



APPENDIX F. CULTURAL RESOURCE INVENTORY AND EVALUATION

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Environmental Assessment

Cultural Resource Inventory and Evaluation

NORTHWEST PHASE II LIGHT RAIL EXTENSION

May 2018



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SHPO SURVEY REPORT ABSTRACT

Report Title: Environmental Assessment, Northwest Phase II Light Rail Extension

Project Name: Northwest Phase II Light Rail Extension

Project Location: The project is in northern Phoenix, in Maricopa County. The project originates at the existing end-of-line station and park-and-ride lot located on the southwestern corner of 19th and Dunlap Avenues. The Build Alternative alignment continues west along 19th Avenue to 25th Avenue, then extending north on 25th Avenue, crossing the Arizona Canal and Arizona Canal Diversion Channel to Mountain View Road. Following the general alignment of Mountain View Road, the trackway crosses I-17 using an aerial structure over the freeway. Once on the western side of the freeway, the trackway would turn north and continue on an aerial structure above the southbound I-17 frontage road for a short distance terminating at an aerial station near Cheryl Drive within Metrocenter. The proposed project also includes relocating the existing transit center from the southwest quadrant of Metrocenter to adjacent to the proposed end-of-line Metrocenter aerial light rail station. Also included are two proposed park-and-ride lots. One would be located on the western side of Metro Parkway north of Cheryl Drive, and the second includes a shared park-and-ride lot at the Rose Mofford Sports Complex on the eastern side of 25th Avenue near Mountain View Road.

USGS 7.5-minute Quadrangle: Sunnyslope, AZ

Project Locator UTM: 393721E, 3713047 (NAD83, Zone 12)

Project Sponsor: Valley Metro

Sponsor Project Number(s): none

Lead Agency: Federal Transit Administration (FTA)

Other Involved Agencies: Valley Metro, Bureau of Reclamation, Salt River Project (SRP), Arizona Department of Transportation (ADOT)

Applicable Regulations: National Historic Preservation Act (54 U.S.C. § 300101 et seq.)

Funding Source: Federal, City of Phoenix

ASLD ROW Application Number: Not applicable

Description of the Project/Undertaking: Environmental Assessment for the construction of the Northwest Phase II Light Rail Extension

Project Area/Area of Potential Effects (APE): FTA developed the area of potential effects (APE) in consultation with the State Historic Preservation Office (SHPO). The APE includes properties that may be directly impacted (for example, physical destruction or disturbance of any or all of the property either by the built Project or

during construction activities), as well as properties that may be indirectly impacted (for example, through visual or audible impacts, changes in traffic circulation, or other effects to the environment that would diminish the integrity of a property's surroundings) by Project activities.

The APE includes street right-of-way (ROW) along the Build Alternative alignment of the light rail route. For architectural resources, the APE is generally defined as also including parcels of land, as defined by Maricopa County Assessor, immediately adjacent (first tier of properties) to the proposed alignment of the light rail route for the consideration of indirect effects. The APE along the proposed Project alignment also includes parcels of land adjacent or near the light rail alignment for staging areas, traction power substations (TPSSs), signal buildings, a transit center, and park-and-ride facilities. For potentially affected parcels of a potential historic district, or group of associated buildings (for example, Metrocenter or a mobile home park), the entire potential district or group complex boundary was included within the APE.

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 occur during construction, including areas for staging and temporary construction activities. Because ground-disturbing activities vary along the alignment to accommodate the different project elements the vertical APE varies. The vertical APE for the bridge over I-17 and the aerial station would be approximately 60-80 feet for the pier locations. The vertical APE along the remainder of the alignment would range from 2-8 feet for the guideway and 15-20 feet for the overhead contact system poles that are spaced approximately 100-120 feet apart

Legal Description (survey area): The project is in Sections 25 and 26 of Township 3 North and Range 2 East (Gila and Salt River Base Line and Median).

Land Jurisdiction: City of Phoenix right-of-way (ROW), Bureau of Reclamation/SRP easement, and private land

Total Acres (for archaeological survey): 7.4

- **Acres Surveyed:** 7.4
- **Acres Not Surveyed:** 0

Consultant Firm/Organization: HDR, Inc. performed the archaeological survey and prepared an Arizona Historic Property Inventory Form (HPIF) for the Arizona Canal. Archaeological Consulting Services, Ltd. performed the inventory of historic buildings and prepared HPIFs for those properties.

Project Number: 10038689

Permit Number(s): 2016-064bl

Dates of Fieldwork: The historic building inventory was performed June 15, 2016. The archaeological survey was performed on August 5, 2016.



Number of Isolated Occurrences Recorded: 0

Number of Archaeological Sites Recorded: 0

Eligible Archaeological Sites: None

Ineligible Archaeological Sites: None

Unevaluated Archaeological Sites: None

Archaeological Sites Not Relocated: None

Number of Historic Properties Recorded: 6

Eligible Historic Properties: 3

Ineligible Historic Properties: 3

SITE MANAGEMENT SUMMARY TABLE

Inventory #	Property Name	Address	Ownership	Type, (Date Built)	Eligibility Status Criterion/ Criteria	Effect
ACS-1	Metrocenter Mall	9617 N Metro Pkwy	Private	Mall (1973)	Recommended not eligible	Not applicable
ACS-2	Sears, Roebuck & Co. Auto Center	9803 N Metro Pkwy	Private	Building (1973)	Recommended Not eligible	Not applicable
ACS-3	Western Savings and Loan Branch Bank	10005 N Metro Pkwy	Private	Building (1975)	Recommended Eligible, Criteria A and C	Adjacent elevated trackway and station, nearby parking and TPSS (in Dillard's parking area), total building acquisition for adaptive reuse as transit center; no adverse effect
ACS-4	Broadway Stateman's Club (Auto Club)	9600 N Metro Pkwy	Private	Building (1973)	Recommended Not eligible	Not applicable
ACS-5	Royal Palm Mobile Home Park	2050 W Dunlap Ave.	Private	Building (1969)	Recommended Eligible, Criterion A	Light rail in adjacent street ROW. No adverse effect
Not Applicable	Arizona Canal	No address	Bureau of Reclamation/ Salt River Project	Canal (1893-1895)	Listed Criteria A and C: as part of the Salt River Project canal system.	No adverse effect, canal would be spanned by the project

Comments: The cultural resources evaluation included an inventory and evaluation of historic buildings and structures and an archaeological assessment that included review of existing records and survey.

The historic building review determined that 100 property parcels, as delineated by the Maricopa County Assessor, were completely or partially in the APE. Four historic-age buildings, including one recently demolished building, occur within the APE; all four buildings are individual properties and none had been previously evaluated for National Register eligibility. In addition, the Western Savings and Loan Branch Bank property, which is not yet historic in age, was assessed for National Register eligibility under Criteria Consideration G. The inventory and evaluation identified two building properties that are recommended eligible for the National Register: the Western Savings and Loan Branch Bank and the Royal Palm Mobile Home Park. The Western Savings and Loan Branch Bank is recommended eligible for listing on the National Register under Criteria A and C. The Royal Palm Mobile Home Park is recommended National Register eligible under Criterion A. An assessment of impacts concluded the Build Alternative would have no adverse effect on the Royal Palm Mobile Home Park and the Western Savings and Loan Branch Bank. The remaining three building properties are recommended ineligible for listing in the National Register: the Metrocenter Mall, the Sears, Roebuck & Co. Auto Center and the Broadway Stateman's Club (Auto Club).

In addition to historic buildings, one historic structure was identified in the APE, the Arizona Canal previously listed on the National Register under Criteria A and C. The Arizona Canal crosses the APE at 25th Avenue in an easement administered by the Bureau of Reclamation and operated by Salt River Project (SRP). The Arizona Canal will not be adversely affected by the project.

Due to urban development within the APE, an archaeological survey was not possible except for two vacant lots identified as potential construction staging areas. No archaeological sites were identified by the survey. Furthermore, there are no known archaeological sites within the APE.

If unanticipated buried cultural resources are discovered during construction, activities would cease immediately until a qualified archaeologist can be contacted to make an assessment for the proper treatment of those resources. If human remains or associated funerary objects are discovered, the Arizona State Museum must be notified as required by A.R.S. Section 41-865.



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1.0 INTRODUCTION

This technical report presents the results of the inventory and evaluation of cultural resources for the Northwest Phase II Light Rail Extension Project. In 2004, Valley Metro Rail, Inc. (now Valley Metro), initiated planning for a northerly extension of the original 20-mile light rail starter line from 19th/Montebello Avenues in Phoenix, Arizona. The City of Phoenix City Council approved the Locally Preferred Alternative (LPA) in February 2005. The LPA's route would extend north along 19th Avenue from Montebello Avenue to Dunlap Avenue, where it would turn west and continue to 25th Avenue. The route would then turn north and terminate at a location near Mountain View Road/25th Avenue at the Corporate Center on the east side of Interstate 17 (I-17). The Project corridor was originally identified in the 2004 voter-approved Regional Transportation Plan (RTP) that included the building of 57 miles of high-capacity transit (HCT) improvements in the Maricopa Association of Governments (MAG) region.

Subsequent to selection of the LPA, it was decided to make the project more affordable by splitting the project into two phases. The first phase was constructed using local Phoenix funding sources and opened for service in March 2016. Phase I extends light rail three miles north on 19th Avenue from Montebello Avenue and terminates on Dunlap Avenue just west of 19th Avenue. Phase II of the project, identified and programmed to be completed in 2026, would be built later when additional funds would become available. Phase II was planned to extend light rail from Dunlap/19th Avenues to the Corporate Center near Mountain View Road/25th Avenue.

In the years since selection of the 2005 LPA, considerable interest has evolved in redeveloping Metrocenter and the area surrounding it. Metrocenter is currently a regional shopping mall and is the primary core for the North Mountain Village section of the City of Phoenix. The City of Phoenix and Valley Metro wanted to provide Metrocenter and its vicinity access to HCT in the form of light rail to enhance redevelopment opportunities and serve existing and future residents and businesses in the area.

Therefore, from 2013 to 2014, Valley Metro, in coordination with the City of Phoenix, evaluated design options to extend the LPA to the west side of I-17 to terminate at Metrocenter. Valley Metro completed that analysis in 2014 and recommended revising the LPA to extend the alignment from near 25th Avenue and Mountain View Road to the west side of I-17 using a bridge and terminating the alignment at an elevated station near Cheryl Drive in Metrocenter. In November 2014, the City of Phoenix City Council approved the LPA. MAG approved the LPA in August 2014 and initiated the process to amend the RTP to include the Northwest Phase II Light Rail Extension. The amendment to the fiscally constrained and adopted RTP was completed, and the MAG Regional Council approved it in June 2015. In August 2015, Phoenix voters approved the Transportation 2050, a 35-year citywide transportation plan to expand and advance the implementation of bus service, light rail construction and multi-modal street improvements in Phoenix and within the Northwest Phase II corridor. Following the voter approved initiative, City of Phoenix council approved the acceleration of this project from an opening year of 2026 to 2023 in January 2016. In September 2017, the MAG Regional Council approved an amendment to the 2040 RTP. In October 2017, the

RTP amendment was approved by the Federal Highway Administration and the Federal Transit Administration (FTA) and is being analyzed in this Environmental Assessment (EA).

FTA is the lead federal agency, which involves an EA to evaluate the potential impacts of the Build Alternative and No-Build Alternative, pursuant to the National Environmental Policy Act (NEPA). This cultural resources report was prepared to support the EA and to ensure compliance with the National Historic Preservation Act (NHPA) and other federal, state and local historic preservation regulations. Background information, including a description of the proposed action, is presented in this section. Section 2.0 describes the regulatory context and compliance requirements for the undertaking. The environmental setting is presented in Section 3.0. The results of the archaeological assessment are provided in Section 4.0. Section 5.0 presents the results of the historic property inventory.

1.1 STUDY TEAM

Valley Metro retained the consulting firm HDR to assist in preparing the EA and to undertake advanced conceptual engineering. HDR subcontracted Archaeological Consulting Services, Ltd. (ACS), to provide historical architect services to support the cultural resource studies. Mark Brodbeck of HDR served as principal investigator for the study and performed an archaeological field survey of proposed construction staging areas. Historians Andrea Gregory and Thomas Jones of ACS conducted the field inventory and evaluation of historic buildings. All members of the team mentioned contributed to the preparation of this report.

1.2 NO-BUILD ALTERNATIVE

The No-Build Alternative represents conditions in 2040 if the Northwest Phase II Light Rail Extension Project were not built. It provides a point of comparison with the Build Alternative and is defined as the existing transit and roadway/highway system plus programmed (committed) transportation improvement projects. Valley Metro took a conservative approach and assumed “committed” projects to be only those projects contained in the current, fiscally constrained MAG 2040 RTP. It also includes proposed bus service and route changes in the City of Phoenix Transportation 2050 (T-2050) Plan that are planned for implementation by 2040. T-2050 was approved by Phoenix voters as Proposition 104 in August 2015.

1.3 BUILD ALTERNATIVE

The Build Alternative would consist of an approximately 1.55-mile northwestern extension of the existing Valley Metro light rail line from its current terminus at Dunlap and 19th Avenues to Metrocenter on the western side of I-17 (Figure 1). The Northwest Phase II Light Rail Extension is scheduled to begin operations in 2023. Like the No-Build Alternative, the Build Alternative represents conditions in 2040.

The route would travel west along Dunlap Avenue from 19th Avenue to 25th Avenue, where it would turn north and continue along 25th Avenue, crossing the Arizona Canal and the Arizona Canal Diversion Channel and then continuing north on 25th Avenue for a short distance to Mountain View Road where the Build Alternative would turn west. At

Mountain View Road just west of 25th Avenue, the alignment would begin transitioning to an aerial structure so the light rail could cross I-17 on a new bridge above the freeway. Once on the western side of the freeway, the trackway would turn north and continue on an aerial structure above the southbound I-17 frontage road for a short distance, terminating at an aerial station near Cheryl Drive within Metrocenter.

FIGURE 1: BUILD ALTERNATIVE



1.3.1 Alignment

Two tracks (one track in each direction) would be provided along the entire length of the route, similar to the existing trackwork along 19th Avenue. The alignment would begin just west of the existing Dunlap/19th Ave light rail station and continue west departing the station and then crossing the eastbound traffic lanes of Dunlap Avenue at C Street and entering the roadway median. The tracks would continue west within the median to 25th Avenue.

At 25th Avenue, the tracks turn north and run along the eastern side of 25th Avenue from Dunlap Avenue to Mountain View Road.

At Mountain View Road, the tracks turn west off 25th Avenue and transition to an aerial structure above the Mountain View Road median. The tracks continue west, crossing on a bridge over I-17, the tracks continue on an aerial

structure and turn north following above the I-17 southbound frontage road to where the tracks terminate just north of Cheryl Drive within Metrocenter.

Crossover tracks would be provided at two locations: (1) just east of 22nd Avenue along Dunlap Avenue and (2) just east of the I-17 crossing on an elevated structure. The crossovers would facilitate movement of trains to the opposite track to increase operational flexibility during guideway closures in the event of accidents, disabled light rail vehicles or loss of electric power. Two turnouts would also be provided to allow trains to access both sides of the two platforms at the end-of-line for additional train storage capacity.

A signalized exclusive left-turn lane would be added to 25th Avenue at Mission Lane for automobiles traveling south. The northbound left-turn from 25th Avenue into the Sheraton Hotel driveway would be eliminated. In addition, a signal would be placed at Dunlap Avenue and the hotel's driveway to allow eastbound Dunlap Avenue left-turn vehicles easier access to the hotel.

The portion of the route between Dunlap Avenue/19th Avenue and 25th Avenue/Mountain View Road is at grade. The remaining segment from 25th Avenue/Mountain View Road to Metrocenter is on fill material or elevated structure. The track guideway would be exclusively reserved for light rail vehicles, physically separated from automobile traffic by a barrier such as a trackway curb.

1.3.2 Stations

The Build Alternative would consist of three planned stations along the route at Dunlap and 25th Avenues, just south of the intersection of Mountain View Road and 25th Avenue, and at Metrocenter. The platforms would be about 300 feet long by 16.6 feet wide to accommodate up to three-car trains; however, trains would typically have two cars. Like existing Valley Metro light rail stations, those on the Northwest Phase II Light Rail Extension would include such amenities as seating, low-water landscaping, unobtrusive shade, trash receptacles, static and dynamic signs and ticket vending and validation machines. Access to and from adjacent streets would be provided by the appropriate passenger circulation elements such as platforms, sidewalks, ramps and stairs. The Metrocenter aerial station would also include escalators and an elevator. The Build Alternative would be interlined with the existing light rail line at the existing 19th Ave/Dunlap station, allowing passengers to connect with the existing light rail system without transferring to another train.

1.3.3 Bridge Structures

The Build Alternative would require replacing the two existing roadway bridges on 25th Avenue over the Arizona Canal/Canal Trail and the Arizona Canal Diversion Channel. The new bridges would be wider than the existing ones to accommodate the traffic and bicycle lanes and light rail bidirectional track.

The Build Alternative would also require construction of an elevated structure to allow the light rail vehicles to cross over the I-17 freeway to access Metrocenter. The structure would transition from at-grade to aerial in the median of Mountain View Road beginning just west of 25th Avenue on retained fill. At the eastern edge of the I-17 freeway right-of-way (ROW) the elevated retained fill would transition to a bridge

crossing over the freeway into Metrocenter west of I-17. The bridge would turn north in Metrocenter and continue to a point just north of the Metrocenter light rail terminal station.

The Metrocenter Transit Center, currently in the southwestern quadrant of Metrocenter, would be relocated adjacent to the proposed Metrocenter light rail station. Buses would use the transit center's at-grade facilities adjacent to and east of Metro Parkway. Light rail would use the elevated structure above the bus transit center. Riders switching between modes would use the escalators or elevators to move between levels.

Park-and-ride spaces would be provided near two proposed light rail stations. Near the Mountain View Rd/25th Ave Station, approximately 179 parking spaces would be added and shared with park users at Rose Mofford Sports Complex. Closed Circuit TV and lighting would also be added to the lot. The concept would include modification of the Sport Complex's access by closing the existing driveway facing Mountain View Road and adding two new driveways; one would be to the north, and the other would be to the south of the closed driveway. In addition, an island would be provided for the skewed 25th Avenue and Mountain View Road intersection to better direct drivers to their appropriate traffic lanes.

Near the end-of-line station at Metrocenter, parking would be provided through use of approximately 260 spaces in the existing Dillard's department store parking lot which is across the shopping center ring road (Metro Parkway) and west of the proposed light rail station and relocated transit center.

2.0 REGULATORY REQUIREMENTS

2.1 NATIONAL ENVIRONMENTAL POLICY ACT

Section 101(b)(4) of 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.

2.2 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 NHPA (16 United States Code § 470), as recommended by the Council on Environmental Quality and Advisory Council on Historic Preservation. 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 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)

In addition, 35 CFR 60.4 sets forth criteria considerations such that properties will qualify if they are integral parts of districts that do not meet the criteria of if they fall within the following categories:

- Criteria Consideration A: A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- Criteria Consideration B: A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- Criteria Consideration C: A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.
- Criteria Consideration D: A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- Criteria Consideration E: A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- Criteria Consideration F: A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- Criteria Consideration G: A property achieving significance within the past 50 years if it is of exceptional importance.

All properties of historic age within the APE—that is, properties constructed before 1973 (50 years prior to the Build Alternative estimated year of opening)—were inventoried; one property less than 50 years old was identified in the APE that qualified for Section 106 evaluation under Criteria Consideration G.

For those properties identified as listed or eligible for listing in the National Register, an evaluation of the proposed Build Alternative's effect on such properties is then undertaken to determine whether the Build Alternative would have no effect, no adverse effect or an adverse effect. The specific definitions for each type of effect for this Build Alternative were developed in consultation with the SHPO and City of Phoenix Historic Preservation Office. Consistent with 36 CFR 800.8, after public review of the EA, FTA will consult with SHPO regarding the finding of effect and will request concurrence on the finding of effect to cultural resources. Where an adverse effect is identified, measures to minimize the effect must be developed in consultation with SHPO and consulting parties to ensure appropriate treatments are implemented to minimize harm to cultural resources.

2.3 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).

2.4 STATE AND LOCAL REQUIREMENTS

The cultural resources study 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 resources study also addressed the State Historic Preservation Act (Arizona Revised Statutes §§ 41-861 et seq.) because the Arizona Department of Transportation (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) that 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 resources study 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 resources study 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 Northwest Phase II Light Rail Extension on cultural resources listed in or eligible for the National Register, in accordance with the applicable federal, state and local government regulatory requirements.

2.5 AREA OF POTENTIAL EFFECTS

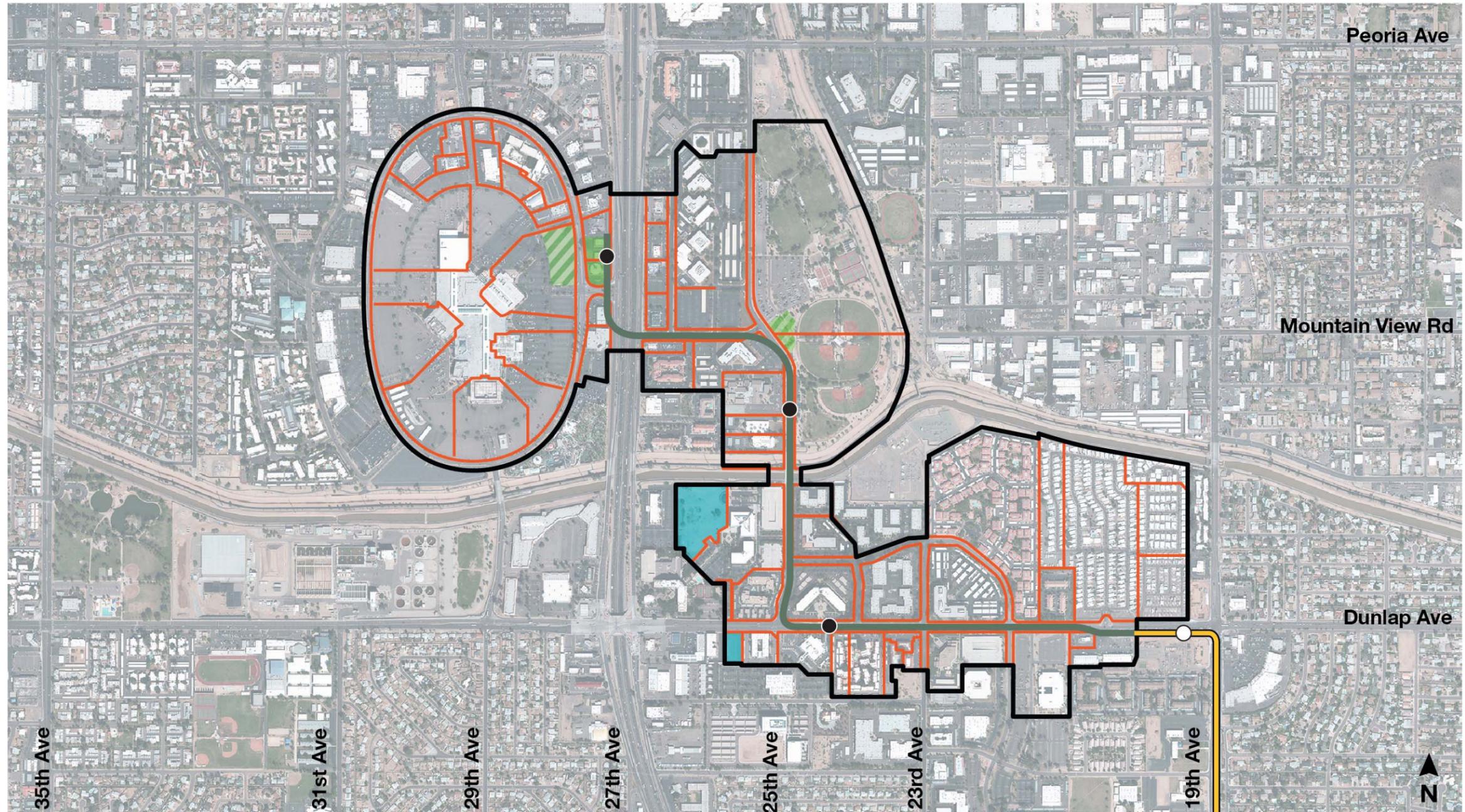
FTA and Valley Metro, in consultation with the SHPO, delineated the area of potential effects (APE) for direct and indirect impacts. FTA received SHPO's concurrence with the APE definition on July 10, 2017. The APE includes properties that may be directly and indirectly affected by the Build Alternative. Examples of direct effects include physical destruction or disturbance of any or all of the property either by the built Project or during construction activities. Indirect effects generally include visual or audible impacts, changes in traffic circulation or other effects to the environment by Project activities that would diminish the integrity of its character defining qualities and its ability to convey its historical significance.

The APE includes street ROW along the proposed alignment of the light rail route (Figure 2). For architectural resources, the APE is generally defined as also including parcels of land, as defined by Maricopa County Assessor, immediately adjacent (first tier of properties) to the proposed alignment of the light rail route for the consideration of indirect effects.

The APE along the proposed Project alignment also includes parcels of land adjacent or near the light rail alignment for staging areas, traction power substations (TPSSs), signal buildings, a transit center and park-and-ride facilities. For potentially affected parcels of a potential historic district, or group of associated buildings (for example, Metrocenter or a mobile home park), the entire potential district or group complex boundary was included within the APE.

For consideration of archaeological resources, the proposed APE includes the street ROW along the alignment and any locations outside the street ROW where ground disturbance would occur during construction, including areas for staging and temporary construction activities. Because ground-disturbing activities vary along the alignment to accommodate the different project elements, the vertical APE varies. The vertical APE for the bridge over I-17 and the aerial station would be approximately 60-80 feet for the pier locations. The vertical APE along the remainder of the alignment would range from 2-8 feet for the guideway and 15-20 feet for the overhead contact system poles that are spaced approximately 100-120 feet apart.

FIGURE 2: AREA OF POTENTIAL EFFECTS



LEGEND

-  Existing Valley Metro Rail/Station
-  Area of Potential Effects
-  Potential Construction Staging Area
-  Northwest Extension Phase II
-  Parcel Boundary
-  Transit Center
-  Proposed Phase II Station
-  Potential Park-and-ride

1/4 Mile

1/2 Mile

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3.0 ENVIRONMENTAL SETTING

The Project area is in the Phoenix Basin, which is part of the Basin and Range physiographic province, characteristic of much of the interior western United States with broad alluvial valleys separated by steep-sided mountain ranges (Thornbury 1965). The Project area is situated on what was historically the western side of the Cave Creek drainage, which is now truncated by the Arizona Canal and Arizona Canal Diversion Channel. Shaw Butte is approximately 2 miles to the east at the northern end of the Phoenix Mountains. The Salt River is approximately 11 miles to the south. New River is approximately 11 miles to the east. The terrain is relatively flat. The elevation is approximately 1,230 feet above mean sea level.

The local climate is arid and hot. Average annual precipitation is about 7 inches, with the greatest amounts falling during summer thunderstorms during the monsoon in July and August and during gentler winter storms from December to March. Average minimum and maximum daily temperatures in January are 42 and 66 degrees Fahrenheit, respectively, and 80 and 106 degrees in July, respectively.

The Project area is situated approximately 4 to 5 miles north of (above) the expansive prehistoric Hohokam irrigation canal systems of the Salt River and, therefore, was probably not farmed prehistorically (Turney 1929). However, Cave Creek would have been a fairly reliable water source and made the area favorable for prehistoric habitation and resource procurement.

The Project area is in the Lower Colorado River Valley subdivision of the Sonoran desertscrub biotic community (Turner and Brown 1994), but natural vegetation has been obliterated in the Project area, first by agricultural development and subsequently by urbanization. The riparian zone along Cave Creek would have been a major source of natural resources for indigenous populations. Small mammals such as rabbits, ground squirrels, rats and mice probably were the most numerous species of fauna living in the Project vicinity during the prehistoric era (Lowe 1964). Reptiles such as lizards and snakes also would have been common. Urbanization has eliminated many indigenous animal species.

The Project area was developed for farming by the 1940s and then converted to urban development from the 1950s through the 1970s. Today, the APE is situated in a primarily retail/commercial area, with some residential along I-17 in north Phoenix, with multilane streets, medians and sidewalks. During the modern period, arterial streets have been widened with the addition of some ornamental landscaping and modern in-fill.

4.0 ARCHAEOLOGICAL RESOURCES

4.1 CULTURAL CONTEXT

The cultural history of south-central Arizona can be divided into numerous periods that reflect changing adaptations and lifeways over approximately 14,000 years. Those include the Paleoindian (12,000 to 8500 B.C.), Archaic (8500 to 1500 B.C.), Late Archaic/Early Agricultural (1500 B.C. to A.D. 50), Early Ceramic (A.D. 50 to 450), Hohokam (A.D. 450 to 1450), protohistoric (A.D. 1450 to 1539), Spanish (1539 to 1821), Mexican (1821 to 1848/1854) and American (post-1848/1854) periods. All occupants of the region pursued a nomadic hunting and gathering lifeway for about 8,000 years. Major changes occurred as societies began to rely on domesticated crops and adopted a more sedentary farming subsistence strategy. This agricultural way of life continued to evolve until Europeans arrived and brought about the major changes of the historic period. The following sections summarize the regional cultural history. Cordell and McBrinn (2012) and Reid and Whittlesey (1997) provide more details about the prehistoric occupation, and Sheridan (2012) and Spicer (1962) discuss the historic period.

4.1.1 Paleoindian and Archaic Periods

Paleoindians were nomadic hunters and gatherers who occupied the New World from approximately 12,000 to 8500 B.C. Their prey included large, now-extinct game species such as mammoth and giant bison. Although significant Paleoindian sites have been found in southeastern Arizona, none have been documented in the Phoenix Basin. Paleoindian archaeological sites may never have been common, and many may have been destroyed by thousands of years of erosion or have been deeply buried under layers of alluvial deposits.

Beginning about 11,000 years ago, the cooler, wetter conditions of the terminal Ice Age of the Pleistocene era transitioned to warmer, drier Holocene climatic conditions similar to those of today. Unresolved debates exist regarding the nature of major climatic fluctuation in the period from 11,000 to 4,500 years ago when the Archaic way of life was pursued (Antevs 1948, 1955; Martin 1963; Van Devender and Spaulding 1979). Archaic peoples adapted to the changing climate and the extinction of big game animals by exploiting a diversity of wild plants more intensively and by hunting smaller game such as deer and rabbits.

