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SUPPLEMENTAL CULTURAL RESOURCE INVENTORY
AND EVALUATION FOR THE
SOUTH CENTRAL LIGHT RAIL EXTENSION PROJECT

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To avoid vandalism, restrict information in this report
about the location of archaeological sites, as provided for by
Section 304 of the National Historic Preservation Act,
Section 9(a) of the Archaeological Resources Protection Act, and
Section 39-125 of the Arizona Revised Statutes.

April 2018
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ABSTRACT

Report Title: Supplemental Cultural Resource Inventory and Evaluation for the South Central Light Rail Extension Project

Project Name: South Central Light Rail Extension

Project Location: Downtown Phoenix; Washington and Jefferson Streets between 3rd Avenue and 5th Street; and Central Avenue, 3rd Avenue and 5th Street between Washington and Jefferson Streets

Project Locator UTM: 400197.34 m E 3701491.13 m N

Project Sponsor: Valley Metro

Sponsor Project Number(s): None

Lead Agency: Federal Transit Administration (FTA)

Other Involved Agencies: City of Phoenix

Applicable Regulations: National Historic Preservation Act

Funding Source: Federal

Arizona State Land Department Right-of-Way Application Number: Not applicable

Description of the Project/Undertaking: Constructing a light rail line from downtown Phoenix along Central Avenue to Baseline Road

Project Area/Area of Potential Effects (APE): This supplemental evaluation addresses an expanded APE where new scope has been added to the undertaking. The additional APE includes street rights-of-way (ROWs) along Washington Street, Jefferson Street, 5th Street, 3rd Avenue and adjacent property parcels; street ROW on 7th Street between Mohave and Watkins Streets and adjacent parcels; and street ROW on 7th Avenue between Mohave Street and Gibson Lane and adjacent parcels.

Legal Description: Township 1 North, Range 3 East, Section 8

Land Jurisdiction: City of Phoenix, private

Consultant Firm/Organization: HDR

Project Number: 10067243-5

Permit Number(s): Not applicable

Eligible Archaeological Sites: AZ T:12:42(ASM) and AZ T:12:70(ASM)

Ineligible Archaeological Sites: None

Unevaluated Archaeological Sites: AZ T:12:56(ASM)

National Register of Historic Places (National Register) Listed Districts: Phoenix Townsite Block 14 Historic District (Heritage Square)

Phoenix Historic Property Register (Phoenix Register) Listed Buildings (considered National Register eligible): Jefferson Hotel (101 S. Central Ave.), Luhrs Building (11 W. Jefferson St.), Luhrs Tower (45 W. Jefferson St.)

(Note: the Arizona Citrus Growers Association Warehouse (601 E. Jackson St.) is within the APE and listed on the Phoenix Register; however, is was delisted from the National Register as the result of impacts from the construction of the Arizona Diamond’s baseball stadium).

Determined National Register Eligible Buildings: City Council Chambers/Calvin G. Goode Building (251 W. Washington St.), First National Bank Plaza/First Interstate Bank Plaza/Wells Fargo Plaza (100 W. Washington St.), Luhrs Post Office Station (25 W. Jefferson St.), Maricopa County Complex (Maricopa County Superior Court Complex)

Archaeological Site Summary Table

<table>
<thead>
<tr>
<th>Archaeological Resource</th>
<th>National Register Eligibility Status (Criterion)</th>
<th>Location of Potential Impacts</th>
<th>Recommended Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ T:12:42(ASM) Original Phoenix Townsite</td>
<td>Eligible (Criterion D)</td>
<td>Trackway and stations on Washington St, Jefferson St, 3rd Ave, Central Ave, and 5th St</td>
<td>No monitoring required</td>
</tr>
<tr>
<td>AZ T:12:56(ASM) Historic landfill</td>
<td>Unevaluated (treat as eligible, Criterion D)</td>
<td>Pavement and sidewalk replacement at 7th St and Watkins St</td>
<td>No monitoring required</td>
</tr>
<tr>
<td>AZ T:12:70(ASM) Pueblo Patricio</td>
<td>Eligible (Criterion D)</td>
<td>Trackway along 5th St turnaround between Jefferson St and Washington St, and trackway on Washington St between 1st St and Central Ave</td>
<td>Archaeological monitoring required</td>
</tr>
</tbody>
</table>

National Register Eligible Historic Building and District Summary, Additional APE in Downtown

<table>
<thead>
<tr>
<th>Property Name</th>
<th>National and Phoenix Register Eligibility Status (Criterion)</th>
<th>Contributing Qualities</th>
<th>Recommended Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phoenix Townsite Historic District</td>
<td>National Register listed (Criterion C); Phoenix Register (Criterion C), Phoenix Landmark</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Parcel adjacent to 5th St turnaround, but views screened by other buildings; no effect, no treatment required</td>
</tr>
<tr>
<td>Baird (F. S.) Machine Shop</td>
<td>National Register listed (Criterion A)</td>
<td>Historical association; setting altered by modern development</td>
<td>Parcel adjacent to 5th St turnaround, but views screened by other buildings; no effect; no treatment required</td>
</tr>
<tr>
<td>Maricopa County Courthouse/County-City Administration Building</td>
<td>National Register listed (Criteria A and C); Phoenix Register (Criterion A and C), Phoenix Landmark</td>
<td>Historical association and architecture; setting altered by modern development</td>
<td>Adjacent to trackways on Washington St, Jefferson St; no adverse effect; no treatment required</td>
</tr>
<tr>
<td>Property Name</td>
<td>National and Phoenix Register Eligibility Status (Criterion)</td>
<td>Contributing Qualities</td>
<td>Recommended Treatment</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Orpheum Theatre</td>
<td>National Register listed (Criterion A); Phoenix Register (Criterion A), Phoenix Landmark</td>
<td>Historical association; setting altered by modern development</td>
<td>Set back from Washington St along Adams St, property parcel adjacent to trackway and split-platform bus stop but building is not; no effect; no treatment required</td>
</tr>
<tr>
<td>Rosson (Dr. Ronald) House</td>
<td>National Register listed (Criterion C); Phoenix Register (Criterion C), Phoenix Landmark</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Parcel adjacent to 5th St turnaround, but views screened by other buildings; no effect; no treatment required</td>
</tr>
<tr>
<td>Walker (J. W.) Building/ Central Arizona Light &amp; Power Company Building</td>
<td>National Register listed (Criterion A); Phoenix Register (Criterion A)</td>
<td>Historical association; setting altered by modern development</td>
<td>Adjacent to trackway on Washington St and near 3rd Ave crossover; no adverse effect; no treatment required</td>
</tr>
<tr>
<td>Jefferson Hotel</td>
<td>Phoenix Register listed (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway on Jefferson St; no adverse effect; no treatment required</td>
</tr>
<tr>
<td>Luhrs Building</td>
<td>Phoenix Register listed (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and station on Jefferson St; no adverse effect; station must be designed to maintain views of building’s front façade</td>
</tr>
<tr>
<td>Luhrs Tower</td>
<td>Phoenix Register listed (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and station on Jefferson St; no adverse effect; station must be designed to maintain views of building’s front façade</td>
</tr>
<tr>
<td>City Council Chambers/Calvin G. Goode Building</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackways on Washington St, Jefferson St, and 3rd St crossover, and split-platform bus stops; no adverse effect; no treatment required</td>
</tr>
<tr>
<td>First National Bank Plaza/First Interstate Bank Plaza/Wells Fargo Plaza</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and split-platform bus stop on Washington St; no adverse effect; no treatment required</td>
</tr>
<tr>
<td>Luhrs Post Office Station</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and station on Jefferson St; no adverse effect; station must be designed to maintain views of building’s front façade</td>
</tr>
<tr>
<td>Maricopa County Complex (Maricopa County Superior Court Complex)</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and bus stop on Jefferson St; no adverse effect; no treatment required</td>
</tr>
</tbody>
</table>
National Register Eligible Historic Building Summary, Additional APE on 7th Avenue

<table>
<thead>
<tr>
<th>Property Name</th>
<th>National and Phoenix Register Eligibility Status (Criterion)</th>
<th>Contributing Qualities</th>
<th>Recommended Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kunz-Carabajal House/ Montgomery Farmshead</td>
<td>Phoenix Register listed (Criterion C); recommended National Register eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Improvements restricted to roadway and existing sidewalks; no treatment required</td>
</tr>
</tbody>
</table>

**Comments:** Based on the information in this report, FTA determined that the proposed South Central Extension (SCE) Project would not adversely affect historic properties listed in or eligible for the National Register within the additional APE in the downtown area and on 7th Avenue and 7th Street, as defined by 36 Code of Federal Regulations 800.5.

Two archaeological sites are in the additional APE in downtown Phoenix that are National Register eligible under Criterion D, AZ T:12:42(ASM) and AZ T:12:70(ASM). The analysis concluded that intact archaeological deposits associated with AZ T:12:42(ASM), the Original Phoenix Townsite, are unlikely to be present in the street ROW where ground-disturbing construction would take place; therefore, the site would not be adversely affected. The analysis also concluded that archaeological deposits associated with AZ T:12:70(ASM), Pueblo Patricio, are unlikely to be present in the street ROW on Central Avenue between Washington and Madison Streets, along Washington Street between Central Avenue and 1st Street, and on 5th Street between Washington and Jefferson Streets where ground-disturbing construction would take place. To ensure a finding of no adverse effect, archaeological monitoring is required at these locations.

In addition to known sites, the analysis addressed unanticipated discoveries within the additional APE. Unanticipated discoveries, including prehistoric canal alignments and previously undocumented remnants of the Phoenix Street Railway tracks, may be encountered during construction. Construction activities at potential prehistoric canal alignments would be monitored and any unanticipated discoveries within the APE would be treated in accordance with the HPTP developed for the Project.

AZ T:12:56(ASM) is a historic landfill in the APE at 7th and Watkins Streets. The site has not been evaluated for National Register eligibility. Based on the results of previous investigations at the site, which discovered well-preserved trash deposits dating from 1920s and 1930s, the site will be treated as eligible under Criterion D (information potential) for purposes of the project. Work at this location would include milling and replacing pavement and sidewalks. These activities would be surficial, with little to no potential to disturb subsurface deposits associated with the site, which were previously encountered approximately 0.5 m below the ground surface.

No historic buildings within the additional APE would be adversely affected by the Project. The station on Jefferson Street between Central and 1st Avenues would be in front of three historic buildings, the Luhrs Building and the Luhrs Tower, which are Phoenix Register-listed (considered eligible for the National Register), and the Luhrs Post Office Building, which was determined eligible for National Register listing. The street curbs on both sides of the street would be modified to accommodate the station, but this would be
a minor visual change relative to the station’s placement. The significance of the historic buildings relates primarily to their architectural qualities rather than their settings. However, blocking views of the front façades of the building could impede their ability to convey their historical significance. To ensure a determination of no adverse effect, it is recommended that the station be designed in coordination with State Historic Preservation Office (SHPO) and City of Phoenix Historic Preservation Office (HPO) to ensure that views of the historic building facades are maintained.

To ensure no National Register eligible archaeological sites or historic buildings are adversely affected within the additional APE, FTA and Valley Metro would ensure:

- Archaeological monitoring within AZ T:12:70(ASM)/Pueblo Patricio on 5th Street and along the boundary of the site on Central Avenue and Washington Street.

- Recovery and preservation of artifacts and information from any unanticipated archaeological discoveries evaluated as eligible for the National Register. Tribes are concerned that any human remains associated with archaeological sites be treated appropriately. There is no evidence of human burials within the additional APE, but if encountered, they will be treated with respect and in accordance with the Arizona Antiquities Act or the Arizona Burial Law.

- Design of the station on Jefferson Street in front of the Luhrs buildings would be coordinated with State Historic Preservation Office (SHPO) and City of Phoenix Historic Preservation Office (HPO) to ensure that views of the historic building façades are maintained.

FTA has determined that, for the overall SCE Project, a finding of “adverse effect” is appropriate for the undertaking because of impacts on National Register eligible archaeological sites south of the Salt River. The analysis presented in this report addressed the additional APE added to the Project as a result of changes in the scope of work. FTA has determined that the proposed SCE Project would not adversely affect historic properties within the additional APE, provided that the treatment bullets listed above are implemented.
1.0 INTRODUCTION AND BACKGROUND

This supplemental cultural resource inventory and evaluation, prepared in support of the South Central Light Rail Extension Project (SCE) Environmental Assessment (EA), documents the effects of proposed changes to the SCE on cultural resources that were not evaluated in the EA. The proposed changes in scope are within and outside the originally defined area of potential effects (APE) in downtown Phoenix and on 7th Street and 7th Avenue at Interstate 17 (I-17), referred to collectively in this report as the additional APE (Figure 1-1).

