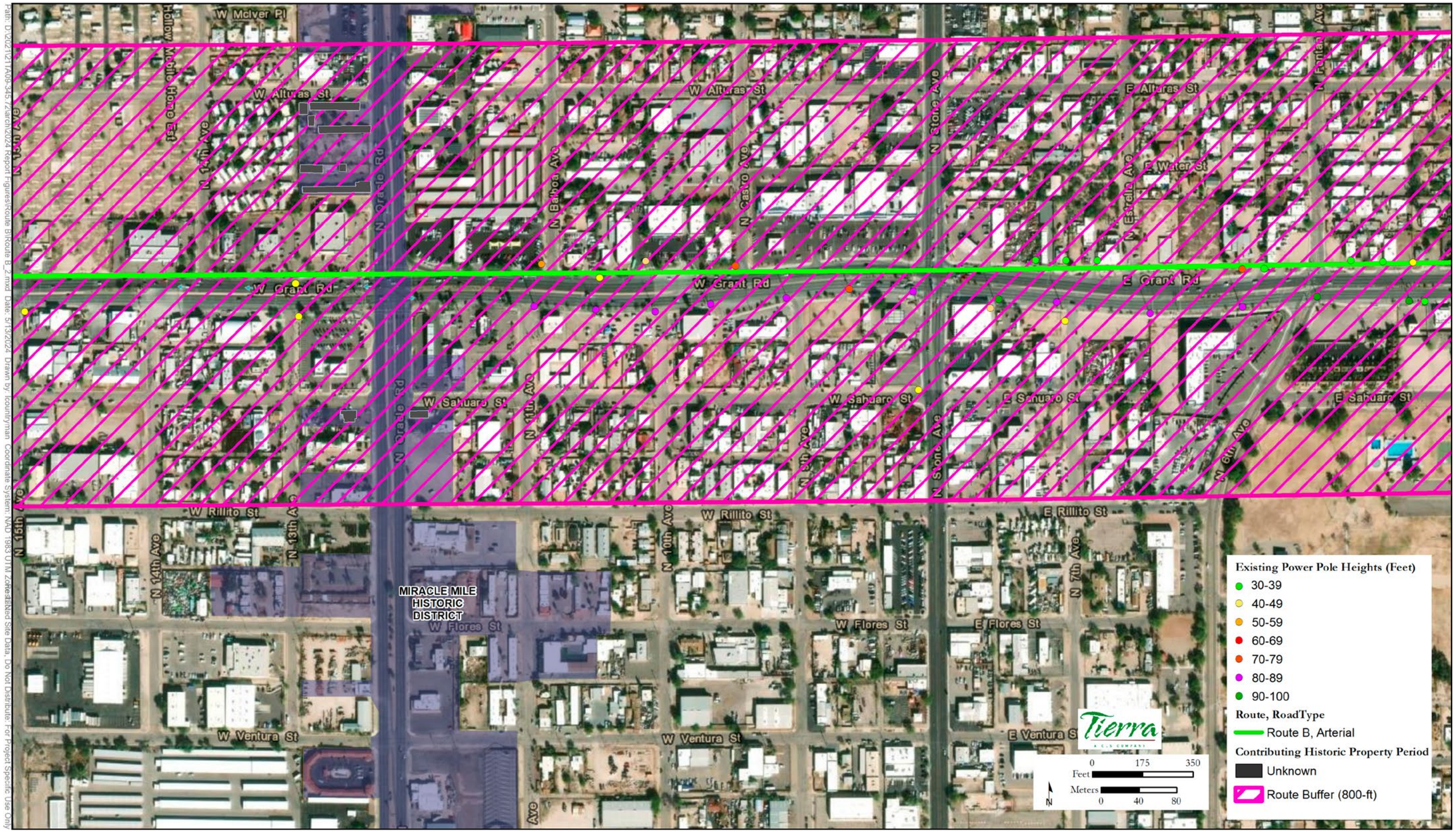
## Figure IX.B.1: ROUTE B DMP SUBSTATION TO VINE SUBSTATION FULL ROUTE



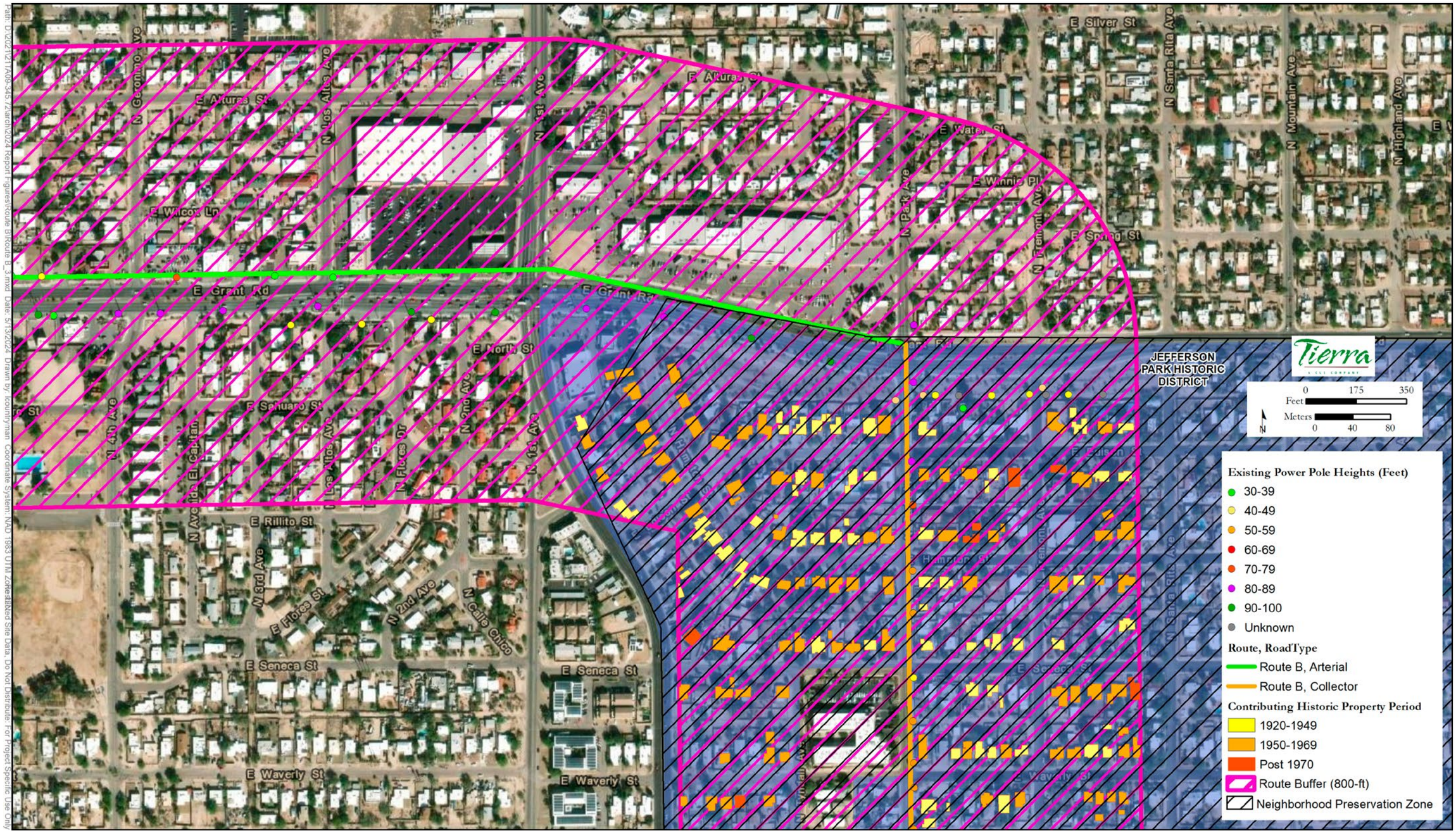
## Figure IX.B.2: ROUTE B DMP SUBSTATION TO VINE SUBSTATION
## DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE



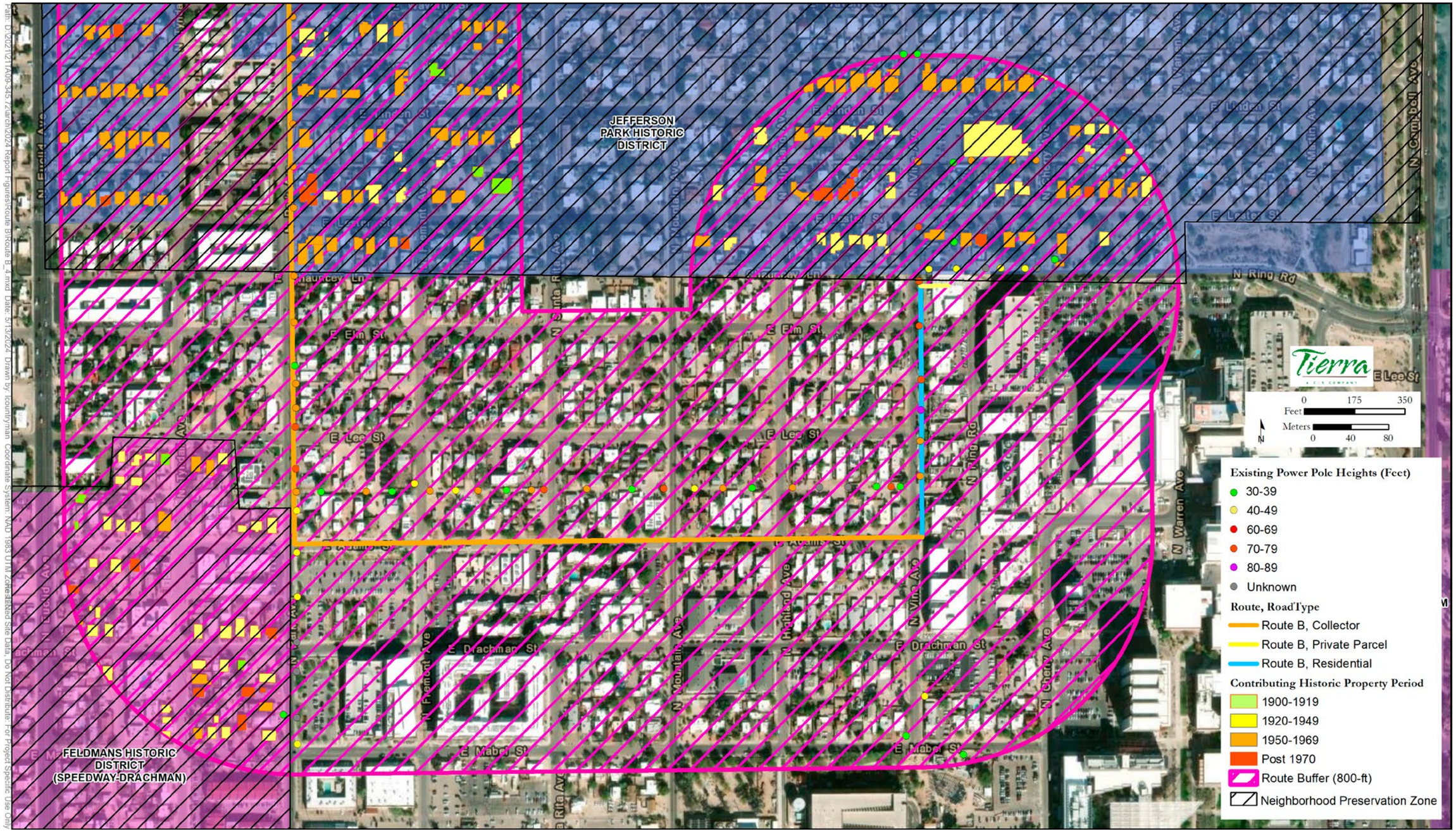
## Figure IX.B.3: ROUTE B DMP SUBSTATION TO VINE SUBSTATION GRANT RD / 15TH AVE TO GRANT RD / 6TH AVE



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



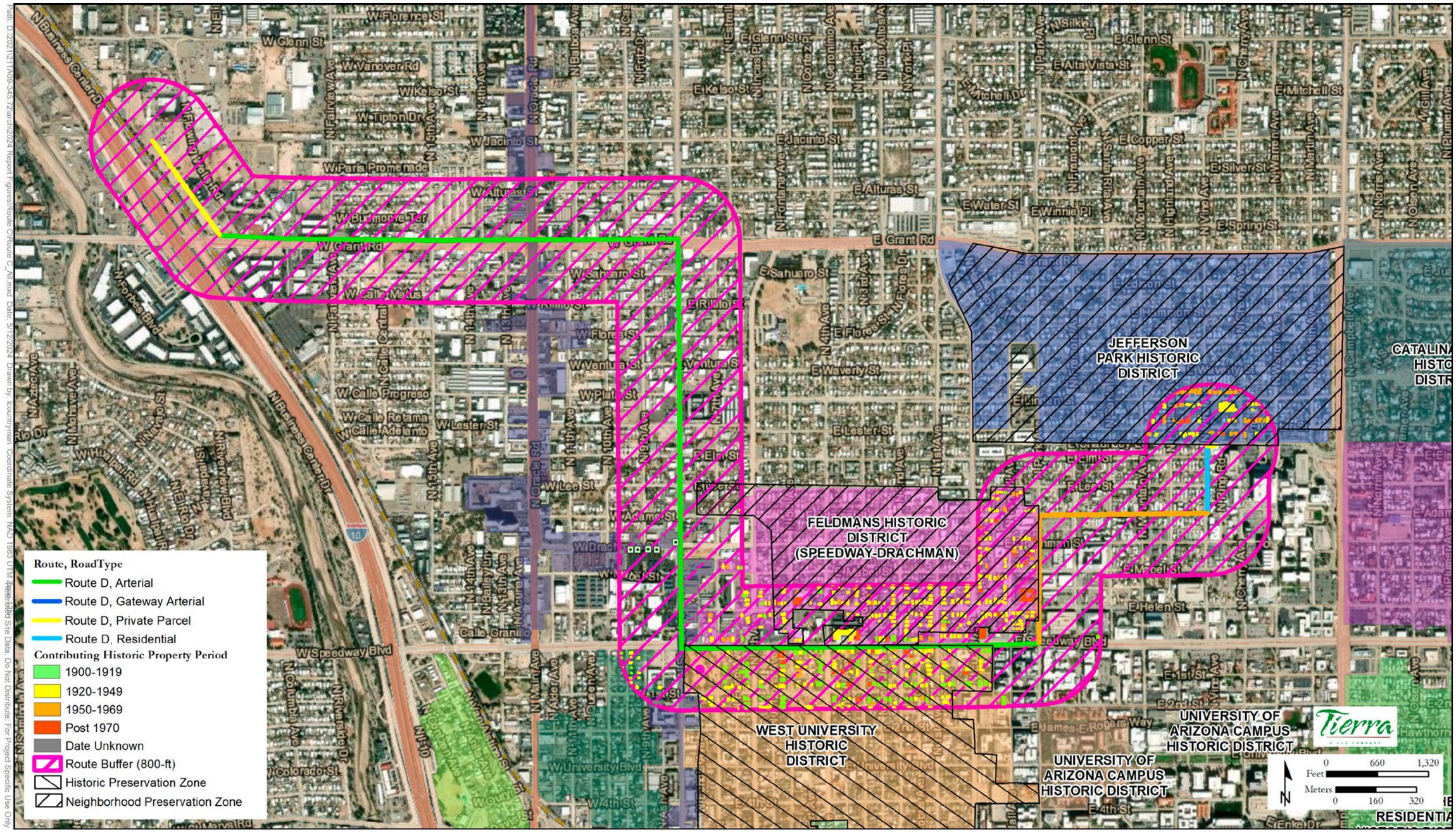
## Figure IX.B.5: ROUTE B DMP SUBSTATION TO VINE SUBSTATION
## PARK AVE / WAVERLY ST TO VINE SUBSTATION



