



Arizona Department of Transportation

Environmental Planning

**Section 106 Built Environment
Determinations of Eligibility and
Assessment of Effects**

**I-10 Broadway Curve:
I-17 Split to Loop 202 (Santan Freeway)**

**Federal Project No. NH 010-C(220)T
ADOT Project No. 010 MA 161 F0072 01D**

**July 2019
Second Submittal**

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Section 106 Built Environment Determinations of Eligibility and Assessment of Effects, I-10 Broadway Curve: I-17 Split to Loop 202 (Santan Freeway), Maricopa County, Arizona

Federal Project No. NH 010-C(220)T
ADOT Project No. 010 MA 161 F0072 01D

Route: Interstate 10
Mileposts: 149.5-160.9

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July 2019

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ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
ADOT	Arizona Department of Transportation
APE	Area of Potential Effects
CFR	Code of Federal Regulations
DMS	Dynamic Messaging Sign
EA	Environmental Assessment
FHWA	Federal Highway Administration
FMS	Freeway Management System
HOV	High Occupancy Vehicle
MAG	Maricopa Association of Governments
MOA	Memorandum of Agreement
MP	Milepost
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act of 1966, as amended
NRHP	National Register of Historic Places
PA	Programmatic Agreement
ROW	Right-of-Way
SHPO	State Historic Preservation Officer
SRP	Salt River Project
TCE	Temporary Construction Easement
TI	Traffic Interchange
USC	United States Code
USGS	United States Geological Survey

ABSTRACT AND MANAGEMENT SUMMARY

Document Title: Section 106 Built Environment Determinations of Eligibility and Assessment of Effects
I-10 Broadway Curve: I-17 Split to Loop 202 (Santan Freeway)

Date: July 2019

Project Name and Numbers: I-10 Broadway Curve: I-17 Split to Loop 202 (Santan Freeway)
Federal Project No. NH 010-C(220)T
ADOT Project No. 010 MA 161 F0072 01D

Permits: Not Applicable

Agencies: Arizona Department of Transportation (ADOT)

Project Description, Undertaking, Jurisdiction, and Area of Potential Effects: The Arizona Department of Transportation (ADOT), in coordination with the Maricopa Association of Governments (MAG) is preparing an Environmental Assessment (EA) document for proposed improvements to a segment of Interstate 10 (I-10) from the I-10/I-17 (Split) Traffic Interchange (TI) (Milepost [MP] 149.5) to the Loop 202 (SR202L) Santan Freeway (MP 160.9) The study area also includes the segment of State Route (SR) 143 from Broadway Road (MP 000.25-) north to just south of the south bank of the Salt River (MP 001.3), and US60 (Superstition Freeway) from I-10 (MP 172.0) east to Hardy Drive (MP 173.0) within the cities of Phoenix, Tempe, and Chandler, and the town of Guadalupe, Maricopa County, Arizona. The EA will be completed in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

The study area of the proposed I-10 improvements serves the growing communities in the south and east valley, downtown Phoenix metropolitan area, and other major employment centers. Traffic demand is causing the I-10 corridor and adjacent local arterial street system to become increasingly congested during the morning and evening peak travel periods. Future traffic volume projections indicate the congestion will continue to worsen, causing further travel delays and increased travel times for those using the I-10 corridor. The purpose of this proposed project is to improve travel time reliability and regional mobility, and address congestion on I-10 while maintaining local and multimodal access.

Improvements to this segment of I-10 have been considered over the past 30 years in the following transportation studies:

- *Interstate 10 Corridor Refinement Study (1988)*
- *I-10 Corridor Improvement Study (2007)*
- *Spine Corridor Study (2014)*
- *Interstate 10 Near Term Improvements Study (2014)*

Each of these previous studies systematically approached the development of viable improvement concepts and alternative options, through interdisciplinary team dialogues that included ADOT, Federal Highway Administration, MAG, and agency stakeholders, as well as input obtained through public outreach.

The project will evaluate a build and no-build alternative for the improvements in this study area. The no-build alternative will be evaluated to provide the baseline comparison for the build alternative. If selected, the build alternative improvements would consist of widening and restriping I-10 within the project limits to add general-purpose (GP) lanes, high-occupancy vehicle (HOV) lanes, and auxiliary (AUX) lanes; constructing collector-distributor (C-D) roads, reconstructing and improving I-10 interchanges along this segment of I-10; construction of and modifications to bridges; various drainage improvements; installing and

upgrading Freeway Management System (FMS) facilities and dynamic message signs (DMS) within the project limits; and other components such as fencing, utilities, traffic markers, and lighting systems.

The proposed build alternative would require additional right-of-way (ROW) and temporary construction easements (TCE) from private land owners within the study area. Any ROW and/or TCEs would be evaluated prior to construction.

Legal Description of the APE:	The APE includes ADOT, City, and County ROW along I-10, I-17, S.R. 143/Hohokam Expressway, U.S. 60/Superstition Freeway, and S.R. 202 Loop/Santan Freeway within T1N, R3E; T1N, R4E; and T1S, R4E.
Personnel and Dates of Fieldwork:	Stephanie Foell, Haley Schriber, Guy Blanchard; February 25 - March 1, 2019
National Register of Historic Places (NRHP) Listed Properties:	Tempe Double Butte Cemetery (Pioneer Section), NRHP No. 13000020 (2013), Criterion A and Criteria Consideration D Salt River Project Diversion and Conveyance System Historic District, NRHP No. 100001454 (2017), Criterion A
Built Environment Properties Previously Determined Eligible:	Western Canal, 2001 PA ¹ , Criterion A Highline Canal, 2001 PA, Criterion A Kyrene Branch Western Canal, AZSITE, Criterion A
Built Environment Properties Unevaluated and Treated as Eligible for Purposes of this Project:	Salt River Valley Canal (Laterals Only), AZSITE, No NRHP Criteria Grand Canal (Laterals Only), 2001 PA, Criterion A San Francisco Canal (Laterals Only), 2001 PA, Criterion A
Built Environment Properties Previously Determined Not Eligible:	Maricopa & Phoenix Railroad, Petty (FHWA) to Jacobs (SHPO) June 8, 2017; SHPO concurrence June 12, 2017 Twin Buttes Cemetery/Bell Butte Cemetery, Jacobs (SHPO) to Hollis (FHWA) September 10, 2007
Built Environment Properties Recommended Eligible:	48 th Street Drain (Tempe Drainage District No. 2 Ditch), Criteria A and C Guadalupe, Criteria A, C, and D
Built Environment Properties Recommended Not Eligible:	See list in Table 5.

¹ Programmatic Agreement among the Bureau of Reclamation, Phoenix Area Office, the Advisory Council on Historic Preservation, the Arizona State Historic Preservation Office, and Salt River Project regarding Historic Preservation Treatment for the Salt River Project System of Historic Main Canals, Laterals, and Associated Features Operated and Maintained by the Salt River Project for the Bureau of Reclamation (2001).

1 INTRODUCTION AND PROJECT DESCRIPTION

The Arizona Department of Transportation (ADOT), in coordination with the Maricopa Association of Governments (MAG) is preparing an Environmental Assessment (EA) document for proposed improvements to a segment of Interstate 10 (I-10) from the I-10/I-17 (Split) Traffic Interchange (TI) (Milepost [MP] 149.5) to the Loop 202 (SR202L) Santan Freeway (MP 160.9). The study area also includes the segment of State Route (SR) 143 from Broadway Road (MP 000.25-) north to just south of the south bank of the Salt River (MP 001.3), and US60 (Superstition Freeway) from I-10 (MP 172.0) east to Hardy Drive (MP 173.0) within the cities of Phoenix, Tempe, and Chandler, and the town of Guadalupe, Maricopa County, Arizona. The EA will be completed in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

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Each of these previous studies systematically approached the development of viable improvement concepts and alternative options, through interdisciplinary team dialogues that included ADOT, Federal Highway Administration (FHWA), MAG, and agency stakeholders, as well as input obtained through public outreach.

The project will evaluate a build and no-build alternative for the improvements in this study area. The no-build alternative will be evaluated to provide the baseline comparison for the build alternative. If selected, the build alternative improvements would consist of widening and restriping I-10 within the project limits to add general-purpose (GP) lanes, high-occupancy vehicle (HOV) lanes, and auxiliary (AUX) lanes; constructing collector-distributor (C-D) roads, reconstructing and improving I 10 interchanges along this segment of I-10; construction of and modifications to bridges; various drainage improvements; installing and upgrading Freeway

Management System (FMS) facilities and dynamic message signs (DMS) within the project limits; and other components such as fencing, utilities, traffic markers, and lighting systems.

The proposed build alternative would require additional right-of-way (ROW) and temporary construction easements (TCE) from private land owners within the study area. Any ROW and/or TCEs would be evaluated prior to construction.

2 SECTION 106 LEGAL AND REGULATORY CONTEXT

The project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) (54 United States Code (USC) 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations (CFR) 800). Specifically, Section 106 of the NHPA requires that the responsible federal agency consider the effects of its actions on historic properties and provide the Federal Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking. FHWA and ADOT have executed an agreement, through which FHWA has formally assigned its legal responsibilities for complying with National Environmental Policy Act (NEPA) to ADOT. Therefore, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by ADOT pursuant to the *Memorandum of Understanding between the Federal Highway Administration and the Arizona Department of Transportation concerning the State of Arizona's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327* (MOU) dated April 16, 2019, and executed by FHWA and ADOT.

Historic properties are defined as prehistoric and historic sites, buildings, structures, districts, and objects included in, or eligible for inclusion in, the National Register of Historic Places (NRHP), as well as artifacts, records, and remains related to such properties. Under 36 CFR 800.3, Section 106 requires the lead federal agency, in consultation with State Historic Preservation Officer (SHPO), to develop the Area of Potential Effects (APE), identify historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require that the lead federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented.

As part of the Section 106 process, agency officials apply the NRHP eligibility criteria to identify historic properties. As established in the NHPA, to be listed in the NRHP, or to be determined eligible for listing, properties must meet certain criteria for historic or cultural significance. A property is eligible for the NRHP if it is significant under one or more of the following criteria defined in 36 CFR 60.4 as "the quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A: Are associated with events that have made a significant contribution to the broad patterns of our history; or

B: Are associated with the lives of persons significant in our past; or

C: Embody the 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; or

D: Have yielded, or may be likely to yield, information important in prehistory or history.”

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven aspects of integrity to determine if it conveys historic significance: location; design; setting; materials; workmanship; feeling; and association. If a property is determined to possess historic significance under one or more criteria and retains integrity to convey its significance, the property is deemed eligible for the NRHP.

The National Register Bulletin “How to Apply the National Register Criteria for Evaluation” (National Park Service 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

- Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property’s design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts, significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

- Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the

character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. This is particularly important for districts.

- 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. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.
- 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.
- 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 intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in “How to Apply the National Register Criteria for Evaluation,” different aspects of integrity may be more or less relevant depending on why a specific historic property was listed in or determined eligible for listing in the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district’s historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district’s components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

2.1 ASSESSMENT OF EFFECTS

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5 “Assessment of adverse effects.” According to this portion of the regulations, the criteria of adverse effect are defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable

effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

Physical destruction of or damage to all or part of the property;

Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;

Removal of the property from its historic location;

Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the NRHP guidance is more commonly used. However, crucial information on integrity assessments (used for eligibility determinations) provides information regarding what each aspect of integrity entails and how each aspect relates to the select National Register criteria for eligibility. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation.

Information for the historic properties that are the focus of this report, if available, was reviewed to determine under which Criteria for Evaluation the properties were deemed eligible for the NRHP, which historic characteristics and features of the properties qualified them for eligibility, and which areas of integrity were most relevant to the eligibility determinations and to what degree the properties retain them. This information provides useful insight when applying the criteria for adverse effects and making accurate effects determinations.

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that just because project

components may be visible from a historic property, this does not necessarily constitute an adverse effect. Factors considered include proximity of project components, the significance of viewsheds as indicated in prior documentation (if available), and the overall importance of integrity of setting to the historic property's determination of eligibility. Cumulative adverse effects can result from changes that occurred prior to the current undertaking with project-related changes contributing to an adverse effect. Cumulative adverse effects can also result from distinct impacts, such as noise, vibration, and visual effects, resulting from the project that individually may not constitute adverse effects but collectively and cumulatively diminish character-defining features and/or aspects of integrity.

During the current assessment of effects, information available for the historic properties was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility.

To determine project effects, architectural historians followed the guidelines set forth in 36 CFR 800 and supported by information on integrity set forth in the National Register Bulletin "How to Apply National Register Criteria for Evaluation," the following findings were used to assess project effects to historic properties:

Type of Effect	Definition
No Effect	Per 36 CFR 800.4(D)(1), an undertaking may have no effect to historic properties in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties.
No Adverse Effect	Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies the resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
Adverse Effect	An "Adverse Effect" is determined if the undertaking would alter a characteristic that qualifies the historic property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

3 AREA OF POTENTIAL EFFECTS

An APE is defined by 36 CFR 800.16(d) as “the geographic area or areas which an undertaking may directly or indirectly cause alterations in the character of use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

This undertaking involves the stated purpose to increase capacity along I-10 between its interchange with I-17 and the S.R. 202 (Loop 202)/Santan Freeway. I-10 is a highly visible, elevated freeway located in a relatively flat area within the Salt River Valley. The existing freeway includes light poles, wayfinding signage, and large billboards along much of its length in addition to numerous overpasses, ramps, and interchanges.

The project’s stated purpose is to improve travel time reliability and regional mobility and address congestion on I-10 while maintaining local and multimodal access. Project plans include freeway widening and construction of additional lanes, repaving, restriping, and DMS installation within the project limits of disturbance. Utilities, fencing, guardrails, and existing signage may be removed and relocated in many instances. Larger project elements include widening the I-10 bridge over the Salt River; reconfiguring the I-10/40th Street interchange; removing and reconstructing the 48th Street and W. Broadway Road bridges over I-10; constructing new bridges and freeway infrastructure as needed to accommodate roadway elements at the reconfigured I-10/S.R. 143/Hohokam Expressway interchange and elsewhere within the project limits of disturbance; constructing new pedestrian bridges over I-10 at Alameda Drive and the Western Canal; and widening the Guadalupe Road bridge over I-10 to accommodate a multi-use path.

The APE (Figure 1) developed considers both direct and indirect effects. Direct project effects may include a physical impact in a particular area in addition to visual, noise, vibration, or other atmospheric effects. Indirect effects may include those caused as a result of project implementation that occur later in time, be farther removed in distance, or be cumulative.²

The majority of the project occurs within existing ADOT ROW and much of the APE is concurrent with that ROW when activities are confined to it with no potential for visual effects. Where the proposed project requires additional ROW or where utilities will be moved, the entire parcel where the activity occurs was included within the APE. The APE considers new visual elements proposed as part of the project. To account for the introduction of DMSs placed within the freeway’s median, the APE includes a quarter-mile radius around each proposed DMS. At the I-10/S.R. 143/Hohokam Expressway interchange, which will be reconfigured and reconstructed, the APE includes a half-mile radius around the interchange.

²The definitions of direct and indirect effects are based on the March 2019 decision of the United States Court of Appeals for the District of Columbia in the case of National Parks Conservation Association v. Todd T. Semonite, Lieutenant General, et al. These definitions deviate from some prior interpretations of direct and indirect effects. However, based on advice provided by the Advisory Council on Historic Preservation’s Office of General Counsel on June 7, 2019, Section 106 assessments on federal undertakings should adopt these revised definitions and approaches.

Figure 1. Area of Potential Effects

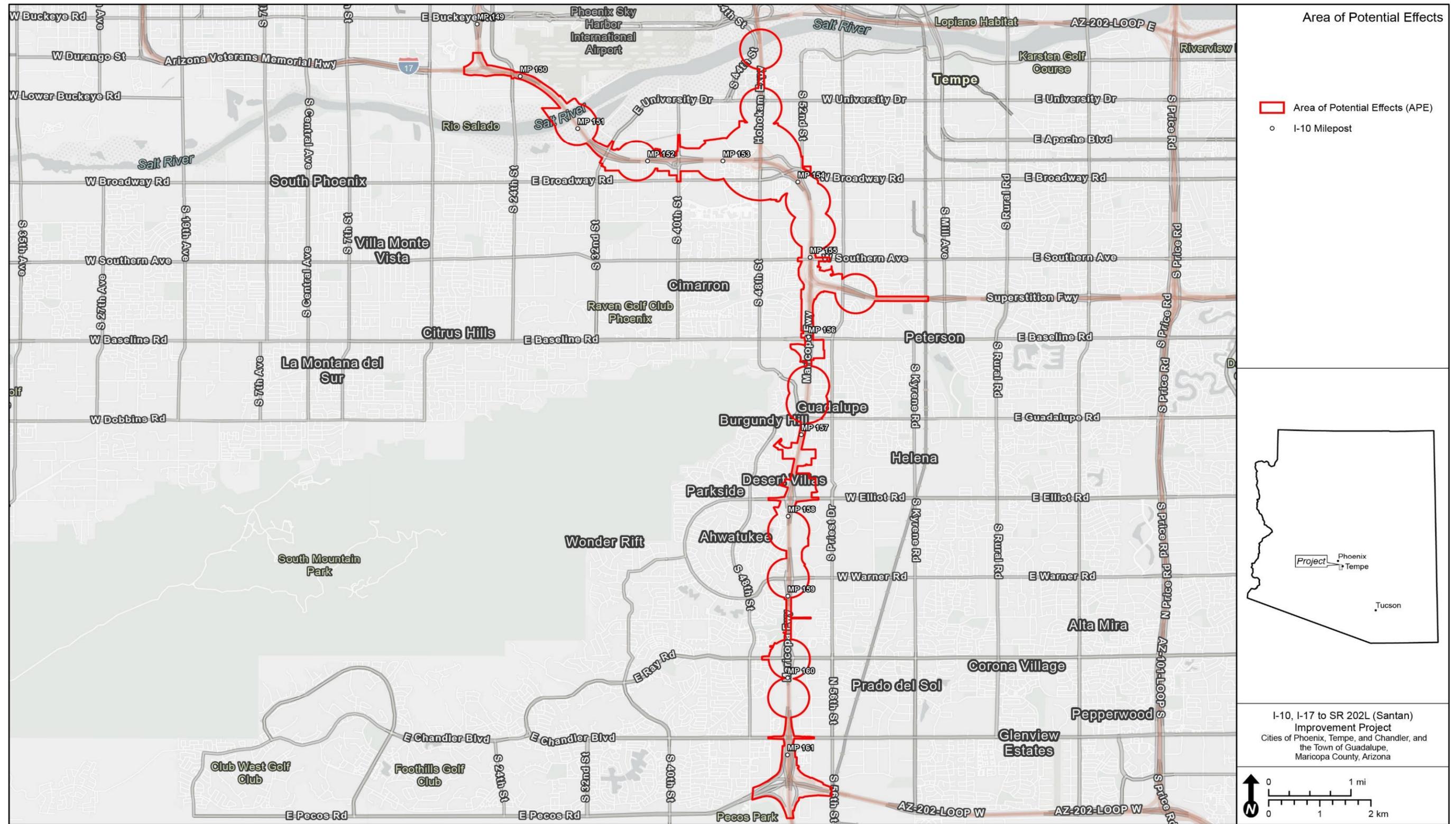


Figure 1. Area of Potential Effects (continued)

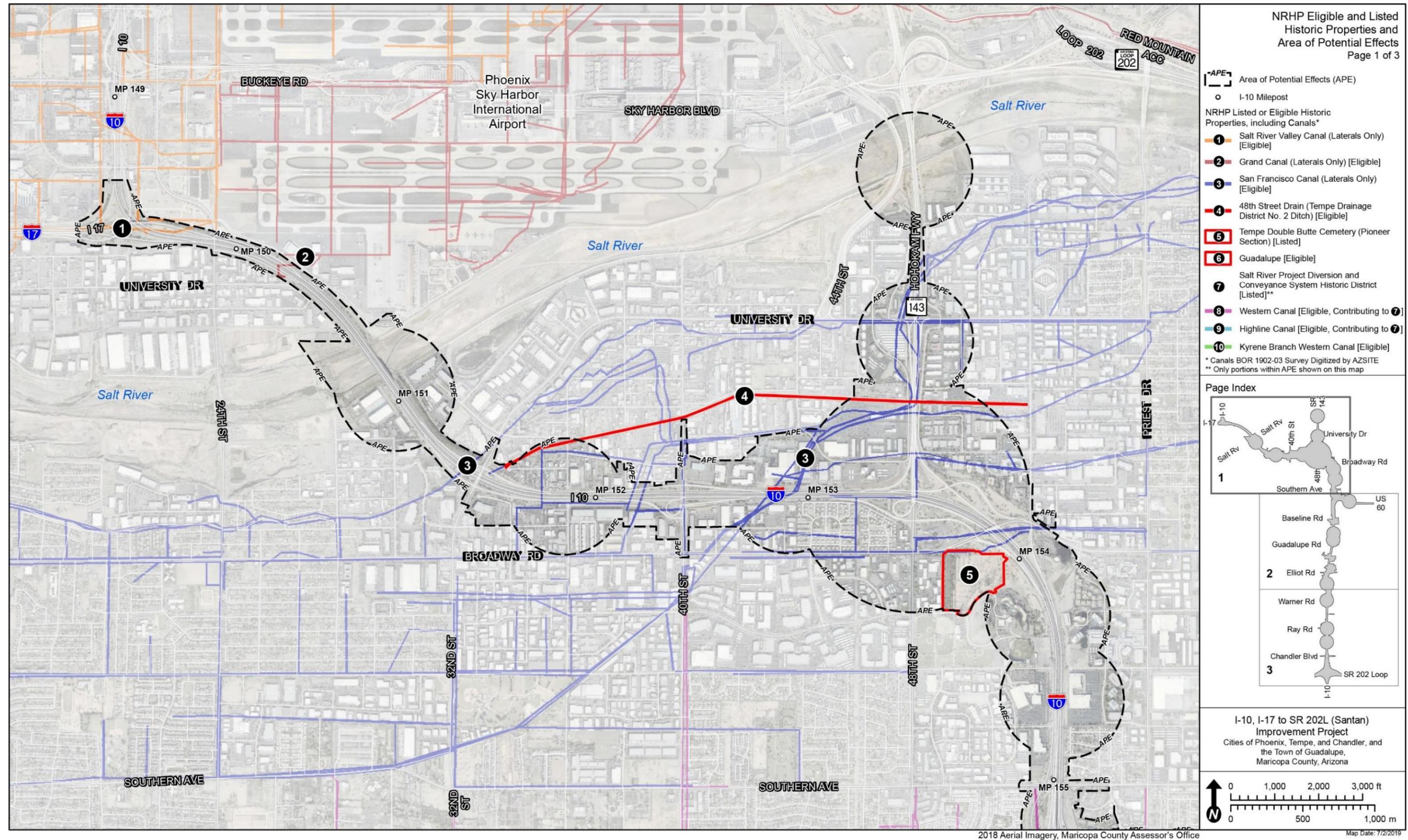


Figure 1. Area of Potential Effects (continued)

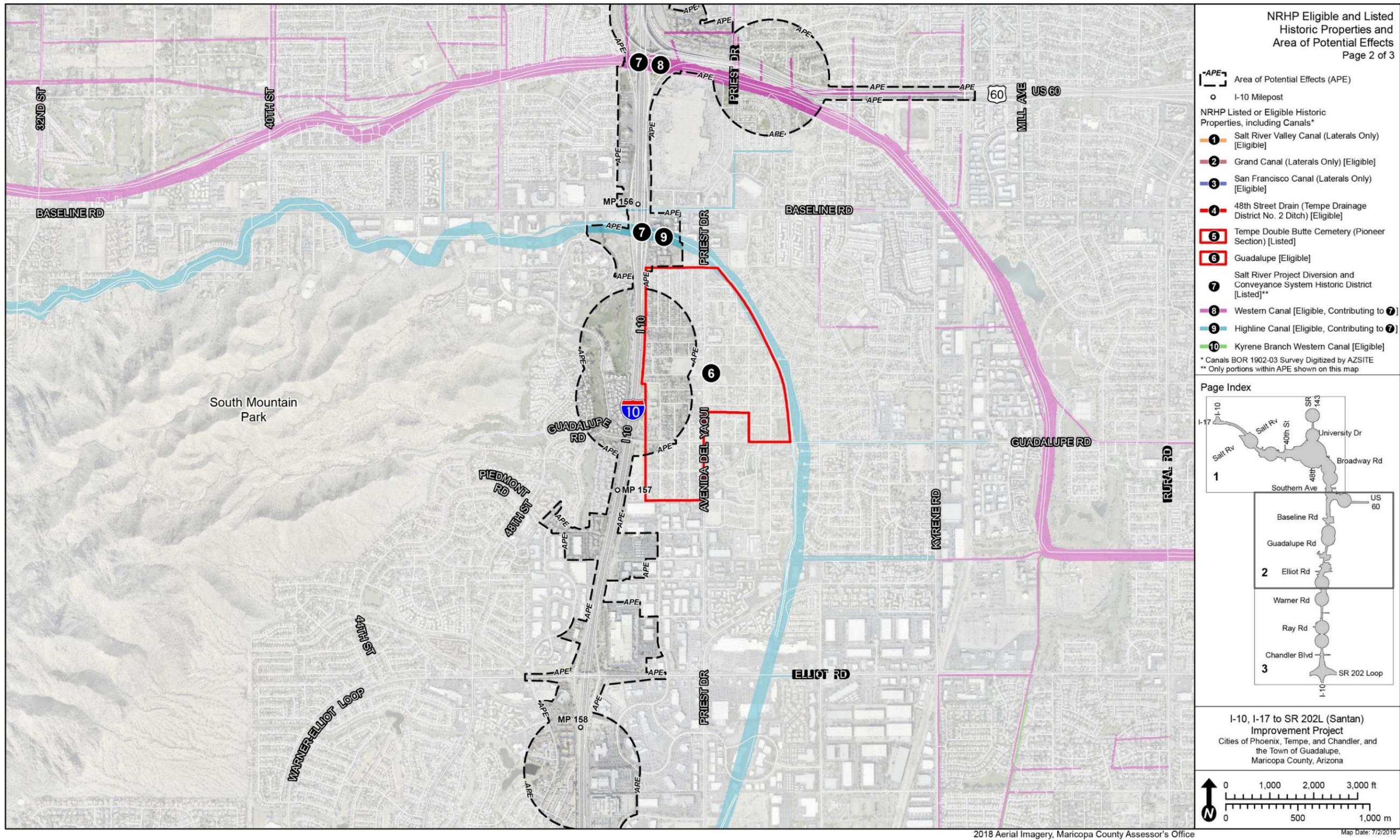
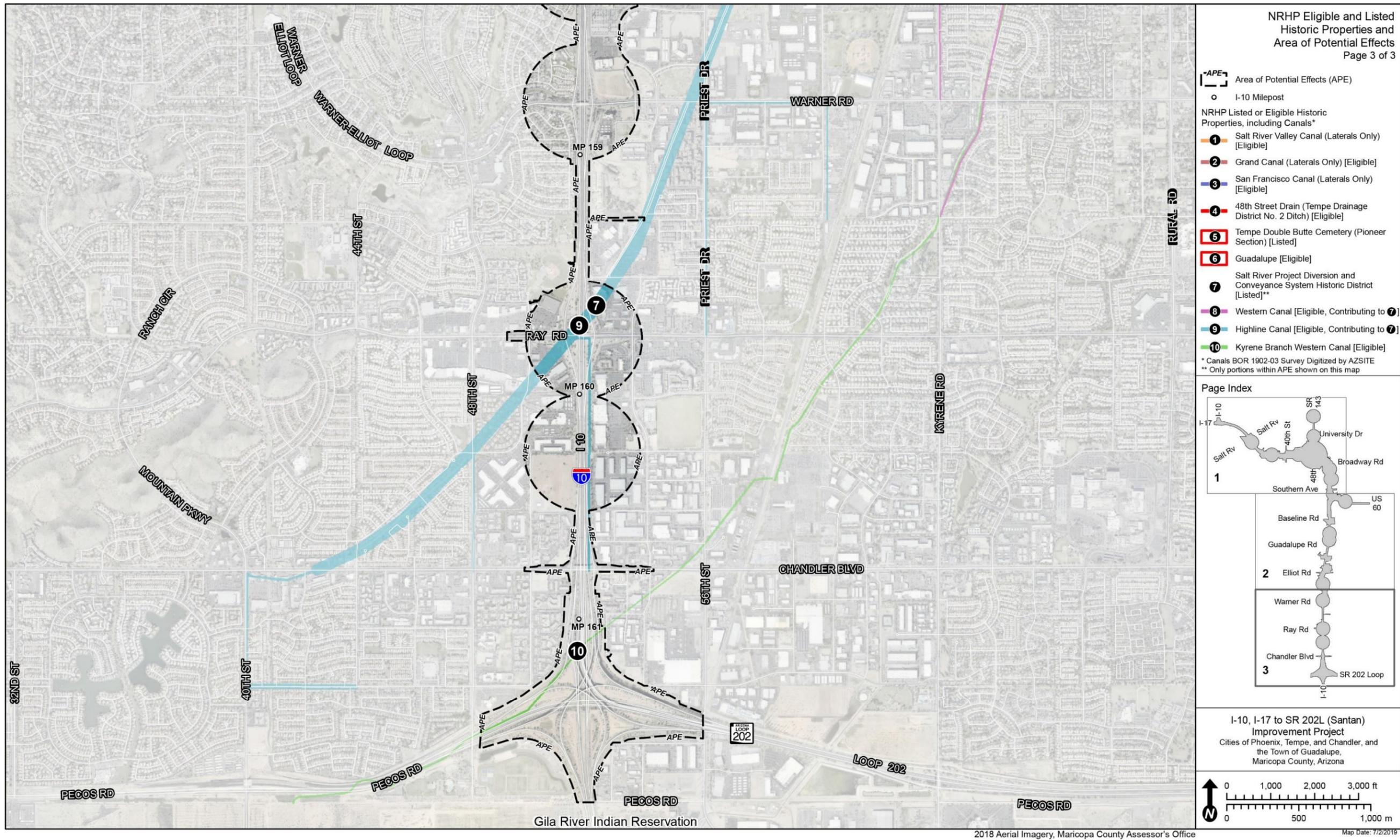


Figure 1. Area of Potential Effects (continued)



4 IDENTIFICATION OF HISTORIC PROPERTIES

Project cultural resource evaluations included efforts to identify previously identified and/or evaluated properties within the APE and conduct field investigations to identify any previously unidentified resources constructed in 1974 or earlier. In general, properties less than 50 years of age are presumed to be ineligible for listing in the NRHP unless they possess exceptional importance. Because construction is expected to occur after completion of the environmental review process, the eligibility assessment includes resources 45 years of age or older. Efforts were made to identify and evaluate all resources within the APE that meet the basic NRHP age threshold.

Qualified architectural historians conducted research to identify previously evaluated historic properties within the APE, as well as to identify built resources more than 45 years of age that would require evaluation as part of this project. This included examination of ADOT files, Maricopa County tax assessor data, Maricopa County historic aerial photography, AZSITE database (as the repository for available SHPO data), Phoenix Historic Property Register, Tempe Historic Property Register, Salt River Project (SRP) records, Bureau of Reclamation documentation, and NRHP information. Additional research was conducted at the Tempe History Museum, Arizona State University, Tempe Public Library, Arizona State Library and Archives, the Phoenix Public Library, and online using the Arizona History Project and Arizona Republic newspaper archives.

Qualified architectural historians completed a comprehensive field survey of the APE from February 25 through March 1, 2019. Using Maricopa County data, properties 45 years of age or older were identified and photographed. In some instances, the information did not appear to be accurate or reliable, so the historians visually confirmed year-built data for numerous additional built resources. For properties comprising subdivisions with multiple buildings, photography focused on representative views and building types within each subdivision. Subdivisions with multiple plats of the same name, constructed during the same time, and contiguous to one another were evaluated as a single property.

Over the course of the twentieth century, improvement projects and changes in land use substantially altered the Salt River Valley's irrigation network, which resulted in piping, relocation, relining, or removal of many of the valley's canals, laterals, and delivery ditches. Bureau of Reclamation maps from 1902-1903 provided by AZSITE identified canals and canal conveyance-diversion systems. During field investigations, project architectural historians used these maps to confirm the presence of these features within the APE.

Additional Information provided by SRP and the Bureau of Reclamation included prior studies and agreement documents. A portion of the SRP irrigation network is listed in the NRHP as the Salt River Project Diversion and Conveyance System Historic District (NRHP No. 100001454) and includes only main canals and larger irrigation infrastructure. In 2013, a study completed by the Bureau of Reclamation and SRP surveyed extant open laterals and identified those that the

agencies deemed worthy of preservation and that they considered to be historic. However, the study indicated that the entire system was not evaluated for Section 106 purposes and piped laterals were not assessed as part of that study. Recent ADOT coordination with SRP and the Bureau of Reclamation resulted in limited additional information regarding the disposition of laterals and delivery ditches shown on the 1902-1903 Bureau of Reclamation maps.

This ADOT Section 106 effects report identifies main canals within the APE as NRHP-listed and/or eligible based on available information from AZSITE, SRP, or the Bureau of Reclamation. Instances within the APE where laterals or delivery ditches only, either above ground or potentially piped below ground, are present are noted as such and treated as eligible for purposes of this project. Because ADOT is not a party to Section 106 programmatic agreements between SRP, Bureau of Reclamation, and SHPO regarding historic preservation and treatment of SRP's canals, laterals, and associated features, ADOT is using the information on canals and laterals to assist with identification purposes only.

4.1 HISTORIC CONTEXT SUMMARY

The following historic context illustrates the historical development of the project area and describes the representative types of extant built resources surveyed in the project area. This context provides a background for their evaluation and analysis by describing the area's larger patterns of development and, consequently, the evolution of the built environment.

4.1.1 Early Settlement

Early settlement in the Salt River Valley can be traced to the Hohokam people who constructed an extensive irrigation network with channels, canals, and ditches as early as 200 A.D. The network diverted water from the Salt River into fields where they grew their crops, taming the harsh desert environment; in Tempe alone, the Hohokam constructed four main canals which in turn fed their network of ditches. However, by the fifteenth century, the Hohokam abandoned their Salt River Valley lands and left behind their extensive irrigation system for European explorers to discover in the 1700s. These early irrigation systems became the basis upon which American and Mexican settlers in the 1800s would establish towns and thrive in the Salt River Valley.³

4.1.2 Early Territorial Period

Mexico governed Arizona from 1822 until 1848 as part of the state of Sonora. Though sparsely populated, the region became known for its fertile lands and attracted Yaquis, Mexicans, Spaniards, and eventually American pioneers. In 1848, after the Mexican-American War, the United States took possession of Arizona north of the Gila River under the terms of Mexican Cession. The land formed New Mexico Territory in 1850. Soon after, in 1854, the United States

³ Mark Pry, *Oasis in the Valley* (Tempe, AZ: Tempe Historical Museum and Tempe Water Utilities Department, 2007), 3; "The Prehistoric to Historic Transition Period in Arizona, Circa A.D. 1519 to 1692," (Phoenix, AZ: Arizona State Historic Preservation Office), 2-6; Earl Zarbin, "Canal Company Organized in 1867," *Arizona Republic*, August 22, 1978.

purchased present-day southern Arizona and southwestern New Mexico from Mexico in the Gadsden Purchase, which included lands south of the Gila River and west of the Rio Grande. The United States' primary motivations in doing so was to secure lands to build a transcontinental railroad and to end border disputes.⁴

Arizona's U.S. territorial period lasted from 1848 to 1912. Throughout this time, officials considered several proposals to divide New Mexico Territory due to rising concerns about the territorial government's ability to regulate such a large area. Some of the proposals suggested splitting New Mexico Territory into a northern and southern territories. In 1860, the territorial legislature proposed a north-south border at the 109th meridian. However, the onset of the Civil War and concurrent Apache Wars forced the territorial government to cease discussions of dividing New Mexico Territory until 1862. That year, the Confederate States of America claimed Arizona as a confederate territory in hopes of using it as a route to California and the Pacific Ocean. In response, the U.S. House of Representatives quickly acted and passed a bill to create the United States Arizona Territory using the north-south border of the 107th meridian.⁵

In 1863, local government officials established a provisional capital at Fort Whipple, and in 1864, Prescott became the Arizona Territory's first capital. Simultaneously, Yuma, Yavapai, Pima, and Mohave became the first four territorial counties. In the following decades, the capital moved to Tucson in 1868, back to Prescott in 1877, and finally to Phoenix in 1889.⁶

4.1.3 Salt River Valley Settlement, Irrigation, and Statehood

While the capital relocated from city to city, the Salt River Valley began to attract settlers and surveyors alike due to the wide, long fertile plain which offered vast potential for irrigation-based agriculture. The fertile soil, flat topography, lack of heavy vegetation, and the remnants of ancient Hohokam irrigation canals drew interest from individuals and the federal government who began to see the potential benefits of settling the area. In the 1860s, Americans and Mexicans began repopulating the Salt River Valley and utilized existing Hohokam canals to irrigate the land. In 1867, John "Jack" Swilling led efforts to construct the first modern irrigation canal in the valley. Using an existing Hohokam canal, Swilling and his Swilling Irrigating and Canal Company constructed a ditch that fed water to present-day downtown Phoenix, leading to approximately one hundred settlers claiming lands along this new irrigation channel. The ditch enabled the settlers to successfully raise wheat, barley, and corn. This access to water from canals and the Salt River spurred development in the Salt River Valley.⁷

⁴ City of Phoenix, "City of Phoenix History"; Johnny D. Boggs, "The Road to Statehood, Southwest Style," *Wild West Magazine*, August 2017.

⁵ United States House of Representatives, "Government for Arizona Territory"; "Valley Options '76: A Bicentennial Look at the Evolving Future of Metro Phoenix" (Arizona State University College of Architecture, 1976), 2-3

⁶ United States House of Representatives, "Government for Arizona Territory."

⁷ Ben Avery, "Century of Progress: 100 Years of Water Development in the Valley," *Arizona Republic*, May 18, 1969; Richard L. Foreman, "A Brief History of Phoenix, 1890-1899," (Tempe, AZ: Arizona State University, 1976), 1-11, 48-58; Jay Mark, "Successful Irrigation Infrastructure Causes Land Stampede," *Tempe Republic*, March 9, 2012; Pry, *Oasis in the Valley*, 5-11.

John B. McKinney and William H. Kirkland soon followed suit in the present-day Tempe area by constructing their modest Kirkland-McKinney Ditch in the early 1870s. However, it was again Jack Swilling who undertook an expansive approach to irrigating Tempe. Swilling and his business partners filed a water claim for approximately 362,000 acre-feet of water, exceeding the amount of water Tempe consumed in the mid-2000s, and began constructing the Tempe Canal east of the Kirkland-McKinney Ditch. Swilling's company, reorganized in 1871 as the Tempe Irrigating Canal Company (later called the Tempe Canal Company), allowed landowners and farmers along the Tempe Canal to purchase stock shares that permitted a proportional amount of water per share, or alternatively, allowed individuals to contribute labor to canal construction in order to obtain shares.

Over the subsequent decade, an extensive network of canals, delivery ditches, and laterals spread across the Salt River Valley and encouraged further settlement and land cultivation. The 44-mile long Arizona Canal's completion in 1885 marked the culmination of the initial canal-building efforts in the Salt River Valley. By that time, the system included over 240 miles of canals and delivery ditches capable of irrigating over 300,000 acres of land.⁸

Throughout the 1880s and 1890s, the Arizona Territory grew swiftly as northern and southern railroad lines linked it to the rest of the country. American pioneers and European immigrants came to Arizona as railroads and stagecoaches facilitated travel from the Midwest to California. In addition to improved transportation networks, Arizona provided expansive land areas ideal for raising cattle and a climate suited for crops that were difficult to grow in other regions of the country. Additionally, Arizona became a popular mining destination for thousands seeking known supplies of copper, silver, gold, uranium, and lead.⁹

Despite the extensive and complex network of canals and ditches that traversed the Salt River Valley, water remained an unpredictable resource. The 1890s brought both severe flooding and extreme drought to the valley. However, not until the turn of the twentieth century was the Salt River Valley afforded a federally supported opportunity to finance construction of a modern and reliable irrigation system with substantial storage capacity. In 1902, the United States Congress passed the Newlands Reclamation Act that provided federal funding for irrigation projects in certain western states and territories. Salt River Valley farmers long desired a reservoir that would hold floodwaters until needed in times of drought. The law required that landowners create an irrigation association prior to claiming funds for a reclamation project, and as a result, the Salt River Valley Water Users' Association formed to

⁸ Avery, "Century of Progress"; Pry, *Oasis in the Valley*, 5-8; Mark, "Successful Irrigation Infrastructure Causes Land Stampede."

⁹ Tom R. Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends" (Tempe, AZ: Arizona State University, August 2000), 5; Arizona Department of Agriculture, "Guide to Arizona Agriculture," agriculture.az.gov.

consolidate the area's canals into a single management enterprise with federal ownership of the waterways.¹⁰

The resulting Salt River Project (SRP) led to construction of the Theodore Roosevelt Dam in 1906. When construction finished in 1911, the dam and the newly created Theodore Roosevelt Lake allowed growth in arable lands and helped generate hydroelectric power for the growing Salt River Valley.¹¹

For decades, the Arizona and New Mexico territories sought admission as states. In November 1906, Arizona and New Mexico the question was a question at the ballot box. While New Mexicans voted for joint statehood, Arizonans opposed the measure. Consequently, joint statehood was rejected and each state sought independent statehood. In Arizona, a constitutional convention was held in 1910, and on February 14, 1912, Arizona joined the Union as the forty-eighth state. George W.P. Hunt, President of the Constitutional Convention, became the state's first governor.¹²

The development of irrigation-based agriculture and a period of initial settlement provided the framework for steady growth and economic prosperity of Arizona into the next decade. Through the establishment of the canal system and surrounding farmland, Phoenix and the Salt River Valley became the commercial, political, and financial omphalos of the state.

4.1.4 Twentieth Century Growth

The federal government acted as catalyst for development of the metropolitan Phoenix area during World War II by investing heavily in infrastructure throughout the country to connect major ground training centers, auxiliary airfields, and military bases in various states. In an effort to improve communication between the East Coast and West Coast, the federal government invested in cities throughout the mid-section of the country, including Phoenix, where it constructed three major bases, Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler. These facilities, as well as auxiliary airfields and ground training centers, introduced many servicemen to the area. Major manufacturing industries, particularly aerospace, emerged in the Phoenix area to support the war effort.¹³

¹⁰ Janus Associates, Inc., "Commerce in Phoenix 1870-1942: A Context for Preserving Historic Properties," (Phoenix, AZ: Arizona State Historic Preservation Office), 7; Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends," 5-7; Philip VanderMeer, *Desert Visions and the Making of Phoenix, 1860-2009* (University of New Mexico Press, 2011).

¹¹ Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends," 6; Janus Associates, Inc., "Commerce in Phoenix 1870-1942," 7.

¹² City of Phoenix, "City of Phoenix History," Bradford Luckingham, *Phoenix: The History of the Southwestern Metropolis* (Tucson, AZ: The University of Arizona Press, 1989), 40-62; United States House of Representatives, "Government for Arizona Territory"

¹³ Lynne Pierson Doti and Larry Schweikart, "Financing the Postwar Housing Boom in Phoenix and Los Angeles, 1945-1960," *Pacific Historical Review* (May 1989): 173-195; Bradford Luckingham, "Urban Development in Arizona: The Rise of Phoenix," *The Journal of Arizona History* 22, no. 2 (1981): 197-234.

The urbanization process continued after the war as local business leaders promoted pro-growth measures. The metropolitan Phoenix area expanded rapidly as returning GIs settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The metropolitan Phoenix area's economy shifted from primarily agricultural based to one focused on manufacturing during this time. While still important, the agriculture sector contracted, and manufacturing's expanded in three sectors: aircraft, electronics, and industrial machinery.¹⁴

Between 1950 and 1960, the city's population quadrupled and the land area of Phoenix swelled from 17 to 190 square miles. After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks. Planned communities with amenities such as recreation centers, schools, and shopping centers gained in popularity.¹⁵

From the 1980s to the end of the twentieth century, the Phoenix metropolitan area's pro-growth interests took a more central role in spatial and industrial planning. In the early 1990s, the first comprehensive economic development plan, Arizona Strategic Planning for Economic Development (ASPED) provided a blueprint for calculated growth. Industry continued to diversify with electronic, transportation equipment, and instrument manufacturing. Additionally, professional services emerged as a growth sector.¹⁶

Today, the population growth of the metropolitan Phoenix area continues to accelerate. Due to robust economic markets, job opportunities, and climate, the metropolitan Phoenix area is expected to continue to rapidly grow over the next fifty years.

4.1.5 Suburban Development and Architecture

Prior to World War II, residential development in the Salt River Valley was primarily single-family homesteads or ranches. Although a number of residential developments existed, none were the large, planned subdivisions that would come to define the postwar era. Beginning in the 1870s, residential development favored areas north and northeast of downtown Phoenix.

¹⁴ Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends," 5-11.

¹⁵ Phoenix Chamber of Commerce, *Phoenix: Hub of the Great Southwest*, (Phoenix, AZ: Phoenix Chamber of Commerce, date unknown); "Phoenix Growth Pattern, 1961," (Tempe, AZ: Arizona State University Library, 1961), 3-4; "Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends," 9-17; Scott Solliday, *Post-World War II Subdivisions, Tempe, Arizona: 1945-1960, Neighborhood House-type Context Development* (Tempe Historic Preservation Commission & City of Tempe, 2001), 10-13, 43-44.

¹⁶ "Phoenix Growth Pattern, 1961," 3-4.

These areas were preferred because of the established irrigation canals and associated agricultural establishments.