The SCE EA evaluated a Build Alternative and a 2035 No-Build Alternative. The Build Alternative evaluated in the EA consists of an approximately 5-mile-long southern extension of the existing Valley Metro light rail line along Central and 1st Avenues in central Phoenix. The extension tracks would connect with the existing light rail system at Central Avenue and Washington Street in the northbound direction and at 1st Avenue and Jefferson Street in the southbound direction. The track would continue south along 1st and Central Avenues to Hadley Street, where the southbound track would follow the 1st Avenue one-way couplet curve to the east to rejoin Central Avenue. From Hadley Street to the extension’s southern terminus at Baseline Road, both tracks would be located along Central Avenue.

The southbound track would be side-running from its connection with the existing light rail system on 1st Avenue south of Jefferson Street to Lincoln Street, where it would transition to median-running and continue along the curved 1st Avenue segment of the one-way couplet before rejoining Central Avenue at Hadley Street. On Central Avenue, it would continue running in the median southbound to its terminus at Baseline Road. The northbound track would be median-running along Central Avenue from Baseline Road north to Buchanan Street, where it would transition to side-running and continue north to Madison Street. North of Madison Street, the track again would become median-running to its connection with the existing light rail system on Central Avenue at Washington Street.

The Build Alternative also includes the McKinley Street and Central Avenue turnarounds and expansion of the Operations and Maintenance Center. The SCE is scheduled to begin operations in 2023.

A Finding of No Significant Impact for the EA was issued by the Federal Transit Administration (FTA) on January 6, 2017.

During final design of the SCE, a value engineering analysis and an additional systems analysis were conducted to further evaluate the following:

- Light rail operations during the 2-year construction period in downtown Phoenix, and
- How the overall system would operate once the SCE is completed. The system would operate a north-to-south line from the Metrocenter shopping mall to Baseline Road all and an east-to-west line from Mesa to downtown Phoenix. This would include:
  - Identifying the best location for transfers between the two light rail lines, and
  - Where to turn the east-to-west line around at its western terminus in the downtown area.
2.0 PROPOSED SCOPE OF WORK CHANGES

Based on the findings of these analyses, several proposed changes to the SCE are proposed:

- New trackwork would be added at 3rd Avenue between Washington and Jefferson Streets. This work is outside the original SCE APE and would include the following:
  - Removal of one travel lane from Jefferson Street to Washington Street.
  - Removal of 20 on-street metered parking spaces on 3rd Avenue from Jefferson Street to Washington Street.
  - Removal of a short-term automobile loading zone on the eastern side of 3rd Avenue (south of Washington Street).

- New trackwork would be added at 5th Street between Washington and Jefferson Streets. This work would be outside the original SCE APE.
  - The sidewalk width on the eastern side of 5th Street would be narrowed from existing conditions, but would remain compliant with City of Phoenix downtown design standards.

The new trackwork on 3rd Avenue and 5th Street would aid in operations during construction of the downtown portion of the alignment. It would also offer operational flexibility after construction in situations where the trains need to reverse directions to accommodate special events or to avoid accidents that could substantially delay or stop train operations. The track could also offer temporary storage areas for train cars, if needed.

Two crossovers would be added on the northern end at each location and another two would be added on the southern end at each location, for a total of four crossovers at each special trackwork location. The crossovers would allow trains to enter and exit the special trackwork from either direction of the east-to-west main line.

- New trackwork would be added on Washington Street from 1st Street to 1st Avenue to accommodate the proposed east-to-west trains traveling westbound on Washington Street from locations east of Central Avenue to locations west of 1st Avenue. This new trackwork would be in the original SCE APE. The new trackwork would also include the following:
  - Removal of one dedicated right-turn lane on Washington Street between 1st Street and Central Avenue. One dedicated right-turn lane would remain.
  - Removal of one travel lane on Washington Street from Central Avenue to 1st Avenue.
  - Removal of 10 on-street metered parking spaces on Washington Street from Central to 1st Avenues.
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o Addition of one track crossing each at Central Avenue and at 1st Avenue (two total crossovers) to accommodate the proposed east-to-west trains traveling westbound on Washington Street from locations east of Central Avenue to locations west of 1st Avenue.

• New trackwork would be added on Washington Street from 1st to 3rd Avenues to access the new turnaround location at 3rd Avenue, as previously discussed. The trackwork is in the original APE from the 1st Avenue to the 2nd Avenue alignment and in the expanded APE from the 2nd Avenue alignment to 3rd Avenue. This new trackwork would also include the following:
  o Removal of one travel lane on Washington Street from Central Avenue to 3rd Avenue.
  o Removal of a bus bay on the northwestern corner of Washington Street and 1st Avenue.
  o Removal of a bus stop on the northeastern corner of Washington Street and 3rd Avenue.
  o Removal of four on-street metered parking spaces on Washington Street from 1st Avenue to 3rd Avenue.
  o Addition of one new split-platform bus stop mid-block between 1st and 3rd Avenues on Washington Street. The bus stop would be between the guideway and automobile travel lanes and would replace the two removed bus stops.

• New trackwork would be added on Jefferson Street from 3rd to 1st Avenues to complete the new turnaround location at 3rd Avenue as previously discussed. The new trackwork is outside the original APE and would also include the following:
  o Removal of three on-street metered parking spaces on Jefferson Street from 3rd to 1st Avenues.
  o Relocation of a bus stop at the southeastern corner of 3rd Avenue and Jefferson Street. The stop would be relocated from the sidewalk curb to a platform located between the guideway and automobile travel lanes.
  o Addition of one track crossing at 1st Avenue to accommodate the proposed east-to-west trains traveling eastbound on Jefferson Street from locations west of 1st Avenue to locations east of 1st Avenue.

• New trackwork would be added on Washington and Jefferson Streets approximately 100 feet west of 3rd Avenue, with four turnouts that would be used for temporary vehicle storage at this western light rail terminus. This new trackwork is outside the original APE.

• Four new stations would be added:
  o New station on Washington Street between Central and 1st Avenues (for westbound passengers). This new station is within the original APE. It would be on the northern side of the road, removing the on-street parking.
  o New station on the southern side of Jefferson Street between Central and 1st Avenues (for eastbound passengers). The new station is within the original APE.
This station would be on the northern side of the existing light rail guideway, removing one travel lane.

- New station on the western side of 3rd Street between Washington and Jefferson Streets (for southbound passengers). The new station is not within the original APE. The station would be on the western side of the road, removing the on-street parking.
- New split station on the eastern side of Central Avenue between Jefferson and Washington Streets (for northbound passengers). The new station is within the original APE. As previously planned, Central Avenue would be closed to vehicle traffic, with the exception of public transit buses. The Central Avenue closure would occur with or without the Project as part of the City of Phoenix plan to increase walkability and access to CityScape. The station platform would be split to allow pedestrian traffic at CityScape to walk at-grade between the platforms to cross Central Avenue. Like other light rail platforms, the split platforms would be 14 inches above ground to provide level boarding and alighting of light rail and bus passengers.

- 7th Avenue, Mohave Street to Gibson Lane:
  - Mill and overlay from Mohave Street to Gibson Lane.
  - Replace concrete sidewalks at various locations between Mohave Street and Gibson Lane.
  - Relocate an Arizona Department of Transportation (ADOT) sign.
  - Lengthen the northbound dedicated right-turn lane to access I-17 and the frontage road.
  - Temporary construction easements (TCEs) and thin strips of new right-of-way (ROW) may be required on the western side of 7th Ave north of I-17 and on the eastern side of 7th Avenue south of I-17.

- 7th Street, Mohave Street to Watkins:
  - Mill and overlay from Mohave Street to Watkins Street.
  - Replace concrete sidewalks at various locations between Mohave and Watkins Streets.
  - TCEs and new ROW may be required at driveways on the eastern side of 7th Street south of I-17.

### 3.0 CAPITOL/I-10 WEST CULTURAL RESOURCES INVENTORY

The proposed changes in scope to the SCE in the additional APE in downtown Phoenix are within the area covered by the cultural resources inventory and evaluation for the Capitol/I-10 West Light Rail Extension Project, an approximately 11-mile light rail extension from downtown to the state capitol and along the Interstate 10 (I-10) corridor to 79th Avenue. AECOM completed a cultural resources assessment for the Capitol/I-10 West Project, which included evaluations of archaeological, historical, and traditional
To facilitate more efficient light rail operation and construction in the downtown area, the proposed changes in scope were pulled from the Capitol/I-10 West Project and added to the SCE Project, which would be constructed first. The proposed changes in scope in downtown Phoenix are along Washington and Jefferson Streets between 5th Street and just west of 3rd Avenue. This area was covered by the Capitol/I-10 West cultural resources assessment (Johnson and others 2016). This supplemental cultural resources evaluation for the SCE Project draws heavily upon AECOM’s prior evaluation. AECOM's team included historian and architectural historian Kirsten Johnson, archaeologist Dr. A. E. (Gene) Rogge, and historical architect Don W. Ryden of Ryden Architects as a subconsultant. These three served as co-principal investigators for the Capitol/I-10 West study and prepared the report (Johnson and others 2016). Ms. Johnson and Mr. Ryden conducted the field inventory and evaluation of historic buildings and structures.

4.0 REGULATORY REQUIREMENTS

4.1 NATIONAL ENVIRONMENTAL POLICY ACT

Section 101(b)(4) of the National Environmental Policy Act (NEPA) (42 United States Code § 4321 et seq.) stipulates that federal agencies work to preserve not only the natural environment but also historic and cultural aspects of our nation’s heritage. The cultural environment includes those aspects of the physical environment that relate to human culture and society, along with the institutions that form and maintain communities and link them to their surroundings (King and Rafuse 1994). Agency and public scoping identified three components of the cultural environment that are of concern: (1) archaeological sites; (2) historic districts, buildings and structures; and (3) traditional cultural resources and life ways.

4.2 NATIONAL HISTORIC PRESERVATION ACT

In conjunction with assessing impacts on the cultural environment pursuant to NEPA, FTA addressed the closely related requirements of Section 106 of the National Historic Preservation Act (NHPA) (54 United States Code § 300101 et seq., as amended). Section 106 requires federal agencies to take into account the effect of their undertakings on any district, site, building, structure or object included in or eligible for inclusion in the National Register of Historic Places (National Register). That consideration should be conducted in consultation with the State Historic Preservation Office (SHPO) and other interested parties pursuant to regulations for the Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800), which implement NHPA Section 106.

To be eligible for the National Register, properties must be 50 years old (unless they have exceptional historical importance) and have national, state or local significance in American history, architecture, archaeology, engineering or culture. They must possess sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey their historical significance, and meet at least one of four criteria:

Criterion A: are associated with events that have made a significant contribution to the broad patterns of our history
Criterion B: are associated with the lives of people significant in our past

Criterion C: embody distinctive characteristics of a type, period or method of construction; or represent the work of a master; or possess high artistic values or represent a significant and distinguishable entity whose components may lack individual distinction

Criterion D: have yielded or may be likely to yield information important in prehistory or history (36 CFR 60)

4.3 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Potential uses of historic resources also were considered in accordance with Section 4(f) of the Department of Transportation Act of 1966 (49 United States Code § 303). The intent of the statute is to avoid use or impairment of significant historic sites (and public parks, recreation areas and wildlife refuges) for transportation projects or, where avoidance is not feasible and prudent, to minimize the use of such properties. Unless the use of a Section 4(f) property is determined to have a minor (de minimis) impact, FTA must determine that no feasible and prudent avoidance alternative exists before approving the use of such land for the project. Feasible and prudent avoidance alternatives are those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property (23 CFR 774.17).

4.4 STATE AND LOCAL REQUIREMENTS

The cultural resource studies also considered requirements of the Arizona Antiquities Act (Arizona Revised Statutes §§ 41-841 through 41-847). That law prohibits collection of archaeological or vertebrate paleontological specimens and excavation of any historic or prehistoric ruin, burial ground, archaeological or vertebrate paleontological site or site including fossilized footprints, inscriptions made by human agency or any other archaeological, paleontological or historical feature on lands owned or controlled by the State of Arizona or local governments without a permit issued by the Arizona State Museum (ASM). The act directs those in charge of activities on such lands to notify ASM of the discovery of any sites or objects that are at least 50 years old.

The cultural resource studies also addressed the State Historic Preservation Act (Arizona Revised Statutes §§ 41-861 et seq.) because ADOT would comply with that Act in authorizing use of freeway ROW for the Project and because the Project involves municipal land owned by the City of Phoenix. That act requires ADOT to provide the SHPO an opportunity to review and comment on potential impacts on historic properties.