Archaeological sites dating to the Archaic period have been identified in the Phoenix Basin but are not common (Bayham and others 1986; Huckell 1995; Mabry 1998). This could be attributable to (1) thousands of years of erosion that buried or eroded Archaic sites, (2) the low archaeological visibility of insubstantial Archaic sites or (3) sparse occupation (Berry and Marmaduke 1982). Some archaeologists have hypothesized that the Phoenix Basin was unoccupied during Archaic times (for example, Cable 1991), but subsequent research has documented Archaic deposits in rock shelters in the McDowell Mountains at the margins of the Phoenix Basin (for example, Wright 2002). Archaic sites also have been found buried in the aggrading bajada west of those mountains (Hackbarth 1998, 1999; Phillips and others 2001; Rogge 2011), in alluvial fans on the

western side of the Phoenix Basin (Hall and Wegener 2015; Wegener and Hall 2015) and along the Salt River (Graves and others 2009). Those findings indicate the Phoenix Basin was occupied to some degree during the Archaic period.

4.1.2 Late Archaic/Early Agricultural Period

The Late Archaic period is now referred to as the Early Agricultural period in some parts of southern and central Arizona because research during the last two decades has documented that domesticated crops were grown in some areas at that time (Diehl 2005; Gregory and others 2007; Huckell 1995, 1996; Matson 1991; Roth 1992, 1993; Thiel and Mabry 2006; Wills 1988). The Early Agricultural period begins with the appearance of maize in the archaeological record, now dated as early as 2,100 B.C. in the Tucson Basin, and ends with the beginning of a ceramic-container technology at about A.D. 50 (Gregory and others 2007; Thiel and Diehl 2006). Local populations grew maize and squash and probably beans, all of which had been domesticated in Mesoamerica to the south. They also may have grown domesticated or local indigenous varieties of cotton and tobacco, and encouraged the growth of other indigenous seed-bearing plants such as amaranth and goosefoot, but continued to rely heavily on hunting game and gathering indigenous plants for food.

This mixed farming and foraging subsistence strategy was pursued for 2,500 years before the region witnessed the substantial transformation of a Neolithic Revolution to a fully sedentary, village-farming, pottery-using way of life (Altschul 1995; Deaver and Ciolek-Torrello 1995; Diehl 2005; Gregory and Mabry 1998; Huckell 1995, 1996; Mabry 1998; Mabry and others 1997) and a Neolithic demographic transition to exponential population growth that is typical of the adoption of village-based farming around the world (Bocquet-Appel 2011; Childe 1936).

4.1.3 Early Ceramic Period

During the subsequent Early Ceramic period, use of containers made of plain ware pottery became widespread, with storage jars and worked potsherds dominating ceramic assemblages (Lindeman and Wallace 2004). The earliest evidence of ceramic-producing populations in the Phoenix Basin is associated with the Red Mountain phase (Abbott 2000; Cable 1991; Cable and Doyel 1985a, 1985b, 1987; Mabry 2000). Morris (1969) first identified that phase four decades ago, but only recently has it been documented more thoroughly. The few sites that have been investigated indicate the Red Mountain phase was similar to the Early Ceramic sites that have been found more frequently in the Tucson Basin. Cable (1991) and Cable and Doyel (1987) suggested that the Red Mountain phase represents a Phoenix Basin variant of a local Sonoran Desert ceramic plain ware tradition. The limited information available suggests that these populations resided in large, square pit houses and depended on maize agriculture (Cable 1991). Although the Red Mountain phase often is considered the beginning of the subsequent Hohokam Pioneer period, it is probably more appropriately classified as representative of a pre-Hohokam plain ware tradition (Lindeman and Wallace 2004; Wallace and others 1995).

4.1.4 Hohokam Period

The archaeological record of the Phoenix Basin is dominated by evidence of village-dwelling farmers known as the Hohokam, which archaeologists have investigated for more than a century. Some of the early research focused on explaining the transition from the nomadic hunting and gathering subsistence strategy of the Archaic period to the village-farming subsistence strategy of the Hohokam. Haury (1945, 1950) originally postulated that the Hohokam lifeway developed from the local Archaic culture, but later argued that the Hohokam immigrated to the Gila-Salt Basin from the south, bringing their crops and ceramic-container technology with them (Haury 1976). A variation of that model posits that the Hohokam immigrants subjugated indigenous peoples (the Ootam) who had already adopted farming and pottery making (Di Peso 1956, 1979). According to that model, the Ootam, after several centuries, overthrew the Hohokam and became the people now known as the Akimel O’odham (Pima) and the Tohono O’odham (Papago).

A number of years ago, researchers began to examine Hohokam data within the framework of a far-flung regional system (Crown and Judge 1991; Wilcox 1979, 1980). The Gila-Salt Basin was viewed as the Hohokam core area, surrounded by a number of peripheral subareas. To the north and east, peripheral areas center in the Agua Fria River, Verde River and Tonto Basin areas. Peripheries south and east include the Safford, San Pedro, Tucson Basin and Upper Santa Cruz areas. To the west and south, peripheral areas include the Gila Bend area and the eastern and western subdivisions of Papaguería. In the Gila-Salt Basin, the Hohokam Pioneer period (circa A.D. 450 to 750) is divided into four phases—Vahki, Estrella, Sweetwater and Snaketown (Wallace 2001, 2004). Changes primarily in ceramics and architecture signal differences among the phases of the Pioneer period.

The Colonial period (circa A.D. 750 to 900 or 950) has been divided into the Gila Butte and Santa Cruz phases. It was during the Colonial period that the Hohokam built their houses in courtyard arrangements. At larger sites, courtyard house clusters defined neighborhood groups that were arranged around plazas (Howard 1985; Wilcox and others 1981). Features called ballcourts, which were focal points for community activities, were also built at the larger Colonial-period villages.

The Sacaton phase is the only phase associated with the Sedentary period (circa A.D. 900 or 950 to 1125 or 1150), but refined ceramic chronologies divide the phase into three or four subphases. The Sedentary period witnessed further expansion of settlements and canal irrigation systems and the development of various other agricultural strategies. The construction of ballcourts continued, and toward the end of the period another type of community architecture—the platform mound—was constructed at the larger villages. Hierarchical relationships among Sedentary-period sites are recognized in the Gila-Salt and Tucson Basins (Doelle and others 1987; Gregory 1991; Howard 1987; Wilcox and Sternberg 1983).

The Classic period (circa A.D. 1125 or 1150 to 1350 or 1450) is divided into the Soho and Civano phases. The Classic period exhibits substantial changes in artifact styles, mortuary practices, settlement patterns and architecture, including adobe-walled rooms

and compounds. Agricultural practices intensified in the Gila-Salt and Tucson Basins, and the Tucson Basin gained importance as a regional center at this time (Doelle and Wallace 1991).

A late Classic or post-Classic occupation, labeled the Polvorón phase, has been documented at a few sites in the Gila-Salt Basin (Chenault 1996; Crown and Sires 1984; Sires 1983). Researchers are still struggling with how to interpret this phase (Chenault 2000; Craig 1995; Henderson and Hackbarth 2000), which is notable for pit house clusters, sometimes constructed on top of apparently abandoned residential compounds and even on platform mounds. Large quantities of obsidian, Salado polychrome and red-on-brown ceramics and, often, a few Hopi yellow ware ceramics are characteristic of sites dating to this period.

4.1.5 Historic Period

When Europeans first arrived in the Phoenix Basin, they found no permanent occupants (Cable 1990). The valley was contested territory among the Yavapai who lived to the north and west, Apaches who lived to the east and Akimel O’odham (Pima) villagers who resided along the Gila River to the south. The Yuman-speaking Pee Posh (Maricopa) migrated from the west along the lower Gila River to join the Akimel O’odham in the 1800s. Determining the relationship between these ethnohistoric groups and the preceding Hohokam has been archaeologically challenging. Teague (1993) argued that O’odham and Hopi oral traditions suggest that social turmoil was a key factor in the final demise of the Hohokam. Only a few protohistoric and historic-era Piman sites have been identified and investigated in southern Arizona, but archaeological studies (Bostwick and others 1996; Henderson 1995a, 1995b) suggest that technological similarities between Hohokam and historic Piman ceramics support a continuum from the Hohokam to the Pima. However, Rea (1997) has documented O’odham oral history accounts that contradict the linkage.

Although Spain, and later Mexico, claimed sovereignty over the region from the sixteenth century through the mid-nineteenth century, they did not establish any settlements in Arizona north of Tucson, except for missions among the Hopi villages between 1629 and 1680, and short-lived 1780 to 1781 missions at the Yuma crossing of the lower Colorado River (Walker and Bufkin 1986). The United States acquired the region in 1846 with the signing of the Treaty of Guadalupe Hidalgo, negotiated at the end of the War with Mexico. Additional land south of the Gila River was acquired in 1854 when the Gadsden Purchase was ratified.

In 1865, the U.S. Army established Fort McDowell in the lower Verde River valley and stimulated American settlement by protecting miners and farmers from Apaches and Yavapais and by creating a market for supplies (Luckingham 1989).

Irrigation is necessary for viable agriculture in the arid desert of southern Arizona. Jack Swilling, with the help of other citizens of Wickenburg, a mining community 50 miles northwest of the Salt River valley, organized the Swilling Irrigating and Canal Company and in 1867 began excavating an irrigation canal amid the remnants of the long-abandoned prehistoric Hohokam canals near the location of the modern Phoenix Sky Harbor International Airport. Swilling is often referred to as the Father of Phoenix

because of his efforts in restoring the agricultural economy that the Hohokam pursued for a millennium (Luckingham 1989).

The success of the Swilling canal soon brought other settlers to the valley. To accommodate homesteading and settlement, the U.S. General Land Office began conducting cadastral surveys of the Arizona Territory in 1867. By 1870, approximately 240 people lived in the Salt River valley. In October of that year, valley residents approved the selection of a 320-acre parcel of undeveloped land demarcated by the General Land Office as the northern half of Section 8, Township 1 North, Range 3 East, for a town they named Phoenix.

Although Phoenix was not a boomtown, it had the advantage of a central location with respect to many territorial settlements, which helped it to grow in both size and importance. Phoenix not only served the expanding farming community in the Salt River valley, but also supplied Fort McDowell, the mining town of Wickenburg and the railroad community of Maricopa Wells to the south (Garrison and others 1984). While the settlers of the valley worked to establish homesteads and livelihoods, the town served as a central meeting and market place.

Growth and prosperity led to the designation of Phoenix as the territorial capital in 1889. By 1910, Phoenix had a population of 11,150 and was the third-largest city in the territory (Sargent 1988). Only Tucson and Clifton/Morenci were larger. Expansion of Phoenix and development throughout the Salt River valley increased further after 1911 when Roosevelt Dam was completed, ensuring a more stable water supply for irrigation and flood protection. Arizona achieved statehood in 1912, and growth continued unabated in the Salt River valley until the onset of the Great Depression.

Transportation, utilities, services and social reforms were the main areas of improvement in Phoenix in the early twentieth century. The tourism industry was launched in the 1920s, but agriculture continued to dominate the economy. With a population of 29,100 by 1920, Phoenix had become Arizona's largest city.

Arizona was not exempt from the effects of the Great Depression of the 1930s, but not all of those effects were negative. Some of the New Deal programs involved construction of public buildings, improvements of highways and canals and implementation of soil conservation measures, which offered employment to many in the community. Phoenix's population grew from 48,150 in 1930 to 65,480 by 1940 (Sargent 1988).

During World War II, military training facilities and industries were attracted to the desert climate of the Phoenix area. Military personnel and defense contractor employees increased the local population and, despite the wartime conditions, prosperity increased. By 1950, Phoenix's population exceeded 100,000, and was more than twice that of Tucson, the second-largest city in the state.

A construction and economic boom followed the end of the war. Many military personnel who had been stationed in the Valley during the war moved back with their families. Industry and employment opportunities expanded, and the increasing population stimulated development of residential subdivisions and growth of suburbs and smaller cities within the Phoenix metropolitan area. With a current population of 4.3 million, the

U.S. Census Bureau ranks the Phoenix metropolitan area as the thirteenth largest in the nation.

4.2 RECORDS REVIEW AND ARCHIVAL RESEARCH

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 primary source of information was the AZSITE Cultural Resources Inventory, 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 Pueblo Grande Museum for the City of Phoenix Archaeology Office also was checked. Listings of the National Register and the Phoenix Historic Property Register (Phoenix Register) were reviewed. 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 records review covered a 1-mile buffer around the alignment of the light rail route.

In addition to providing an inventory of cultural resources and past projects within the APE, the records review provides the context for understanding the broader patterns of prehistoric and historic human activity in the area. Sites within the records review area but outside the APE were not investigated or evaluated as part of this study because they would not be affected by the Project.

The collected information was compiled in a geographic information system database. (Any third-party data used to compile the records review were relied on as furnished, and the preparers of this document are not responsible for and have not confirmed the accuracy of the information.)

4.2.1 Prior Archaeological Studies

The records review identified 13 cultural resource surveys and one archaeological site within 1 mile of the APE (Table 1; Figure 3). There are no known archaeological sites in the APE. Four of the prior surveys took place within, or partially within, the APE but covered relatively small areas. The APE contains residential subdivisions and commercial properties starting in the 1950s—prior to the conduct of cultural resource surveys as standard practice. As a result, very little information is available regarding archaeological resources in the area.

A handful of small compliance surveys have taken place in recent decades, but none have identified any cultural resources sites. Most of the surveys were for cell tower projects (Davis and Hohmann 2001a, 2001b, 2001c; Kober 2000; Luchetta 2006; Luchetta and Moses 2008, 2010, 2011). Surveys were also performed for transmission lines (Green and Effland 1980), freeway improvements (Phifer 1993) and land transfers (Telles 1996).



TABLE 1: PREVIOUS PROJECTS

Project Number	Project Name	Company/Agency	Results	Reference
1980-212	Deer Valley to Alexander 230 kV Transmission Line	Archaeological Consulting Services	No sites	Green and Efland 1980
1993-232	I-17/Northern and Dunlap	Archaeological Research Services	No sites	Phifer 1993
1996-342	Mark Tayler Easement	Bureau of Reclamation	No sites	Telles 1996
2000-584	9443 N. 17th Ave.	Northland Research	No sites	Kober 2000
2003-740	2245 W. Shangri La Road	The Lewis Berger Group	No sites	Davis and Hohmann 2001a
2003-750	9617 Metro Parkway	The Lewis Berger Group	No sites	Davis and Hohmann 2001b
2003-756	2620 W. Dunlap Road	The Lewis Berger Group	No sites	Davis and Hohmann 2001c
2007-483	Cingular Wireless	Antigua Archaeology	No sites	Luchetta 2006
2008-758	PH10613A	Antigua Archaeology	No sites	Luchetta and Moses 2008
2010-245	T-Mobile PH30148-A	Antigua Archaeology	No sites	Luchetta and Moses 2010
2011-443	Cricket PHX-724 Royal Palm	Antigua Archaeology	No sites	Luchetta and Moses 2011
2014-26	No information	No information	No information	No information
SHPO-2002-153	No information	No information	No information	No information

1 – No information was available in AZSITE for this project number.

The only known site in the area is Shaw Butte Village site, approximately 1 mile northwest of the APE at the western foot of Shaw Butte at the northern end of the Phoenix Mountains. The Shaw Butte Village site is a prehistoric Hohokam habitation recorded by Frank Midvale in the 1940s (Midvale 1940). Midvale made a sketch map of the site and took photographs of some surface features. He documented an extensive distribution of rooms and trash mounds and noted two spatially distinct components. Other researchers have visited the site since, but the site remains largely undocumented by current standards (Burke and Bruder 1990; Bruder 1991; Stone 1983).

The records check revealed that, for the most part, the APE has not been previously surveyed for cultural resources. Furthermore, archaeological survey of the footprint, where ground-disturbing activities could take place for the light rail construction, is not possible because of urban development, except for two vacant lots identified as potential construction staging areas.

One vacant lot is within the property parcel at 2518 West Dunlap Avenue (parcel 149-12-022C) on the southern side of the Arizona Canal, east of I-17. The vacant lot encompasses 6.4 acres. A review of historic aerial photographs revealed the lot was used as an agricultural field through the late 1970s and has been vacant since, used occasionally for parking and staging.

The second vacant lot is at 2527 West Dunlap Avenue (parcel 158-01-005) and includes the entire one-acre property parcel. Historic aerials show two buildings on the property in 1949 and a second, larger house present by 1959 (Figures 4 and 5). The earlier buildings, presumably a small house and outbuilding, were largely within the current Dunlap Avenue ROW. The property continued as a residence as late as 1993, but by 1997 the house and remainder of the parcel had been razed.

FIGURE 4: 1949 AERIAL PHOTOGRAPH SHOWING PROPOSED CONSTRUCTION STAGING AREA AT 2527 WEST DUNLAP AVENUE



Source: Flood Control District of Maricopa County

FIGURE 5: 1959 AERIAL PHOTOGRAPH SHOWING PROPOSED CONSTRUCTION STAGING AREA AT 2527 WEST DUNLAP AVENUE



Source: Flood Control District of Maricopa County

4.3 SURVEY METHODS

As previously mentioned, most of the Project footprint could not be surveyed because of urban development. Survey was possible at two vacant lots proposed as possible construction staging locations.

The vacant lot at 2518 West Dunlap Avenue had been bladed flat by heavy earth-moving equipment and was partially covered with gravel and asphalt (Figure 6). The center third of the lot was covered with 2 to 3 inches of asphalt millings. Most on the eastern third was covered with pink decorative gravel, although there was some surface visibility at the northern end. The western third of the lot had decent surface visibility except for the portion covered by an asphalt parking surface. In all, approximately 25 percent of the parcel had surface visibility sufficient for archaeological survey. The proposed construction staging area at 2527 West Dunlap Avenue was covered with gravel except for a small portion of the western side, which allowed only very limited inspection of the ground surface (Figure 7).

HDR archaeologist Mark Brodbeck performed the Class III archaeological survey on August 5, 2016. Mr. Brodbeck, MA RPA, has over 25 years of experience performing archaeological investigations in Arizona and meets the Secretary of the Interior's Professional Qualification Standards for Archaeology. The survey took less than one person-day to complete. Given the relatively small size of the parcels surveyed, transects were spaced from 2 to 5 m apart.

**FIGURE 6: PROPOSED CONSTRUCTION STAGING AREA
AT 2518 WEST DUNLAP AVENUE, VIEW TO SOUTHWEST**



**FIGURE 7: PROPOSED CONSTRUCTION STAGING AREA
AT 2527 WEST DUNLAP AVENUE, VIEW TO NORTH**



HDR defines archaeological sites according to site-recording criteria established by ASM:

- any concentration of 30 or more artifacts or other cultural items of a single class in a discrete scatter
- any concentration of 20 or more artifacts of more than one artifact class in a discrete scatter
- one or more archaeological features in temporal association with any number of artifacts two or more temporally associated features without artifacts

Cultural manifestations not meeting these criteria are recorded as isolated occurrences (IOs) unless otherwise noted at the discretion of the field supervisor. Intuitively, sites that generally display integrity of location are potentially interpretable in terms of past human behavior and activities. In contrast, IOs are single artifacts or relatively few artifacts spatially scattered and/or disassociated manifestations lacking contextual information.

When cultural artifacts are encountered, they are assigned a field number and plotted on aerial photographs. Their locations are recorded with a Global Positioning System (GPS) unit and are described in written notes. All Universal Transverse Mercator coordinates in this document are in Zone 12 North and are based on the North American Datum of 1983, Continental United States datum (NAD 83 CONUS). A Pentax Optio WG-1 GPS camera was used for digital photography.

4.4 SURVEY RESULTS

The survey resulted in negative findings. No artifacts, archaeological sites or other cultural resources were identified. Both parcels have been leveled by heavy equipment. Although a residence was located at 2527 West Dunlap Avenue during the historic period, it is unlikely that significant cultural deposits would be present.

4.5 TRADITIONAL CULTURAL PROPERTIES

A traditional cultural property (TCP) is a historic property eligible for inclusion on the National Register because of its 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). FTA and Valley Metro initiated Section 106 consultations on February 9, 2017, with Native American Tribes with potential traditional cultural affiliation with the APE, and requested information on historical properties within the APE that they were aware of, including traditional cultural resources (Appendix A). The White Mountain Apache Tribe, Hope Tribe and Ak-Chin Indian Community responded. The White Mountain Apache Tribe indicated that no cultural resources/or traditional cultural properties were located in the project area. The Hopi Tribe requested to be included in continuing consultation for the Project. Because of the Build Alternative's location, the Ak-Chin Indian Community deferred its comments to the Salt River Pima-Maricopa Indian Community. None of the Tribes provided information on known traditional cultural resources in the

APE. FTA and Valley Metro will continue Section 106 consultations with the Native American Tribes through the completion of the Project.

4.6 FINDING OF EFFECT

4.6.1 No-Build Alternative

There are no known archaeological sites or TCPs in the APE. However, unanticipated archeological discoveries and historic resources could be affected under the No-Build Alternative, which involves continued service upgrades of the existing transportation system, programmed improvements of roadways and private development and redevelopment. The impacts of those projects on historic properties would be addressed in accordance with regulations applicable to those properties.

4.6.2 Build Alternative

4.6.2.1 Direct Impacts

There are no known archaeological sites or TCPs in the APE; therefore, the Build Alternative would not have an effect on archaeological resources. Effects on historic properties are discussed below.

5.0 HISTORIC BUILDINGS AND STRUCTURES

This section of the report documents an inventory of historic buildings and structures within the APE, an evaluation of their eligibility for listing in the National Register and an assessment of the Project's potential impacts on properties listed in or eligible for the National Register.

A general historical overview of north Phoenix is provided in Section 5.1. The following text further describes the development of the Northwest Phase II Light Rail Extension corridor, and defines the historical contexts and periods of significance against which properties were evaluated for eligibility for listing in the National Register.

5.1 HISTORIC CONTEXT: URBAN DEVELOPMENT OF NORTH PHOENIX

In the decade preceding the Great Depression, Phoenix was the hub of commercial activity in Arizona. The Valley by this time consisted of a number of independent communities (for example, Glendale, Peoria, Tempe, Mesa, Scottsdale and Chandler) that were separated by thousands of acres of agricultural land for which water was supplied through a complex system of canals and laterals. Indeed, the rural landscape of the Salt River Valley was largely established by 1940, on the eve of America's entry into World War II. Phoenix (population 65,414), although one of the larger cities in the American Southwest, still trailed El Paso (population over 96,000) (Luckingham 1982). Over the course of the next two decades, however, Phoenix would grow at a pace second only to Los Angeles, surpassing El Paso in both population and size. The postwar development of Phoenix was a dramatic transformation from an urban and rural landscape to a crowded metropolis.

A review of historical aerials of the Phoenix area reveals that by 1949, residential development was occurring along the future I-17 corridor between the Grand Canal and Bethany Home Road. This area had not yet been incorporated by Phoenix, but the landscape was changing. North of Bethany Home Road, lands retained their rural character, with the exception of Sunnyslope, which was experiencing urban growth as an independent community under the shadow of the North Mountains. Between 1950 and 1960, the city rapidly annexed lands north of the original town center, including Sunnyslope. Whereas the Grand Canal had once marked the northern limits of Phoenix, Pinnacle Peak Road had become the northern edge of Phoenix by 1972. For purposes of this study, “North Phoenix” is defined as the general area bounded north-to-south by Pinnacle Peak Road and Bethany Home Road, and east-to-west by Scottsdale Road and 43rd Avenue. Additionally, discussion in this section focuses primarily on urban development in the general vicinity of Metrocenter (Figure 8).

5.1.1 Settlement on the Edge (1890–1945)

As previously summarized, lands along the Arizona Canal were sold for agricultural development immediately following completion of the canal in 1885. In 1887, the Arizona Improvement Company was established to acquire and develop patented lands to be irrigated by the Arizona Canal, and far beyond the contemporary limits of Phoenix. One of the principal investors of the canal and Arizona Improvement Company was William John Murphy. He purchased and sold large tracts of land as a strong advocate for settlement within the canal’s vast irrigation district. By the end of the nineteenth century, Murphy’s promotional work was responsible for the establishment of several small communities along the newly constructed Grand Avenue, including Alhambra, Glendale and Peoria (Murray and Weight 2004; Zarkin 1997). As shown on the Master Title Plat for Township 3 North, Range 2 East, a large number of individual homesteads were established and patented north of the Arizona Canal between ca. 1890 and 1941. These homesteads, farms and ranches, patented under a variety of homestead acts, did not receive water from the Arizona Canal. Lands to the south of the Arizona Canal, however, depended on water from the canal.

Sunnyslope was an isolated community east of the current APE, generally between the North Mountains and the Arizona Canal (east-to-west: 19th Street to 19th Avenue, north-to-south: Cactus Road to Northern Avenue). Early settlers, including William Norton, arrived in the Valley in the 1890s, subdividing lands in what would eventually coalesce into the community of Sunnyslope. Many of the individuals, having settled north of the Arizona Canal, were compelled to either excavate wells on their lands or transport water from other locations. A number of residents in Sunnyslope were infirmed with either tuberculosis or asthma and had moved to the deserts of Arizona in the hopes of recuperating in the clean dry climate. On the eve of World War II, though, Sunnyslope had become a burgeoning community with schools, churches and businesses to cater to the residents; it was no longer a bastion of the sickly, but an outlying community north of Phoenix (Grandrud 2013). Surrounding Sunnyslope in these early decades of the twentieth century were successful farms along the Arizona Canal, with ranches to the north. The landscape of north Phoenix was rural, with arterial roads connecting outlying areas to other communities such as Glendale, Phoenix and Sunnyslope (Figure 8).

Until the postwar period of the twentieth century, agriculture was the primary industry for the communities of the Salt River Valley, and Phoenix was no exception. Given the geology of the area, however, periodic flooding was always a threat; seasonal rains and flash floods would periodically send heavy flows of water from surrounding mountain regions to rural communities and farmlands via major drainages like Cave Creek, a tributary of the Salt River that extends as far south as the Project APE and the Arizona Canal. Indeed, the floodwaters of Cave Creek were responsible for at least three major floods that occurred between 1905 and 1921. These floods inflicted significant damage to the city of Phoenix, including to farmlands in and around the Project APE, prompting some civic leaders to form the Cave Creek Flood Control Board (Lidman 1989). After reviewing a number of potential locations for a flood control structure, the board decided on the current location of Cave Creek Dam in Phoenix (generally along the Jomax Road alignment in the Cave Creek drainage). Despite the initial concerns of Eastwood's radical multiple arch design, Cave Creek Dam functioned successfully as a flood control structure for almost six decades before it was replaced by Cave Buttes Dam in 1980 (Lidman 1989).

5.1.2 From Fields to Frigidaire (1945–1973)

As summarized in Section 5.1.1, Phoenix was transformed into a metropolis in the postwar era through the expansion of the city's population and incorporated boundaries. Between 1945 and 1973, thousands of subdivisions were established across the Salt River Valley; cities once separated by agricultural farmland were now separated only by a major arterial street. North Phoenix, as defined earlier in this report, is an example of this radical change. This transformation, which began during World War II, has continued unabated through the new millennium.

Even before the United States became involved in World War II, a considerable amount of military activity was underway in central Arizona by late 1941 (Sheridan 1995), eventually leading to the construction of two major air bases—Luke Field (Luke Air Force Base) to the west and Williams Field (Williams Air Force Base) to the east. In addition, a number of auxiliary air bases were also constructed across the Valley, including Thunderbird Field, north of Glendale. One of these auxiliary airbases (Auxiliary Airfield A-3) was just west of 19th Avenue on Cheryl Drive (just north and east of the APE). Through the course of World War II, the number of military establishments (training and manufacturing facilities) brought an influx of servicemen and employees from the private sector, leading to an increase in population. This aggressive growth was not tempered by the end of the war, but continued well after as private industry was established across the Salt River Valley, particularly in Phoenix (Schweikart 1982, 115):

By 1947 the city, already the largest center of trade, transportation, and government between Dallas and the Pacific, was beginning to develop as a financial center. Bank debits exceeded the two billion dollar mark. Building permits reflected the value of new construction at \$9,885,000, and, nationally, Sky Harbor Airport ranked first in civilian traffic handled and fourth in total traffic.

FIGURE 8: 1949 AERIAL PHOTOGRAPH OF NORTH PHOENIX, SHOWING RESIDENTIAL AND RURAL DEVELOPMENT IN THE AREA



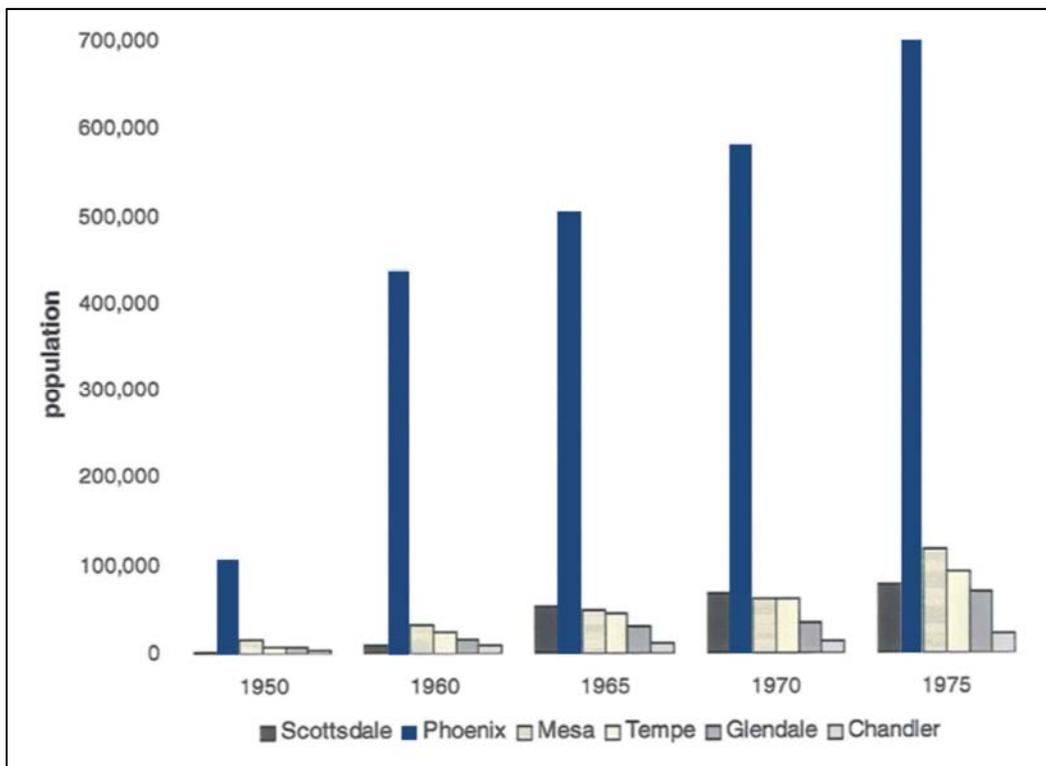
The communities of Glendale and Sunnyslope are also shown on the aerial, with general boundaries in yellow.