From the 1870s to 1890, several other towns such as Tempe, Mesa, Peoria, Glendale, and Scottsdale were established beyond Phoenix, and by the 1920s, continued development of the canal system enabled several planned communities to be constructed in South Phoenix, Chandler, Filbert, Tolleson, Litchfield Park, and Ocotillo. Unplanned and informal settlements, such as Guadalupe, emerged south of Phoenix and Tempe. They consisted primarily of housing for farm workers who were usually low-income minorities. However, due to an agricultural depression in the 1920s and the Great Depression of the 1930s, residential construction was curtailed and essentially halted completely during that time.¹⁷

In the case of Guadalupe, Yaqui refugees sought sanctuary in the Phoenix area. After relocating from an initial location, they settled in the current Town of Guadalupe, an independent municipality within the confines of Tempe. Surrounded by suburban growth and I-10, Guadalupe remains a community of modest single-story buildings, including many dating from the 1920s and 30s and displaying traditional building materials and forms. Our Lady of Guadalupe Catholic Church and Santa Lucia Pascua Yaqui Temple and their associated open plaza remain significant focal points in this historic community.¹⁸

Prior to and during World War II, very little construction activity took place in the metropolitan Phoenix area. In 1934, the Federal Housing Administration (FHA) was created to reform lending practices and insure home mortgages. The widespread availability of secure financing through federally insured mortgages offered home buyers more advantageous terms when compared to the high-interest short-term loans common at the time. Similarly, in 1944, the Veterans Administration created a mortgage guarantee program that offered favorable amortization schedules.¹⁹

In the postwar era, FHA also played a key role in determining the appearance of houses and neighborhoods. All builders adhered to FHA's established design standards because homes that met FHA's standards were pre-approved for mortgage insurance. FHA determined building materials, design, layout of houses, minimum square footage, and subdivision layout. Although FHA used a variety of exterior materials and built homes of various sizes and styles, virtually all of the new homes were one-story, single-family residences built on a concrete slab and most displayed traditional styles. These simple, relatively unadorned houses could be mass produced

¹⁷ Nathan Hallam, *Agricultural Production, the Phoenix Metropolis, and the Postwar Suburban Landscape in Tempe, Arizona*, (Tempe, AZ: Arizona State University, December 2016), 22-40; Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends," 5-7.

¹⁸ Dane Coolidge, "The Yaquis in Exile"; Leah S. Glaser, "The Story of Gaudalupe, Arizona: The Survival and Preservation of a Yaqui Community," *Arizona State University* (Fall 1996).

¹⁹ Solliday, *Post-World War II Subdivisions, Tempe, Arizona: 1945-1960, Neighborhood House-type Context Development*, 11-13.

quickly and inexpensively and encouraged large-scale production of virtually identical single-family homes.²⁰

During the 1940s, a new, coordinated approach to residential development between developer and builder enabled a subdivision to be platted, constructed, and sold in less than a year. This required the developer file the subdivision plat and install streets and utilities while the builder constructed blocks of houses with standardized specifications. After construction finished, the developer, builder, or a third-party realtor would manage all sales of houses within the tract. If the process met FHA's standards, pre-approved FHA mortgages were available for all homes in the development.²¹

In contrast, multi-family developments appeared at a much slower pace compared to single-family developments. Though common in downtown areas, suburban developments rarely contained multi-family housing units due to strong opposition from homeowners and developers. However, these views changed in the 1950s when large apartment buildings became popular in Tempe as Arizona State University continued to grow.

By the 1950s, population growth strained Phoenix and Tempe's public utilities which struggled to keep pace. Additional water mains, sewers lines, reservoirs, and disposal plants all played an important role in the suburban expansion of the Salt River Valley and allowed development to occur beyond city limits. Landowners in subdivisions outside of city limits requested annexation so that they could connect to city water and sewer lines, irrigation, and paved roads. Consequently, both Phoenix and Tempe's municipal boundaries began to expand to incorporate new neighborhoods. By the late 1950s, Tempe's residential development spread north of the Salt River and as far west as Priest Drive, and beyond Priest Drive in the area north of University Drive.²²

4.1.6 Popular Architectural Styles

Originating in California in the mid-1930s, the Ranch Style grew in popularity following World War II. Post-war prosperity allowed for larger houses and in warmer climates, the houses introduced a concept of outdoor living space, blurring the concept between interior and exterior. The Ranch form is one-story in height with low-pitched roofs. To further emphasize horizontality, roof overhangs are commonly moderate to wide. The style's asymmetrical facades feature off-centered front entries and large picture windows. Soon builders nationwide replicated small, stripped versions of the style, usually clad in brick, that lacked the architectural distinction of the earliest examples while providing single-story, affordable living

²⁰ Solliday, *Post-World War II Subdivisions, Tempe, Arizona: 1945-1960, Neighborhood House-type Context Development*, 11-13; Elizabeth S. Wilson, "Postwar Modern Housing and a Geographic Information System Study of Scottsdale Subdivisions," (August 2002), 11-13.

²¹ Solliday, *Post-World War II Subdivisions, Tempe, Arizona: 1945-1960, Neighborhood House-type Context Development*, 10-13, 43-44; Gwendolyn Wright, *Building the Dream: A Social History of Housing in America* (New York: Pantheon Books, 1981), 240-243.

²² Carol E. Heim, "Border Wars: Tax Revenues, Annexation, and Urban Growth in Phoenix," (University of Massachusetts-Amherst, 2006), 55; "Phoenix Growth Pattern, 1961," 3-4; Solliday, *Post-World War II Subdivisions, Tempe, Arizona: 1945-1960, Neighborhood House-type Context Development*, 16.

for the masses. The form persisted from ca. 1935 to 1980 and represented a popular option for many Americans. The Ranch form is one of metropolitan Phoenix's most dominant housing types.

As in other parts of the country, Ranch forms in Phoenix were often blended with Contemporary Style houses that used natural materials such as wood in forms that were low to the ground with wide, sheltering roof eaves and open floor plans. Asymmetrical facades, concrete walls, and butterfly or slant roofs opposed traditional building principles of the period. Unlike Ranch buildings, a Contemporary Style residence could be built on a smaller footprint, leaving more greenspace and allowing a second floor living space. Influenced by later work of Frank Lloyd Wright and his nearby Taliesin West students, the style reached peak popularity in the 1960s. Like the Ranch house, Contemporary Style houses and blends of Ranch and Contemporary, including Split-Level houses, were popular in metropolitan Phoenix's post-war suburbs.²³

4.1.7 Mobile Homes

Federal and private developers rapidly built mobile home parks to quickly and economically accommodate the growing population. The earliest mobile homes gained popularity with the rise of the automobile in the 1920s when the form was truly mobile and more akin to a trailer or camper that was attached to a car. Before long, mobile homes were more accurately classified as manufactured housing that could be constructed elsewhere and delivered to a permanent site and hooked up to electricity, water, and gas. These early manufactured houses accommodated servicemen or workers who lived in clusters near places of work such as factories, farmland, and railroads. These initial mobile home parks featured single-wide homes.

In the 1970s, people in the United States increasingly lived in mobile homes. So much so, that in 1976, United States Congress passed the National Manufactured Housing Construction Safety Act (42 U.S.C.), which enforced adherence to a more safety-conscious construction code. This legislation supported the more widespread practical usage of "manufactured home" rather than "mobile home." While both terms had been used interchangeably, if not always accurately, for years, the term "mobile home" had come to imply a lower class of housing. The term "manufactured home" attempted to remove that stigma.

Within the Phoenix area, mobile homes were regularly replaced throughout the 1980s and 1990s with double-wide manufactured homes. Beginning in the 1980s through to the present, a national and local pattern emerged: as many mobile home parks fell into disrepair and were closed, low-income residents were deprived of affordable housing options. Throughout the metropolitan Phoenix area, large developers bought mobile home parks to raze them and build more profitable businesses and upscale housing. In some cases, changes to city or municipality

²³ Luckingham, "Urban Development in Arizona: The Rise of Phoenix," 197-234; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2013), 597-603; Solliday, *Post-World War II Subdivisions, Tempe, Arizona: 1945-1960, Neighborhood House-type Context Development*, 44-46.

zoning phased out the mobile home parks because they were viewed as undesirable. From 1980 to 2000, many mobile home parks in the Phoenix metropolitan area were razed.²⁴

4.2 BUILT ENVIRONMENT PROPERTIES

4.2.1 Built Environment Properties Previously NRHP Listed

Two built environment properties, the Tempe Double Butte Cemetery (Pioneer Section) and Salt River Project Diversion and Conveyance System Historic District are listed in the NRHP (Table 1).

Table 1. Built Environment Properties Previously NRHP Listed

Map ID No.	Name	Address	City	NRHP No. (Year)	NRHP Criteria
5	Tempe Double Butte Cemetery (Pioneer Section)	5202 E. Broadway Road	Tempe	13000020 (2013)	A, Criteria Consideration D
7	Salt River Project Diversion and Conveyance System Historic District	Maricopa County	Multiple	100001454 (2017)	A

4.2.2 Built Environment Properties Previously Determined NRHP Eligible

Three built environment properties were identified as NRHP-eligible from prior studies, agreement documents, and information available in the AZSITE database and all are features associated with Salt River Valley irrigation systems (Table 2). Two of these properties, the Western Canal and Highline Canal, are also contributing elements to the NRHP-listed Salt River Project Diversion and Conveyance System Historic District and are visible within the project APE where each irrigation feature's main canal passes through the APE.

Table 2. Built Environment Properties Previously Determined NRHP Eligible

Map ID No.	Name	Address	City	Source/NRHP Criteria
8	Western Canal	I-10/Superstition Freeway	Tempe	2001 PA/A
9	Highline Canal	I-10/Baseline Road and I-10/E. Ray Road	Tempe, Chandler, Guadalupe, Phoenix	2001 PA/A
10	Kyrene Branch Western Canal	I-10/Santan Freeway	Chandler, Phoenix	AZSITE/A

²⁴ "City holds up standards on trailer homes," *Arizona Republic*, March 29, 1972; McAlester, *A Field Guide to American Houses*, 149-151; Rex, "Development of Metropolitan Phoenix: Historical, Current and Future Trends," 7-17.

4.2.3 **Built Environment Properties Unevaluated and Treated as Eligible for Purposes of this Project**

Three canals identified in previous studies or documentation as NRHP-eligible or NRHP-listed potentially have laterals or delivery ditches located in the project APE based on Bureau of Reclamation maps dating from 1902-1903. During field survey, architectural historians were unable to visually locate above-ground evidence of these canals or their associated laterals within the APE. These irrigation features may no longer exist or may be channeled through subterranean pipes within the APE. Their presence could not be confirmed by the project team. However, for purposes of this project, the unevaluated laterals are being treated as historic properties that are eligible for the NRHP as potential extensions of the main NRHP-listed or NRHP-eligible canals (Table 3). Future efforts to identify these features may confirm their presence and NRHP status.

Table 3. **Built Environment Properties Unevaluated and Treated as Eligible for Purposes of this Project**

Map ID No.	Name	Address	City
1	Salt River Valley Canal (Laterals Only)	I-10/I-17 interchange	Phoenix
2	Grand Canal (Laterals Only)	I-10/East of MP 150	Phoenix
3	San Francisco Canal (Laterals Only)	I-10/Between MP 151 and MP 154	Phoenix, Tempe

4.2.4 **Built Environment Properties Previously Determined Not Eligible**

Within the project APE, two properties were previously determined not eligible for listing in the NRHP (Table 4). These properties include the Maricopa & Phoenix Railroad and Twin Buttes Cemetery/Bell Butte Cemetery.

Table 4. **Built Environment Properties Previously Determined Not Eligible**

Name	Address	City	Source
Maricopa & Phoenix Railroad	S. Kyrene Road	Tempe	Petty (FHWA) to Jacobs (SHPO) June 8, 2017; SHPO concurrence June 12, 2017
Twin Buttes Cemetery/Bell Butte Cemetery	S. 55 th Street	Tempe	Jacobs (SHPO) to Hollis (FHWA) September 10, 2007

4.2.5 **Built Environment Properties Recommended NRHP Eligible**

As part of efforts for this project and using the NRHP guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation," qualified architectural historians determined that two previously unevaluated properties constructed in 1974 or earlier are eligible for listing in the NRHP (Table 5). As a result of these evaluations (see Appendix A), the 48th Street Drain (Tempe Drainage District No. 2 Ditch) and Guadalupe are recommended eligible for listing in the NRHP and are considered historic properties for the purposes of this project. In total, ten built environment properties in the project APE are listed, eligible, or are treated as eligible for listing in, the NRHP.

Table 5. Built Environment Properties Recommended NRHP Eligible

Map ID No.	Name	Location	NRHP Criteria
4	48 th Street Drain (Tempe Drainage District No. 2 Ditch)	Between approximately East University Drive, Phoenix, and 52 nd Street, Tempe	A, C
6	Guadalupe	Town of Guadalupe	A, C, D

4.2.6 Built Environment Properties Recommended Not Eligible

As a result of research and field survey, architectural historians identified an additional 44 properties built in 1974 or earlier that required evaluations to determine NRHP eligibility (Table 6). These properties are recommended not eligible for listing in the NRHP (see Appendix B). These properties include a large number of modest light industrial, warehouse, and office buildings and complexes constructed in the 1970s after development of the Maricopa Freeway/I-10. Additional properties include residential subdivisions, mobile home parks, and a sports complex.

Table 6. Built Environment Properties Recommended Not Eligible

Name	Address	City
2902 E. Elwood Street	2902 E. Elwood Street	Phoenix
2920 E. Elwood Street	2920 E. Elwood Street	Phoenix
3622 S. 30th Street	3622 S. 30th Street	Phoenix
4012 S. 36th Street	4012 S. 36th Street	Phoenix
Reliance Broadway	4208 S. 37th Street	Phoenix
4114 E. Wood Street	4114 E. Wood Street	Phoenix
4200 E. Broadway Road	4200 E. Broadway Road	Phoenix
4245 E. Wood Street	4245 E. Wood Street	Phoenix
4302 E. Broadway Road	4302 E. Broadway Road	Phoenix
4335 E. Wood Street	4335 E. Wood Street	Phoenix
4320 E. Broadway Road	4320 E. Broadway Road	Phoenix
4015 S. 43rd Place	4015 S. 43rd Place	Phoenix
4239 S. 43rd Place	4239 S. 43rd Place	Phoenix
4358 E. Broadway Road	4358 E. Broadway Road	Phoenix
4750 E. Broadway Road	4750 E. Broadway Road	Phoenix
Buttes Business Center	2207-2231 S. 48th Street	Tempe
3430 E. Illini Street	3430 E. Illini Street	Phoenix
3454 E. Illini Street	3454 E. Illini Street	Phoenix
3501 E. Illini Street	3501 E. Illini Street	Phoenix
3515 E. Illini Street	3515 E. Illini Street	Phoenix
3435 E. Elwood Street	3435 E. Elwood Street	Phoenix
3625 E. Anne Street	3625 E. Anne Street	Phoenix
3626 E. Anne Street	3626 E. Anne Street	Phoenix
3809 E. Illini Street	3809 E. Illini Street	Phoenix

Table 6. Built Environment Properties Recommended Not Eligible (continued)

Name	Address	City
4121 E. Raymond Street	4121 E. Raymond Street	Phoenix
4221 E. Raymond Street	4221 E. Raymond Street	Phoenix
Pepsi Bottling Group	4242 E. Raymond Street	Phoenix
4202 E. Raymond Street	4202 E. Raymond Street	Phoenix
3420 S. 48th Street	3420 S. 48th Street	Phoenix
2424 W. University Drive	2424 W. University Drive	Tempe
912-918 S. Park Lane	912-918 S. Park Lane	Tempe
2440 W. 10th Place	2440 W. 10th Place	Tempe
1665 W. Alameda Drive	1665 W. Alameda Drive	Tempe
U-Haul Technical Center	8162 S. Priest Drive	Tempe
Hallcraft Villas East	Bound by Interstate 10/U.S. 60, S. 48th Street, E. Broadway Street, and S. 43rd Place	Phoenix
Peterson Park	Approximately bound by W. Cairo Drive, S. Priest Drive, W. Southern Avenue, and Interstate 10/U.S. 60	Tempe
The Meadows	2401 W. Southern Avenue	Tempe
Westway Park	Approximately bound by S. Priest Drive, W. Southern Avenue, Southern Palms subdivision, and Roosen Heights subdivision	Tempe
Roosen Heights	Approximately bound by W. La Jolla Drive, Southern Palms subdivision, Superstition Freeway/U.S. 60, and S. Priest Drive	Tempe
Rancho Tempe	4605 S. Priest Drive	Tempe
Ahwatukee	Approximately bound by E. Elliot Road, Interstate 10, Warner Road, E. Knox Road, and South Mountain Park and Preserve	Phoenix
Presley Sales Office (Ahwatukee Recreation Center Arts and Crafts Building)	5002 E. Cheyenne Drive	Phoenix
Ahwatukee Recreation Center	5001 E. Cheyenne Drive	Phoenix
Tempe Diablo Stadium Complex	Bound by Interstate 10, W. Alameda Drive, S. 48th Street, and W. Westcourt Way	Tempe

5 ASSESSMENT OF EFFECTS

This chapter provides the assessment of effects to the historic properties which are listed in the NRHP, were previously determined eligible for listing the NRHP, are being considered eligible for the purposes of this project, or have been recommended eligible for listing in the NRHP as part of this undertaking.

5.1 SALT RIVER VALLEY CANAL (LATERALS ONLY)

The Salt River Valley Canal is an abandoned irrigation feature with a system of laterals that extend into the project APE based on Bureau of Reclamation maps from 1902-1903. The canal was constructed beginning in 1868 from the early Swilling Ditch on the north side of the Salt River. By 1872, what was then called the Extension Branch of the Swilling Ditch contained three main branches. Following a major flood in 1874, the canal's headgate was destroyed and the canal was rebuilt and named the Salt River Valley Canal. Over the course of the late-nineteenth and early twentieth centuries, the canal expanded beyond its initial three-mile-long route to extend over seventeen miles. Numerous delivery ditches and laterals extended outward from canal's main branches; however, the canal fell out of use by the 1920s and was later abandoned.

Within the APE, the Salt River Valley Canal and its system of delivery ditches and laterals is not visible. Its location was determined using georeferenced Bureau of Reclamation maps from 1902-1903 provided by AZSITE. These maps indicate the Salt River Valley Canal's presence near the I-10/I-17 interchange via a series of laterals. These irrigation features may be piped underground or they may be no longer extant; the Salt River Valley Canal's abandonment increases the likelihood that irrigation features in this area no longer exist.

Prior studies conducted on portions of the Salt River Valley Canal in 2005 and 2007 recommended it eligible for listing in the NRHP. However, information in AZSITE does not indicate under which Criteria for Evaluation the canal was found to be significant and SHPO concurrence with this determination could not be confirmed. For purposes of this project, the Salt River Valley Canal (Laterals Only) will be treated as an eligible historic property.

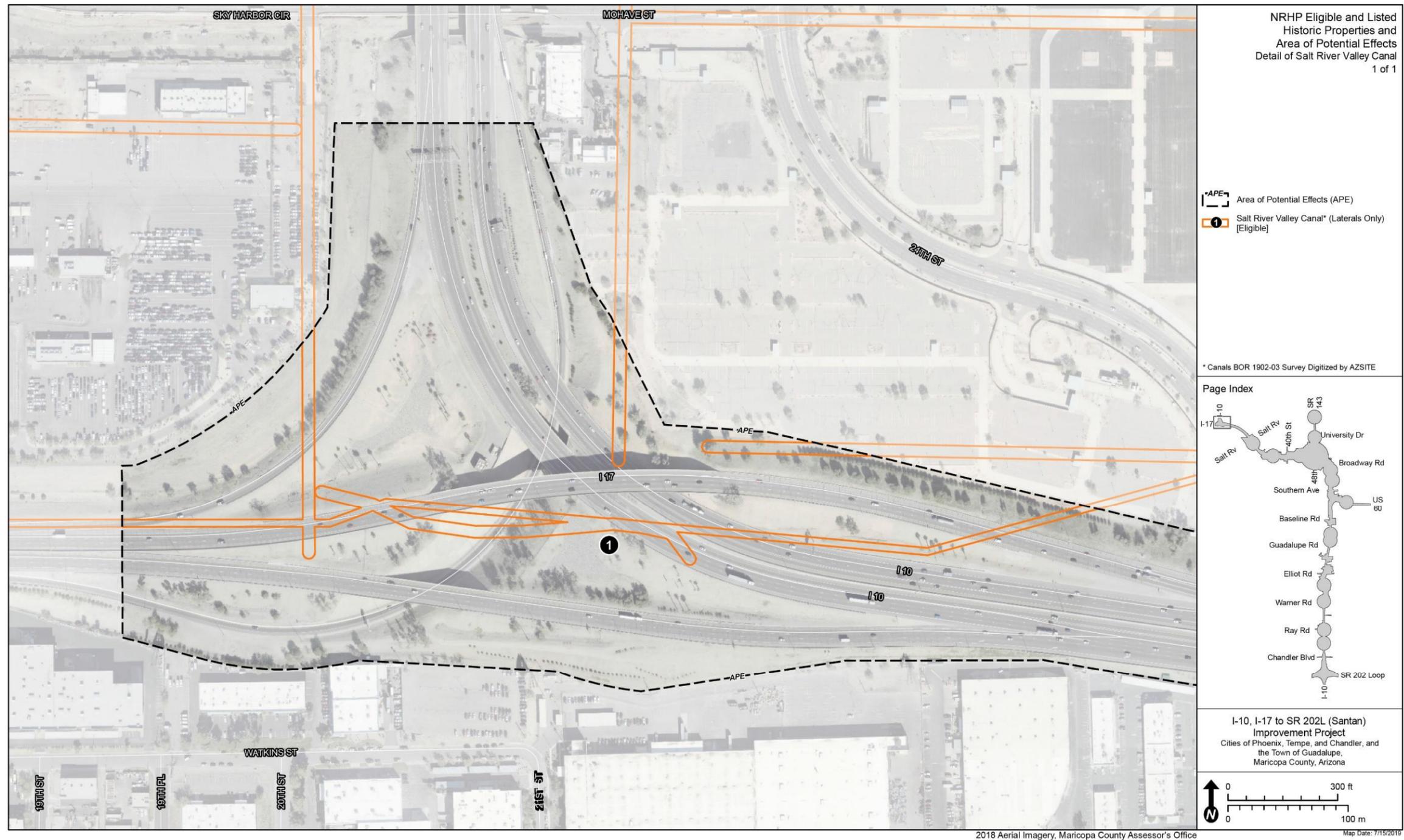
Additional guidance for investigating irrigation features developed as a result of the *Programmatic Agreement among the Bureau of Reclamation, Phoenix Area Office, the Advisory Council on Historic Preservation, the Arizona State Historic Preservation Office, and Salt River Project Regarding Historic Preservation Treatment for the Salt River Project System of Historic Main Canals, Laterals, and Associated Features Operated and Maintained by the Salt River Project for the Bureau of Reclamation* (2001 PA). The PA dealt solely with federally owned canals and laterals in the SRP system and its implementation resulted in development of guidelines for evaluating delivery ditches and laterals. The PA's documentation, submitted in 2003 and amended in 2005 and 2013, provided an inventory of open delivery ditches and laterals that retained certain characteristics determined worthy of preservation; previously open features currently piped or enclosed did not meet the established standards. This list did

not include the Salt River Valley Canal's laterals or ditches.²⁵ Additional coordination with SRP and the Bureau of Reclamation did not yield information on extant historic piped laterals in the vicinity.

In the vicinity of the Salt River Valley Canal within the APE, I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. The proposed undertaking's freeway improvements would not adversely affect the Salt River Valley Canal's subterranean laterals that are piped, if present, in areas subject to direct effects. The Salt River Canal's integrity of location, design, setting, materials, workmanship, feeling, or association will not be diminished by the proposed project work. In these areas, the canal's laterals are already altered by subterranean pipes or no longer exist. Because their presence is currently unknown, the project will document laterals discovered in these areas and enact measures to avoid or minimize project effects to any discovered laterals as construction progresses. Therefore, there would be No Adverse Effect to the Salt River Valley Canal (Laterals Only) (Figure 2).

²⁵ David J. Gifford, *Open Lateral Canal Inventory, Salt River Project, Maricopa County, Arizona, Lower Colorado Region*, Bureau of Reclamation, 2013.

Figure 2. Detail of Salt River Valley Canal (Laterals Only)



5.2 GRAND CANAL (LATERALS ONLY)

The Grand Canal is an open irrigation feature located on the north side of the Salt River; however, the main canal is not in the APE and instead laterals only may potentially remain extant within the project APE based on Bureau of Reclamation maps from 1902-1903. The Grand Canal was originally constructed in 1878-1879 by the Grand Canal Company, the first company to construct a Salt River Valley canal. The canal drew water directly from the Salt River near the site of the Hohokam village Pueblo Grande. In 1907, the canal was enlarged and by 1911, the Salt River Water Users' Association completed additional improvements. Numerous delivery ditches and laterals extended outward from canal's main branches, many of which are still used today.

Within the APE, the Grand Canal's system of delivery ditches and laterals is not visible. Its location was determined using georeferenced Bureau of Reclamation maps from 1902-1903 provided by AZSITE. These maps indicate the Grand Canal's presence near Phoenix Sky Harbor International Airport and I-10 east of MP 150 via a series of laterals. These irrigation features may be piped underground or they may no longer extant.

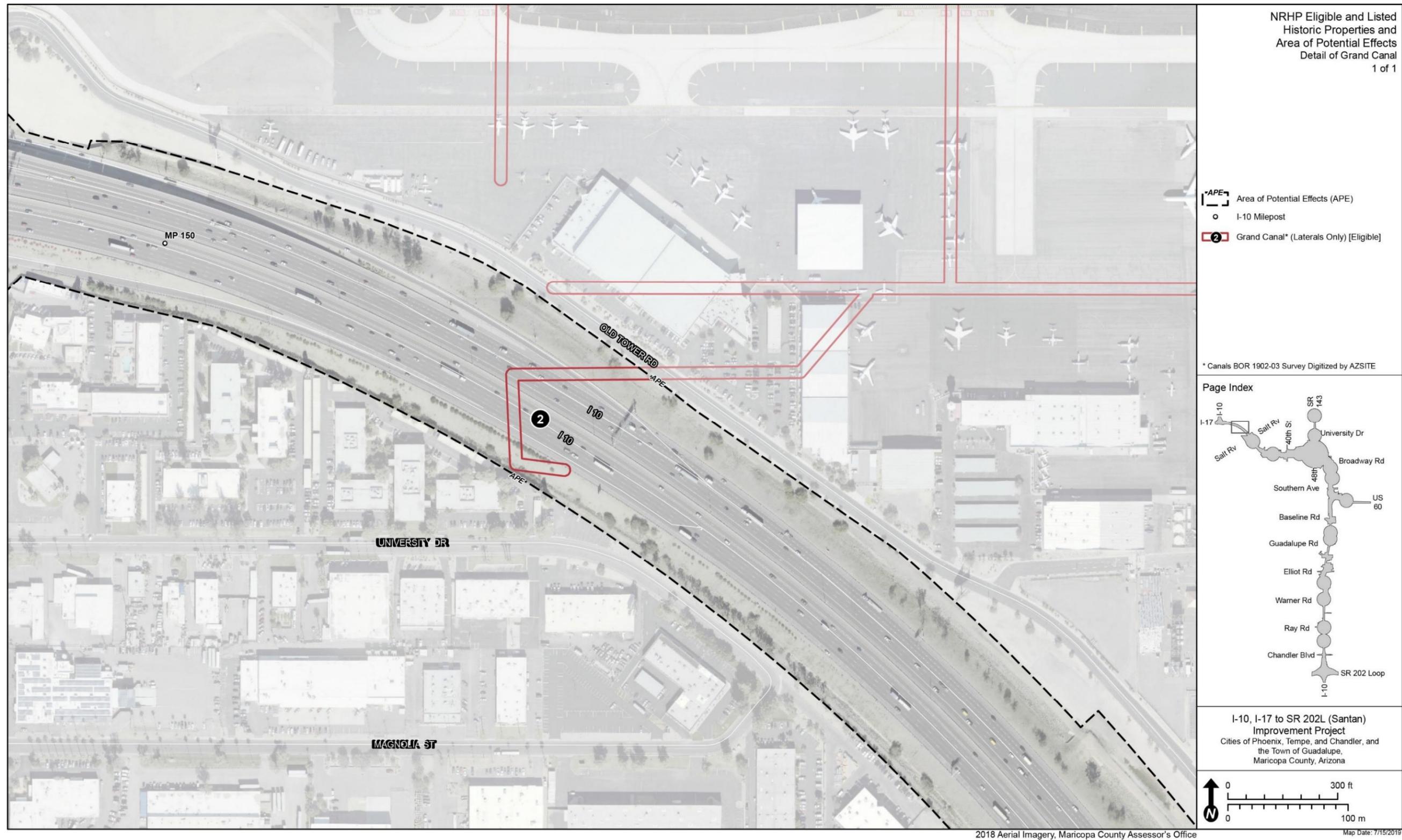
According to information in the 2001 PA, the Grand Canal was determined eligible for listing in the NRHP and the canal is included as a contributing element to the Salt River Project Diversion and Conveyance System Historic District, which was listed in the NRHP in 2017 under Criterion A. However, only the Grand Canal's main canal is contributing to the historic district, and it is not located within the APE. Instead, its laterals and delivery ditches previously documented to exist within the APE will be treated as eligible for purposes of this project. The Grand Canal was also documented in Historic American Engineering Record recordation (HAER No. ARIZ 7-TEMP, 8-) in 1989 as part of mitigation for ongoing canal maintenance and improvements.

Additional guidance for investigating irrigation features developed as a result of the 2001 PA between the Bureau of Reclamation, the Advisory Council on Historic Preservation, the SHPO, and SRP. The PA dealt solely with federally owned canals and laterals in the SRP system. Ten main canals and features, including the Grand Canal, were identified as NRHP-eligible and documented. The PA's implementation also resulted in development of guidelines for evaluating the smaller delivery ditches and laterals, which extended from their source main canals. The PA's documentation, submitted in 2003 and amended in 2005 and 2013, provided an inventory of open delivery ditches and laterals that retained certain characteristics determined worthy of preservation; previously open features currently piped or enclosed did not meet the established standards. A review of this list did not include the Grand Canal laterals within the undertaking's APE that are shown on the Bureau of Reclamation's 1902-1903 maps. Additional coordination with SRP and the Bureau of Reclamation did not yield information on extant historic piped laterals in the vicinity.

In the vicinity of the Grand Canal where the canal's laterals may no longer exist or have been previously altered by subterranean pipes, I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. The proposed undertaking's freeway improvements would not adversely affect the Grand Canal's

subterranean laterals that are piped, if present, in areas subject to direct effects. The Grand Canal's integrity of location, design, setting, materials, workmanship, feeling, or association will not be diminished by the proposed project work. In these areas, the canal's laterals are already altered by subterranean pipes or no longer exist. Because their presence is currently unknown, the project will document any laterals that may be discovered in these areas and enact measures to avoid or minimize project effects to the discovered laterals as construction progresses. Therefore, there would be No Adverse Effect to the Grand Canal (Laterals Only) and to the Salt River Project Diversion and Conveyance System Historic District (Figure 3).

Figure 3. Detail of Grand Canal (Laterals Only)



5.3 SAN FRANCISCO CANAL (LATERALS ONLY)

The San Francisco Canal is an irrigation feature that spanned Tempe and Phoenix south of the Salt River; portions of the canal are lined with concrete while some areas remain unlined. However, only laterals may remain extant within the project APE based on Bureau of Reclamation maps from 1902-1903. Originally constructed in 1871 by poor Mexican and American farmers settling in the Salt River Valley, the canal later connected to the larger Tempe Canal system. Maintenance issues early on led the San Francisco Canal to be purchased by businessman Michael Wormser who improved and extended the canal to twelve miles. Numerous delivery ditches and laterals extended outward from the canal's branches to irrigate agricultural areas between present-day downtown Phoenix and Tempe. The canal and its laterals remained in use through the mid-1950s, and as of the early 1990s, only a few residences still received water via this canal network.

Within the APE, the San Francisco Canal and its system of delivery ditches and laterals is not visible. Its location was determined using georeferenced Bureau of Reclamation maps from 1902-1903 provided by AZSITE. These maps indicate the San Francisco Canal's presence as a series of former branches, laterals, and delivery ditches near I-10 east of MP 151 and 154. It is possible these irrigation features may be piped underground or they may be no longer extant.

According to information in the 2001 PA, a portion of the San Francisco Canal, referred to as the San Francisco Lateral, was determined eligible for listing in the NRHP, and information in an updated 2013 PA and the AZSITE database indicates it is eligible under Criterion A as part of the Salt River Project system. The San Francisco Canal's laterals and delivery ditches, documented to exist within the APE, will be treated as eligible for purposes of this project. Additionally, the canal was documented in a Historic American Engineering Record (HAER ARIZ, 7-PHEN, 14-) in 1987 as part of mitigation for ongoing canal maintenance and improvements.

Additional guidance for investigating irrigation features developed as a result of the 2001 PA between the Bureau of Reclamation, the Advisory Council on Historic Preservation, the SHPO, and the Salt River Project. The PA dealt solely with federally owned canals and laterals in the SRP system. Ten main canals and features, including the San Francisco Canal, were identified as NRHP-eligible and documented. The PA's implementation also resulted in development of guidelines for evaluating the smaller delivery ditches and laterals which extended from their source main canals. The PA's documentation, submitted in 2003 and amended in 2005 and 2013, provided an inventory of open delivery ditches and laterals that retained certain characteristics determined worthy of preservation; previously open features currently piped or enclosed did not meet the established standards. A review of this list did not include the San Francisco Canal laterals shown on the Bureau of Reclamation's 1902-1903 maps and located within the project APE. Additional coordination with SRP and the Bureau of Reclamation did not yield information on extant historic piped laterals in the vicinity.

A number of project improvements are proposed for areas in the vicinity of the historic extent of the San Francisco Canal system, specifically in areas where the canal's laterals may no longer exist or have been previously altered by subterranean pipes between MP 151 and MP 154. The

project proposes widening the I-10/S. 32nd Street interchange ramps and reconfiguration of the I-10/S. 40th Street interchange, which will be converted to a “diamond” interchange with lengthened on-ramps and off-ramps. At the I-10/S.R. 143 interchange, the project proposes removal and reconstruction of the 48th Street and Broadway Road bridges over I-10 as well as construction of a new high occupancy vehicle (HOV) direct connection between I-10 and S.R. 143. Throughout the vicinity of the San Francisco Canal, I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. Two DMS signs will be installed near MP 152 and MP 153 to provide additional wayfinding information to interstate users.

In the project vicinity, the San Francisco Canal and its associated laterals are not visible at the surface. The proposed undertaking’s freeway improvements would not adversely affect the San Francisco Canal’s subterranean laterals that are piped, if present, in areas subject to direct effects. The San Francisco Canal’s integrity of location, design, setting, materials, workmanship, feeling, or association will not be diminished by the proposed project work. In these areas, the canal’s laterals are already altered by subterranean pipes or no longer exist. Because their presence is currently unknown, the project will document any laterals that may be discovered in these areas and enact measures to avoid or minimize project effects to the discovered laterals as construction progresses. Therefore, there would be No Adverse Effect to the San Francisco Canal (Laterals Only) (Figure 4).

Figure 4. Detail of San Francisco Canal (Laterals Only)

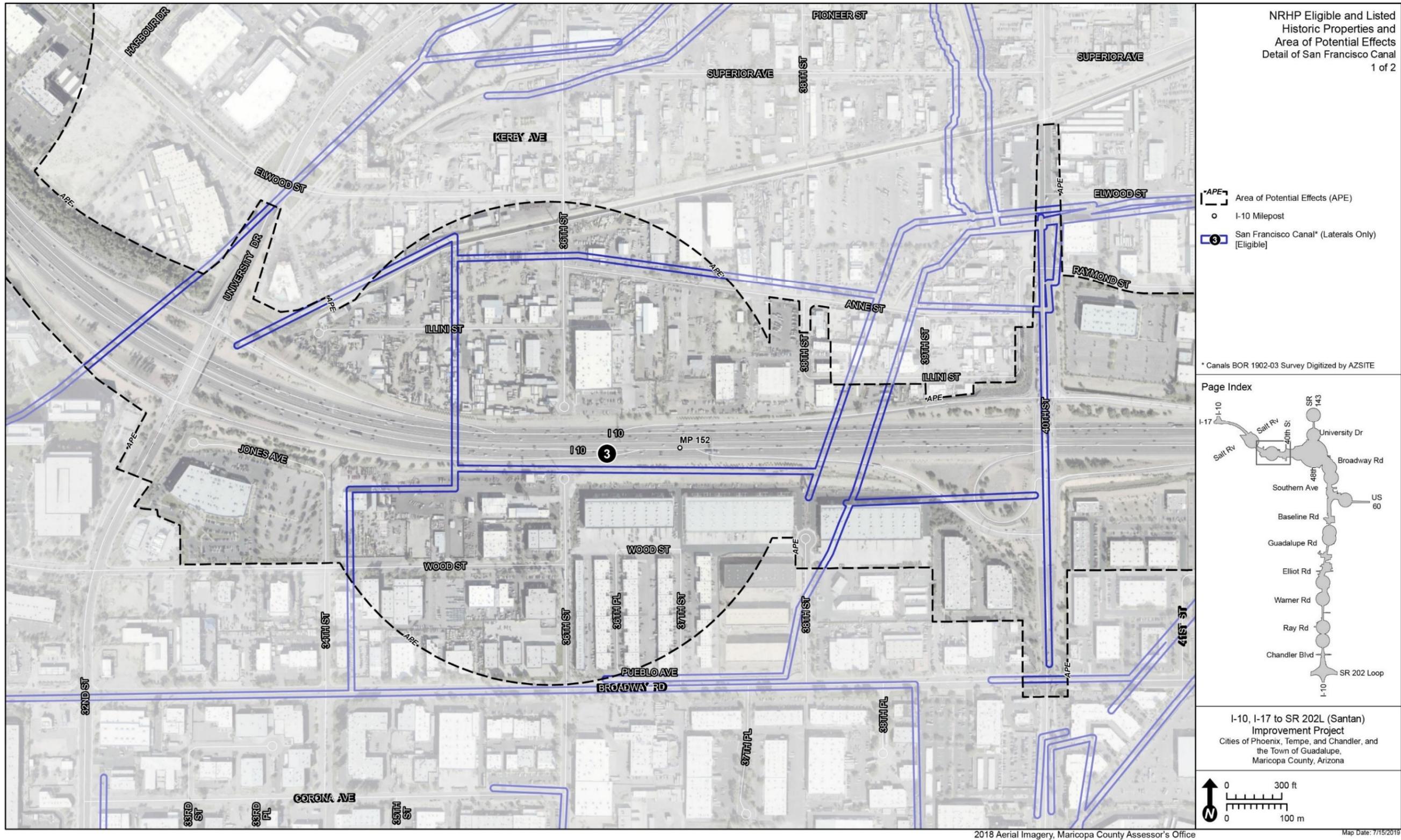
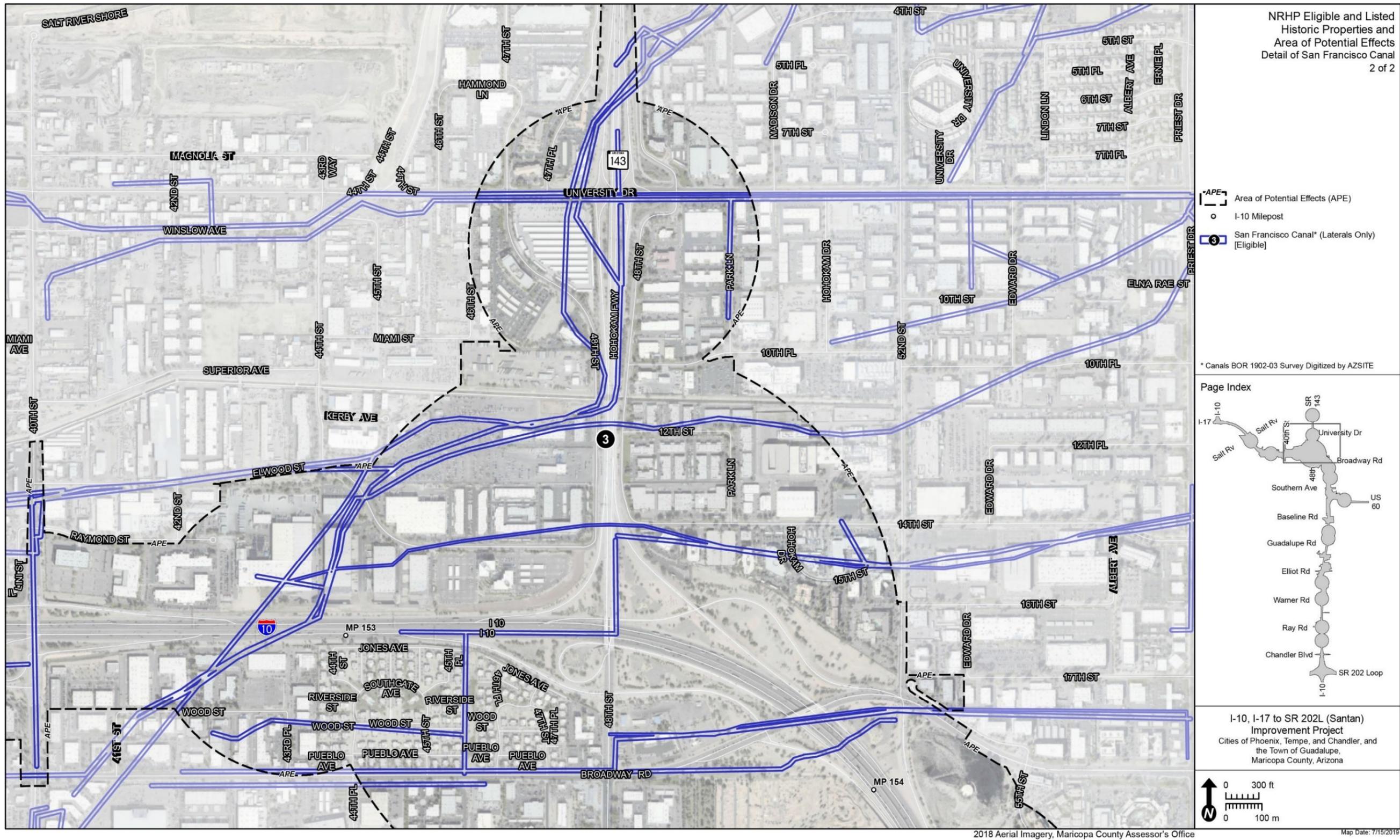


Figure 4. Detail of San Francisco Canal (Laterals Only) (continued)



5.4 48TH STREET DRAIN (TEMPE DRAINAGE DISTRICT NO. 2 DITCH)

The 48th Street Drain (Tempe Drainage District No. 2 Ditch) is an approximately three-mile-long surface drainage feature partially lined with concrete that forms a trapezoid-shaped channel (Figure 5). It extends from S. 52nd Street in Tempe west and southwest toward E. University Drive before turning northwest and parallel to I-10 where it then empties into the Salt River basin. Built in 1923, the drain functioned as part of Tempe Drainage District No. 2's water removal system that became necessary after completion of the Salt River Project led to a rise of Tempe's watertable and damaged agricultural lands.

Figure 5. 48th Street Drain (Tempe Drainage District No. 2 Ditch)



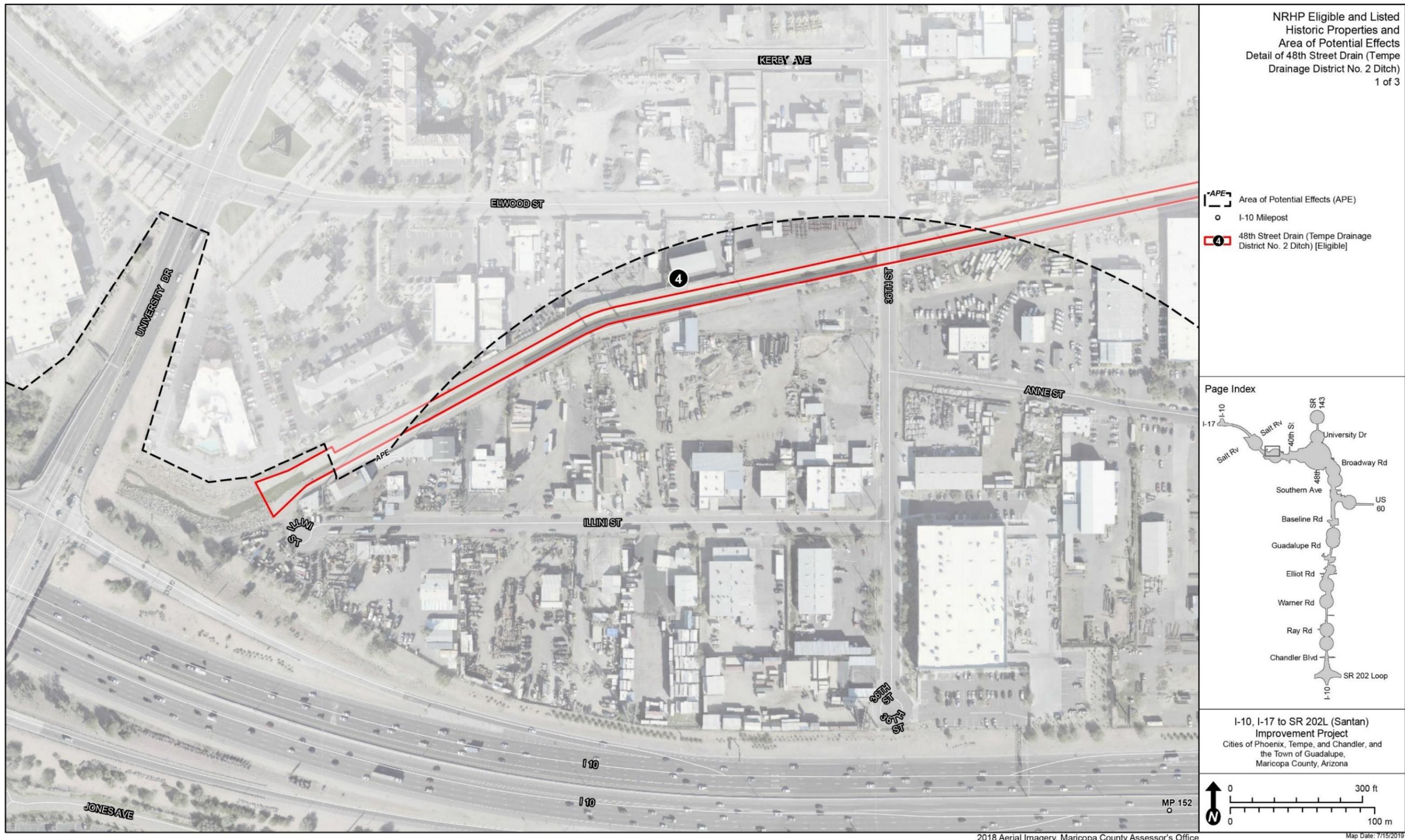
Since the time of its construction, the drain's east end has been shortened and enclosed and its west end has been truncated, realigned, and relined with riprap. As a result, only the 48th Street Drain's approximate 2.4-mile segment from S. 52nd Street to E. University Drive is recommended eligible for listing in the NRHP under Criterion A for its association with early twentieth-century irrigation in the Salt River Valley at a time when the Salt River Project made significant improvements to water storage and irrigation infrastructure. That segment is also recommended eligible under Criterion C as an early irrigation feature demonstrating the diversion-conveyance system constructed to remove water from, rather than irrigate, the Salt River Valley. Its historic property boundary includes the remaining concrete-lined, open portion of the drain in its original alignment located between S. 52nd Street and approximately E. University Drive, and the property's period of significance extends from the date of construction in 1923 to 1924 when the drain underwent improvements following Tempe Canal

system acquisition by the Salt River Valley Users' Association and incorporation into the larger SRP system.