The City of Phoenix is a certified local government under the State Historic Preservation Program. The City enacted a historic preservation ordinance (City Code, Chapter 8, Sections 801 through 816), which established a policy to protect, enhance and preserve properties and areas of historical, cultural, archaeological and aesthetic significance (Chapter 8, Section 802[B2]). The cultural resource studies addressed that policy, as well as the Phoenix General Plan requirement that development be compatible with architectural, archaeological and historic resources and their setting.
In summary, the primary goals of the cultural resource studies were to (1) inventory archaeological sites; historical districts, buildings and structures; and traditional cultural resources (collectively referred to as cultural resources); (2) evaluate their eligibility for inclusion in the National Register; and (3) assess effects of the SCE Project on cultural resources listed in or eligible for the National Register, in accordance with the applicable federal, state and local government regulatory requirements.

4.5 AREA OF POTENTIAL EFFECTS

FTA developed the APE for the SCE Project in consultation with the Arizona SHPO. The APE includes properties that may be directly affected (for example, physical destruction or disturbance of any or all of the property either by the built project or during construction activities) and properties that may be indirectly affected (for example, through visual or audible impacts, changes in traffic circulation or other effects on the environment that would diminish the integrity of a property's surroundings) by Project activities. SHPO concurred with the SCE APE definition on October 14, 2015.

The APE includes street ROW along the proposed alignment of the light rail route. For architectural resources, the APE is generally defined as also including parcels of land, as defined by the Maricopa County Assessor, adjacent to the proposed alignment of the light rail route for the consideration of indirect effects. Partial adjacent parcels were included for unusually large parcels, or parcels with large vacant areas or parcels where buildings adjacent to the street would screen other buildings on the parcels from impacts. The APE along the proposed SCE alignment also includes parcels of land adjacent to or near the light rail alignment for staging areas, traction power substations, signal buildings and park-and-ride facilities.

In addition to the SCE alignment, the APE included four detached locations where related work would take place. These include: (1) property parcels adjacent to the current Central Phoenix/East Valley starter line at Central Avenue and McKinley Street for special trackwork for operations flexibility; (2) the Operations and Maintenance Center, where facility expansion would accommodate the addition of light rail vehicles needed for the SCE; (3) the intersection of 7th Street and I-17; and (4) the intersection of 7th Avenue and I-17. The intersection improvements at I-17 are needed to accommodate changes in traffic volumes resulting from the reduction of lanes on Central Avenue.

For archaeological resources, the proposed APE includes the street ROW along the rail route and any locations outside the street ROW where ground disturbance would take place during construction, including areas for staging and temporary construction activities. Because ground-disturbing activities for the SCE would extend to depths of about 20 feet below the ground surface, and the depths of cultural deposits within the APE are not known, the APE for the consideration of archaeological resources would also include a vertical depth of 20 feet.

As a result of the proposed changes in scope to the SCE Project, the APE has been modified following this definition. The additional APE in the downtown area includes street ROWs along Washington Street, Jefferson Street, 5th Street, 3rd Avenue and adjacent property parcels. The additional APE on 7th Street includes the street ROW between Mohave and Watkins Streets and adjacent parcels. The additional APE on 7th Avenue includes the street ROW between Mohave Street and Gibson Lane and adjacent parcels.
5.0 ARCHAEOLOGICAL RESOURCES AND TRADITIONAL CULTURAL PROPERTIES

Detailed environmental and cultural contexts for the SCE Project were provided in the original assessment report (Brodbeck and others 2016) and, therefore, are not reproduced in this addendum.

5.1 CULTURAL RESOURCE INVENTORY METHODS

5.1.1 Reviewing Records of Prior Studies

NHPA requires FTA to consider potential effects of its undertakings on historic properties, which are defined as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register, including artifacts, records, and material remains related to such a property or resource” (54 United States Code § 300308). A records review was conducted to identify past cultural resource studies and documented cultural resources within the additional APE. A primary source of information was the AZSITE Cultural Resources Inventory, which is a geographic information system database that includes records of the AZSITE Consortium members (ASM, Arizona State University, Museum of Northern Arizona and SHPO) and other participating agencies such as the Bureau of Land Management (AZSITE Consortium 2013). A similar database maintained at the Pueblo Grande Museum for the City Archaeology Office was also checked.

Listings on the National Register and the Phoenix Historic Property Register (Phoenix Register) also were reviewed, along with other information on file at the City Historic Preservation Office (CHPO), SHPO, ASM, Arizona State University, Arizona State Archives and Phoenix Public Library. Howard’s (1991) map of major prehistoric Hohokam archaeological sites and irrigation canals, selected reports of prior studies and various Internet sources also were reviewed. The collected information was compiled in a geographic information system database. (Any third-party data used to compile the records review was relied on as furnished, and the preparers of this document are not responsible for and have not confirmed the accuracy of the information.)

5.1.2 Archaeological Resource Inventory Methods

Because development obscures the natural ground surface throughout the additional APE, archaeological field survey was not possible. Therefore, the archaeological assessment relied solely on the information obtained from the records review.

5.1.3 Historic District, Building, and Structure Inventory Methods

The assessment of historic buildings and structures within the additional APE defined the historic period to include properties that meet the 50-year criterion for consideration of National Register eligibility when the SCE Project is scheduled to begin operations in 2023. Accordingly, the historic period was defined as pre-1974 (Johnson and others 2016). This is compatible with the original historic building evaluation for the SCE Project, which also used pre-1974 as the threshold for Section 106 consideration (Brodbeck and others 2016).
Information about historic districts, buildings and structures within the additional APE was compiled and a reconnaissance survey was conducted to check the integrity of historic-age properties. Historic-age properties (that is, built in 1973 or earlier) were identified by reviewing Maricopa County Assessor data and aerial photographs, and field reconnaissance was conducted to check for possible errors and inconsistencies. All previously unrecorded and unevaluated historic-age properties within the additional APE were inventoried in a manner consistent with National Register Bulletin 24: *Guidelines for Local Surveys*, and the National Register Bulletin for *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*.

5.1.4 **Traditional Cultural Resource Inventory Methods**

Only members of traditional cultural communities can identify traditional cultural resources. FTA and Valley Metro consulted with tribes with potential traditional cultural affiliation with the Phoenix Basin for both the SCE and Capitol/I-10 West Projects. None of the tribes identified any concerns about potential impacts on traditional cultural resources within the additional APE.

5.1.5 **Cultural Resource Evaluation Methods**

The significance and historical integrity of archaeological sites; historic districts, buildings and structures; and traditional cultural resources identified within the APE were evaluated to determine whether they merit preservation, using criteria for listing in the National Register (refer to Section 4.2), and the guidance of National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation*. The criteria for the Arizona Register and Phoenix Register are identical to the National Register criteria.

The historic contexts used to evaluate significance in accordance with those criteria were largely defined by prior studies. Archaeological sites typically are evaluated for their potential to yield important information (Criterion D). Historic districts, buildings and structures commonly are evaluated for their associations with significant historical events or trends (Criterion A), particularly in consideration of community planning and development themes, and distinctive architectural characteristics of a style or type, or artistic value (Criterion C). Sometimes associations with historically significant people (Criterion B) also are relevant. Relevant criteria for evaluating the significance of traditional cultural resources can vary.

5.1.5.1 **Effect Assessment Methods**

FTA determines, in consultation with the SHPO and other interested parties, whether a proposed project would result in (1) no historic properties affected, (2) no adverse effect or (3) an adverse effect on historic properties. A single finding of effect is made for an entire project, but it is based on an assessment of impacts on each National Register-listed or eligible property within the APE.

FTA assesses potential effects on historic properties using criteria defined by regulations for *Protection of Historic Properties* (36 CFR Part 800). A finding of no historic properties affected is appropriate if no historic properties are within the APE or if a project would not alter the characteristics that make historic properties eligible for the National Register. A finding of no adverse effect is appropriate if a project would not diminish the historical
integrity of a property’s location, design, setting, materials, workmanship, feeling or association.

Effects are adverse when the alterations diminish a property’s historical integrity. Examples of adverse effects relevant for this Project include:

- Physical destruction, damage or alteration of all or part of a historic property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance or stabilization that is not consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines
- Change of the character of a property’s use or of physical features in the property’s setting that contribute to its historic significance
- Introduction of visual or audible elements that diminish the integrity of a property’s significant historic features

If a project is determined to have an adverse effect, but is modified or conditions are imposed to avoid diminishment of historical integrity or to ensure rehabilitation consistent with the Secretary of the Interior’s Rehabilitation Standards for the Treatment of Historic Properties (36 CFR 800.5[b]), a finding of no adverse effect is appropriate. The 10 rehabilitation standards are:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic
materials, features, size, scale, proportion and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired (36 CFR Part 68).

Direct effects were identified by comparing the locations of historic properties with preliminary Project designs and ROW requirements. Some Project components, such as catenary systems and particularly grade-separated structures, could result in indirect adverse impacts if they obstruct or detract from the current views to or from such properties (particularly primary façades). Other aspects of setting, including noise and vibration, also were considered. The analysis of potential indirect visual, noise and vibration impacts on historic properties was coordinated with the Project-wide analyses of those types of impacts.

### 5.1.5.2 Strategies for Resolving Adverse Effects

If a proposed project would have an adverse impact on at least one historic property, a finding of adverse effect would be appropriate. To resolve an adverse effect, FTA and Valley Metro would work with the consulting parties to develop a Section 106 memorandum of agreement that would stipulate procedures for (1) preparing and implementing a historic properties treatment plan (HPTP) to avoid, reduce or mitigate adverse impacts; (2) conducting post-EA inventory and evaluation, if warranted, as more detailed construction plans are prepared; (3) conducting archaeological testing or monitoring, if warranted; and (4) addressing any discoveries that might be made during Project implementation. Treatment could include relocation of Project facilities, sensitive design of Project facilities, creation of a visual buffer between Project facilities and an affected property, compiling documentation of historic buildings or structures that cannot be avoided, recovery and preservation of archaeological information and other mitigation measures.

### 6.0 INVENTORY AND EVALUATION

#### 6.1 ARCHAEOLOGICAL RESOURCES

The records review identified three archaeological sites previously recorded in the additional APE (Table 6-1 and Figure 6-1):

- AZ T:12:42(ASM) – Original Phoenix Townsite
- AZ T:12:56(ASM) – historic landfill
- AZ T:12:70(ASM) – Pueblo Patricio
### TABLE 6-1: PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES

<table>
<thead>
<tr>
<th>#</th>
<th>Site Number</th>
<th>Description</th>
<th>National Register Eligibility, Criterion</th>
<th>References</th>
</tr>
</thead>
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<tr>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Sites Determined Eligible</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1  | AZ T:12:42(ASM)  
Original Phoenix Townsite  
| 2  | AZ T:12:56(ASM)  
Historic landfill, ca. 1920–1940s | Unevaluated (treat as eligible, Criterion D) | O’Brien and others 1987 |
| 3  | AZ T:12:70(ASM)  
Pueblo Patricio  
AZ T:12:9(ASU)  

Source: Prepared by URS  
Note: National Register = National Register of Historic Places  

#### 6.1.1  **AZ T:12:42(ASM)/Original Phoenix Townsite**

Site AZ T:12:42(ASM) represents the original Phoenix Townsite established in 1870. The townsite included a 320-acre parcel of undeveloped land demarcated by the General Land Office as the northern half of Section 8, Township 1 North and Range 3 East. The boundaries for the townsite are Van Buren Street on the north, Harrison Street on the south, 7th Avenue (originally known as Yavapai Street) on the west and 7th Street (originally known as Apache Street) on the east. The town plan consisted of 98 blocks, each measuring 300 feet square (Hackbarth 1995). The townsite was opened to settlement in December 1870, and all the lots were sold by 1880.

The additional APE and newly proposed scope within the original APE in downtown Phoenix is completely within the boundaries of the original Phoenix Townsite (Figure 6-1). The site has been determined eligible for listing on the National Register under Criterion D for its potential to yield important information on the founding and early development of Phoenix. Archaeological investigations have taken place at many of the townsite blocks, which included residential neighborhoods and commercial businesses (for example, Cable and others 1983; Davis 2008; Hackbarth 2012a, 2012b; Hackbarth and Gomez 2007). These excavations have provided valuable information and a unique glimpse into what life was like in the early days of Phoenix settlement and initial periods of growth and expansion. Because the light rail extension would be constructed within street ROWs that have always existed as transportation corridors since the founding of the townsite, the sensitivity for encountering significant historic resources is low.
6.1.2 **AZ T:12:56(ASM)**

Site AZ T:12:56(ASM) is a historic landfill dating from the 1920s into the 1940s. The site is at the southern end of the 7th Street APE at the intersection of 7th and Watkins Streets (O'Brien and others 1987). Dames and Moore recorded the site while monitoring the installation of a fiber optic line. The trench was excavated up the eastern side of 7th Street under the sidewalks and then headed west down the middle of Watkins Street. The Dames and Moore archaeologists observed the historic trash deposits from University Drive to Watkins Street. The site was only observed in profile; therefore, its spatial extent is not known. Based on a review of historic aerial photographs, it appears the landfill was located primarily east of 7th Street.