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Over the next several decades, the city’s growth dramatically outpaced all other cities in the Salt River Valley (Figure 9) and by the end of the 1970s, Phoenix was second only to Los Angeles in terms of size and population of cities in the American Southwest.

Through this period (1945 to 1973), Phoenix city leaders were well aware of weaknesses in the city’s municipal infrastructure. Housing shortages during and immediately after the war were a major problem, as well as the unimproved system of roads across Phoenix, an increasing demand for electrical service and the need for a safe and steady supply of municipal water.

FIGURE 9: POPULATION GROWTH OF MAJOR COMMUNITIES IN THE SALT RIVER VALLEY (FROM WILSON AND ABELE 2004, 9)



5.1.2.1 Annexation of North Phoenix

The postwar period of Phoenix was striking for its incredible growth, particularly between 1950 and 1960, when the city limits expanded tenfold from a modest area of 17.1 square miles (10,944 acres) to an area of about 185 square miles (118,400 acres) (Buchanan 1978; Collins 2005). Sunnyslope, once an isolated haven for sickly residents, became part of the metropolitan corridor of Phoenix by 1959, despite multiple efforts to incorporate as an independent municipality. In addition, two small and isolated residential developments were also subsumed by the expansion of Phoenix—the Adobe townsite and Westown (Table 2). Within and immediately around the current Project APE, the bulk of the lands were incorporated by Phoenix in 1958 to 1959



(Ordinances G-257 and 281), with Metrocenter and the immediate area annexed in 1971 (Ordinance G-1093).

**TABLE 2: SUMMARY OF ANNEXATION ACTIVITY
IN NORTH PHOENIX (1958–1971)^a**

Ordinance No. ^b	Date	Description ^c
G-256	04/14/1958	North of Grand Canal to Camelback Rd, generally from 19th Ave–27th Ave.
G-257	04/21/1958	Area generally south of the Arizona Canal to Thomas Rd, from 19th Ave–51st Ave. Included portions of the current APE and the bulk of Maryvale.
G-281	03/23/1959	Covers all of Sunnyslope, and bulk of North Mountain Preserves, as well as areas south of the Arizona Canal to Bethany Home Rd from 7th Ave–16th St. Included portions of the current APE.
G-349	03/07/1960	Area generally between Camelback and Cactus Rd, from 35th Ave–43rd Ave.
G-417	06/26/1961	Area generally between Cactus Rd and Sweetwater Ave, from 19th Ave–35th Ave. Included portions of North Mountain Preserves and Westtown subdivisions.
G-464	04/30/1962	Area generally between Cholla St and Cactus Rd, from 19th Ave–35th Ave. Included portions of Westtown subdivisions.
G-644	4/20/1965	Area generally between Sweetwater Ave and Bell Rd, between 15th Ave–43rd Ave.
G-760	10/18/1966	Area generally north of Peoria Ave to Poinsettia Dr, from 35th Ave–39th Ave.
G-842	02/20/1968	Area generally north of Peoria Ave to Cholla St, from 28th Dr–35th Ave.
G-912	04/08/1969	Area generally north of Arizona Canal to Peoria Ave, from 35th Ave–43rd Ave.
G-1093	05/03/1971	Area generally between Dunlap Ave and Thunderbird Rd, from 19th Ave–51st Ave. Includes portions of the current APE.
G-1241	12/19/1972	Area generally north of Bell Rd to Pinnacle Peak Rd, from 19th Ave to Cave Creek Rd. Also includes a large tract surrounding the Deer Valley Airport and annexation of Adobe townsite.

Note: APE = area of potential effects

^a From the Maricopa County Assessor Online Interactive GIS Map (2016).

^b Bold text indicates ordinances that incorporated portions of the current APE.

^c Boundary descriptions presented are based on an informal review of the online interactive map of the Maricopa County Assessor (2016). Detailed boundaries and maps of these annexations were not available for review by the author.

5.1.2.2 Housing Construction and Subdivisions

No residential neighborhoods or individual residential parcels are within the Project APE. Nevertheless, a brief summary of housing construction is presented here to highlight the influence that housing construction and development of subdivisions had in the commercial development along Dunlap Avenue and in the general Metrocenter vicinity. Although a systematic study of postwar residential and neighborhood development is yet to be developed for the city of Phoenix, a number of literary sources

are available that present a thorough summary of this important period, and the role the construction industry played in the phenomenal growth of Phoenix between 1945 and ca. 1975. These sources include Collins (1999; 2005), Luckingham (1982), Needham (2014), VanderMeer (2002) and Wilson and Abele (2004). The following short summary focuses on residential development in north Phoenix, with an emphasis on the Metrocenter vicinity.

In 1934, the National Housing Act was signed into law, establishing the Federal Housing Authority to provide relief to the construction industry through the insuring of loans made for "...the purpose of financing alterations, repairs, and improvements on the property" (Collins 1999, 345). The Act also provided insurance for financing new mortgage loans, as well as refinancing existing loans. After several years of no success in establishing private secondary loan institutions, the federal government in 1938 established the Federal National Mortgage Association (Fannie Mae). Passage of the Servicemen's Readjustment Act (GI Bill) in 1944 offered guaranteed loans to veterans returning to the private sector. With these two federal acts in place following World War II, as well as others established in subsequent decades, incentives were in place for the postwar explosion of housing construction across the country (Table 3).

TABLE 3: SUMMARY OF FEDERAL LEGISLATION PERTINENT TO POPULATION GROWTH IN NORTH PHOENIX

Federal Legislation	Description ^a
National Housing Act (1934)	Authorized the creation of the Federal Housing Authority to insure long-term mortgages for homeowners, and to insure lenders against loss against new mortgages, as well as construction and home repair. Authorized chartering of national organizations to provide secondary mortgage services, wherein these organizations purchased mortgages from banks, providing more capital for these primary lending institutions to offer more mortgages. The Federal National Mortgage Association (Fannie Mae) was established under this Act in 1938.
U.S. Housing Act (1937)	Authorized loans to local public housing entities for low-rent housing.
Servicemen's Readjustment Act (1944)	Known informally as the GI Bill, provided loan guarantees for veterans, and provided insurance for veterans to purchase, construct and improve homes.
Housing and Urban Development Act (1965)	Established the U.S. Department of Housing and Urban Development, and initiated a housing program to provide privately owned homes to low-income families.

^a Descriptive information acquired from the U.S. Department of Housing and Urban Development: <http://portal.hud.gov/hudportal/HUD>

Hundreds of subdivisions were established in north Phoenix through the end of the historic period (1973), taking with it commercial businesses and establishments that had once been more-or-less centralized in downtown Phoenix. Public and private funding fueled the growth of north Phoenix, while leaving downtown Phoenix with little resources for improving and renovating a decaying central corridor.

Development and improvement of the ever-expanding arterial street system encouraged growth, along with infrastructure to support electrical power and dependable water supplies. Through the 1950s, Arizona Public Service (APS—organized in 1952)

upgraded existing facilities in the Valley and constructed new power plants, including the Saguaro Power Plant (Red Rock, Arizona) and Ocotillo Power Plant (Tempe, Arizona). Partnerships developed between APS, Salt River Project (SRP) and Utah Power and Light ensured that power could be shared across an extensive network, providing more capital for expansion of the regional power supply (Needham 2014). For several decades, SRP had provided electrical service primarily for rural, agricultural and industrial uses. In this postwar era, the company expanded electrical and water service increasingly for urban use.

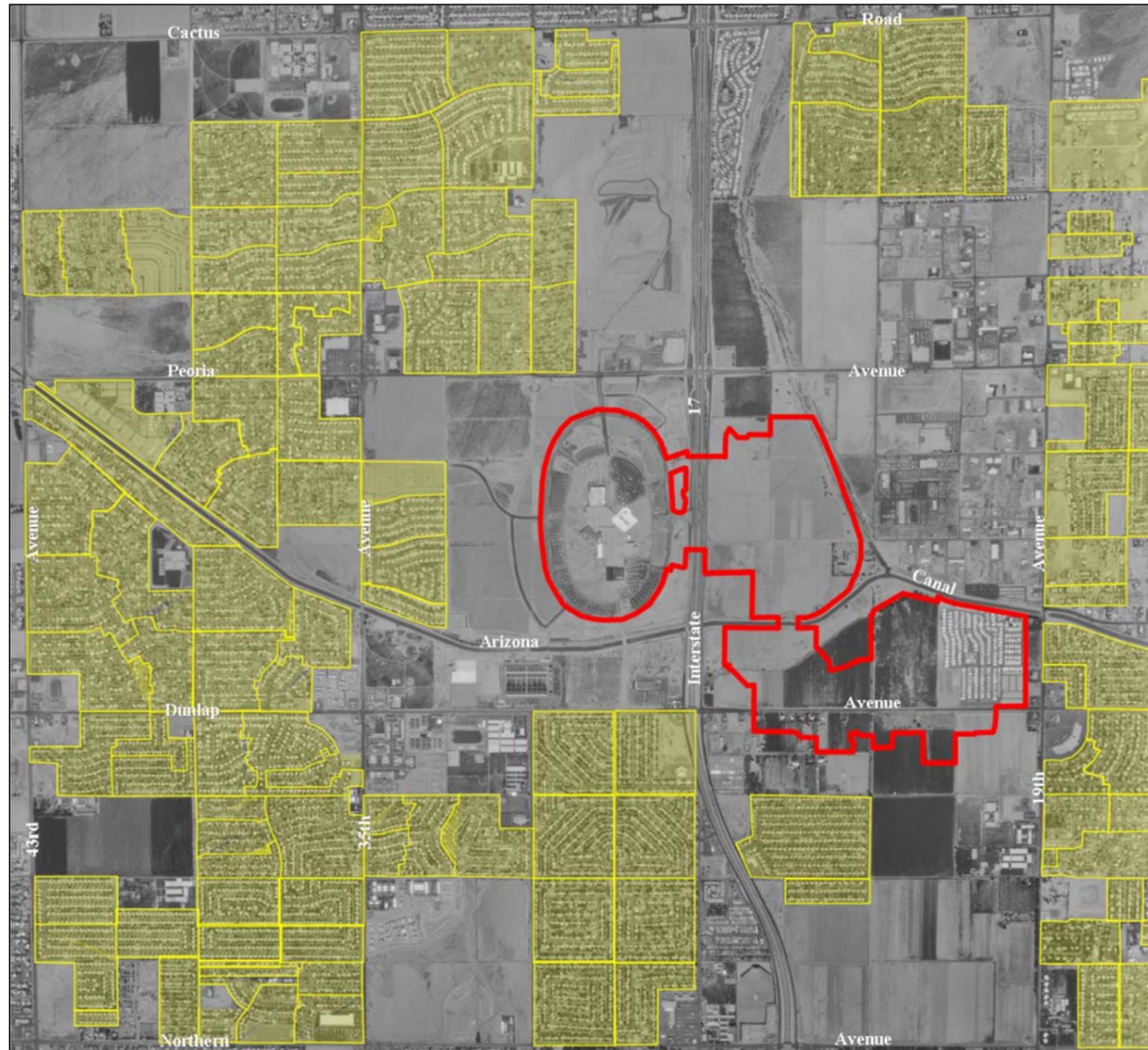
The promise of modern amenities in new houses and subdivisions—such as air conditioning, lighting and electrical appliances—created an even greater demand for high power transmission that would eventually extend across Arizona, originating in resource-rich areas such as the Permian Basin in New Mexico and the coal-rich Navajo Reservation of Arizona. In 1963, the Four Corners Power Plant (in New Mexico) and the Cholla Power Plant (in Arizona) were completed. Both facilities were coal-burning power plants from which electrical power was transmitted along the 365 kV Four Corners-Cholla-Pinnacle Peak transmission line, which extended through the Tonto Basin and into the Salt River Valley. From the Pinnacle Peak transformer station (at 68th Street and Pinnacle Peak Road), utility lines were distributed across the Valley, including new homes and businesses in north Phoenix. In recent decades, multiple 500 kV transmission lines have been constructed to supply electricity for the continuing growth of the Salt River Valley (Needham 2014). In 1946, Phoenix residents approved a bond to fund expansion of the city’s water distribution system, including facilities on the Verde River and Horseshoe Dam. While these efforts helped, the growing city needed other sources of water. In 1952, the city signed an agreement with SRP, wherein the city would take water directly from the canals for use in its municipal delivery system. Agricultural lands, once dependent on these canals for water, continued to receive the water as the landscape was transformed into a modern suburbia. With the completion of the Central Arizona Project Canal, the city was able to take advantage of yet another water source (City of Phoenix 2016; Kupel 2003).

Subdivisions in the Metrocenter Vicinity

As shown in Figure 8, the lands in and around the Project APE were largely rural agricultural lands in the first decade following the end of World War II.

Through the 1950s to 1970s, residential development rapidly transformed north Phoenix into an urban landscape. In the immediate vicinity of Metrocenter and the Project APE, an estimated 120 residential subdivisions were developed in this period (1950s to 1973) (Figure 10).

FIGURE 10: 1973 AERIAL PHOTOGRAPH OF THE METROCENTER VICINITY, SHOWING RESIDENTIAL DEVELOPMENT AROUND THE PROJECT APE (U.S. GEOLOGICAL SURVEY 2014)



Residential subdivisions are highlighted in yellow, none of which is within the Project APE.

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5.1.3 Portable Palaces in North Phoenix (1955–1976)

Development of the travel trailer appeared on the heels of the flourishing automobile industry of the early twentieth century. No longer constrained by the train, the automobile offered Americans the chance to get out of the constraints of the city and escape to the untouched wonders of Mother Nature. Roads and highways improved over time and travel trailers became a popular fixture of American culture, particularly during World War II.

The mobile home was first developed in 1952 to provide a permanent form of housing. While the trailer was designed for temporary residence, the mobile home was designed as permanent housing, although it retained its capability to travel when necessary. Over the next 25 years, the mobile home would play an important role in the single-family housing market. Indeed, in this period (1955 to 1976), mobile home construction increased to such an extent that by 1973, mobile homes represented 37 percent of annual single-family housing construction across the United States. For homes priced under \$12,500, this ratio was even greater (Lawrence 2014; Wallis 1991).

A thorough and systematic historical context on mobile homes in Phoenix and the Salt River Valley is yet to be completed, and no mobile home parks are currently listed in the National Register, although California has a trailer park designated as a Historic-Cultural Monument—Monterey Trailer Park. The following summary has been prepared to adequately assess and evaluate the Royal Palm Mobile Home Park (ACS-5), which is within the Project APE.

5.1.3.1 Nomad’s Land (ca. 1920–1955)

One cannot overstate the impact of the automobile on American culture and economy of the early twentieth century. By 1920, the average price of Ford’s Model-T had dropped significantly with the success of the assembly line. States across the country were extending their Interstate and local highway systems with the help of the 1916 and 1921 Federal Highway Acts. As summarized by Joseph Interrante (2002), the automobile had become an essential part of American life. The vehicle played an important role when camping, as dining tents were affixed to the car, food cooked on the radiator and, oftentimes, people slept in their car (Interrante 2002; Wallis 1991). With so many Americans “autocamping” in this period, it was inevitable that entrepreneurs would establish autocamps in and around communities along the developing highways. Through the 1920s, thousands of autocamps were established across the country, including Arizona (Figure 11). Over time, as trailers became increasingly popular, these facilities became known as trailer parks, to differentiate them from the camps that still emphasized the use of tents.

FIGURE 11: 1920s POSTCARD IMAGE OF “TENT CITY AUTO CAMP,” WHICH WAS IN PHOENIX ON VAN BUREN STREET (MOUNT 2012)



It was at this time that manufacturers began to experiment with the concept of the house trailer and mobile home as an alternative to the travel trailer. Through the trying period of the Great Depression, many families began to make trailers their permanent homes, which became a cause of concern for municipalities who feared these permanent camps would use community services without paying taxes typically applied to fixed homes. Zoning restrictions began to appear in cities as a result, with many attempts to define trailers as either permanent homes or vehicle accessories (Wallis 1991). Phoenix also wrestled with this problem in 1938 (City of Phoenix Planning Department 1971, 1):

The Plan Commission wants to know where to locate trailers and how many to provide for because zoning regulations have to be complied with and zoning ordinances amended in some instances to meet new conditions which trailers have created. Planners in some cities are passing on the location and design of trailer parks, and others will no doubt be called upon to do so in the future.

The controversy over trailers was temporarily shelved during World War II. Cities taking part in wartime production and industry experienced severe housing shortages as employees and servicemen migrated to these centers. The federal government invested in thousands of trailers during and after the war to house its employees and servicemen. The U.S. Census Bureau reported that in 1950, 500,000 trailers were in use for long-term occupancy, many of which were originally constructed for use during the war, increasing to an estimated 700,000 by 1954 (Wallis 1991). Given such a

demand for long-term occupancy of the trailer, it was only a matter of time before the mobile home would appear on the market.

5.1.3.2 A Home that is Mobile (1955–1976)

The primary difference between a home trailer and the mobile home was the width of the unit itself. Prior to 1960, many states did not permit vehicles on their highways greater than 8 feet in width. Moreover, many towns and counties defined a permanent dwelling as being at least 400 square feet. Considering the limitations of most state highways regarding tow length and width, house trailers could not meet the standards of such zoning ordinances, and were therefore forced to locate elsewhere (Wallis 1991). In 1954, Marshfield Homes developed the first of what would be defined in cities and counties as “Mobile Homes.” These units, designed for permanent occupation, were 10 feet wide, with room for amenities such as kitchen appliances. Modern amenities such as indoor plumbing and electrical wiring were also increasingly advertised (Wallis 1991).

The demand for larger units altered the industry, as many companies followed suit to produce the “ten-wides” (as they came to be called). By 1959, the twelve-wide had been introduced, and would eventually surpass the ten-wide in production through the 1960s. By the late 1960s, double-wide homes were introduced (two trailers combined to form a structure 20 to 24 feet wide). In short, the mobile home, with its extended width, sought additional space for permanent occupancy, while sacrificing the ease of mobility. In 1963, the trailer and mobile home industries, recognizing the divide between their commercial markets and business philosophy, formally split into the Recreational Vehicle Association and the Mobile Home Manufacturer Association (MHMA) (Lawrence 2014; Wallis 1991). Manufacturers changed or adapted their production to meet one or both of these two distinct industries:

With the establishment of the 1965 Housing and Urban Development Act (HUD), the federal government began to look at mobile home manufacture in a more favorable light. Mobile homes provided affordable housing for many low-income and middle-class families, without the need for federal monies and subsidies, as President Richard M. Nixon acknowledged in 1970 (Wallis 1991). Congress passed the Mobile Home Construction and Safety Standards Act in 1974, which formally recognized the mobile home as a dwelling. HUD was assigned authority to prepare a performance-standard building code for the manufacture of mobile homes. The Act took effect in June 1976, upon which “Manufactured Home” was introduced to the lexicon of this building type. The MMHA changed its name to the Manufactured Housing Institute, and the federal government in 1980 formally recognized the term “Manufactured Housing” for all language in its bills and laws.

5.1.3.3 Parking the Palace

With the popularity of the ten-wide and subsequent twelve- and double-wides in the postwar period, there was a demand for more trailer parks to accommodate these permanent residents. Unfortunately, zoning laws were slow to accommodate this new form of residence. Home trailers, which had become quite popular by the start of World

War II, and mobile homes were typically relegated to commercial and industrial areas. Trailer parks, once established in downtown areas of major cities to accommodate wartime workers and their families, were now viewed as an eyesore or impairment and were allowed to deteriorate in their industrial settings. This type of bias continued well into the postwar period when the larger mobile homes became popular. Rather than be limited to these undesirable areas, many developers established mobile home parks beyond existing city limits in rural and undeveloped areas where land was typically cheaper and there were no restrictions on zoning (Wallis 1991).

Designed Mobile Home Parks

While location was important in the establishment of a mobile home park, design was also an important component to dispel biased notions of these mobile home parks being populated by undesirables and presenting an overall blight to modern suburbia. As such, many postwar mobile home parks were designed to mimic the layout of postwar fixed-home subdivisions. Even prior to the formal split of the two trailer industries in 1963, the MHMA was an active advocate for the mobile home as an alternative form of permanent housing. In the late 1950s, the MMHA created the Park Division within its organization, which provided plans at little to no cost, for the design and construction of trailer parks across the country. These plans, like fixed-home subdivisions, incorporated curvilinear circulation and cul-de-sacs, provided spacious layout of lots for privacy, and included open areas like golf course or recreational areas (for example, swimming pools, community centers). By the time the Park Division was disbanded in 1972, these well-designed mobile home parks were in place across the country, particularly in those areas where retirement communities were popular (for example, Arizona and Florida).

The well-designed park, as described above, has been classified by Lawrence (2014, 66–67) as *Designed Mobile Home Parks*. Characteristics of the Designed Mobile Home Park include (Lawrence 2014, 29–39; Wallis 1991, 167–170):

- Wide lots to accommodate not only the trailer, but also additions like porches and patios. Lots in these mobile home parks are typically aligned in a herringbone fashion to provide more privacy from adjacent lots;
- Limited ornamental landscaping around the trailer to mimic yards of the traditional house;
- Efficient circulation, such as curved streets and cul-de-sacs, as well as sidewalks for pedestrian use;
- Permanent facilities to service residents, including (but not limited to) an office, laundromat, community building and swimming pool; and
- Municipal services, such as sewer, electrical and water.

Vernacular Mobile Home Parks

Not all mobile home parks were such well-designed properties. Indeed, it was just as common to see what Lawrence defined as *Vernacular Parks*. These vernacular parks

were not designed by planners or developers, but were established in a fluid fashion over time as individuals moved onto the property (Lawrence 2014:36–38 and 112–116):

- Circulation may be limited to one primary road for access and egress;
- Trailers will typically be laid out perpendicular to one another, and not necessarily in herringbone fashion;
- Ornamental landscaping may be present, though at the discretion of the individual tenant;
- Permanent buildings may be present or absent. These amenities and facilities were at the discretion of the tenant(s); and
- Municipal services may or may not be available, depending on location of the park.

5.1.3.4 The Mobile Home in Phoenix

In 1971, the City of Phoenix commissioned a study and report on the status of mobile home parks within its incorporated boundaries. The mission of the report was to recommend development standards for the design and construction of mobile home parks to ensure these properties were properly integrated into the surrounding planned urban landscape (City of Phoenix Planning Department 1971). It is currently unclear whether the City implemented these standards immediately, or prolonged any legislation until passage and implementation of HUD's standards in 1976.

Establishment of mobile home parks in Phoenix and the Salt River Valley followed much the same pattern of other large municipalities across the country. Mobile homes were used both during and after World War II to house servicemen and war-time employees and their families. With the introduction of the mobile home in the mid-1950s, their numbers increased significantly in the Salt River Valley. As illustrated in Table 4, by 1970, 262 mobile home parks had been established in Phoenix, representing about 51 percent of all mobile home parks in Maricopa County. Given the totals in the table, the average mobile home park in Maricopa County contained about 53 lots in 1970. In fact, about 65 percent of all mobile home parks in Maricopa County by 1970 contained no more than 49 lot spaces (City of Phoenix Planning Department 1971). Not surprisingly, the bulk of these mobile home parks were established on the outskirts of Phoenix or in unincorporated areas of Maricopa County that would later be subsumed by the city.

TABLE 4: SUMMARY OF MARICOPA COUNTY TRAILER/MOBILE HOME LOT SPACES AND MOBILE HOME PARKS^a

Location	Number of Lot Spaces/Mobile Home Parks			
	1940	1950	1962	1970
Maricopa County	2,167	5,132	13,625/NA	27,356/519
Phoenix	291	NA	8,444/168	12,198/262
<i>% of County Total</i>	<i>13.4</i>	<i>NA</i>	<i>62.0/NA</i>	<i>44.6/51.0</i>

Note: NA = numbers not available for this particular period.

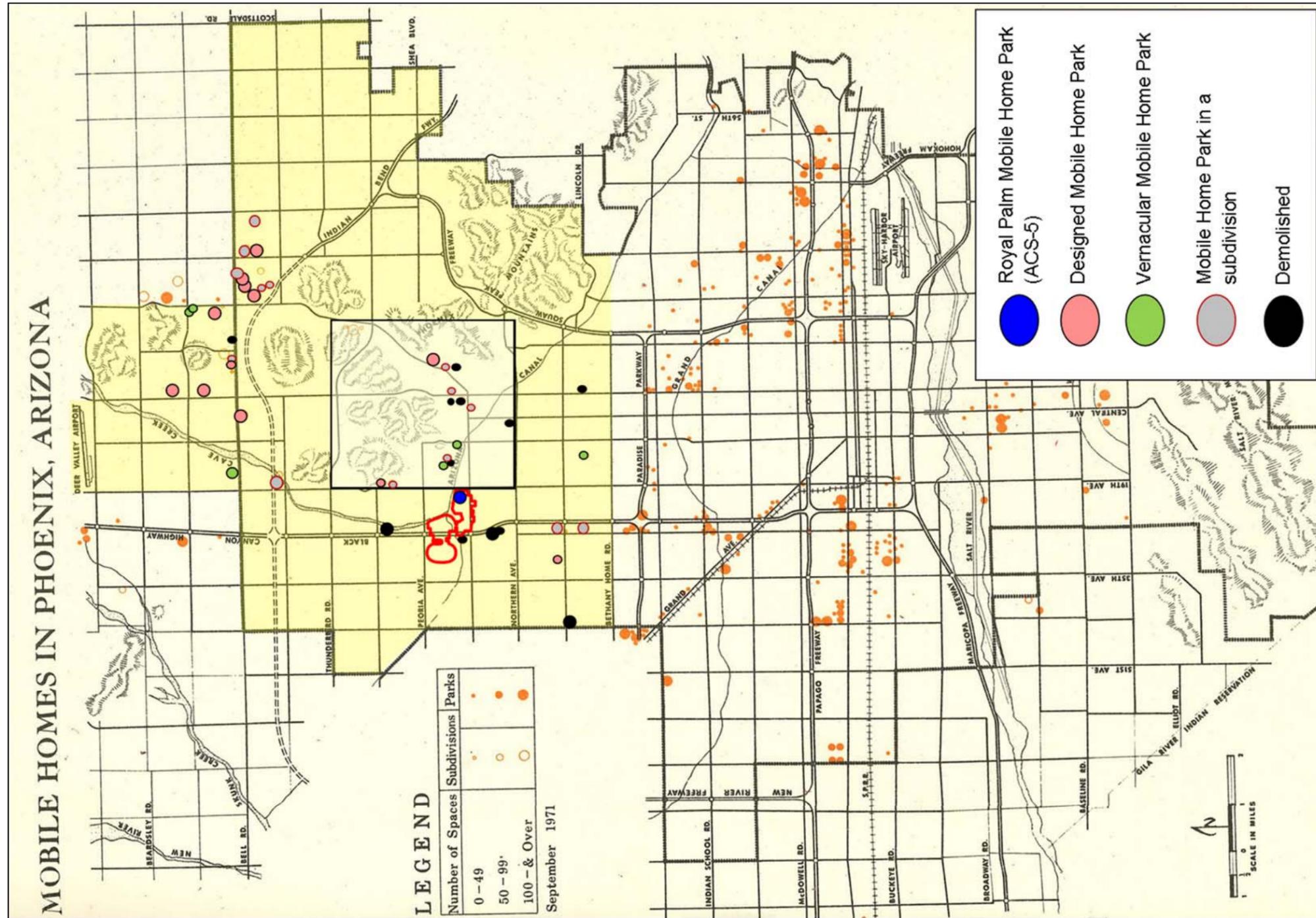
^a City of Phoenix Planning Department (1971:19–20, 48)

5.1.3.5 North Phoenix Inventory

The 1971 publication *Mobile Homes in Phoenix, Arizona* (City of Phoenix Planning Department 1971) included a map showing the locations of mobile home parks in and around the City of Phoenix (Figure 12). Although the map was prepared in 1971, it accurately depicts mobile home parks that would be incorporated into the northern limits of Phoenix by 1973. In total, an estimated 45 mobile home parks were established in north Phoenix by 1973. Of these, at least twelve have been demolished in the modern era, with at least 33 mobile home parks currently in operation today (see Figure 12). The inventory of north Phoenix mobile home parks includes both designed and vernacular mobile home parks. A number of these mobile home parks have also been established within residential subdivisions or are subdivisions themselves. Mobile home parks located within larger residential subdivisions are more likely to be vernacular mobile home parks, where a property owner began renting or leasing spaces on a tract or large parcel (Figure 13).

Mobile home parks that are independent subdivisions are more likely to be designed mobile home parks. The Royal Palm Mobile Home Park (ACS-5) is an example of a designed mobile home park that has not been subdivided; rather, residents lease or rent individual lots and share in the upkeep of the landscaping and facilities in the park. With a total of 448 mobile home lots, the Royal Palm Mobile Home Park represents one of the larger mobile home parks in north Phoenix, although several are comparable in size (Figures 14 and 15).