## 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

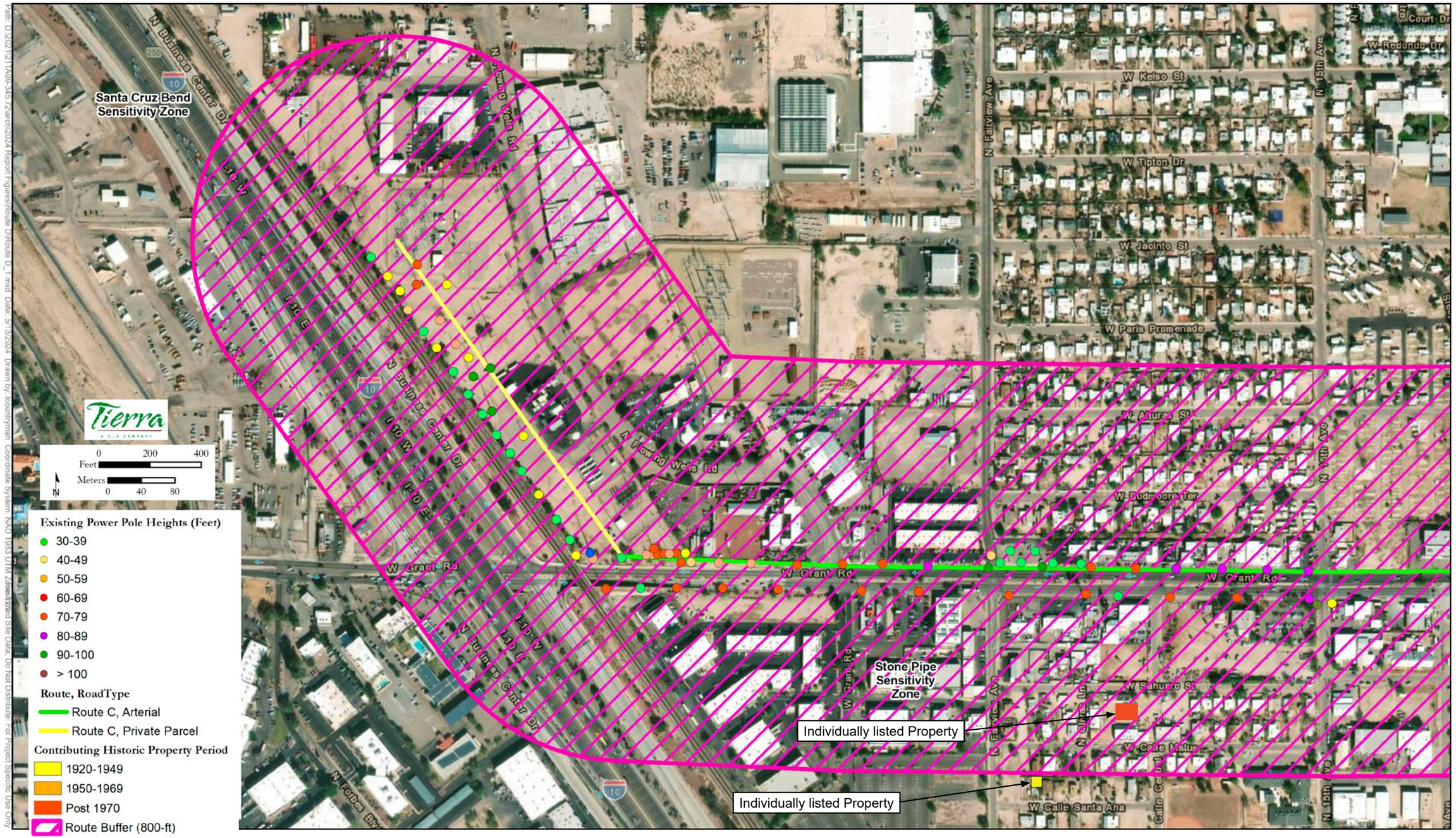
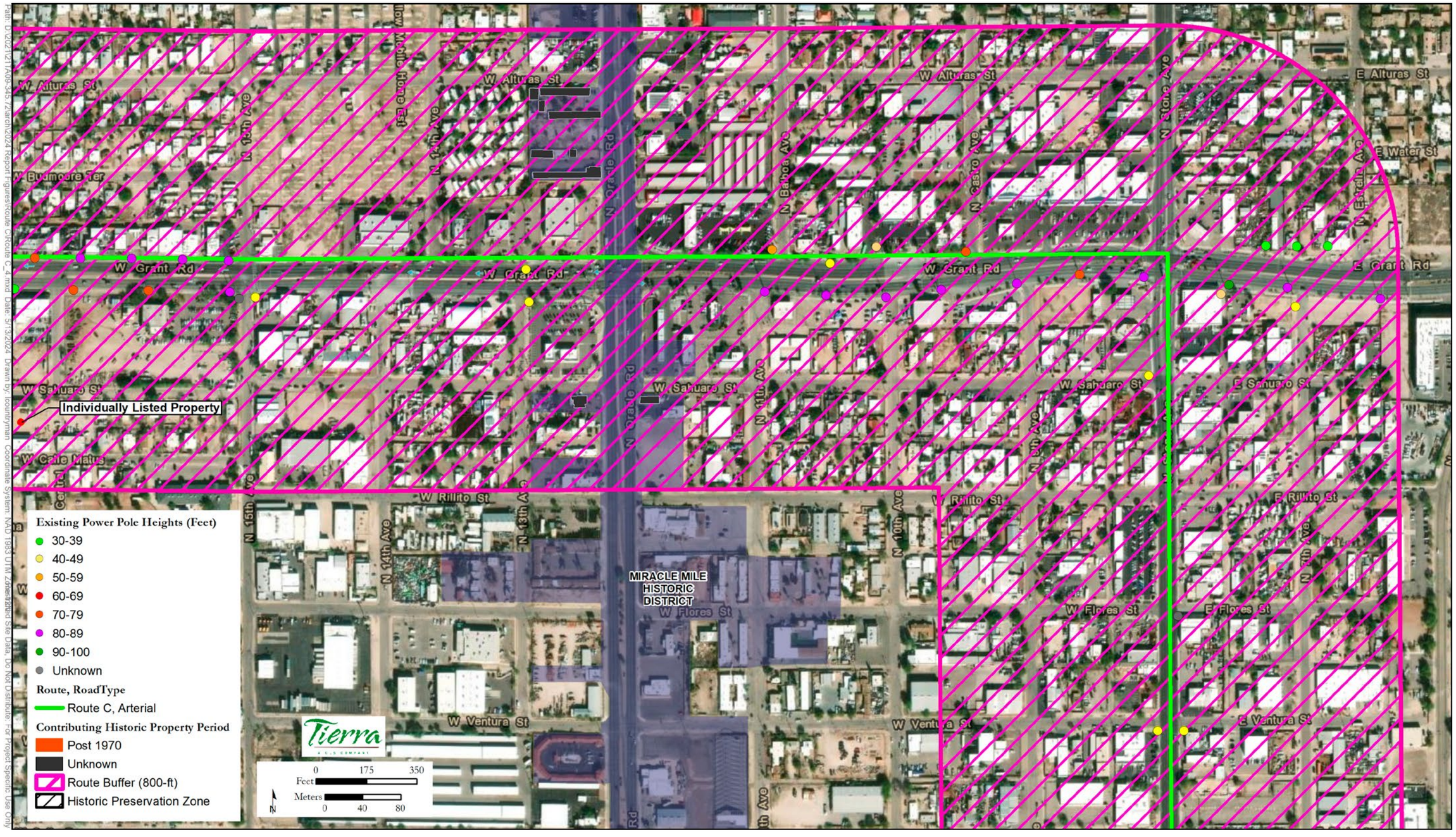
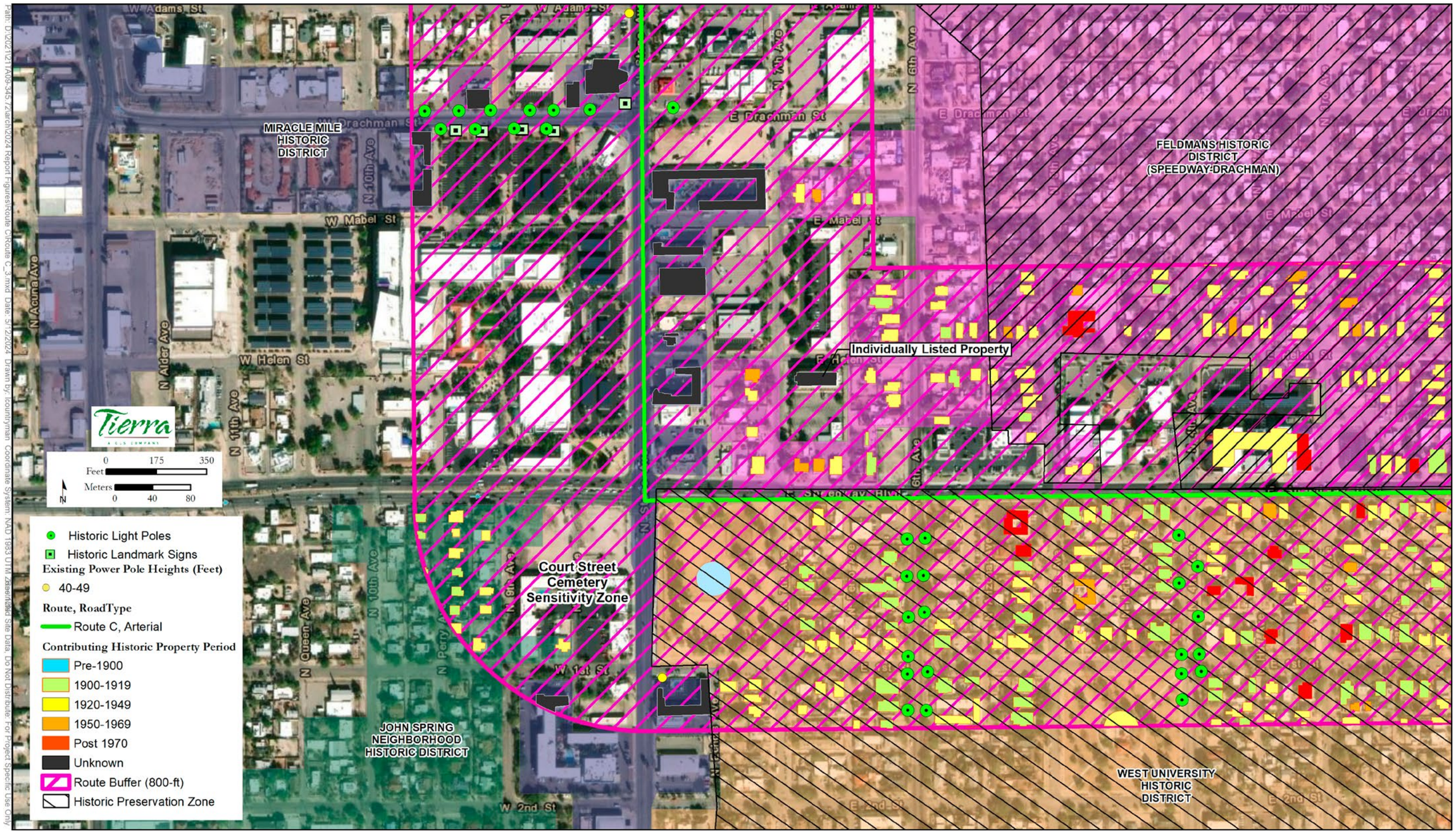