Dames and Moore collected 264 historic artifacts from the trench profile and backdirt. There were three distinct layers of trash extending from approximately 0.4 m to 1 m below the ground surface. Dames and Moore noted that the site did not appear to represent domestic trash, but rather seemed to be a commercial trash deposit, possibly from a hotel. This was evidenced by a lack of food-related items. The collection had a high proportion of medicine-related products and leisure and recreational items. Ceramic dish fragments were typical of those used at hotels between the 1920s and 1940s.

According to Dames and Moore’s research, the landfill was operated by the Pasqualetti family of Phoenix. The land was purchased from the Smith and Hitchcock Company, and later was sold to the Arizona Sand and Rock Company. According to a descendent of the Pasqualetti family interviewed by Dames and Moore, the trash was collected from downtown merchants and businesses. No wet (organic) trash was collected and the landfill was burned periodically (O'Brien and others 1987: 8–14).

AZ T:12:56(ASM) has not been evaluated for National Register eligibility. Given the age of the landfill, its association with commercial businesses in downtown Phoenix in the early twentieth century, and that its subsurface deposits appear to retain integrity, it is recommended that site be treated as National Register eligible under Criterion D for management purposes until a formal assessment can be made. The only proposed scope of work for the location of AZ T:12:56(ASM) is only milling and repaving, which would require the removal of a few inches of the existing previously disturbed roadway. This would be minimally invasive and would not affect subsurface cultural deposits associated with the site. Archaeological monitoring would not be required.

6.1.3 **AZ T:12:70(ASM)/Pueblo Patricio**

The APE for the SCE Project is within prehistoric site AZ T:12:70(ASM)/Pueblo Patricio, a Hohokam habitation site, although the boundaries are ambiguous. The site has been determined eligible for listing on the National Register under Criterion D for its potential to yield important information on early Hohokam settlement and the development of prehistoric irrigation communities in the Salt River Valley.

Pueblo Patricio has been the focus of numerous archaeological investigations since it was discovered in 1981 during testing for the Mercado Project below the urban and historical townsink layers (Bagwell 2008; Cable and others 1983, 1985; Cable and Doyel 1985; Cox and others 2005; Hackbarth 1995, 1998a, 1998b, 2010a, 2010b, 2012b; Hackbarth and Gomez 2007; Henderson 1995; Jackman and others 1999; Lindly 2005;
Montero and others 1991; Montero and Hackbarth 1992; Sorrell 2006; Stone 1981; Turney 1929). The site was first identified and mapped by Frank Midvale as early as the 1920s. According to Rayle and Walsh (2012), Midvale portrayed the site on his field maps as having a platform mound, habitation areas and a major canal he called Canal Patrick (Patricio). Early references to a site named Pueblo Patricio are found in the archaeological literature (Cushing 1892; Turney 1929; see also Haury 1945), but the imprecise nature of the site description and associated maps makes the site’s location problematic. Although Midvale clearly identified a site at the location now known as Pueblo Patricio, it is unclear whether the platform mound and canal he plotted on his map were not actually within the site of La Ciudad, 1.4 miles to the east (Rayle and Walsh 2012; Wilcox 1987).

In 2012, Logan Simpson Design (LSD) performed archaeological testing and data recovery excavations for the CityScape Project on Block 22 on the southeastern corner of Central Avenue and Washington Street where the APE overlaps the site (Hackbarth 2012b). LSD documented 24 prehistoric features: 11 pithouses, 3 surfaces, 9 pits and 1 ground of postholes. The tops of the features were documented between 0.08 m and 1.25 m below modern asphalt surfaces in the block. The excavations confirmed the presence of late Red Mountain phase and early Pioneer period Hohokam settlement, which had been observed by other researchers working in other parts of the site over the last few decades (Hackbarth 2012b).

The closest prior archaeological excavation to the 5th Street turnaround involved excavation of test trenches along the western and northern edges of Block 27, prior to the construction of the Civic Plaza East Garage. Archaeological testing farther east was not possible because remediation of contamination required excavation of 3 to 5 feet (0.9 to 2.5 m) of soil—virtually from sidewalk to sidewalk between 5th and 7th Streets and Washington Street and the realigned Jefferson Street. Dirt was imported and compacted to replace the contaminated soil that was removed. The subsequent archaeological testing along the eastern side of 5th Street between Washington and Jefferson Streets determined that the remediation excavation did not actually extend to the edge of the sidewalk and found five historic archaeological features (that did not warrant data recovery), but no prehistoric features (Hackbarth 1998a).

The South Hall of the Phoenix Convention Center (Civic Plaza) covers Blocks 25, 26, 31 and 32 west of the proposed 5th Street turnaround. The South Hall was constructed between 1982 and 1985 as an expansion of the original Civic Plaza that was constructed between 1969 and 1972 (Cox and others 2005). No archaeological investigations were conducted prior to either of those episodes of construction.

As the boundary of Pueblo Patricio has been delineated by archaeologists over the years, the site extends across a floodplain and overlooking the upper terrace on the northern side of the Salt River. The boundary between the geologic floodplain and the higher river terrace is somewhat ambiguous, but the general delineation indicates it probably was just north of the 5th Street turnaround alignment. Hackbarth’s (2010a) detailed assessment of the depths at which the many archaeological features were detected in Blocks 11, 12, 17 and 18 to the north indicates that when the site was occupied there was a slight break in the slope of the ground surface more than 600 feet (180 m) north of the Washington Street and 5th Street intersection. How exactly that slope break related to the northern edge of the floodplain at that time is ambiguous, but it is clear that the 5th Street
turnaround is in the floodplain part of Pueblo Patricio where fields probably were located and relatively few prehistoric features have been found. The pit houses closest to the 5th Street turnaround have been found approximately 300 feet (90 m) to the northwest, 800 feet (240 m) to the west, 300 feet (90 m) to the south and 500 feet (150 m) to the east. The four burials that have been found are more than 500 feet (150 m) to the northwest and 600 feet (180 m) to the west.

The other factor that suggests there is little potential for the 5th Street turnaround to adversely affect archaeological features within the Pueblo Patricio site is the extent of disturbance resulting from the burial of utilities in the 5th Street ROW between Jefferson and Washington Streets. At least 12 utilities are buried along most of that ROW, including 2 sewer lines, 2 water lines, 2 gas lines, 1 storm drain, 2 electrical lines, 2 fiber optic lines and 1 coaxial cable. The 5th Street turnaround would be built at the western edge of the wide sidewalk between the eastern side of 5th Street and western side of the Jefferson Street parking garage. At least 2 electrical lines are buried in that footprint, and 7 street light poles and 10 tree wells have also disturbed that footprint. Trenches excavated for installation of some of the major utilities, particularly the 7-foot-diameter storm drain and sewer and water lines, might have been so deep and wide that they also disturbed the footprint.

In addition to construction of the trackway on 5th Street, poles to support the overhead contact system would need to be installed (probably three), a duct bank may need to be installed, and a few utilities might need to be relocated. The full extent of ground disturbance would not be determined until final designs are completed, but it is estimated that construction excavations are likely to be within a corridor approximately 30 feet wide, west of the parking garage. The approximately 135 feet of archaeological test trenches excavated along the eastern side of 5th Street in Block 27 of the original Phoenix townsite is the equivalent of an approximately 1.6 percent sample of that corridor. Considering that (1) prior testing identified no prehistoric features and only five historic features with no potential to yield important information, and (2) the extent of disturbance by prior construction activities is extensive, it seems unlikely that construction of the 5th Street turnaround would disturb archaeological features that could yield important information. To ensure a finding of no adverse effect, archaeological monitoring should be required for ground-disturbing construction within the site as a precaution.

### 6.1.4 Unrecorded Archaeological Resources

Other unrecorded archaeological resources might be buried in the APE. Howard’s (1991) map of major Hohokam sites and irrigation canals shows four prehistoric canal alignments in the additional APE along 7th Street and one prehistoric canal alignment in the APE on 7th Avenue where ground disturbance construction would occur (Figure 6-1). These alignments were mapped historically and have not been confirmed archaeologically. Archaeological monitoring would only be recommended for these locations to confirm their presence if ground disturbing activities were deep enough to expose subsurface in profile. There is also one prehistoric canal alignment in the additional APE in the downtown area but it is located well outside the Project’s construction footprint and would not require monitoring.

The records review identified one potential prehistoric site, designated Midvale T1N R3E S16b, immediately outside the additional APE on 7th Street north of I-17. The site was
documented by Frank Midvale in the early twentieth century. No other information is available, and the site’s location has not been confirmed archaeologically, but if present, it could extend into the APE.

A historic site that could potentially be encountered in the additional APE is the Phoenix Street Railway/AZ T:12:224(ASM), which once extended along Washington Street. The Phoenix Street Railway began operation in 1887 with horse-drawn cars. The railway was converted to electricity beginning in 1893 and was expanded and modernized over the following decades. The Phoenix Street Railway was abandoned in 1948, when it was replaced by bus service. Many segments of the old tracks were paved over and left in place and thus are preserved underneath the modern roadways in downtown Phoenix. Buried remnants of the Phoenix Street Railway tracks have been found at locations beneath the paved streets of downtown Phoenix, although not within the SCE APE. Where encountered, the site has been considered eligible for National Register listing under Criterion D for its information potential.

6.2 HISTORICAL RESOURCES – ADDITIONAL APE DOWNTOWN

Six properties within the additional APE for the newly proposed scope of work are listed on the National Register. All six are also listed on the Phoenix Register (Figure 6-2, Table 6-2). Listing in the Phoenix Register conveys protection through overlay zoning, which makes properties eligible for financial incentives offered by the City of Phoenix and requires CHPO review of proposed modifications of historic properties, including rehabilitation, restoration or alteration of exterior appearance (excluding routine maintenance such as painting), or construction of new buildings or installation of signs. The CHPO can take up to 1 year to review applications to demolish properties listed in the Phoenix Register and seek alternatives to demolition. Four of the six properties listed in the Phoenix Register also are designated as Phoenix Historic Landmarks, which reflects their exceptional historic significance.

The properties listed in the National Register include one district: the Phoenix Townsite Block 14 Historic District (Heritage Square), which includes the restored Rosson House (operated as a historic house museum) and other adaptively reused residences and commercial buildings. Five individual properties also are listed, including one government building (the Maricopa County Courthouse/County-City Administration Building), two commercial buildings (the Baird [F. S.] Machine Shop and the Walker [J. W.] Building/Central Arizona Light & Power Company Building), one residential building (the Rosson House) and the Orpheum Theater. The Rosson House and the Baird (F.S.) Machine Shop are in the Heritage Square historic district.
FIGURE 6-2: HISTORICAL RESOURCES, ADDITIONAL APE DOWNTOWN PHOENIX

LEGEND

- Valley Metro Rail/Station
- South Central Light Rail Extension
- APE
- Parcel Boundary

Properties
- National Register Listed and Determined Eligible
- Phoenix Register Listed; Considered National Register Eligible
## TABLE 6-2: PREVIOUSLY EVALUATED HISTORICAL RESOURCES IN THE APE IN DOWNTOWN PHOENIX