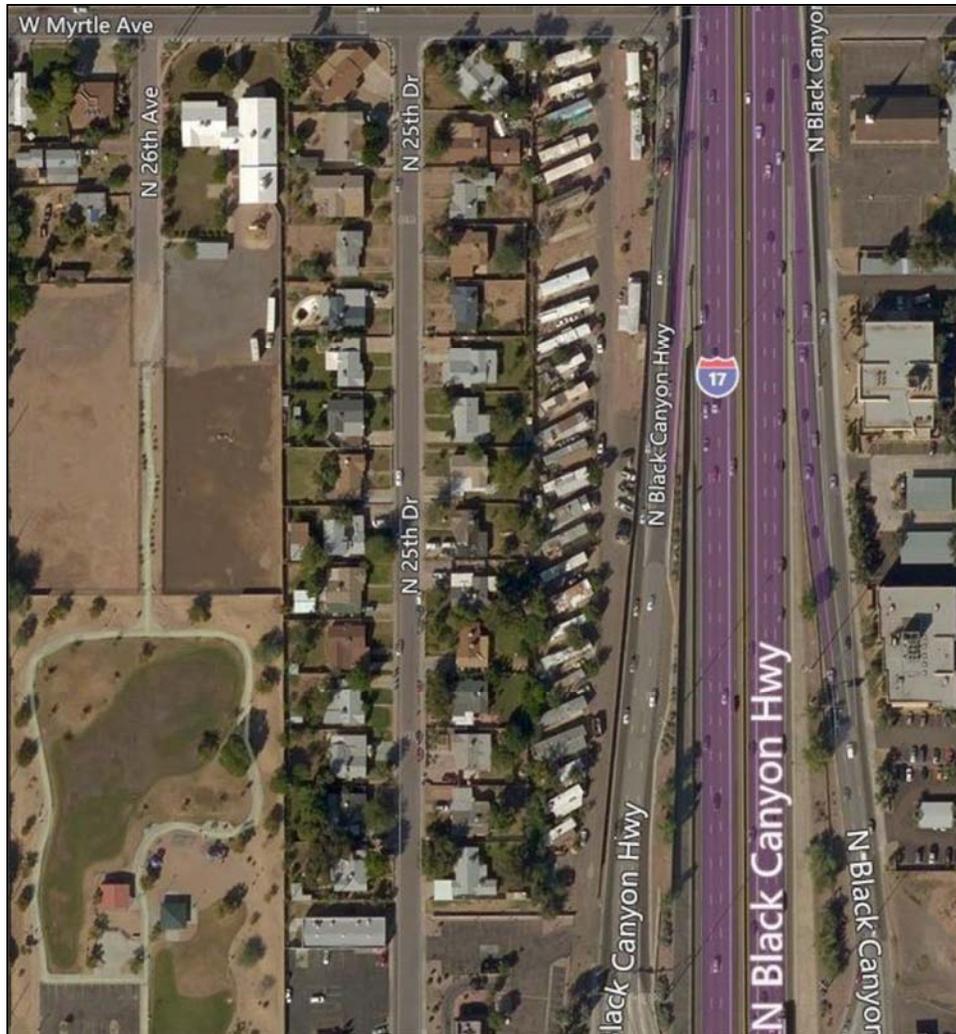
**FIGURE 12: MOBILE HOME PARKS ACROSS PHOENIX IN THE EARLY 1970s
(FROM CITY OF PHOENIX PLANNING DEPARTMENT 1971, 61)**



The yellow highlighted area delineates the general boundary of north Phoenix in 1973. The community of Sunnyslope, which was subsumed by Phoenix, is shown in the central portion of north Phoenix (outlined rectangle). The Royal Palm Mobile Home Park (ACS-5), which was inventoried by ACS for the current project, is also shown in the figure.

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**FIGURE 13: CONTEMPORARY AERIAL PHOTOGRAPH
SHOWING A VERNACULAR MOBILE HOME PARK
ALONG INTERSTATE 17 NEAR MYRTLE AVENUE**



The mobile home park is located on Tract 3 of the Glen Manor subdivision. This subdivision also includes the houses along 25th Drive, west of Tract 3.

FIGURE 14: CONTEMPORARY AERIAL PHOTOGRAPH OF HIGHLAND TERRACE MOBILE HOME PARK, ON 19TH AVENUE NORTH OF CACTUS ROAD



This designed mobile home park is much smaller than Royal Palm Mobile Home Park (ACS-5).

FIGURE 15: CONTEMPORARY AERIAL PHOTOGRAPH OF HOLIDAY SPA MOBILE HOME PARK, ON CAVE CREEK ROAD AND EAST PEORIA AVENUE



This designed mobile park is comparable in size to that of Royal Palm Mobile Home Park (ACS-5).

5.1.4 A Higher Form of Shopping (1957–1973)

In the age of the automobile (ca. post 1910), commercial establishments were increasingly designed to include parking for customers. A number of cities and towns benefitted from the construction of a major US or State Highway running through their downtown cores. These “Main Street” communities (for example, Mesa, Tempe, Florence, Safford, Springerville) exhibited wide central highway corridors that allowed for parking on either side of the street. Communities whose primary central streets were not on a highway might also adapt by designing wide streets as well to accommodate vehicular traffic. However, as time progressed and the number of vehicles increased, convenient parking emerged as a real problem for many cities and towns, including Phoenix. The familiar strip mall, located on busy arterial streets and intersections, was a common site in postwar communities across the country, often characterized as a single building partitioned into multiple retail stores. Over time, these properties would evolve through size and design from corner local malls to larger regional shopping centers and shopping malls (Ryden Architects Inc. 2002).

In the years preceding World War II, commerce in Phoenix was concentrated in the central core of the city, which was typical of most other Valley communities. Neighborhoods and subdivisions were concentrated around this downtown core, providing relatively easy access to businesses via pedestrian traffic, or along the Phoenix Street Railway (abandoned in 1948) and arterial streets. While some commercial businesses and local strip malls were located throughout the city (for example, specialty stores, food and grocery, automotive service stores), larger department stores, jewelry stores and banking institutions were centralized. During the immediate years following World War II (generally 1945 to 1950), expansion of commercial businesses focused on areas within and around this central core of downtown Phoenix (Collins 2005; VanderMeer 2002). Through the 1950s, however, expansion of the city took with it expansion of commercial business, including those department stores that had once been anchors in downtown Phoenix. VanderMeer (2002) notes that while downtown businesses had accounted for 52 percent of retail sales in 1948, the number declined sharply by 1958 to only 28 percent.

The concept of Park Central Mall was first envisioned in the early 1950s as a commerce center to be surrounded by hundreds of homes and apartments, as well as other businesses. Park Central Mall—with anchor stores including Goldwater’s, Newberry’s and Diamond’s—was completed in 1957. These three stores moved from central Phoenix, representing a major shift to a new era in shopping (Collins 2005). Construction of Park Central Mall drew other large-scale commercial developers to the area, the result of which was two high-rise districts in Phoenix by 1970. Development of other open shopping malls like Tower Plaza (1959), as well as closed shopping malls like Chris-Town Mall (1961), was complemented by smaller shopping plazas and was surrounded by newly developed neighborhoods. After completion of the first indoor shopping mall in 1961 (Chris-Town), a number of others were constructed across the growing city in the 1960s and 1970s. By 1973, thirteen malls had been completed in Phoenix, supporting more than 600 commercial tenants in an area greater than 6,000,000 square feet (Table 5) (VanderMeer 2002).

**TABLE 5: SUMMARY OF MALLS CONSTRUCTED
IN THE SALT RIVER VALLEY, 1957–1981**

Name of Mall	Mall Type	Year Constructed	Still Operating?	Comments
Park Central Shopping City	Open Air	1957	Yes	Redesigned as office complex 1995
Town and Country Center	Open Air	1959–1960	Yes	Now Shops at Town and Country
Tower Plaza	Open-Air	1959	Yes	Enclosed as Tower Plaza Mall in 1967, now the open-air Desert Palms Power Center
Maryvale Mall	Open Air	1960	No	Expanded through 1960s and 1970s as an enclosed mall. Multiple schools now operate in mall.
Christown Shopping Mall	Enclosed	1961	Yes	First enclosed mall, completely refurbished with new anchor stores
Scottsdale Fashion Square	Open Air	1961	Yes	Now enclosed and considered largest mall in Arizona
Sears-Rhodes Center Colonnade Mall	Enclosed	1962–1963 1978	Yes	Became open-air Camelback Colonnade in 1994
Thomas Mall	Enclosed	1963	No	Demolished 1993-1994
Biltmore Fashion Park	Open-Air	1963	Yes	
Tri-City Mall	Enclosed	1968	Yes	Converted to open-air in 1999 as Tri-City Pavilions
Los Arcos Mall	Enclosed	1969	No.	Demolished 2000
Camelview Plaza	Enclosed	1972	No	Closed 1996, converted entirely to Dillard's
Metrocenter Mall	Enclosed	1973	Yes	
Valley West Mall	Enclosed	1974	No	Demolished 2002
Paradise Valley Mall	Enclosed	1979	Yes	Substantial improvements
Fiesta Mall	Enclosed	1979	Yes	Substantial improvements
The Borgata	Open Air	1981	No	Closed in 2012 for conversion to condominiums
Westridge Mall	Enclosed	1981	Yes	Substantial improvements

<http://mall-hall-of-fame.blogspot.com/>

<http://archive.azcentral.com/business/realestate/articles/20120928last-days-borgata.html>

<http://www.deadmalls.com/index.html>

http://www.historic-glendale.net/demolition_valley_west_mall.htm

5.1.4.1 Metrocenter Mall

Metrocenter Mall was completed in 1973–1974, by which time the surrounding area was a well populated suburb of Phoenix. The overall project was designed by Flatow, Moore, Bryan, and Fairburn, Inc., a local firm of which Robert Fairburn was a partner. As

designed, the mall was an extensive enclosed shopping mall with two floors of interior retail space surrounded by an immense, oval-shaped parking area. The mall featured an indoor ice skating rink and movie theatre, with space for an estimated 175 individual retail outlets. Meticulous tilework, wood sculptures and fountains placed under skylights provided a comfortable interior setting for the customers. Balconies and overhangs along the pedestrian corridors of the mall were designed to mimic clouds (Anonymous 1973b). Upon completion, Metrocenter Mall was among the largest enclosed mall in the United States based square footage, largely the result of the additional area gained from a second story (City of Phoenix Historic Preservation Office 2016).

Metrocenter Mall was also the first mall in the country to host five anchor stores, which included Sears, Roebuck & Co.; Rhodes; Diamond's; Goldwater's and The Broadway. Moreover, each of the anchor stores was designed by locally known architectural firms (see Appendix B, ACS-1). Close coordination with the multiple architectural firms and construction companies facilitated completion of most of the property by late 1973, with the Sears, Roebuck & Co. anchor store completed by 1974 (Flatow 1974). Within the first decade of operation, independent businesses and an amusement park were established along the oval perimeter of the mall, creating a large commercial/retail/entertainment hub in north Phoenix (Pela 2008).

As with many shopping malls across the Valley, Metrocenter Mall in the new millennium has had to make significant changes and alterations to avoid closure and remain economically viable. The ice skating rink was closed by 1990, with the eventual construction of a two-floor Harkins Theatre that reconfigured the construction of Metrocenter Mall in that location. Exterior renovations were made to the mall in 2005, including the removal of the ornate concrete roofs that once stood over the mall entrances. More than 300 trees were removed that same year from the parking lot, to be replaced with desert landscaping. After 43 years, the Sears anchor store is the only original anchor tenant remaining, with one of the anchor store locations (The Broadway store) recently demolished to make way for a Walmart store, which is slated to open in early 2017 on the mall's southern end. In June 2016, the Phoenix City Council approved a Planned Unit Development (PUD) for the Metrocenter Mall property. With the PUD, Carlyle Development, current owners of the property, will have the flexibility to construct a number of various commercial properties, including medical offices, multifamily housing, and retail. Building heights will increase up to 15 stories, located within the current Metrocenter Mall parking lot (Murray 2016).

5.1.5 Branch Banks in North Phoenix (1950–1975)

Through the Great Depression and into World War II, federal policies—particularly the implementation of the National Housing Act—stimulated business growth, which in turn encouraged the capital growth of banks. Individuals were also encouraged to make loans for home improvements and other personal needs. In the depressed economy of the 1930s, many banks seemed to understand that paying back loans, even minimal payments, was preferable to forcing residents out of their homes and assuming responsibility for the balance. Larry Schweikart (1982:104) recounts a story between Carl Bimson, President of the Board of Valley National Bank, and his wife while dining at a restaurant in Apache Junction:

Carl commented, “Do you see how bright everything looks? We loaned this owner the money to buy these light fixtures.” When the hamburgers were brought out, Bimson pointed out that the bank had loaned the money to buy the freezers. Suddenly, Bimson recalls, a baby cried. Mrs. Bimson said, “I suppose you’re going to tell me you financed that baby, too.” After checking with the waitress and learning that the baby was the owner’s daughter, Bimson nodded and said, “Yep. We financed that baby too—we gave the father a personal loan for the doctor bills.”

Consequently, Arizona’s banks were able to weather the Great Depression with less pain and turmoil than in other areas of the country. The onset of World War II was an important era of growth for Arizona as military establishments and training facilities were established, attracting other industries as well. Ranching and farming income rose as well during the war, all of which fueled the growth of banks in Arizona. Over the course of several decades, between 1945 and 1973, banks expanded their loan programs to include not just small and large business loans, but other specialized loans such as livestock and farming loans and automobile loans. It was in this profitable era that banks extended their reach to the ever-growing communities across the state via construction of branch banks. Some have argued that establishment of branch banks in the postwar period spurred the tremendous economic and population growth in Arizona, particularly in the Salt River Valley and Phoenix. Their increasing presence across a city and town encouraged deposits, which in turn created capital for more loans. In addition, daily transactions, as argued by Carl Bimson (Schweikart 1982:130): “...brought badly needed funds ... into the state where they could be put to work to further finance our rapid growth.”

Major institutions in Phoenix and the Salt River Valley in the postwar period included Valley National Bank, First National Bank and Arizona Bank (known prior to 1960 as the Bank of Douglas). Between these large banks, over two hundred branch banks were constructed across the Valley between 1945 and 1973, the majority of which were Valley National Bank branches, with 148 locations in 1973. Additionally, savings and loan associations also constructed branch banks, including Western Savings and Loan and First Federal Savings and Loan (Reiner 2009). As with other commercial institutions, the exodus of banks from downtown Phoenix aided in the area’s economic and cultural deterioration. The large Arizona banks, however, did not entirely abandon central Phoenix in the modern era. These institutions constructed prominent high rises in the central city, adding much-needed business space to the ailing inner city. These buildings, which helped to create the modern skyline today, included the First Interstate Bank Building (1972), Valley National Bank Building (1973) and Arizona Bank (1976) (VanderMeer 2002).

5.1.5.1 Distinctive Architecture of the Branch Bank

Donna Reiner prepared a Master’s thesis in 2009 entitled, *Follow the Money: Identifying the Custom Architecturally Designed Branch Bank*. This scholarly work details the history of branch banking in Phoenix and provides summaries of a number of extant banks constructed in this period of expansion (1950 to 1975). These banks all reflect a variety of architectural styles and distinctive elements that symbolize the building’s role in advertising for the institution (Reiner 2009).

The branch bank of the postwar period was designed to accommodate the fast-paced lifestyle of the consumer. The goal was convenience for customers, many of whom were trekking across the city in their automobiles. Convenience was a necessity for the working class, eager to drive home after a hard day's work. Branch bank design sought to satisfy this new-era customer by providing space for parking, as well as drive-through tellers. Lobbies in the branch banks were spacious, and teller windows were separated for privacy and security. Architecturally, banks were constructed with elements to evoke a sense of openness and sanguinity. Fenestration was an important feature of these banks, as was interior design and artwork. Exterior sheathing might include ornate patterns in brick or native stone, as well as specialized window coverings. The major heads of the lending institutions in the Phoenix Valley commissioned local and nonlocal architects to design branch banks with the elements listed above. These designs, reflecting a plethora of styles and stylistic elements, projected the bank business philosophy of "a forward-looking, dynamic, growing company" as quoted by Gary Driggs, President of Western Savings and Loan, in 1988 (Reiner 2009:50–55; Whiffen 1988).

5.2 ARCHITECTURE OF NORTH PHOENIX (1950–1975)

5.2.1 Commercial Architecture Styles

The following text describes architectural styles of historical buildings identified within the Project corridor, including anchor stores affiliated with Metrocenter Mall (ACS-1 and ACS 1A–1E, 9617 North Metro Parkway). These descriptions provide the character-defining features of each style and periods of significance against which properties were evaluated for eligibility for listing in the National Register.

5.2.1.1 Modern Architecture

Modernism is thought to have derived in the late nineteenth and early twentieth centuries. Popular in Europe before and after World War I (1914 to 1918), this movement, as it has been called, was championed by a number of notable architects, such as Le Corbusier, Ludwig Mies van der Rohe and Walter Gropius. Over a period of decades, a number of distinctive architectural styles emerged as a result of this modern influence of architecture, including Art Deco, Art Moderne (also known as, Streamline Moderne) and International Style. The principles dominant in the Modernist movement were rooted in the changing global conditions of industry, culture and technology, and were influential not only in architecture but also art and literature. Architecturally, Modernism emphasized the use of new materials, such as concrete, glass and steel. As coined by Louis Sullivan, an American architect influenced by this new trend, modern architecture reflected the philosophy that "Form follows Function." Generally, modernist buildings were constructed without excessive ornamentation. Massive, ornate buildings of the past were replaced by simplified structures that reflected their function, accentuating the new array of materials used in the building's construction. Although American architects were influenced by this movement, including Frank Lloyd Wright, its impact in America was more pronounced after the 1930s when political turmoil across Europe forced many European architects to emigrate to the United States (Bose 2008; Denzer 2004).

Art Moderne (Streamline Moderne)

Whereas Art Deco buildings displayed prominent geometric ornamentation of modern materials on its buildings, the Art Moderne style was more closely related to the International Style in its emphasis on horizontal form, flat roofs, and regularity of building features (for example, window banding). The primary difference was in the style's use of minimal ornamentation, such as glass block windows and panels (concrete or steel), as well as other notable structural features, including curved corners and window wraparounds. Stainless steel and aluminum may have been used for trim around windows and doors. This architectural style, like the International Style, was common for public and commercial buildings. This style was also common in Main Street architecture in the postwar period (1930s–1950s) (Liebs 1985; Ryden Architects 1997a; Walker 1997). Character-defining elements of Art Moderne include low, horizontal orientation; rounded edges with corner windows and glass block walls; horizontal window rows, including steel casement; flat roofs; subdued colors; smooth exterior wall surfaces; horizontal grooves or lines in walls; and asymmetrical façades.

One of the anchor stores of Metrocenter Mall, the Rhodes store (ACS 1E), is a three-story building that features structural steel construction with a concrete exterior and stucco sheathing. The store's design features curved corners and horizontal stringcourses, harkening back to the era of Streamline Moderne architecture. Perhaps the most prominent feature of the building is the centrally located vertical elevator, which was enclosed with bronze-glass panels. Customers in the elevator were, at one time, afforded an unobstructed view of the South Mountains from the confines of the store. The Rhodes building is essentially unchanged, save for the color scheme and landscaping. The building has been vacant since 2007.

Neo-Expressive

The Neo-Expressive form, with roots in the Expressionist art movement of the earlier twentieth century, represented a shift towards dramatic, sculptural forms in architecture. Structural innovations in concrete and steel allowed thin shells or vaults to be applied to buildings with minimal material costs. These shells were used for canopies or colonnades that provided visual interest to less-ornate structures. Architectural elements include expressive roof shapes such as catenary suspensions and folded plates, as well as shapes precast in concrete, which allowed large spaces to be roofed quickly and relatively inexpensively. Local examples of this type include the Veteran's Memorial Coliseum, Tempe Municipal Building and the geodesic-domed roof of the partially demolished Valley National Bank in Tempe. Character-defining features of this style include bold, extreme expressions of structural systems as the focal point of the building form (Vinson, Linoff, and Peters 2016).

One of the anchor stores of Metrocenter Mall, the Diamond's store (ACS 1C), is a two-story building that features structural steel and "anti-earthquake" design with a concrete exterior (Anonymous 1973a). The sloped or slanted walls of the building, with its elevated main entry (accessible via stairs), was designed to mimic an "Aztec" temple, as described by the architects Ralph Kelman Associates. This avoidance, so to speak, of straight and vertical walls, is reflective of Neo-Expressionist architecture, which sought to express emotion in the design, rather than function. The building was completed in 1973 by Kitchell Contractor's (City of Phoenix Historic Preservation Office 2016;

Flatow 1974; Vinson, Linoff, and Peters 2016). Currently, only the upper floor of the store is occupied as a clearance center for Dillard's. The exterior has changed very little over time, save for perhaps the immediate landscaping along the perimeter of the store.

The Western Savings and Loan Branch Bank (ACS-3, 10005 N. Metro Parkway) is a single-story, concrete masonry structure that is round in shape, with decorative concrete arches along its perimeter supporting the roof structure. Large windows wrap around the structure, with a single entry on its eastern side. The roof prominently extends upward to form a ribbed alignment of curved laminated wood beams, which was constructed so that the bank could be seen from a distance on I-17, as well as the frontage road and surrounding Metrocenter Mall ring road (Metro Parkway) (City of Phoenix Preservation Office and Ryden Architects 2010). The sculptural look of the building is characteristic of Neo-Expressive architecture, particularly reminiscent of Oscar Niemeyer's work on the Munchal Casino in Portugal (1966) and the Cathedral of Brasilia in Brazil (1970). In both of these well-known works, the rounded structure included an arrangement of vertical, arched concrete buttresses, creating a visually pleasing exterior. W. A. Sarmiento, the architect of the Western Savings and Loan building, worked as a drafter for Oscar Niemeyer prior to making a name for himself. Niemeyer's inspiration is also shown in Sarmiento's Financial Center (1964), which is also in Phoenix (City of Phoenix Preservation Office and Ryden Architects 2010; Reiner 2009).

Neo Formalism

This architectural style was common on commercial and municipal buildings in the midcentury modern era (ca. 1950s–1970s). The International Style, one of the most common architectural styles of the postwar period, emphasized minimal ornamentation in order to highlight the regularity of the building features (for example, horizontal banding). Neo-Formalism appeared as a response to this minimalist approach, incorporating Classical elements, such as arches, colonnades, and columns designed in "...almost temple-like monumentality by emphasizing the structure or construction grid as a single symmetrical volume (Vinson, Linoff, and Peters 2016)." The monumental elements defined by Vinson, Linoff, and Peters (2016) might include prominent roofs supported by full-height colonnades, ornate sheathing on visible walls, such as travertine, marble and granite, and screens of stone, concrete, or metal. Examples of this building type across the valley include the Mesa Civic Complex (1960s), the Hayden Library (1967) at Arizona State University, as well as the Financial Building Complex (1964), Central Towers (1959–1962) and Mardian Construction Company Headquarters (1965) in Phoenix. The style was revived locally in 2001 by New York architect Richard Meier for the Sandra Day O'Connor Federal Courthouse in Phoenix (Vinson, Linoff, and Peters 2016; Ryden 2012).

One of the anchor stores of Metrocenter Mall, the Goldwater's store (ACS 1B), is a two-story, concrete block structure that exhibits rough-face block and prominent, symmetrical aggregate panels along the front and side façades. As designed, the front façade was dominated by a portico supported by a colonnade of aggregate columns. Intricately designed ceramic tiles were installed under the portico and along the front entrance of the store to reflect the desert character of Arizona. The ceramic tile sheathing, which was designed by Franciscan Interpace Corporation, was also installed

at the store's entrance inside the mall. These distinctive architectural elements are reflective of the Neo-Formalist style. The store was designed by Chaix and Johnson (Los Angeles) and constructed by Kitchell Contractor's. The building opened for business in October 1973 (City of Phoenix Historic Preservation Office 2016; Flatow 1974; Vinson, Linoff, and Peters 2016). In ca. 1986, the front and south façades of the building were significantly altered with a building addition that increased interior space and added a new entrance on the south façade. The symmetrical rough-face block and aggregate panel were replaced with a modern rough-face block façade. This new addition projects outwardly, roughly the same distance as the portico, thereby lessening the visual effect of the front facade and altering the symmetry characteristic of Neo-Formalist architecture.

Brutalism

The term "brutalism" was derived from the French *beton brut* meaning "raw concrete." Although this architectural form's aesthetic was originally based on construction components such as framing, sheathing and circulation systems, it was later applied to large buildings with concrete forms and blocky massing. Generally, brutalist buildings emphasize the roughness and heavy simplicity of concrete, utilizing other materials such as glass and brick minimally to contribute to the massive, block-like effect. Brutalist architecture is durable and low maintenance, making it a popular choice for buildings associated with government and academic/university functions.

Brutalist architecture is characterized by weight and massiveness seen in large, geometric, block-like structures. These buildings often use repetitive cast-in-place or precast concrete elements that project heavy mass and scale. Visual interest is sometimes introduced through blocky, sculptural shapes stacked together to create an unbalanced appearance, or in the use of broad openings contrasting with vertical slots, "egg-crate" shading modules and waffle-slab concrete planes. Local examples of the Brutalist Style can be found throughout the Tempe campus of Arizona State University, as well as other academic institutions and government buildings in downtown Phoenix (Vinson, Linoff, and Peters 2016).

Character-defining features of the Brutalist Style consist of:

- Exposed concrete masses projected horizontally and vertically, visually interrupted with contrasting voids
- Mechanical or other functional components featured on building exteriors
- Exterior façades with heavy geometric forms
- Unfinished concrete surfaces
- Recessed windows with minimal use of glass
- Cast-in-place and prefabricated concrete panels
- Fenestration or other exterior details in repetitive patterns
- Heavy, monumental proportions

Metrocenter Mall (ACS-1, 9617 North Metro Parkway) is an extensive indoor shopping mall with two floors of retail space, surrounded by an immense, oval-shaped parking area and circulating streets. Independent businesses and an amusement park were established during the modern era along the perimeter of this parking area, creating a large commercial/retail/entertainment hub in north Phoenix. Associated anchor stores, including The Broadway store (ACS-1A), as well as the Sears, Roebuck & Co. store (ACS-1D), and adjacent Auto Center (ACS-2,) are also examples of this architectural style within the APE.

Metrocenter Mall's concrete construction and geometric form is indicative of the Brutalist architectural style that was prevalent in the postwar period, particularly in government and university buildings. One of the senior architects with the project, Mr. Robert Fairburn, designed elaborate entrances to the mall to ensure customers would not get lost or be confused when entering the oval access road along the perimeter of the mall. Each entrance was recessed, with a sloped roof featuring colored mosaic tiles in blue, yellow, green, red, and orange. At each entrance, Fairburn designed massive concrete sculptures with distinctive upswept roofs in the Neo-Expressionist tradition, reflective of Le Corbusier's design on the Palace of Assembly building in Chandigarh, India (City of Phoenix Preservation Office and Ryden Architects 2010:66). These "soaring" sculptures, as quoted by Eddie Lynch (one of the planners of the extensive project) would invite the customers to explore the interior (Cook 1973). These distinctive upswept roofs were removed in 2005 and replaced with contemporary entrance fronts.

The Broadway store (ACS-1A), with its reinforced concrete construction, geometric elements, and stepped insets, was designed by Charles Luckman Associates, and constructed by Del E. Webb from 1972–1973. By fall of 1973, the store was opened, along with most of the anchor stores and mall retail venues. To the south of the main store, The Broadway opened an auto center (ACS-4) as well. After almost a decade of vacancy, the massive concrete structure and the associated auto center were demolished to make room for a Walmart superstore (winter 2015) (City of Phoenix Historic Preservation Office 2016; David 1995; Flatow 1974).

The Sears, Roebuck & Co. store (ACS-1D) is a multi-level building of reinforced concrete construction with multiple entries along the north and west façades. This Brutalist style building also exhibits Neo-Formalist attributes along its exterior, including a wrap-around colonnade and a rounded, slightly projecting roof slab. The store was designed by Charles Luckman Associates, and construction completed by Kitchell Contractors in 1974 (City of Phoenix Historic Preservation Office 2016; Flatow 1974; Vinson, Linoff, and Peters 2016). The Sears, Roebuck & Co. store is the only anchor store of Metrocenter Mall to have been continuously occupied since the mall's opening in 1974.

5.2.2 Residential Architectural Styles

Although no historic-age residential subdivisions are within the APE, a historic mobile home park (Royal Palm Mobile Home Park, ACS-5) was identified at the eastern terminus of the Project. A systematic study of mobile home parks in Phoenix has not yet been conducted, and although a number of these mobile home parks remain across the city, it is unknown how many retain a high degree of integrity. Using the preceding context to evaluate significance of this property type—specifically for *designed* mobile

home parks—features of the Royal Palm Mobile Home Park were documented and compared with a set of character-defining features of similar property types evaluated in the western United States, as enumerated in the following section.

5.2.2.1 Mobile Homes

Across north Phoenix, an estimated 45 mobile home parks were established from 1955 through the mid-1970s. Many of these communities were designed mobile home parks, which incorporated circulation, landscaping and lot design in their construction. Many of these designed communities, including ACS-5, appear to have functioned as senior adult communities. Limited archival research indicates about 12 comparable designed mobile home parks are currently present in north Phoenix, built from 1955 to 1976. Whereas prior to 1976, mobile home parks were an important component of residential and urban development in north Phoenix, construction of permanent subdivisions appears to have been preferred through the modern era. Designed mobile home parks in Phoenix, although not yet systematically inventoried and evaluated, may represent a potentially significant postwar property type (personal communication, Phoenix Historic Preservation Office, July 5, 2016).

Based on previous evaluations of similar mobile home parks in the western United States (Office of Historic Resources 2016; Chattel Architecture 2012; Lawrence 2014:29–39; Wallis 1991:167–170), the identification of character-defining features for evaluation of the property’s integrity included:

- Original function (mobile home park) is maintained;
- Original property boundaries are maintained;
- Original interior configuration and circulation are maintained, including wide lots, trailer alignments and positioning, curved streets and cul-de-sacs, and sidewalks;
- Permanent planning features including the main office/community building and landscaping are preserved; and
- Original or period-appropriate trailers comprise the majority of permanent residences.

The Royal Palm Mobile Home Park (ACS-5, 2050 West Dunlap Avenue) is an adult community located along Dunlap Avenue, just west of 19th Avenue. The Arizona Canal forms the northern boundary of the facility. The property consists of 448 mobile home sites and 125 temporary recreational vehicle (RV) lots. The main office building is centrally located on the property, with several outbuildings immediately adjacent, including a community center and maintenance shed. A swimming pool and outdoor activity area are also near the main office. Mobile home lots are predominantly angled in herringbone fashion, with larger homes (double-wides and larger manufactured homes) located in straightened lots. The temporary RV units are in the southeastern corner of the overall property along Dunlap Avenue.

The office building is a rectangular single-story structure with a flat, asphalt roof and centered main entry. The exterior exhibits painted stucco sheathing, with long, vertical aluminum windows framed with wood. An extended porch with beams and pillars is

evident along the front façade, with a modern porch addition on the rear. The adjacent community center building is similar in construction.