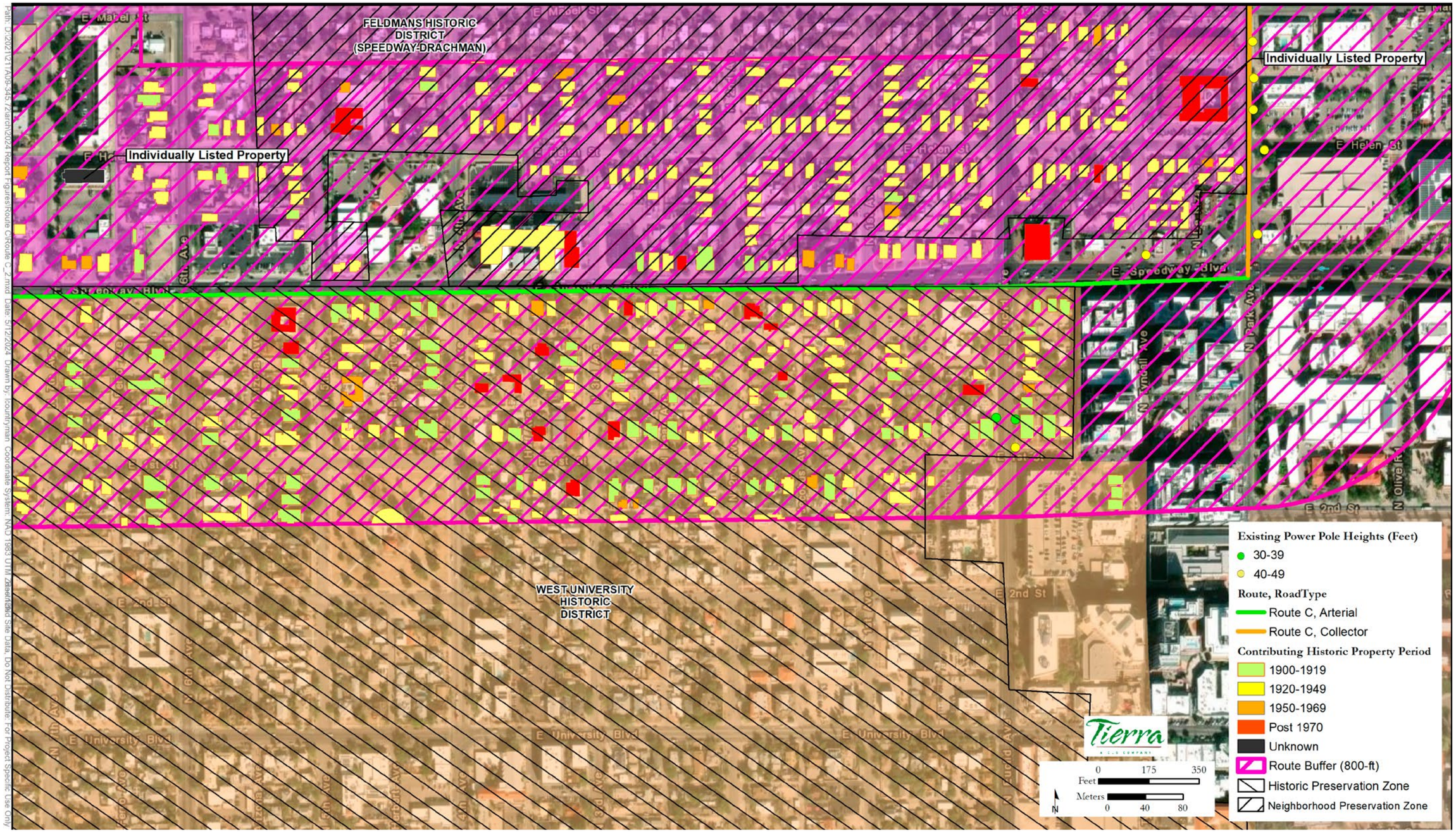
**Figure IX.C.3: ROUTE C DMP SUBSTATION TO VINE SUBSTATION GRANT RD / 15TH AVE TO STONE AVE / VENTURA ST.**



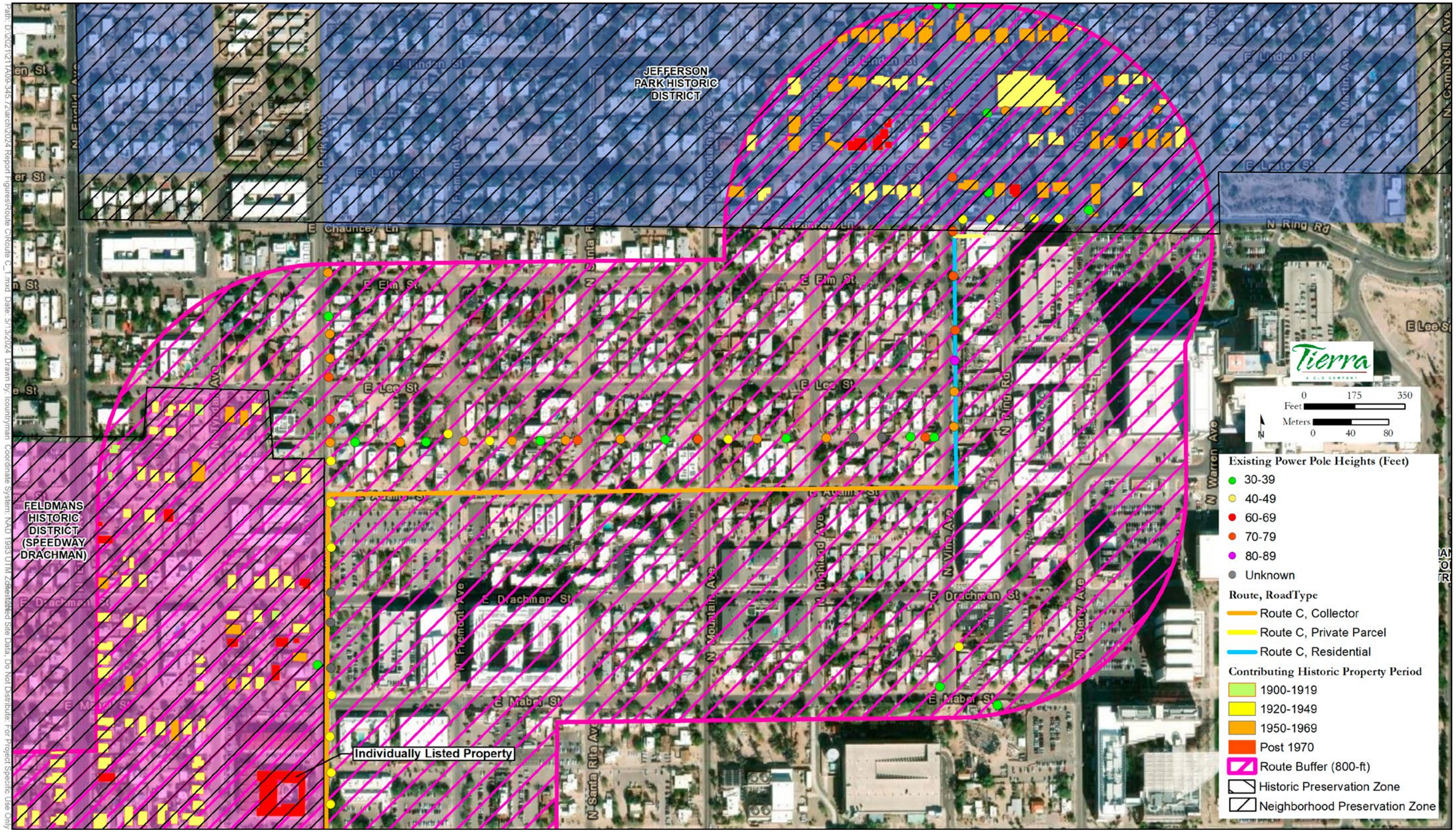
## Figure IX.C.4: ROUTE C DMP SUBSTATION TO VINE SUBSTATION STONE AVE / DRACHMAN ST TO SPEEDWAY BLVD / 3RD AVE