<table>
<thead>
<tr>
<th>#</th>
<th>Property Name</th>
<th>Description</th>
<th>National and Phoenix Register Eligibility Status (Criterion)</th>
<th>Reference</th>
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<td></td>
<td><strong>National Register Listed Districts</strong></td>
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<tr>
<td>1</td>
<td>Phoenix Townsite Block 14 Historic District (Heritage Square)</td>
<td>City block bounded by Monroe St and Washington St and by 6th St and 7th St, 1895 to 1920</td>
<td>National Register listed (Criterion C); Phoenix Register (Criterion C); Phoenix Landmark</td>
<td>Wilson 1978</td>
</tr>
<tr>
<td>3</td>
<td>Maricopa County Courthouse/County-City Administration Building, 125 W Washington St</td>
<td>Mission/Spanish Colonial Revival-style building constructed between 1928 and 1929</td>
<td>National Register listed (Criteria A and C); Phoenix Register (Criteria A and C); Phoenix Landmark</td>
<td>Doyle 1988</td>
</tr>
<tr>
<td>4</td>
<td>Orpheum Theatre, 209 W Adams St</td>
<td>Spanish Colonial Revival-style theatre built in 1927</td>
<td>National Register listed (Criterion A); Phoenix Register (Criterion A); Phoenix Landmark</td>
<td>Garrison and others 1984</td>
</tr>
<tr>
<td>5</td>
<td>Rosson (Dr. Ronald) House, Heritage Square, 115 N 6th St</td>
<td>Stick/Eastlake-style residence built between 1894 and 1895</td>
<td>National Register listed (Criterion C); Phoenix Register (Criterion C); Phoenix Landmark</td>
<td>Woodward and Osmon 1991</td>
</tr>
<tr>
<td>6</td>
<td>Walker (J. W.) Building/ Central Arizona Light &amp; Power Company Building, 300 W Washington St</td>
<td>Neoclassical Revival-style building constructed in 1920 and remodeled in 1926</td>
<td>National Register listed (Criterion A); Phoenix Register (Criterion A)</td>
<td>Garrison and others 1984</td>
</tr>
<tr>
<td></td>
<td><strong>Phoenix Register Listed Buildings (considered eligible for the National Register)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Jefferson Hotel, 101 S Central Ave</td>
<td>Built in 1915</td>
<td>Phoenix Register (Criterion C)</td>
<td>Garrison and others 1984</td>
</tr>
<tr>
<td>8</td>
<td>Luhrs Building, 11 W Jefferson St</td>
<td>Second Renaissance Revival-style building constructed in 1924</td>
<td>Phoenix Register (Criterion C)</td>
<td>Garrison and others 1984</td>
</tr>
<tr>
<td>9</td>
<td>Luhrs Tower, 45 W Jefferson St</td>
<td>Modern/Spanish Colonial Revival-style office building constructed in 1929</td>
<td>Phoenix Register (Criterion C)</td>
<td>Garrison and others 1984</td>
</tr>
<tr>
<td></td>
<td><strong>Buildings and Districts Determined Eligible</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>City Council Chambers/Calvin G. Goode Building, 251 W Washington St</td>
<td>Modern-style 10-story cast concrete building constructed in 1963</td>
<td>Determined National Register eligible (Criterion C)</td>
<td>CHPO and Ryden Architects 2010</td>
</tr>
<tr>
<td>11</td>
<td>First National Bank Plaza/ First Interstate Bank Plaza/ Wells Fargo Plaza, 100 W Washington St</td>
<td>Brutalist-style high-rise tower built in 1971, designed by Charles Luckman and Associates</td>
<td>Determined National Register eligible (Criterion C)</td>
<td>CHPO and Ryden Architects 2010</td>
</tr>
<tr>
<td>12</td>
<td>Luhrs Post Office Station, 25 W Jefferson St</td>
<td>Twentieth-century Commercial-style building constructed in 1924</td>
<td>Determined National Register eligible (Criterion C)</td>
<td>Garrison and others 1984</td>
</tr>
<tr>
<td>13</td>
<td>Maricopa County Complex (Maricopa County Superior Court Complex)</td>
<td>Brutalist-style government complex with elements of New Formalism, built in 1964</td>
<td>Determined National Register eligible (Criterion C)</td>
<td>Johnson and others 2016</td>
</tr>
</tbody>
</table>

Source: Prepared by URS
Three additional individual properties are listed in the Phoenix Register, and although they have not been listed in the National Register, they are considered eligible because the criteria for listing are essentially the same for both registers (Figure 6-3 and Table 6-2). Those properties include two commercial/office buildings (the Luhrs Building and the Luhrs Tower) and a hotel (the Jefferson Hotel).

Four other individual properties were determined to be National Register eligible: the City Council Chambers/Calvin G. Goode Building, the Luhrs Post Office Station, the First National Bank Plaza/First Interstate Bank Plaza/Well Fargo Plaza, and the Maricopa County Complex (Maricopa County Superior Court Complex).

### 6.3 HISTORICAL RESOURCES – ADDITIONAL APE ON 7TH STREET

Five properties within the additional APE at 7th Street and I-17 were built prior to 1974 and, therefore, required evaluation under Section 106 (Figure 6-3 and Table 6-3). None of the properties had been previously evaluated for National Register eligibility. All five properties are recommended not eligible for listing in the National Register; therefore, the proposed operational improvements along 7th Street between Mohave and Watkins Streets would not adversely affect historic properties.

#### TABLE 6-3: 7TH STREET APE, NEWLY EVALUATED HISTORICAL RESOURCES

<table>
<thead>
<tr>
<th>#</th>
<th>Assessor Parcel Number</th>
<th>Address</th>
<th>Description</th>
<th>National Register Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>115-45-035</td>
<td>701/705 E Mohave St</td>
<td>Vernacular commercial retail/gas station, built ca. 1960s</td>
<td>Not eligible</td>
</tr>
<tr>
<td></td>
<td>115-45-037A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>115-45-185</td>
<td>704/708/712 E Mohave St</td>
<td>Vernacular service station, built 1960s</td>
<td>Not eligible</td>
</tr>
<tr>
<td></td>
<td>115-45-187</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>115-45-189</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>115-45-190</td>
<td>1919 S 7th St</td>
<td>Service station, standardized corporate design, built early 1970s</td>
<td>Not eligible</td>
</tr>
<tr>
<td>4</td>
<td>115-48-039D</td>
<td>2223 S 7th St</td>
<td>Commercial office building, built ca. 1960s</td>
<td>Not eligible</td>
</tr>
<tr>
<td>5</td>
<td>115-48-039E</td>
<td>2325 S 7th St</td>
<td>Vernacular commercial building built ca. 1960s</td>
<td>Not eligible</td>
</tr>
</tbody>
</table>

Note: National Register = National Register of Historic Places
FIGURE 6-3: HISTORICAL RESOURCES, ADDITIONAL APE ON 7TH STREET
6.3.1 701/705 East Mohave Street

This property was a commercial retail building and gas station built sometime between 1960 and 1967 on the southeastern corner of 7th and Mohave Streets (Figure 6-4). The property extends across two parcels (115-45-035 and 115-45-037A).

The building is an L-shaped configuration with three units, a central rectangular shape with an elongated extension to the north and west. It appears that all three components were built at the same time as an integrated unit. In addition to the building, pump islands are set perpendicular to each other in front. The pumps have been removed, but islands remain, along with the original light posts and fixtures. A commercial sign is situated at the far northwestern corner of the property at the street, which has similar-style mast-arm lighting fixtures. A matching commercial sign is set at the edge of the property on Mohave Street. Today, the northern wing is used as a restaurant and the western wing is used as a retail (liquor) store. It is unclear whether these were the building’s original functions.

Architecturally, the building is vernacular construction with concrete block walls and an ever-so-slightly pitched roof. The building is set on a concrete pad. A concrete walkway extends around the front of the building covered by overhanging extensions off the rooflines. Although the property generally retains most aspects of integrity, it is architecturally undistinguished and does not embody distinctive characteristics of a type, period or method of construction. The removal of the pumps detracts visually and functionally from its original character. Furthermore, while part of general trends of development in Phoenix, it is not associated with known people or events important in history and its information potential is limited. The property is recommended not eligible for listing on the National Register.
6.3.2  **704/708/712 East Mohave Street**

This property is an old service station now used as an automotive garage located on the northeastern corner of 7th and Mohave Streets (Figure 6-5). The garage extends across three parcels (115-45-185, 115-45-187, and 115-45-189).

A review of aerial photographs indicated that a relatively large rectangular-shaped, possible two-story, building stood on the property in the 1940s and 1950s and was razed by the early 1960s. The service station was constructed sometime between 1961 and 1967. It originally was L-shaped in plan, with south- and west-extending wings. Gas pump islands were on the western side of the property along 7th Street. It is unclear when the island was removed. Today, a concrete remnant of the island is the only indication of its presence. Given the placement of the pumps, it is assumed the western extension of the original construction was a canopy extending over the pump island and the south extension was the service garage.

Around 1977 or 1978, the two wings of the building were removed, leaving just the center component, which included a service bay and office. A two-bay service garage was added to the northern side of the building in the early 1980s. An open-air double-wide service bay was added to the eastern side of the building in 2007.

In sum, the original service station has been mostly replaced by modern additions and the pump island no longer remains. While the property retains integrity of location and setting, its integrity of design, workmanship, materials, association and feeling have been
compromised. Furthermore, the property is not associated with any known people or events important in history, and its information potential is limited. The property is recommended not eligible for listing on the National Register because of a lack of architectural significance and integrity.

**FIGURE 6-5: 704/708/712 EAST MOHAVE STREET, SERVICE STATION (FACING NORTHEAST)**

6.3.3 1919 South 7th Street

The property is a gas station located on the eastern side of 7th Street north of I-17 (Figure 6-6). Its setting is an arterial thoroughfare with commercial businesses catering to pass-through commuter and Interstate traffic. A review of aerial photographs indicated the station was built sometime between 1969 and 1975. The service station is of a standard company design with a front-gabled, three-bay garage attached to a side-gabled office. The pump station was set off-center in front of the service building. The pumps have been removed and the original shade canopy was replaced in 2000. The property no longer serves as a service station. It is currently being used as a car sales lot.

The service building generally retains its original appearance, integrity of location and aspects of materials, workmanship and design. The removal of the pumping station and replacement of the original canopy compromises its ability to convey a good sense of its original historic character as an early 1970s service building of standardized corporate design. Overall, the property is not a good example of its type. It is recommended not eligible for listing on the National Register.
6.3.4  **2223 South 7th Street**

The property is a two-story office building located on the eastern side of 7th Street south of I-17 (Figure 6-7). The building fronts 7th Street at the entrance to a 7.7-acre manufacturing complex, currently owned by the American Concrete Pipe Company. TCEs and new ROW acquisition may be required at the driveways, but would be minimally invasive to the property.

The property is a mid-century Modern commercial building with Brutalist influences, but overall generally unimpressive. A review of aerial photographs indicated the building was constructed sometime in the 1960s. The building is two-story brick construction. The upper story and portions of the lower story are sheathed with decorative concrete block work and vertical panels. A partially enclosed stairwell is at the southern end of the building. The commercial building retains most integrity workmanship, materials and design but is lacking architectural significance. It is recommended not eligible for listing on the National Register.
6.3.5 2325 South 7th Street

The property is an industrial building located on the eastern side of 7th Street south of I-17. The property’s setting is industrial with I-17 raised above grade prominently to the north. The property is a front-gabled vernacular-style industrial building lacking distinction (Figure 6-8). Reviews of aerial photographs indicate the eastern half of the building is the original construction built between 1960 and 1969 and the western half is an addition built between 1970 and 1975. The building is set on a concrete foundation set on an earthen platform built up above grade. A covered entrance is on the western end. The building’s walls and the surrounding retaining walls are concrete block. The original construction and addition are distinct, as indicated in the fenestration and seams in the concrete block work. The original eastern half of the building has a series of small contiguous windows set high below the eaves. The western addition has larger and more widely spaced windows.

The property is currently owned by the Ameron Corporation, a multinational manufacturer of highly engineered products and materials for the industrial, energy, transportation and infrastructure markets. Ameron owns a number of industrial and manufacturing properties in the area. The building appears to be vacant and in need of repair.
The building retains integrity of location, workmanship, materials, setting, feeling and association. The property lacks integrity of design, however, with its 1970s addition of equal massing to the original construction. The building is architecturally indistinct and lacks important historical associations with people and events, and its information potential is limited. The property is recommended not eligible for listing in the National Register.

6.4 HISTORICAL RESOURCES – ADDITIONAL APE ON 7TH AVENUE

Six properties within the additional APE along 7th Avenue were built prior to 1973 and, therefore, require evaluation under Section 106 (Table 6-4 and Figure 6-9). One property is listed on the Phoenix Register and is recommend eligible for National Register listing as well. Five properties are recommended not eligible for listing in the National Register.
TABLE 6-4: 7TH AVENUE APE, NEWLY EVALUATED HISTORICAL RESOURCES

<table>
<thead>
<tr>
<th>#</th>
<th>Address</th>
<th>Assessor Parcel Number</th>
<th>Description</th>
<th>Construction Date</th>
<th>National Register Recommendation (Criterion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>112-37-138a Farinas House</td>
<td>617 W Mohave St</td>
<td>Residence</td>
<td>1935</td>
<td>Not eligible</td>
</tr>
<tr>
<td>2</td>
<td>112-37-030 Kunz-Carbajal House</td>
<td>1721 S 7th Ave</td>
<td>Vernacular-adobe house, built in 1904</td>
<td>1904</td>
<td>Phoenix Register listed (Criterion C); Recommended National Register eligible, Criterion C</td>
</tr>
<tr>
<td>3</td>
<td>105-34-082 1722 S 7th Ave</td>
<td>Residence</td>
<td>1944</td>
<td>Not eligible</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>112-37-138b 1809 S 7th Ave</td>
<td>Vernacular-house, built in 1964</td>
<td>1964</td>
<td>Not eligible</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>112-44-091 2113 S 7th Ave</td>
<td>Vernacular-style residence, built in 1946</td>
<td>1946</td>
<td>Not eligible</td>
<td></td>
</tr>
</tbody>
</table>

6.4.1 617 West Mohave Street – Farinas House

This property, known as the Farinas House, is a residence located on the southeastern corner of 7th Avenue and Mohave Street (Figure 6-10). The house was built in 1935 as part of the Saguaro Tract subdivision. The lot was subdivided in 1964 for the construction of a second house on the original property.