Circulation throughout the park consists of wide, curved, paved roads and cul-de-sacs with sidewalks and ornamental landscaping (predominantly mature palm trees) with original light fixtures. The landscaping and fencing along Dunlap Avenue has been modernized. Modern manufactured homes are evident, although not pervasive, across the property; a majority of mobile homes appear to date from the 1970s. Vacant lots are only apparent in the temporary RV lot, which is expected given the seasonal nature of occupation.

The Royal Palm Mobile Home Park retains a high degree of integrity of location, setting, feeling and association. The interior configuration, permanent planning fixtures and circulation system have been maintained and original trailers account for the majority of residences. The permanent structures (for example, main office and community center) are in good condition and have minimal modifications. The only significant modification to the property is modern landscaping and fencing along the Dunlap Avenue perimeter.

5.3 METHODS

5.3.1 Inventory of Historic Properties

The historic period was defined to include properties that meet the 50-year criterion consideration of National Register eligibility when the Project is scheduled to begin operations in 2023. Accordingly, the historic period was defined as pre-1973. Properties built before 1973 (the historic period defined for the Project) were identified by reviewing Maricopa County Assessor data and aerial photographs and by field survey. Previously unrecorded and unevaluated historic-age properties in the APE were inventoried in a manner consistent with *National Register Bulletin 24: Guidelines for Local Surveys*. The collected information was used to complete Historic Property Inventory forms in accordance with SHPO standards. One additional property (the Western Savings and Loan Branch Bank [ACS-3]) was inventoried and evaluated based on Criteria Consideration G for properties that have achieved significance within the past 50 years.

Research was conducted to document the history of the inventoried properties. Historic maps, Maricopa County Assessor and Recorder records and city directories were reviewed for information about property owners and function, and online research was conducted. The field survey and research information was incorporated in the State Historic Property Inventory forms completed for the recorded properties. Because properties in the APE are primarily commercial, the potential for unrecorded commercial historic districts was considered, but none was identified.

5.3.2 Evaluation of Historic Properties

The significance and historical integrity of historic districts, buildings and structures within the APE were evaluated to determine whether they are eligible for listing in the National Register, using criteria and guidance from *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (refer to Section 2.2). Eligibility recommendations were formulated on the basis of historic contexts applicable for the Project, some of which built upon previously developed historic contexts.

5.3.3 Assessment of Effects

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. Although a single finding of effect is made for an entire project, it is based on assessment of impacts on each National Register-listed or eligible property in 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 the project would not alter the characteristics that make historic properties eligible for the National Register. A finding of no adverse effect is appropriate if the project would not diminish the historical integrity of any property's location, design, setting, materials, workmanship, feeling or association.

Effects are adverse when the alterations diminish a property's historical integrity and the ability of the property to convey its historical significance. Examples of possible adverse effects 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 on historic properties, but is modified or conditions are imposed to avoid loss of historical integrity or implement 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 the concept layout of the Project, ROW requirements and property acquisitions. Some Project components, such as catenary systems, could result in indirect adverse impacts if they obstruct or detract from the current settings of historic properties. Other aspects of setting, including noise and vibration, also were considered.

The assessment of impacts on historic properties considered the following guidelines that were previously agreed to with the SHPO in conjunction with prior light rail transit projects in the Phoenix metropolitan area, such as the Central Phoenix/East Valley starter line, Central Mesa extension, Gilbert Road extension, Tempe streetcar and the South Central extension:

- 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. Some projects 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 a 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.

- Per the Advisory Council on Historic Preservation, “The Section 106 regulations state that the transfer or sale of a historic property out of federal ownership or control constitutes an adverse effect when undertaken without adequate and legally enforceable restrictions or conditions to ensure the long-term preservation of the property's historic significance, in accordance with 36 C.F.R. §800.5(a)(2)(vii)” (Advisory Council on Historic Preservation 2015). By following this process and developing conditions or restrictions, often in the form of a set of preservation conditions delineated in a preservation covenant the agency may find that the proposed transfer has "no adverse effect." Subject to state and local property law, conditions must be recorded in the land records of the jurisdiction for the location of the property, generally through recordation of the deed.

5.4 NATIONAL REGISTER-LISTED OR ELIGIBLE HISTORIC PROPERTIES

The review determined that 100 property parcels, as delineated by the Maricopa County Assessor, are completely or partially in the APE (Figure 2). Three historic-age buildings, as well as one recently demolished building (ACS-4), occur within the APE; none has been previously evaluated for National Register eligibility (Table 6). In addition, one property (ACS-3) not yet historic in age was assessed for National Register eligibility under Criteria Consideration G.

In addition to historic buildings, one historic structure was identified in the APE, the Arizona Canal. The Arizona Canal crosses the APE at 25th Avenue in an easement administered by the Bureau of Reclamation and operated by SRP. The segment of the Arizona Canal within the APE was recorded with an Arizona Historic Properties Inventory form included in Appendix B.

In total, this study evaluated the eligibility of five previously unrecorded properties. The locations of the properties are shown in Appendix C, and the inventory forms are attached as Appendix B. Of the five documented properties in the APE, the inventory and evaluation identified two properties that are eligible for the National Register. The remaining three properties are ineligible for listing in the National Register.

TABLE 6: SUMMARY OF HISTORIC-AGE PROPERTIES IN THE APE

# ^a	Historic Name	Current Name/Use	Address	APN	Year Built	Criterion and Status
ACS-1	Metrocenter Mall (and associated anchor stores ACS-1A–ACS-1E)	Metrocenter Mall (retail)	9617 N Metro Pkwy	149-16-005	1973	Not eligible: Loss of integrity due to insensitive alterations, building demolition, alterations to the plan and design of the original build.
ACS-2	Sears, Roebuck & Co. Auto Center	Sears, Roebuck & Co. Auto Center (auto service)	9803 N Metro Pkwy	149-16-001B	1973	Not eligible: No contiguous district; not individually significant for planning/development or architectural design
ACS-3	Western Savings and Loan Branch Bank	Souper Salad (restaurant)	10005 N Metro Pkwy	149-16-389	1975	Eligible – Criteria A and C (G) ^b Constructed in 1975 and eligible for its Neo-Expressive architecture, a rare extant architectural type in Phoenix and for its association with Branch Banks in Phoenix.
ACS-4	Broadway Stateman’s Club (Auto Club)	Demolished; Vacant	9600 N Metro Pkwy		1973	Not eligible: Demolished
ACS-5	Royal Palm Mobile Home Park	Royal Palm Manufactured Home Community (residential)	2050 W Dunlap Ave	149-11-008J, 011C, 012H, 012K, 012R	1969	Eligible – Criteria A for its association with Designed Mobile Home Parks in north Phoenix
n/a	Arizona Canal	Arizona Canal	None	None	1893–1895	Listed – Criteria A and C as part of the SRP canal system in Arizona.

Note: APN = Assessor Parcel Number, N/A = not applicable/not eligible for the National Register

^a Assigned inventory number ^b Criteria Consideration G

5.4.1 Newly Recorded Historic Properties

No historic-age buildings within the Project APE have been previously evaluated for National Register eligibility. The evaluation of previously uninventoried historic age buildings conducted for the Project concluded that two were eligible for the National Register (Table 7). The newly recorded properties are mapped in Appendix C and inventory forms are in Appendix B.

**TABLE 7: SUMMARY OF PROPERTIES EVALUATED
AS ELIGIBLE FOR THE NATIONAL REGISTER**

# ^a	Historic Name	Current Name/Use	Address	APN	Year Built	Criterion
ACS-3	Western Savings and Loan Branch Bank	Souper Salad (restaurant)	10005 N Metro Pkwy	149-16-389	1975	A and C (Criteria Consideration G)
ACS-5	Royal Palm Mobile Home Park	Royal Palm Manufactured Home Community/ residential	2050 W Dunlap Ave	149-11-008J, 011C, 012H, 012K, 012R	1969	A

Note: APN = Assessor Parcel Number

^a Assigned inventory number

Although not yet historic in age, the Western Savings and Loan Branch Bank (ACS-3, 10005 North Metro Parkway) is a newly recorded property at Metrocenter (Appendix C). Constructed in 1975, the property was evaluated for National Register eligibility using Criteria Consideration G for properties that have attained significance within the past 50 years. The Western Savings and Loan Branch Bank is a single-story, concrete masonry structure that is a reflection of Neo-Expressive architecture (Vinson, Linoff, and Peters 2016; City of Phoenix Preservation Office and Ryden Architects 2010). The building is recommended eligible for listing in the National Register under Criterion A for its association with Branch Banks in Phoenix (1950 to 1975), as summarized by Reiner (2009). The property is also recommended individually eligible for listing in the National Register under Criterion C because it embodies distinctive characteristics of the Neo-Expressive Style (Vinson, Linoff, and Peters 2016), a rare extant architectural type within the city of Phoenix.

The Royal Palm Mobile Home Park (ACS-5, 2050 West Dunlap Avenue) is at the eastern terminus of the APE at the intersection of 19th and Dunlap Avenues (Appendix C). Constructed in 1969, the property consists of 448 mobile home sites and 125 temporary RV lots. Although a systematic study of this property type has not been conducted for Phoenix and the Salt River Valley, at this time, the Royal Palm Mobile Home Park is not recommended as eligible based on a distinctive architectural style (Criterion C). Given the relatively small number of designed mobile home parks remaining across north Phoenix, and given the property’s high degree of integrity, the Royal Palm Mobile Home Park is recommended as eligible for the National Register under Criterion A for its association with Designed Mobile Home Parks in north Phoenix (1955 to 1976).

5.5 HISTORIC-AGE RESOURCES NOT ELIGIBLE FOR THE NATIONAL REGISTER

The inventory and evaluation concluded that three previously uninventoried properties are ineligible for listing in the National Register.

5.5.1 Newly Identified Ineligible Historical Resources

The evaluation of previously uninventoried historic age buildings conducted for the Project concluded that two were not eligible for the National Register because they no longer retained historical integrity or lacked individual historical significance; one additional property (ACS-4) had recently been demolished (Table 8). Those properties are mapped in Appendix C and inventory forms are in Appendix B.

TABLE 8: SUMMARY OF INELIGIBLE PROPERTIES IN THE APE

# ^a	Historic Name/Use	Address	APN	Year Built	Reason for Ineligibility
ACS-1	Metrocenter Mall (and associated anchor stores ACS-1A–ACS-1E)/retail	9617 N Metro Pkwy	149-16-005	1973	Loss of integrity due to insensitive alterations, building demolition, alterations to the plan and design of the original building
ACS-2	Sears, Roebuck & Co. Auto Center/auto service	9803 N Metro Pkwy	149-16-001B	1973	No contiguous district; not individually significant for planning/ development or architectural design

Note: APN = Assessor Parcel Number

^a Assigned inventory number

Metrocenter Mall (ACS-1, 9617 North Metro Parkway), and its associated anchor stores, represent an extensive indoor shopping mall. The original elaborate entrances with distinctive upswept roofs were removed in 2005 and replaced with contemporary entrance fronts. In addition, the original Broadway store building, on the southern end of the mall, was demolished in 2015 to 2016 for construction of a Walmart superstore. Demolition of the southwest corner of the shopping mall (the former ice rink) and modern construction of the Harkins movie theater have changed the massing in this portion of the mall. Finally, the front and south façades of the Goldwater’s building were significantly altered around 1986 with a building addition that increased interior space and added a new entrance on the south façade. The symmetrical rough-face block and aggregate panel were replaced with a modern rough-face block façade. This new addition projects outwardly, roughly the same distance as the portico, thereby lessening the visual effect of the front facade and altering the symmetry characteristic of Neo-Formalist architecture.

The modern alterations to Metrocenter Mall, as described above, have resulted in less than a majority (less than 50 percent) of the overall perimeter façade of the building retaining sufficient integrity for eligibility under Criteria A or C. Overall, despite the retention of three of the five anchor stores without significant alteration, with loss of the distinctive entryway features, remodeling of the southwestern corner of the mall for the new Harkins theater, loss of the Broadway anchor store and insensitive alterations to the Goldwater’s anchor store, less than 50 percent of the perimeter façade retains sufficient integrity. Due to loss of integrity from modern alterations, Metrocenter Mall is not recommended as eligible for the National Register. The adjacent Sears, Roebuck & Co. Auto Center (ACS-2, 9803 North Metro Parkway) is also an example of the brutalist architectural style, but is not considered to be an individually significant architectural

representation of this style. For more detailed information as to why Metrocenter Mall is not eligible for the National Register, see Appendix B, *Historic Property Inventory Forms*.

5.6 FINDING OF EFFECT

5.6.1 No-Build Alternative

The No-Build Alternative would avoid adverse effects on historical and archaeological properties listed in or eligible for listing in the National Register. The historic properties in the APE, however, could be affected under the No-Build Alternative scenario by continued operation and service upgrades of the existing transportation system, improvements of streets or intersections and private development and redevelopment. Any impacts of those projects on historic properties would be addressed in accordance with regulations applicable to those projects.

5.6.2 Build Alternative

5.6.2.1 Direct Impacts

Prior assessments of the effects of light rail transit projects in the Phoenix metropolitan area have concluded that installation of trackways, catenary systems and stations are generally not adverse as long as the features are installed between the existing street curbs. Modification of streets, curbs, gutters and sidewalks within existing ROWs to accommodate tracks and combinations of features such as traffic lanes, turn lanes and bicycle lanes 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.

Potential adverse impacts generally stem from the need to acquire additional ROW to accommodate street widening, as well as for the elevated trackway structure at Metrocenter. Other adjacent associated facilities, such as signal buildings, also require new ROW, but adverse effects may be avoided with appropriate siting. Potential construction staging areas are in vacant lots and would not affect any historic buildings or structures. Once constructed, operation of the system is not expected to have additional direct impacts on historic properties. The concept design for the Project was reviewed to identify the location and nature of Project components and ROW acquisitions compared with historic properties. The assessment of impacts is summarized in Table 9.

**TABLE 9: ASSESSMENT OF IMPACTS
ON NATIONAL REGISTER-ELIGIBLE PROPERTIES**

# ^a	Historic Name	National/Phoenix Register Status	Eligible Features	Impact
ACS-3	Western Savings and Loan Branch Bank	Eligible, Criteria A and C	Historical association, Architecture	Adjacent elevated trackway and station, and nearby parking and TPSS (across the Metro Parkway in the Dillard's parking lot), total building acquisition for adaptive reuse as transit center in a manner sensitive to historic character of building; no adverse effect
ACS-5	Royal Palm Mobile Home Park	Eligible, Criterion A	Historical association	Light rail in adjacent street ROW; no adverse effect
NA	Arizona Canal	Eligible (as component of SRP Canal System), Criteria A and C	Historical association	The 25th Avenue replacement bridges would span the canal; no adverse effect.

Notes: ROW = right-of-way, SRP = Salt River Project, TPSS = traction power substation

^a Assigned inventory number

The Build Alternative would acquire one historic building eligible for the National Register, the Western Savings and Loan Branch Bank (ACS-3). This historic property would be repurposed as a portion of the relocated bus transit center located adjacent to the elevated Metrocenter light rail station. Use of the property is planned in a manner sensitive to the historic character-defining features of the building, and coordination will be maintained with the SHPO and the City of Phoenix Historic Preservation Office to ensure that the property retains its historic integrity and ability to convey its historic significance.

A TPSS may be installed in the proposed park-and-ride at Dillard's, but this would be on the western side of Metro Parkway and would not have any direct impacts on the Western Savings and Loan Branch Bank. Therefore, installation of the TPSS would not result in a direct adverse effect on the property.

Valley Metro proposes a preservation covenant to ensure long-term protection of the Western Savings and Loan Branch Bank. A preservation covenant is a voluntary legal agreement made between a property owner and an organization to protect a historic property by restricting future development of the property. In addition, Valley Metro would prepare a National Register nomination for the Western Savings and Loan Branch Bank. Therefore, the Build Alternative would have no direct adverse effect to the Western Savings and Loan Branch Bank.

The Build Alternative would require replacing the 25th Avenue bridges with wider structures spanning the Arizona Canal and the adjacent Arizona Canal Diversion Channel. It would not acquire, modify or demolish any portion of the Arizona Canal; therefore, the Build Alternative would not result in a direct adverse effect on that property.

Similarly, the Build Alternative is located within the street right of way adjacent to the Royal Mobile Home Park. It would not acquire, modify or demolish any portion of the

Royal Mobile Home Park; therefore, the Build Alternative would not result in a direct adverse effect on that property.

5.6.2.2 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.

Potential Visual Impacts

The Build Alternative would be situated within the existing commercial corridor along Dunlap and 25th Avenues, Mountain View Road and I-17, which have been important commercial corridors since the mid-to-late twentieth century. These transportation corridors contain traffic signals, street lights, overhead electric power lines, landscaping along the sides of the roadways and existing light rail features associated with the Northwest Phase I Light Rail Extension at the eastern terminus of the Build Alternative. The addition of the at-grade trackways would result in minimal changes to the landscape. The overhead catenary wires and poles, although more noticeable than the tracks, would generally be of a scale similar to that of existing street lighting and overhead utility poles. They would not substantially change the visual setting or character of the ROW and would have no adverse visual impacts. The addition of the bridge over I-17 and an elevated station would not change the overall character of an urban transportation corridor. The bridge would be similar to other bridges that cross I-17 in multiple locations. Therefore, the Build Alternative would be consistent with the area's current use and setting.

Views of the Western Savings and Loan Branch Bank from I-17 would be reduced by the elevated trackway and station, but not to a substantial degree to prevent the building's ability to convey its historical significance or to reach the level of adverse effect. The current view of the historic property from I-17 is partially obstructed by vegetation, commercial structures, business signage and lighting poles. Demolition of modern buildings located to the north of the Western Savings and Loan Branch Bank (Tombstone Tactical and Hustler Hollywood) would increase the visibility of the historic property from I-17 and streets on the eastern side of the property because these modern buildings are currently situated in front of the historic property's setback and partially obscure the historic property.

The use of straddle bent or "open" piers (Figure 16) associated with the elevated trackway would decrease the visual impact from the Build Alternative on the Western Savings and Loan Branch Bank by allowing the building to be seen through the openings between the piers as opposed to piers that would form a "solid wall," which would block the view entirely. Additionally, the view of the building would remain unobstructed from the I-17 frontage road and Metro Parkway. The presence of a station and transit center would offer a net increase in the visibility of and access to the historic property from transportation-related users, including providing a new, unobstructed vantage point from the elevated trackway to be experienced by passenger traffic. The adaptive reuse of the historic property as a transit center would encourage visitation of the property, enhancing its long-term use and preservation.

FIGURE 16: EXAMPLE OF A STRADDLE BENT PIER



Source: American Segmental Bridge Institute. 2016

Landscape features are proposed for the area surrounding the Western Savings and Loan Branch Bank, but because landscaping is not a character-defining feature of the historic property, no visual impact from these features would occur. A park-and-ride lot would be located across the Metro Parkway in what is currently an existing parking lot associated with the Dillard's department store. Because the historic setting has already been altered by modern development, these visual Build Alternative elements would not adversely affect the Western Savings and Loan Branch Bank. A TPSS would be located in the park-and-ride associated with Dillard's. Modern buildings are already present in these locations, and views of the Western Savings and Loan Branch Bank would be maintained. Because the historic setting has been altered by modern development, these visual Build Alternative elements would not adversely affect the property's integrity or ability to convey its historic significance. These Build Alternative elements also would not have an adverse visual impact on the architectural characteristics that make the building eligible for the National Register.

For the other historic property located in the APE, the Royal Palm Mobile Home Park (ACS-5), no visual impacts are anticipated from the Build Alternative that would alter the current setting which currently includes the existing light rail trackway, station, and park-and-ride across the street from the property. Therefore, the Build Alternative would not adversely affect the Royal Palm Mobile Home Park.

Potential Noise and Vibration Impacts

The Build Alternative could increase noise and groundborne vibration levels at National Register-listed and eligible historic buildings and structures adjacent to the alignment. The noise and vibration analysis presented in Section 3.8 of the EA, *Noise and Vibration*, evaluated impacts based on FTA criteria, which consider annoyance. Section 3.8.4 discusses mitigation measures and concludes that with the implementation of measures presented, the Build Alternative would result in no adverse noise or vibration impacts. The analysis determined that there would be no noise or vibration impacts to historic resources along the Build Alternative alignment (see Section 3.8, *Noise and Vibration*, and also Appendix E, *Noise and Vibration Technical Report*, in the EA). In addition, the vibration analysis considered the potential for damage to sensitive buildings and structures from construction of the Build Alternative. The FTA guidance for risk to buildings extremely susceptible to damage is 90 VdB, which is 18 dB higher than the annoyance vibration limit for Category 2 (residential) land uses. At a distance of 50 feet from buildings, the predicted vibration levels from construction are below the damage risk criteria for even those buildings most sensitive to damage (based on age and construction materials). At a distance of 25 feet, the vibration level from high-vibration-generating equipment, such as a vibratory roller, is predicted to exceed the potential risk for damage impact threshold for timber and masonry buildings and those buildings most susceptible to damage.

The Western Savings and Loan (Souper Salad) building in Metrocenter was constructed in the 1970s and is located approximately 73 feet from the nearest track. Therefore, the Western Savings and Loan is unlikely to be considered a fragile structure based on its building materials and construction date.

The nearest mobile home of the Royal Palm Mobile Home Park is located 130 feet from the northern edge of the roadway, well beyond the 50-foot distance where vibration impacts could have the potential to occur.

The Arizona Canal is located adjacent to the Build Alternative which includes the bridge replacements over the Arizona Canal and the Arizona Canal Diversion Channel. The construction activity with the most potential for vibration is the digging of new drill shafts to support the new bridge abutments. The new concrete abutments would be placed about 3 feet behind the existing concrete abutments and thus farther away from the canal than the construction that occurred to build the original bridge. Additionally, because the abutments and the Arizona Canal itself are constructed of concrete it is unlikely that the Arizona Canal would be susceptible to vibration.

There are no other historic properties along the alignment where buildings are expected to be considered fragile. It is unlikely that high-vibration-generating equipment, such as a vibratory roller, would be operated closer than 25 feet of the nearest structures. A vibratory roller would not be required for construction of the 25th Avenue bridges adjacent to the Arizona Canal (see Section 3.8, *Noise and Vibration*, and Table 3-11 of the EA for more information). 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 Build Alternative would have no adverse noise or vibration impact that would diminish the integrity of the features qualifying the properties for eligibility for listing in the National Register.

Potential Impacts of Stimulated Development

Redevelopment or new development in nearby areas could occur in the Project vicinity. Predicting exactly where future redevelopment or development might be pursued is speculative, and potential impacts cannot be assessed at this time. Wherever such development is pursued, the potential impacts on historic buildings and structures would be reviewed and considered in accordance with City of Phoenix permitting and zoning requirements, including the Phoenix General Plan (City of Phoenix 2015) and the City Historic Preservation Ordinance (Chapter 8 of the zoning ordinance), as well as any applicable state regulations, such as the Arizona Antiquities Act and State Historic Preservation Act. For any development that uses federal funding or requires federal approvals, federal laws such as the NHPA also would be applicable.

5.6.2.3 Cumulative Impacts

Because the Build Alternative would have no adverse effect on historic districts, buildings and structures, it would not contribute to cumulative impacts of past, present or reasonably foreseeable actions.

5.7 MEASURES TO AVOID AND MINIMIZE EFFECTS

- The City of Phoenix and the SHPO would enter into a preservation covenant during the ROW acquisition process to ensure the long-term preservation of the Western Savings and Loan Branch Bank.

- Valley Metro would prepare a National Register nomination for the Western Savings and Loan Branch Bank, prior to completion of the project. The nomination would be submitted to the City of Phoenix.
- During construction/transit center adaptive reuse, Valley Metro and the City of Phoenix, in coordination with SHPO, would ensure that any alterations to the Western Savings and Loan Branch Bank property would be done in accordance with the Secretary of the Interior's Rehabilitation Standards for the Treatment of Historic Properties [36 CFR 800.5(b)] to avoid an adverse effect.
- No indirect adverse effects would result from visual intrusion. The Build Alternative route travels through an urban, active area with buildings and parking lots, poles and power lines and other similar features of an urban transportation corridor. The addition of new light rail elements, including the elevated track and station, would be consistent with the existing urban character along the alignment and, therefore, would not introduce an adverse effect or disruption of the historic setting or character of the ROW. Therefore, the Build Alternative would have no adverse visual impact that would diminish the integrity of the features qualifying the properties for eligibility for listing in the National Register.
- Construction noise impacts are possible at almost any location along the Build Alternative. These impacts would be based on FTA annoyance criteria, rather than potential damage to buildings. These impacts would be short-term in nature and would end upon construction completion. Given the short-term nature of the possible adverse construction noise effects and the measures presented in the EA in Section 3.20, *Construction*, to minimize the adverse effects, the effects would not affect the character or setting of the historic properties and thus would not diminish their eligibility for the National Register.
- It is not anticipated that operation or construction vibration would be at levels that could potentially risk damage to fragile buildings; however, as a precautionary measure, preconstruction surveys of the Western Savings and Loan Branch Bank would be conducted
- If unanticipated buried cultural resource were discovered during construction, activities at the location of the find would cease immediately and the Contractor would contact Valley Metro immediately. The Valley Metro will notify FTA and SHPO. Valley Metro would contact a qualified archaeologist or historic resources professional that meets the Secretary of Interior's standards for qualified professionals to assess the find and make recommendations for the treatment of those resources. The discovery and consultation with consulting parties will be addressed in accordance with 36 CFR 800.13(b).
- If human remains or associated funerary objects are discovered, activities at the location of the find would cease immediately and Valley Metro will notify the Arizona State Museum as required by Arizona Revised Statutes § 41-865. Valley Metro will notify FTA, SHPO, the City of Phoenix and representatives of the claimant Native American tribe(s), as applicable, and consult on the treatment of the remains.



With the implementation of mitigation, construction and operation of the Build Alternative would have no adverse direct or indirect impacts on historic properties within the APE.

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APPENDIX A. SECTION 106 CONSULTATION

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Herman G. Honanie
CHAIRMAN

Alfred Lomahquahu Jr.
VICE-CHAIRMAN

February 27, 2017

Leslie T. Rogers, Regional Administrator
Attention: Dominique Paukowitz
U.S. Department of Transportation, Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, California 94105-1839

Dear Ms. Rogers,

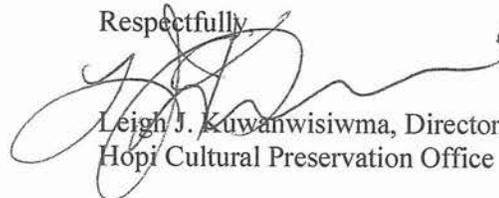
This letter is in response to your correspondence dated February 9, 2017 regarding the Federal Transit Administration initiating consultation on the preparation of an environmental assessment for the Valley Metro Northwest Phase II Light Rail Extension Project.

The Hopi Tribe claims cultural affiliation to earlier identifiable cultural groups Arizona, including the Hohokam cultural group in southern Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of our ancestral sites, and we consider the prehistoric archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the Federal Transit Administration's solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office is interested in consulting on any proposal in Arizona that has the potential to adversely affect prehistoric sites, and we have consulted on other Valley Metro Projects. Therefore we request continuing consultation on this proposal including being provided with a copy of the cultural resource survey of the area of potential effect for review and comment. If prehistoric cultural resources are identified that will be adversely affected by this undertaking, we also request continuing consultation on the draft environmental assessment and any proposed treatment plans.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully



Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

xc: Robert Forrest, Valley Metro
Arizona State Historic Preservation Office



White Mountain Apache Tribe

Office of Historic Preservation

PO Box 1032

Fort Apache, AZ 85926

Ph: (928) 338-3033 Fax: (928) 338-6055

To: Leslie T. Rogers, Federal Transit Administration – Regional Administrator

Date: February 27, 2017

Re: Northwest Phase II Light Rail Extension

.....

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, dated February 9, 2017. In regards to this, please attend to the following checked items below.

Please refer to the additional notes in regards to the proposed project:

Thank you for allowing the White Mountain Apache tribe the opportunity to review and respond to the above proposed extension of the Northwest Phase II Light Rail, in Phoenix, Arizona, and we have determined the project plans **will not have an impact** on the White Mountain Apache tribe's historic properties and/or traditional cultural properties.

Regardless, any/all ground disturbing activities should be monitored **"if"** there are reasons to believe that there are human remains and/or funerary objects present, and if such remains are encountered they shall be treated with respect and handled accordingly until such remains are repatriated to the affiliated tribe(s).

Thank you. We look forward to continued collaborations in the protection and preservation of places of cultural and historical importance.

Sincerely,

Mark T. Altaha - THPO

White Mountain Apache Tribe - THPO

AK-CHIN INDIAN COMMUNITY

Community Government

42507 W. Peters & Nall Road • Maricopa, Arizona 85138 • Telephone: (520) 568-1000 • Fax: (520) 568-1001



March 13, 2017

Robert Forrest
Valley Metro Environmental Program Manager
101 N. 1st Avenue, Suite 1300
Phoenix, Arizona 85003

**Re: Northwest Phase II Light Rail Extension
Initial Section 106 Consultation**

Dear Mr. Robert Forrest,

The Ak-Chin Indian Community received your letter via email on March 13, 2017 regarding the Federal Transit Administration (FTA), in coordination with Valley Metro, initiating consultation of effects to historical properties for the plans regarding the northerly extension of the original 20-mile light rail starter line. Phase II of the project would extend light rail from Dunlap/19th Avenues to Corporate Center near Mountain View Road/25th Avenue which is scheduled to be completed and open for service in 2026.

At this time, due to the project location of proposed undertaking on historic properties, we will defer all comments to as well as concur with the Salt River Pima-Maricopa Indian Community Tribal Historic Preservation Office located in Scottsdale, Arizona.

If you should have any questions, please contact Ms. Bernadette Carra CRS-Land Management at (520) 568-1337 or Mrs. Caroline Antone, Cultural Resources Manager at (520) 568-1372. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Miguel".

Robert Miguel, Chairman
Ak-Chin Indian Community

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APPENDIX B. HISTORIC PROPERTY INVENTORY FORMS

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STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM

Please type or print clearly. Fill out each applicable space accurately and with as much information as is known about the property. Use continuation sheets where necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ, 83007.

PROPERTY IDENTIFICATION

For properties identified through survey: Site No. ACS-1 Survey Area: Northwest Extension II

Historic Name(s): Metrocenter Mall and Associated Anchor Stores

(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 9617 N. Metro Parkway (primary mall address)

City or Town: Phoenix Vicinity County: Maricopa Tax Parcel No.: See continuation form

Township: 3N Range: 2E Section: 26 Quarter Section: E1/2 Acreage: app. 108 acres

Block: _____ Lot(s): _____ Plat (Addition): _____ Year of plat (addition): _____

UTM reference: Zone 12 Easting 637608.2 Northing 936852.3 USGS 7.5' quad map: Sunnyslope, Ariz.