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



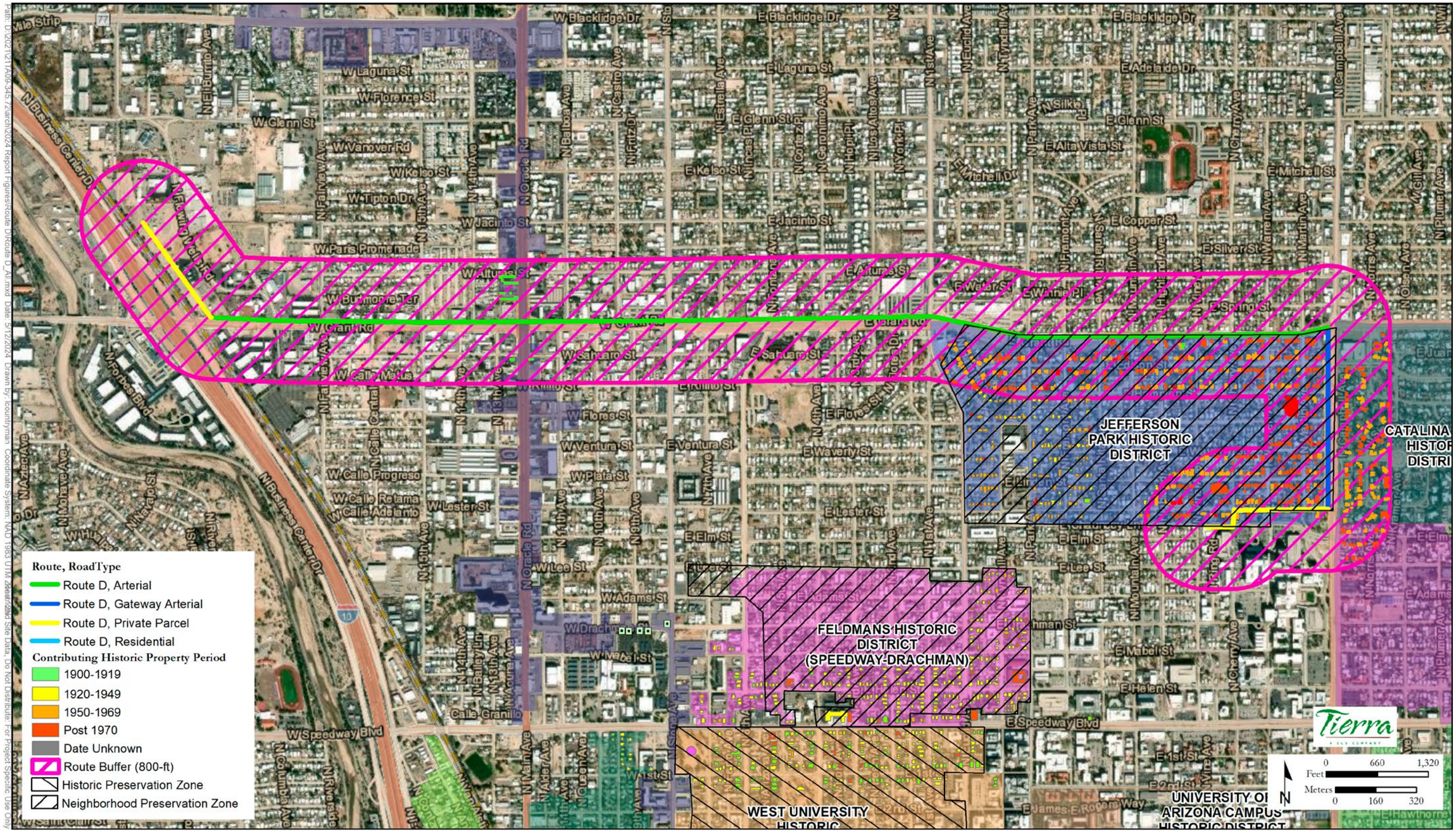
## Figure IX.C.6: ROUTE C DMP SUBSTATION TO VINE SUBSTATION
## PARK AVE / MABEL ST TO VINE SUBSTATION



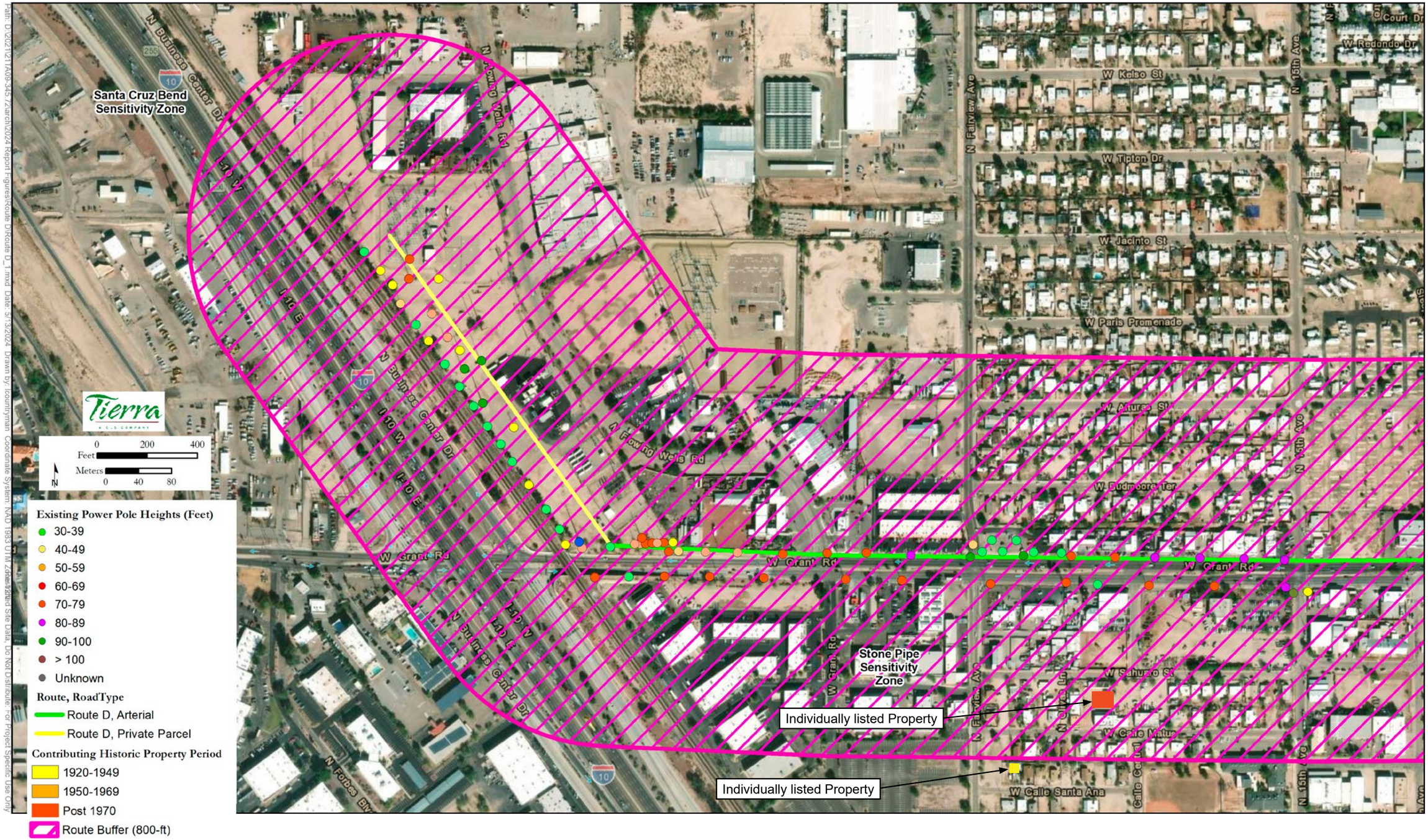
## D. Route D DeMoss-Petrie Substation to Vine Substation Maps