The 48th Street Drain is located within the APE on its east end, where it passes beneath S.R. 143/Hohokam Expressway north of the I-10 interchange. In this area, S.R. 143/Hohokam Expressway and I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. Because of widening occurring on S.R. 143, a culvert along the expressway's east side will be shifted further to the east, requiring a new outflow drain into the 48th Street Drain. As a result, the culvert will be cut into the drain's existing lining within the historic property boundary. Immediately south of the drain in this location, the I-10/S.R. 143/Hohokam Expressway interchange will be reconfigured and reconstructed which will result in an additional ramp built to directly connect HOV lanes between I-10 and S.R. 143. A DMS will be installed in the S.R. 143/Hohokam Expressway median north of the drain to provide additional wayfinding information to interstate users. On the 48th Street Drain's west end, proposed work includes removing the existing riprap and relining the riprap section with concrete; however, these activities occur outside of the 48th Street Drain's historic property boundary. Within the historic property boundary, only temporary easements are anticipated in order to access and facilitate the riprap removal and relining work which may result in repairs to the existing concrete lining in that area.

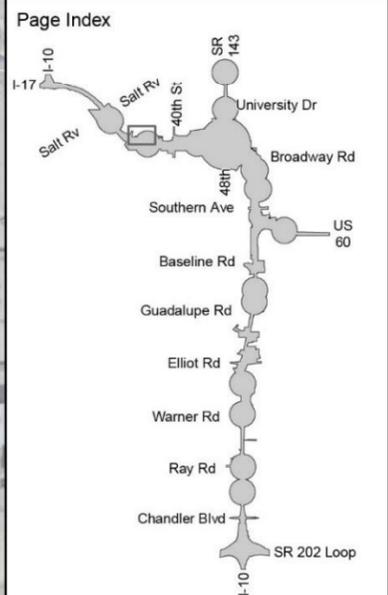
The proposed undertaking would not affect the 48th Street Drain's integrity of location, design, materials, workmanship, feeling, or association. On the drain's west end, project work occurs on riprap segments outside of the drain's historic property boundary. Although temporary easements will be located on the concrete-lined drain section within the historic property boundary, no changes will occur to the drain's existing configuration and any repairs required for the existing concrete lining will be made in-kind. On the drain's east end, project work includes relocating an existing culvert to the east where it will continue to empty into the 48th Street Drain. Although this relocated culvert requires a portion of the concrete lining to be cut and removed, the change is minor and occurs in an area where nearby culverts currently cut into the concrete lining and empty into the 48th Street Drain, continuing the purpose of the drain. All other project work in the vicinity occurs above the drain in an area where an overpass currently exists. The setting will be altered by the introduction of additional highway features; however, these alterations are not adverse because the drain retains no integrity of setting in an area with an already existing elevated freeway and freeway interchange. Therefore, there would be No Adverse Effect to the 48th Street Drain (Tempe Drainage District No. 2 Ditch) (Figure 6).

Figure 6. Detail of 48th Street Drain

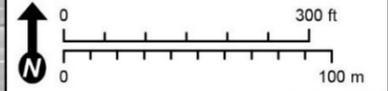


NRHP Eligible and Listed
Historic Properties and
Area of Potential Effects
Detail of 48th Street Drain (Tempe
Drainage District No. 2 Ditch)
1 of 3

- APE Area of Potential Effects (APE)
- I-10 Milepost
- 4 48th Street Drain (Tempe Drainage District No. 2 Ditch) [Eligible]



I-10, I-17 to SR 202L (Santan)
Improvement Project
Cities of Phoenix, Tempe, and Chandler, and
the Town of Guadalupe,
Maricopa County, Arizona



2018 Aerial Imagery, Maricopa County Assessor's Office
Map Date: 7/15/2019

Figure 6. Detail of 48th Street Drain (continued)

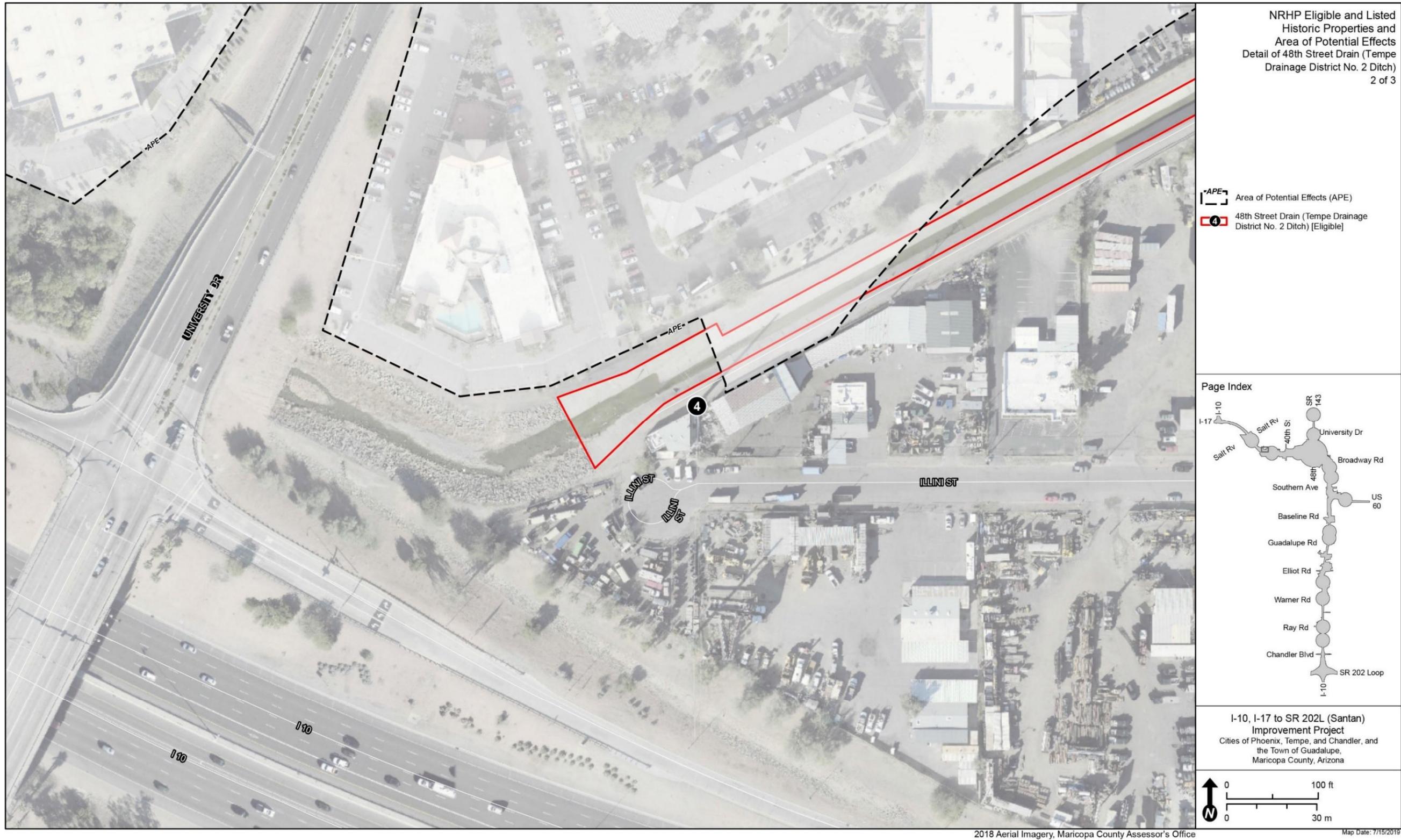
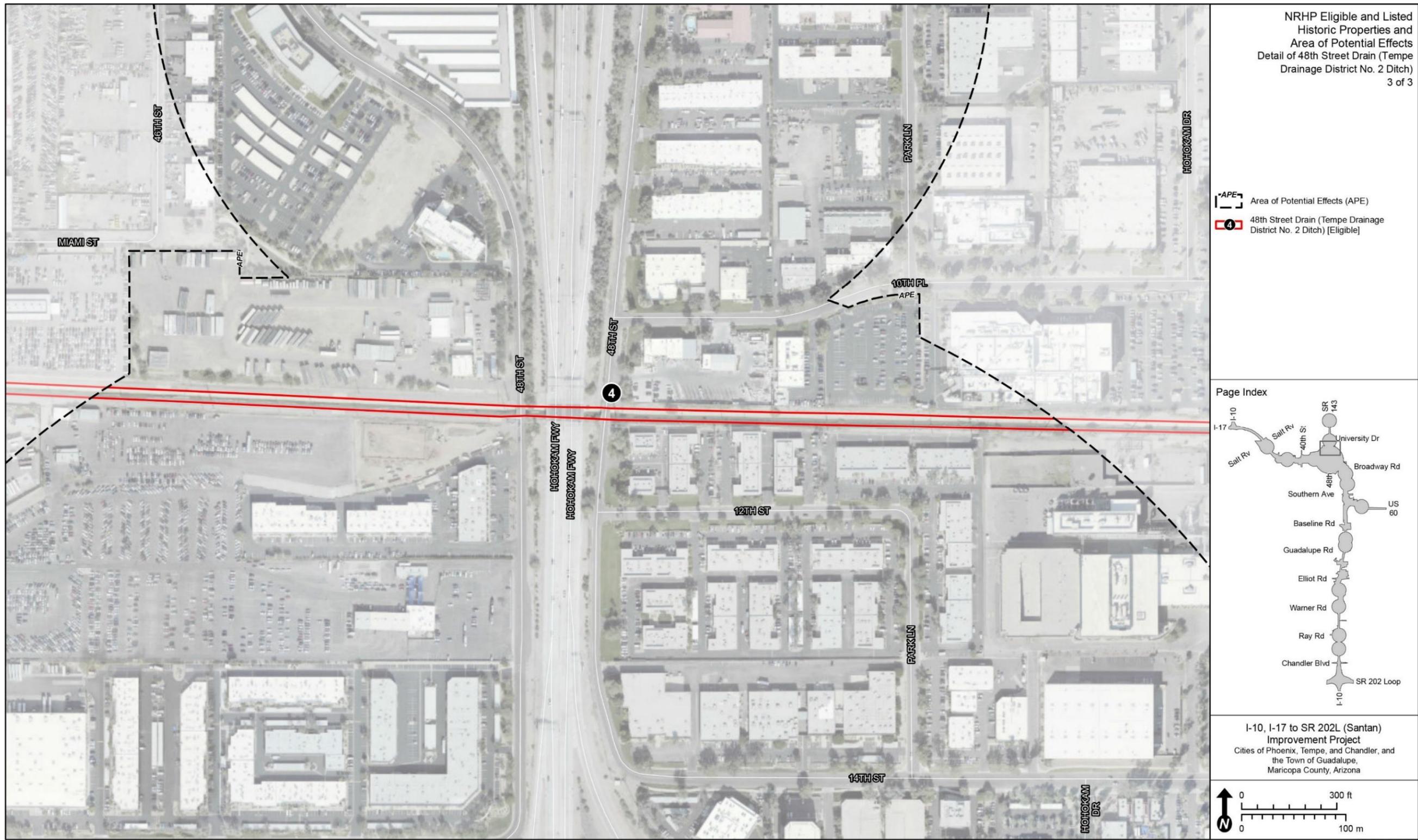


Figure 6. Detail of 48th Street Drain (continued)



5.5 TEMPE DOUBLE BUTTE CEMETERY (PIONEER SECTION)

Tempe Double Butte Cemetery (NRHP No. 13000020) is a 27.7-acre cemetery developed beginning in 1888 (Figure 7). Originally a privately-run cemetery, the City of Tempe acquired the land in 1958 and continues to maintain the burial ground. The cemetery contains the burial sites for a number of Tempe's earliest pioneers and utilizes a bare, desert appearance with minimal landscaping in its contributing Pioneer Section. Paths and roads within the cemetery generally conform to a grid pattern while headstones and burial plots form rows that extend in a north-south direction.

Figure 7. Tempe Double Butte Cemetery (Pioneer Section)



The cemetery was listed in the NRHP in 2013 under Criterion A and Criterion Consideration D for its association with late-nineteenth and early twentieth century Tempe settlement and as the burial place for Tempe's earliest residents as the first recognized city cemetery. Its NRHP nomination notes that the shaded lawn sections (Sections 16-23) located on the cemetery's west side, as well as Memorial Gardens, the Sunset and Sunrise Sections, and cemetery maintenance building comprise noncontributing features. Despite listing these sections as noncontributing features in the NRHP nomination, the form's mapping excludes these areas from the historic property boundary provided as part of the documentation. For purposes of this project, the boundary for the Temple Double Butte Cemetery comprises its contributing and noncontributing sections as described in the NRHP nomination text.

In the vicinity of the Tempe Double Butte Cemetery (Pioneer Section), the project proposes removal and reconstruction of the Broadway Road Bridge over I-10 which will be widened by one lane and shifted north and away from the cemetery. Further north, the project will reconstruct and reconfigure the I-10/S.R. 143/Hohokam Expressway interchange. At the

cemetery's northeast corner, the I-10 eastbound on-ramp from Broadway Road will shift closer to the cemetery but remain outside of the cemetery's historic property boundary and within existing ADOT ROW. Additional landscaping is proposed for the area between this on-ramp and the cemetery. I-10 will be widened, repaved and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. At a further distance, a DMS will be installed southeast of the cemetery to provide additional wayfinding information to interstate users. At Broadway Road, the cemetery entrance driveway will be regraded to meet the level of the street following construction of the new Broadway Road Bridge over I-10.

Although the proposed undertaking occurs near the cemetery's Broadway Road entrance and its northeast corner, those project activities are outside of the historic property boundary and limited to areas nearest to noncontributing features of Tempe Double Butte Cemetery or areas where roadway features currently exist proximate to the cemetery. Landscaping that will provide screening from roadway elements is also proposed north of the cemetery and near the I-10 southbound on-ramp. Therefore, project activities will have no effect on the cemetery's integrity of location, design, materials, workmanship, feeling, or association. Over time, suburban and urban development encroached on the cemetery's formerly rural surroundings. The nearby buttes, which provide an important landscape feature and backdrop to the cemetery, have also been comprised by construction of a large hotel at their base that overlooks the cemetery. Further, an interstate overpass bridge currently exists that carries Broadway Road over I-10 in the cemetery's vicinity. The undertaking will have no effect on the cemetery's already diminished integrity of setting. Therefore, there will be No Effect to Tempe Double Butte Cemetery (Pioneer Section) (Figure 8).

5.6 SALT RIVER PROJECT DIVERSION AND CONVEYANCE SYSTEM HISTORIC DISTRICT

The Salt River Project Diversion and Conveyance System Historic District (NRHP No. 100001454) comprises ten contributing structures and two contributing buildings used by and developed for the federal reclamation Salt River Project between 1906 and 1938. The district nomination was prepared using guidance in the NRHP Multiple Property Documentation (MPD) "The Salt River Project, Arizona, a Federal Reclamation Project" developed by the Bureau of Reclamation in 2016. Contributing elements within the historic district meet the MPD's registration requirements for Property Type II: Diversion-Conveyance System and Property Type III: Powerplants. However, only main canals were included in the historic district nomination while the canals' secondary systems of laterals, delivery ditches, and drains were not addressed; because they were not addressed, the evaluations do not include clear determinations on contributing or noncontributing statuses for those features.

The Salt River Project Diversion and Conveyance System Historic District was listed in the NRHP in 2017 under Criterion A as one of the United States' earliest reclamation projects that led to further agricultural, industrial, and urban development in the Salt River Valley through increased water supply and available hydroelectric power. Only the district's contributing main canals of the Western Canal and Highline Canal traverse the project APE; no other contributing elements of the Salt River Project Diversion and Conveyance System Historic District are located within the project APE. Both the Western Canal and Highline Canal were previously determined individually eligible for listing in the NRHP and effects are assessed to each canal in Sections 5.7 and 5.8. As a result of those effects assessments, the project will result in No Adverse Effect to the Salt River Project Diversion and Conveyance System Historic District or its contributing features within the APE, which are described below.

5.7 WESTERN CANAL

The Western Canal is a concrete-lined, open irrigation feature that begins in Mesa before moving west through Tempe, crossing beneath I-10, and continuing west through Phoenix on the north side of South Mountain (Figure 9). It was constructed beginning in 1911 by the Western Canal Construction Company and connected to the Highline Canal's pumping plant. Its construction resulted from the Tempe Canal's lack of involvement with the Salt River Project during its early years. Once completed, water from the Western Canal provided additional Salt River Project irrigation coverage to areas of Mesa, southern Tempe, and Phoenix.

According to the 2001 PA, the Western Canal was determined eligible for listing in the NRHP and information in an updated 2013 PA and the AZSITE database indicate it is eligible under Criterion A as part of the Salt River Project system. It is also included as a contributing element to the NRHP-listed Salt River Project Diversion and Conveyance System Historic District which is listed under Criterion A. In 1990, the Western Canal was documented in a Historic American Engineering Record (HAER ARIZ, 7-MESA, 1-) as part of mitigation for ongoing canal maintenance and improvements.

Figure 9. Western Canal



Within the APE, the Western Canal is visible along the south side of U.S. 60/Superstition Freeway and moves west into a culvert beneath I-10, exiting the culvert on the interstate's west side. Its location was determined using georeferenced Bureau of Reclamation maps from 1902-1903 provided by AZSITE and was confirmed by field survey. During survey, only the main canal was visible and no laterals or delivery ditches were visible. It is possible these irrigation features may be piped underground or no longer extant.

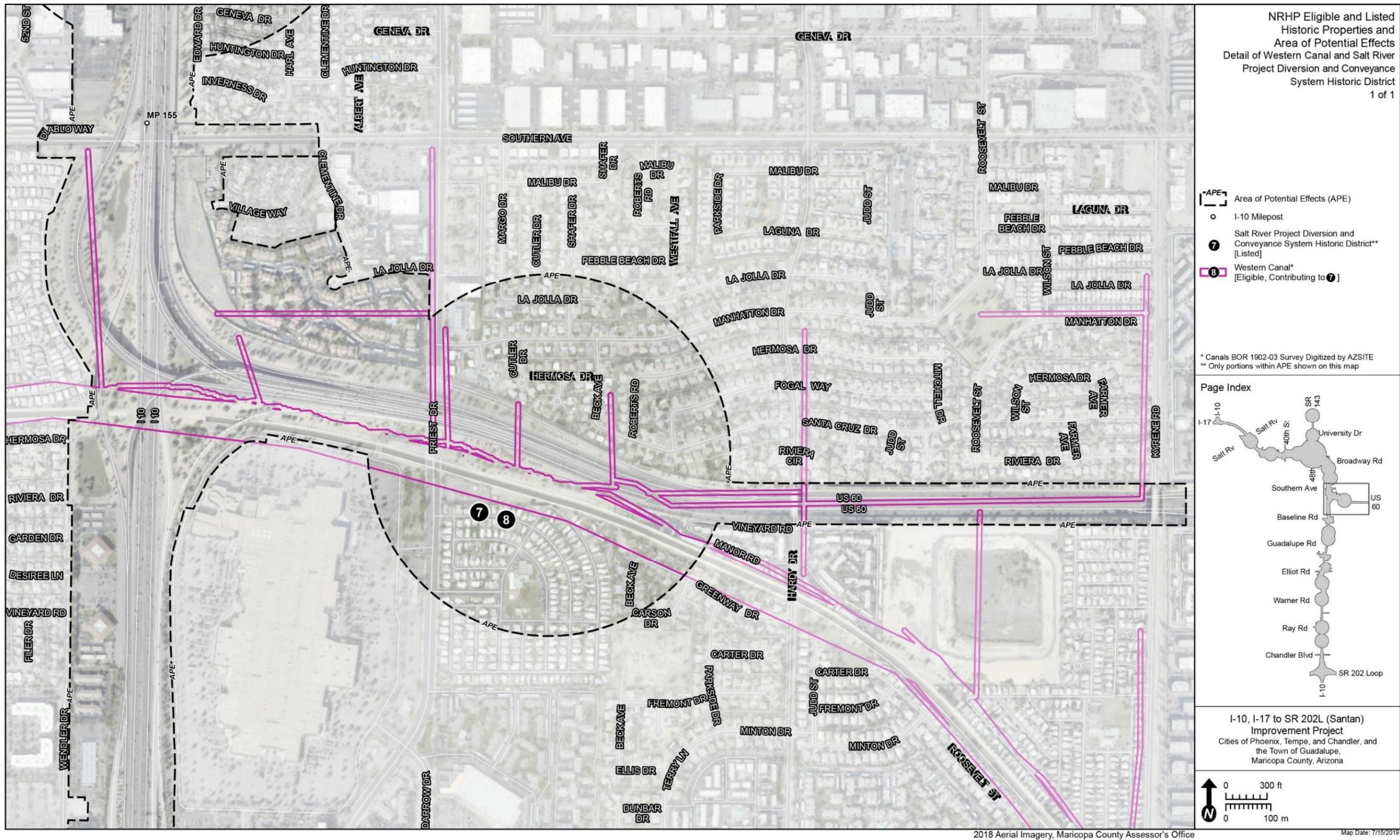
Additional guidance for investigating irrigation features developed as a result of the 2001 PA between the Bureau of Reclamation, the Advisory Council on Historic Preservation, the SHPO, and the Salt River Project. The PA dealt solely with federally owned canals and laterals in the SRP system. Ten main canals and features, including the Western Canal, were identified as NRHP-eligible and documented. The PA's implementation also resulted in development of guidelines for evaluating the smaller delivery ditches and laterals which extended from their source main canals. The PA's documentation, submitted in 2003 and amended in 2005 and 2013, provided an inventory of open delivery ditches and laterals that retained certain characteristics determined worthy of preservation; previously open features currently piped or enclosed did not meet the established standards. A review of this list did not include the Western Canal laterals shown on the Bureau of Reclamation's 1902-1903 maps and located within the project APE. Additional coordination with SRP and the Bureau of Reclamation did not yield information on extant historic piped laterals in the vicinity.

In the vicinity of the Western Canal, the project proposes improving the I-10/U.S. 60 interchange, including any associated right-of-way acquisition. These improvements include

construction of four additional elevated lanes to move traffic, including HOV lanes, between I-10 and U.S. 60. A new pedestrian bridge will be constructed over I-10 south of the interchange and the Western Canal. I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. A 16-to-20-foot noise barrier wall will be installed on the west side of the interchange in an area where the Western Canal passes through a culvert. East of the interchange, a DMS will be installed to provide additional wayfinding information to interstate users.

The proposed undertaking's freeway improvements would not adversely affect the Western Canal's integrity of location, design, materials, workmanship, feeling, or association. Proposed project elements, including a new pedestrian bridge, would traverse the Western Canal's historic property boundary and introduce new built elements to a setting where the elevated I-10 and U.S. 60/Superstition Freeway interchange flyovers already span the open canal at this location. Over the course of the twentieth century, suburban and urban development also encroached upon the Western Canal, and it is no longer surrounded by agricultural land. Thus, the undertaking's effects to the Western Canal's setting are not adverse in an area where the canal no longer retains integrity of setting. Therefore, there would be No Adverse Effect to the Western Canal or the Salt River Project Diversion and Conveyance System Historic District (Figure 10).

Figure 10. Detail of Western Canal



5.8 HIGHLINE CANAL

The Highline Canal (sometimes referred to as the North Branch Highline Canal or South Branch Highline Canal) is a concrete-lined, open irrigation feature located on the east side of I-10 in southwest Tempe before crossing beneath the interstate into two places and moving west through Phoenix on the north and south sides of South Mountain (Figure 11). It was constructed beginning in 1912 by the Highline Canal Construction Company along with a pumping plant. The canal provided additional Salt River Project irrigation coverage to areas of southwest Tempe and Phoenix, particularly farmers on South Mountain who were referred to as “highliners.” Often referred to solely as the Highline Canal, it is sometimes divided into a north and south branch despite being a continuous irrigation channel. Likewise, prior documentation often uses the individual branch names and Highline Canal interchangeably.

Figure 11. Highline Canal



According to the 2001 PA, the Highline Canal was determined eligible for listing in the NRHP and information in an updated 2013 PA and the AZSITE database indicate it is eligible under Criterion A as part of the Salt River Project system. It is also included as a contributing element to the NRHP-listed Salt River Project Diversion and Conveyance System Historic District which is listed under Criterion A. In 1990, the Highline Canal was documented in a Historic American Engineering Record (“Highline Canal and Pumping Plant,” HAER ARIZ, 7-TEMP, 8-) as part of mitigation for ongoing canal maintenance and improvements.

The Highline Canal is not visible within the project APE where the main canal crosses beneath I-10 in two locations; however, it is visible south of MP 159 where the APE extends to the east.

South of MP 156, the Highline Canal crosses beneath the interstate through a piped channel that begins east of I-10 at S. Avenida del Yaqui/S. Priest Drive. To the west of the interstate and outside the APE, the canal resurfaces. Further south, at E. Ray Road, the canal again crosses beneath I-10 by entering a piped channel at W. Orchid Lane and resurfacing west of I-10 and outside the APE. The Highline Canal location was determined using georeferenced Bureau of Reclamation maps from 1902-1903 provided by AZSITE and was confirmed by field survey. During survey, only the main canal was visible north of E. Orchid Lane and no laterals or delivery ditches were visible. It is possible these irrigation features may be piped underground or no longer extant.

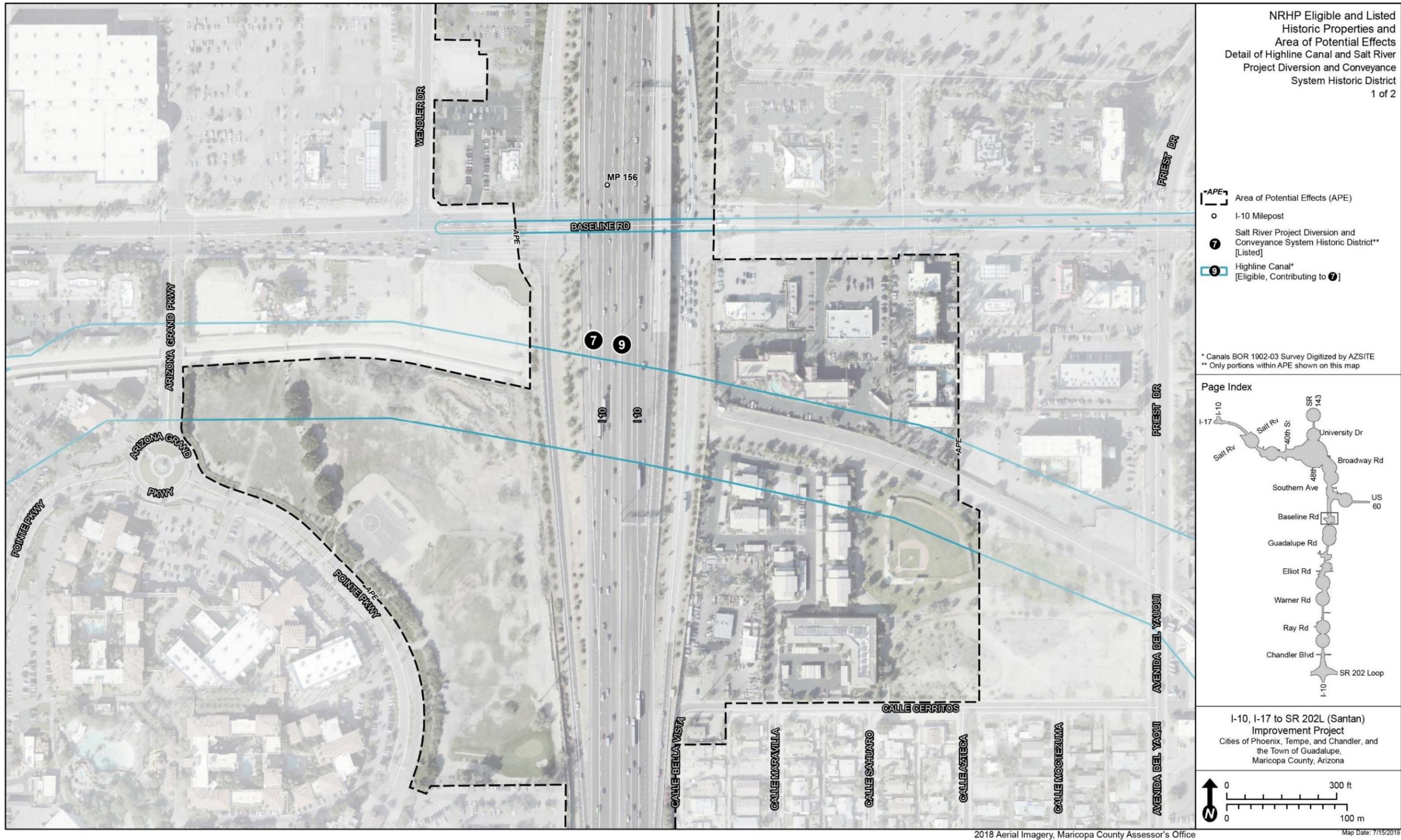
Additional guidance for investigating irrigation features developed as a result of the 2001 PA between the Bureau of Reclamation, the Advisory Council on Historic Preservation, the SHPO, and the Salt River Project. The PA dealt solely with federally owned canals and laterals in the SRP system. Ten main canals and irrigation features, including the Highline Canal, were identified as NRHP-eligible and documented. The PA's implementation also resulted in development of guidelines for evaluating the smaller delivery ditches and laterals which extended from their source main canals. The PA's documentation, submitted in 2003 and amended in 2005 and 2013, provided an inventory of open delivery ditches and laterals that retained certain characteristics determined worthy of preservation; previously open features currently piped or enclosed did not meet the established standards. A review of this list did not include the Highline Canal laterals shown on the Bureau of Reclamation's 1902-1903 maps and located within the project APE. Additional coordination with SRP and the Bureau of Reclamation did not yield information on extant historic piped laterals in the vicinity.

As part of this undertaking, in the vicinity of the Highline Canal specifically in the area where the canal's laterals may no longer exist or have been previously altered by subterranean pipes, I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. Some of this work will occur on interstate ramps that span the North Branch Highline Canal. The project's proposed widening of I-10 ends to the south of Ray Road. A DMS will be installed to provide additional wayfinding information to interstate users near the E. Ray Road overpass. South of MP 159, a pedestrian path will extend east from I-10 to the Highline Canal where it will connect with an existing path located parallel to the canal.

The proposed undertaking's freeway improvements would not adversely affect the Highline Canal's subterranean laterals that are piped, if present, in areas subject to direct effects. The improvements would not adversely affect the integrity of location, design, setting, materials, workmanship, feeling, or association in an area where the main canal and its delivery ditches and laterals are already altered by subterranean pipes or no longer exist. The undertaking's proposed pedestrian path would extend to the east toward an open section of the Highline Canal and connect to an existing sidewalk that extends parallel to the canal. The proposed project work, including the path, would not affect the integrity of location, design, materials, workmanship, feeling, or association of the canal. The project work would not affect the canal's integrity of setting in an area where a path already is present and the surrounding environment

includes car dealership buildings which diminish the existing integrity of setting. Therefore, there would be No Adverse Effect to the Highline Canal or the Salt River Project Diversion and Conveyance System Historic District (Figure 12).

Figure 12. Detail of Highline Canal



5.9 GUADALUPE

Guadalupe is a large historic district within the Town of Guadalupe featuring a central plaza and church complex surrounded by an organized street grid with single-story residences (Figure 13). Guadalupe is a center of Yaqui culture, where the traditions of the Uto-Azteca indigenous people of Mexico continue to thrive. In total, the historic property boundary encompasses approximately 276 acres that comprise the town's earliest subdivided and settled neighborhoods.

Figure 13. Guadalupe



Originally founded by Yaqui refugees at a nearby site in 1904, the current location of the Town of Guadalupe was settled in 1910, although official paperwork was not finalized until Woodrow Wilson issued a certificate granting land to the inhabitants in November 1914. The Yaqui settlers received 40 acres, which they referred to as *La Cuarenta*. Early residences from the 1920s survive within Guadalupe with some showing evidence of early building techniques such as adobe brick. The church complex includes Santa Lucia Pascua Yaqui Temple, Our Lady of Guadalupe Catholic Church and rectory, and an open plaza where sacred Yaqui ceremonies and celebrations occur.

Guadalupe was recommended to be eligible for listing in the NRHP as part of the evaluations for this project. It is recommended eligible under Criterion A for its association with the Yaqui

people who sought safety in the United States and their continued traditions. Guadalupe is also recommended eligible under Criterion C for the architectural merit exhibited in Santa Lucia Pascua Yaqui Temple and Our Lady of Guadalupe Catholic Church. It is also recommended eligible as a cultural landscape that exhibits traditional building forms and materials in the housing, as well as religious practices as represented by the two sacred buildings and plaza. Finally, Guadalupe is recommended eligible under Criterion D for its potential to yield information about indigenous building techniques and materials since intensive investigations may reveal original materials and construction methods that have been covered by modern materials, alterations, and additions. The period of significance for Guadalupe is 1910-1975, which encompasses the resettlement until the time when the Town of Guadalupe was incorporated. The historic property boundaries are shown on the map in Figure 15.

In the vicinity of the Guadalupe, I-10 will be widened, repaved, and striped, and improvements will be made to utilities, drains and culverts, walls and fencing, and signage. A 12-to-14-foot noise barrier wall will be constructed along the east side of I-10 between approximately Calle Yusucu and E. Calle Carmen which will be connected to an existing noise barrier wall that is located north of Calle Yusucu. The Calle Guadalupe/Guadalupe Road bridge over I-10 will be widened to account for a multi-use path, and drainage improvements will extend along Calle Guadalupe to prevent further erosion of the bridge's embankment. Between MP 156 and MP 157, two DMS signs will be installed in I-10's median to provide additional wayfinding information to interstate users. Preliminary project information indicates DMS locations near East Calle Magdalena and East Calle Naranjo. Additional utility work may occur near I-10/E. Calle Cerritos where project activities could require moving a manhole to service an existing underground power line. No project work is anticipated outside of existing ROW in the vicinity of Guadalupe and no buildings will be directly affected by project work.

Figure 14. Billboard over Guadalupe



The proposed undertaking's improvements would not affect the Guadalupe's integrity of location, design, workmanship, feeling, or association. Widening the Calle Guadalupe/Guadalupe Road bridge to accommodate a multi-use path may require restriping of the surface street within the Guadalupe historic property boundary. Utility work may also

require moving a manhole near E. Calle Cerritos. However, these improvements are extremely minor, consistent with routine road and utility maintenance work, and will not affect Guadalupe's integrity of materials or any character-defining features. Bridge widening activities occur in an area where a bridge currently exists, and no changes to the bridge's height are proposed. Additional project elements include two DMS signs located in the I-10 median between MP 156 and 157. These signs will be smaller than existing billboards (Figure 9) that currently loom over Guadalupe and their location within the elevated I-10 median will make them difficult to see from areas within the Guadalupe historic property boundary. Thus, the undertaking's effects to Guadalupe's setting are not adverse in an area where there is no integrity of setting outside of the historic property boundary due to the imposing existing freeway and multi-story illuminated advertisements. Therefore, there would be No Adverse Effect to Guadalupe.

5.10 KYRENE BRANCH WESTERN CANAL

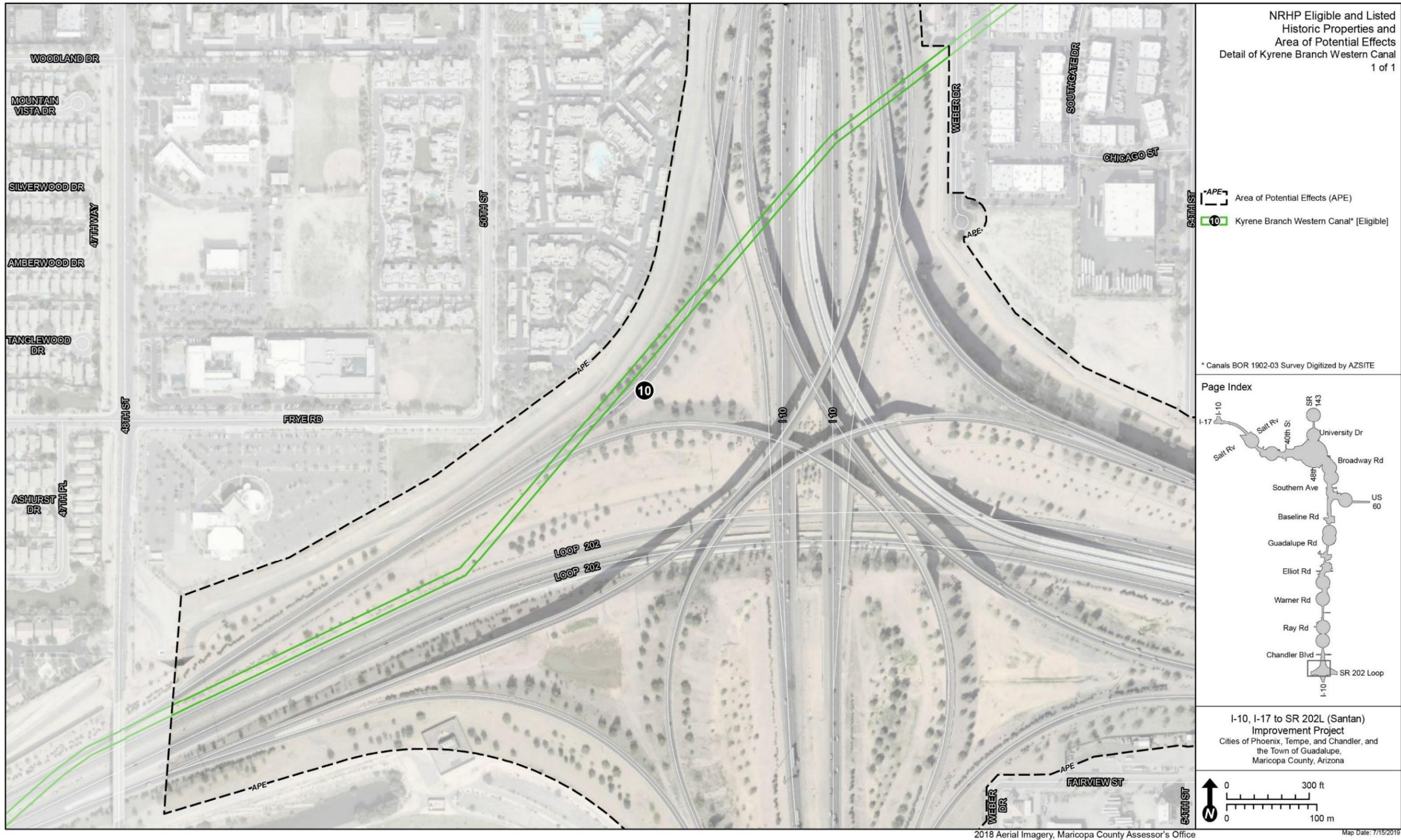
The Kyrene Branch Western Canal (also called the Kyrene Branch Canal or Kyrene Branch of the Western Canal) is a concrete-lined, open and enclosed irrigation feature located on the east and west sides of I-10 and comprises a southern branch of the Western Canal. It was constructed around the same time as the Western Canal from 1912-1913 and served as an irrigation channel for areas southwest of Tempe. According to information in AZSITE, the Kyrene Branch Western Canal was determined eligible for listing in the NRHP under Criterion A in 2008 as part of the Salt River Project system. The Kyrene Branch Western Canal is not addressed in the 2001 or 2013 PAs.

The Kyrene Branch Western Canal is not visible within the project APE, and its location beneath I-10 was determined using georeferenced Bureau of Reclamation maps from 1902-1903 provided by AZSITE. The canal appears to enter a culvert outside of the APE to the south of the W. Chandler Boulevard/N. 54th Street intersection. Project work will occur where the main canal crosses beneath I-10 south of MP 161 at the I-10/S.R. 202 Loop/Santan Freeway interchange. Furthermore, Bureau of Reclamation maps do not indicate any laterals or delivery ditches existing in the undertaking's APE.

Additional guidance for investigating irrigation features developed as a result of the 2001 PA between the Bureau of Reclamation, the Advisory Council on Historic Preservation, the SHPO, and the Salt River Project. The PA dealt solely with federally owned canals and laterals in the SRP system. Ten main canals and irrigation features were identified as NRHP-eligible and documented. The PA's implementation also resulted in development of guidelines for evaluating the smaller delivery ditches and laterals which extended from their source main canals. The PA's documentation, submitted in 2003 and amended in 2005 and 2013, provided an inventory of open delivery ditches and laterals that retained certain characteristics determined worthy of preservation; previously open features currently piped or enclosed did not meet the established standards. This inventory did not include any portion of the Kyrene Branch Western Canal located within the project APE and additional coordination with SRP and the Bureau of Reclamation did not yield information on extant historic piped laterals in the vicinity.

In the vicinity of proposed project work, the Kyrene Branch Western Canal is entirely subterranean. As part of the project, I-10 will be repaved and striped, with potential improvements made to utilities, drains and culverts, walls and fencing, and signage. A DMS will be installed to provide additional wayfinding information to interstate users near the E. Ray Road overpass. The proposed undertaking's freeway improvements would not adversely affect the Kyrene Branch Western Canal's integrity of location, design, setting, materials, workmanship, feeling, or association in an area where the main canal is already below ground and activities occur at the surface. Therefore, there would be No Adverse Effect to the Kyrene Branch Western Canal (Figure 16).

Figure 16. Detail of Kyrene Branch Western Canal



6 SUMMARY

As part of investigations supporting compliance with Section 106 of the NHPA as part of the I-10, I-17 to S.R. 202L (Santan) Improvement Project, qualified architectural historians established an APE and confirmed the presence of eight previously identified built environment historic properties within it. They also identified 46 additional built environment properties more than 45 years of age that had not been evaluated. After conducting a field survey and photographing these built resources, they recommended that two of these resources were eligible for listing in the NRHP: the 48th Street Drain (Tempe Drainage District No. 2 Ditch) and Guadalupe. The remaining 44 built environment properties are not eligible.

After assessing effects on all historic properties within the APE, the qualified professionals determined that the proposed project will have No Adverse Effect on built environment historic properties.

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APPENDIX A: DETERMINATION OF ELIGIBILITY FOR PROPERTIES DETERMINED ELIGIBLE

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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

Historic Name(s): 48th Street Drain (Tempe Drainage District No. 2 Ditch)
(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: East-West between S. 52nd Street and E. University Drive

City or Town: Tempe and Phoenix vicinity County: Maricopa Tax Parcel No. N/A

Township: 1N Range: 3E, 4E Section: 19, 20, 24 Quarter Section: Acreage: 9.64

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

UTM reference: Zone 12N Easting 407999.7931 Northing 3697840.05 USGS 7.5' quad map: Phoenix, Tempe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1923 known estimated (source: Salt River Project)

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 the original use.

Surface drain

Water management system

Sources: Visual assessment, research

PHOTO INFORMATION

Date of photo: 2/25/2019

View Direction (looking towards)

West

Negative No.: DSCN0662.JPG



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.

See Continuation Sheets

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) East end enclosed, west end realigned in 1960s; lining with riprap on west end, entire drain lined with concrete in the 1960s

3. SETTING (Describe the natural and/or built environment around the property) The setting is an industrial and commercial area between Phoenix and Tempe

Describe how the setting has changed since the property's period of significance: The setting has transitioned from agricultural to industrial and commercial.

4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): concrete Foundation: _____ Roof: _____
Windows: _____
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) The drain remains as an open, surface drain and within a large portion of its original alignment

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. See Continuation Sheets
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: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 1

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Property Description

The 48th Street Drain (Tempe Drainage District No. 2 Ditch) is an approximately three-mile-long surface drain lined with concrete that forms a trapezoid-shaped channel. Constructed in 1923, portions of the ditch’s current alignment deviate from its original footprint, and while not originally lined, it likely has been stabilized with concrete for decades.