Architect: See continuation form not determined known (source): Flatow, Moore, Bryan, Fairborn 1974

Builder: See continuation form not determined known (source): Flatow, Moore, Bryan, Fairborn 1974

Construction Date: 1973-1974 known estimated (source): Phoenix HPO and Ryden 2012

STRUCTURAL CONDITION

GOOD (Well-maintained; no serious problems apparent)

FAIR (Some problems apparent) Describe: _____

POOR (Major problems; imminent threat) Describe: _____

RUIN / UNINHABITABLE

USES/FUNCTIONS

Describe how the property has been used over time, beginning with original use.

Enclosed shopping mall, retail

Sources:

Maricopa County Assessor

PHOTO INFORMATION

Date of photo: 6/15/2016

View Direction (looking towards):

Southeast

Negative No.: ACS1_15_095_036



SIGNIFICANCE

Survey Site No.: ACS-1

To be eligible for the National Register of Historic Places, a property must represent an important part of the history or architecture of an area. Note: a property need only be significant under one of the areas below to be eligible for the National Register.

A. HISTORIC EVENTS/TRENDS (On a continuation sheet describe how the property is associated either with a significant historic event, or with a trend or pattern of events important to the history of the nation, the state, or the local community.)

B. PERSON (On a continuation sheet describe how the property is associated with the life of a person significant in the past.)

C. ARCHITECTURE (On a continuation sheet describe how the property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values.)

Outbuildings: (Describe any other buildings or structures on the property and whether they may be considered historic.)

INTEGRITY

To be eligible for the National Register, a property must have integrity, that is, it must be able to visually convey its importance. Provide detailed information below about the property's integrity. Use continuation sheets if necessary.

1. LOCATION Original Site Moved date: _____ Original Site: _____

2. DESIGN (Describe alterations from the original design, including dates - known or estimated - when alterations were made)

See continuation form

3. SETTING (Describe the natural and/or built environment around the property)

Retail/commercial area along Interstate 17, North Phoenix, with multi-lane streets, medians, and sidewalks.

Describe how the setting has changed since the property's period of significance:

Circulation remains unchanged. Landscaping and lighting has been changed, as has modern infill.

4. MATERIALS (Describe the materials used in the following elements of the property)

Walls (structure): Concrete Foundation: Concrete Roof: Flat w/ parapets

Windows: Recessed, fixed store-front windows

If the windows have been altered, what were they originally? _____

Wall sheathing: Stucco, faux stone, and paint

If the sheathing has been altered, what was it originally? N/A

5. WORKMANSHIP (Describe the distinctive elements, if any, of craftsmanship or method of construction)

See continuation form for the mall itself, as well as the anchor stores.

NATIONAL REGISTER STATUS (if listed, check the appropriate box)

Individually Listed Contributor Noncontributor to: _____ Historic District

Date Listed: _____ Determined eligible by keeper of the National Register date: _____

RECOMMENDATIONS OF ELIGIBILITY (opinion of HPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a potential historic district.

More information needed to evaluate.

If not considered eligible, state reason: See continuation form

FORM COMPLETED BY

Name and Affiliation: T. Jones and A. Gregory, ACS Form Date: 10/6/2016

Mailing Address: 424 W. Broadway, Tempe, AZ 85282 Phone: 480-894-5477

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 1

Metrocenter Mall was completed in 1973–1974, by which time the surrounding area was a well populated suburb of Phoenix. The overall project was designed by Flatow, Moore, Bryan, and Fairburn, Inc., a design firm based out of Albuquerque but with a local Phoenix office, of which Robert Fairburn was a partner. As designed, the mall was an extensive enclosed shopping mall with two floors of interior retail space surrounded by an immense, oval-shaped parking area. The mall featured an indoor ice skating rink and movie theatre, with space for an estimated 175 individual retail outlets. Meticulous tilework, wood sculptures, and fountains placed under skylights provided a comfortable interior setting for the customers. Balconies and overhangs along the pedestrian corridors of the mall were designed to mimic clouds (Anonymous 1973b). Upon completion, Metrocenter Mall was among the largest enclosed mall in the United States based square footage, largely the result of the additional area gained from a second story (City of Phoenix Historic Preservation Office 2016).

Metrocenter Mall was also the first mall in the country to host five anchor stores, which included Sears, Roebuck & Co.; Rhodes; Diamond’s; Goldwater’s; and The Broadway. Moreover, each of the anchor stores was designed by nationally known-architectural firms (Table 1). Close coordination with the multiple architectural firms and construction companies facilitated completion of most of the property by late 1973, with the Sears, Roebuck & Co. anchor store completed by 1974 (Flatow 1974). Within the first decade of operation, independent businesses and an amusement park were established along the oval perimeter of the mall, creating a large commercial/retail/entertainment hub in North Phoenix (Pela 2008).

Building	Architect(s)	Builder
Metrocenter Mall (ACS-1)	Flatow, Moore, Bryan and Fairburn, Inc. (Albuquerque)	E.W. Hahn
The Broadway (ACS-1A)	Charles Luckman Associates (Los Angeles)	Del E. Webb
Goldwater’s (ACS-1B)	Chaix and Johnson (Los Angeles)	Kitchell Contractors
Diamond’s (ACS 1C)	Ralph Kelman Associates (Dallas)	Kitchell Contractors
Sears, Roebuck & Co. (ACS-1D)	Charles Luckman Associates (Los Angeles)	Kitchell Contractors
Rhodes (ACS 1E)	Gruen Associates (Los Angeles)	E.W. Hahn

(City of Phoenix Historic Preservation Office 2016; Flatow 1974)

Metrocenter Mall (ACS-1) was evaluated as a potential historic commercial district derived from its relationship to the historic context of Commercial Development in North Phoenix (ca. 1950–1973) and the Development of the Shopping Mall in Arizona (1957–1979) (Criterion A). The potential Metrocenter Mall Historic District comprises the enclosed mall building (primary building), as well as five anchor stores (contributing buildings), two distinct satellite buildings (ACS-2 and ACS-4), and finally, the oval-shaped, perimeter drive, landscaping, and parking lot (contributing features).

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 2

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The buildings encompassed by the district boundaries were also assessed for their eligibility based on their embodiment of distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Individual eligibility evaluations were prepared for the two satellite buildings (ACS-2 and ACS-4); however, Metrocenter Mall must first be considered eligible for those satellite buildings to be contributors.

DESIGN and WORKMANSHIP

Metrocenter Mall (ACS-1)

Parcel Nos. 149-16-001A, C, D and 149-16-005

Metrocenter Mall is an extensive indoor shopping mall with two floors of interior retail space, surrounded by an immense, oval-shaped parking area. Independent businesses and an amusement park were established through the modern era along the perimeter of this parking area, creating a large commercial/retail/entertainment hub in North Phoenix. The structure’s concrete construction material and geometric form is indicative of the Brutalist architectural style that was prevalent in the postwar period. The Sears, Roebuck & Co. anchor store and adjacent auto center (ACS-2) are also examples of this architectural style.

One of the senior architects with the project, Mr. Robert Fairburn, designed elaborate entrances to the mall to ensure customers would not get lost or be confused when entering the oval access road along the perimeter of the mall. Each entrance was recessed, with a sloped roof featuring colored mosaic tiles in blue, yellow, green, red, and orange. At each entrance, Fairburn designed massive concrete sculptures with distinctive upswept roofs, reflective of Le Corbusier’s design on the Palace of Assembly building in Chandigarh, India (City of Phoenix Preservation Office and Ryden Architects 2010:66). These “soaring” sculptures, as quoted by Eddie Lynch (one of the planners of the extensive project) would invite the customers to explore the interior (Cook 1973).

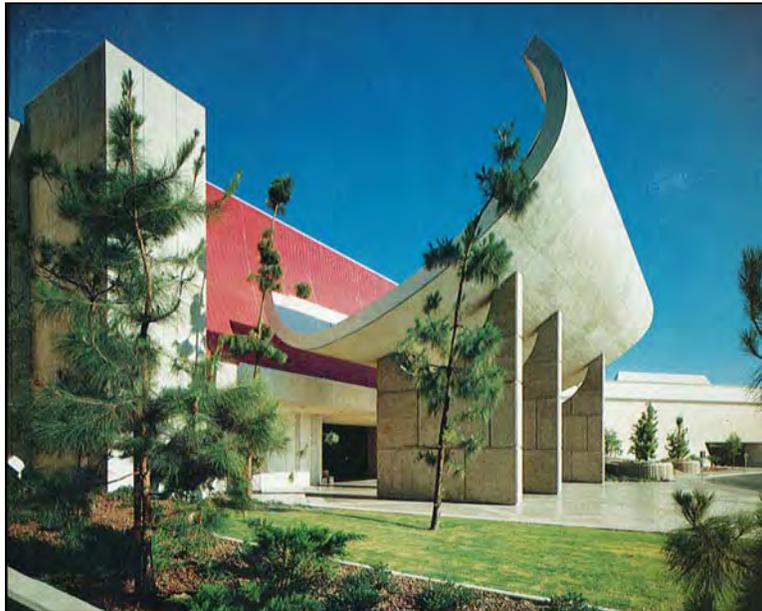
Since the late 1990s, Metrocenter Mall has undergone significant changes, which has altered the exterior façade of the building structure. The ice rink, located on the southwestern corner of the mall, between The Broadway and Rhodes Stores, was closed in 1990, with a two-story Harkins movie theatre eventually constructed in its place. The theatre is a completely redesigned and reconstructed portion of the mall building that is not reflective of the original architectural style of the mall itself. In an effort to modernize Metrocenter Mall to increase business and attendance, the property owners razed the massive, elaborate concrete structures at each entrance in 2005. Additionally, the colored sloped roofs at each entrance were renovated with blue mosaic tile and faux stone façades, also applied to exterior entry planters. Original vegetation (predominantly eucalyptus and evergreen trees, with grass islands), as well as original lighting, were replaced in 2005 across the entire parking lot perimeter (Pela 2005). Drought-tolerant plant species were planted after repaving the extensive parking lot. Finally, in the interior of the mall building, much of the decorative elements, including the sculptures and fountains, was removed, to be replaced with more contemporary features. The elaborate tilework along the interior entrance to Goldwater’s was painted over.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 3



**1974 photograph of one of the Metrocenter Mall entrances
(Flatow 1974).**



**1974 photograph of one of the Metrocenter Mall entrances
(Flatow 1974).**

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HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET

Name of property ACS-1

Continuation Sheet No. 4



Image of architect Roger Fairburn standing in front of Metrocenter Mall in 1983 (Reid 2014).



Contemporary photograph of a Metrocenter Mall entrance, view facing southwest.
As shown, the prominent concrete sculpture has been removed, and sloped colored roof replaced with a blue mosaic tile and faux stone façade on adjacent pillars.
Additional ornamental landscaping is also present.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 5



Contemporary photograph of a Metrocenter Mall entrance, view facing southeast.



View of the southeastern mall entrance and Harkins movie theatre, both of which reflect modern construction. View facing east.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 6



Ca. 2015 aerial photograph, showing the Harkins Theatre addition on the southeastern corner of the mall, as well as the demolished Broadway store (Maricopa County Assessor).



**Contemporary aerial of the shopping mall, view facing west
(Maricopa County Assessor).**

The former Broadway store (on extreme left) has been demolished in this photograph.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 7



**Contemporary aerial of the shopping mall, view facing east
(Maricopa County Assessor).**

The Broadway Store (Demolished) (ACS-1A)

Parcel No. 149-16-001C

The Broadway store, with its reinforced concrete construction, geometric elements, and stepped insets, was best defined as a Brutalist style building. The three-story building, designed by Charles Luckman Associates (Los Angeles); Luckman's firm was also responsible for the Los Angeles Forum, the "new" Penn Station, and Madison Square Garden, among other notable projects (personal communication, Kevin Weight, City of Phoenix Historic Preservation Office, October 6, 2016). With William Pereira, he designed the theme building at LAX, was constructed by Del E. Webb (Phoenix) from 1972–1973. By fall of 1973, the store was opened, along with most of the anchor stores and mall retail venues. To the south of the main store, the Broadway opened an auto center as well (documented in this survey as ACS-4 and recently demolished).

The Broadway was acquired by Federated Department Stores in 1995, after which the anchor store at Metrocenter Mall was occupied by Macy's. In 2006, Macy's moved to the Goldwater's store location, leaving the former Broadway store vacant. After almost a decade of vacancy, the massive concrete structure and the associated auto center (ACS-4) were demolished to make room for a proposed Walmart superstore (winter 2015) (City of Phoenix Historic Preservation Office 2016; David 1995; Flatow 1974).

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 8



1974 photograph of the Broadway store (Flatow 1974).



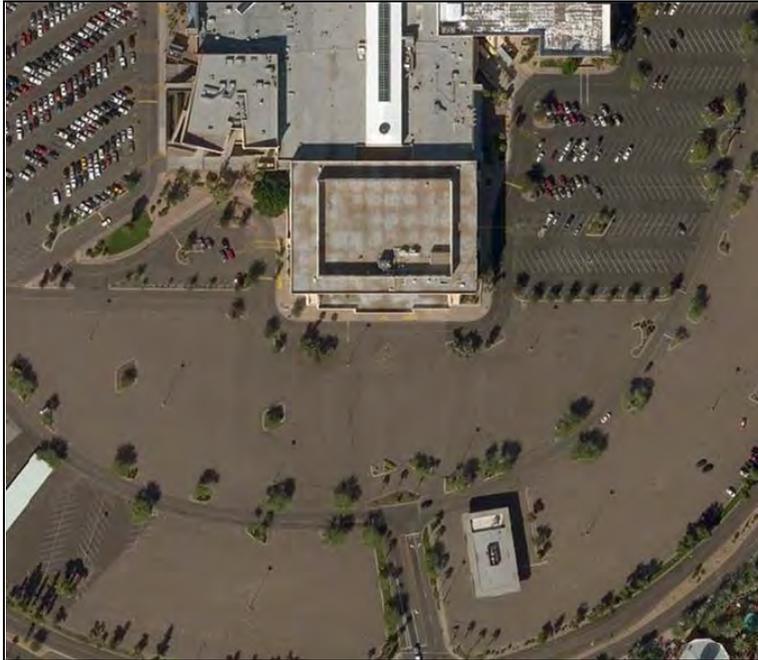
**Contemporary photograph of ongoing construction of the proposed Walmart,
view facing southeast.**

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 9



Ca. 2014–2015 aerial photograph, showing the Broadway store and adjacent auto center (ACS-4), on the southern end of Metrocenter Mall (Maricopa County Assessor).



2015 aerial photograph, showing the demolished Broadway store and auto center (ACS-4) (Maricopa County Assessor).

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 10

Goldwater's (Vacant) (ACS-1B)

Parcel Nos. 149-16-001A and 149-16-005

The Goldwater's store is a two-story, concrete block structure that exhibits rough-face block and prominent, symmetrical aggregate panels along the front and side façades. As designed, the front façade was dominated by a portico supported by a colonnade of aggregate columns. Intricately designed ceramic tiles were installed under the portico and along the front entrance of the store to reflect the desert character of Arizona. The ceramic tile sheathing, which was designed by Franciscan Interpace Corporation, was also installed at the store's entrance inside the mall. These distinctive architectural elements are reflective of the Neo-Formalist style, which was popular from the 1950s–1970s. The store was designed by Chaix and Johnson (Los Angeles) and constructed by Kitchell Contractor's. The building opened for business in October, 1973 (City of Phoenix Historic Preservation Office 2016; Flatow 1974; Vinson et al. 2016).

The Goldwater's chain was acquired by May Department Stores in 1986, and renamed Robinson's-May in 1989. In 2006, Macy's acquired the Robinsons-May department chain, and moved from its location at the former The Broadway store. Unfortunately, with the general economic malaise across the country, Macy's closed a number of its stores in 2015, including the store at Metrocenter Mall. The store is currently still vacant (Doerfler 2015). It was in the era of Macy's ownership (ca. 1986) that the front and south façade of the building was significantly altered with a building addition that increased interior space and added a new entrance on the south façade. The symmetrical rough-face block and aggregate panel were replaced with a modern rough-face block façade. This new addition projects outwardly, roughly the same distance as the portico, thereby lessening the visual effect of the front facade and altering the symmetry characteristic of Neo-Formalist architecture.



1974 photograph of the Goldwater's store, showing the prominent portico at the front entrance (Flatow 1974).

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 11



Contemporary view of the Goldwater's store from the same angle, view facing southwest.

Note the addition along the front and south façade.



View of the Goldwater's store (currently vacant), located on the eastern side of the mall, view facing west.

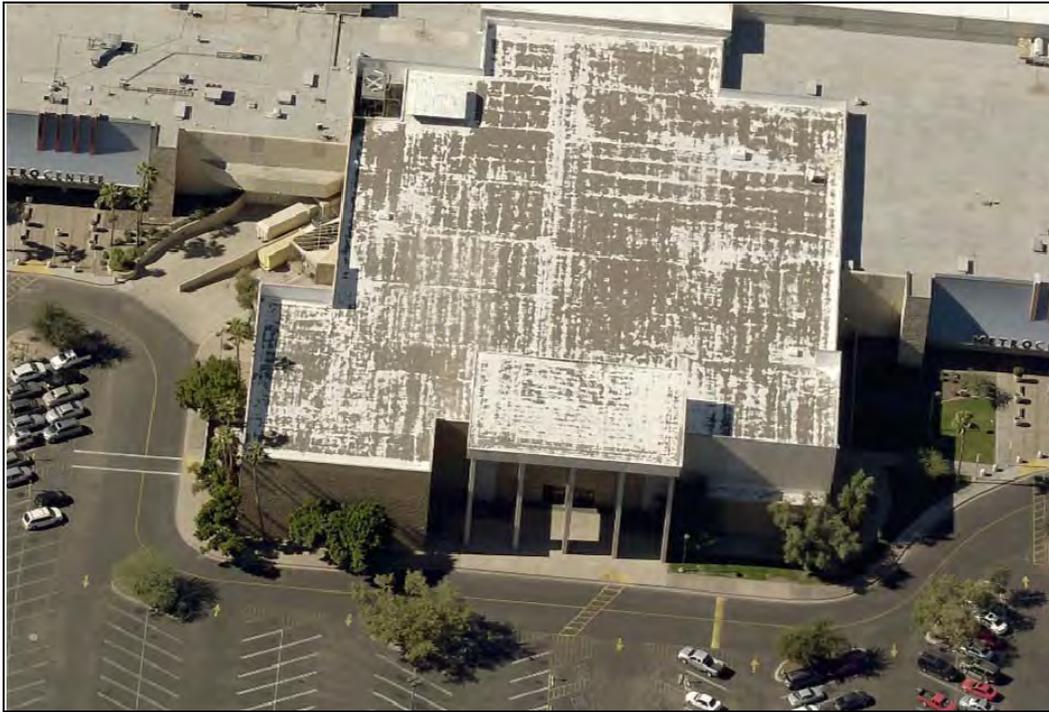
The modern addition is shown on the left side of the building.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 12



**Ca. 2014–2015 aerial photograph, showing the Goldwater’s store
(Maricopa County Assessor).**

Note the modern addition on the front and south façades.

Diamond’s (Dillard’s) (ACS-1C)

Parcel Nos. 149-16-001E and 149-16-005

The Diamond’s store is a two-story building that featured structural steel and “anti-earthquake” design (Anonymous 1973a), with a concrete exterior. The sloped or slanted walls of the building, with its elevated main entry (accessible via stairs), was designed to mimic an “Aztec” temple, as described by the architects, Ralph Kelman Associates (Dallas). This avoidance, so to speak, of straight and vertical walls, is reflective of Neo-Expressionist architecture, which sought to express emotion in the design, rather than function. The building was completed in 1973 by Kitchell Contractor’s (City of Phoenix Historic Preservation Office 2016; Flatow 1974; Vinson et al. 2016). The Diamond’s chain was acquired by Dillard’s in 1984. Over the next several decades, the store was occupied by Dillard’s as a women’s store and then a clearance center. Currently, only the upper floor of the store is occupied as a clearance center for Dillard’s. The exterior has changed very little over time, save for perhaps the immediate landscaping along the perimeter of the store.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 13



Contemporary photograph of the Diamond's store, view facing southwest.
Note the sloped or slanted walls of the store.



Contemporary photograph of the Diamond's store, view facing northwest.
Note the sloped walls and elevated entry to the store, "mimicking"
a Mesoamerican temple.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 14

Sears, Roebuck & Co. (ACS-1D)

Parcel Nos. 149-16-001B and 149-16-005

The Sears, Roebuck & Co. store is the largest of the anchor stores at Metrocenter Mall, with more than 240,000 sq. ft. of interior space on three floors. The multi-level building is reinforced concrete construction, with multiple entries primarily along the north and west façades. The building is constructed in the Brutalist style of architecture, but exhibits Neo-Formalist attributes along its exterior, including a wrap-around colonnade and a rounded, slightly projecting roof slab. The store was designed by Charles Luckman Associates, and construction completed by Kitchell Contractors in 1974 (City of Phoenix Historic Preservation Office 2016; Flatow 1974; Vinson et al. 2016). The Sears, Roebuck & Co. store is the only anchor store of Metrocenter Mall to have been continuously occupied since the mall's opening in 1974. Very little has changed along the building's exterior, save for the color scheme.



1974 photograph of the Sears, Roebuck & Co. store (Flatow 1974).



Contemporary view of the Sears, Roebuck & Co. store, view facing southeast.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 15

Rhodes (Vacant) (ACS-1E)

Parcel No. 149-16-001D

The Rhodes store is a three-story building that featured structural steel construction with a concrete exterior and stucco sheathing. The store's design features curved corners and horizontal stringcourses, harkening back to the Streamline Moderne style of the 1930s and 1940s. Perhaps the most prominent feature of the building is the centrally located, vertical elevator, which was enclosed with bronze-glass panels. Customers in the elevator were, at one time, afforded an unobstructed view of the South Mountains from the confines of the store. The Rhodes building is essentially unchanged, save for the color scheme and landscaping. The Rhodes Store has undergone a number of company changes over the last several decades. In 1978, the store was reopened as Joskes, to be replaced by Dillard's in 1987. In 1997, JC Penney moved into the store, but abandoned the location within a decade. The building has been vacant since 2007.



1975-1976 photograph of the Rhodes store, as displayed on a postcard of Metrocenter Mall (Talton 2015).



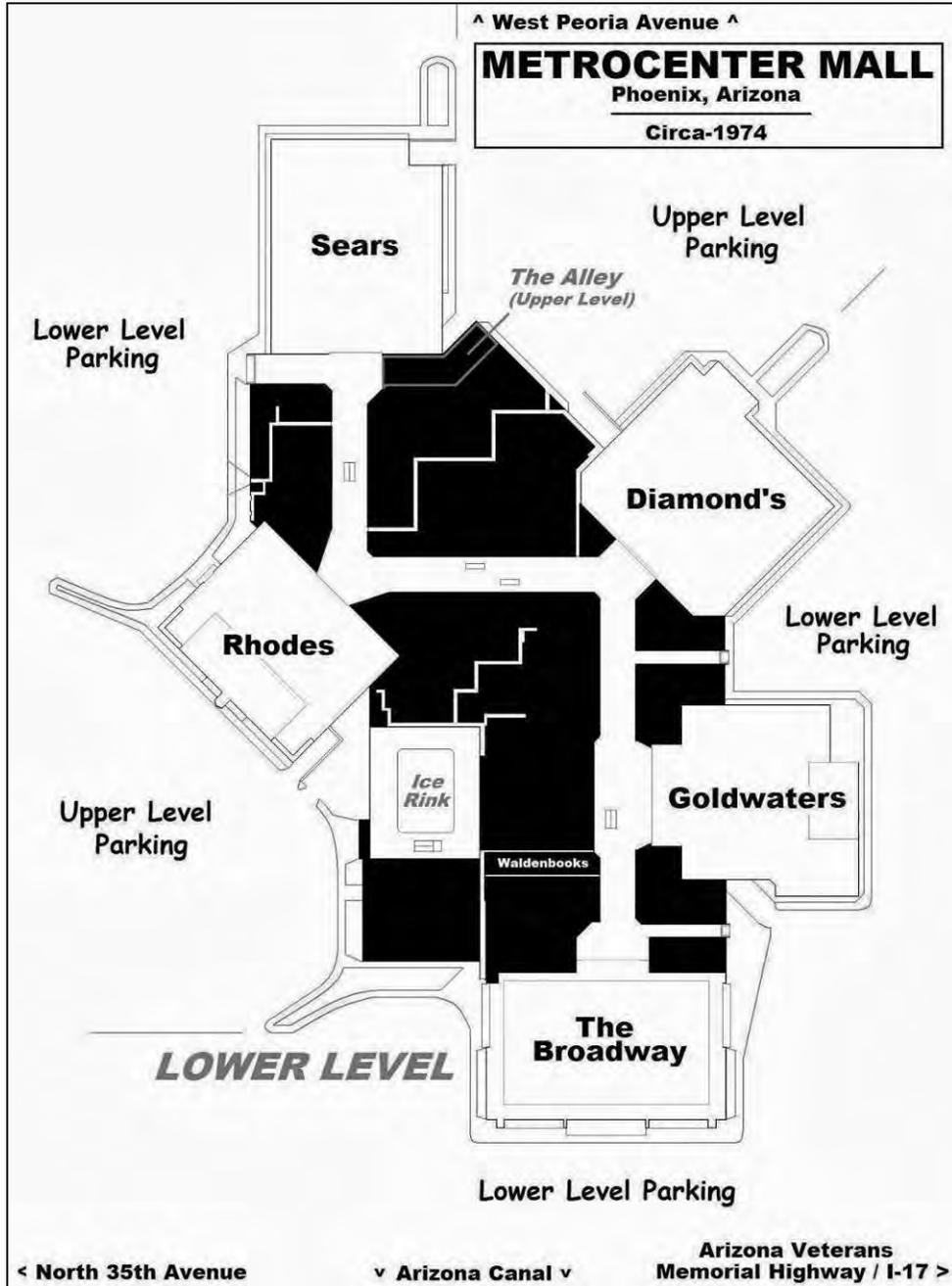
Contemporary view of the Rhodes store building, view facing northeast.

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HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET

Name of property ACS-1

Continuation Sheet No. 16



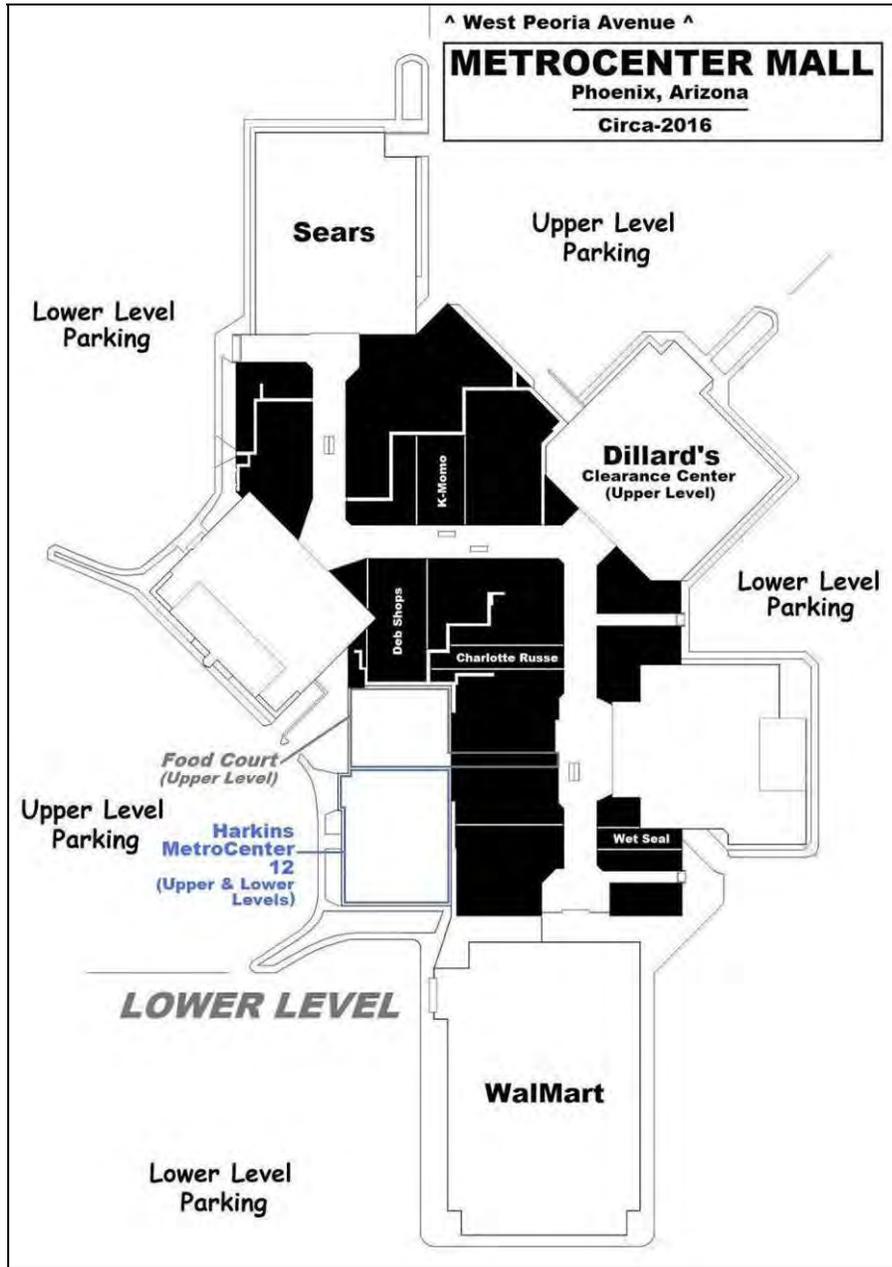
1974 plan map of Metrocenter Mall, with its five anchor stores.
http://mall-hall-of-fame.blogspot.com/2007_08_01_archive.html

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HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET

Name of property ACS-1

Continuation Sheet No. 17



2016 plan map of the shopping mall, showing the projected layout of Walmart, as well as the Harkins movie theatre.

http://mall-hall-of-fame.blogspot.com/2007_08_01_archive.html

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 18

RECOMMENDATIONS OF ELIGIBILITY

To be eligible for inclusion in the National Register of Historic Places (National Register), cultural resources must be at least 50 years old (unless it meets Criteria Exception G for Properties that Have Achieved Significance within the Past 50 Years), and meet one or more of the criteria set forth in 36 CFR 60.4:

- Criterion A: applies to properties that are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: applies to properties that are associated with the lives of persons significant in our past; or
- Criterion C: applies to properties that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: applies to properties that have yielded, or may be likely to yield, information important in prehistory or history.