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

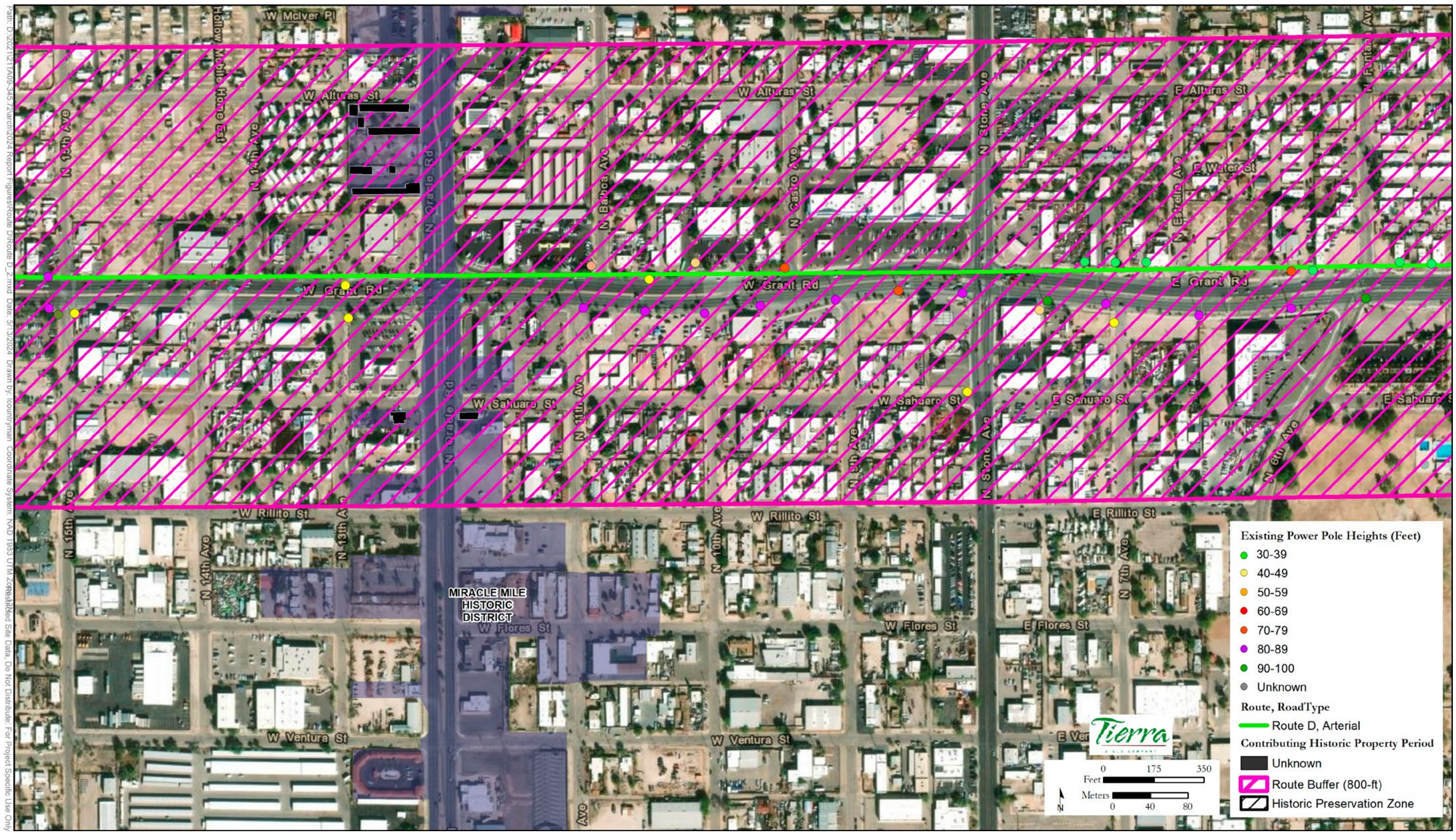
## Figure IX.D.1: ROUTE D DMP SUBSTATION TO VINE SUBSTATION FULL ROUTE



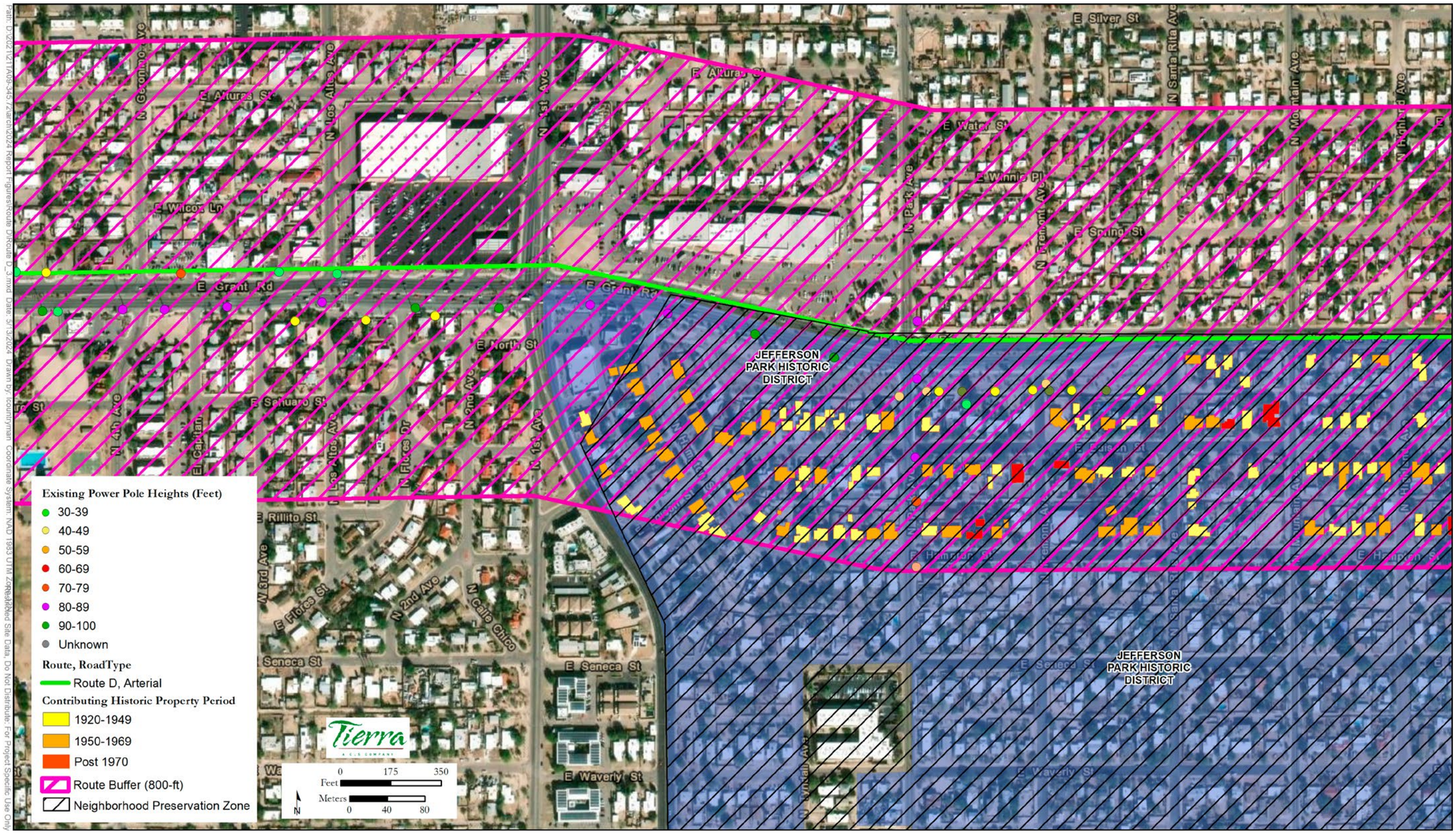
## Figure IX.D.2: ROUTE D DMP SUBSTATION TO VINE SUBSTATION
## DMP SUBSTATION TO GRANT RD / FAIRVIEW AVE



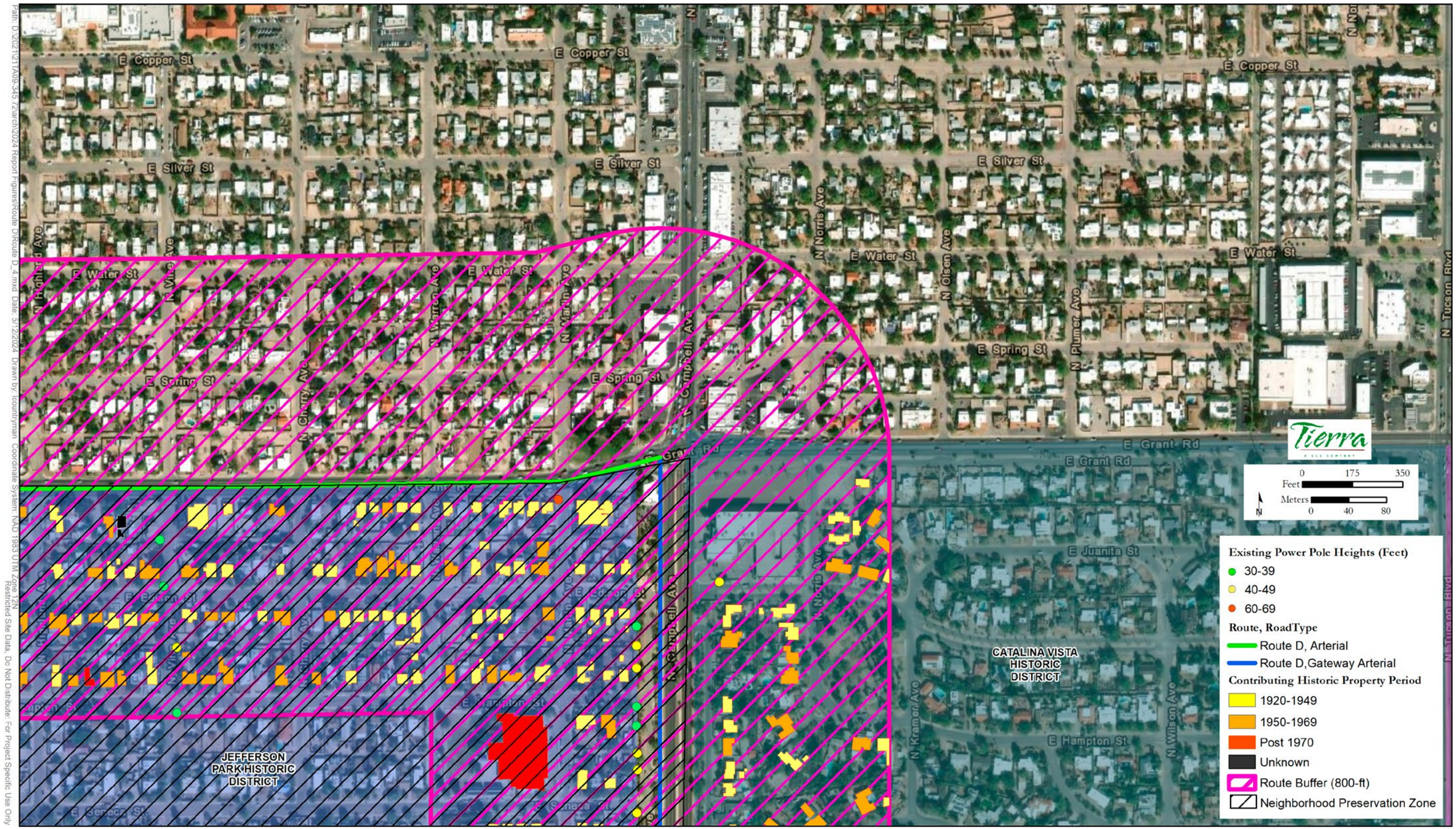
## Figure IX.D.3: ROUTE D DMP SUBSTATION TO VINE SUBSTATION GRANT RD / 15TH AVE TO GRANT RD / FONTANA AVE