Beginning in Tempe at 52nd Street and north of W. 12th Place, the drain extends in a westerly direction to approximately 42nd Street in Phoenix before turning in a southwesterly direction. Near the E. University Drive-Interstate 10 interchange, the drain is no longer lined with concrete but is instead reinforced with riprap for 0.6-mile segment as it turns toward the northwest parallel to Interstate 10 before emptying into the Salt River basin. Grasses, shrubs, and trees also grow within the drain for this last segment. Along its three-mile route, numerous smaller ditches and culverts empty into the drain as it traverses a developed, light industrial area.

Historic Context

Irrigating the Salt River Valley and Tempe

From early settlement efforts, the area that is now Phoenix and Tempe has been challenged by its climate and especially lack of water for agriculture. To compensate for this, settlers created a complex water management system that provided water delivery in addition to excess or wastewater removal. Water manipulation continued to factor heavily in the area’s infrastructure as the area developed and flood control from isolated heavy rains became an issue. Terms like canal, irrigation ditch, delivery ditch, and lateral are sometimes used interchangeably for water delivery features, while the term drain generally refers to a water removal feature.

Irrigation in the Salt River Valley can be traced to as early as 200 A.D. when the Hohokam people constructed an extensive irrigation network with channels, canals, and ditches. The network diverted water from the Salt River into fields where they grew their crops, taming the harsh desert environment; in Tempe alone, the Hohokam constructed four main canals which in turn fed their network of ditches. However, by the fifteenth century, the Hohokam abandoned their Salt River Valley lands and left behind their extensive irrigation system for European explorers to discover in the 1700s.¹

By the 1860s, American and Mexican settlers began repopulating the Salt River Valley and used some of the existing Hohokam canal network to irrigate the land. In 1867, John “Jack” Swilling led efforts to construct the first modern irrigation canal in the valley. Using an existing Hohokam canal, Swilling and his Swilling Irrigating and Canal Company constructed a ditch that fed water to present-day downtown Phoenix, leading to approximately one hundred settlers claiming lands along this new irrigation channel. John B. McKinney and William H. Kirkland soon followed suit in the present-day Tempe area by constructing their modest Kirkland-McKinney Ditch in the early 1870s. However, it was again Jack Swilling who undertook an expansive approach

¹ Mark Pry, *Oasis in the Valley* (Tempe, AZ: Tempe Historical Museum and Tempe Water Utilities Department, 2007), 3; Earl Zarbin, “Canal Company Organized in 1867,” *Arizona Republic*, August 22, 1978.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 2

to irrigating Tempe. Swilling and his business partners filed a water claim for approximately 362,000 acre-feet of water, exceeding the amount of water Tempe consumed in more recent years, and began constructing the Tempe Canal east of the Kirkland-McKinney Ditch. Swilling's company, reorganized in 1871 as the Tempe Irrigating Canal Company (later called the Tempe Canal Company), allowed landowners and farmers along the Tempe Canal to purchase stock shares that permitted a proportional amount of water per share, or alternatively, allowed individuals to contribute labor to canal construction in order to obtain shares. By the end of 1871, the Tempe Canal and its network of ditches extended approximately five miles.²

West of downtown Tempe and the Tempe Canal, the San Francisco Canal, also completed in 1871 drew additional water from the Salt River and began irrigating new agricultural lands. Built for poorer American and Mexican farmers who settled in the area without water rights claims, the canal later connected to the Tempe Canal via the Hayden Ditch, an irrigation channel constructed by Charles Trumbull Hayden to power a mill. Over time, the San Francisco Canal's constant maintenance and lack of organized financial backing proved to be problematic. To remedy this, Phoenix businessman Michael Wormser acquired the San Francisco Canal and its adjoining lands. Wormser made improvements to the canal and expanded its length to twelve miles.³

The water from these canals irrigated thousands of acres of farmland, resulting in new settlers moving to the Salt River Valley. In addition to his Tempe mill, businessman Charles Hayden established a ferry service, general store, blacksmith, and wagon shop. In 1872, a post office opened in what was then called Hayden's Ferry, which became Tempe in 1879. Approximately 135 residents lived in Tempe by 1880, and the canal system continued to expand. In 1883, the Tempe Canal system carried water to approximately 9,150 acres of farmland through its canal network and subsidiary delivery ditches, often called laterals, that in turn each served a quarter-section of land (approximately 160 acres). Over the next few years, Tempe's canal system began to resemble its present-day appearance as it extended south and west.⁴

Salt River Project

Despite the extensive and complex network of canals and ditches that traversed the Salt River Valley, water remained an unpredictable resource. Although Tempe farmers benefited from a high water table due to its underlying geology, the 1890s brought both severe flooding and extreme drought to the valley. Long stretches of the decade saw dry canals and a dry Salt River riverbed. However, not until the turn of the twentieth century was the Salt River Valley afforded a federally supported opportunity to finance construction of a modern and reliable irrigation system with substantial storage capacity. In 1902, the United States Congress passed the Newlands Reclamation Act which provided federal funding for irrigation projects in certain western states and territories. Salt River Valley farmers long desired a reservoir that would hold floodwaters until needed in times

² Ben Avery, "Century of Progress: 100 Years of Water Development in the Valley," *Arizona Republic*, May 18, 1969; Pry, *Oasis in the Valley*, 5-8; Jay Mark, "Successful Irrigation Infrastructure Causes Land Stampede," *Tempe Republic*, March 9, 2012.

³ "San Francisco Canal, Phoenix, Maricopa County, AZ," Survey (photographs, written historical and descriptive data), Historic American Engineering Record, National Park Service, U.S. Department of the Interior, 1987, From Prints and Photographs Division, Library of Congress (HAER ARIZ, 7-PHEN, 14-); Pry, *Oasis in the Valley*, 9.

⁴ Pry, *Oasis in the Valley*, 10-11.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 3

of drought. The law required that landowners create an irrigation association prior to claiming funds for a reclamation project, and as a result, the Salt River Valley Water Users' Association formed to consolidate the area's canals into a single management enterprise with federal ownership of the waterways.⁵

In Tempe, shareholders of the Tempe Canal Company and its irrigation system disagreed with the proposal, and consequently, the city was excluded from what would become the Salt River Project (SRP). Irrigation system consolidation proceeded without city involvement and construction of Theodore Roosevelt Dam ensued. Dam construction ended in 1911 and quickly formed Theodore Roosevelt Lake using Salt River waters, leading to increased water availability throughout the Salt River Valley.⁶

East of Tempe, new lands were irrigated for farming using Theodore Roosevelt Lake's water. These new farms slowly began to raise Tempe's water table, causing water-logged lands that damaged the area's crops. In an area that previously required irrigation to be agriculturally viable, suddenly the opposite condition—too much water in the soil—became a problem to be solved.

Although Tempe began addressing its high water table problem as early as 1905 through construction of a series of drainage wells and pumps, these efforts resulted in minimal improvements and could not handle the water onslaught brought by the SRP. With the situation quickly becoming more severe, Tempe landowners began organizing themselves into drainage districts to fund water management improvements within designated agricultural areas. At the time, Arizona state law allowed formation of water management districts that could levy taxes on landowners within each district and sell bonds to fund major projects that included land purchases and construction of irrigation and drainage systems.⁷ To remedy the situation in Tempe, Drainage District No. 1 formed in 1914 in order to move water toward the southwest away from Tempe and into the Gila River. In 1917, Drainage District No. 2 formed and included areas west of Tempe made arable by the San Francisco Canal when a group of landowners voted 21 in favor and 1 opposed to district creation. A newspaper story at the time noted, "[t]he formation of this district means a great deal to the country west of Tempe, in an agricultural way" as district formation implied potential relief to the waterlogged agricultural lands.⁸

48th Street Drain

Archival records indicate that neither drainage district succeeded in its efforts to lower Tempe's water table. By 1919, the city's water table could be reached at ten feet. A notice published in 1920 indicated that Drainage District No. 2 planned a sale of \$50,000 in drainage bonds, while a later notice in 1923 indicated over \$280,000 in bonds were made available that year for all drainage districts.⁹ Additionally, SRP records indicate Drainage District No. 2 acquired right of way and constructed a large drainage ditch in 1923 south of and parallel to

⁵ Newlands Reclamation Act, 32 Stat. 388 (Pub.L. 57-161); Pry, *Oasis in the Valley*, 21-22.

⁶ Pry, *Oasis in the Valley*, 23.

⁷ Pry, *Oasis in the Valley*, 23; Irrigation Drainage District Law, State Water Commission, State of Arizona, Laws of Arizona, March 19, 1921. (Ch. 149).

⁸ "Another Drainage District Formed," *Arizona Republic*, November 26, 1917.

⁹ "Bond Sale," *The Commercial & Financial Chronicle*, March 6, 1920; "Special District Bonds," *Arizona Republic*, December 12, 1923.

STATE OF ARIZONA

HISTORIC PROPERTY INVENTORY FORM CONTINUATION SHEET

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 4

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University Drive (Transmission Road) between 32nd Street and 56th Street.¹⁰ That ditch later became known as the 48th Street Drain or the Tempe Drainage District No. 2 Ditch.

Historic aerial images beginning in 1930 and provided by Maricopa County indicate extensive alterations occurred to the drain over time. These changes included a number of realignments, extensions, and modernization projects that resulted in widening and relining the drain and enclosure of its eastern end. Aerial views from 1930 show the 48th Street Drain beginning approximately midway between present-day S. 52nd Street and S. Priest Drive near W. 10th Place. From there, engineers extended the drain westward where it crossed the San Francisco Canal before turning southwest, crossing beneath present-day Interstate 10 and meeting with a north-south oriented irrigation drain to the north of present-day S. 32nd Street. Water from the drain then moved north and emptied into the Salt River, draining overflows from the existing system.

By the time of the 48th Street Drain's construction, the Tempe Canal Company and the Salt River Valley Users' Association had already begun discussions to give the latter control of the Tempe Canal system as well as funding to improve Tempe's saturated farmlands.¹¹ In March 1924, the Salt River Valley Users' Association acquired the Tempe Canal and incorporated its irrigation and drainage channels into the association's consolidated network. The Salt River Valley Users' Association moved quickly to improve Tempe's saturated environment by constructing eighteen wells and pumps and proposing additional improvements to waste ditches and canals.¹²

SRP records indicate that in 1959, SRP transferred 48th Street Drain management to the Maricopa County Flood Control District (MCFCD) following the drain's conversion to a designated flood channel. In 1966, SRP, MCFCD, the City of Tempe, and the Arizona Department of Transportation (ADOT) agreed to upgrade the drain, preserving its alignment and meeting the rapidly developing area's water management needs, to serve as a joint-use storm drainage and irrigation waste facility. Most irrigation channels in the Phoenix area were lined with concrete by the late 1960s, and it seems likely that the 48th Street Drain was modernized with a concrete lining at this time.¹³ In the 1970s, the City of Tempe overloaded the drain, which led to flooding in residential and industrial areas west of the city, and as a result, the political entities and agencies signed another agreement on December 19, 1977, to widen the drain for additional drainage capacity. SRP records indicate the improvements were completed by the early 1980s at the expense of MCFCD and the cities of Phoenix and Tempe.¹⁴

¹⁰ Jodi Silvio, E-mail exchange with Jodi Silvio, Historical Analyst, Salt River Project, Research Archives & Heritage, March 5, 2019.

¹¹ Pry, *Oasis in the Valley*, 23-24.

¹² "Water Users' Association Reports Successful Handling of Drainage Problem," *Arizona Republic*, May 6, 1924.

¹³ Nancy Clark-Puffer, "Ebb, Flow of Cultures," *Arizona Republic*, January 12, 2002; "Valley's Canals Dry for Repairs," *Phoenix Gazette*, December 15, 1962.

¹⁴ Glen Law, "Lawsuit Urged against Tempe for *Overloading* Ditch," *Arizona Republic*, November 16, 1976; E-mail exchange with Jodi Silvio, Historical Analyst, Salt River Project, Research Archives & Heritage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 5

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Today, the 48th Street Drain provides an outfall channel for Tempe’s drainage system and provides additional drainage for the industrial area it traverses before emptying into the Salt River. The drain is jointly maintained by the City of Phoenix, ADOT, and MCFCD.¹⁵

Alignment Changes

The 48th Street Drain’s original alignment remained largely unchanged from the time of its completion in 1923 until the construction of Interstate 10 in the 1960s. Following the freeway’s construction, the drain emptied into the Salt River basin near the present-day E. Elwood Street and E. University Drive intersection. A secondary ditch constructed along Interstate 10 moved the water from the 48th Street Drain to the Salt River’s approximate centerline, extending the 48th Street Drain.

Between 1969 and 1976, the drain’s easternmost section was enclosed as the surrounding land was further developed for industrial use. As a result, a portion of the drain was covered and the drain became visible on the surface beginning immediately west of S. 52nd Street and remains so today.

Around 1986, development encroached toward the Salt River basin, and the area west of E. University Drive was developed which again changed the 48th Street Drain’s connection with the Salt River. Engineers established the drain’s western segment, comprising approximately 0.6 miles, and its current alignment around that time. Alterations included softening the drain’s westerly turn along Interstate 10 and lining the drainage channel’s final segment with riprap, which historic aerial images confirm is not original. No substantial changes occurred to the drain since that time. As a result, only the 2.4-mile segment from S. 52nd Street to east of E. University Drive retains its original, open alignment despite various widening and relining projects since its construction in 1923.

Significance Evaluation

Guidance for evaluating Salt River Valley irrigation features developed as a result of “The Salt River Project, Arizona, a Federal Reclamation Project” NRHP Multiple Property Documentation (MPD). Information within the MPD provided the basis for nominating the Salt River Project Diversion and Conveyance System Historic District to the NRHP in 2017; however, no drainage system features were included in the historic district at that time. The MPD includes drainage systems within Property Type II: Diversion-Conveyance System, Property Subtype D, and did not anticipate drainage systems to be individually eligible for listing in the NRHP, although none were specifically identified or evaluated. For a drainage system to be contributing to a historic district under the MPD, the feature must meet three registration requirements: (1) the feature must fall within the MPD’s period of significance of 1917 to 1925 for drainage systems, (2) the feature must be significant under one or more NRHP Criteria for Evaluation and relate to the Salt River Project, and (3) the feature must retain

¹⁵ “48th Street Drain,” Maricopa County Flood Control District, available at <http://apps.fcd.maricopa.gov/Projects/projects-structures-details/257/>.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 6

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integrity. Because no potential historic district was identified during survey, the 48th Street Drain will be evaluated individually using the MPD guidance and registration requirements for drainage systems.

1. Period of Significance

The 48th Street Drain (Tempe Drainage District No. 2 Ditch) was constructed in 1923 and improved in 1924 following the Salt River Valley Users' Association's acquisition of the Tempe Canal system and incorporation into the SRP system. Therefore, the drain falls within the 1917 to 1925 period of significance for drainage systems and meets the first registration requirement.

2. Criteria for Evaluation

The 48th Street Drain was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation" Additional guidance for evaluating significance is provided in the Salt River Project MPD.

The 48th Street Drain is eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. The drain is associated with early twentieth-century irrigation in the Salt River Valley at a time when SRP made significant improvements to water storage and irrigation infrastructure. The drain is peripherally associated with the Tempe Canal system since its construction followed a need drain excess waste water from saturated agricultural lands in Tempe. The 48th Street Drain continued to play an important drainage role as the area developed into the mid-twentieth century and still serves as a drainage channel for the area. Therefore, the 48th Street Drain is eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the 48th Street Drain is not eligible under Criterion B.

The 48th Street Drain is eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The structure is an altered drainage feature that was upgraded around 1966 to meet mid-twentieth century water management demands for a rapidly growing area. The drain retains its visibility, integration into the current landscape, and retention of its open drain appearance for a substantial length of distance. Although modern alterations completed beginning in the 1960s resulted in a loss of the drain's original lining, the 48th Street Drain is a good example of an early water management feature demonstrating the diversion-conveyance system, constructed to remove water from, rather than irrigate, the Salt River Valley's agricultural lands. Therefore, it is eligible under Criterion C.

The 48th Street Drain was not evaluated under Criterion D as part of this assessment.

Therefore, the 48th Street Drain meets the second registration requirement.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 7

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3. Integrity

Because of well-documented alterations, and using guidance from the MPD, only the 48th Street Drain segment comprising the open-air portion of the original alignment retains sufficient integrity for NRHP eligibility. Originally constructed in agricultural fields, the area later developed into an industrial center by the mid-twentieth century. The 48th Street Drain was improved during this rapid developmental period to continue playing an integral role in the area's drainage and therefore retains integrity of setting. Due to numerous alterations since the 1960s, the drain no longer retains integrity of materials or workmanship during the MPD period of significance for drainage systems as a result of mid-century modernization projects, and areas east and north of the surface drain lack notable original physical features or have been covered with replacement materials. The drain retains its integrity of location, design, feeling, and association. The drain's open segment is consistent with its original alignment and location in the landscape as seen from aerial photographs taken periodically since 1930. That segment's design as an open ditch that moves water away from Tempe and into the Salt River has been maintained. Despite some modern alterations, including widening and lining with concrete, the 48th Street Drain retains its feeling and association as an extant historic water feature in the Salt River Valley's extensive diversion-conveyance irrigation network.

Therefore, the 48th Street Drain meets the third registration requirement.

Although the guidance was developed to determine if a drain would be contributing to a historic district, the registration requirements are useful in evaluating the drain individually. Because the drain meets all three requirements at high levels, it would be individually significant for its role in the complex irrigation systems in Tempe. As a result, the 48th Street Drain's approximate 2.4-mile segment from S. 52nd Street to E. University Drive is individually eligible for listing in the NRHP.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 8

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Works Consulted

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“Another Drainage District Formed.” *Arizona Republic*, November 26, 1917.

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Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Mark, Jay. “Successful Irrigation Infrastructure Causes Land Stampede.” *Tempe Republic*, March 9, 2012.

National Register of Historic Places, Salt River Project Diversion and Conveyance System Historic District, Maricopa County, Arizona, National Register #100001454.

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Newlands Reclamation Act. 32 Stat. 388 (Pub. L. 57-161).

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“San Francisco Canal, Phoenix, Maricopa County, AZ.” Survey (photographs, written historical and descriptive data), Historic American Engineering Record, National Park Service, U.S. Department of the Interior, 1987. From Prints and Photographs Division, Library of Congress (HAER ARIZ, 7-PHEN, 14-).

Silvio, Jodi. E-mail exchange with Jodi Silvio, Historical Analyst, Salt River Project, Research Archives & Heritage, March 5, 2019.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 9

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“Special District Bonds.” *Arizona Republic*, December 12, 1923.

U.S. Army Corps of Engineers. *Rio Salado Draft Feasibility Report, Draft Technical Appendices*, April 20, 1998.

“Valley’s Canals Dry for Repairs.” *Phoenix Gazette*, December 15, 1962.

“Water Users’ Association Reports Successful Handling of Drainage Problem.” *Arizona Republic*, May 6, 1924.

Zarbin, Earl. “Canal Company Organized in 1867.” *Arizona Republic*, August 22, 1978.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

Continuation Sheet No. 10



36th Street, View to the southeast

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 48th Street Drain (Tempe Drainage District No. 2 Ditch)

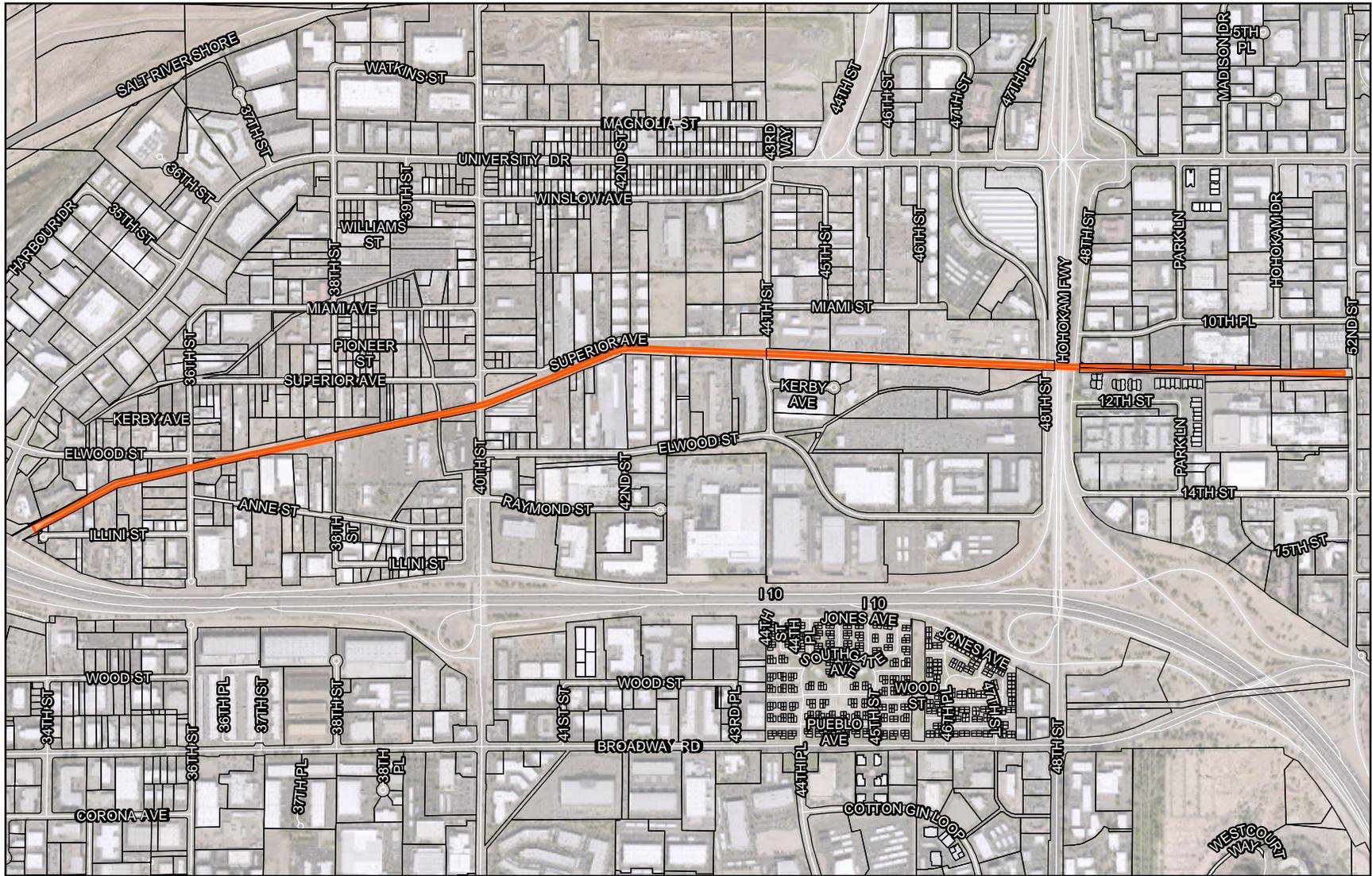
Continuation Sheet No. 11



48th Street Drain (shown in red), 1930 aerial image.



48th Street Drain (shown in red), 1996 aerial image.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

- Property Boundary
- Parcel

48th Street Drain (Tempe Drainage District No. 2 Ditch)
East-West between S. 52nd Street and E. University Drive
Tempe and Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): Guadalupe

Subdivision Name(s): Guadalupe Replatted (1961), Solares Addition to Guadalupe (1943), Sonorita (1945), Josephine Place (1959), Gastello (1954), Sende Vista (1950), Sende Vista Two (1950), East Guadalupe (1979), Lynwood Tract (1949)

Date of Plat(s): See Above Book/Page/Maps: 97/37, 28/44, 32/8, 81/2, 62/42, 38/8, 43/27, 211/18, 31/33

General Boundaries: Approximately bound by Interstate 10, E. Calle Carmen, S. Avenida del Yaqui, Calle Guadalupe, North Branch Highline Canal, and E. Calle Cerritos.

City: Guadalupe

County: Maricopa

Township: 1S Range: 4E Sections: 4 (NW and SW), 5 (NE and SE), 8 (NE)

USGS 7.5' quad map: Guadalupe

DEVELOPMENT

Developer: N/A

Architect: N/A

Builder: N/A

Development Period: 1910s-Present

Number of Resources: 870

Predominant Age: 1940s
(for contributing resources)

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: Our Lady of Guadalupe, Santa Lucia, and Plaza

Date: 3/1/2019

View: Southwest

Photograph No.: DSCN1049.JPG

Development Decade	No. of Resources
1910s	5
1920s	36
1930s	55
1940s	128
1950s	96
1960s	71
1970s	113
1980s	131
1990s	130
2000s	78
2010s	27

Year-built information from Maricopa County Tax Assessor database. Parcels may contain more than one building.



CHARACTERISTICS

Subdivision Layout: Guadalupe can be described as a patchwork of grids with varying parcel widths and block lengths. Alleys extend parallel to the main streets and to the rear of each parcel. Sidewalks line the town streets.

Landscaping: No landscaping scheme. Residences commonly feature fenced or walled in yards, often with landscaped front lawns.

Relationship house/car: Attached carports are common and garages are found on newer residences. On-street parking is common throughout Guadalupe.

Architectural Styles: Our Lady of Guadalupe and Santa Lucia feature Mission Style architecture. Most buildings exhibit folk forms with applied ornamentation or vernacular examples of mid-century architectural styles.

Predominant Materials: Stucco, wood, vinyl, adobe

Physical Description: Buildings are generally modest and one-story with gabled, flat, or hipped roofs which give the Town of Guadalupe a low profile when compared to its surrounding environment in Tempe in Phoenix. At its center is a large, open plaza and church complex. Commercial buildings line Avenida del Yaqui.

Use: Domestic, Commercial, Municipal, Religious

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.

Criteria(on): A, C, and D See Continuation Sheets

Areas of Significance and Themes: Architecture, Community Planning and Development, Ethnic Heritage, Religion, Social History

Level of Significance: State

Period of Significance: 1910-1975

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.

See Continuation Sheets

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: _____

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Guadalupe

Continuation Sheet No. 1

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Property Description

Guadalupe is a town established at its current location in 1910 and located in Maricopa County, Arizona, between Tempe and Phoenix, bound by the North Branch Highline Canal on the north and east and Interstate 10 on the west. The entire town of Guadalupe was surveyed as part of this evaluation; however, the portion of Guadalupe that has been determined eligible as part of these investigations is encompassed by Calle Bella Vista on the west; Calle Cerritos on the north; North Branch Highline Canal on the east; and an irregular southern boundary formed by Calle Guadalupe; Calle Tomi; the alley between Calle Biehn and Calle Mexico; Avenida del Yaqui; and Calle Carmen. This area contains approximately 870 buildings; the majority of these are residences, with a small intermingling of commercial and religious buildings. The portion of Guadalupe not included in the historic district boundary primarily includes the Town of Guadalupe’s civic and government buildings and other residential areas in southeast Guadalupe that developed after 1975.

Because of its founding history, development, and connection to the Yaqui people, the town is organized using a typical Yaqui town layout comprising a central plaza and church complex surrounded by residences and commercial and civic buildings. A patchwork of street grids, laid out in subdivision plans beginning in 1910, organize the town into a series of blocks that vary in length and width with the central Avenida del Yaqui acting as the main north-south thoroughfare through town. These town streets include sidewalks and uniform building setbacks with single-lane, unpaved alleys to the rear of each parcel. Notably, nearly all buildings in Guadalupe are single-story, giving the town a low profile that contrasts sharply with the surrounding areas of Tempe and Phoenix. Buildings within Guadalupe generally lack extensive ornamentation or stylistic references, and are instead distinguished by street orientation, roof type, porch design, exterior materials, and various traditional and folk art applications. Most residences in Guadalupe contain small yards enclosed by fences or walls that conform to parcel boundaries. The town’s low profile and largely residential nature is punctuated at its center by a central church complex that includes the multi-story Our Lady of Guadalupe Catholic Church and Santa Lucia Pascua Yaqui Temple (also called Santa Lucia Church) that are a part of the town’s cultural tradition and help distinguish Guadalupe from its neighboring cities.

Layout

Guadalupe’s development patterns followed those used by the Yaqui as a result of hundreds of years of non-Yaqui influence. Spanish missionaries arriving in Mexico in the 1600s brought with them a preference for town organization featuring a centrally located Catholic church surrounded by civic and community buildings. As a result, Guadalupe’s street grid resembles that found in typical Yaqui towns.

Guadalupe’s first town section, originally surveyed in 1910, platted in 1914, and later replatted in 1961, is sometimes referred to as *La Cuarenta* (“The Forty”) which refers to it being the original forty acres comprising Guadalupe. *La Cuarenta* is bound by Avenida del Yaqui on the east, the main north-south corridor in Guadalupe; Interstate 10 on the west; E. Calle Sonora on the north; and Calle Yusucu and the southern lot boundaries along E. Calle Iglesia to the south. It follows a grid design with primary streets and alleys running east-west and secondary streets running north-south. One primary street in *La Cuarenta*, E. Calle Magdalena, is

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the only street in Guadalupe with a boulevard appearance and central, landscaped median dividing lanes of traffic. Near *La Cuarenta*'s center, Guadalupe features an open, central plaza bordered on the north by E. Calle San Angelo and E. Calle Iglesia on the south. Our Lady of Guadalupe Catholic Church, Santa Lucia Church, and other church buildings are located on the west end of the plaza.

North, south, and east of *La Cuarenta*, the numerous plats creating the Town of Guadalupe form a patchwork of varying street grid patterns. To the north, the Solares Addition to Guadalupe (1943) includes long primary streets that extend north-south. South of *La Cuarenta*, the Sonorita subdivision (1945) mirrors the street grid utilized in *La Cuarenta*; however, the Josephine Place (1959), Gastello (1954), Sende Vista (1950), and Sende Vista Two (1950) subdivisions—all part of Guadalupe—orient primary streets north-south similar to the Solares Addition. Although plat dates vary, many areas were laid out and settled prior to an official subdivision plat.

East of Avenida del Yaqui, the large East Guadalupe subdivision (1979) conforms to a grid pattern by organizing streets into square blocks with central alleys. The subdivision is bordered on its east side by the North Branch Highline Canal which curves northwest toward Avenida del Yaqui and Baseline Road. North of East Guadalupe, in a triangular plat formed by Avenida del Yaqui and the canal, the Lynwood Tract (1949) extends East Guadalupe's street grid into irregularly sized rectangular blocks.

Sidewalks line the streets of Guadalupe, and rear alleys that run parallel to the primary streets are found within most blocks. Each subdivision comprises multiple rectangular parcels oriented perpendicular to the primary streets. Building setbacks are uniform throughout Guadalupe and each narrow parcel contains a single residence; however, exceptions that include parcels with multiple buildings or mobile homes, residences straddling multiple parcels, or vacant parcels do exist.

Residences

Residential buildings constructed in Guadalupe during its period of significance represent a variety of folk forms with some expressing early traditional building forms while others are later vernacular interpretations of mid-century styles. In general, stylistic elements are minimized or nonexistent. Instead, Guadalupe's residential architecture is influenced in part by the town's early Spanish Colonial folk building forms and feature rectangular, single-story residences with flat or low-pitched roofs, usually gable, and no ornamentation. House size is often very small; older examples that may be in poor condition but retain high levels of integrity demonstrate that early houses in Guadalupe were only a few hundred square feet. Over time, subsequent construction conformed to the size and scale of the existing residences, creating a cohesive low-profile residential area that contrasts with surrounding development.

Guadalupe's residences utilize a variety of construction methods and exterior treatments. Historically, Guadalupe's buildings used adobe in addition to wood framing for home construction; however, extant adobe examples are difficult to discern due to later siding applications that obscure original adobe walls. However, buildings in poor condition and under repair offered insightful glances into early and traditional building materials, with adobe-block construction being visible on several buildings observed during survey. Currently,

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stucco, wood, vinyl, and brick are used throughout Guadalupe to clad the area's residences. Window sizes and configurations also vary widely throughout Guadalupe, and replacement windows and doors are used extensively. Residences generally lack ornamentation with some utilizing later-applied decorative elements and traditional and folk art to add visual interest and distinctiveness.

Although historic aerial photos indicate that most of Guadalupe's earliest residences did not feature porches, they are now commonly used throughout Guadalupe on houses from all development eras. Porches vary in appearance as engaged, full-width, partial-width, and entry examples and are covered with shed, flat, or gable roofs. Most porches lack ornamentation although decorative elements are found sporadically and include arches, columns, and brackets. These porches are useful for seeking relief from hot weather, but they also encourage social interaction among neighbors.

Guadalupe's residences employ a number of roof shapes. Commonly found are flat roofs, and low-pitched shed and side-gable roofs. Shed and gable roofs often have modest overhanging eaves and are covered with asphalt shingles or metal. Rear and side building additions as well as carports are often covered with shed and flat roofs. Front-gabled roofs are also applied extensively on residences built in the second half of the twentieth century. Less common, pyramidal roofs sometimes containing a central dormer window or vent are found in Guadalupe.

Building alterations are apparent throughout Guadalupe's residences. Modifications include porch and carport additions, side and rear extensions using both historic and contemporary materials, changes to exterior materials and roof configurations, and replacement windows and doors. However, as Guadalupe developed during the twentieth century, new buildings continued to adopt the low-profile, single-story forms prevalent in the town. A few nonconforming examples, most of which were constructed beginning in the 1980s, do exist within Guadalupe and include two-story residences with incompatible massing and contemporary interpretations of Southwest architecture.

Nearly every residence in Guadalupe is enclosed by a fence or wall. Approximately 30 of Guadalupe's original 42 homesites included fences, and the practice is continued through today. These fences vary in materials but decorative and practical modern metal fences are commonly employed along with wood privacy and picket fences. Walls are constructed with a variety of materials, often faced with stucco or brick, and add ornamentation or design elements to numerous residences. Small landscaped yards are usually found within fenced or walled areas and in front of each residence, although paved areas are to be used intermittently.

Central Plaza

A central open plaza used for community and religious events and traditional ceremonies is located between E. Calle San Angelo and E. Calle Iglesia. Residences are located east and west of the plaza while the Our Lady of Guadalupe Catholic Church and Santa Lucia Church are located on the plaza's west end with both churches facing the plaza. The plaza contains no grass and little vegetation; trees line the plaza's north and south edges. Its southeast corner includes bleachers and fencing for baseball games. Near the churches, two rows of wood

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posts spaced at regular intervals extend into the plaza from the Santa Lucia Church and are used for traditional Yaqui ceremonies. Peripheral areas of the plaza are sometimes used for parking.

Our Lady of Guadalupe Catholic Church Complex

The Our Lady of Guadalupe Catholic Church complex is located on the west end of Guadalupe's central plaza. It features Our Lady of Guadalupe Catholic Church, Santa Lucia Church, and various other community and church buildings all painted white in contrast with the surrounding community's polychromatic palette.

Our Lady of Guadalupe Catholic Church is a two-story, adobe Mission Style church. The cruciform building is covered by a flat roof lined by a low parapet with a dome over its transept crossing. It is oriented on an east-west axis with the facade facing east toward Guadalupe's central plaza where the church's prominent, three-story domed bell towers flank a central entry topped by a triangular stepped parapet. Ornamentation includes the extensive use of coping, projecting arch surrounds, and stylized door surrounds and panels, giving dimension to the facade and creating various rectangular shaped recesses. Crosses adorn the parapet and the bell towers, and depictions of the Virgin Mary are found on the facade in both statue and tile form. The church's exterior nave, transept, and apse elevations feature little ornamentation and include evenly spaced vigas along the roofline. North of the church is a walled courtyard formed in part by the church and a parish building attached perpendicularly to the church's north transept.

South of Our Lady of Guadalupe is a second church, Santa Lucia Pascua Yaqui Temple (Santa Lucia Church). Sometimes referred to as Yaqui Temple, the Santa Lucia Church is a single-story Mission Style church. The rectangular, adobe building is covered by a front-gable roof clad with asphalt shingles and is oriented parallel to Our Lady of Guadalupe, facing east toward the open plaza. Like the larger church to the north, Santa Lucia Church features prominent domed bell towers which flank a central entry beneath a shaped parapet. Coping is used to line these features and provide ornamentation to an otherwise modest building. Vertically oriented projections line the church's north and south elevations while its rear elevation is surrounded by a wall and is not visible. An additional small gable roof building is located immediately west of Santa Lucia Church and contains three entries obscured by walls.

Surrounding the two churches are church-affiliated buildings, including the rectory. These buildings function as church offices and community gathering spaces. Like the churches, they are painted white to distinguish the complex from its surroundings; however, they lack the stylistic elements present on Our Lady of Guadalupe and Santa Lucia Church.

Commercial and Municipal Buildings

Commercial and municipal buildings line the east and west sides of Guadalupe's main street, Avenida del Yaqui. Like the town's residences, these buildings are generally single-story with uniform setbacks that continue the town's persistent low profile. Exterior materials often include stucco, brick, wood, and metal siding, and decorative applications are minimal. Some building examples feature covered or arched doors to help distinguish the modest buildings or identify storefront entrances.

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Monuments and Public Memorials

At E. Calle Magdalena’s intersection with S. Avenida del Yaqui, two memorials are located within E. Calle Magdalena’s median. A white, concrete, pyramidal monument topped by a metal cross features a metal plaque on its east-facing side and is a memorial to Guadalupe veterans. West of the pyramidal monument, a second memorial comprises a low, masonry wall with a plaque, kneeling soldier, and cross on its east-facing side. The plaque states the monument is a memorial to all American veterans. Between the pyramidal and wall monuments is a flag pole and street lamp with flags hanging from it.

Setting

Within Guadalupe, the town’s setting is characterized by its low building profile and organized street grid. Guadalupe’s flat topography allows for expansive views to the north, south, east, and west, with western views toward neighboring South Mountain. Along these town streets, single-story residences with uniform setbacks and fenced yards provide a familiar appearance to each block, and a network of sidewalks encourage pedestrian interconnectivity between all areas comprising Guadalupe. Together, these elements give Guadalupe its distinct appearance in contrast with the surrounding developed suburban areas of Tempe and Phoenix.

Physical barriers limit encroachment into Guadalupe. On the east and north, the North Branch Highline Canal physically and visually separates Guadalupe from Tempe’s suburban development, which includes chain hotels, restaurants, and shopping centers at nearby Priest Drive and Baseline Road. To the west, Interstate 10 provides a physical barrier from suburban Phoenix development at the base of South Mountain. However, the elevated interstate looms over several areas on the west side of Guadalupe, particularly Calle Bella Vista, and numerous east-west streets have views toward South Mountain that are obstructed by the interstate. In addition to the elevated interstate, large multi-story billboards lining Interstate 10 interrupt the town’s low profile in areas along Guadalupe’s western boundary.

Historic Context

The Establishment and Resettlement of Guadalupe

The Pascua Yaqui people who fled the Sonoran Desert in Mexico in 1900 in response to General José de la Cruz Porfirio Diaz Mori’s oppressive regime first settled in an area that is now Tempe. Referring to themselves as *Hiaki* or *Yoeme*, words that mean “person,” many members of the tribe converted to Catholicism after local missionaries exposed them to the religion. However, the tribe retained a strong ethnic identity that they continue to honor. After joining the resistance with Pancho Villa but suffering defeat, members of the tribe feared for their lives and moved to Arizona, seeking sanctuary from retaliation that included torture and enslavement.

The refugees first settled in an area that is about a mile and a half from the present town of Guadalupe. Also known as Guadalupe and named for the patron saint of Mexico, the first town was located north of Baseline Road and south of the Western Canal in an area that is now occupied the Southern Palms subdivision. The original Guadalupe cemetery remains in that area.

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Although some details of the initial, former settlement vary, historic records indicate that the Yaqui people lived on the land of a local widow around the turn of the twentieth century. Within approximately ten years, disputes over farming practices and water rights caused the relationship to change. In 1910, Judge John C. Phillips issued a court order that required the Yaqui to leave their newly established town. At that time, the Yaqui in Guadalupe were estimated to include approximately 125 people. With the help of both Catholic and Presbyterian religious leaders, these residents moved their settlement to its current location on land donated by Marian Higgins, and later Jennie Biehn, although official paperwork was not finalized until President Woodrow Wilson issued a certificate granting land to the inhabitants in November 1914.

The Yaqui settlers received 40 acres, which they referred to as *La Cuarenta* (“The Forty”). They re-established their town between the current I-10 and Avenida del Yaqui; later growth extended to the east. Within *La Cuarenta*, commercial enterprises were located on Avenida del Yaqui, with residences and the Our Lady of Guadalupe church complex to the west. Yaqui men found work on nearby farms or building the local canals.

Over time, Guadalupe has been a welcoming and blended community with Hispanic and Mexican residents joining the Yaqui members of the town, which incorporated in 1975. Today, approximately 5,500 people live within Guadalupe’s town limits.

Guadalupe Architecture

Aerial photographs dating from 1930-1976 show the development of Guadalupe, with small houses placed closely on small lots. When residents reestablished their community at the second and current location of Guadalupe, they reportedly salvaged building materials from their initial settlement and began rebuilding using their traditional techniques. Houses in the first settlement were constructed of wattle-and-daub, which was similar to the woven cane and mud houses that the tribe built along the Yaqui River in Mexico. Ancestral Yaqui buildings were small with three separate spaces: kitchen, living room, and bedroom. Woven reeds and leaves were covered with thick mud to insulate against extreme heat. Some buildings used mesquite wood poles and cactus ribs for framing.

Outdoor patio spaces were also common, another way that climate influenced building and living traditions. Work areas were shaded by structures called ramadas that were covered with leafy branches to provide relief from the desert heat. Early residences survive within Guadalupe with some showing evidence of early building techniques and materials such as adobe brick. While some buildings in Guadalupe are in need of maintenance, interestingly, these buildings often retain the most integrity and provide insight into historic forms and materials. Simple gable-roof frame buildings are the most common early forms.

Although these three groups of people have occupied the land for more than one hundred years during a time when building materials, technologies, and stylistic preferences changed dramatically, the area retains many elements of its original character. While economic limitations are one factor that has kept buildings small and modest, more recent residences that are executed in quality materials with contemporary designs are still single-story forms with modest footprints and limited ornament. These infill buildings have context-sensitive designs and respect the earliest houses’ scale, setback, and forms.

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The most prominent buildings in town are religious and public buildings. The government complex is recently constructed and outside of the historic district boundary, but the two most architecturally distinguished buildings in town are the Santa Lucia Pascua Yaqui Temple and Our Lady of Guadalupe Catholic Church, a clear statement on the important role that religion, ritual, and custom hold within the community. Both buildings are traditionally built and impeccably maintained.

New construction is not common place in Guadalupe, due in large part to a limited number of lots, most already occupied by buildings. Although a new school is currently being built, it is interesting to note that in 2000 and 2006, no new building permits were issued. According to Maricopa County Tax Assessor data, of the 870 parcels within the proposed historic district, 473 were built before 1975.

Religious and Cultural Traditions

The church complex includes Santa Lucia Pascua Yaqui Temple, Our Lady of Guadalupe Catholic Church and rectory, and an open plaza that were established at this location in 1916 where sacred Yaqui ceremonies and celebrations occur. The two churches represent the blend of Catholic rites and Yaqui traditional religious practices. The town celebrates its namesake saint, La Virgen de Guadalupe, with a feast day on December 12 each year.

At Guadalupe, Lent and Easter are especially sacred times for community members. At the plaza, tribe members perform ancient dances and songs passed down for generations. These include deer dances and pascola dances (which feature a type of jester or clown) with origins in the 1600s. In addition to the dances, costumes, masks, and instruments feature prominently in the rituals. The public is invited to view the dances, although photography is not permitted. Throughout the region, Yaqui congregations celebrate various occasions at their churches and other Yaqui tribe members travel to those locations for select events.

Guadalupe as a Cultural Landscape

The National Park Service uses the following language to define and describe cultural landscapes:

Cultural landscapes are settings we have created in the natural world. They reveal fundamental ties between people and the land—ties based on our need to grow food, give form to our settlements, meet requirements for recreation, and find suitable places to bury our dead. Landscapes are intertwined patterns of things both natural and constructed: plants and fences, watercourses and buildings. They range from formal gardens to cattle ranches, from cemeteries and pilgrimage routes to village squares. They are special places: expressions of human manipulation and adaptation of the land.

Guadalupe is a significant cultural landscape. The original Yaqui settlers replicated and adapted their building traditions to their domestic architecture. They gave their plaza and churches a prominent place within their town, demonstrating the prominent place that their unique blended faith and heritage have in their culture. The military monuments in town also speak to the community's pride and tradition in serving the country. The

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presence of the canal is a tangible reminder not only of the significance of water in a desert environment, but also of the work that the early refugees found constructing the area's irrigation system. In addition to the many ways that Guadalupe demonstrates the Yaqui's adaptation to the land, the town is also significant for the high level of integrity, which is especially notable and noticeable when viewing the development pressures that exist around its perimeter.

Significance Evaluation

Guadalupe was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Guadalupe is associated with events that have made a significant contribution to the broad patterns of our history. The town is eligible under Criterion A for its significant association with the Yaqui people who sought safety in the United States and their continued traditions. The community illustrates one of the nation's longest held beliefs in providing sanctuary for oppressed people. As a cultural landscape, the town conveys the origins and traditions of the Yaqui and demonstrates the blend of Catholic and native belief systems, as well as the importance of irrigation practices as witnessed by the presence of the canal. Therefore, Guadalupe is eligible under Criterion A.

Research did not reveal associations with significant persons in the past. Therefore, Guadalupe is not eligible under Criterion B.

Guadalupe's buildings embody the distinctive characteristics of a type, period, and method of construction. Guadalupe is eligible under Criterion C for the architectural merit exhibited in Santa Lucia Pascua Yaqui Temple and Our Lady of Guadalupe Catholic Church and as a cultural landscape that exhibits traditional building forms and materials in its residential and religious buildings. Although Guadalupe's residential buildings are modest and in some cases altered, collectively, they represent a significant and distinguishable entity whose components lack individual distinction. However, collectively they convey the significant history of the Yaqui people in Arizona. Therefore, Guadalupe is eligible under Criterion C.

Lastly, Guadalupe is eligible under Criterion D for its potential to yield information about indigenous building techniques and materials since intensive investigations may reveal original materials and construction methods that have been covered by modern materials, alterations, and additions. Therefore, Guadalupe is eligible under Criterion D.