The historic significance of the potential Metrocenter Mall Historic District is derived from its relationship to the historic context of Commercial Development in North Phoenix (ca. 1950–1973) and the Development of the Shopping Mall in Arizona (1957–1979) (Criterion A). The buildings encompassed by the district boundaries may also be individually eligible based on their embodiment of distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C).

In addition to meeting one or more criteria, historic properties must also possess integrity. Integrity refers to the physical characteristics of a property that allow it to show its significance and historic character. To be considered eligible for the National Register, a property must retain integrity of its basic form and character-defining features to the degree that it still provides a true and authentic representation of its historic appearance. The criteria used to evaluate the historic integrity of properties in this study were drawn from the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Weeks and Grimmer 1995), *How to Apply the National Register Criteria for Evaluation* (National Register of Historic Places 2002), and the revised Arizona State Historic Preservation Office (SHPO) policy statement on eligibility (Arizona State Historic Preservation Office 2011). There are seven aspects of integrity that must be considered when evaluating the National Register eligibility of a property: location, design, setting, materials, workmanship, feeling, and association.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 19

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Location

“Location is the place where the historic property was constructed or the place where the historic event occurred” (National Register of Historic Places 2002:44). Structures that have been moved from their original location are usually ineligible for listing on the National Register. However, under National Register Criteria Consideration B, if the moved property is significant primarily for architectural value or if it is the surviving property most importantly associated with a historic person or event, it may be eligible for listing.

Design

“Design is the combination of elements that create the form, plan, space, structure, and style of a property” and “...includes such elements as organization of space, proportion, scale, technology, ornamentations, and materials” (National Register of Historic Places 2002:44). An eligible property should still possess important elements of its design from its period of significance, such as roof type, fenestration, and decorative elements or—in the case of historic districts— layout, plan, circulation, and other related design aspects. Modifications that were made during the period of significance are usually considered an essential part of a building’s history. If modifications were made after the period of significance and were sensitive to the original design, a building may still retain enough of its character-defining elements to communicate its historic character.

Setting

“Setting is the physical environment of a historic property” and “refers to the character of the place in which the property played its historic role” (National Register of Historic Places 2002:45). It consists of the relationship of a property to its surrounding natural and built environment. Relationships and features are considered both within the boundaries of the property and, especially in the case of historic districts, between the property and its surroundings (National Register of Historic Places 2002:45). Redevelopment and infill construction, demolition of nearby properties, widening of streets, and proximity of poorly maintained properties and vacant buildings can all adversely impact integrity of setting. As with design, however, modifications to a property’s setting made during the period of significance are typically considered an essential part of the setting’s history.

Materials

“Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property” (National Register of Historic Places 2002:45). A property’s materials dating from the period of its historic significance should be preserved, properly maintained, and visible to the greatest extent possible. New materials used for repairs and maintenance should be similar to those that were used in the original construction. The loss of a building’s original materials is most evident in walls where brick masonry has been painted,

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 20

stucco plaster has been applied over brick or concrete block, or metal, vinyl, or other siding materials have been mounted over exterior walls. Such applications are usually irreversible (see discussion below regarding evaluation of integrity in such cases). However, as with design and setting, modification to a property’s materials made during the period of significance may be considered an essential part of the property’s history and not constitute a loss of integrity.

Workmanship

“Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory....Workmanship can apply to the property as a whole or to its individual components” (National Register of Historic Places 2002:45). To maintain historic integrity, character-defining features of workmanship originally evident in the property, or added during its period of significance, must be preserved and remain visible. Workmanship also includes the treatment of small-scale features such as curbs, walls, sidewalks, and objects.

Feeling

“Feeling is a property’s expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property’s historic character” (National Register of Historic Places 2002:45). To retain historic integrity, a property must be able to communicate its historic character.

Association

“Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer” (National Register of Historic Places 2002:45). In order to be considered eligible as contributors to a historic district, properties must be associated in an important way with the area of significance identified for the district and must still be able to convey that association.

Alterations to Historic Buildings

All buildings undergo change over time, so it is not essential that all seven attributes of integrity have been preserved intact, but an eligible property must still convey a sense of the time during which it attained its significance, including the following stipulations:

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 21

- historic wall material must be intact and visible
- additions must be sensitive to the historic design and materials of the building
- historic fenestration patterns must be intact and visible
- roof types must retain their original form
- front porches should not be removed, filled, or enclosed
- a property must not be obscured by modern walls or vegetation
- to be considered a contributor to a historic district, a property must be contiguous to other contributing properties.

To assist in evaluation of a property’s integrity, former Arizona State Historic Preservation Officer, James Garrison (1989), prepared a chart showing those aspects of integrity that must be present for different property types to remain eligible for the National Register (Table 2). For example, this matrix shows that if a building is being considered for eligibility under Criterion C (Design/Construction), a minimum of four of the seven aspects of integrity must be present: design, workmanship, materials, and feeling.

Table 2. Evaluating Aspects of Integrity¹

Criteria	Property Types				
	Building	District	Site	Structure	Object
A. Event/History	Location, Materials, Feeling, Association	Location, Setting, Feeling, Association	Location, Setting, Feeling, Association	Location, Materials, Feeling, Association	Materials, Feeling, Association
B. Person	Materials, Feeling, Association	Location, Setting, Materials	Location, Setting, Association	Materials, Feeling, Association	Materials, Feeling, Association
C. Design/Construction	Design, Workmanship, Materials, Feeling	Setting, Design, Feeling, Materials	Setting, Design, Feeling	Design, Workmanship, Materials, Feeling	Design, Workmanship, Materials, Feeling
D. Likely to Yield/Has Yielded Information Potential	Workmanship, Materials	Location, Materials	Location, Materials	Workmanship, Materials	Workmanship, Materials

¹From former Arizona State Historic Preservation Officer James Garrison (1989)

The evaluation criteria are identified to define major and minor adverse impacts on architectural integrity. Generally a property is considered to possess integrity of its original design and materials if its historic plan, form, massing, fabric, and fenestration are evident. A major adverse impact, such as sheathing of exterior walls or changes to the basic geometry of the building, will make a property ineligible. Three or

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 22

more minor alterations, such as replacement of windows or roofing material with different types, paint or stucco over previously natural brick masonry, or removal of decorative elements, may also render a building ineligible due to loss of integrity.

Original Building Structure and Massing

Evaluations are to be made to the primary façade of the building; in the case of corner properties, each façade facing the street or right-of-way view is considered. The primary façade should exhibit a majority (51 percent) of intact features, including the presence of 75 percent of all exterior walls. A general guide for integrity, as presented by the Arizona SHPO, states “in general, either the historic wall materials and details must be intact and visible, or the historic massing and openings (doors and windows) must be intact and visible. If both are missing or are hidden behind non-historic materials the building will not be eligible for lack of integrity” (Arizona State Historic Preservation Office 2011:1).

Historic Wall Material Must Be Intact and Visible

The loss of historic materials is most evident in walls where stucco plaster has been applied over brick or concrete block, or where exterior walls have been sheathed with metal, vinyl, or other siding materials. Guidance is provided by the National Register: “[i]f the historic *exterior* building material is covered by non-historic material (such as modern siding), the property can still be eligible *if* the significant form, features, and detailing are not obscured” (National Register of Historic Places 2002:47).

Following this guidance, in a case where stucco has been applied to the exterior of a building, it will be considered a minor impact to historic integrity as long as it does not conceal or alter significant features or detailing. Such significant alterations are considered a major impact to the architectural integrity of the building. In cases where brick masonry has been painted, it will be treated as a minor alteration, as much of the original texture is still visible, and because painted brick may reflect the historic appearance of the building during the period of significance. If the original exterior materials of a building are one of its character-defining features, sheathing application is considered a major impact to historic integrity.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 23

Additions Must Be Sensitive to the Historic Design and Materials of the Building

Additions to historic buildings are evaluated according to their visual impact from the street. Additions onto the rear of a building generally do not detract from its historic appearance as long as the addition is limited in size and scale relative to the historic building. Additions to the front or sides of a building may not adversely affect its historic appearance if they reflect design, construction, materials, and scale similar to the original building and do not detract from its historic massing, plan, and general appearance (Arizona State Historic Preservation Office 2011:2–3). However, if a building has additions that alter or obscure the original patterns of fenestration and articulation in the façade, or that exhibit a roof type or materials that are different from the original building, it will be considered to have lost architectural integrity. The addition should be clearly differentiated from the historic building, but compatible with mass, materials, relationship of open to closed space, and color of the original. In addition, if the addition is taller than the historic building, the front roof slope should be behind the original building (Arizona State Historic Preservation Office 2011:2–3). Added wings that protrude into the historic setback, or that radically alter the plan and massing associated with the historic architectural style, will cause a loss of integrity.

Historic Fenestration Patterns Must Be Intact and Visible

The historic pattern of openings for doors and windows should be evident with little or no alteration. Particular attention is given to evaluating replacement of windows with different types. Original window types can be determined by assessing the building’s architectural style and age, through comparison with similar properties, or with specific historical information about a building’s historic appearance. Replacement of windows with a different type is one of the most common alterations seen; if the original window openings or fenestration patterns are not altered, it is seen as a minor change that by itself would not render a property ineligible.

To Be Considered a Contributor to a Historic District, a Property Must Be Contiguous to Other Contributing Properties

A historic district must have compact boundaries and a high proportion of contributing properties. A contributing property cannot be isolated from the rest of the historic district or surrounded by noncontributing properties.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 24

Evaluation of Integrity for Metrocenter Mall

The primary building in the potential district is Metrocenter Mall itself, to which the five anchor stores are attached. In addition to the anchor stores, two additional satellite buildings were evaluated as contributors, including the Sears, Roebuck & Co. Auto Center (ACS-2) and the Broadway Auto Care Center (ACS-4). Separate forms have been prepared for these two buildings; as such, they are not discussed on this continuation form. Finally, the oval-shaped drive, landscaping, and parking lot are evaluated as a contributing feature of the potential district.

As summarized above, the dual-level and enclosed Metrocenter Mall, when completed in 1973–1974, was among the largest malls in the country in terms of square footage. Additionally, it was also the first shopping mall in the country with five anchor stores, each of which exhibited a distinctive architectural style, as designed by several architectural firms. Although most of the original stores at Metrocenter Mall would change ownership over time, the mall itself remained unchanged well into the modern era. By the 1990s, however, changing municipal demographics, combined with competition from newer and larger shopping malls in the valley, led to the decline of the once prominent shopping mall. Over the last two decades, significant changes to the mall’s original fabric and layout have occurred in an effort to increase the waning customer base.

The interior of the mall, once decorated with distinctive sculptures and fountains designed specifically for the property, has been changed to accommodate a new generation of clientele. All original landscaping, as well as the bulk of the street lighting along the perimeter of the mall and across the extensive oval parking areas, have been replaced. Importantly, the massive concrete structures that once towered over each entrance to the mall have been removed, and all entrances refaced with modern blue mosaic tile and a faux stone façade, to create a uniform, modern look at all of the five entrances. Finally, demolition of the southwest corner of the shopping mall (the former ice rink) and modern construction of the Harkins movie theater, has changed the massing in this portion of the mall.

In addition to these significant changes to the mall building itself, two of the anchor stores have also been adversely impacted by modern improvements, including The Broadway (ACS-1A) and Goldwater’s (ACS-1B). The Broadway was entirely demolished in 2015 for the proposed construction of a Walmart superstore. This new store, currently under construction, will increase the footprint of the original property, and will also affect circulation in the southern portion of the mall parking lot. A ca. 1986 structural addition to the Goldwater’s store on its left front and south façades has significantly impacted the integrity of the store. The building was designed and constructed in the Neo-Formalist architectural style, with symmetrical aggregate panels along its front and intricate ceramic tiles encompassing the main entrance from the parking lot. This main entrance was covered by a prominent portico supported by a colonnade of aggregate-covered columns. The modern addition, which was constructed to provide an additional entry to the store, has altered the symmetrical view of the front, as well as the original massing of the structure.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 25

To summarize, original features of Metrocenter Mall and its anchor stores that have been modified and/or removed in the modern period (post 1990s) include the following:

- Loss of distinctive, concrete upswept structures at the five mall entrances;
- Remodeling of mall entrances with modern facades;
- Demolition of the ice-rink, and subsequent construction of the Harkins movie theater, which represents a complete reconstruction of that entry point for the mall;
- Demolition of the one of the anchor stores (The Broadway, ACS-1A); the new Wal-Mart building will expand the mall's overall footprint to the south;
- Insensitive addition along the front and south façades of one of the anchor stores (Goldwater's, ACS-1B); and,
- Loss of original landscaping and street lighting across the perimeter of the mall and parking lot.

These cumulative effects to the integrity of the mall were assessed in the evaluation of eligibility for the potential district under Criteria A and C, with aspects of integrity rated as maintained (+) or lost (—). Comments are provided for lost aspects of integrity.

Integrity (Criterion A): Per guidance from the National Park Service, a property significant for its historic association still must retain essential physical features representative of its character or appearance at the time of the historic event (National Register of Historic Places 2002:46). Additionally, because feeling and association are based on “individual perceptions”, these aspects of integrity alone are not sufficient for eligibility to the National Register (National Register of Historic Places 2002:45). While the potential district retains integrity of location and association, ACS recommends that the potential district no longer retains integrity of setting and feeling:

- + *Location*
- *Setting:* physical environment, including
 - vegetation (replaced with xeriscaping and low-water trees),
 - + circulation (although impacts to the southern portion of the property for construction of Walmart will impact this in the immediate future)
 - + parking (proportionately large parking area maintained, although expanded in the modern period and all light fixtures have been replaced)
 - relationship with other buildings and open space (modern in-fill)
- *Feeling:* expression of aesthetic or historic sense of particular time has been compromised by the removal of the massive Brutalist/Neo-Expressive concrete structures at each entry, and alterations to Brutalist and Neo-Formalist characteristics of two anchor stores
- + *Association*

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 26

Integrity (Criterion C): Per the guidance from the National Park Service, a property eligible as a representative of a particular architecture style must retain a *majority* of the physical features illustrative of that style based on “massing, spatial relationships, proportion, patterning of windows and doors, texture of material, and ornamentation” (National Register of Historic Places 2002:46). ACS recommends that the potential district no longer retains integrity of design, workmanship, materials, and feeling:

- *Design:* combination of elements from a particular historic period that reflect historic function, technologies, and aesthetics during original conception and planning of property (National Register of Historic Places 2002:44), including:
 - Form Brutalist/Neo-Expressive form replaced with modern facades on multiple mall entrances, as well as loss of form for multiple anchor stores;
 - Plan layout changed with loss of Broadway anchor store and reconfigured Harkins movie theater space;
 - Space modern in-fill has changed use of space for property as a whole;
 - Structure layout changed with loss of Broadway store, as well as modifications to Goldwater’s and mall entry ways;
 - Style Brutalist/Neo-Expressive form changed with removal of distinctive upswept concrete entryway structures, as well as loss of characteristic features of the Goldwater’s Neo-Formalist design and the demolished Broadway Brutalist style
- *Workmanship:* crafts during period of history, including aesthetic principals, have been compromised by modern and insensitive improvements;
- *Materials* time-appropriate materials have been compromised by the removal of the massive concrete structures at each entry, and application of brick facing over distinctive tile facing on Goldwater’s store;
- *Feeling:* expression of aesthetic or historic sense of particular time has been compromised by the removal of the massive concrete structures at each entry, and alterations to all main mall entrances.

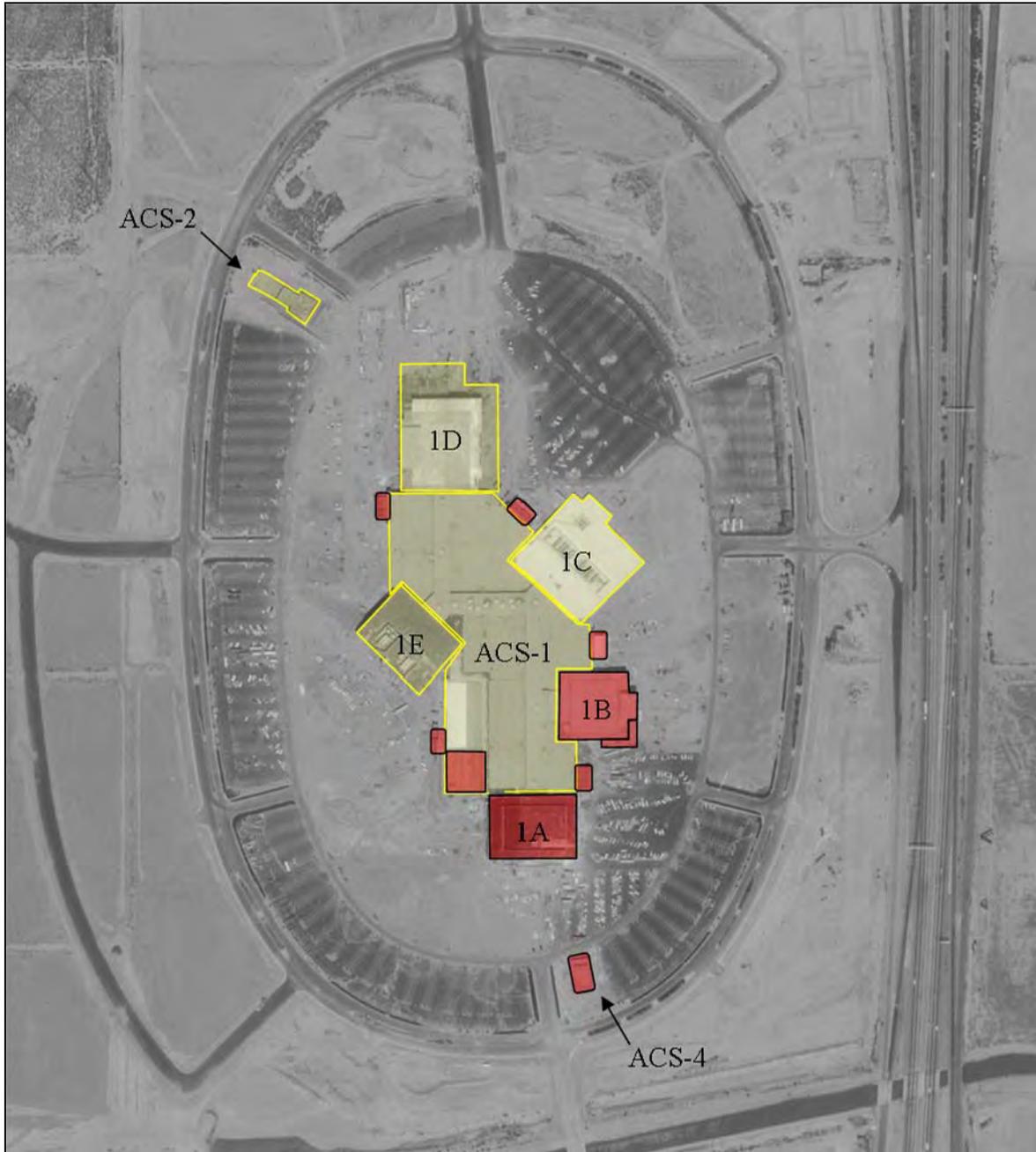
The modern alterations to the Metrocenter Mall have resulted in less than a majority (less than 50 percent) of the overall perimeter façade of the building retaining sufficient integrity, and the loss of important aspects of integrity for consideration under both Criteria A and C (see aerial maps below and Table 3). As summarized in the table, the total perimeter measurement for Metrocenter Mall and the five anchor stores is approximately 5,100 ft. The loss of integrity to Metrocenter Mall represents more than 50 percent of the overall perimeter value of the potential district (N=2,560 ft).

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 27



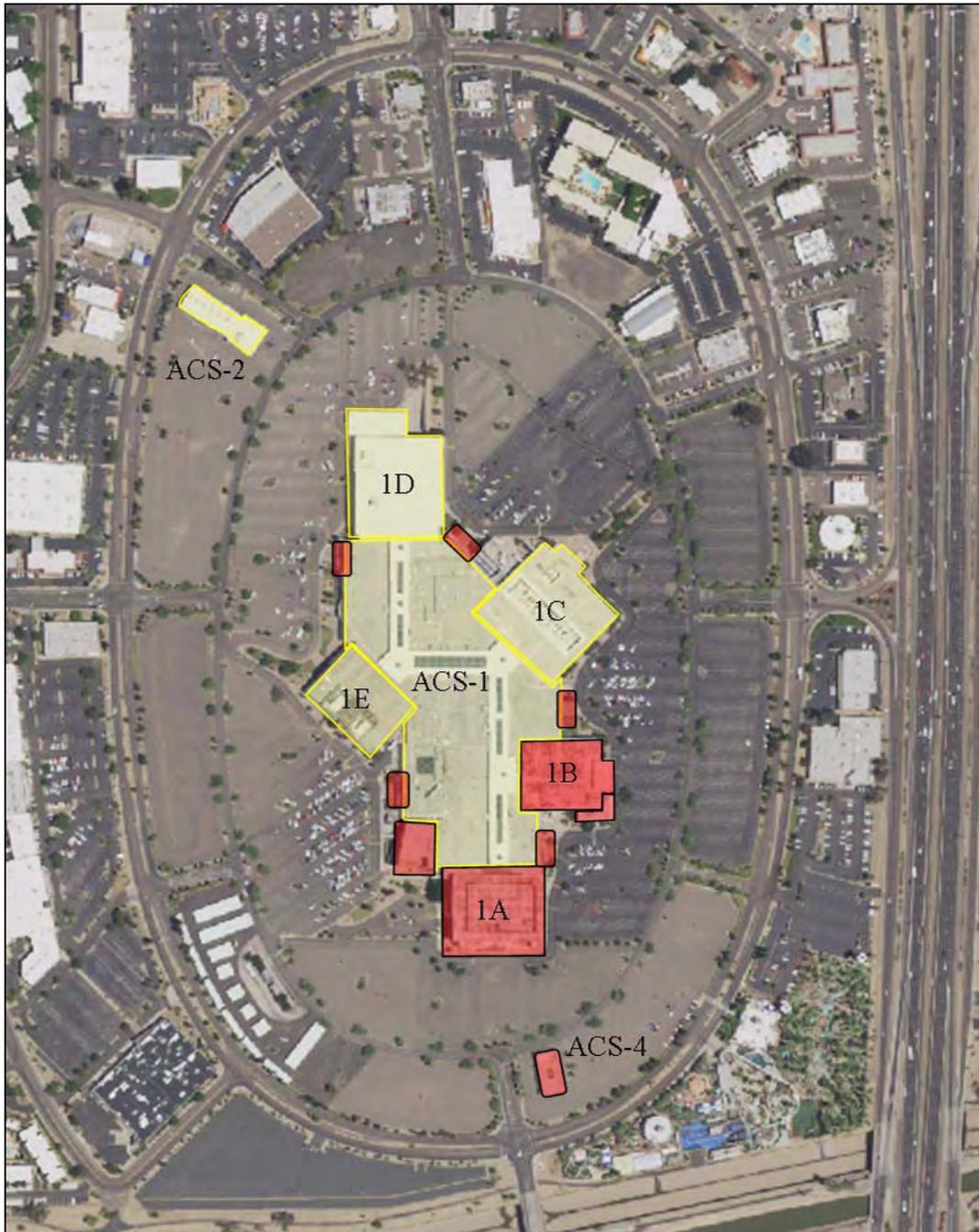
1973 aerial photograph of Metrocenter Mall, showing the potential historic district (yellow highlight), as well as areas that have experienced integrity loss (red highlight) (U.S. Geological Survey 2014).

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HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET

Name of property ACS-1

Continuation Sheet No. 28



Contemporary aerial photograph of Metrocenter Mall, showing the potential historic district (yellow highlight), as well as areas that have experienced integrity loss (red highlight).

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 29

Table 3. Metrocenter Mall Perimeter Façade Loss of Integrity Calculations.

Areas of Integrity Loss	Perimeter	Comments
The Broadway store	750	Store demolished
Goldwater store	640	Insensitive modern addition
Harkins movie theatre	420	Insensitive modern addition
Mall entrances (5)	750	Complete overhaul of entrances
Total	2,560	

ACS recommends the potential Metrocenter Mall Historic District as not eligible for inclusion in the National Register. Although the remaining stores are different in regard to design and style, they are not individually significant under Criterion A, nor do they exhibit distinctive architectural design and construction to merit individual eligibility under Criterion C (Table 4).

Table 4. Summary of Eligibility Recommendations for Metrocenter Mall Historic District.

Property Name	Year Built	Primary Reason for Ineligibility	Reversible
Metrocenter Mall (ACS-1)	1973	Insensitive alterations to the five mall entrances, including the removal of the massive ornamental structures that graced each entrance	No
The Broadway (ACS-1A)	1973	Building demolished	No
Goldwater’s (ACS-1B)	1973	Insensitive addition to front and side façades, alterations to the plan and design of the original building	No
Diamond’s (ACS-1C)	1973	No contiguous district; not individually significant for planning/development or architectural design	No
Sears, Roebuck & Co. (ACS-1D)-	1973–1974	No contiguous district; not individually significant for planning/development or architectural design	No
Rhodes (ACS-1E)	1973	No contiguous district; not individually significant for planning/development or architectural design	No

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 30

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STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-1

Continuation Sheet No. 31

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STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM

Please type or print clearly. Fill out each applicable space accurately and with as much information as is known about the property. Use continuation sheets where necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ, 83007.

PROPERTY IDENTIFICATION

For properties identified through survey: Site No. ACS-2 Survey Area: Northwest Extension II

Historic Name(s): Sears, Roebuck & Co. Auto Center

(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 9803 N Metro Parkway 149-16-001B

City or Town: Phoenix Vicinity County: Maricopa Tax Parcel No.: _____

Township: 3N Range: 2E Section: 26 Quarter Section: E 1/2 Acreage: <1

Block: _____ Lot(s): _____ Plat (Addition): _____ Year of plat (addition): _____

UTM reference: Zone 12 Easting 636900.0 Northing 937935.5 USGS 7.5' quad map: Sunnyslope, Ariz.

Architect: Charles Luckman, Associates not determined known (source): Flatow, Moore, Bryan and Fairborn, 197

Builder: Kitchell Contractor's, Inc. not determined known (source): Flatow, Moore, Bryan and Fairborn, 197

Construction Date: 1973-1974 known estimated (source): Maricopa County Assessor

STRUCTURAL CONDITION

GOOD (Well-maintained; no serious problems apparent)

FAIR (Some problems apparent) Describe: _____

POOR (Major problems; imminent threat) Describe: _____

RUIN / UNINHABITABLE

USES/FUNCTIONS

Describe how the property has been used over time, beginning with original use.

Auto Center, commercial

Sources:

Maricopa County Assessor

PHOTO INFORMATION

Date of photo: 6/15/2016

View Direction (looking towards):

West

Negative No.: ACS2_15_095_030



SIGNIFICANCE

Survey Site No.: ACS-2

To be eligible for the National Register of Historic Places, a property must represent an important part of the history or architecture of an area. Note: a property need only be significant under one of the areas below to be eligible for the National Register.

A. HISTORIC EVENTS/TRENDS (On a continuation sheet describe how the property is associated either with a significant historic event, or with a trend or pattern of events important to the history of the nation, the state, or the local community.)

B. PERSON (On a continuation sheet describe how the property is associated with the life of a person significant in the past.)

C. ARCHITECTURE (On a continuation sheet describe how the property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values.)

Outbuildings: (Describe any other buildings or structures on the property and whether they may be considered historic.)

INTEGRITY

To be eligible for the National Register, a property must have integrity, that is, it must be able to visually convey its importance. Provide detailed information below about the property's integrity. Use continuation sheets if necessary.

1. LOCATION Original Site Moved date: _____ Original Site: _____

2. DESIGN (Describe alterations from the original design, including dates - known or estimated - when alterations were made)

This building is rectilinear in form with store-front windows on front façade and multiple bay doors on the two side façades. The concrete building is a Brutalist-style structure with New-Formalist elements, similar in design to the main Sears anchor.

3. SETTING (Describe the natural and/or built environment around the property)

Retail/commercial area along Interstate 17, North Phoenix, with multi-lane streets, medians, and sidewalks.

Describe how the setting has changed since the property's period of significance:

Mall access streets have been widened with addition of modern, ornamental landscaping and structural in-fill.

4. MATERIALS (Describe the materials used in the following elements of the property)

Walls (structure): Concrete Foundation: Concrete Roof: Flat

Windows: Fixed store-front windows

If the windows have been altered, what were they originally? _____

Wall sheathing: Stucco and paint

If the sheathing has been altered, what was it originally? _____

5. WORKMANSHIP (Describe the distinctive elements, if any, of craftsmanship or method of construction)

NATIONAL REGISTER STATUS (if listed, check the appropriate box)

Individually Listed Contributor Noncontributor to: _____ Historic District
Date Listed: _____ Determined eligible by keeper of the National Register date: _____

RECOMMENDATIONS OF ELIGIBILITY (opinion of HPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a potential historic district.

More information needed to evaluate.

If not considered eligible, state reason: Not individually significant architecturally, no historic district

FORM COMPLETED BY

Name and Affiliation: T. Jones and A. Gregory, ACS Form Date: 6/28/2016

Mailing Address: 424 W. Broadway, Tempe, AZ 85282 Phone: 480-894-5477

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-2

Continuation Sheet No. 1



Photograph showing the south façade of the building, with multiple bay doors.
View facing northwest.



Photograph showing the north façade of the building, with multiple bay doors.
View facing southeast.

STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM

Please type or print clearly. Fill out each applicable space accurately and with as much information as is known about the property. Use continuation sheets where necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ, 83007.

PROPERTY IDENTIFICATION

For properties identified through survey: Site No. ACS-3 Survey Area: Northwest Extension II

Historic Name(s): Western Savings and Loan Branch Bank (Souper Salad)

(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 10005 N. Metro Parkway 149-16-389

City or Town: Phoenix Vicinity County: Maricopa Tax Parcel No.: _____

Township: 3N Range: 2E Section: 26 Quarter Section: E 1/2 Acreage: 1

Block: _____ Lot(s): 10 Plat (Addition): Tract-6 Metrocenter Year of plat (addition): _____

UTM reference: Zone 12 Easting 638677.3 Northing 937316.6 USGS 7.5' quad map: Sunnyslope, Ariz.