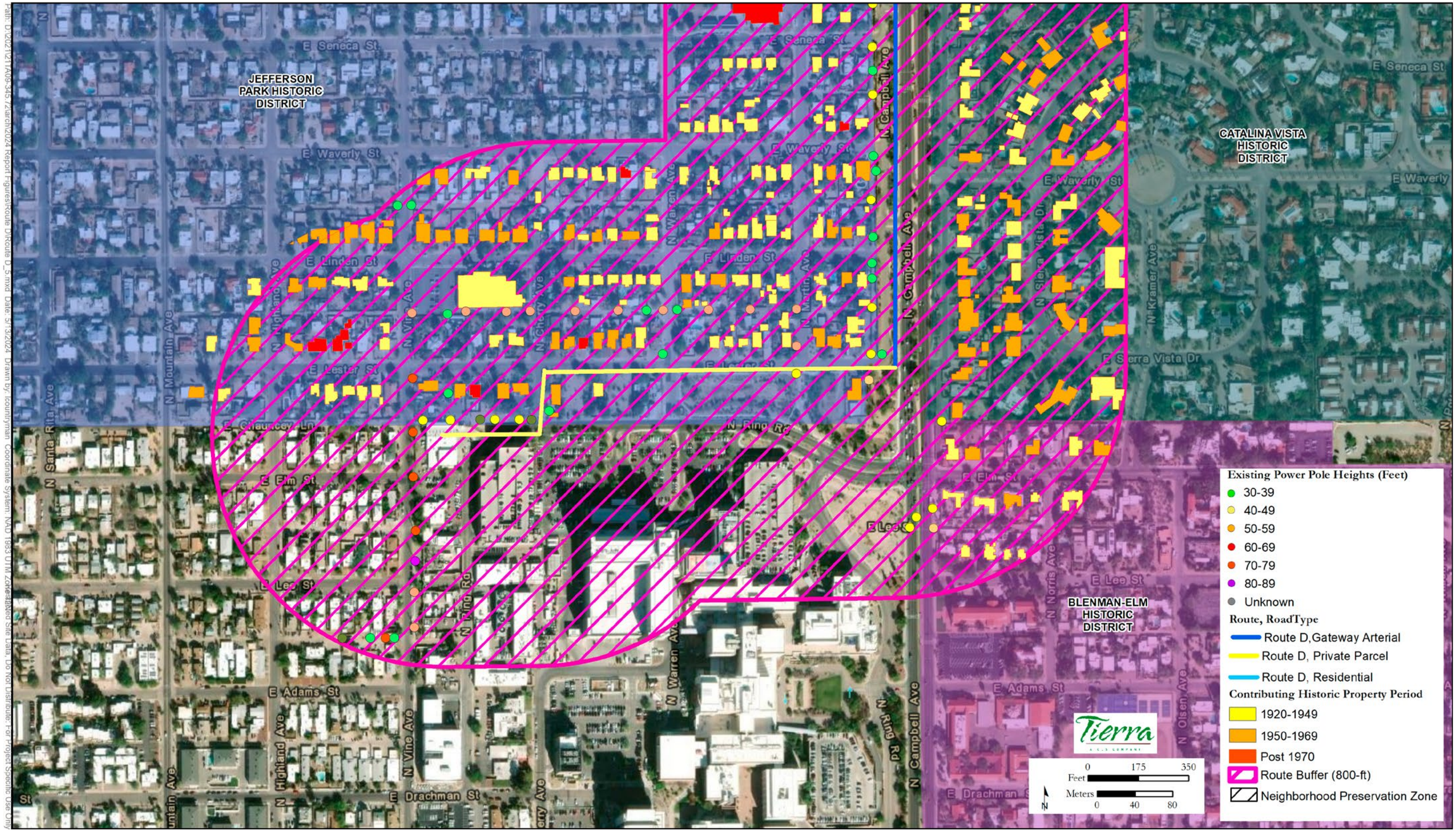
## Figure IX.D.4: ROUTE D DMP SUBSTATION TO VINE SUBSTATION GRANT RD / GERONIMO AVE TO GRANT RD / HIGHLAND AVE



## 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 | | 15 |

| 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 | | 30'-39' | 40'-49' | 50'-59' | 60'-69' | 70'-79' | 80'-89' | 90'-100' | unknown height |
|---|---|---|---|---|---|---|---|---|---|
| **Armory Park Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Blenman-Elm Historic District** | | | | | | | | | |
| | # of Poles | 1 | 3 | 9 | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 13 |
| | District Rank | | | | | | | | 5 |
| | Route 2 | 0 | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 10 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 3 |
| | District Rank | | | | | | | | 6 |
| **Broadmoor Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Catalina Vista Historic District** | | | | | | | | | |
| | # of Poles | | 1 | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 1 |
| | District Rank | | | | | | | | 3 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 5 |
| **Downtown Tucson Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **El Presidio Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Feldman's Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 7 |
| | Route 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 7 |
| | Route 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 9 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Fourth Avenue Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Iron Horse Expansion Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 1 |
| | District Rank | | | | | | | | 5 |
| | Route 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 2 |
| | Total # of Poles | | | | | | | | 5 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | 0 | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Jefferson Park Historic District** | | | | | | | | | |
| | # of Poles | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 2 |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 14 |
| | District Rank | | | | | | | | 3 |
| | Route 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Total # of Poles | | | | | | | | 4 |
| | District Rank | | | | | | | | 5 |
| | Route 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Total # of Poles | | | | | | | | 4 |
| | District Rank | | | | | | | | 5 |
| | Route 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 5 |
| | Route 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Total # of Poles | | | | | | | | 4 |
| | District Rank | | | | | | | | 5 |
| | Route 6 | 14 | 19 | 0 | 0 | 0 | 3 | 2 | 5 |
| | Total # of Poles | | | | | | | | 43 |
| | District Rank | | | | | | | | 2 |
| **John Spring Neighborhood Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Miracle Mile Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 6 |
| | Route 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total # of Poles | | | | | | | | 2 |
| | District Rank | | | | | | | | 8 |
| **Pie Allen Residential Historic District** | | | | | | | | | |
| | # of Poles | | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | 1 | 2 | 7 | 0 | 0 | 0 | 0 | 4 |
| | Total # of Poles | | | | | | | | 14 |
| | District Rank | | | | | | | | 7 |
| | Route 4 | 1 | 2 | 0 | 5 | 0 | 0 | 0 | 4 |
| | Total # of Poles | | | | | | | | 12 |
| | District Rank | | | | | | | | 5 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| **Rincon Heights Historic District** | | | | | | | | | |
| | # of Poles | 0 | | | | | | | |
| | Route 1 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 2 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 3 | 1 | 14 | 5 | 7 | 2 | 1 | 0 | 3 |
| | Total # of Poles | | | | | | | | 33 |
| | District Rank | | | | | | | | 2 |
| | Route 4 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 5 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |
| | Route 6 | | | | | | | | |
| | Total # of Poles | | | | | | | | 0 |
| | District Rank | | | | | | | | 0 |