Therefore, Guadalupe is eligible for listing in the NRHP as a significant historic district.

Guadalupe retains a high level of integrity of location, design, feeling, and association. It retains moderate levels of integrity of materials and setting. Within the proposed historic district new or replacement materials cover or obscure original materials; however, in at least some cases, the original materials remain in place and can be seen as houses undergo rehabilitation. While the integrity of setting remains high within the proposed historic district's boundaries, new construction within the Town of Guadalupe diminish the integrity of setting,

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as does the encroaching suburban development that is just outside of the town's boundaries. This includes I-10 and its associated billboard advertising.

The period of significance for Guadalupe is 1910-1975, which encompasses the resettlement until the time when the Town of Guadalupe was incorporated.

The historic property boundary extends from Calle Bella Vista on the west; Calle Cerritos on the north; North Branch Highline Canal on the east; and an irregular southern boundary formed by Calle Guadalupe; Calle Tomi; the alley between Calle Biehn and Calle Mexico; Avenida del Yaqui; and Calle Carmen. This area contains approximately 870 buildings; the majority of these are residential houses, with a small intermingling of commercial and religious buildings. The portion of Guadalupe not included in the historic district boundary primarily includes the Town of Guadalupe's civic and government buildings and residential areas in southeast Guadalupe that developed after 1975.

For the purposes of this documentation, contributing/noncontributing status is based on year-built data from the Maricopa County Tax Assessor. Parcels that contain properties constructed during the period of significance are considered contributing resources; some parcels contain more than one building, usually a secondary resource such as a shed or small outbuilding. During survey qualified architectural historians noted that year-built data appeared inconsistent for some buildings. Buildings should be field checked during future investigations as part of Section 106 assessments to confirm contributing/noncontributing status. Future consideration should be given to investigating the possibility of incorporating the original Guadalupe cemetery as part of a potential discontinuous NRHP historic district.

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5527 E. Calle Sonora, view to the southeast.



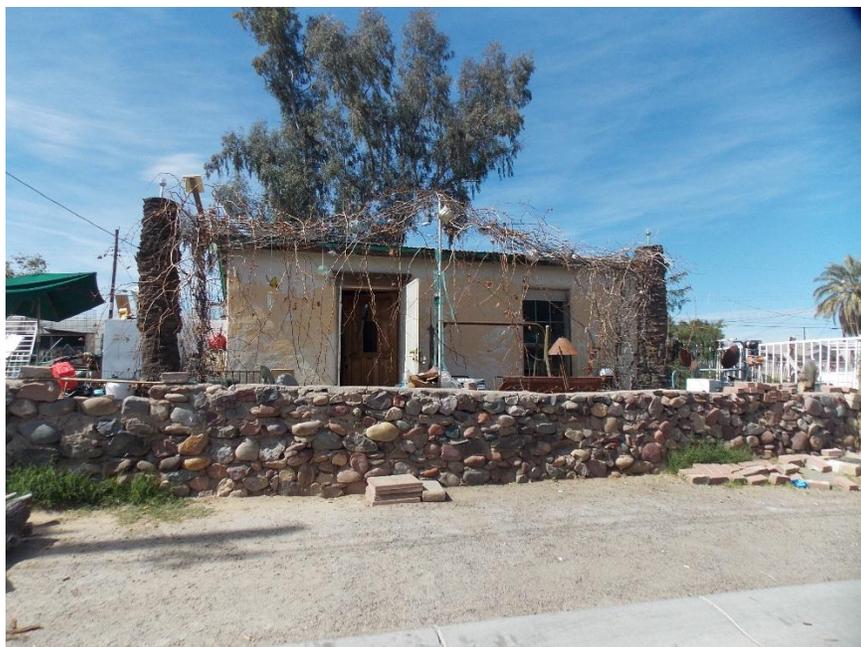
8015 S. Calle Azteca, view to the east.

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8046 S. Calle Moctezuma, view to the west.



8214 S. Calle Moctezuma, view to the northwest.

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8022 S. Calle Sahuaro, view to the southwest.



Plaza, view to the northwest.

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9418 S. Calle Sahuaro, view to the northwest.



9430 S. Calle Azteca, view to the northwest.

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8034 S. Avenida del Yaqui, view to the west.



8042 S. Avenida del Yaqui, view to the west.

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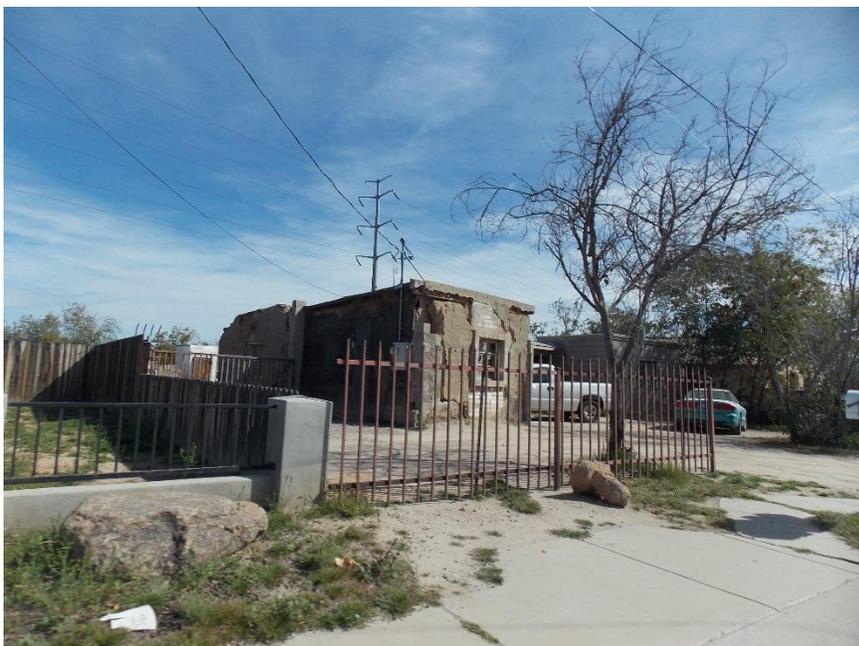
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8809 S. Calle Vauo Nawi, view to the northeast.



8603 S. Calle Vauo Nawi, view to the southeast.

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5610 E. Calle Mexico, view to the northwest.



E. Calle Sonora, view to the northeast.

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S. Calle Bella Vista, view to the south.



S. Calle Maravilla, view to the north.

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8219 S. Calle Moctezuma, view to the southeast.



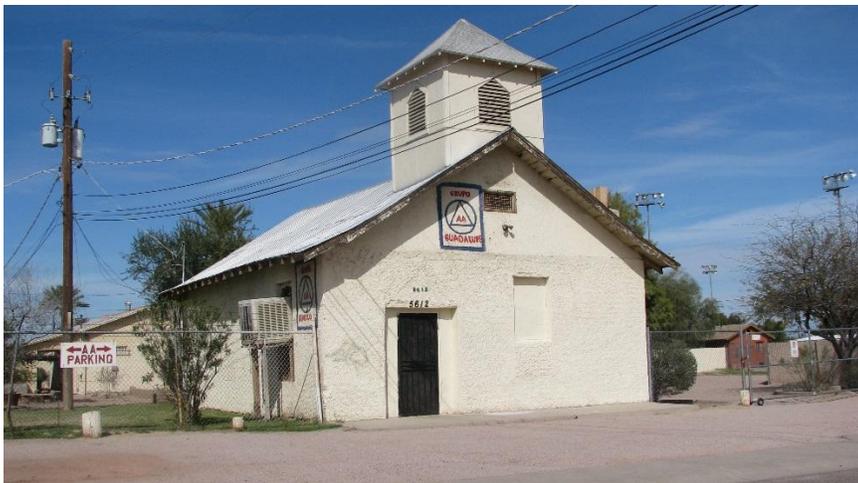
5431 E. Calle Iglesia, view to the southwest.

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Presbyterian Mission, 8612 S. Avenida del Yaqui, view to the northeast.



Exposed adobe bricks, 5825 E. Calle Mexico.

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Our Lady of Guadalupe, view to the northwest



Santa Lucia, view to the west.

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Guadalupe, 1930 aerial image.

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Guadalupe, 1949 aerial image.

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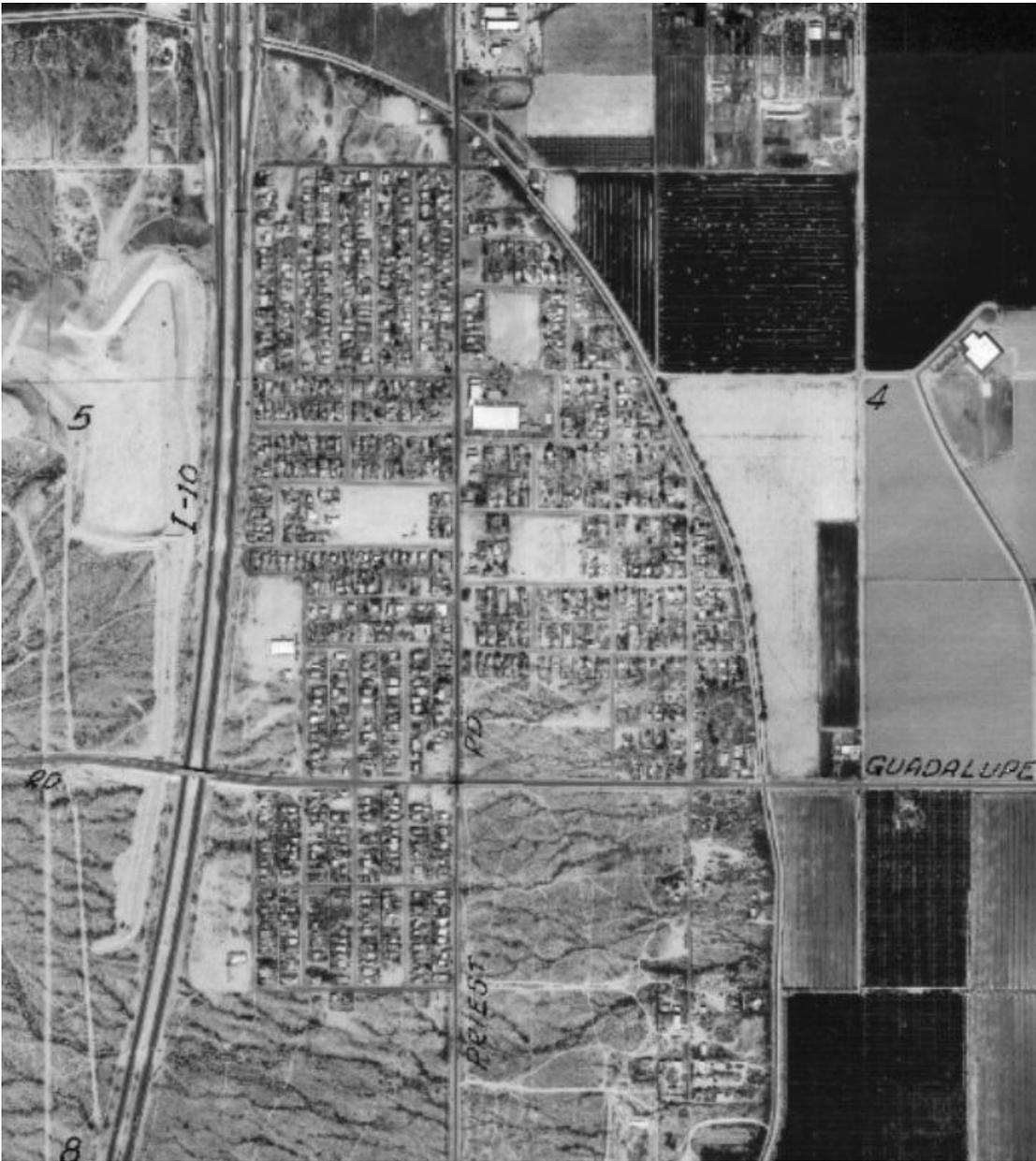
Guadalupe, 1959 aerial image.

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HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET

Name of property: Guadalupe

Continuation Sheet No. 25

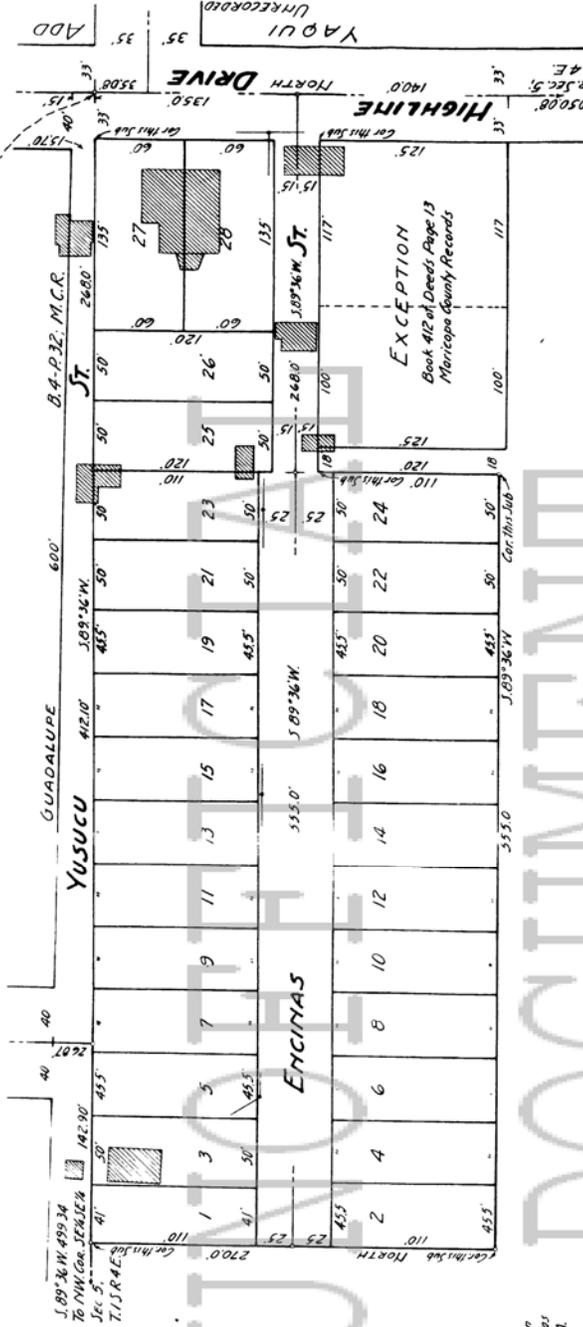


Guadalupe, 1976 aerial image.

SONYORITA

A SUBDIVISION OF PART OF THE SE & SE 1/4 OF SECTION 5, T15R4E, MARICOPA CO. ARIZONA.
 SURV. NO. 43402A BY: HARRY E. JONES.

NOTE: PIPE SET ON ALL LOT CORNERS



CERTIFICATE OF SURVEY
 This is to certify that the survey and subdivision of the premises as described and platted herein was made under my direction by M. B. Smith and W. A. Short, during April and August, 1945.

Harry E. Jones
 Registered Civil Engineer

STATE OF ARIZONA }
 COUNTY OF MARICOPA } 55
 The foregoing instrument was acknowledged before me by RAMON S. PASOS, JULIA L. PASOS, and CONCEPCION ENCINAS, for the purpose therein expressed Given under my hand and seal of office this 19th day of October, 1945.



Matthew McSams
 Notary Public
 My Commission Expires April 7, 1947

ACKNOWLEDGEMENT

I, JULIA L. PASOS, of the County of Maricopa } 55
 State of Arizona, do hereby certify that I am the owner of that part of the SE 1/4 of Section 5, T15R4E, by virtue of a deed recorded in Book 427 of Deeds of Page 136, Maricopa County Records, described as follows: Beginning at the NW corner of the Encinas Tract, Thence South 27°00' Thence West 555 ft. Thence North 27°00' Thence East 555 ft. to the place of beginning, and Concepcion Encinas, a widow, owner of that part of the SE 1/4 of Section 5, T15R4E, by virtue of a deed recorded in Book 266 of Deeds of Page 302, Maricopa County Records, described as follows: Beginning at the corner of the SE 1/4 of Section 5, Thence South 150 ft. Thence West 260 ft. Thence North 150 ft. Thence East 260 ft. to the place of beginning, have caused the whole premises to be surveyed and subdivided under the name of Sonyorita and hereby publish this plat and give the dimensions of the lots and streets constituting same, and that each lot and street shall be known by the number or name given to each respectively on said plat, and we thereby dedicate to the public for use as such the streets shown on said plat and included in the above described premises.
 In Witness Whereof we have hereunto set our hands and seals this 19th day of October, 1945.

Ramon S. Pasos
 Ramon S. Pasos
Julia L. Pasos
 Julia L. Pasos
Concepcion M. Encinas
 Concepcion Encinas

RECORDERS OFFICE
 Maricopa County, Ariz.
 Filed and recorded at premises of
Ramon S. Pasos
 Date Oct. 19, 1945
 Book 32 Page 10
 Page 5
 42847



SCALE
 1" = 160'

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: That Josephine Cienfuegos, a widow, owner of part of the W 1/2 SE 1/4 SE 1/4 of Section 5, T. 15. R. 4. E., Maricopa County, Arizona described as follows: beginning at the NW corner of the SE 1/4 SE 1/4 of Section 5, T. 15. R. 4. E. identical with the SW corner of Guadalupe as recorded in Book 4 of Maps at Page 32 Maricopa County Records; thence N 89° 36' E. 499.63 ft. along the North line of said SE 1/4 SE 1/4 and the South line of said Guadalupe to the NW corner of Sonorita as recorded in Book 32 of Maps at Page 8, Maricopa County Records; thence South 270 ft. along the West line of said Sonorita to the North line of Gastello as recorded in Book 62 of Maps at Page 42, Maricopa County Records; thence S 89° 36' W. 210.16 ft. along the North line of said Gastello; thence S 0° 27' E. 1056.25 ft. along the West line of said Gastello; thence S 89° 33' W. 302.32 ft. along the South line of said SE 1/4 SE 1/4 to the SW corner; thence N 0° 13' E. 1326.70 ft. along the West line of said SE 1/4 SE 1/4 to place of beginning. Except the South 50 ft. of the North 700 ft. of the West 100 ft. of said SE 1/4 SE 1/4 and has caused the premises to be surveyed and subdivided under the name of JOSEPHINE PLACE and hereby publishes this plat as and for the plat of said JOSEPHINE PLACE and hereby declares that said plat sets forth the location and gives the dimensions of the lots, tract, streets and alleys constituting same and that each lot, tract and street shall be known by the number, letter or name given to each respectively on said plat and I hereby dedicate to public for use as such the streets and alleys as shown on said plat and included in the above described premises.

IN WITNESS WHEREOF I have hereunto set my hand and seal this 12 day of December 1958.

Josephine Cienfuegos
Josephine Cienfuegos

ACKNOWLEDGEMENT

STATE OF ARIZONA
COUNTY OF MARICOPA
On this, the 12 day of December 1958, before me, the undersigned officer, personally appeared Josephine Cienfuegos, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged that she executed the same for the purposes therein contained.

IN WITNESS WHEREOF I hereunto set my hand and official seal.
My commission expires April 30, 1959

James D. Schlug
Notary Public

CERTIFICATE OF SURVEY

This is to certify that the survey and subdivision of the premises as described and platted hereon was made under my directions by James Roe Brown during March, 1958.

Harry E. Jones
Registered Civil Engineer

APPROVAL

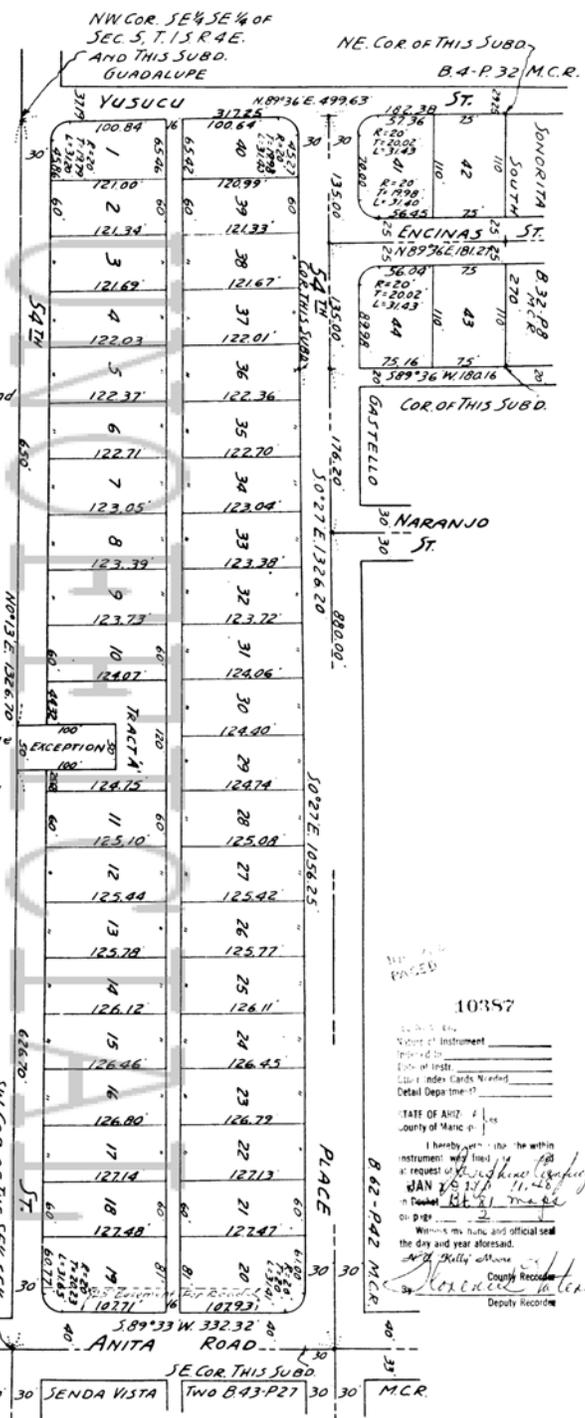
Approved by the Board of Supervisors of Maricopa County, Arizona on this 8th day of January 1959.

By: *J. W. [Signature]*
Chairman

Attest: *Phyllis [Signature]*
Clerk



SCALE: 1"=80'



10357

Value of Instrument
Date of Issue
Date of Registration
Detail Description
DATE OF ANNEAL
County of Maricopa

I hereby certify that the within instrument was filed in the office of the County Recorder on request of *Josephine Cienfuegos* on JAN 16 1959 at 11:48 AM in Book 62-22 M.C.R. at Page 33.

Witness my hand and official seal the day and year aforesaid.

Phyllis [Signature]
County Recorder
Shirley [Signature]
Deputy Recorder

JOSEPHINE PLACE
A SUBDIVISION OF PART OF THE W 1/2 SE 1/4 SE 1/4 OF SECTION 5, T. 15. R. 4. E., MARICOPA COUNTY, ARIZONA SURVEY N° 58-3-24-A BY: HARRY E. JONES

81-2

NW COR NE 1/4 NE 1/4
SEC 8, T.15, R.4E.
AND THIS SUBDIVISION

NE COR W 1/2 NE 1/4 NE 1/4
SEC 8, T.15, R.4E.
AND THIS SUBDIVISION

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: That the Phoenix Title and Trust Company, an Arizona corporation, Trustee, has subdivided under the name of SENDE VISTA TWO, the W 1/2 NE 1/4 NE 1/4 of Section 8, T.15, R.4E., G & S R.M., Maricopa County, Arizona, and hereby publish this plat as and for the plat of said SENDE VISTA TWO, and hereby declares that said plat sets forth the location and gives the dimensions of the lots, streets and alleys constituting same, and that each lot and street shall be known by the number or name given to each respectively on said plat, and the Phoenix Title and Trust Company, Trustee, hereby dedicates to the public for use as such the streets and alleys as shown on said plat and included in the above described premises.

IN WITNESS WHEREOF, the Phoenix Title and Trust Company, as Trustee, has hereunto caused its corporate name to be signed and its corporate seal to be affixed, and the same to be attested by the signatures of L. J. Taylor, its Vice President, and Charles S. Voigt, its Assistant Secretary, thereunto duly authorized of Phoenix, Arizona, this 14th day of June, 1948.



By: L. J. Taylor
Vice President
Charles S. Voigt
Assistant Secretary

Attest:

ACKNOWLEDGEMENT

STATE OF ARIZONA
COUNTY OF MARICOPA
On this, the 14th day of June, 1948, before me, the undersigned officer, personally appeared L. J. Taylor, who acknowledged himself to be the Vice President and Charles S. Voigt, who acknowledged himself to be the Assistant Secretary of the Phoenix Title and Trust Company, a corporation, and acknowledged that they as such Vice President and Assistant Secretary, respectively, being authorized so to do, executed the foregoing instrument for the purpose therein contained by signing the name of the corporation as Trustee, by themselves, as Vice President and Assistant Secretary, respectively. IN WITNESS WHEREOF, I have hereunto set my hand and official seal. My commission expires Nov. 2, 1950.

Virginia Quackenbush
Notary Public



CERTIFICATE OF SURVEY

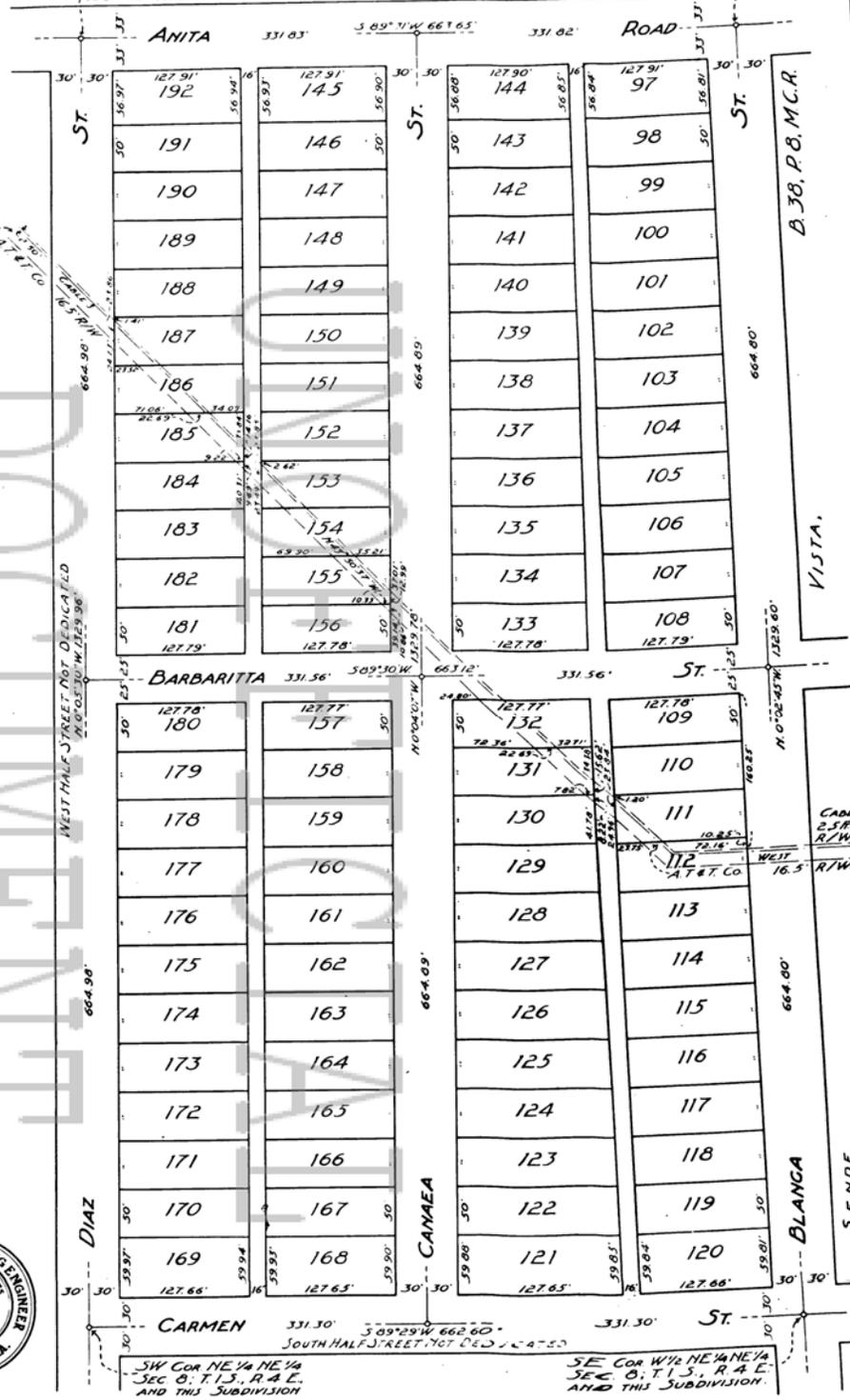
This is to certify that the survey and subdivision of the premises as described and platted hereon was made under my direction by W.A. Short during June, 1948

Harry E. Jones
Registered Civil Engineer



SCALE
1" = 60'

41847
43 maps
27
Henry C. Stadlock



SENDE VISTA TWO

A SUBDIVISION OF THE W 1/2 NE 1/4 NE 1/4 OF SECTION 8, T.15, R.4E., MARICOPA COUNTY, ARIZONA SURVEY NO 48611

BY: HARRY E. JONES

2/11-18

EXHIBIT MAP 211-18 EAST GUADALUPE

A SUBDIVISION OF PART OF THE SW 1/4 SECTION 4, T.1S. R.4E. G.B.S.R. B.O.W., MARICOPA COUNTY, ARIZONA, LYING WEST OF THE WESTERN RIGHT OF WAY LINE OF THE H.C. LINE CANAL.



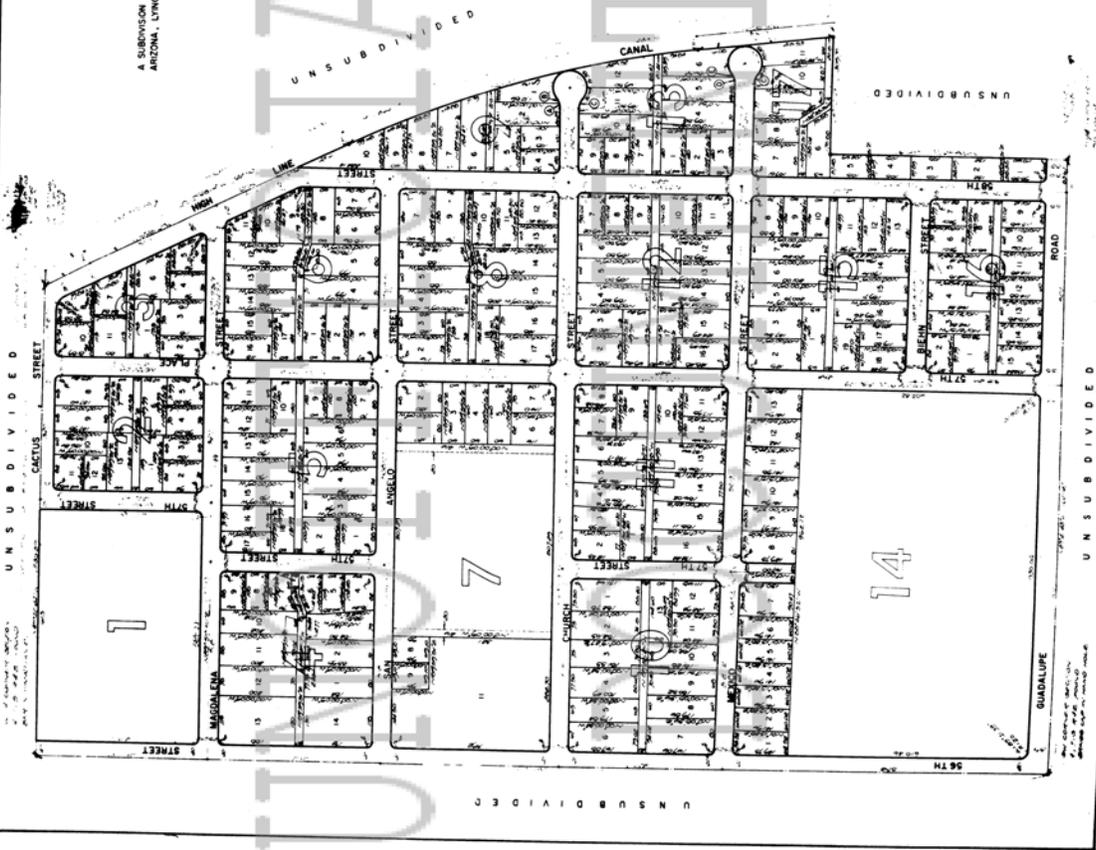
CLOUSE ENGINEERING, INC.
ENGINEERS
ARIZ. 54

160654

STATE OF ARIZONA }
County of Maricopa } SS
I hereby certify that the within instrument was filed and recorded in the office of the Registrar of Deeds of Maricopa County, Arizona, on this 18th day of May, 1979, at 2:45 P.M. in Book _____, Page _____, and the same is a true and correct copy of the original as shown to me by _____, County Recorder, Maricopa County, Arizona.

THIS MAP IS BEING RECORDED FOR THE PURPOSE OF RECORDING THE INSTRUMENT REFERRED TO IN THE FOREGOING AND IS NOT TO BE CONSIDERED A PLAN OF SUBDIVISION.

ADDITIONAL CURVE DATA	
STATION	RADIUS
1	4000
2	4000
3	4000
4	4000
5	4000
6	4000
7	4000
8	4000
9	4000
10	4000
11	4000
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100	4000



2/11-18

2/11-18

LYNDWOOD TRACT

A SUBDIVISION OF A PORTION OF THE

NW 1/4 - SECTION 4

T. 15. R. 4 E. G. & S. P. D. & M.

MARICOPA COUNTY ARIZONA

F. N. HOLMQUIST - ENGINEER

JOB NO. 2523 MAP NO. D-2239

SCALE 1 INCH = 100 FEET

State of Arizona

County of Maricopa

Know All Men By These Presents: That Ruby Wood and E. Stanley Wood, wife and husband, have subdivided under the name of Lyndwood Tract that part of the Northwest Quarter of Section 4, T. 15. R. 4 E. G. & S. P. D. & M. Maricopa County, Arizona, described as follows:

Beginning at the Southwest corner of said NW 1/4 of Section 4; thence N 0° 54' 30" W along the Section line - 902.00 feet; thence N 89° 24' 30" E - 656.23 feet to the Southwest right of way line of the Highline Canal; thence in a Southeasterly direction along said right of way line said right of way line being a curve, concave to the Southwest and having a radius of 5694.65 feet; a central angle of 10° 50' and a length of 1076.73 feet; to a point on the South line of said NW 1/4 of Section 4; thence S 89° 24' 30" W along the South line of said NW 1/4 of Section 4 - 1295.62 feet; to the point of beginning; or else the North 500.00 feet of the South 527.00 feet of the East 417.00 feet of the West 590.00 feet; there of and except the South 27.00 feet thereof; and

Subject to right of way of a County Road over the West 330.00 feet thereof and they hereby publish this plat as and for the plat of said Lyndwood Tract and hereby declare that said plat sets forth the location and gives the measurements and dimensions of the blocks, lots and streets constituting same and that each block, each lot and each street shall be known by the number or name that is given to each respectively on said plat and they hereby dedicate to the public for use as such the streets shown on said plat and included in the above described premises.

In witness whereof they have hereunto affixed their signatures

this 26th day of July, 1945.

E. Stanley Wood
Ruby Wood

State of Arizona
County of Maricopa
On this 26th day of July, 1945,
before me, N. S. HARELSON, a duly licensed and commissioned notary public, personally appeared Ruby Wood and E. Stanley Wood, known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same for the purpose therein contained.

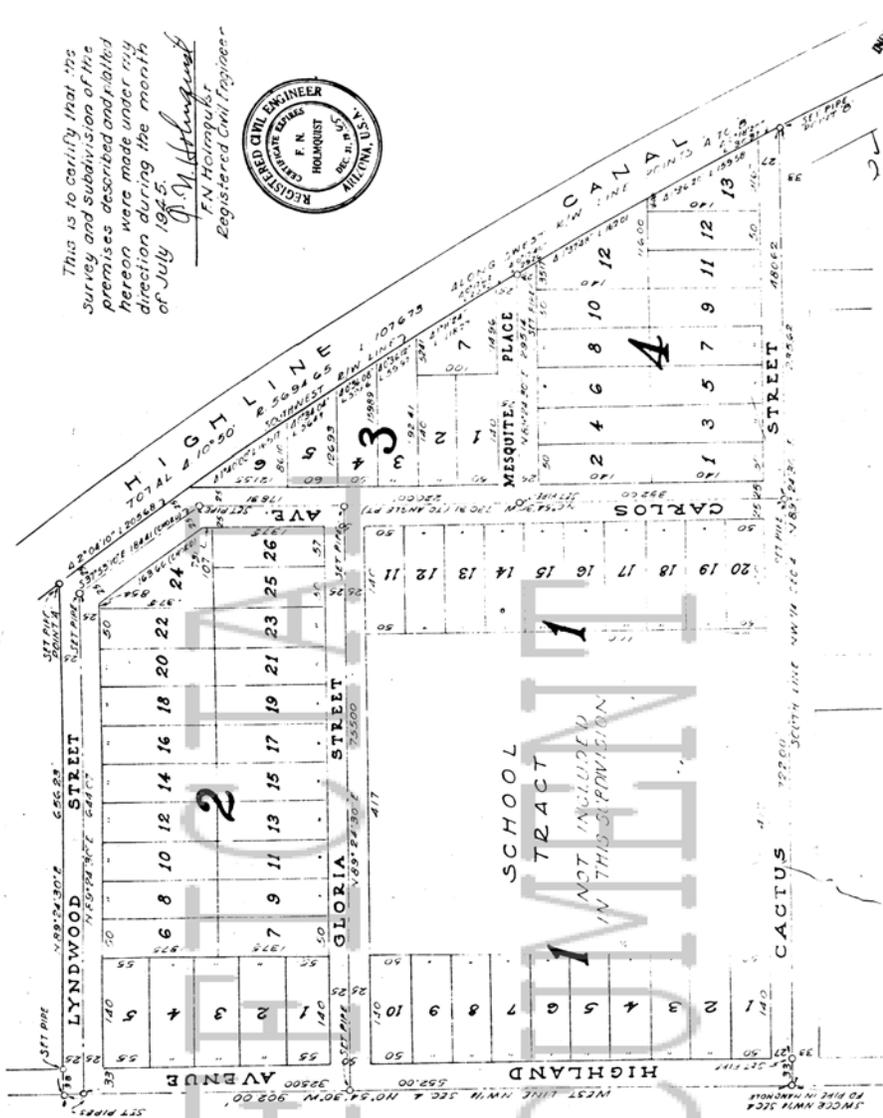
In witness whereof, I have hereunto set my hand and official seal.

N. S. Harelsun
Notary Public.
My Commission Expires July 4, 1947



This is to certify that the survey and subdivision of the premises described and platted hereon were made under my direction during the month of July 1945.

F. N. Holmquist
F. N. Holmquist
Registered Civil Engineer



RECORDED OFFICE
Maricopa County, Ariz.
Filed for recording at
E. Stanley Wood
Date July 26/1945
At 1:35 P.M.
Book 33 of Maps
Page 33 of 33
E. Stanley Wood
County Clerk

ADDITION TO
YAGUI
GUADALUPE
(UNRECORDED)

APPENDIX B: DETERMINATION OF ELIGIBILITY FOR PROPERTIES DETERMINED NOT ELIGIBLE

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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

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

Address: 2902 E. Elwood Street

City or Town: Phoenix vicinity County: Maricopa Tax Parcel No. 122-24-003C

Township: 1N Range: 3E Section: 23 Quarter Section: NE Acreage: 3.65

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

UTM reference: Zone 12N Easting 405171.1208 Northing 3697731.672 USGS 7.5' quad map: Phoenix

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1972 known estimated (source: Maricopa County Tax 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 the original use.

Industrial warehouse

Sources: Visual assessment

PHOTO INFORMATION

Date of photo: 2/25/19

View Direction (looking towards)

Northeast

Negative No.: DSCN0600.JPG



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2902 E. Elwood Street

Continuation Sheet No. 1

Property Description

The building at 2902 E. Elwood Street is a one-story, rectangular industrial warehouse clad with corrugated metal and covered by a gently sloped metal gable roof. It was built in 1972 and is oriented east-west and parallel to E. Elwood Street. The building has a long, low appearance and no discernible style. In addition to its corrugated metal exterior, the easternmost office portion of the building is clad in rusticated bricks. All elevations have variously sized overhead garage doors at ground and loading-dock level. The building's office portion also has several pedestrian doors and sliding windows.

A paved parking lot encircles the building's east, west, and north elevations, sharing an entrance with the adjacent building at 2920 E. Elwood Street. It is currently occupied by Building Materials Outlet, Inc.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2902 E. Elwood Street

Continuation Sheet No. 2

and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial building at 2902 E. Elwood Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The building is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial building at 2902 E. Elwood Street is not eligible under Criterion A. Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 2902 E. Elwood Street is not eligible under Criterion B.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2902 E. Elwood Street

Continuation Sheet No. 3

=====

The industrial building at 2902 E. Elwood Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a typical example of a mid-twentieth-century industrial building whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 2902 E. Elwood Street is not eligible under Criterion C.

Therefore, the industrial building at 2902 E. Elwood Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



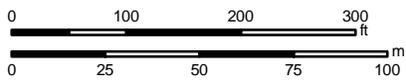
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary

Parcel

2902 E. Elwood Street
Phoenix, Maricopa County, Arizona



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2920 E. Elwood Street

Continuation Sheet No. 1

Property Description

The industrial building at 2920 E. Elwood Street is a one-story, rectangular warehouse situated on a concrete block foundation, clad in corrugated metal, and covered with a gently sloped metal gable roof. It was built in 1972 and is oriented north-south and perpendicular to E. Elwood Street. The building has no discernible style. Its east-facing facade comprises six narrow single-pane windows flanking the double-door entrance; a metal awning projects over the entrance. The west side elevation has four large overhead garage doors and several pedestrian doors. The north and south side elevations have no window or door openings.

A paved parking lot is on its east and west elevations, the latter sharing its shipping and receiving entrance with the adjacent building at 2902 E. Elwood Street. It is currently occupied by Desert States Electrical Sales.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2920 E. Elwood Street

Continuation Sheet No. 2

and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial building at 2920 E. Elwood Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The building is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial building at 2920 E. Elwood Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 2920 E. Elwood Street is not eligible under Criterion B.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2920 E. Elwood Street

Continuation Sheet No. 3

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The industrial building at 2920 E. Elwood Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a typical example of a mid-twentieth-century industrial building whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 2920 E. Elwood Street is not eligible under Criterion C.

Therefore, the industrial building at 2920 E. Elwood Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



ELWOOD ST

30TH ST



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

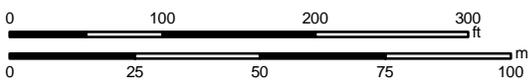


Property Boundary



Parcel

2920 E. Elwood Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3622 S. 30th Street

Continuation Sheet No. 1

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Tax Parcel No.

122-19-001A, 122-19-001B

Property Description

The industrial building at 3622 S. 30th Street consists of the original one-story, stucco-clad, gable-roof, rectangular office building built in 1965; the one-and-a-half-story, brick and metal-clad, flat-roof rectangular warehouse addition built in 1974 and to the office's west rear elevation; and a two-story, metal-clad, shed-roof, roughly square warehouse addition added in 1987 and located to the 1974 warehouse's west rear elevation. The office is oriented east and faces S. 30th Street, while the warehouses face north toward the property's paved parking and materials storage areas.

The 1965 office building has three two-light windows and a pedestrian door on its facade, which is topped by a simple parapet wall projecting above its gable roof. Its north, side elevation has five variously sized windows. At its northwest juncture with the 1974 warehouse addition, a projecting curved vestibule topped by a clay-tiled roof extends from the building. The 1974 warehouse addition has three large overhead door openings and a pedestrian door on its north elevation shaded by a flat metal awning. The 1987 warehouse addition has two large overhead door openings and a two-light window. A shed-roof extension used for materials shelter is adjacent to its west elevation. There are no door or window openings present on the south elevations of any of these buildings.

The property is enclosed by metal chain-link fencing topped by barbed wire.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3622 S. 30th Street

Continuation Sheet No. 2

are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3622 S. 30th Street

Continuation Sheet No. 3

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Significance Evaluation

The industrial building at 3622 S. 30th Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation." The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, industrial building at 3622 S. 30th Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 3622 S. 30th Street is not eligible under Criterion B.

The industrial building at 3622 S. 30th Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of 1960s and 1970s industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 3622 S. 30th Street is not eligible under Criterion C.

Therefore, the industrial building at 3622 S. 30th Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



ELWOOD ST

30TH ST

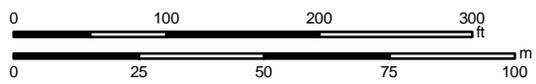
ILLINI ST



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary
 Parcel

3622 S. 30th Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4012 S. 36th Street

Continuation Sheet No. 1

Tax Parcel No.

122-12-006E, 122-12-007B, 122-12-006C, 122-12-006G, 122-12-006F, 122-12-007A, 122-12-013, 122-12-014, 122-12-012

Property Description

The commercial property at 4012 and 4028 S. 36th Street consists of several nondescript office, automotive repair, and light industrial buildings built between 1974 and 2016 and used by Ditch Witch of Arizona. To the north, the property has a one-story, abbreviated L-shaped office building that was constructed in 1974 and a two-story, rectangular office building built in 1998 located immediately to the west. Both buildings are clad in stucco, have flat roofs, and have few window and door openings. Parallel to these buildings along the south property boundary is a row of attached buildings consisting of a one-story, rectangular automotive center built in 1978 with an office area and service repair area; a two-story, rectangular service repair addition constructed ca. 1982; and a new two-story, rectangular commercial utility building oriented perpendicular to the ca. 1982 addition. These buildings are clad in corrugated metal panels and have gently pitched, metal-clad gable roofs.