The property was previously evaluated for historical significance as part of the City of Phoenix-sponsored Asian American Historic Property Inventory (Murray and Solliday 2011). The inventory provided an overview of the history of Asian Americans in Phoenix from 1870 to 1960. While the emphasis of the study was on Chinese Americans and Japanese Americans, it also included information of Filipino Americans and other smaller groups. Following the end of World War II, two distinct Filipino communities were present in Phoenix, one in the neighborhoods around 7th Avenue and Mohave Street and a second in Santa Maria just outside the city limits (Murray and Solliday 2011). Part of that community was the Farinas family, who lived in the house at 617 West Mohave Street during the post-war period (Murray and Solliday 2011).

The house is a side-gabled, wood-framed, vernacular-style construction. The roof is moderately pitched and covered with new asphalt shingles, with an extension across the entire front façade supported by four posts. The walls are covered with stucco. The foundation is a concrete pad. Historic aerial photography shows a carport on the eastern side of the house and mature landscaping around the front yard. Today, the carport has been removed and replaced with a concrete driveway, which is intrusive on the property’s historic character. The front yard has been cleared of all landscaping, and a metal fence with a concrete block base has been added around its perimeter. A 6-foot-high concrete block wall has been added around the back and side yards. The Farinas family no longer owns the property, and it was recommended not eligible for National Register listing because of a lack of integrity (Murray and Solliday 2011).
Overall, the house is in good condition and retains integrity of design, workmanship and materials, although it is possible that the roof was replaced. Overall, however, this residential property has lost its original 1930s historic character with the subdivision of the original lot and the house constructed in the rear in 1964, the loss of the carport and the more recent additions of the visually intrusive concrete driveway, fencing and block wall. As such, and consistent with the Asian American Historic Property Survey (Murray and Solliday 2011), the property is recommended as not eligible for listing on the National Register.

6.4.2  1721 South 7th Avenue

This property is the Kunz-Carbajal House/Montgomery Homestead located in the northeastern corner of 7th Avenue and Mohave Street in the Montgomery Addition (Figure 6-11). The adobe house was listed on the Phoenix Register in 1994. It is rare surviving example of a Territorial Period vernacular farm house in Phoenix. It also has strong ties with the historic Filipino community that lived in the area following the end of World War II and was evaluated as National Register eligible as part of the City of Phoenix Asian American Historic Property Inventory (Murray and Solliday 2011).

Murray (2008) provides a detailed history of the property and the people and families who lived there, including narratives on the Kunz Family who built the house, the Carbajal Family who acquired the house later and were long-time occupants, and the association with John Montgomery, one of Phoenix’s early settlers in the nineteenth century who
owned the property prior to the house being built. By the early 1990s, the house was in a dilapidated condition and was under the threat of being demolished. At the request of the CHPO, the owner deeded the property to the Arizona Preservation Foundation, which stabilized the building, repaired the adobe, replaced the rotted roof and removed non-historic additions from the rear of the property.

The property is recommended as eligible for listing on the National Register under Criterion A for its associations with the settlement and early growth of Phoenix during the Territorial Period, Criterion B for its associations with the Kunz and Carbajal families and their roles in Phoenix history, and under Criterion C as a rare Territorial Period adobe farm house.

**FIGURE 6-11: 1721 SOUTH 7TH AVENUE, VERNACULAR-ADOBE HOUSE (FACING NORTHEAST)**

![Image 1](image1.png)

6.4.3 **1722 South 7th Avenue**

The parcel is a residence on the northwestern corner of 7th Avenue and Mohave Street (Figure 6-12). The single-story vernacular-style house was built in 1944 within the Rivera Tract. The house’s orientation is slightly skewed from the street grid. The original massing of the house was a simple rectangular plan, to which three additions have been added. The house is wood-framed with clapboard siding and an asphalt shingle roof. The front entrance is covered with a modest roof extension with diagonal supports attached to the southern façade.
The additions are difficult to date from the historic aerial photographs but all appear to be in place prior to the 1970s. A perpendicular addition of equal massing to the original construction, and of similar design and materials, was built on the northern side. Shed roof additions with clapboard siding similar to the original construction were then added to the western and northeastern sides of the house. While the siding on the additions used is similar to the original, its placement is distinguishably offset.

The house is currently undergoing renovation. The roof is covered with new asphalt shingles. All the windows have been replaced with new aluminum sliders, and the doors and been replaced as well. The clapboard is painted with a primer, and large sections are covered with plywood.

**FIGURE 6-12: 1722 SOUTH 7TH AVENUE, VERNACULAR HOUSE (FACING NORTHWEST)**

The house retains integrity of location, but all other aspects have been diminished through additions and renovations. While the additions are sympathetic to the design, style and materials of the original construction, they generally lack architectural distinction. Furthermore, although located at 7th Avenue and Mohave Street, the house is not associated with the historic Filipino community that lived in the neighborhood in the decades following World War II. The property is recommended not eligible for listing on the National Register because of its condition and lack of significant historical associations.
6.4.4  **1809 South 7th Avenue**

The property is a residence built in 1964 (Figure 6-13). The house is located on the eastern side of 7th Avenue between Apache and Mohave Streets. The house was built on a subdivided residential lot. The original property, at 617 West Mohave Street, had a house constructed in 1935 in the front half of the parcel. The lot was subdivided in 1964 and a new house was constructed in what was formerly the back yard.

The house is a one-story, side-gabled, vernacular construction with a carport on the eastern side. The house faces 7th Avenue, with access to the carport off the side alleyway. The walls are 8-inch concrete block. The roof is low-pitched and covered with asphalt shingles.

Overall, the house is well-maintained, in good condition and retains all seven aspects of integrity. Architecturally, however, the residence is of ordinary construction, undistinguished, and does not embody distinctive characteristics of a type, period or method of construction. While the construction of the residence is part of the broad trend of post-war residential expansion in Phoenix, it lacks specific associations with people and events important in history, and its information potential is limited. The property is, therefore, recommended not eligible for National Register listing.

**FIGURE 6-13: 1809 SOUTH 7TH AVENUE, VERNACULAR RESIDENCE (FACING EAST)**
6.4.5  **2107 South 7th Avenue**

This property is the remains of a gas station built in the early 1970s, which is now used as a recycling facility (Figure 6-14). The property is on the eastern side of 7th Avenue south of I-17. A review of aerial photographs indicated it was constructed sometime between 1970 and 1975 following the construction of I-17. All that remains of the original gas station is the pump island canopy and a tall, metal-post sign support structure set at the front on the property. The canopy extends into the street ROW, which tapers outward as it approaches I-17. When the gas station was constructed in the early 1970s, there was an agricultural field to the west, which would have made the sign easily visible for some distance along I-17.

Other than its location, the property lacks all aspects of integrity and no longer conveys any sense of an early 1970s gas station. Architecturally, the canopy is unimpressive and in poor condition. The property is recommended not eligible for listing in the National Register because of a lack of integrity and important historical associations.

![FIGURE 6-14: 2107 SOUTH 7TH AVENUE, REMNANT GAS STATION (FACING NORTHEAST)](image)

6.4.6  **2113 South 7th Avenue**

This property is a residence built in 1946 (Figure 6-15). The house is on the eastern side of 7th Avenue south of I-17 and set at a slight skew to the street. This hipped-roof, vernacular-style house is rectangular in plan with two additions on the rear of the original massing. A front-gabled extension over the front porch also appears to be a later addition.
The walls are concrete block covered with stucco. The roof is low-pitched with slightly extending eaves and covered with tar paper. Based on review of aerial photographs, it appears the additions were made in the 1950s or 1960s. A roof extension is visible in a 1979 aerial photograph on the northern side of the building, which is no longer present. The two back additions, also made of concrete block, are obvious as indicated by the fenestration and noticeable seams along the walls and roof lines at the transitions. A new four-car garage was under construction in the back of the property at the time of the site visit.

Overall, the building is in poor condition and in need of repair. Other than its location, the house is generally lacking all other aspects of integrity. Its original design has been significantly altered through additions. Its original 1940s setting was of a mixed use of residential and agricultural, which has now been replaced with modern commercial and industrial businesses. The property is recommended not eligible for listing on the National Register because of a lack of integrity and architectural significance.

**FIGURE 6-15: 2113 SOUTH 7TH AVENUE, VERNACULAR RESIDENCE (FACING NORTHEAST)**

![Image of 2113 South 7th Avenue Vernacular Residence](image)

### 7.0 TRADITIONAL CULTURAL RESOURCES

Traditional cultural properties (TCPs) are historic properties eligible for inclusion on the National Register because of their association with cultural practices or beliefs of a living community that (1) are rooted in that community’s history and (2) are important in maintaining the continuing cultural identity of the community (Parker and King 1998: 1).
FTA and Valley Metro initiated Section 106 consultations on August 25, 2015, with Native American tribes with potential traditional cultural affiliation with the APE, and asked if they were aware of historical properties within the APE, including traditional cultural resources. Tribes included in the consultation were:

- Ak-Chin Indian Community
- Fort McDowell Yavapai Nation
- Gila River Indian Community
- Hopi Tribe
- Pascua Yaqui Tribe
- Salt River Pima-Maricopa Indian Community
- San Carlos Apache Tribe
- Tohono O’odham Nation
- Tonto Apache Tribe
- White Mountain Apache Tribe
- Yavapai-Apache Nation
- Yavapai-Prescott Indian Tribe

The Gila River Indian Community and the Hopi Tribe responded, requesting to be included in continuing consultation for the Project. Neither tribe provided information on known traditional cultural resources in the APE. FTA and Valley Metro are consulting with Native American tribes to identify TCPs in the additional APE and will continue Section 106 consultations with Native American tribes through the completion of the Project.

8.0 FINDING OF EFFECT

8.1 NO-BUILD ALTERNATIVE

The No-Build Alternative would avoid both direct and indirect effects on historic properties that would result from the Build Alternative. Some of those properties, however, could be affected under the No-Build Alternative scenario, which involves continued operation and service upgrades of the existing transportation system, programmed improvements of streets or intersections, and private development and redevelopment. The impacts of those projects on historic properties would be addressed in accordance with regulations applicable to those projects.

8.2 BUILD ALTERNATIVE

8.2.1 Archaeological Resources

As discussed in Section 6.0, two archaeological sites that overlap the additional APE have been evaluated as eligible for the National Register under Criterion D for their potential to yield important information, and one site, although unevaluated would likely qualify as
eligible based on the results of past investigations (Table 8-1). Other unrecorded archaeological resources also could be in the APE buried beneath modern development. The assessment of impacts on archaeological resources is discussed in the following sections.