# 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 | 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 | 19 | | | | | | | | 33 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| District Rank | 5 | | | | | | | | 3 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| **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 | 1 | 0 | 1 | 0 | 0 | 0 | | | | | | | | | | | | | | |
| Total # of Poles | 5 | | | | | | | | 19 | | | | | | | | 4 | | | | | | | | 2 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| District Rank | 1 | | | | | | | | 1 | | | | | | | | 1 | | | | | | | | 1 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| **Warehouse Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| Total # of Poles | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| District Rank | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 5 | | | | | | | | 5 | | | | | | | |
| **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 | 0 | | | | | | | | 0 | | | | | | | | 19 | | | | | | | | 19 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | |
| District Rank | 0 | | | | | | | | 0 | | | | | | | | 4 | | | | | | | | 4 | | | | | | | | 10 | | | | | | | | 10 | | | | | | | |
| **SUMMARY** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total # of Poles | 52 | | | | | | | | 56 | | | | | | | | 77 | | | | | | | | 42 | | | | | | | | 8 | | | | | | | | 50 | | | | | | | |
| Rank Summary by Route | 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 |
| **El Presidio Historic District** | | | | | | | | | | | | | | | | | | |
| Number of properties Individually Listed | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Number of landmark properties | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Number of properties built between pre 1919 | | 0% | | | 0% | | | 0% | | | 0% | | 2 | 50% | 1 | 2 | 50% | 1 |
| Number of properties built between 1920 to 1949 | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Number of properties built between 1950 to 1969 | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Number of properties post 1970 | | 0% | | | 0% | | | 0% | | | 0% | | 2 | 50% | 0 | 2 | 50% | 0 |
| Number of properties Date Unknown | | 0% | | | 0% | | | 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank 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 properities 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank 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 properities 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank 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 properities whose side of the structure face the route | | 0% | | | 0% | | 2 | 25% | 1 | 2 | 25% | 1 | 3 | 9% | 1 | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 8 | | 1 | 8 | | 1 | 34 | | 3 | 0 | | |
| District Rank 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | | | | 0 | | | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 0 | | | | | | 0 | | | 0 |
| **Iron Horse Expansion Historic District** | | | | | | | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | | 0% | | | 0% | | | 0% | | 6 | 86% | 1 | | 0% | | | 0% | |
| Contributing properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | 1 | 14% | 1 | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 7 | | 1 | 0 | | | 0 | | |
| District Rank 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 properities 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | 2 | 13% | 1 | 3 | 14% | 1 |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 15 | | 1 | 21 | | 1 |
| District Rank Subtotal | | | 0 | | | 0 | | | 0 | | | 0 | | | 3 | | | 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 properities whose side of the structure face the route | | 0% | | | 0% | | 4 | 10% | 1 | 4 | 25% | 1 | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 39 | | 3 | 16 | | 1 | 0 | | | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 8 | | | 3 | | | 0 | | | 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 properities 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 | | | 0 | | | 0 |
| **Sam Hughes Residential Historic District** | | | | | | | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | 13 | 52% | 1 | 20 | 43% | 7 | | 0% | | | 0% | | | 0% | | | 0% | |
| Contributing properities whose side of the structure face the route | 12 | 48% | 1 | 26 | 57% | 5 | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 25 | | 3 | 46 | | 10 | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank Subtotal | | | 5 | | | 22 | | | 0 | | | 0 | | | 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 properities 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 | | | 1 | | | 0 | | | 0 |
| **Warehouse Historic District** | | | | | | | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | | 0% | | | 0% | | | 0% | | | 0% | | 2 | 40% | 1 | 2 | 40% | 1 |
| Contributing properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | | 3 | 60% | 0 | 3 | 60% | 0 |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | | 5 | | 0 | 5 | | 0 |
| District Rank Subtotal | | | 0 | | | 0 | | | 0 | | | 0 | | | 1 | | | 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 properities 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 | | | 6 | | | 1 |
| **SUMMARY OF ACCESS DIRECTLY FROM ROUTE** | | | | | | | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | 43 | 64% | 5 | 44 | 62% | 10 | 85 | 79% | 9 | 49 | 79% | 6 | 75 | 88% | 7 | 84 | 76% | 8 |
| Contributing properities whose side of the structure face the route | 24 | 36% | 4 | 27 | 38% | 6 | 22 | 21% | 5 | 13 | 21% | 4 | 10 | 12% | 3 | 26 | 24% | 4 |
| Total Contributing properties directly on the route | 67 | | 9 | 71 | | 14 | 107 | | 9 | 62 | | 6 | 85 | | 7 | 110 | | 5 |
| Route Rank Subtotal | | | 18 | | | 30 | | | 23 | | | 16 | | | 17 | | | 17 |

# 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

| POLE HEIGHT | Route A 30'-39' | A 40'-49' | A 50'-59' | A 60'-69' | A 70'-79' | A 80'-89' | A 90'-100' | A unknown height | Route B 30'-39' | B 40'-49' | B 50'-59' | B 60'-69' | B 70'-79' | B 80'-89' | B 90'-100' | B unknown height | Route C 30'-39' | C 40'-49' | C 50'-59' | C 60'-69' | C 70'-79' | C 80'-89' | C 90'-100' | C unknown height | Route D 30'-39' | D 40'-49' | D 50'-59' | D 60'-69' | D 70'-79' | D 80'-89' | D 90'-100' | D unknown height |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Blenman-Elm Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | 1 | | | | | |
| **Total # of Poles** | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 3 |
| **District Rank** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **1** |
| **Catalina Vista Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | | | | |
| **Total # of Poles** | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 2 |
| **District Rank** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **3** |
| **Feldman's Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | | | | | | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | |
| **Total # of Poles** | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 2 | | | | | | | | 0 |
| **District Rank** | | | | | | | | **0** | | | | | | | | **1** | | | | | | | | **10** | | | | | | | | **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 | 2 | 14 | 19 | 0 | 0 | 0 | 3 | 2 | 5 |
| **Total # of Poles** | | | | | | | | 37 | | | | | | | | 23 | | | | | | | | 4 | | | | | | | | 43 |
| **District Rank** | | | | | | | | **3** | | | | | | | | **4** | | | | | | | | **5** | | | | | | | | **2** |
| **John Spring Neighborhood Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Total # of Poles** | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| **District Rank** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **0** |
| **Miracle Mile Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | **0** | | | | | | | |
| **Total # of Poles** | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| **District Rank** | | | | | | | | **1** | | | | | | | | **1** | | | | | | | | **6** | | | | | | | | **1** |
| **West University Historic District** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| # of Poles | | | | | | | | | | | | | | | | | 0 | | | | | | | | | | | | | | | |
| **Total # of Poles** | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 | | | | | | | | 0 |
| **District Rank** | | | | | | | | **0** | | | | | | | | **0** | | | | | | | | **10** | | | | | | | | **0** |
| **SUMMARY** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Total # of Poles** | | | | | | | | 37 | | | | | | | | 23 | | | | | | | | 6 | | | | | | | | 48 |
| **Rank Summary by Route** | | | | | | | | **4** | | | | | | | | **6** | | | | | | | | **31** | | | | | | | | **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 properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 0 | | | 0 |
| **Catalina Vista Historic District** | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | | 0% | | | 0% | | | 0% | | 20 | 95% | 2 |
| Contributing properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | 1 | 5% | 0 |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 21 | | 1 |
| District Rank Subtotal | | | 0 | | | 0 | | | 0 | | | 3 |
| **Feldman's Historic District** | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | | 0% | | | 0% | | 31 | 91% | 3 | | 0% | |
| Contributing properities whose side of the structure face the route | | 0% | | | 0% | | 3 | 9% | 1 | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 34 | | 6 | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 10 | | | 0 |
| **Jefferson Park Historic District** | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | 13 | 39% | 1 | 7 | 41% | 1 | | 0% | | 43 | 72% | 4 |
| Contributing properities whose side of the structure face the route | 20 | 61% | 1 | 10 | 59% | 1 | | 0% | | 17 | 28% | 1 |
| Total Contributing properties directly on the route | 33 | | 4 | 17 | | 1 | 0 | | | 60 | | 1 |
| District Rank Subtotal | | | 6 | | | 3 | | | 0 | | | 6 |
| **John Spring Neighborhood Historic District** | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | | 0% | | | 0% | | | 0% | | | 0% | |
| Contributing properities whose side of the structure face the route | | 0% | | | 0% | | | 0% | | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 0 | | | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 0 | | | 0 |
| **Miracle Mile Historic District** | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | 0 | 0% | | | 0% | | 6 | 100% | 1 | | 0% | |
| Contributing properities whose side of the structure face the route | 0 | 0% | | | 0% | | 0 | 0% | 0 | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 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 properities whose side of the structure face the route | | 0% | | | 0% | | 0 | 0% | 0 | | 0% | |
| Total Contributing properties directly on the route | 0 | | | 0 | | | 28 | | 4 | 0 | | |
| District Rank Subtotal | | | 0 | | | 0 | | | 7 | | | 0 |
| **SUMMARY OF ACCESS DIRECTLY FROM ROUTE** | | | | | | | | | | | | |
| Contributing properties: face the route & access directly from route | 13 | 39% | 1 | 7 | 41% | 1 | 65 | 96% | 7 | 63 | 78% | 6 |
| Contributing properities whose side of the structure face the route | 20 | 61% | 1 | 10 | 59% | 1 | 3 | 4% | 1 | 18 | 22% | 1 |
| Total Contributing properties directly on the route | 33 | | 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

## Historic Architectural Analysis

| | Routes from DeMoss-Petrie to Vine | | | |
|---|---|---|---|---|
| | **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 ares 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