The 1974 office building has no ornamentation or discernible style. Its east-facing facade features a glazed entry door and picture window covered by a metal canopy. North of the entry, the building projects eastward and contains a single fixed window. The remaining elevations have fixed windows of varying sizes.

The two-story 1998 office building has fixed windows of various sizes on its north, south, and west elevations; some are arranged in pairs or a row. Exterior stairs on the east and west elevations lead to the second-story pedestrian doors.

The 1978 automotive center building has an office portion to the east and service repair garage to the west. The office facade faces north and has a double-door entrance flanked by a pedestrian door and two-light, vinyl-sash window. Its east, side elevation has three bays of two-light, vinyl-sash windows. The service repair garage has three overhead door openings on its north elevation. The ca. 1982 addition to the service repair garage has five overhead door openings on its north elevation. The recently completed addition, which is perpendicular and attached to the ca. 1982 addition's west elevation, has an overhead door opening on its east elevation in addition to a door flanked by two large fixed windows. The building's second story also has two large fixed windows. Three additional overhead doors, as well as two windows and two doors, are located on its north elevation.

Between the buildings, the lot is paved and extends further westward. The entire property is fenced and located on the south side of the Maricopa Freeway.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4012 S. 36th Street

Continuation Sheet No. 2

Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4012 S. 36th Street

Continuation Sheet No. 3

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for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The commercial property at 4012 and 4028 S. 36th Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the commercial property at 4012 and 4028 S. 36th Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the commercial property at 4012 and 4028 S. 36th Street is not eligible under Criterion B.

The commercial property at 4012 and 4028 S. 36th Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical and modest examples of 1970s commercial architecture and is not significant. Therefore, the commercial property at 4012 and 4028 S. 36th Street is not eligible under Criterion C.

Therefore, the commercial property at 4012 and 4028 S. 36th Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4012 S. 36th Street

Continuation Sheet No. 4

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Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale,
Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of
Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

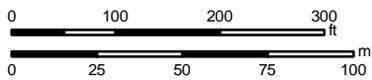


Property Boundary



Parcel

4012 S. 36th Street
Phoenix, Maricopa County, Arizona



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Reliance Broadway

Continuation Sheet No. 1

Property Description

Reliance Broadway is a large industrial park of five parallel rows of one-story, predominantly stucco-clad, flat-roof, rectangular light industrial buildings oriented perpendicular to E. Broadway Road and exhibiting no discernible style. Maricopa County tax assessor data lists the property address as 4208 S. 37th Street, but the industrial park has a number of business suites with individual addresses on S. 37th Street and S. 36th Place. The easternmost row has two 21,600-square-foot buildings built in 1973, the three middle rows each have a 44,400-square-foot building built in 1971, and the westernmost row has a narrower 27,666-square-foot building built in 2015.

The buildings in the four easternmost rows are nearly identical with stepped facades oriented inward toward each other across the park's north-south inner roadways of S. 36th Place and S. 37th Street. The stepped facades create small courtyard-like areas that contain the entrances to each suite. The entrances consist of metal-framed, glazed entry doors and sidelights; no other window or door openings are present. In total, the middle three buildings have twenty-one suites while the two buildings in the easternmost row have twenty-five suites. The rear elevations of these buildings consist of alternating overhead doors and pedestrian doors. The north and south side elevations contain no openings.

The building in the westernmost row has a narrower rectangular footprint, is predominantly clad in square stone blocks, and has a different configuration of suite entrances and overhead doors. Oriented facing east, the building's facade is divided into nine bays that each contain a suite entrance adjacent to an overhead door opening. The building's northeast and southeast corners each have one business suite, while two suite entrances are located between them along with intermittent pairs of pedestrian doors. The building's north and south side elevations have no openings and the west, rear elevation contains a single pedestrian door.

Minimal landscaping and walkways between the buildings provide connectivity within the complex and to asphalt-paved parking lots surrounding the buildings. The surrounding neighborhood streets allow access into the industrial park with some acting as interior roadways between and around the buildings.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Reliance Broadway

Continuation Sheet No. 2

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Reliance Broadway

Continuation Sheet No. 3

with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The Reliance Broadway industrial park was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Reliance Broadway industrial park is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the Reliance Broadway industrial park is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the Reliance Broadway industrial park is not eligible under Criterion B.

The Reliance Broadway industrial park is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The industrial park is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the Reliance Broadway industrial park is not eligible under Criterion C.

Therefore, the Reliance Broadway industrial park Reliance Broadway industrial park is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Reliance Broadway

Continuation Sheet No. 4





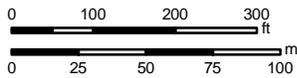
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary



Parcel



Reliance Broadway
4208 S. 37th Street
Phoenix, Maricopa County, Arizona

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4114 E. Wood Street

Continuation Sheet No. 1

Property Description

The one-story, U-shaped, light industrial building at 4114 E. Wood Street was built in 1971. Its walls are clad in smooth stucco, topped by a band of stamped stucco with a striped pattern. The building's public entrances are located on the north, south, and east elevations; no main entrance is located on the building. These public entrances consist of bands of floor-to-ceiling metal-framed, plate glass windows, interspersed with metal-framed, glazed entry doors. These entrances are clustered into groups of two, three, or four and are divided by projecting angled walls arranged perpendicular to each elevation that support corrugated stucco shed roofs over each entrance.

On the building's west end, Rear service and delivery entrances are located within the partially enclosed space formed by the building's U-shape. The service and delivery entrances predominantly consist of overhead door openings and several pedestrian doors. No ornamentation is present on these interior elevations.

Minimal landscaping is present along the building's foundation near the public entrances, and a paved parking lot surrounds the building. Along the east elevation are four rectangular carports of varying sizes.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4114 E. Wood Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The light industrial building at 4114 E. Wood Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4114 E. Wood Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the light industrial building at 4114 E. Wood Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the light industrial building at 4114 E. Wood Street is not eligible under Criterion B.

The light industrial building at 4114 E. Wood Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The light industrial building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the light industrial building at 4114 E. Wood Street is not eligible under Criterion C.

Therefore, the light industrial building at 4114 E. Wood Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



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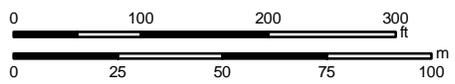
WOOD ST



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary
 Parcel

4114 E. Wood Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4200 E. Broadway Road

Continuation Sheet No. 1

Property Description

The office/industrial building at 4000 E. Broadway Road (shown as 4202 E. Broadway Road on the Maricopa County Assessor database) was built in 1973. It comprises a one-story office wing clad with corrugated metal to the west and a larger two-story warehouse wing clad with stucco to the east. Both have rectangular footprints and flat built-up roofs with the building's heating, ventilation, and air conditioning (HVAC) systems. The building's south-facing facade contains a metal-framed, glazed entry with double doors and fixed windows. West of the entry are three individual fixed plate glass windows. East of the entry, the warehouse wing has large overhead doors on its north, rear elevation and no window or door openings on its south or east elevations. A decorative, narrow stucco band is located along the building's roofline.

A paved driveway extends along the building's west elevation with access to the small parking lot in front and the paved parking lot at the building's rear.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4200 E. Broadway Road

Continuation Sheet No. 2

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial building at 4200 E. Broadway Road was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4200 E. Broadway Road

Continuation Sheet No. 3

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contributions, and therefore, the industrial building at 4200 E. Broadway Road is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 4200 E. Broadway Road is not eligible under Criterion B.

The industrial building at 4200 E. Broadway Road is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The office/industrial building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 4200 E. Broadway Road is not eligible under Criterion C.

Therefore, the industrial building at 4200 E. Broadway Road is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



WOOD ST

BROADWAY RD



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

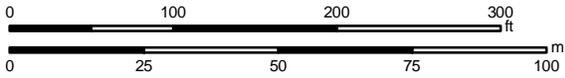


Property Boundary



Parcel

4200 E. Broadway Road
Phoenix, Maricopa County, Arizona



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)

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
 Walls (structure): _____ Foundation: _____ Roof: _____
 Windows: _____
 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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4245 E. Wood Street

Continuation Sheet No. 1

Property Description

The one-story, stucco-clad office/industrial building at 4245 E. Wood Street was built in 1973. It is covered by a flat roof distinguished by a hipped clay tile parapet. The building does not have any other decorative elements or discernible style.

The building's complex footprint comprises a square office on its east end attached to a rectangular warehouse extension to the west. Facing north to E. Wood Street, the office section's facade has a large main entrance accessed via a porch covered by a flat roof with a hipped clay tile parapet and supported by two stucco-clad round columns. Within the porch, the entry is comprised of a wood paneled door with flanking four-light fixed windows. The east side and south rear elevations of the office have no window or door openings. The west side elevation of the office adjoins the warehouse extension which is flanked by a recessed side entrance covered by metal bars to the north and a single overhead garage door to the south.

The warehouse extension is slightly taller than the office. Its north-facing facade is divided into four bays by projecting stucco-clad pilasters; no window or door openings are present. Its west, side elevation features two similarly styled bays. Its south, rear elevation has three evenly spaced overhead door openings.

Minimal landscaping is present along the facade foundation, while a grassy lawn with several mature palm trees extends northward to E. Wood Street. A paved parking area is located on the east and west side of the lawn, connecting to the rear parking area, which is accessed by iron gates.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4245 E. Wood Street

Continuation Sheet No. 2

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Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4245 E. Wood Street

Continuation Sheet No. 3

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The office/industrial building at 4245 E. Wood Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the office/industrial building at 4245 E. Wood Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the office/industrial building at 4245 E. Wood Street is not eligible under Criterion B.

The industrial building at 4245 E. Wood Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The office/industrial building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the office/industrial building at 4245 E. Wood Street is not eligible under Criterion C.

Therefore, the office/industrial building at 4245 E. Wood Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



WOOD ST

2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary

 Parcel

4245 E. Wood Street
Phoenix, Maricopa County, Arizona

 NORTH

0 100 200 300 ft

0 25 50 75 100 m

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

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- 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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4302 E. Broadway Road

Continuation Sheet No. 1

Property Description

The office complex at 4302 E. Broadway Road was built in 1973. It comprises two L-shaped, one-story office buildings clad in stucco and covered with flat roofs.

The buildings are oriented north-south between E. Wood Street and E. Broadway Road and feature recessed entries containing metal-framed, glazed entry doors and windows on the complex's E. Broadway Road facades and interior-facing elevations. Pairs of metal-framed, fixed windows flank the E. Broadway Road business entrances, and a decorative narrow band of stacked brick soldier rows extends across all elevations. The complex's outward-facing elevations contain rear service entrances to each interior office space. Although the buildings continue to read as a pair, the westernmost building within the complex appears to have undergone extensive exterior alterations in recent years. These alterations include additional decorative features on its southeast corner and the addition of awnings over all storefronts and windows.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4302 E. Broadway Road

Continuation Sheet No. 2

transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The office buildings at 4302 E. Broadway Road was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the office buildings at 4302 E. Broadway Road are not eligible under Criterion A.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4302 E. Broadway Road

Continuation Sheet No. 3

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Research did not indicate an association with persons significant in the past. Therefore, the office buildings at 4302 E. Broadway Road are not eligible under Criterion B.

The office buildings at 4302 E. Broadway Road are not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The office buildings are typical examples whose type, style, and features do not indicate architectural significance. Therefore, the office buildings at 4302 E. Broadway Road are not eligible under Criterion C.

Therefore, the office buildings at 4302 E. Broadway Road are not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

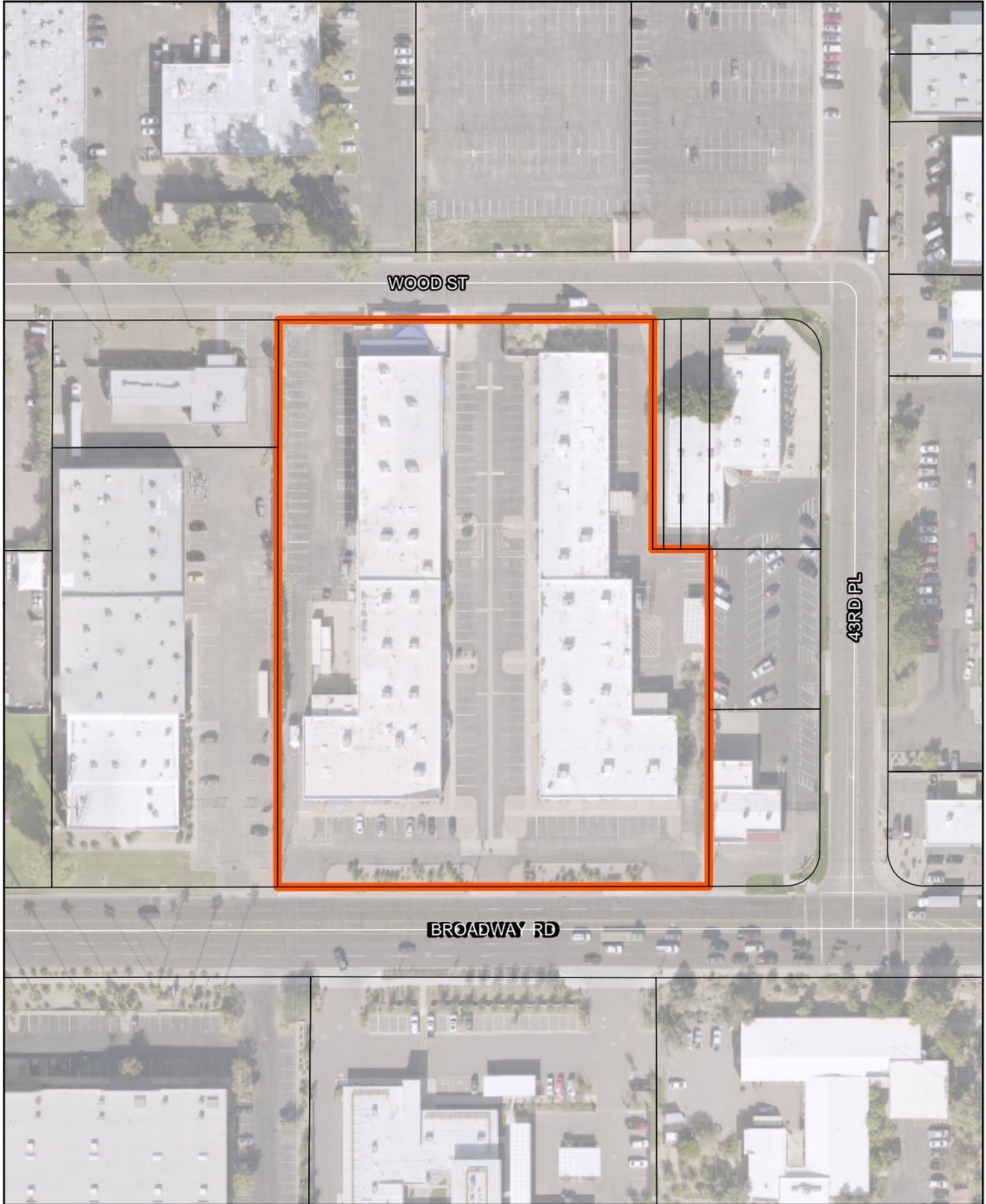
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



WOOD ST

48RD PL

BROADWAY RD



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

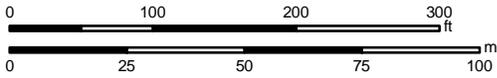


Property Boundary



Parcel

4302 E. Broadway Road
Phoenix, Maricopa County, Arizona



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)

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
 Walls (structure): _____ Foundation: _____ Roof: _____
 Windows: _____
 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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4335 E. Wood Street

Continuation Sheet No. 1

Tax Parcel No.

124-54-003A, 124-54-001P, 124-54-003B, 124-54-003C

Property Description

Built in 1970, the one-story, stucco-clad industrial building at 4335 E. Wood Street has a Z-shaped footprint, flat roof, and no discernible style. The building is one of several near the intersection of S. 43rd Place and E. Wood Street associated with the material handling and supply chain management company, Naumann/Hobbs; however, the buildings do not appear to form a cohesive complex, are located on separate parcels divided by city streets, and were built at different times. This building is the company's marketing center.

The building's irregular footprint consists of two equally sized rectangular wings oriented on a north-south axis with the west wing deeply set back from the east wing.

The west wing's north-facing facade contains the building's main entrance. It comprises a center entrance of paired metal-framed, glazed entry doors covered by a domed awning supported by metal poles. The west wing's south rear and west side elevations have no window or door openings. The west wing's east, side elevation has an infilled window opening.

The east wing's north-facing facade has three narrow fixed windows and a pedestrian door with a stepped half wall enclosure covered by a curved awning. Its east, side elevation has two narrow fixed windows near the northeast corner and a pedestrian door near the southeast corner. Its south elevation contains two pairs of pedestrian doors; the corner formed by the adjoining wings at the building's rear contains a curved awning covering one of the entries.

A paved parking lot is behind the building and most of the property is enclosed with a decorative iron fence. A small paved parking lot is in front with access from E. Wood Street. Mature vegetation flanks the building's main entrance.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4335 E. Wood Street

Continuation Sheet No. 2

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railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4335 E. Wood Street

Continuation Sheet No. 3

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Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial building at 4335 E. Wood Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial building at 4335 E. Wood Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 4335 E. Wood Street is not eligible under Criterion B.

The industrial building at 4335 E. Wood Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The industrial building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 4335 E. Wood Street is not eligible under Criterion C.

Therefore, the industrial building at 4335 E. Wood Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

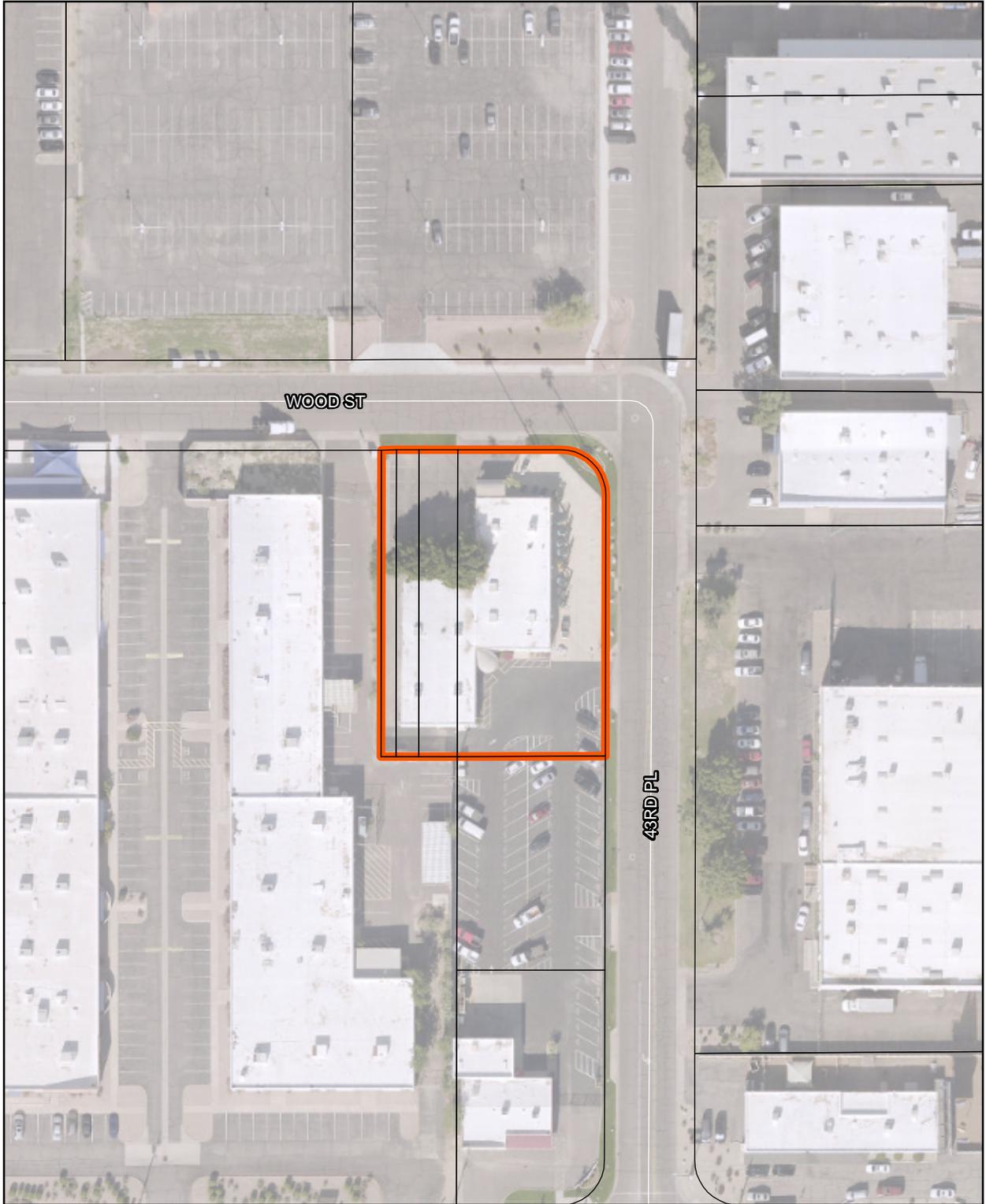
STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4335 E. Wood Street

Continuation Sheet No. 4

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Phoenix Chamber of Commerce. *The Phoenix Story.*



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

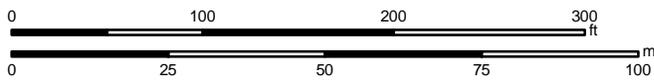


Property Boundary



Parcel

4335 E. Wood Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4320 E. Broadway Road

Continuation Sheet No. 1

Property Description

The office/industrial building at 4320 E. Broadway Road was built in 1970. It comprises a one-story office and one-and-a-half-story warehouse clad in stucco and covered with flat roofs.

The office section has an abbreviated L-shaped footprint, oriented south and facing E. Broadway Road, with a partial-width, porch-like, awning-covered entry in the ell formed by the building footprint. The facade has a pedestrian door and one fixed window, while pairs of narrow fixed windows are located south of the covered entry. The office's east and west side elevations have no window or door openings, while the north rear elevation has three pedestrian doors. A narrow band of brick extends across all elevations at the roofline forming a modest cornice.

The warehouse is attached to most of the office's north, rear elevation. It has a pedestrian door on its east side elevation and two large overhead doors on its north, rear elevation. A paved parking lot surrounds the building and is enclosed by a decorative iron fence.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4320 E. Broadway Road

Continuation Sheet No. 2

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The office/industrial building at 4320 E. Broadway Road was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4320 E. Broadway Road

Continuation Sheet No. 3

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contributions, and therefore, the office/industrial building at 4320 E. Broadway Road is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the office/industrial building at 4320 E. Broadway Road is not eligible under Criterion B.

The office/industrial building at 4320 E. Broadway Road is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the office/industrial building at 4320 E. Broadway Road is not eligible under Criterion C.

Therefore, the office/industrial building at 4320 E. Broadway Road is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

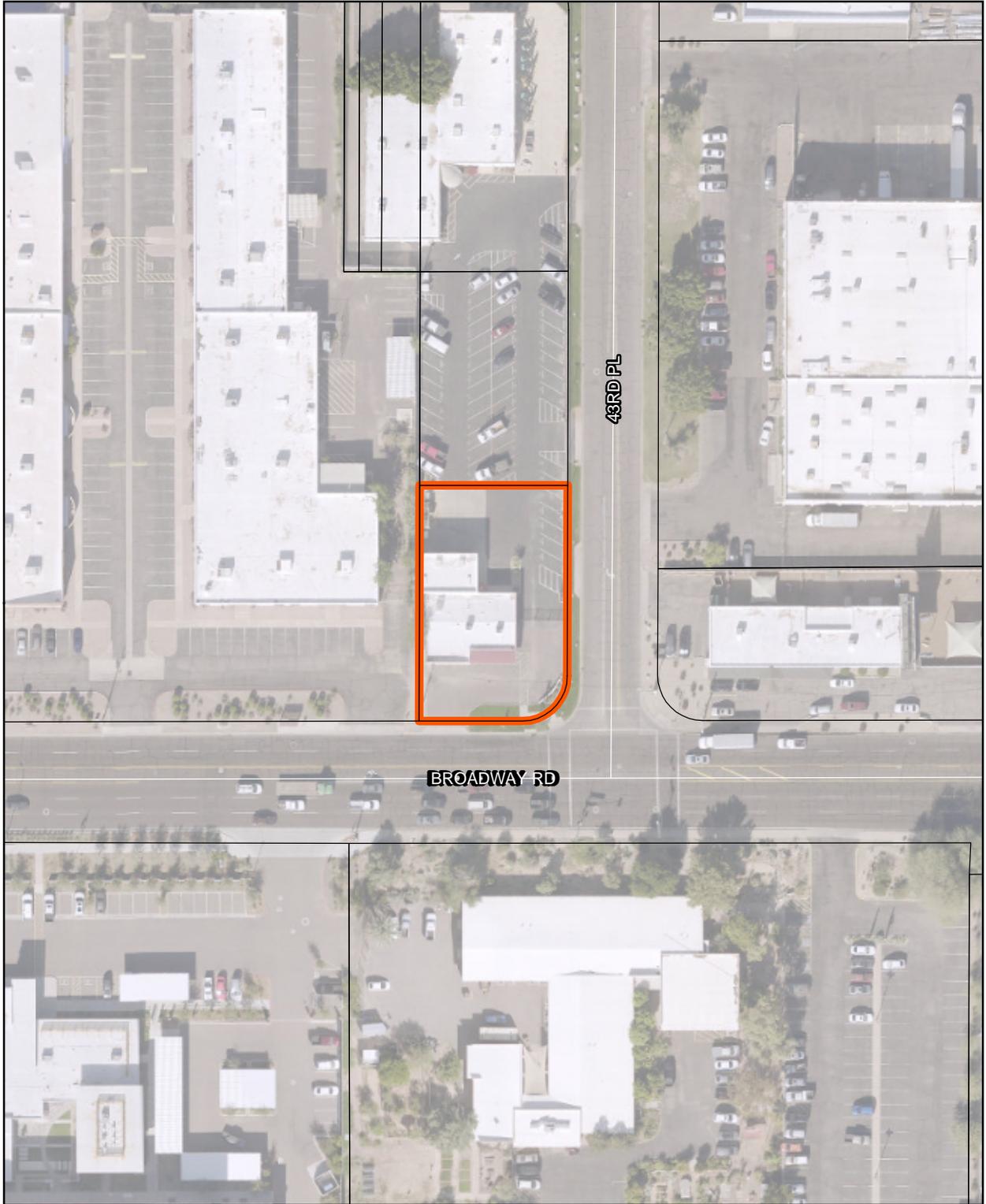
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



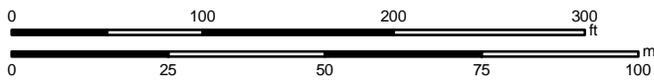
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary

Parcel

4320 E. Broadway Road
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4015 S. 43rd Place

Continuation Sheet No. 1

Property Description

Built in 1971, the one-story, stucco-clad industrial building at 4015 S. 43rd Place has a roughly rectangular footprint, flat roof, and no discernible style. The building is one of several near the intersection of S. 43rd Place and E. Wood Street associated with the material handling and supply chain management company, Naumann/Hobbs; however, the buildings do not appear to form a cohesive complex, are located on separate parcels divided by city streets, and were built at different times. This building is the company's operations center. It contains no recognizable main entrance and predominantly has pedestrian doors and large overhead garage doors on its east, west, and south elevations; the north elevation has no door or window openings. Above its north end is a narrow, rectangular second-story addition clad in corrugated metal. The building's only windows are a row of fixed windows on the second-story addition's north elevation.

West of the building are two one-story, corrugated metal-clad buildings that have large openings on their west elevation. A paved parking lot and storage area comprises the south half of the property. Most of this area is enclosed by metal chain-link fencing topped by barbed wire. The north half of the property is an employee parking lot.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4015 S. 43rd Place

Continuation Sheet No. 2

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

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Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial building at 4015 S. 43rd Place was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4015 S. 43rd Place

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial building at 4015 S. 43rd Place is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 4015 S. 43rd Place is not eligible under Criterion B.

The industrial building at 4015 S. 43rd Place is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The industrial building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 4015 S. 43rd Place is not eligible under Criterion C.

Therefore, the industrial building at 4015 S. 43rd Place is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



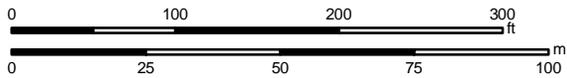
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary



Parcel



4015 S. 43rd Place
Phoenix, Maricopa County, Arizona

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4239 S. 43rd Place

Continuation Sheet No. 1

Property Description

The office/industrial building at 4239 S. 43rd Place is a two-story, rectangular, stucco-clad building covered by a flat roof. It was built in 1974 and has no discernible style. Projecting piers divide each building elevation into bays that contain windows and the entrances. The ten-bay, west-facing facade features an off-center, recessed main entrance framed by a projecting stucco surround and containing a pair of metal-framed, glazed entry doors flanked by sidelights. Flanking the main entrance, metal-frame, single-light windows are regularly spaced across the first story. Windows throughout follow this configuration. Regularly spaced second-story windows are located only south of the main entrance. Above the main entrance, a painted Amigos Foods logo is found below a roofline parapet.

The eight-bay north, side elevation comprises five dock-height overhead doors and a pedestrian door. Each opening is topped by a stucco-clad rectangular projection that shades the opening below. The eight-bay south, side elevation has a dock-height pedestrian door and a dock-height overhead door. The building's ten-bay east, rear elevation has no window or door openings.

A paved driveway and parking extends across the front of the building. From the building facade to the east, rear property boundary, the property is enclosed by a metal chain-link fence with rolling gates on each side of the building. The building currently contains offices and a distribution warehouse for Amigos Foods.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4239 S. 43rd Place

Continuation Sheet No. 2

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industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4239 S. 43rd Place

Continuation Sheet No. 3

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The industrial building at industrial building at 4239 S. 43rd Place was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial building at 4239 S. 43rd Place is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 4239 S. 43rd Place is not eligible under Criterion B.

The industrial building at 4239 S. 43rd Place is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The industrial building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 4239 S. 43rd Place is not eligible under Criterion C.

Therefore, the industrial building at industrial building at 4239 S. 43rd Place is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

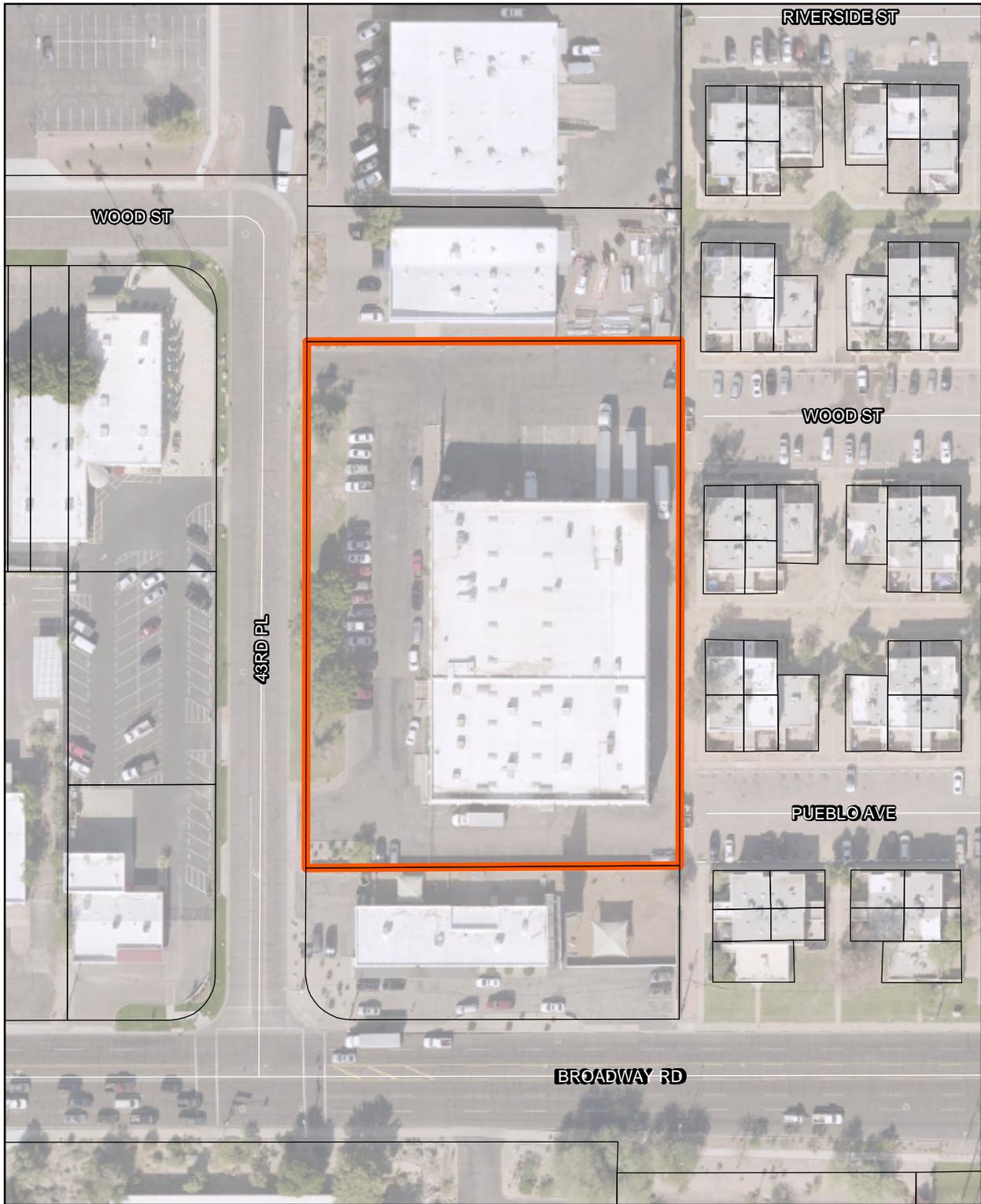
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

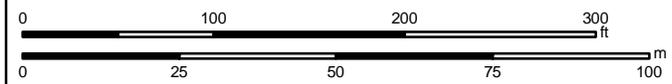
Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
 (Maricopa County Assessor's Office)

 Property Boundary
 Parcel

4239 S. 43rd Place
 Phoenix, Maricopa County, Arizona



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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

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

Address: 4358 E. Broadway Road

City or Town: Phoenix vicinity County: Maricopa Tax Parcel No. 124-54-006B

Township: 1N Range: 4E Section: 19 Quarter Section: SW Acreage: 0.58

Block: Lot(s): 5 Plat (Addition): Maricopa Freeway Center Unit 1 South Year of plat (addition): 1970

UTM reference: Zone 12N Easting 408191.7611 Northing 3696904.971 USGS 7.5' quad map: Tempe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1972 known estimated (source: Maricopa County Tax 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 the original use.

Commercial, daycare facility

Sources: Visual assessment

PHOTO INFORMATION

Date of photo: 2/25/19

View Direction (looking towards)

Northeast

Negative No.: DSCN0624.JPG



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4358 E. Broadway Road

Continuation Sheet No. 1

Property Description

The commercial building at 4358 E. Broadway Road is a one-story, brick-clad building covered by a flat roof. Built in 1972, the building has no discernible style. Oriented parallel to E. Broadway Road and facing south, the facade is painted with a colorful mural of animals for the Bright Ideas Child Care facility that currently occupies the building. An off-center, partial-width entry portico provides access to the building. It comprises a series of parabolic arch openings beneath an asphalt-shingle clad hipped roof. The portico has a central gable-front opening that provides access to the building's main entrance. The facade's main door is flanked on either side by sliding clerestory windows and additional entry doors.

The building's west, side elevation has two sliding clerestory windows and one pedestrian door. The east, side elevation has one pedestrian door shaded by a metal awning. The north, rear elevation has several windows and doors, but was not visible during field survey.

The building is at the northeast corner of E. Broadway Road and S. 43rd Place with an asphalt-paved parking lot along the facade and west, side elevation. A brick wall delineates the property's east and north boundaries, and a shorter brick wall encircles the child care facility's playground and a free-standing billboard on the property's east side.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4358 E. Broadway Road

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The commercial building at 4358 E. Broadway Road was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4358 E. Broadway Road

Continuation Sheet No. 3

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The building is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the building at 4358 is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the commercial building at 4358 E. Broadway Road is not eligible under Criterion B.

The commercial building at 4358 E. Broadway Road is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a modest example of a mid-twentieth-century commercial building whose type, style, and features do not indicate architectural significance. Therefore, the commercial building at 4358 E. Broadway Road is not eligible under Criterion C.

Therefore, the commercial building at 4358 E. Broadway Road is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

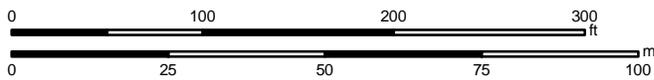


Property Boundary



Parcel

4358 E. Broadway Road
Phoenix, Maricopa County, Arizona



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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

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

Address: 4750 E. Broadway Road

City or Town: Phoenix vicinity County: Maricopa Tax Parcel No. 124-55-001Q

Township: 1N Range: 4E Section: 19 Quarter Section: SE Acreage: 0.44

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

UTM reference: Zone 12N Easting 408936.6786 Northing 3696918.695 USGS 7.5' quad map: Tempe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1972 known estimated (source: Maricopa County Tax 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 the original use.

Commercial

Sources: Visual assessment

PHOTO INFORMATION

Date of photo: 2/25/19

View Direction (looking towards)

North

Negative No.: DSCN0654.JPG



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4750 E. Broadway Road

Continuation Sheet No. 1

Property Description

The one-story, symmetrical commercial building at 4750 E. Broadway Road is clad in stucco and brick and covered by a built up, flat roof. Built in 1972, the building has no discernible style, and its rectangular footprint is oriented parallel to E. Broadway Road. The building's south-facing facade is distinguished by a projecting stepped parapet above four storefronts separated by slightly projecting piers. Each storefront has a replacement metal-framed glazed entry consisting of a door, sidelight, and fixed display window. Above, the projecting parapet serves as a signboard for the building occupants.

The building's east and brick-clad west side elevations have no door or window openings. The north, rear elevation is clad with brick and has three pedestrian doors. The building is set back from E. Broadway Road with an asphalt-paved parking lot located in front and behind the building. A driveway to the GreenTree Inn & Suites extends along the building's east, side elevation.

Historic Context

Built in 1972, research indicates the American Savings Life Insurance Company originally occupied the commercial building at 4750 E. Broadway Rd. The company was located there until at least 1997. Its current occupants are Jay's Gyros, A.C.E. Mini-Mart, and B.L.A. Barber and Beauty Studio.

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4750 E. Broadway Road

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The commercial building at 4750 E. Broadway Road was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4750 E. Broadway Road

Continuation Sheet No. 3

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The building is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the building is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the commercial building at 4750 E. Broadway Road is not eligible under Criterion B.

The commercial building at 4750 E. Broadway Road is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is an altered example of a typical mid-twentieth-century commercial building whose type, style, and features do not indicate architectural significance. Therefore, the commercial building at 4750 E. Broadway Road is not eligible under Criterion C.

Therefore, the commercial building at 4750 E. Broadway Road is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

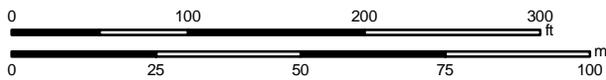


Property Boundary



Parcel

4750 E. Broadway Road
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Buttes Business Center

Continuation Sheet No. 1

Tax Parcel No.

123-31-001G, 123-31-001E

Property Description

The Buttes Business Center is an office park complex at the southeast corner of S. 48th Street and W. Broadway Road that was constructed over a period of several years. The complex's southern end contains six buildings built by 1974, while its northern end contains seven buildings completed between 1976-1979.

Thirteen one-story, stucco-clad office buildings comprise the complex. All feature generally rectangular footprints and membrane covered flat roofs. Building exteriors feature pebbledash, board-formed, or smooth stucco walls divided by a slightly recessed band of smooth stucco. Divided steel and plate glass windows are arranged in long rows recessed into the building face; the recessed area's ceiling is clad in corrugated metal. Vertical divisions separate the window row into groupings of two, three, or more windows, some of which contain entrances. The building at 2207 48th Street appears slightly different and has projecting rectangular window surrounds on window openings located away from the building entrance.

Buildings within the complex are arranged perpendicular and parallel to each other with some staggered to create varying setbacks. A main drive and one interior circular drive provides access to the complex's southern end while its northern end contains curb cuts to parking areas adjacent to S. 48th Street. Landscaping and walkways between the buildings connect them to each other and to the asphalt-paved parking lots surrounding the buildings. Mature deciduous and evergreen trees are interspersed throughout and give the complex a lush appearance.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Buttes Business Center

Continuation Sheet No. 2

are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

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Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Buttes Business Center

Continuation Sheet No. 3

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Significance Evaluation

The Buttes Business Center was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Buttes Business Center is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the Buttes Business Center is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the Buttes Business Center is not eligible under Criterion B.

The Buttes Business Center is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The office park complex is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the Buttes Business Center is not eligible under Criterion C. Therefore, the Buttes Business Center is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

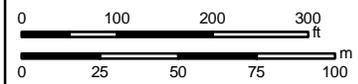
Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



 Property Boundary
 Parcel

Buttes Business Center
2207-2231 S. 48th Street
Tempe, Maricopa County, Arizona

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)

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
 Walls (structure): _____ Foundation: _____ Roof: _____
 Windows: _____
 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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3430 E. Illini Street

Continuation Sheet No. 1

Property Description

The industrial property at 3430 E. Illini Street consists of an office building built in 1970 and one light industrial manufacturing building built in 1975. The one-story, brick-clad office building is covered by a side-gable roof clad with asphalt shingles. The building's rectangular footprint is oriented parallel to E. Illini Street. Its south-facing facade has an off-center pedestrian door flanked to the east by an infilled window opening and to the west by two window openings containing shuttered windows. Iron bars cover all window openings. Decorative breeze blocks frame each window opening and are the only ornamentation on an otherwise nondescript building. The east and west side elevations have wood cladding in the gable ends and a single, off-center window. A large, rectangular addition extends from the office building's north, rear elevation. It is a one-story addition clad in corrugated metal and covered by a flat roof. It has several window openings and a pedestrian door.

A light industrial warehouse building is at the northeast corner of the property. It has a rectangular footprint, corrugated metal cladding, three bays with large overhead doors, and a metal-clad gable roof.

The north property boundary is lined with multiple three-sided metal structures with flat roofs that serve as vehicle and boat storage. The property is enclosed by metal chain-link fencing.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3430 E. Illini Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial property at 3430 E. Illini Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3430 E. Illini Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial property at 3430 E. Illini Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial property at 3430 E. Illini Street is not eligible under Criterion B.

The industrial property at 3430 E. Illini Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of 1970s office and industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial property at 3430 E. Illini Street is not eligible under Criterion C.

Therefore, the industrial property at 3430 E. Illini Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

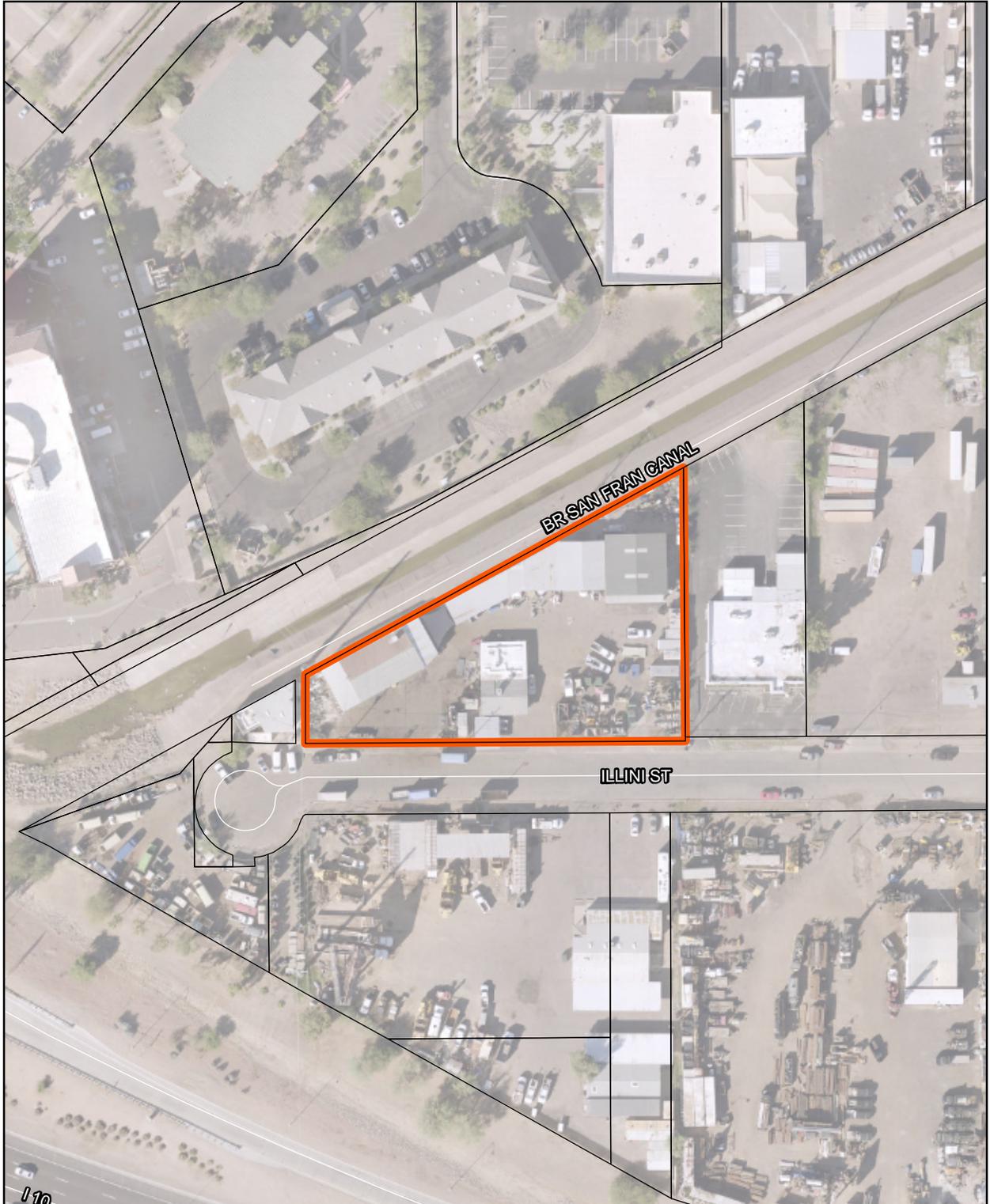
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

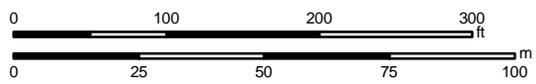


Property Boundary



Parcel

3430 E. Illini Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3454 E. Illini Street

Continuation Sheet No. 1

Property Description

The industrial property at 3454 E. Illini Street consists of an office building and a material shelter built in 1970 and a storage warehouse built in 1984. The one-story office building resembles a manufactured trailer and features a rectangular footprint, vinyl exterior cladding, and a flat roof covered with metal. Its south-facing facade has an off-center pedestrian door flanked to the east by a sliding-sash window and to the west by two window openings. The window opening nearest the door is a picture window with flanking fixed sidelights, while the other window is a pair of four-light windows. The east side elevation has two window openings with paired four-light windows, while the west side elevation has a window with diamond panes.