Architect: W.A. Sarmiento not determined known (source): Reiner 2009

Builder: W. P. Conally Construction Co not determined known (source): Reiner 2009

Construction Date: 1975 known estimated (source): Reiner 2009

STRUCTURAL CONDITION

GOOD (Well-maintained; no serious problems apparent)

FAIR (Some problems apparent) Describe: _____

POOR (Major problems; imminent threat) Describe: _____

RUIN / UNINHABITABLE

USES/FUNCTIONS

Describe how the property has been used over time, beginning with original use.

Branch Bank (1975-ca. 1990),
Restraunt (1994-present)

Sources:

City of Phoenix Historic Preservation
Office

PHOTO INFORMATION

Date of photo: 6/15/2016

View Direction (looking towards):

North-northwest

Negative No.: ACS3_15_095_049



SIGNIFICANCE

Survey Site No.: ACS-3

To be eligible for the National Register of Historic Places, a property must represent an important part of the history or architecture of an area. Note: a property need only be significant under one of the areas below to be eligible for the National Register.

A. HISTORIC EVENTS/TRENDS (On a continuation sheet describe how the property is associated either with a significant historic event, or with a trend or pattern of events important to the history of the nation, the state, or the local community.)

B. PERSON (On a continuation sheet describe how the property is associated with the life of a person significant in the past.)

C. ARCHITECTURE (On a continuation sheet describe how the property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values.)

Outbuildings: (Describe any other buildings or structures on the property and whether they may be considered historic.)

INTEGRITY

To be eligible for the National Register, a property must have integrity, that is, it must be able to visually convey its importance. Provide detailed information below about the property's integrity. Use continuation sheets if necessary.

1. LOCATION Original Site Moved date: _____ Original Site: _____

2. DESIGN (Describe alterations from the original design, including dates - known or estimated - when alterations were made)

See continuation form

3. SETTING (Describe the natural and/or built environment around the property)

Retail/commercial area along Interstate 17, North Phoenix, with multi-lane streets, medians, and sidewalks.

Describe how the setting has changed since the property's period of significance:

Arterial streets have been widened with addition of some ornamental landscaping and modern in-fill.

4. MATERIALS (Describe the materials used in the following elements of the property)

Walls (structure): Masonry Foundation: Concrete Roof: Laminated wood beams

Windows: Fixed store-front windows

If the windows have been altered, what were they originally? _____

Wall sheathing: Stucco

If the sheathing has been altered, what was it originally? _____

5. WORKMANSHIP (Describe the distinctive elements, if any, of craftsmanship or method of construction)

NATIONAL REGISTER STATUS (if listed, check the appropriate box)

Individually Listed Contributor Noncontributor to: _____ Historic District

Date Listed: _____ Determined eligible by keeper of the National Register date: _____

RECOMMENDATIONS OF ELIGIBILITY (opinion of HPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a potential historic district.

More information needed to evaluate.

If not considered eligible, state reason: _____

FORM COMPLETED BY

Name and Affiliation: T. Jones and A. Gregory, ACS Form Date: 6/28/2016

Mailing Address: 424 W. Broadway, Tempe, AZ 85282 Phone: 480-894-5477

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-3

Continuation Sheet No. 1

DESIGN

This building is a single-story, concrete masonry structure that is round in shape, with decorative concrete arches along its perimeter supporting the roof structure. Large windows wrap around the structure, with a single entry on its eastern side. The roof prominently extends upward to form a ribbed alignment of curved laminated wood beams. The overall design of the building is a reflection of Neo-Expressive architecture.

CRITERIA CONSIDERATION G: PROPERTIES THAT HAVE ACHIEVED SIGNIFICANCE
WITHIN THE LAST FIFTY YEARS

The National Register of Historic Places typically uses fifty years as an estimate of time to evaluate significance for resources, as it generally provides the time needed to gain historical perspective and to ensure that the National Register of Historic Places is limited to significant *historic* places. If a property is less than fifty years old, it must be evaluated under a special Criteria Consideration (G) to determine if it represents a property of “exceptional importance” at the local, State, or national level. In order to develop a proper historical perspective, both the historic context and the property’s role in that context must be evaluated, including using comparisons with other related properties within the same geographical location and the same significance or historical associations. This allows the identification of the *best* representative properties for a specific historical context (National Register of Historic Places 2002).

SIGNIFICANCE

A. HISTORIC EVENTS/TRENDS

The building is recommended eligible for listing in the National Register of Historic Places at a local level of significance under Criterion A for its association with Branch Banks in Phoenix (1950–1975), as summarized by Donna Reiner (2009:50–55). In the postwar period, residential expansion extended well beyond the limits of Phoenix, resulting in significant expansion of the city, not to mention significant growth of the population. In this period, banking institutions began constructing satellite branch banks along the major arterials of the expanding city in order to service these residents. No longer were banks centralized in large, prominent buildings of traditional downtowns of cities and towns. In this modern era of the automobile, the customer wanted efficient service without having to travel far from their suburban homes. Major institutions, including Valley National Bank, First National Bank, Arizona Bank (formerly Bank of Douglas), and Western Savings and Loan, constructed a number of branch banks across the expanding landscape of Phoenix.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-3

Continuation Sheet No. 2

C. ARCHITECTURE

Throughout the postwar era, the City of Phoenix significantly increased its incorporated boundaries, as well as its population. Changing attitudes of customer service and demand for efficient and prompt financial transactions necessitated the construction of multiple branch bank locations by the major institutions, many of which were located along major arterial streets. Banking institutions recognized that distinctive architecture of their branch banks was an effective tool of advertising. As such, local and nonlocal architects were commissioned to design branch banks that utilized native materials, as well as intriguing building designs. These designs, reflecting a plethora of styles and stylistic elements, projected the bank business philosophy of “a forward-looking, dynamic, growing company” as quoted by Gary Driggs in 1988 (Reiner 2009:50–54; Whiffen 1988).

The Western Savings and Loan Branch Bank (ACS-3, 10005 N. Metro Parkway) is a single-story, concrete masonry structure that is round in shape, with decorative concrete arches along its perimeter supporting the roof structure. Large windows wrap around the structure, with a single entry on its eastern side. The roof prominently extends upward to form a ribbed alignment of curved laminated wood beams, which was constructed so that the bank could be seen from a distance on I-17, as well as the frontage road and surrounding Metrocenter Mall ring road (City of Phoenix Preservation Office and Ryden Architects 2010). The sculptural look of the building is characteristic of Neo-Expressive architecture, particularly reminiscent of Oscar Niemeyer’s work on the Munchal Casino in Portugal (1966) and the Cathedral of Brasilia in Brazil (1970). In both of these well-known works, the rounded structure included an arrangement of vertical, arched concrete buttresses, creating a visually pleasing exterior. W. A. Sarmiento, the architect of the Western Savings and Loan building, worked as a drafter for Oscar Niemeyer prior to making a name for himself. Niemeyer’s inspiration is also shown in Sarmiento’s Financial Center (1964), which is also in Phoenix (City of Phoenix Preservation Office and Ryden Architects 2010; Reiner 2009).

Therefore, the Western Savings and Loan building is recommended individually eligible for listing in the National Register of Historic Places at the state level of significance under Criterion C, as it embodies distinctive characteristics of the Neo-Expressive Style (Vinson et al. 2016), a rare extant architectural type within the City of Phoenix.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-3

Continuation Sheet No. 3

City of Phoenix Preservation Office, and Inc. Ryden Architects

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2009 *Follow the Money: Identifying the Custom Architecturally Designed Branch Bank*. Master's thesis, Goucher College.

Whiffen, Marcus

1988 "Western Savings and Architecture: An Interview of Gary Driggs." *Triglyph* (Summer 1988): 3-13.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-3

Continuation Sheet No. 4



View of the building from the Metrocenter Mall parking lot, view facing east towards Interstate 17.



View rear façade with fenced utilities. The fence is not attached to the building, but serves as a barrier to unwarranted access to the HVAC and other utilities. View facing northeast.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-3

Continuation Sheet No. 5



Close view of the concrete arches that support the roof structure. View facing northeast.



Close view of the roof and beams that extend upward to form its distinctive conical shape.
View facing north.

STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM

Please type or print clearly. Fill out each applicable space accurately and with as much information as is known about the property. Use continuation sheets where necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ, 83007.

PROPERTY IDENTIFICATION

For properties identified through survey: Site No. ACS-4 Survey Area: Northwest Extension II

Historic Name(s): Broadway Auto Care Center (Auto Center)

(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 9600 N Metro Parkway 149-16-001C

City or Town: Phoenix Vicinity County: Maricopa Tax Parcel No.: _____

Township: 3N Range: 2E Section: 26 Quarter Section: E 1/2 Acreage: < 1

Block: _____ Lot(s): _____ Plat (Addition): _____ Year of plat (addition): _____

UTM reference: Zone 12 Easting 637842.7 Northing 935750.4 USGS 7.5' quad map: Sunnyslope, Ariz.

Architect: Charles Luckman Associates not determined known (source): Flatow, Moore, Bryan and Fairborn, 197

Builder: Del E. Webb not determined known (source): Flatow, Moore, Bryan and Fairborn, 197

Construction Date: 1973 known estimated (source): Historical aerial photographs

STRUCTURAL CONDITION

GOOD (Well-maintained; no serious problems apparent)

FAIR (Some problems apparent) Describe: _____

POOR (Major problems; imminent threat) Describe: _____

RUIN / UNINHABITABLE

USES/FUNCTIONS

Describe how the property has been used over time, beginning with original use.

Broadway Auto Center (1973-1997)
Auto Center (1997-2015)

Sources:
Maricopa County Assessor.

PHOTO INFORMATION

Date of photo: 6/15/2016

View Direction (looking towards):
Northeast

Negative No.: ACS4_15_095_028



SIGNIFICANCE

Survey Site No.: ACS-4

To be eligible for the National Register of Historic Places, a property must represent an important part of the history or architecture of an area. Note: a property need only be significant under one of the areas below to be eligible for the National Register.

A. HISTORIC EVENTS/TRENDS (On a continuation sheet describe how the property is associated either with a significant historic event, or with a trend or pattern of events important to the history of the nation, the state, or the local community.)

B. PERSON (On a continuation sheet describe how the property is associated with the life of a person significant in the past.)

C. ARCHITECTURE (On a continuation sheet describe how the property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values.)

Outbuildings: (Describe any other buildings or structures on the property and whether they may be considered historic.)

INTEGRITY

To be eligible for the National Register, a property must have integrity, that is, it must be able to visually convey its importance. Provide detailed information below about the property's integrity. Use continuation sheets if necessary.

1. LOCATION Original Site Moved date: _____ Original Site: _____

2. DESIGN (Describe alterations from the original design, including dates - known or estimated - when alterations were made)

Building demolished in 2015-2016

3. SETTING (Describe the natural and/or built environment around the property)

Retail/commercial area along Interstate 17, North Phoenix, with multi-lane streets, medians, and sidewalks.

Describe how the setting has changed since the property's period of significance:

Arterial streets have been widened with addition of some ornamental landscaping and modern in-fill.

4. MATERIALS (Describe the materials used in the following elements of the property)

Walls (structure): N/A Foundation: Concrete Roof: N/A

Windows: N/A

If the windows have been altered, what were they originally? N/A

Wall sheathing: N/A

If the sheathing has been altered, what was it originally? _____

5. WORKMANSHIP (Describe the distinctive elements, if any, of craftsmanship or method of construction)

NATIONAL REGISTER STATUS (if listed, check the appropriate box)

Individually Listed Contributor Noncontributor to: _____ Historic District
Date Listed: _____ Determined eligible by keeper of the National Register date: _____

RECOMMENDATIONS OF ELIGIBILITY (opinion of HPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a potential historic district.

More information needed to evaluate.

If not considered eligible, state reason: Building demolished in 2015-2016 for construction of Walmart superstore

FORM COMPLETED BY

Name and Affiliation: T. Jones and A. Gregory, ACS Form Date: 6/28/2016

Mailing Address: 424 W. Broadway, Tempe, AZ 85282 Phone: 480-894-5477

STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM

Please type or print clearly. Fill out each applicable space accurately and with as much information as is known about the property. Use continuation sheets where necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ, 83007.

PROPERTY IDENTIFICATION

For properties identified through survey: Site No. ACS-5 Survey Area: Northwest Extension II

Historic Name(s): Royal Palm Mobile Home (Royal Palm Manufactured Home Community)

(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 2050 W Dunlap Avenue

City or Town: Phoenix Vicinity County: Maricopa Tax Parcel No.: 149-11-008J, 011C, 012H, 012K, 012R

Township: 3N Range: 2E Section: 26 Quarter Section: SE 1/4 Acreage: 44

Block: _____ Lot(s): _____ Plat (Addition): _____ Year of plat (addition): _____

UTM reference: Zone 12 Easting 643418.0 Northing 934926.8 USGS 7.5' quad map: Sunnyslope, Ariz.

Architect: _____ not determined known (source): _____

Builder: _____ not determined known (source): _____

Construction Date: 1969 known estimated (source): Phoenix City Directory

STRUCTURAL CONDITION

GOOD (Well-maintained; no serious problems apparent)

FAIR (Some problems apparent) Describe: _____

POOR (Major problems; imminent threat) Describe: _____

RUIN / UNINHABITABLE

USES/FUNCTIONS

Describe how the property has been used over time, beginning with original use.

Mobile home park, residential

Sources:

Phoenix City Directory (1969, 1973)

PHOTO INFORMATION

Date of photo: 6/15/2016

View Direction (looking towards):

North-northwest

Negative No.: ACS5_15_095_003



SIGNIFICANCE

Survey Site No.: ACS-5

To be eligible for the National Register of Historic Places, a property must represent an important part of the history or architecture of an area. Note: a property need only be significant under one of the areas below to be eligible for the National Register.

A. HISTORIC EVENTS/TRENDS (On a continuation sheet describe how the property is associated either with a significant historic event, or with a trend or pattern of events important to the history of the nation, the state, or the local community.)

B. PERSON (On a continuation sheet describe how the property is associated with the life of a person significant in the past.)

C. ARCHITECTURE (On a continuation sheet describe how the property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values.)

Outbuildings: (Describe any other buildings or structures on the property and whether they may be considered historic.)

Community center adjacent to office with same construction and detailing, maintenance shed located behind community center

INTEGRITY

To be eligible for the National Register, a property must have integrity, that is, it must be able to visually convey its importance. Provide detailed information below about the property's integrity. Use continuation sheets if necessary.

1. LOCATION Original Site Moved date: _____ Original Site: _____

2. DESIGN (Describe alterations from the original design, including dates - known or estimated - when alterations were made)

See continuation form

3. SETTING (Describe the natural and/or built environment around the property)

Retail/commercial area along Interstate 17, North Phoenix, with multi-lane streets, medians, and sidewalks.

Describe how the setting has changed since the property's period of significance:

Arterial streets have been widened with addition of some ornamental landscaping and modern in-fill.

4. MATERIALS (Describe the materials used in the following elements of the property)

Walls (structure): Unknown Foundation: Concrete Roof: Flat, asphalt

Windows: Aluminum

If the windows have been altered, what were they originally? _____

Wall sheathing: Stucco

If the sheathing has been altered, what was it originally? _____

5. WORKMANSHIP (Describe the distinctive elements, if any, of craftsmanship or method of construction)

NATIONAL REGISTER STATUS (if listed, check the appropriate box)

Individually Listed Contributor Noncontributor to: _____ Historic District

Date Listed: _____ Determined eligible by keeper of the National Register date: _____

RECOMMENDATIONS OF ELIGIBILITY (opinion of HPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a potential historic district.

More information needed to evaluate.

If not considered eligible, state reason: _____

FORM COMPLETED BY

Name and Affiliation: T. Jones and A. Gregory, ACS Form Date: 6/28/2016

Mailing Address: 424 W. Broadway, Tempe, AZ 85282 Phone: 480-894-5477

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-5

Continuation Sheet No. 1

DESIGN

The Royal Palm Mobile Home Park is an adult community located along Dunlap Avenue, just west of 19th Avenue. The Arizona Canal forms the northern boundary of the facility. The property comprises 448 mobile home sites, as well as 125 temporary recreational vehicle (RV) lots. The main office building is centrally located on the property, with several outbuildings located immediately adjacent, including a community center and maintenance shed. A swimming pool and outdoor activity area are also located near the main office. Mobile home lots are predominantly angled in herringbone fashion, with larger homes (doublewides and larger manufactured homes) located in straightened lots. The temporary RV units are located in the southeast corner of the overall property along Dunlap Avenue.

The office building is a rectangular single-story structure with a flat, asphalt roof and centered main entry. The exterior exhibits a painted stucco sheathing, with long, vertical aluminum windows framed with wood. An extended porch with beams and pillars is evident along the front façade, with a modern porch addition on the rear. The adjacent community center building is similar in construction.

Circulation throughout the park consists of wide, curved, paved roads with sidewalks and ornamental landscaping (predominantly mature palm trees). The landscaping and fencing along Dunlap Avenue has been modernized. Modern manufactured homes are evident, though not pervasive, across the property; many mobile homes appear to date from the 1970s. Vacant lots are only apparent in the temporary RV lot, which is expected given the seasonal nature of occupation.

SIGNIFICANCE

A. HISTORIC EVENTS/TRENDS

A systematic study of mobile home parks in Phoenix has not yet been conducted, and although a number of these mobile home parks remain across the city, it is unknown how many retain a high degree of integrity. Based on limited research by ACS, the current property is recommended eligible under Criterion A for its association with Designed Mobile Home Parks in North Phoenix (ca. 1955–1976).

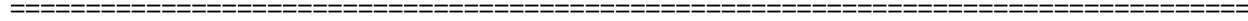
Settlement in North Phoenix increased significantly through the postwar period as lands formerly utilized for agricultural purposes were sold and developed into residential subdivisions and commercial corridors. The City of Phoenix began annexing lands of North Phoenix from the late 1940s well into the modern era, in order to create an uninterrupted urban expanse. Despite multiple attempts by Maryvale and Sunnyslope to incorporate and establish their own communities, Phoenix would eventually subsume these communities into its corporate boundaries, as well as thousands of acres of undeveloped lands north of Indian School Road. As defined in the accompanying report, North Phoenix by the mid-1970s generally extended north to south from Pinnacle Peak Road to Bethany Home Road, and east to west from Scottsdale Road to 43rd Avenue.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-5

Continuation Sheet No. 2



Annexation of this area from the late 1940s through the 1970s preceded essential amenities for development, including a reliable arterial transportation system, sufficient transmission of electrical power and water treatment, and municipal services. Despite these issues, however, urban development continued unabated as residential subdivisions were established and thousands of homes were constructed, altering the landscape of North Phoenix. From 1955 through the mid-1970s, a number of mobile home parks were established across the expanding city of Phoenix, offering a cheaper housing alternative for families who could not afford permanent homes.

Across North Phoenix, an estimated 45 mobile home parks were established during this period. Many of these communities were designed mobile home parks, which incorporated circulation, landscaping, and lot design in their construction. Many of these designed communities appear to have functioned as senior adult communities (including ACS-5). Limited archival research indicates there are currently about 12 comparable designed mobile home parks present in North Phoenix from 1955–1976. Whereas prior to 1976, mobile home parks were an important component of residential and urban development in North Phoenix, construction of permanent subdivisions appears to have been preferred through the modern era. Designed mobile home parks in Phoenix, although not yet systematically inventoried and evaluated, may represent a potentially significant postwar property type (Phoenix Historic Preservation Office, July 5, 2016).

The Royal Palm Mobile Home Park (ACS-5) is a designed mobile home community that retains a high degree of integrity of location, setting, feeling, and association. The park layout and circulation system has been maintained, and original trailers comprise the majority of residences. The permanent structures (e.g., main office and community center) are in good condition and have minimal modifications. The only significant modification to the property is modern landscaping and fencing along the Dunlap Avenue perimeter. Given the relatively small number of designed mobile home parks remaining across North Phoenix, and given the property’s high degree of integrity, ACS recommends ACS-5 as eligible under Criterion A for its association with Designed Mobile Home Parks in North Phoenix (1955–1976).

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-5

Continuation Sheet No. 3



Overview of the mobile home park from Dunlap Avenue, view facing north



View of the office building and clubhouse, view facing northwest.
The swimming pool and outdoor activity area are located to the rear.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-5

Continuation Sheet No. 4



Overview of the outdoor activity area behind the office, view facing northeast.



Street overview of the mobile home park along B Street. View facing south.
Narrow sidewalks and ornamental landscaping are typical
of the streets within the park.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-5

Continuation Sheet No. 5



Overview of the temporary trailer area, view facing east.
These lots are used for seasonal visitors, and visiting travelers.



Photograph of a typical 12-wide home, with a covered driveway and landscaping along the front. View facing southeast.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property ACS-5

Continuation Sheet No. 6



Photograph of a doublewide trailer with offset entry and covered areas on either side. View facing south.

SIGNIFICANCE

To be eligible for the National Register of Historic Places, a property must represent an important part of the history or architecture of an area. Note: a property need only be significant under one of the areas below to be eligible for the National Register.

- A. HISTORIC EVENTS/TRENDS (On a continuation sheet describe how the property is associated either with a significant historic event, or with a trend or pattern of events important to the history of the nation, the state, or a local community.)
- B. PERSON (On a continuation sheet describe how the property is associated with the life of a person significant in the past.)
- C. ARCHITECTURE (On a continuation sheet describe how the property embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possesses high artistic values.)

Outbuildings: (Describe any other buildings or structures on the property and whether they may be considered historic.)

INTEGRITY

To be eligible for the National Register, a property must have integrity, that is, it must be able to visually convey its importance. Provide detailed information below about the property's integrity. Use continuation sheets if necessary.

- 1. LOCATION Original Site Moved (date _____) Original Site: _____
- 2. DESIGN (Describe alterations from the original design, including dates—known or estimated—when alterations were made)

- 3. SETTING (Describe the natural and/or built environment around the property) commercial business parks

Describe how the setting has changed since the property's period of significance: The setting has been transformed from rural agricultural to urban commercial business park.

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): concrete Foundation: n/a Roof: n/a
Windows: n/a
If the windows have been altered, what were they originally? _____
Wall Sheathing: _____
If the sheathing has been altered, what was it originally? _____
- 5. WORKMANSHIP (Describe the distinctive elements, if any, of craftsmanship or method of construction)
Modern industrial, no special qualities

NATIONAL REGISTER STATUS (if listed, check the appropriate box)

- Individually listed; Contributor Noncontributor to _____ Historic District
- Date Listed: _____ Determined eligible by Keeper of National Register (date: _____)

RECOMMENDATIONS OF ELIGIBILITY (opinion of SHPO staff or survey consultant)

- Property is is not eligible individually.
- Property is is not eligible as a contributor to a potential historic district.
- More information needed to evaluate.
- If not considered eligible, state reason: n/a

FORM COMPLETED BY:

Name and Affiliation: Mark Brodbeck Date: 08/15/2016
Mailing Address: 3200 East Camelback Road, Phoenix, AZ 85018 Phone No.: 602.206.7700

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property Arizona Canal Continuation Sheet No. 2

=====

The northernmost canal in the water distribution system of the Salt River Project (SRP), the Arizona Canal is a feature intimately tied to Phoenix's history. The canal helped to develop the Salt River Valley into a major urban center in the Southwest. The Salt River Valley, at the time of the canal's construction in 1883, already had canals on both the northern and southern sides of the Salt River, irrigating portions of the Valley. As initially planned, the Arizona Canal would provide irrigation water for an expanding agricultural economy because of its ability to supply water to almost 100,000 additional acres on the northern side of the Salt River. Because of the irrigation water, people from across the United States moved to the Valley and established the towns of Scottsdale, Glendale, and Peoria. The canal allowed for citrus groves, which became an important cash crop for export. It also provided water for the first hydropower plants to provide electricity to Phoenix. The Arizona Canal was constructed between 1883 and 1885; the initial construction spanned 42 miles along the northern portion of the Salt River Valley. An additional 5 miles was added by 1894 at the far western portion of the canal. Following congressional authorization of the SRP, the United States government purchased the Arizona Canal system in 1906 and the Reclamation Service began a program of improvement and enlargement. The Salt River Valley Water Users' Association, which operates SRP's water distribution system today, continues to operate and maintain the canal, making modifications when needed (Dudley 1991, HAER AZ-19)

Arizona Canal hydropower plants, although no longer in existence today, provided the first electricity to the city of Phoenix at the turn of the century. Built by private enterprise, two power houses, one at the Arizona Falls and the other on the Salt River Indian Reservation, supplied electric power to a growing population. Today the Arizona Canal provides domestic water to thousands of homes in the Valley, as well as delivering water to the remaining lands still being farmed. Two cities, Phoenix and Glendale, receive water for their treatment plants at three locations along the Arizona Canal. Many homes also receive urban irrigation to water private orchards and lawns (Dudley 1991, HAER AZ-19).

In 2001, the Bureau of Reclamation, the Advisory Council on Historic Preservation, the Arizona State Historic Preservation Office, and SRP entered into a Programmatic Agreement to mitigate future modifications and system upgrades to the SRP system of main canals, laterals, and associated features resulting from required operation and maintenance and from continued pressures from urban development in and around the greater Phoenix metropolitan area that will have continued effects upon the system and associated features and facilities. The Arizona Canal was identified as one of the main canals of the SRP system and was determined eligible for listing in the National Register under Criteria A and C. According to the stipulations of the PA, future impacts to the canal have been mitigated through the preparation of a Historic American Engineering Record (HAER No. AZ-19), which was agreed upon by the signatories of the PA as adequate mitigation for the main canals (Dudley 1991). Because future modifications of the Arizona Canal have already been mitigated through HAER documentation, a finding of no adverse effects is appropriate for the light rail extension project and no further evaluation is required.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

name of property Arizona Canal

Continuation Sheet No. 3



Arizona Canal at 25th Avenue, view to northeast



Arizona Canal, looking east/northeast from 25th Avenue bridge

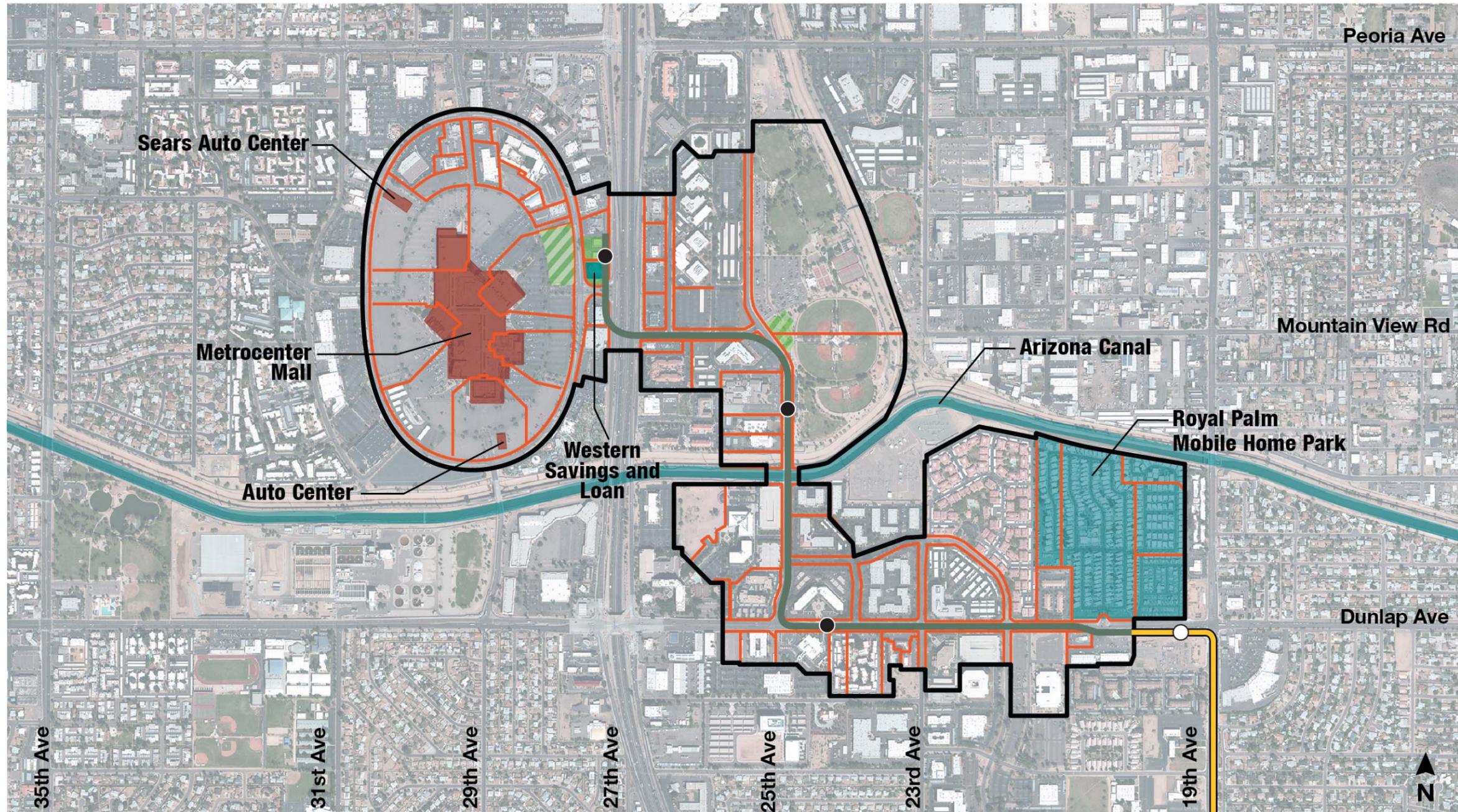
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APPENDIX C. DOCUMENTED HISTORIC BUILDINGS IN THE APE

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DOCUMENTED HISTORIC BUILDINGS IN THE APE



LEGEND

- | | | | | |
|------------------------------------|---------------------------|-------------------------|--------------------------------------|--------------------------|
| Existing Valley Metro Rail/Station | Area of Potential Effects | Transit Center | Historic Structure Footprints | |
| Northwest Extension Phase II | Parcel Boundary | Potential Park-and-ride | | Recommended Eligible |
| Proposed Phase II Station | | | | Recommended Not Eligible |

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