TABLE 8-1: POTENTIAL IMPACTS OF TRACKWAY AND STATIONS ON ARCHAEOLOGICAL SITES

<table>
<thead>
<tr>
<th>Site Number</th>
<th>National Register Eligibility</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>AZ T:12:42(ASM)</td>
<td>Eligible (Criterion D)</td>
<td>No adverse effect; archaeological deposits associated with the historic townsite are not likely within street rights-of-way</td>
</tr>
<tr>
<td>Original Phoenix Townsite 7.287.SHPO</td>
<td></td>
<td>No effect; pavement replacement would be restricted to 4 inches of ground disturbance</td>
</tr>
<tr>
<td>AZ T:12:56(ASM)</td>
<td>Unevaluated (treat as eligible, Criterion D)</td>
<td>No adverse effect; archaeological deposits associated with the historic townsite are not likely within street rights-of-way</td>
</tr>
<tr>
<td>Historic landfill</td>
<td></td>
<td>No effect; pavement replacement would be restricted to 4 inches of ground disturbance</td>
</tr>
<tr>
<td>AZ T:12:70(ASM)</td>
<td>Eligible (Criterion D)</td>
<td>No adverse effect; archaeological deposits associated with the historic townsite are not likely within street rights-of-way</td>
</tr>
<tr>
<td>Pueblo Patricio AZ T:12:9(ASU)</td>
<td></td>
<td>No adverse effect; archaeological deposits associated with the historic townsite are not likely within street rights-of-way</td>
</tr>
</tbody>
</table>

Notes: National Register = National Register of Historic Places

8.2.1.1 Direct Impacts

Trackway

The proposed changes to the SCE Project include new trackway at six locations:

- Crossover tracks along 3rd Avenue between Washington and Jefferson Streets
- Crossover tracks along 5th Street between Washington and Jefferson Streets
- Trackwork on Washington Street from 1st Street to 1st Avenue
- Trackwork on Washington Street from 1st to 3rd Avenues
- Trackwork on Jefferson Street from 3rd to 1st Avenues
- Trackwork on Washington and Jefferson Streets approximately 100 feet west of 3rd Avenue, with four turnouts

The trackwork on Central Avenue between Washington and Madison Streets and along Washington Street between Central Avenue and 1st Street is along the boundary of AZ T:12:70(ASM)/Pueblo Patricio. The trackwork for the 5th Street crossover between the Valley Metro light rail trackways on Washington and Jefferson Streets is within the mapped boundary of the site, but in an area unlikely to contain archaeological features that could yield important information. The street ROWs at these locations have been disturbed by prior construction activities and installation of buried utilities. To ensure a finding of no adverse effect, archaeological monitoring would be required for trackwork along Central Avenue between Washington and Madison Streets, along Washington Street between Central Avenue and 1st Street, and on 5th Street between Washington and Jefferson Streets.
All six trackway locations are within the original Phoenix townsite, designated as AZ T:12:42(ASM). Although archaeological remnants of the early settlement and development of the town have been found at numerous locations within the original townsite, there is little potential for intact historical archaeological resources in the street ROWs where the new trackway would be constructed. Therefore, no adverse effect on archaeological remains of the original Phoenix townsite is anticipated.

Unanticipated discoveries, including prehistoric canal alignments and previously undocumented remnants of the Phoenix Street Railway tracks, may be encountered during construction. To ensure a finding of no adverse effect, construction activities at potential prehistoric canal alignments would be monitored and any unanticipated discoveries within the APE would be treated in accordance with the HPTP developed for the Project.

**Stations**

The proposed changes to the SCE Project include new stations at the following locations:

- Northern side of Washington Street between Central and 1st Avenues (for westbound passengers)
- Southern side of Jefferson Street between 1st and Central Avenues (for eastbound passengers)
- Western side of 3rd Avenue between Washington and Jefferson Streets (for southbound passengers)
- Eastern side of Central Avenue between Jefferson and Washington Streets (for northbound passengers)

None of the proposed stations are within the boundaries of prehistoric archaeological sites; therefore, no adverse effects are anticipated.

All four proposed stations are within the original Phoenix townsite within street ROWs. Although archaeological remnants of the early settlement and development of the town have been found at numerous locations within the original townsite, there is little potential for intact historical archaeological resources in the street ROWs where the new trackway would be constructed. Therefore, it is anticipated that construction of the stations would have no adverse effect on archaeological remains of the original Phoenix townsite.

Unanticipated discoveries, including undocumented remnants of the Phoenix Street Railway tracks, may be encountered during construction. To ensure a finding of no adverse effect, any unanticipated discoveries within the APE would be treated in accordance with the HPTP developed for the Project.

**7th Avenue Improvements**

Street improvements on 7th Avenue between Mohave Street and Gibson Lane include roadway repaving, sidewalk replacement, and relocation of one sign. TCEs and new ROW may be required but would not affect historic properties. There are no known archaeological sites in the APE along 7th Avenue. One historically mapped prehistoric canal alignment crosses the APE north of I-17. The proposed work along 7th Avenue would be surficial, with little to no potential to disturb subsurface archaeological deposits,
should they exist. Any unanticipated discoveries within the APE would be treated in accordance with the HPTP developed for the Project.

**7th Street Improvements**

Street improvements on 7th Street between Mohave and Watkins Streets would include roadway repaving and sidewalk replacement. TCEs and new ROW may be required but would not affect historic properties. The work would take place within a historic landfill designated AZ T:12:56(ASM). Historically documented prehistoric canals cross through the APE along 7th Street, and a historically documented prehistoric site recorded by Midvale is immediately outside the APE, although its exact location has never been confirmed archaeologically. The proposed work along 7th Street would be surficial, with little to no potential to disturb subsurface archaeological deposits, should they exist. Any unanticipated discoveries within the APE would be treated in accordance with the HPTP developed for the Project.

**8.2.1.2 Indirect Effects**

All the National Register-eligible archaeological resources within the APE would be eligible for their potential to yield important information (Criterion D). That potential would not be affected by any indirect visual changes or increases in noise and vibration.

**8.2.1.3 Cumulative Impacts**

It is anticipated that construction of the Build Alternative would not result in cumulative impacts on archaeological resources that qualify as historic properties because the impacts of the Project would be mitigated prior to construction through archeological testing and data recovery excavations.

**8.2.1.4 Avoidance, Planning to Minimize Effects and Mitigation**

Valley Metro is developing and will implement an HPTP to determine whether buried archaeological resources are present and, if so, determine whether they remain intact and have the potential to yield important information that would make them eligible for the National Register. Because construction disturbance of National Register-eligible archaeological resources would be an adverse effect, Valley Metro would arrange for artifacts and information to be recovered and preserved to mitigate the adverse effect.

Archaeological monitoring would be considered reasonable and effective strategy within the boundaries of Pueblo Patricio to ensure that if any substantial discoveries are made, data recovery studies can be completed without delaying construction (Table 8-2). Archaeological monitoring is also a reasonable and effective strategy where the Build Alternative crosses historic documented prehistoric canals alignments and the route of the Phoenix Street Railway, provided that ground-disturbing activities are deep enough to expose such features subsurface.
### TABLE 8-2: ARCHAEOLOGICAL MONITORING AND MITIGATION MEASURES

<table>
<thead>
<tr>
<th>#</th>
<th>Archaeological Resource</th>
<th>Location of Potential Impacts</th>
<th>Monitoring/Mitigationa</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Original Phoenix Townsite AZ T:12:42(ASM)</td>
<td>Trackway and stations on Washington St, Jefferson St, 3rd Ave, Central Ave, and 5th St</td>
<td>No monitoring required</td>
</tr>
<tr>
<td>2</td>
<td>Pueblo Patricio AZ T:12:70(ASM)</td>
<td>Trackway along 5th St turnaround between Jefferson St and Washington St, and trackway on Washington St between 1st St and Central Ave</td>
<td>Archaeological monitoring required</td>
</tr>
</tbody>
</table>

a The City of Phoenix Archaeology Office generally recommends archaeological monitoring of ground-disturbing construction activities deeper than ½ foot in archaeologically sensitive areas unless sediments have been previously disturbed.

### 8.2.2 Historical Districts, Buildings and Structures

Thirteen National Register-listed, eligible, or considered eligible (Phoenix Register listed) historic properties are in the additional APE in the downtown area and one recommended eligible (Phoenix Register listed) property is in the additional APE on 7th Avenue. The assessment of impacts on those properties considered the following guidelines that were previously agreed to with the SHPO in conjunction with planning prior light rail transit projects in the Phoenix metropolitan area:

- If any isolated segments of historic sidewalks identified by Works Progress Administration or Work Projects Administration stamps are present in the APE, they would not be considered National Register-eligible unless they are part of a streetscape that has historical significance and integrity, and removal of such isolated sidewalk segments would not be considered an impact on a historic property.

- Installation of the tracks, overhead electrical contact systems, stations, signs and other features generally would result in no adverse effect on adjacent historic properties as long as the features are installed between the existing street curbs. In some areas, the proposed Project could require modification of streets, curbs, gutters and sidewalks within existing ROWs to accommodate the tracks and combinations of features such as traffic lanes, turn lanes and bicycle lanes. Any such modifications in front of historic properties that do not require acquisition of additional ROW from those properties generally would result in no adverse impact on the adjacent historic properties, particularly if the features in the ROW are not of historic age.

- If the proposed Project requires additional ROW that would result in partial taking of land from a National Register-listed or eligible property but would not disturb any buildings, the impact may or may not be adverse depending on the size of the acquisition and whether it substantially changes significant aspects of the historic character of the property that make it eligible for the National Register.

- If a Project requires acquisition of additional ROW that would result in partial or complete removal of a National Register-listed or eligible building, the impact would be adverse.

Based on the assessment of impacts, as discussed in the following sections, FTA concludes that construction of the Build Alternative would result in no adverse effect to historic districts and buildings within the additional APE added to the Project.
8.2.2.1 Direct Impacts

Alignment and Station Locations

Although the 13 historic properties in the additional APE are downtown near the Build Alternative alignment and stations, the trackway and stations would be in the street ROWs and would not have a direct impact on those properties.

7th Avenue and 7th Street Improvements

The roadway improvements in the additional APE on 7th Avenue would be in the street ROW at Mohave Street and would not have a direct impact on the historic property on the northeastern corner on the intersection. There are no historic properties in the additional APE on 7th Street.

8.2.2.2 Indirect Impacts

Indirect effects can include visual, noise or vibration elements that would diminish the integrity of the features qualifying the property for eligibility for listing in the National Register. Construction of the Build Alternative in the additional APE in the downtown area for the proposed scope changes would alter the visual settings and could increase noise and groundborne vibration levels at National Register-listed and eligible historic districts and buildings adjacent to the alignment.

The potential for such types of indirect impacts were assessed in consideration of the visual resource and noise and vibration studies conducted for the Capitol/I-10 West Project and were reassessed for this current effort. As discussed below, the assessment concluded that indirect visual, noise and vibration impacts would not have an adverse impact on historic properties.

Roadway improvements in the additional APE on 7th Avenue and 7th Street would not alter the APE’s existing visual, auditory and seismic settings. Therefore, no further analysis indirect effects were conducted.

Potential Visual Impacts

Potential visual impacts on all the historic districts and buildings in the expanded APE where new work is proposed were assessed (Table 8-3). The assessment concluded that the Project would not result in any indirect visual adverse effects on the 13 historic properties in the downtown area, provided that the station built on Jefferson Street between 1st and 3rd Avenues is designed, in coordination with SHPO and City of Phoenix HPO, to ensure that views of the front facades of the historic Luhrs Building, the Luhrs Tower and the Luhrs Post Office are maintained.

The trackway would result in minimal changes to the landscape in the expanded APE. The overhead catenary wires and poles would be more noticeable than the tracks but generally of a scale similar to that of existing street lighting and overhead utility poles, and they are not expected to substantially alter the existing visual setting of historic properties adjacent to the trackway, which has been highly modified by modern development.
TABLE 8-3: POTENTIAL INDIRECT VISUAL IMPACTS ON HISTORIC PROPERTIES