East of the office building is a two-story, concrete-block, rectangular storage warehouse covered by a flat roof. Its north-facing facade contains two large overhead doors, while the west side elevation has a pedestrian door and the east rear elevation has four evenly spaced windows covered with metal bars. The east, side elevation contains no openings. At the rear of the property, an open-air material shelter features open sides covered by a gable roof.

The property has many shipping containers and construction trailers stored on it as the current occupant is Converted Containers. The property is enclosed by a mix of metal chain-link fencing and concrete-block walls.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3454 E. Illini Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial property at 3454 E. Illini Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3454 E. Illini Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial property at 3454 E. Illini Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial property at 3454 E. Illini Street is not eligible under Criterion B.

The industrial property at 3454 E. Illini Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of 1970s industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial property at 3454 E. Illini Street is not eligible under Criterion C.

Therefore, the industrial property at 3454 E. Illini Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

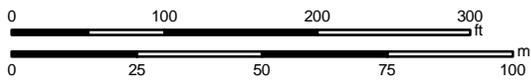


Property Boundary



Parcel

3454 E. Illini Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3501 E. Illini Street

Continuation Sheet No. 1

Property Description

The industrial property at 3501 E. Illini Street consists of two storage warehouses, one built in 1973 and the other in 1983. Both are one-and-a-half stories with corrugated metal cladding and a gently sloped gable roof covered with metal. On the east side of the property, one warehouse contains two overhead door bays on the north elevation, one overhead garage door on the south elevation, and a pedestrian door on the west elevation. No openings are present on the east elevation. A dirt driveway is located between this warehouse and a second warehouse to the west. The second warehouse features two overhead door openings on its west elevation and one overhead door opening on its east elevation. The north elevation contains no openings, while a construction trailer is stored next to the south elevation.

The property has many shipping containers, construction trailers, and vehicles stored on it, and is occupied by Converted Containers, whose office is across E. Illini Street at 3453 E. Illini Street. The property is enclosed by metal chain-link fencing.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3501 E. Illini Street

Continuation Sheet No. 2

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial property at 3501 E. Illini Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial property at 3501 E. Illini Street is not eligible under Criterion A.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3501 E. Illini Street

Continuation Sheet No. 3

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Research did not indicate an association with persons significant in the past. Therefore, the industrial property at 3501 E. Illini Street is not eligible under Criterion B.

The industrial property at 3501 E. Illini Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of 1970s industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial property at 3501 E. Illini Street is not eligible under Criterion C.

Therefore, the industrial property at 3501 E. Illini Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

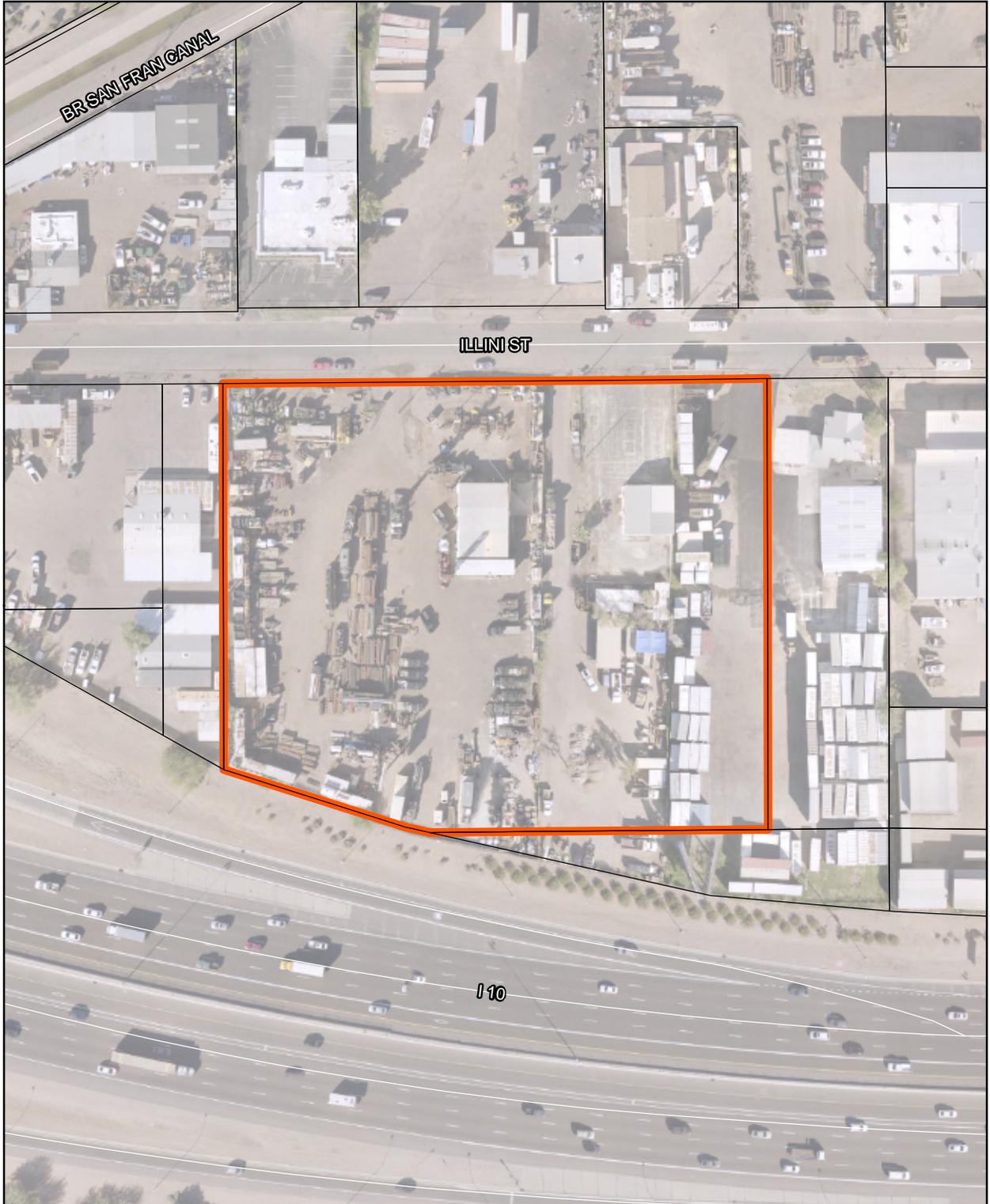
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Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

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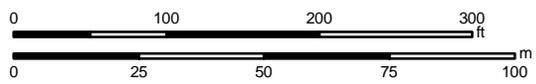


Property Boundary



Parcel

3501 E. Illini Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3515 E. Illini Street

Continuation Sheet No. 1

Property Description

The industrial property at 3515 E. Illini Street consists of an office building built in 1959 and a service repair garage built in 1986. Nearest E. Illini Street, the asymmetrical one-story, brick-clad, rectangular office building has a cross-gable entry porch and a side gable roof covered with asphalt. The north-facing facade's off-center entry door is flanked by two multi-light windows to the east and one large multi-light window covered by iron bars to the west. The cross-gable porch roof projects over most of the facade and is supported by concrete block piers. The porch gable and the building's side gables are clad in wood siding. Its west, side elevation has a one-story, metal-clad, gently sloped hipped-roof addition. West of the addition is a second addition with metal and stucco cladding, rear entry doors, fixed windows, and a flat roof.

The service repair garage is located behind the office building. It is one-and-a-half-stories with corrugated metal covering its exterior walls and its gently sloped gable-roof. Two large overhead door openings are found on the west elevation and a pedestrian door is located on the north elevation.

The property provides storage for numerous shipping containers, construction trailers, and vehicles. The property is enclosed by metal chain-link fencing.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3515 E. Illini Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial property at 3515 E. Illini Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3515 E. Illini Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial property at 3515 E. Illini Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial property at 3515 E. Illini Street is not eligible under Criterion B.

The industrial property at 3515 E. Illini Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of twentieth century industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial property at 3515 E. Illini Street is not eligible under Criterion C.

Therefore, the industrial property at 3515 E. Illini Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



ILLINI ST

I-10

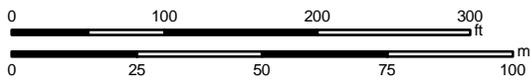


2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary

Parcel



3515 E. Illini Street
Phoenix, Maricopa County, Arizona

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3435 E. Elwood Street

Continuation Sheet No. 1

Property Description

The industrial property at 3435 E. Elwood Street consists of an office building and two service repair garages built in 1973 and a storage warehouse built in 1980. Nearest and parallel to E. Elwood Street, the one-story office building has a rectangular footprint, is clad in corrugated metal which also covers the building's side gable roof. The north-facing facade has an off-center pedestrian door window. The east, side elevation comprises a pedestrian door flanked on either side by sliding windows, while the west side elevation has one pedestrian door. The south, rear elevation adjoins one of the two identical service repair garages; the second garage is at the southwestern corner of the property. The service repair garages are one-story with a square footprint, corrugated metal cladding and roofing, and a drive-in bay with open sides and an awning. Each garage has a gable-roof section that is slightly taller than the flat-roof section. The one-story storage warehouse building is located southwest of the office building and north of the second service repair garage. It is a concrete block building with corrugated metal cladding. Its east elevation has two large overhead door openings.

The property is enclosed by concrete walls topped with barbed wire and accessed by two sliding gates on E. Elwood Street. The areas surrounding the buildings are paved in asphalt for parking and vehicle storage.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3435 E. Elwood Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial property at 3435 E. Elwood Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3435 E. Elwood Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial property at 3435 E. Elwood Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial property at 3435 E. Elwood Street is not eligible under Criterion B.

The industrial property at 3435 E. Elwood Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of 1970s and 1980s industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial property at 3435 E. Elwood Street is not eligible under Criterion C.

Therefore, the industrial property at 3435 E. Elwood Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

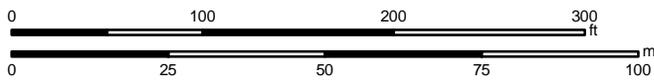


Property Boundary



Parcel

3435 E. Elwood Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3625 E. Anne Street

Continuation Sheet No. 1

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Property Description

The property at 3625 E. Anne Street is difficult to adequately describe due to copious amounts of refuse surrounding the building. A review of historic aerials and the county assessor building sketch indicates the extant one-story building, constructed in 1950, originally had an L-shaped footprint. However, the building is completely hidden from view by corrugated metal sheets covering the entirety of its roof and some of its stucco-clad walls; the roof's metal sheets extend from the building's south elevation to form a covered approximately 1700-square-foot area. Makeshift shelters, building materials, several recreational vehicles, and automobiles within the yard further obstruct views of the building.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3625 E. Anne Street

Continuation Sheet No. 2

Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The property at 3625 E. Anne Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the property at 3625 E. Anne Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the property at 3625 E. Anne Street is not eligible under Criterion B.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3625 E. Anne Street

Continuation Sheet No. 3

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The property at 3625 E. Anne Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The extant building appears substantially altered and its remaining features do not indicate architectural significance. Therefore, the property at 3625 E. Anne Street is not eligible under Criterion C.

Therefore, the property at 3625 E. Anne Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

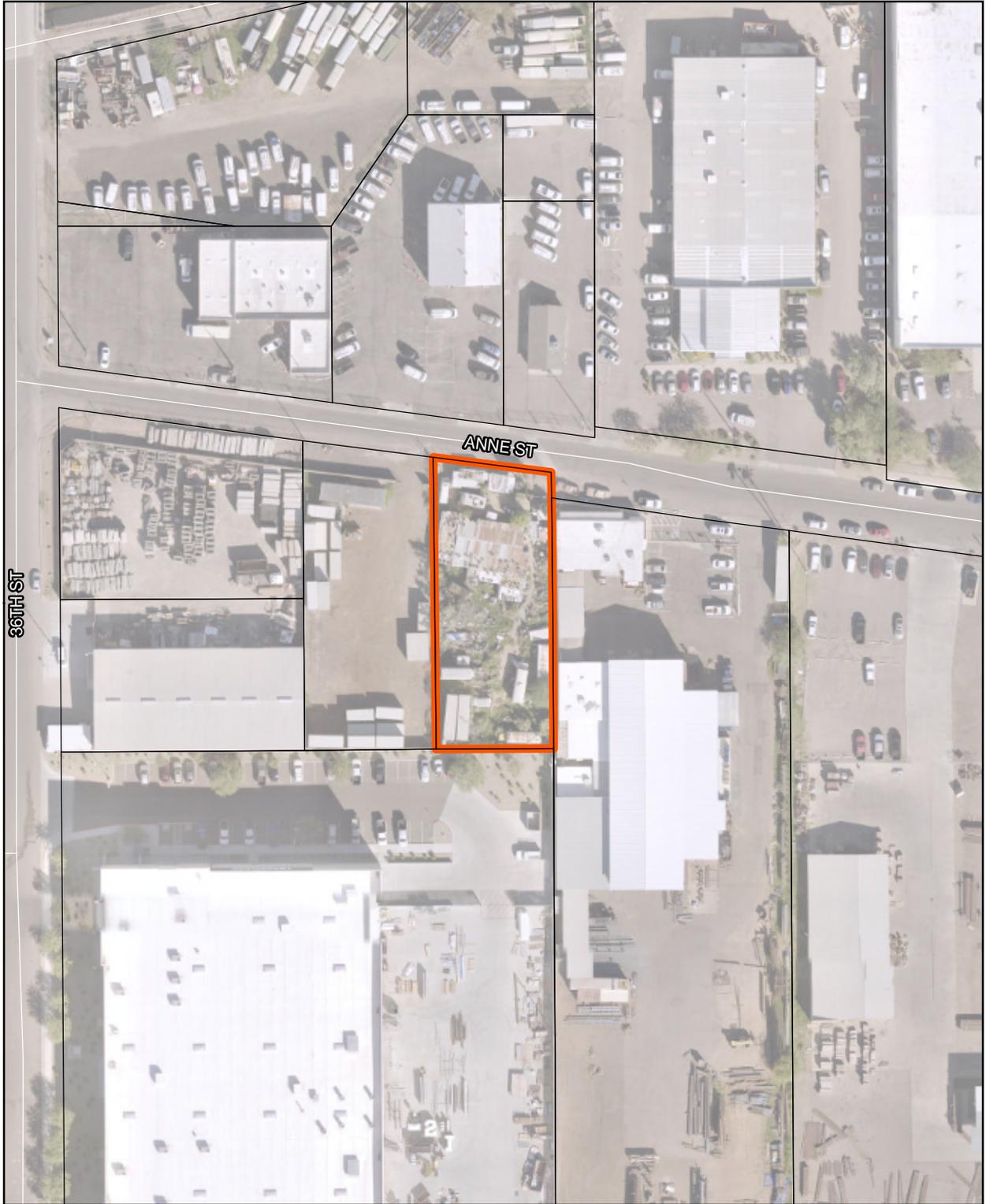
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



36TH ST

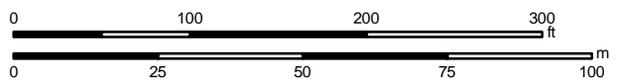
ANNE ST



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary
 Parcel

3625 E. Anne Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3626 E. Anne Street

Continuation Sheet No. 1

Property Description

The one-story, stucco-clad, rectangular, gable-roof office building at 3626 E. Anne Street was built in 1964. It has no discernible style or ornamentation. Facing south to E. Anne Street, the gable-front facade has a center pedestrian door flanked on each side by a sliding, metal-sash window. The gable-front is clad in vertical wood siding. Its west, side elevation has one window opening and its north rear elevation has a center pedestrian door; the east side elevation has no openings. Its gable roof is covered with asphalt shingles.

The building is associated with a two-story warehouse to its northwest at the address 3622 E. Anne Street and an office/warehouse building further west at the address 3610 E. Anne Street. These buildings are on separate tax parcels, were not constructed as a single complex, and share no cohesion in design. The buildings are grouped together by a chain-link fence that encloses all of them; several rolling gates provide access to the property from E. Anne Street.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3626 E. Anne Street

Continuation Sheet No. 2

transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The office building at 3626 E. Anne Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the office building at 3626 E. Anne Street is not eligible under Criterion A.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3626 E. Anne Street

Continuation Sheet No. 3

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Research did not indicate an association with persons significant in the past. Therefore, the office building at 3626 E. Anne Street is not eligible under Criterion B.

The office building at 3626 E. Anne Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The office building is a typical example whose type, style, and features do not indicate architectural significance. Therefore, the office building at 3626 E. Anne Street is not eligible under Criterion C.

Therefore, the office building at 3626 E. Anne Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

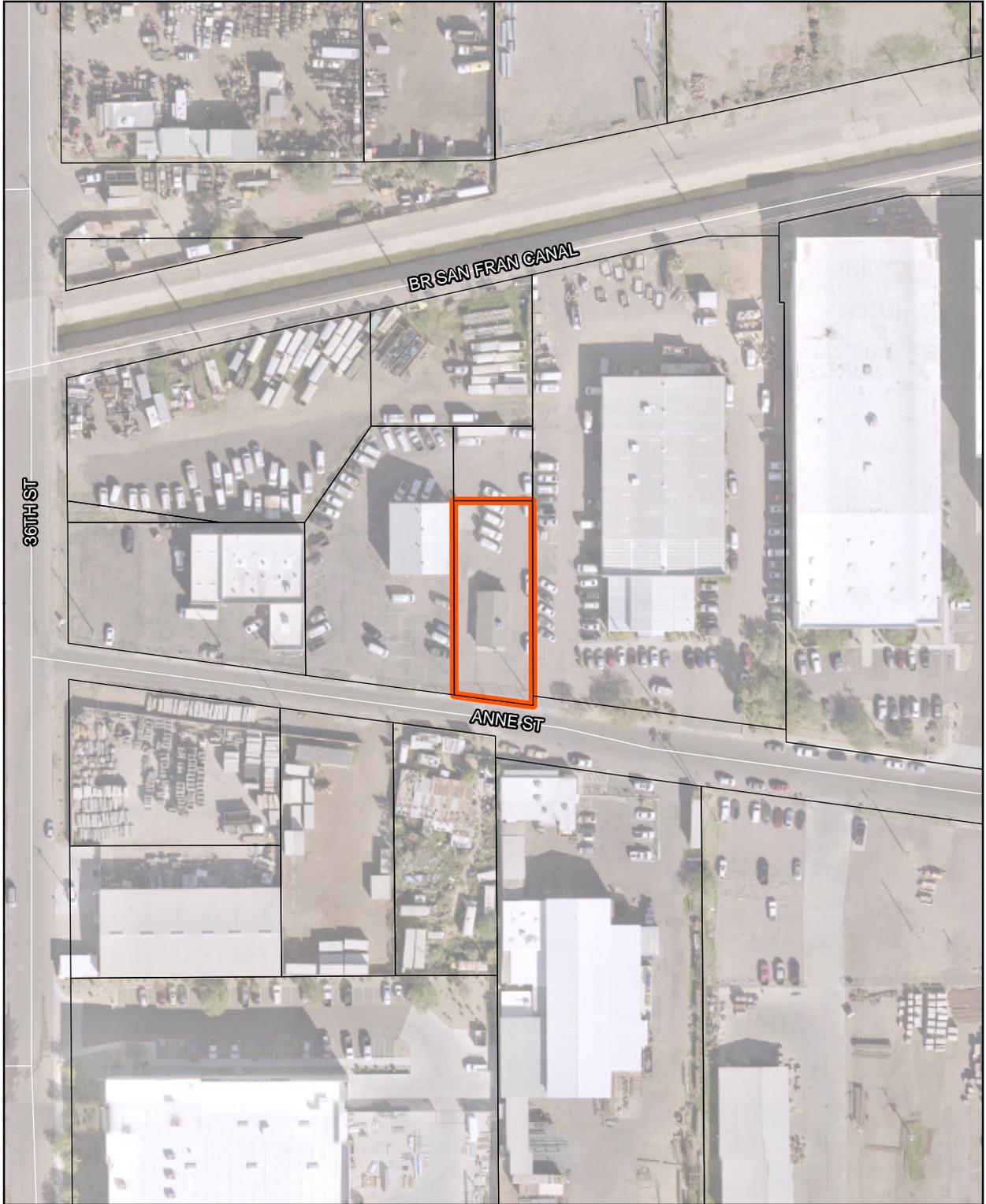
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

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Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

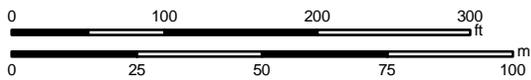


Property Boundary



Parcel

3626 E. Anne Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3809 E. Illini Street

Continuation Sheet No. 1

Tax Parcel No.

122-08-048, 122-08-049

Property Description

The industrial/office building at 3809 E. Illini Street, built in 1974, is a one-story, L-shaped building with brick-clad walls, wood siding in its gable ends, and a front-gable roof covered with asphalt shingles. The north-facing facade has an off-center entry door and sidelight which is partially hidden by a brick-and-stucco wall. The building's west, side elevation and south, rear elevation feature no openings. A narrow flat-roof, rectangular addition extends across the building's east side elevation and also contains no openings. The building's side-gable ell projects toward the west and contains two overhead door openings on its north elevation.

Paved parking surrounds the building and the property is enclosed by a mix of metal chain-link fencing and brick-and-stucco walls.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3809 E. Illini Street

Continuation Sheet No. 2

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial building at 3809 E. Illini Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3809 E. Illini Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial building at 3809 E. Illini Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial building at 3809 E. Illini Street is not eligible under Criterion B.

The industrial building at 3809 E. Illini Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains a typical example of a 1970s industrial/office building whose type, style, and features do not indicate architectural significance. Therefore, the industrial building at 3809 E. Illini Street is not eligible under Criterion C.

Therefore, the industrial building at 3809 E. Illini Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

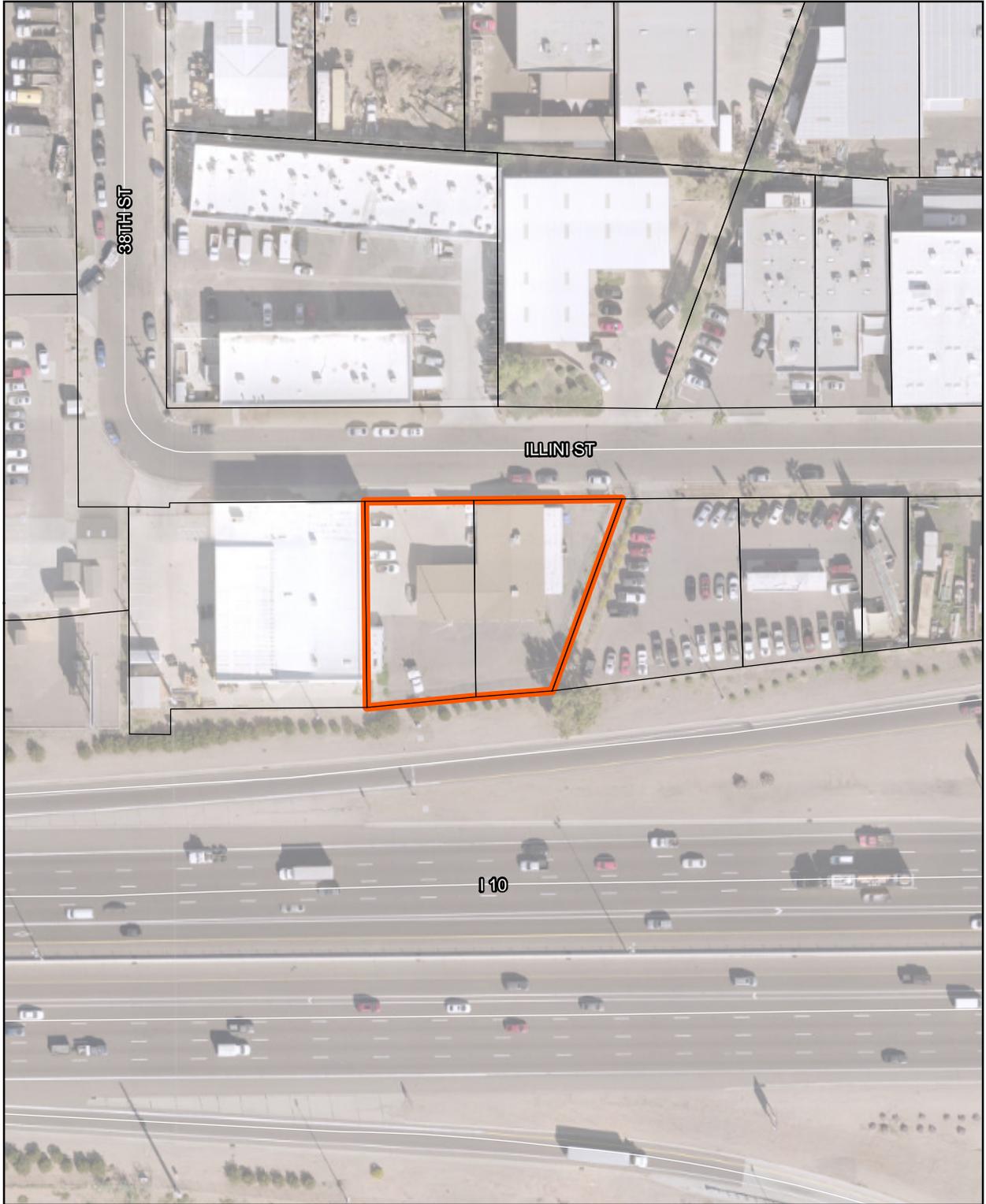
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

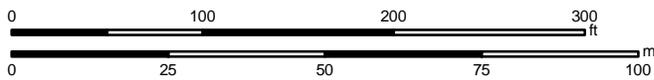


Property Boundary



Parcel

3809 E. Illini Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4121 E. Raymond Street

Continuation Sheet No. 1

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Property Description

The approximately 76,000-square-foot, one-story, office/industrial building at 4121 E. Raymond Street was built in 1974. It has a U-shaped footprint, stucco cladding, and a flat roof. Its north, south, and west elevations contain the public entrances, while the east, rear elevation contains the service entrances. The east-facing facade has three building entrances comprising divided steel and plate glass windows and doors arranged in long rows and recessed into the building face. Piers and perpendicular divider walls within the recessed openings break the rows up into smaller groupings, and the recessed openings' ceilings are angled. The north and south elevations each feature two building entrances with similar configurations. The building's east, rear elevation, formed by the building's U-shape, includes several loading docks and overhead doors. An additional small one-story, free-standing building similar in appearance to the main building and containing overhead doors is located within this loading bay area.

The building is on the north side of the Maricopa Freeway/Interstate 10. It appears to share a parking lot with the building at 4141 E. Raymond Street located to the east. Minimal landscaping and mature trees are present along its public entrances.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4121 E. Raymond Street

Continuation Sheet No. 2

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In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The office/industrial building at 4121 E. Raymond Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4121 E. Raymond Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the office/industrial building at 4121 E. Raymond Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the office/industrial building at 4121 E. Raymond Street is not eligible under Criterion B.

The office/industrial building at 4121 E. Raymond Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a typical example of an office/industrial building whose type, style, and features do not indicate architectural significance. Therefore, the office/industrial building at 4121 E. Raymond Street is not eligible under Criterion C.

Therefore, the office/industrial building at 4121 E. Raymond Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



RAYMOND ST

42ND ST

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2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

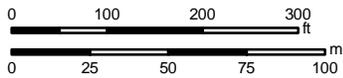


Property Boundary



Parcel

4121 E. Raymond Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4221 E. Raymond Street

Continuation Sheet No. 1

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Tax Parcel No.

124-54-015A, 124-54-015B, 124-54-014B

Property Description

The industrial park complex at 4221 and 4141 E. Raymond Street is located between Raymond Street to the north and the Maricopa Freeway/Interstate 10 to the south. Built in 1972, the property has two L-shaped, one-story, brick-clad, flat-roof light industrial buildings that are arranged in an interlocking configuration. The south building at 4221 E. Raymond Street faces Maricopa Freeway/Interstate 10, while the north building at 4141 E. Raymond Street faces Raymond Street. The buildings are nearly identical with a stepped facade appearance and individual suite entrances comprised of divided steel and plate glass windows and doors. Each public entrance is sheltered by a rectangular slab awning supported by brick piers; the awning is a more integrated feature of the north building compared to the south building. Both buildings have rear elevations that serve as service and delivery entrances and open to a shared dock and loading zone.

Paved parking surrounds the two buildings on all sides and minimal landscaping is present along each building's foundation.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4221 E. Raymond Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The industrial park at 4221 and 4141 E. Raymond Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4221 E. Raymond Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the industrial park at 4221 and 4141 E. Raymond Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the industrial park at 4221 and 4141 E. Raymond Street is not eligible under Criterion B.

The industrial park at 4221 and 4141 E. Raymond Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The buildings are typical examples of light industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the industrial park at 4221 and 4141 E. Raymond Street is not eligible under Criterion C.

Therefore, the industrial park at 4221 and 4141 E. Raymond Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

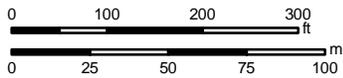


Property Boundary



Parcel

4221 E. Raymond Street
Phoenix, Maricopa County, Arizona



STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Pepsi Bottling Group

Continuation Sheet No. 1

Tax Parcel No.

124-54-100, 124-54-010H

Property Description

The Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street was built in 1971. All extant buildings are utilitarian in appearance reflecting the facility's function. Buildings are generally two stories tall with stucco cladding and flat roofs containing the heating, ventilation, and air conditioning systems.

Central to the facility is an L-shaped main building comprising a 107,690-square-foot manufacturing plant built in 1971 and three attached storage warehouses varying in size between 58,872 and 64,735 square feet and added in 1987, 2005, and 2010. The manufacturing plant and storage warehouses have large overhead doors for loading and unloading on the north, south, and east elevations with a smaller number of pedestrian doors throughout. The main building is largely devoid of windows, except for a long band of fixed windows on the south elevation of the manufacturing plant.

The area in the ell of the main building is used for container and equipment storage and contains a small one-story, rectangular building with overhead doors and a large equipment shelter. Various tanks are stored beneath the shelter. To the north is a freestanding 13,448-square-foot, two-story storage warehouse built in 1978. It has several overhead door openings on its east and north elevations and pedestrian doors on its south and north elevations.

The facility overlooks the Maricopa Freeway/Interstate 10 to the south and the property is enclosed with iron and metal chain-link fencing. A gatehouse booth is located just inside of the fencing near Raymond Street. An employee parking lot extends along the west side of the property.

The facility's original 15,653-square-foot office building, also constructed in 1971, was demolished in the summer of 2018.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Pepsi Bottling Group

Continuation Sheet No. 2

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railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

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STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Pepsi Bottling Group

Continuation Sheet No. 3

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Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe’s downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Although the property is related to the Pepsi Co. company as a bottling plant, research did not indicate any historically significant associations or contributions. Therefore, the Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street is not eligible under Criterion B.

The Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The facility is a typical example of a manufacturing plant. The type, style, and features of its utilitarian buildings do not indicate architectural significance. Therefore, the Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street is not eligible under Criterion C.

Therefore, the Pepsi Bottling Group manufacturing facility at 4242 E. Raymond Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

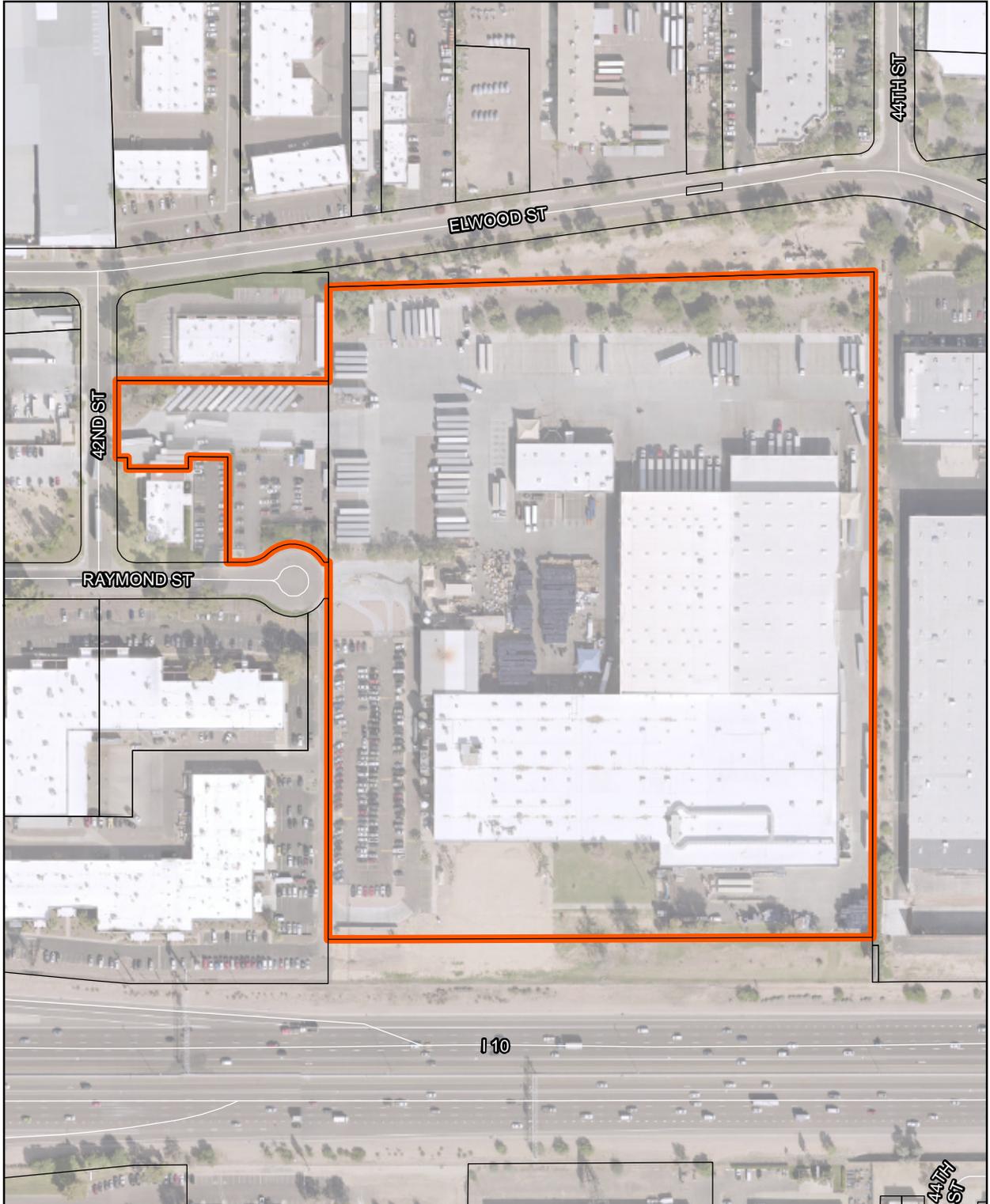
Name of property: Pepsi Bottling Group

Continuation Sheet No. 4

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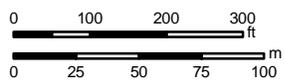
Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

-  Property Boundary
-  Parcel



Pepsi Bottling Group
4242 E. Raymond Street
Phoenix, Maricopa County, Arizona

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)

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
 Walls (structure): _____ Foundation: _____ Roof: _____
 Windows: _____
 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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4202 E. Raymond Street

Continuation Sheet No. 1

Property Description

The one-story, brick-clad, flat-roof, office building at 4202 E. Raymond Street was built in 1974. It has a rectangular footprint and no discernible style. Stucco finishes provide minimal ornamentation as slightly projecting window and door surrounds, and as a slightly projecting parapet wall that wraps around the entirety of the building. Perpendicular to the parapet wall, there are rectangular stucco projections above some of the window and door openings.

The asymmetrical east-facing facade contains a main entrance comprising a metal-framed, glazed unit with a center door, sidelights, and transom windows. Above, a large stucco projection shades the entrance and is supported by brick piers. South of the entry, are three narrow fixed windows. The south, side elevation has a centered pair of narrow fixed windows flanked near the building corners by full-height fixed windows. Sign letters for "Veterinary Neurological Center 4202" are affixed to this elevation. The west, rear elevation has two pedestrian doors and no other openings. The north, side elevation is covered by a flat-roof shelter structure.

The building is set back from E. Raymond and S. 42nd Streets with a grassy lawn along its east and south elevations. Minimal landscaping is present along the building foundation. A paved parking lot is along its east-facing facade.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4202 E. Raymond Street

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The office building at 4202 E. Raymond Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 4202 E. Raymond Street

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the office building at 4202 E. Raymond Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the office building at 4202 E. Raymond Street is not eligible under Criterion B.

The office building at 4202 E. Raymond Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The office building is a typical mid-twentieth-century example whose type, style, and features do not indicate architectural significance. Therefore, the office building at 4202 E. Raymond Street is not eligible under Criterion C.

Therefore, the office building at 4202 E. Raymond Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

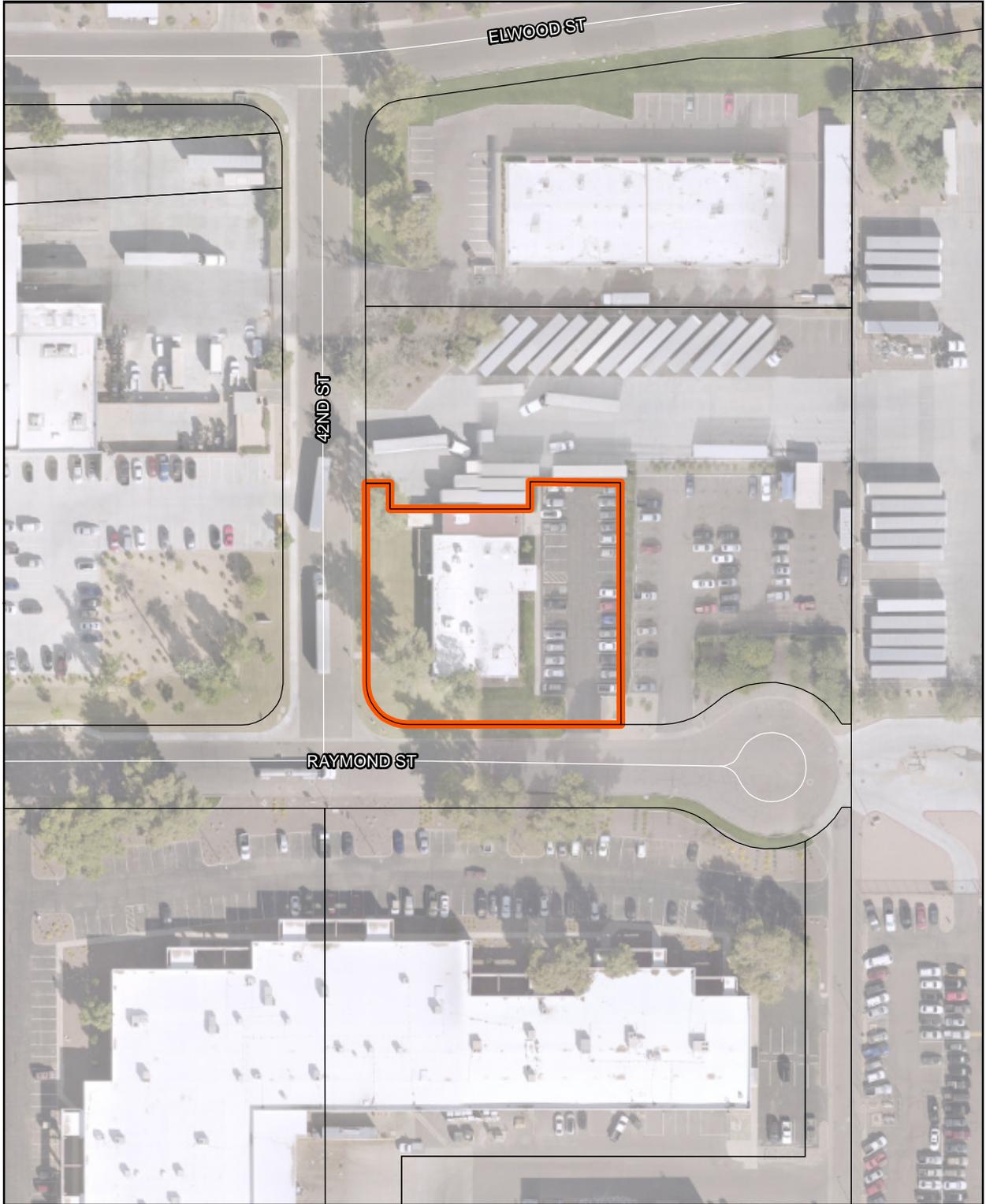
Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

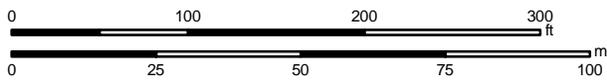


Property Boundary



Parcel

4202 E. Raymond Street
Phoenix, Maricopa County, Arizona



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3420 S. 48th Street

Continuation Sheet No. 1

Property Description

The commercial/industrial property at 3420 S. 48th Street consists of a one-story, rectangular commercial building constructed in 1967, and to the south, a one-story, square office building built in 1977 with an office addition on its east elevation and two service repair garage additions on its west elevation. Between them is a small, one-story gatehouse building constructed in 2006 and three freestanding, two-story metal frames to which a sailcloth-like canopy is attached. The buildings have stone-tiled foundations, stucco-clad walls, built-up flat roofs, and predominantly replacement vinyl-sash windows in fixed or sliding configurations and are oriented perpendicular to S. 48th Street.

The commercial building has a south-facing facade comprised mostly of sliding-sash windows and metal-framed, glazed entry doors. Doors and windows throughout follow this configuration. The east, side elevation has two doors near the building corners, one window, and one fixed, clerestory window. The west side elevation has one door near its northwest building corner. The north rear elevation has four windows.

The office building comprises a recent addition to the east, which forms the facade, and the original 1977 building to the west. Facing east ward S. 48th Street, the symmetrical facade has a center entrance that contains two pairs of metal-framed glazed entry doors shaded by a projecting metal-framed canopy. Single-light, fixed windows flank the entry with two on each side, and a sign for Manheim Arizona is affixed the facade. The south, side elevation has one metal-framed, glazed entry door on its east end and an additional entry door on its west end; this elevation is enclosed by a rusticated concrete block wall. The north, side elevation primarily has fixed and sliding-sash windows and two entry doors. To the office's rear is the service repair garage wing, constructed in 1979 and 2003, which consists of six drive-through overhead doors on the south and north elevations. The garage wing's north elevation contains three pedestrian doors.

The buildings are set back from S. 48th Street with large asphalt-paved parking lots on the east and west sides of the buildings. A rusticated concrete block wall lines the property's north boundary and a portion of its east and south boundaries. A decorative iron fence and gates extend between the buildings in front of the gatehouse.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3420 S. 48th Street

Continuation Sheet No. 2

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3420 S. 48th Street

Continuation Sheet No. 3

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with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The commercial/industrial property at 3420 S. 48th Street was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the commercial/industrial property at 3420 S. 48th Street is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the commercial/industrial property at 3420 S. 48th Street is not eligible under Criterion B.

The commercial/industrial property at 3420 S. 48th Street is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The property contains typical examples of 1960s and 1970s commercial/industrial buildings whose type, style, and features do not indicate architectural significance. Therefore, the commercial/industrial property at 3420 S. 48th Street is not eligible under Criterion C.