<table>
<thead>
<tr>
<th></th>
<th>Property Name</th>
<th>National and Phoenix Register Eligibility Status (Criterion)</th>
<th>Eligible Features</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Phoenix Townsite Historic District</td>
<td>National Register listed (Criterion C); Phoenix Register (Criterion C); Phoenix Landmark</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Parcel adjacent to 5th St turnaround, but views screened by other buildings; no effect</td>
</tr>
<tr>
<td>2</td>
<td>Baird (F. S.) Machine Shop</td>
<td>National Register listed (Criterion A)</td>
<td>Historical association; setting altered by modern development</td>
<td>Parcel adjacent to 5th St turnaround, but views screened by other buildings; no effect</td>
</tr>
<tr>
<td>3</td>
<td>Maricopa County Courthouse/County-City Administration Building</td>
<td>National Register listed (Criteria A and C); Phoenix Register (Criteria A and C); Phoenix Landmark</td>
<td>Historical association and architecture; setting altered by modern development</td>
<td>Adjacent to trackways on Washington St, Jefferson St; no adverse effect</td>
</tr>
<tr>
<td>4</td>
<td>Orpheum Theatre</td>
<td>National Register listed (Criterion A); Phoenix Register (Criterion A); Phoenix Landmark</td>
<td>Historical association; setting altered by modern development</td>
<td>Set back from Washington St along Adams St, property parcel adjacent to trackway and split-platform bus stop but building is not; no effect</td>
</tr>
<tr>
<td>5</td>
<td>Rosson (Dr. Ronald) House</td>
<td>National Register listed (Criterion C); Phoenix Register (Criterion C), Phoenix Landmark</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Parcel adjacent to 5th St turnaround, but views screened by other buildings; no effect</td>
</tr>
<tr>
<td>6</td>
<td>Walker (J. W.) Building/ Central Arizona Light &amp; Power Company Building</td>
<td>National Register listed (Criterion A); Phoenix Register (Criterion A)</td>
<td>Historical association; setting altered by modern development</td>
<td>Adjacent to trackway on Washington St and near 3rd Ave crossover; no adverse effect</td>
</tr>
<tr>
<td>7</td>
<td>Jefferson Hotel</td>
<td>Phoenix Register listed (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway on Jefferson St; no adverse effect</td>
</tr>
<tr>
<td>8</td>
<td>Luhrs Building</td>
<td>Phoenix Register listed (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and station on Jefferson St; no adverse effect provided that views of the front are maintained</td>
</tr>
<tr>
<td>9</td>
<td>Luhrs Tower</td>
<td>Phoenix Register listed (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and station on Jefferson St; no adverse effect provided that views of the front façades are maintained</td>
</tr>
<tr>
<td>10</td>
<td>City Council Chambers/Calvin G. Goode Building</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackways on Washington St, Jefferson St, and 3rd St crossover, and split-platform bus stops; no adverse effect</td>
</tr>
<tr>
<td>11</td>
<td>First National Bank Plaza/First Interstate Bank Plaza/Wells Fargo Plaza</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and split-platform bus stop on Washington St; no adverse effect</td>
</tr>
<tr>
<td>#</td>
<td>Property Name</td>
<td>National and Phoenix Register Eligibility Status (Criterion)</td>
<td>Eligible Features</td>
<td>Impact</td>
</tr>
<tr>
<td>----</td>
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<td>-------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>12</td>
<td>Luhrs Post Office Station</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and station on Jefferson St; no adverse effect provided that views of the front façades are maintained</td>
</tr>
<tr>
<td>13</td>
<td>Maricopa County Complex (Maricopa County Superior Court Complex)</td>
<td>National Register previously determined eligible (Criterion C)</td>
<td>Architecture; setting does not contribute to historic value</td>
<td>Adjacent to trackway and bus stop on Jefferson St; no adverse effect; no treatment required</td>
</tr>
</tbody>
</table>

Notes: National Register = National Register of Historic Places, Phoenix Register = Phoenix Historic Property Register

Stations could cause visual impacts, and historic properties are located near two of the proposed stations in the downtown area. Historic properties are located near two of the proposed stations in the downtown area and could, without mitigation, cause visual impacts. The station on Jefferson Street between Central Avenue and 1st Avenue would be in front of three historic buildings, the Luhrs Building, the Luhrs Tower, and the Luhrs Post Office Building. The significance of the historic buildings relates primarily to their architectural qualities rather than their settings. However, blocking views of the front façades of the building could impede their ability to convey their historical significance. To ensure a determination of no adverse effect, the station would be designed to maximize visual transparency, as determined by the City of Phoenix Historic Preservation Office and the State Historic Preservation Officer, so that views of the historic building façades are maintained.

The station on 3rd Street is west of the City Council Chambers/Gavin G. Goode Building. The street curbs on the west side of the street would be modified to accommodate the station, but the scale of the station would be less than the adjacent multistory historic properties and other nearby modern buildings. The one-story, circular city council chambers building on the northern side of Jefferson Street is a component of the historic property; however, it is set back from 3rd Avenue and would be screened by landscaping. Because the significance of the historic buildings relates primarily to their architectural qualities rather than their settings, the station would not have an adverse impact on the characteristics of the nearby historic properties that make them eligible for the National Register.

The stations on Washington Street between Central and 1st Avenues and on Central Avenue between Jefferson and Washington Streets are between modern buildings; therefore, there would be no effect on historic properties.

**Potential Noise and Vibration Impacts**

The noise analysis conducted for the proposed Project changes indicates that the only historic resource that would experience an exceedance of FTA’s noise criteria (for annoyance) is the Jefferson Hotel (also known as the Barrister Building). A quiet setting does not contribute to the National Register eligibility of the Jefferson Hotel, therefore, the proposed Project changes would have no adverse noise impact that would diminish the integrity of the features qualifying the Jefferson Hotel’s eligibility for listing in the National Register.
As in the EA, the vibration analysis indicates that groundborne vibration and groundborne noise were both exceeded and required mitigation. The FTA guidance for risk to buildings extremely susceptible to damage is 90 VdB, which is 18 decibels higher than the annoyance vibration limit for Category 2 (residential) land uses and 12 decibels higher than the vibration exceedance for the Jefferson Hotel specifically (unmitigated). Vibration from light rail operations would be well below the limit for risk to buildings extremely susceptible to damage at all historic resources. Therefore the project would have no adverse vibration impact that would diminish the integrity of the features qualifying the any historic properties for eligibility for listing in the National Register. Nonetheless, the noise analysis recommended installation of isolated slab track to mitigate the vibration impacts.

**Potential Impacts of Stimulated Development**

Construction of light rail lines often stimulates redevelopment or new development in nearby areas, which has the potential to adversely affect historic districts, buildings and structures, but also has potential to stimulate continued use or adaptive reuse of historic properties and promote their preservation. Predicting exactly where future redevelopment or development might be pursued is speculative, but wherever such development is pursued, the potential impacts on historic districts, buildings and structures would be reviewed and considered in accordance with City of Phoenix permitting and zoning requirements.

The Phoenix General Plan (City of Phoenix 2015) and the City Historic Preservation Ordinance (Chapter 8 of the zoning ordinance) establish a City policy for protecting, enhancing and preserving properties and areas of historical, cultural, archaeological and aesthetic significance. A Historic Preservation Commission and the CHPO implement the policy and maintain the Phoenix Register. The historic preservation program focuses on identifying, evaluating and listing properties in the Phoenix Register and designating exceptionally significant properties as landmarks. The Historic Preservation Commission formulates recommendations for inclusion in the register, which the City Council can act on to designate historic preservation overlay zoning in accordance with the City’s zoning process.

Historic preservation overlay zoning requires owners to maintain and preserve historic properties so that they are not safety hazards to occupants or the public. The CHPO implements a program of design review for proposed rehabilitations, alterations or additions that would change the exterior appearance of designated historic properties, and also reviews new construction on vacant land within historic districts or adjacent to historic structures. The ordinance allows for the proposed demolition of a historic property to be delayed for 1 year (3 years for landmarks) during which the CHPO can seek alternatives for preserving the property.

State regulations, such as the Arizona Antiquities Act and State Historic Preservation Act, also may be applicable to development projects. For any development that uses federal funding or requires federal approvals, federal regulations such as the NHPA also would be addressed.
8.2.2.3 Cumulative Impacts

The historic properties in the additional APE are in downtown Phoenix and have survived the aggressive redevelopment of the last three decades, which has transformed the area into a thriving and vibrant mix of residential, commercial, government and entertainment properties. The ongoing operation of the light rail system in the downtown area will continue to stimulate economic redevelopment and growth. The Phoenix General Plan (City of Phoenix 2015) and the City Historic Preservation Ordinance (Chapter 8 of the zoning ordinance) establish a City policy for protecting, enhancing and preserving properties and areas of historical, cultural, archaeological and aesthetic significance. Because the significance of the historic buildings in the additional APE relates primarily to their architectural qualities rather than their settings, it is anticipated that cumulative effects of ongoing operation and maintenance of the light rail system would not have an adverse impact on the characteristics of the nearby historic properties that make them eligible for the National Register.

8.2.2.4 Avoidance, Planning to Minimize Effects and Mitigation

The 14 historic properties in the additional APE in downtown and the 2 historic properties in the additional APE on 7th Avenue and 7th Street would not be adversely affected by the SCE Project; therefore, avoidance measures, a plan to minimize effects and mitigation would not be needed.

8.2.3 Traditional Cultural Resources

8.2.3.1 Direct Impacts

Consultation with tribes having traditional cultural affiliation with the Phoenix Basin identified no potential direct impacts on traditional cultural resources.

8.2.3.2 Indirect Impacts

Consultation with tribes having traditional cultural affiliation with the Phoenix Basin identified no potential indirect impacts on traditional cultural resources.

8.2.3.3 Cumulative Impacts

One and a half centuries of Euro-American settlement and development have drastically altered traditional tribal relationships to the Phoenix Basin. The impacts of constructing the SCE Project would be a minor increment to the impacts of the founding of Phoenix and the continuing growth of the Phoenix metropolitan area.

8.2.3.4 Avoidance, Planning to Minimize Effects and Mitigation

Valley Metro is developing, and will implement, an HPTP for archaeological testing, data recovery and monitoring of ground-disturbing construction activities in archaeologically sensitive areas. Although no TCPs have been identified in the APE, the discovery and treatment of human remains is an important concern for Native American tribes. If the archaeological investigations encounter any burials, the human remains and any associated funerary objects would be addressed in accordance with a burial agreement developed pursuant to the Arizona Antiquities Act, which stipulates procedures for
treatment of human remains, funerary objects, sacred objects and objects of cultural patrimony on lands owned or controlled by the state, counties or local governments.

9.0 CONCLUSIONS

Based on the information in this report, FTA determined that the proposed SCE Project would not adversely affect historic properties listed in or eligible for the National Register within the additional APE in the downtown area and on 7th Avenue and 7th Street, as defined by 36 CFR 800.5.

Two archaeological sites are in the additional APE in downtown that are National Register eligible under Criterion D, AZ T:12:42(ASM) and AZ T:12:70(ASM). The analysis concluded that intact archaeological deposits associated with AZ T:12:42(ASM), the Original Phoenix Townsite, are unlikely to be present in the street ROW where ground-disturbing construction would take place; therefore, the site would not be adversely affected. The analysis also concluded that archaeological deposits associated with AZ T:12:70(ASM), Pueblo Patricio, are unlikely to be present in the street ROW on Central Avenue between Washington and Madison Streets, along Washington Street between Central Avenue and 1st Street, and on 5th Street between Washington and Jefferson Streets were ground-disturbing construction would take place. To ensure a finding of no adverse effect, archaeological monitoring is required at these locations.

In addition to known sites, the analysis addressed unanticipated discoveries within the additional APE. Unanticipated discoveries, including prehistoric canal alignments and previously undocumented remnants of the Phoenix Street Railway tracks, may be encountered during construction. Construction activities at potential prehistoric canal alignments would be monitored and any unanticipated discoveries within the APE would be treated in accordance with the HPTP developed for the Project.

AZ T:12:56(ASM) is a historic landfill in the APE at 7th and Watkins Streets. The site has not been evaluated for National Register eligibility; however, based on the results of prior investigations, the site would likely qualify as eligible under Criterion D and should treated as such. Work at this location would include milling and replacing pavement and sidewalks. These activities are surficial with little to no potential to disturb subsurface deposits associated with the site, which were encountered 0.5 m below the ground surface.

No historic buildings within the additional APE would be adversely affected by the Project. The station on Jefferson Street between Central and 1st Avenues would be in front of three historic buildings, the Luhrs Building and the Luhrs Tower, which are Phoenix Register-listed (considered eligible for the National Register), and the Luhrs Post Office Building, which was determined eligible for National Register listing. The street curbs on both sides of the street would be modified to accommodate the station, but this would be a minor visual change relative to the placement of the station. The significance of the historic buildings relates primarily to their architectural qualities rather than their settings. However, blocking views of the front façades of the building could impede their ability to convey their historical significance. To ensure a determination of no adverse effect, it is recommended that the station be designed, in coordination with SHPO and City of Phoenix HPO to ensure that views of the historic building facades are maintained.
To ensure no National Register eligible archaeological sites or historic buildings are adversely affected within the additional APE, FTA and Valley Metro would ensure:

- Archaeological monitoring within AZ T:12:70(ASM)/Pueblo Patricio on 5th Street and along the boundary of the site on Central Avenue and Washington Street.

- Recovery and preservation of artifacts and information from any unanticipated archaeological discoveries evaluated as eligible for the National Register. Tribes are concerned that any human remains associated with archaeological sites be treated appropriately. There is no evidence that human burials are within the additional APE, but if any were discovered, they would be treated in accordance with the Arizona Antiquities Act or the Arizona Burial Law, as applicable.

- Design of the station on Jefferson Street in front of the Luhrs buildings would be coordinated with State Historic Preservation Office (SHPO) and City of Phoenix Historic Preservation Office (HPO) to ensure that views of the historic building facades are maintained.

FTA has determined that, for the overall SCE Project, a finding of “adverse effect” is appropriate for the undertaking because of impacts on National Register eligible archaeological sites south of the Salt River. The analysis presented in this report addressed the additional APE added to the Project as a result of changes in the scope of work. FTA has determined that the proposed SCE Project would not adversely affect historic properties within the additional APE provided that the treatments bullets above are implemented.
10.0 SOURCES AND REFERENCES CITED