Therefore, the commercial/industrial property at 3420 S. 48th Street is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

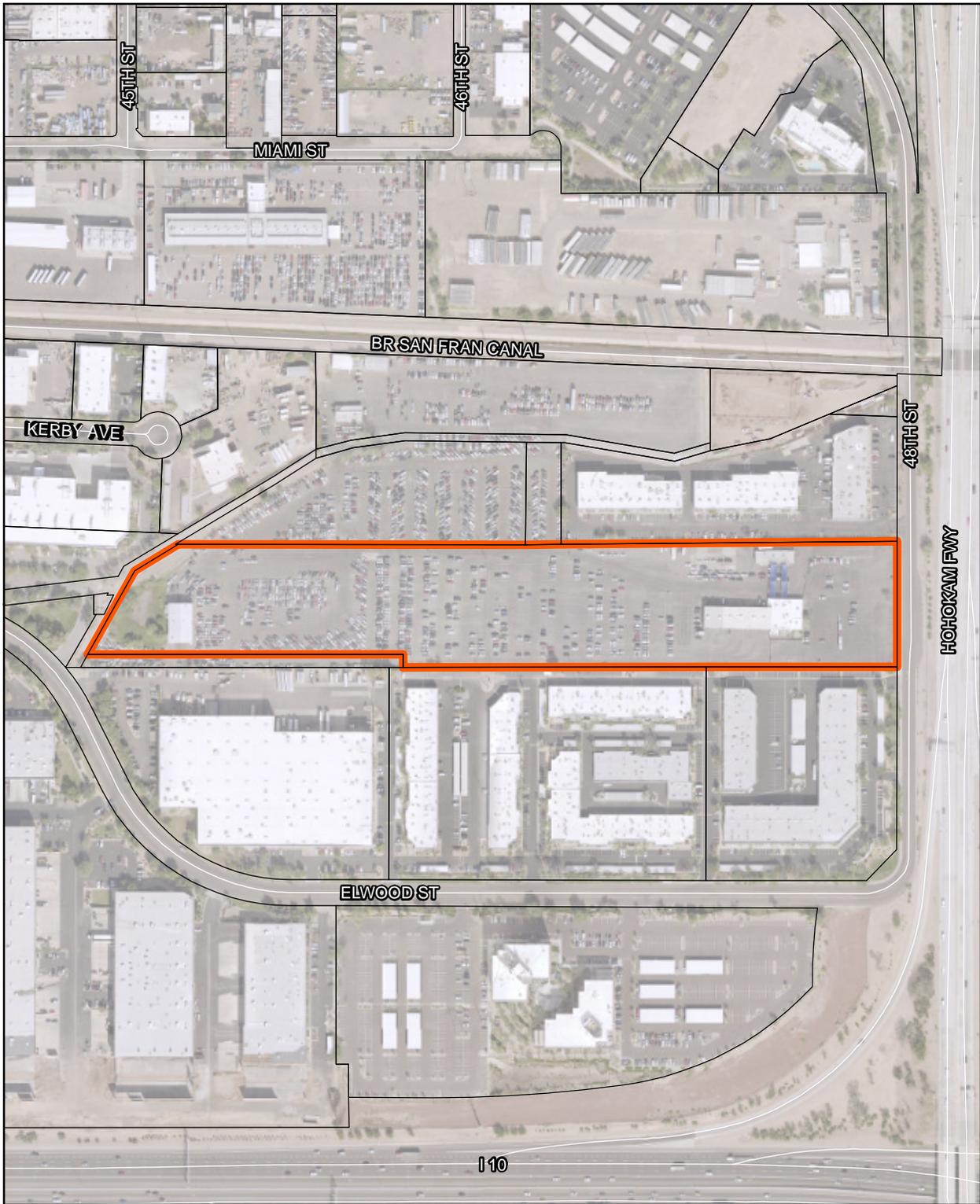
STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 3420 S. 48th Street

Continuation Sheet No. 4

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Phoenix Chamber of Commerce. *The Phoenix Story.*



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

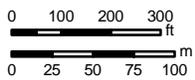


Property Boundary



Parcel

3420 S. 48th Street
Phoenix, Maricopa County, Arizona



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See continuation sheet

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2424 W. University Drive

Continuation Sheet No. 1

Property Description

The light industrial building at 2424 W. University Drive consists of a 2,400-square-foot, one-story, brick-clad, rectangular office section covered with a flat roof and an attached 36,000-square-foot, one-and-a-half-story, metal and brick-clad, rectangular warehouse covered by a gable roof and located to the building's rear. Both were built in 1973 and face south toward W. University Drive. The office section is offset and extends east beyond the building's rear warehouse.

The office section has modest Modern stylistic influences, primarily through its use of projecting piers to emphasize door and window openings, an extension of the facade wall past the building face, and a cornice of projecting geometric panels of incised lines and cut-out triangles alternating pointed side up or down. The south-facing facade features the main entrance on its east end, comprised of paired metal-framed, glazed doors with a single-light transom and flanking sidelights. The entrance is framed by projecting brick pilasters. To the west, two pairs of windows, each consisting of narrow fixed windows, are divided and framed by the same projecting brick pilasters. The office's east, side elevation features a similar window configuration with dividing and flanking pilasters. The office's north, rear elevation has a single metal-framed, glazed entry door near the building's juncture with the warehouse, while the office's west, side elevation contains a row of fixed windows.

Attached to the office's rear, north elevation is the warehouse. Its south-facing facade's first story is visually tied to the office section through the use of brick as an exterior treatment. The remainder of the facade is clad in corrugated metal siding. The warehouse's facade elevation contains a metal-framed, glazed entry door and sidelight near its juncture with the office. The warehouse's east and west side elevations are clad with corrugated metal, and on their south ends, each have a nearly full-height overhead door opening and pedestrian door covered by a projecting flat overhang. The north, rear elevation contains an additional overhead door covered by a projecting flat overhang. Additional building access is provided by entry doors on the elevation's east and west ends. The warehouse terminates in a gently pitched gable roof.

A paved parking lot is in front of the office building and a driveway extends from W. University Drive along the east and west elevations of the building to a rear parking lot. A short brick wall encloses the front parking lot and a stepped brick wall extends along the property's east boundary.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2424 W. University Drive

Continuation Sheet No. 2

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railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2424 W. University Drive

Continuation Sheet No. 3

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Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The light industrial property at 2424 W. University Drive was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the light industrial property at 2424 W. University Drive is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the light industrial property at 2424 W. University Drive is not eligible under Criterion B.

The light industrial property at 2424 W. University Drive is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Although the property's office building displays modest Modern stylistic influences, these features do not indicate architectural significance and the overall form, type, and style of the office building and attached warehouse are typical of 1970s office and warehouse buildings. Therefore, the light industrial property at 2424 W. University Drive is not eligible under Criterion C.

Therefore, the light industrial property at 2424 W. University Drive is not eligible for listing in the NRHP.

Works Consulted

Heights & Horizons: Phoenix, Arizona.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2424 W. University Drive

Continuation Sheet No. 4

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Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

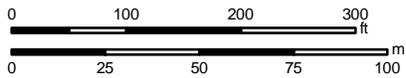


Property Boundary



Parcel

2424 W. University Drive
Tempe, Maricopa County, Arizona



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 912-918 S. Park Lane

Continuation Sheet No. 1

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Property Description

Built in 1973, the complex at 912-918 S. Park Lane consists of two identical one-story, stucco-clad, flat-roof, long light industrial buildings that are inverses of one another. Each building has a generally rectangular footprint oriented on an east-west axis with facades facing north and south toward one another and across a shared driveway and parking lot. The building facades contain suite entrances within recessed landscaped courtyard areas and comprise divided metal-framed, glazed windows and doors or paneled doors flanked by single-light windows set within a scored stucco exterior. Suite entrances are covered by wide clay-tiled shed roofs with exposed rafters. Curvilinear wingwalls and raised planters flank the recessed suites and delineate the courtyard space. Within these wingwalls are full-height, narrow, recessed window openings that are stepped into the facade and contain a single narrow fixed window. Between each recessed courtyard and suite entrance, the buildings' north and south-facing facades are plain with no window or door openings. The buildings' east and west elevations contain no openings while their rear elevations contain warehouse entrances, comprised of variously sized overhead doors and pedestrian doors.

The buildings are set back slightly on the west side of S. Park Lane with a grassy lawn between them and the street. Two stucco-clad square planters with shrubs and trees flank the driveway into the complex.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 912-918 S. Park Lane

Continuation Sheet No. 2

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the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The complex at 912-918 S. Park Lane was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 912-918 S. Park Lane

Continuation Sheet No. 3

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The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the complex at 912-918 S. Park Lane is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the complex at 912-918 S. Park Lane is not eligible under Criterion B.

The complex at 912-918 S. Park Lane is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Research did not indicate the buildings are architecturally significant, and the buildings are typical examples of 1970s light industrial buildings. Therefore, the complex at 912-918 S. Park Lane is not eligible under Criterion C.

Therefore, the complex at 912-918 S. Park Lane is not eligible for listing in the NRHP.

Works Consulted

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Heights & Horizons: Phoenix, Arizona.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



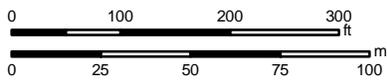
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary



Parcel



912-918 S. Park Lane
Tempe, Maricopa County, Arizona

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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2440 W. 10th Place

Continuation Sheet No. 1

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Property Description

The light industrial complex at 2440 W. 10th Place, located at the northwest corner of W. 10th Place (also known as W. Medtronic Way) and S. Park Lane, comprises four industrial buildings similar in appearance though built at different times. All consist of one-story offices with integrated one-and-a-half-story warehouses that incorporate similar Southwest-inspired design elements including vigas, stucco cladding, round arch openings and porticos, rounded building corners, and stepped facades with varying setbacks.

The building with a 2440 W. 10th Place address was constructed in 1973 is located at the southwest corner of the complex and faces W. 10th Place. Its stepped facade consists of four round arch openings at varying setbacks that provide access to each of the office suites. A decorative iron gate with a door is within each round arch opening and the suite entrances consist of a center door flanked by divided sidelights. A full-width, open-air portico projects from the west, side elevation of the office portion and comprises four round arch openings, decorative iron gates within each opening, and vigas projecting from the building face above the openings. The east, side elevation contains no window or door openings. To the rear of the office is the warehouse which is integrated into the building and has no window or door openings on its east and west side elevations. The warehouse's north elevation has four overhead doors with adjacent pedestrian doors.

East of 2440 W. 10th Place, at the complex's southeast corner, is the building at 2400 W. 10th Place constructed in 1983, and to the north is the building at 1000 S. Park Lane, constructed in 1986. The buildings face north and south and are oriented on an east-west axis parallel to one another. The building footprints are irregular with a central service drive between them. The building at 2400 W. 10th Place contains a stepped facade with varying setbacks and six round arch openings, each with an office suite entrance. A seventh arched opening comprises an open-air five-arch portico along the building's east, side elevation. The portico features the familiar design elements seen throughout the complex. Its west, side elevation features no openings, and its rear, north elevation contains a number of overhead doors and rear entry doors.

The building at 1000 S. Park Lane features a facade with an increased number of arched openings that appears stepped with varying setbacks. These arched openings provide access to the interior office suites. Its east, side elevation contains the familiar, open-air portico with round arch openings and decorative vigas. The building's west, side elevation contains no openings. Like 2400 W. 10th Place to the south, the south, rear elevation contains overhead doors and pedestrian doors.

The building at 940 S. Park Lane, constructed in 1992, is north of 1000 S. Park Lane. It faces east toward S. Park Lane, perpendicular to the other buildings in the complex. Similar in appearance to the other buildings, it has a continuous wraparound open-air portico that extends across the facade and south and north side elevations. It displays the familiar round arches and vigas used throughout the complex. However, unlike the other complex buildings, the facade is not stepped with varying setbacks. Within the portico, pedestrian doors provide access to the suites, and a mix of large fixed windows and smaller two-light windows flank the suite entrances. Like the other buildings, a one-and-a-half-story integrated warehouse comprises the rear portion of the building and features overhead doors and pedestrian doors on the west, rear elevation.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2440 W. 10th Place

Continuation Sheet No. 2

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The complex also includes a one-story, metal-clad, rectangular storage warehouse constructed in 1978 and covered by gently pitched gable roof. The warehouse has a large overhead door opening and a pedestrian door on its south and north elevations.

The buildings are connected by shared drives and parking lots within the complex and between the buildings. Landscaping is minimal along each building's foundation, primarily consisting of rock gravel, shrubs, and small palm trees.

Historic Context

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2440 W. 10th Place

Continuation Sheet No. 3

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agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The light industrial complex at 2440 W. 10th Place was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The property is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, the light industrial complex at 2440 W. 10th Place is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the light industrial complex at 2440 W. 10th Place is not eligible under Criterion B.

The light industrial complex at 2440 W. 10th Place is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 2440 W. 10th Place

Continuation Sheet No. 4

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distinction. Although the complex's buildings utilize decorative elements that include vigas, stucco cladding, and stepped facades, their type, style, and features do not indicate architectural significance. Therefore, the light industrial complex at 2440 W. 10th Place is not eligible under Criterion C.

Therefore, the light industrial complex at 2440 W. 10th Place is not eligible for listing in the NRHP.

Works Consulted

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Heights & Horizons: Phoenix, Arizona.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

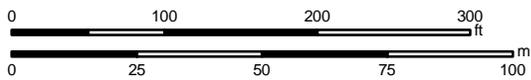


Property Boundary



Parcel

2440 W. 10th Place
Tempe, Maricopa County, Arizona



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 1665 W. Alameda Drive

Continuation Sheet No. 1

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Property Description

The building at 1665 W. Alameda Drive, now called The Alameda, is a 236,188-square-foot, one-story office building located on the east side of the Maricopa Freeway/Interstate 10. Although built in phases beginning in 1970, with later additions completed in 1984 and 1987 which give the building an irregular shape, the building no longer retains its original appearance and has been substantially altered by extensive renovations that occurred between 2014 and 2019. The building originally featured a tan stucco exterior, clay-tiled hipped roof overhangs, and a wraparound covered walkway; however, the building now displays a contemporary appearance with full-height plate glass windows in multiple locations on its east-facing facade and metal paneling in shades of gray, tan, red, and white used as exterior cladding and found interchangeably on all elevations. The asymmetrical building contains several entrances and is accessed from an expansive parking lot located west of S. 55th Street. Despite extensive alterations, the building’s original covered walkway, modified with new cladding, remains on its north, west, and south elevations. New landscaping lines the east-facing facade along the parking lot, and a central courtyard formed by the building’s irregular shape contains additional landscaping and a small triangular lawn.

Historic Context

The building at 1665 W. Alameda Drive was originally built by the State Farm Insurance Company in 1970 and occupied by that company for over 30 years. It was constructed in three phases, beginning in 1970 with the northernmost rectangular portion of the building. In 1984, a large square addition was constructed to the south of the 1970 portion and connected by a narrow hyphen. The area between the buildings, east of the hyphen was landscaped as a courtyard. In 1987, the final addition expanded the 1984 addition eastward, creating larger rectangular building. As the building size increased, so too did the surrounding parking lot.

Between 2014 and 2019, the building was purchased by joint venture investors, who gutted and completely renovated the interior and exterior to modernize its appearance and amenities. This included the addition of creative office space, the construction of new entrances and lobbies, replacement of the building facade materials, and installation of full-height windows.

Metropolitan Phoenix Industrial Growth

Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix’s economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison,

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 1665 W. Alameda Drive

Continuation Sheet No. 2

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Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 1665 W. Alameda Drive

Continuation Sheet No. 3

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growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe’s downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The building at 1665 W. Alameda Drive was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The building is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Research did not indicate any historically significant associations or contributions, and therefore, The building at 1665 W. Alameda Drive is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the building at 1665 W Alameda Drive is not eligible under Criterion B.

The building at 1665 W. Alameda Drive is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building has been substantially altered since its original construction in 1970 with large additions in 1984 and 1987. Further, its original appearance has been replaced by contemporary metal paneling and full-height plate glass windows. Its type, style, and features do not indicate architectural significance. Therefore, the building at 1665 W. Alameda Drive is not eligible under Criterion C.

Therefore, the building at 1665 W. Alameda Drive is not eligible for listing in the NRHP.

Works Consulted

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Heights & Horizons: Phoenix, Arizona.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: 1665 W. Alameda Drive

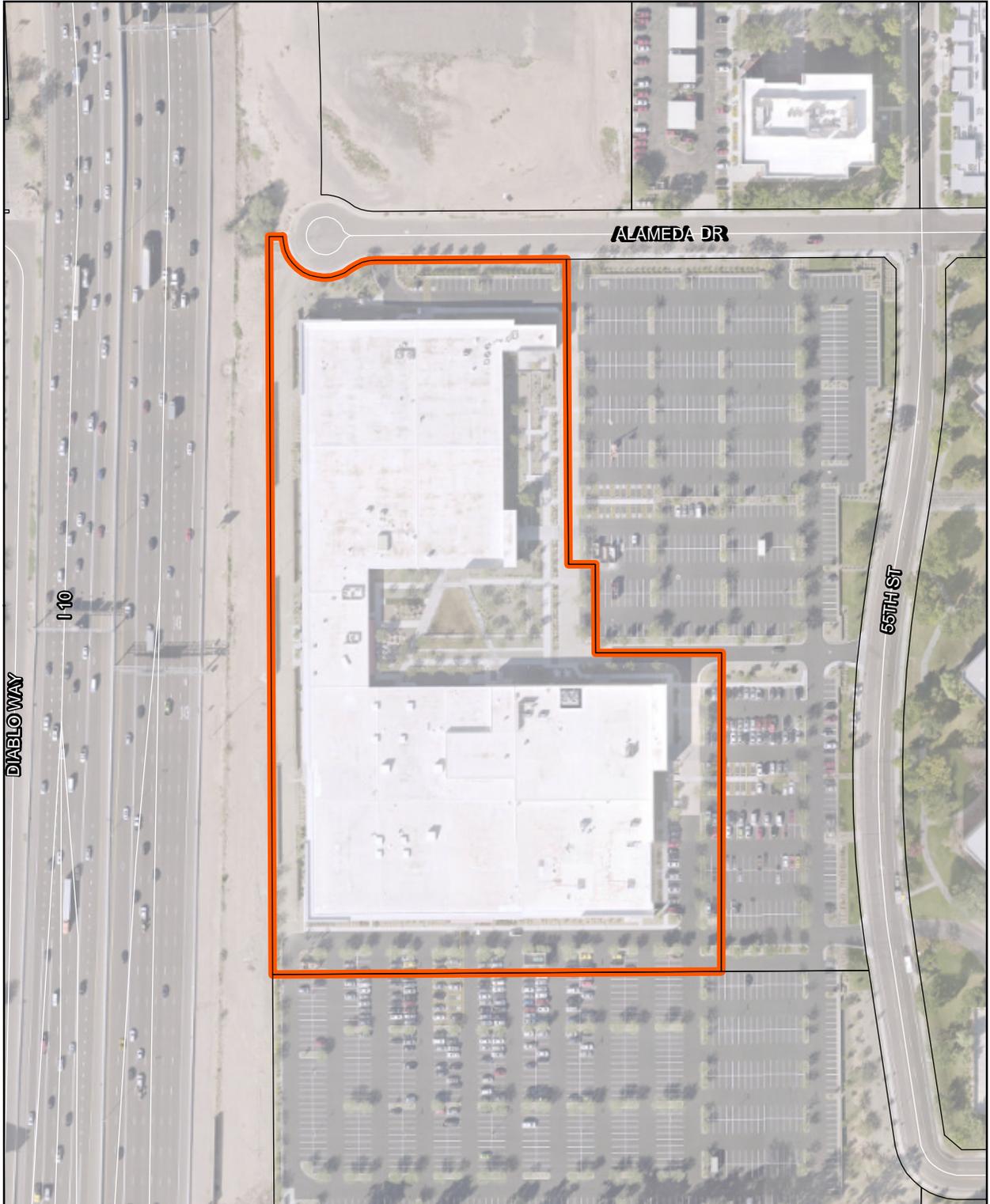
Continuation Sheet No. 4

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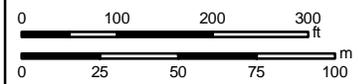
Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.

Wentworth Property Co. "Wentworth Works Wonders Repositioning Tempe Office Sold for \$300+ per Foot." February 22, 2019. Volume XXV, Number 7. Accessed April 11, 2019. <https://wentworthproperty.com/wp-content/uploads/2019/02/AlamedaSells.pdf>.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



 Property Boundary
 Parcel

1665 W. Alameda Drive
Tempe, Maricopa County, Arizona

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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

Historic Name(s): U-Haul Technical Center
(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 8162 S. Priest Drive

City or Town: Tempe vicinity County: Maricopa Tax Parcel No. 301-54-006E

Township: 1S Range: 4E Section: 17 Quarter Section: NE Acreage: 13.05

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

UTM reference: Zone 12N Easting 409726.4071 Northing 3689682.021 USGS 7.5' quad map: Guadalupe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1970 known estimated (source: Maricopa County Tax 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 the original use.

Manufacturing and storage
facility

Sources: Visual assessment,
research

PHOTO INFORMATION

Date of photo: 2018

View Direction (looking towards)

Northeast

Negative No.: UH1.JPG



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: U-Haul Technical Center

Continuation Sheet No. 1

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Property Description

The 90,000-square-foot U-Haul Technical Center complex at 8162 S. Priest Drive was built in 1970 and substantially enlarged in 1986. It serves as the company’s manufacturing headquarters for all research, testing, and production of U-Haul vehicles and products; the company’s corporate headquarters are in Phoenix. At the time of survey, the complex was not made accessible to the survey team. Consequently, the description that follows is based on a review of current and historic aerial imagery, historic photographs, and research.

Located on the east side of Interstate 10/Maricopa Freeway, the complex consists of several buildings that house offices, repair shops, test labs, and assembly lines, as well as carports and parking and storage areas. The buildings have rectangular footprints, nondescript industrial appearances, and are predominantly clad in corrugated metal, as are their flat, shed, and gable roofs. Most buildings primarily have overhead door openings which vary in number and size on each building elevation. Less common are pedestrian doors and windows.

At the center of the complex is the original two-story shops and manufacturing facility constructed in 1970. Its west elevation, originally the facade and main entrance, is clad in brick on the first story and retains the original “U-HAUL” sign letters affixed above the second story. Its north elevation features a carport-like structure that extends across the building, while the east elevation has two small, one-story additions and a smaller carport. The south elevation contains only a single overhead door.

The complex’s remaining buildings and facilities were constructed around 1986 or later. West of the shops and manufacturing facility is a large one-story addition that is attached to the original building and overlooks the Maricopa Freeway.

North of the shops and manufacturing facility is a one-story repair shop that extends beyond the length of the original facility and has fourteen repair bays. To the east and oriented parallel to the freeway, there is a long one-story building with an attached carport-like structure extending nearly the width of the east parcel boundary; at the south end of this building is a small freestanding U-Haul rental service building. A large parking lot for U-Haul rental vehicle storage and customer parking extends eastward from these buildings with another carport at the easternmost property boundary.

South of the shops and manufacturing facility is a main drive flanked on either side by flat-roof carports with parking for company employees. The main drive encircles the shops and manufacturing facility and its connected one-story addition, providing access to all buildings in the complex. A long driveway connects the complex to S. Priest Drive. Decorative concrete block walls enclose the complex along its north and east property boundaries, while the south and west property boundaries have a mix of decorative concrete block, decorative metal fencing, and metal chain-link fencing.

Historic Context

U-Haul Company History

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: U-Haul Technical Center

Continuation Sheet No. 2

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The U-Haul company was co-founded in 1945 by World War II veteran L.S. “Sam” Shoen and his wife, Anna Mary Carty Shoen. The couple realized a need existed for short-term availability of a trailer that could be rented in one place and left in another after they attempted to rent a utility trailer for a move from Los Angeles, California, to Portland, Oregon, and were unable to do so. At the time, small trailers could only be rented locally. The Schoens decided on the U-Haul name and launched the business in Portland, Oregon, in the summer of 1945, purchasing the first trailers from welding shops or secondhand from private owners. By the end of 1945, the couple owned thirty 4-foot by 7-foot open trailers on service station lots in Portland, Vancouver, and Seattle, Washington. From the start, the trailers were painted bright orange with advertising images on their sides for the “U-Haul Co.,” “Rental Trailers,” and “\$2.00 Per Day.” The trailer rentals were also merchandised from the service station outlets and a commission structure for dealers was soon established. By the end of 1949, a trailer could be rented one way from city to city throughout most of the United States and by 1955, throughout most of Canada.

Within a few years of U-Haul’s founding, the secondhand trailers began breaking down frequently and requiring repairs that cost more than what could be covered by the rental fees. In response, the Shoens began looking at other options for the U-Haul vehicle fleet and soon began designing and building their own trailers. Over the next few decades, the U-Haul fleet evolved with the introduction of tarp-top trailers in 1949, the production of dual-axle trailers in 1959, and the first 6-foot by 12-foot recreation vehicle trailers in 1969. By 1969, U-Haul offered nineteen different trailer sizes and models, manufacturing them all at U-Haul production facilities.

U-Haul Technical Center

The U-Haul Technical Center opened in June 1970 as the headquarters of the company’s shops and manufacturing facilities. Here, the company’s mission was to research, design, test, manufacture, and sustain U-Haul’s products and equipment.

Importantly, in 1977, a 1.25-mile test track was opened at the Technical Center to expand the company’s extensive product testing. Various sections of the track were engineered to measure equipment performance in braking, durability, stability, and maneuverability. Equipment was tested on the track under conditions simulating the most severe conditions of customer use and road environments. The test track land was sold in the mid-1980s and redeveloped into automobile dealerships.

The Technical Center was expanded over the years to include a repair shop, rental center, and manufacturing plant. In 2013, U-Haul implemented energy-efficient lighting throughout the complex to reduce energy consumption while improving visibility and safety for workers building U-Haul equipment. Today, the Technical Center is the repository for all materials, equipment, and tools testing as well as in-house repair troubleshooting and research before that information is distributed to U-Haul’s manufacturing plants and repair shops across the United States.

Phoenix Economic Growth

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: U-Haul Technical Center

Continuation Sheet No. 3

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Following World War II, the Phoenix metropolitan area began to grow exponentially as former military service members stationed at local bases, including Litchfield Park Naval Air Field and Luke Air Force Base in Glendale and Williams Air Force Base in Chandler, returned to Arizona. With the hope of setting down roots, the veterans relocated with their families and began seeking job opportunities. Prior to the war, Arizona and Metropolitan Phoenix's economy relied primarily on copper mining, citrus and cotton agriculture, and raising beef cattle. By the 1950s, manufacturing, construction, distribution, sales, and finance became rapidly growing economic sectors as the area moved to more modern business models. Many of these new businesses selected locations near existing railroad lines, including the Southern Pacific Company Railroad and the Atchison, Topeka and Santa Fe Railway, both established in the second half of the nineteenth century. The railroads continued to facilitate the movement of goods in the era before the interstate highway system was developed.

Despite the changes brought about by industrial expansion, agriculture remained an important part of the local economy. Historical aerial imagery shows the land south and southeast of Sky Harbor Airport (now Phoenix Sky Harbor International Airport) remained in agricultural use until the 1950s. Intersecting irrigation features are prominent throughout the landscape and provided a means to farm in the harsh desert environment and are particularly notable in the areas surrounding downtown Phoenix.

Following the opening of the Maricopa Freeway (Interstate 10) in the 1960s, the area developed as businesses sought access to the new highway system. Former agricultural lands were sold and many were subdivided into industrial parks, while historic irrigation features were extensively modified or eliminated. Developers favored the Phoenix area due to its generally flat topography and affordable land costs, which allowed industrial enterprises access to substantial acreage.

In order to attract companies to the Phoenix area, chambers of commerce in municipalities comprising the metropolitan area published booklets and brochures to promote development opportunities proximate to major transportation facilities. The growing interstate highway system, which included thirty interstate truck lines serving Phoenix, allowed overnight deliveries to Los Angeles and San Diego, El Paso, and Albuquerque and two-day delivery to San Francisco, Salt Lake City, Denver, and Dallas. Additionally, the growing Sky Harbor Airport allowed quick transportation over longer distances as moving goods by plane became more commonplace. By 1966, large companies including Goodyear, Motorola, and General Electric owned and operated plants in the Phoenix area, bringing in numerous professional jobs in addition to manufacturing and agriculture. The chambers of commerce, in addition to promoting metropolitan Phoenix's business environment, also marketed the appeal of living in the area. Recreational opportunities, quality educational systems, affordable housing and low costs of living proved appealing to burgeoning scientists, engineers, and executives. A ca. 1966 Phoenix Chamber of Commerce pamphlet boasted that Phoenix's worker productivity averaged 10% to 25% higher than other industrial areas in the county due to the health-building benefits of the valley. As Phoenix's economy expanded and these marketing efforts proved successful, the population grew. From 1950 to 1960, Phoenix's metropolitan population doubled, reaching over 660,000, and by 1975, the population exceeded 1.3 million.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: U-Haul Technical Center

Continuation Sheet No. 4

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To further encourage manufacturing, Arizona maintained a free enterprise environment by means of a growth-stimulating tax structure. Throughout the 1960s, manufacturers, wholesalers, or retailers were not required to pay tax on inventories that included raw materials, goods in process, finished parts, or merchandise being held for resale regardless of the origin of the inventory items; where they were to be sold; or their ultimate delivery destination. Additionally, manufacturers did not pay tax on sales to the federal government, and a manufacturer's machinery and equipment could be assessed at the favorable personal property tax rate then depreciated up to 20% per annum with limitations. By the late 1960s, Arizona proved to have the fastest growing manufacturing sector in the country with more than two-thirds of the approximately 1,500 manufacturers in Arizona in the metropolitan Phoenix area.

Significant development occurred in the area between 1969 and 1976, and by 1996 generally achieved its present-day appearance. Areas surrounding Phoenix and Tempe's downtowns became residential subdivisions with condominiums and single-family homes. Shopping areas with retail goods and services to provide for these suburban areas soon followed, providing additional employment opportunities. Today, agricultural enterprises, manufacturing plants, and professional services remain visible presences in the area, demonstrating the evolution of Phoenix.

Significance Evaluation

The U-Haul Technical Center was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The U-Haul Technical Center is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. The U-Haul Technical Center is associated with the mid-twentieth-century growth of the U-Haul company and the expansion of their in-house design, research, repair, and manufacturing. This facility was specifically built as the headquarters for these functions. However, the extant U-Haul Technical Center no longer conveys this association because of the substantial alterations and additions to the facility and the removal of the test track, which was integral to U-Haul product testing during the 1970s. Therefore, the U-Haul Technical Center is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the U-Haul Technical Center is not eligible under Criterion B.

The U-Haul Technical Center is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The facility's buildings are typical examples of mid-twentieth-century industrial buildings whose type, style, and features do not indicate architectural significance. Further, the facility has been substantially altered by the addition of various buildings and carports over the years, the removal of the test track, and the addition to the

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: U-Haul Technical Center

Continuation Sheet No. 5

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original two-story shops and manufacturing facility that changed the appearance of its facade and main entrance. Therefore, the U-Haul Technical Center is not eligible under Criterion C.

Therefore, the U-Haul Technical Center is not eligible for listing in the NRHP.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: U-Haul Technical Center

Continuation Sheet No. 6

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Works Consulted

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Metropolitan Phoenix Area Chambers of Commerce, Chandler, Glendale, Mesa, Phoenix, Scottsdale, Tempe, Wickenburg. 1975.

Heights & Horizons: Phoenix, Arizona.

Phoenix Chamber of Commerce. *Dynamic Phoenix*. Phoenix, Arizona: Phoenix Chamber of Commerce, 1966.

Phoenix Chamber of Commerce. *Phoenix: Hub of the Great Southwest*. Phoenix, Arizona: Phoenix Chamber of Commerce, date unknown.

Phoenix Chamber of Commerce. *The Phoenix Story*.

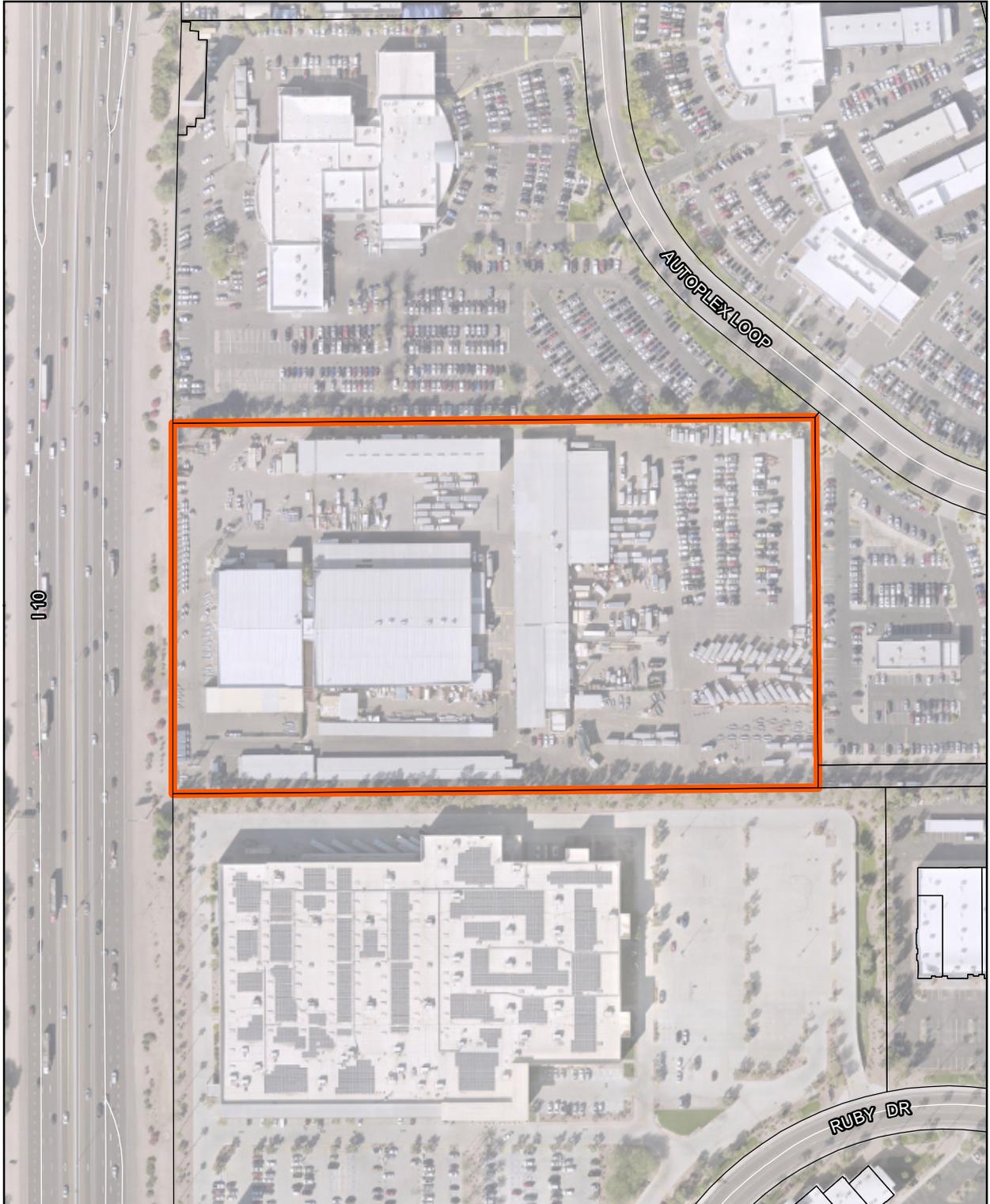
U-Haul International, Inc. "The Evolution of U-Haul Trailers." *My U-Haul Story: History & Culture*, January 19, 2016. Accessed April 18, 2019. <http://myuhaulstory.com/2016/01/19/evolution-u-haul-trailers-2/>.

U-Haul International, Inc. "Made in America – Trailers." *My U-Haul Story: History & Culture*, February 23, 2015. Accessed April 10, 2019. <http://myuhaulstory.com/2015/02/23/made-america-trailers/>.

U-Haul International, Inc. "Our History." *About U-Haul*, no date. Accessed April 18, 2019. <https://www.uhaul.com/About/History/>.

U-Haul International, Inc. "U-Haul Technical Center and Test Track." *My U-Haul Story: U-Haul History & Culture*, March 25, 2015. Accessed April 10, 2019. <http://myuhaulstory.com/2015/03/25/u-haul-technical-center-test-track/>.

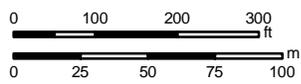
U-Haul International, Inc. "U-Haul Technical Center Energy-Efficient Makeover." *My U-Haul Story: In the Community*, February 17, 2015. Accessed April 10, 2019. <http://myuhaulstory.com/2015/02/17/u-haul-technical-center-energy-efficient-makeover/>.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

-  Property Boundary
-  Parcel

U-Haul Technical Center
8162 S. Priest Drive
Tempe, Maricopa County, Arizona



STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): Hallcraft Villas East

Date of Plat(s): 1971-1972 Book/Page/Maps: 141/11, 149/32, 152/43

General Boundaries: Bound by Interstate 10/U.S. 60, S. 48th Street, E. Broadway Street, and S. 43rd Place

City: Phoenix County: Maricopa

Township: 1N Range: 4E Section: 19 Quarter Section: SE USGS 7.5' quad map: Tempe

DEVELOPMENT

Developer: Hallcraft Homes, Inc.

Architect: Unknown

Builder: Hallcraft Homes, Inc.

Development Period: 1972-1986

Number of Resources: 145

Predominant Age: 1972-1973

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: Hallcraft Villas East

Date: 2/25/2019

View: Northeast

Photograph No.: HC1.JPG

Development Decade	No. of Resources
1970s	122
1980s	23



CHARACTERISTICS

Subdivision Layout: U-shaped main street with linear streets that radiate from it. Parking spaces are included on both sides of the street. Packed-earth, pedestrian-only alleys run between the larger blocks of buildings and concrete sidewalks connect each resident from their back door to the main arteries of the development.

Landscaping: Minimal landscaping which includes palm trees, bougainvillea, and other small shrubs that are most often found within private, walled courtyards attached to each unit.

Relationship house/car: Dedicated parking spaces for residents.

Architectural Styles: Largely absent of architectural ornamentation and style.

Predominant Materials: Stucco

Physical Description: References southwestern forms and materials, utilizing basic boxlike forms covered by flat or mansard roofs in later examples.

Use: Domestic

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.

Criteria(on): See Continuation Sheets

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 1

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Property Description

The Hallcraft Villas East, which includes the original Hallcraft Villas East and the later neighborhood known as Hallcraft Villas East Four and Five, is comprised of 143 residential and 2 recreational buildings built between 1972 and 1986. This determination of eligibility evaluates both neighborhoods and will generally refer to both complexes collectively as Hallcraft Villas East to avoid redundancy, unless indicated otherwise in the text. The neighborhood retains its original buildings with basic forms intact, although alterations and replacement materials are pervasive. The buildings are one to two stories in height and of timber-frame and precast concrete construction. Their designs were influenced by contemporary design generally lacking ornamentation with vague Southwestern allusions.

Hallcraft Villas East is situated southeast of downtown Phoenix and is bounded by I-10/U.S. 60 to the north, S. 48th Street to the east, E. Broadway Street to the south, and S. 43rd Place to the west. An Arizona Public Service electric utility line bisects the neighborhood between S. 45th Street and S. 46th Place. The bisecting strip of land creates two sections of Hallcraft Villas East, which are not internally connected by roadways and are known as Hallcraft Villas East, located on the east side of the utility line, and Hallcraft Villas East Four and Five on the west side of the utility line. The layout of both sections consists of equally sized lots of multi-unit condominium buildings which encircle a community recreational center.

Multi-Family Residential Buildings

The buildings of Hallcraft Villas East all have concrete-slab foundations with exterior walls of precast concrete which are supported by timber framing. The walls are coated with textured stucco and the building is topped with a low-pitched, built-up roof enclosed by parapet walls. The exterior walls feature neutral earth-tone colors and irregular textures that recall adobe finishes. Throughout the neighborhood, massing of the buildings is consistent, but material variations and subsequent replacements draw noticeable differences to building condition. Most buildings have an assortment of vinyl and aluminum window sashes, or feature additions of cast-iron window grills and window awnings. The buildings are largely absent of architectural ornamentation and reference southwestern forms and materials, capitalizing on the basic boxlike forms rather than interpreting regional historic architecture for a new era. The later buildings in the complex abandon the earlier efforts and resort to articulated mansard roof forms as the primary design expression. The overall result is a lack of cohesion and harmony in the designs, with intermingled variants visible throughout the complex.

A subset of Hallcraft Villas East's buildings feature traditional massing with streamlined elements such as projecting angular bays, simple concrete components such as sills and lintels, and decorative concrete bands that wrap around the roofline. Additionally, these buildings feature stepped rooflines and projecting and receding masses between the first and second floors. Boxlike forms and finishes that allude to historic adobe are the most prominent features. Ornamentation is minimal and includes simple concrete bands, scrolling cast-iron columns and door features, pan-tiles above windows or doors, and arched or rectangular window surround moldings. Many of building's windows have been replaced or are an assortment of vinyl and aluminum casement windows.

This form was built during the first phase of construction in 1972. Examples of these buildings include: 4620-4624 East Wood Street (1972), 4621-4627 East Wood Street (1972), 4620-4624 Pueblo Avenue (1972), and

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 2

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4621-4625 East Pueblo (1972). Later iterations attempting to imitate this form can be found in phase two of the development at 4501-4509 East Riverside Street (1973), 4502-4508 East Wood Street (1973), and 4031-4039 South 45th Street (1973). These examples have an irregular footprint and are one to two stories with five units.

In Hallcraft Villas East there are ten buildings that date from 1972 to 1973. The buildings have a concrete-slab foundation, timber framing and precast concrete walls, built-up roofs, and modest ornamentation. Generally, ornamentation includes: a projecting second story superficially supported by beams that reference vigas; simple concrete or wood lintels and sills, and pantile roof cladding above windows and doors. The condominiums at 4021-4029 South 44th Way (1973) and 4472-4480 East Pueblo Avenue (1973) include some of these features.

In Hallcraft Villas East there are nine buildings that date from 1973. These buildings largely abandon earlier attempts to emulate regional building forms and materials and instead replicate generic nationwide forms being used for multi-family housing. Specifically, these condominium buildings incorporate references to mansard roofs into their designs, resulting in a dissonant contribution to the complex. Examples include 4432-4438 East Wood Street, 4431-4437 Est Wood Street, 4432-4438 East Pueblo Avenue, which are located mainly in phase three of the development along South 44th Place, East Wood Street, and East Pueblo Avenue. There is one example located in phase one at 4620-4626 East Wood Street. The building displays the characteristic roof as well as projecting window bays that are topped with heavy, concrete bands yet supported by classically inspired brackets.

These buildings have concrete-slab foundations, timber framing and precast concrete walls, and built-up roofs. The buildings include aluminum window sashes, metal coping, and a low building profile which is overwhelmed by the mansard-like roof. All buildings with this form have five units and are one to two stories. Many buildings have an assortment of vinyl or aluminum window sashes within original window openings.

Recreational Buildings

At the center of each section of Hallcraft Villas East is a community recreational area. At the middle of the easternmost portion, Hallcraft Villas East, the neighborhood streets encircle a playground as well as a volleyball and basketball court. These do not appear to be original to the 1972 neighborhood. However, the purpose of the space has always been for recreation and community gathering. In Hallcraft Villas East Four and Five, two cabana buildings (1972 and 1973) with attached pools are oriented on a northwest-northeast axis facing East South Gate Avenue. The cabanas function as a gatehouse to the inground pools which are surrounded by concrete, brick pavers, and a cast-iron fence with concrete pillars. To the south of the cabana and pool is an open community area complete with a basketball court and two volleyball courts.

The buildings are surrounded by minimal landscaping, which includes palm trees, bougainvillea, and other small shrubs that are most often found within private, walled courtyards attached to each unit. The courtyard walls are constructed of concrete masonry units with irregular finishes and feature board-and-batten doors that lead out to the adjacent street or alleyway. The basic plan of each complex consists of a U-shaped main street with linear streets that radiate from it. Parking spaces are included on both sides of the street. Packed-earth, pedestrian-only alleys run between the larger blocks of buildings and concrete sidewalks connect each resident from their back door to the main arteries of the development.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 3

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Historic Context

Hallcraft Villas East was constructed from 1972 to 1986 in three phases by Hallcraft Homes Inc., a locally prominent home building company. Hallcraft Homes Inc., was established in 1951 by John C. Hall and his father, Marvin D. Hall, on the premise of building quality homes of outstanding value, functional design, and in preferred locations around Phoenix, Arizona. Hallcraft Homes Inc., was a key part of the area's post-World War II housing boom and was one of the first to offer mass-produced houses and townhouses.

At the time of Hallcraft Villas East's construction, Hallcraft Homes developed into one of the largest businesses in Central Arizona, and included Denver, Colorado and San Diego, San Jose, and Los Angeles, California. By the 1970s, Hallcraft Homes Inc., contributed to the general economic growth of metropolitan Phoenix by building nearly 4,500 houses per year and becoming a large employer, important purchaser of building materials, and a source of income for thousands of people.

Hallcraft Villas East, or Hallcraft "Carefree" Villas East as they were alternatively named, represented the company's shift from strictly single-family residential buildings to townhouses and condominiums. Throughout the early 1970s, Hallcraft Homes had several "Carefree" developments under construction in the metropolitan Phoenix area. Hallcraft Villas marketed themselves to a younger demographic of residents who wanted to own yet who did not have the financial means to accomplish this or did not want the maintenance responsibilities associated with traditional home ownership. Advertisements of the period boasted a "new, young concept of carefree home owning" which allowed apartment leasers to build equity rather than outright ownership while leaving the maintenance of the grounds, pool, and home exteriors to the condominium association.

The first phase of construction, known as Hallcraft Villas East, began in late 1971 and was completed in 1972. An official grand opening was held in December 1971 to showcase the first 55 buildings of the 17.4-acre development. Each building contained four units with options for two to three bedrooms ranging from \$16,300 to \$17,500 in price. Additionally, potential owners could choose from three exterior designs for each model and pay a \$17 monthly association fee to provide exterior maintenance, common ground care and maintenance of the future swimming pool and cabana facilities in the development.

Phase two of construction, known as Hallcraft Villas East Four, began in 1972 and was completed in 1973. Prior to the construction of the two phases, Arizona Public Service purchased a strip of land which eventually bisected the development with the installation of electric utility lines that prevented a direct roadway connection between the two properties. Rapid construction continued throughout 1972 and in September another grand opening was held to showcase two new models. The newest buildings now ranged from four to five units each, options for two to three bedrooms, and fluctuated in price from \$16,150 to \$18,725 depending on the location and floor plan. The many interior amenities remained the same. However, Hallcraft Villas East Four boasted proximity to the new swimming pool and cabana.

Phase three of the development was named Hallcraft Villas East Five and began in 1973. The first nine buildings and the cabana were constructed east of South 44th Place. Only twenty percent of the buildings were completed in phase three as construction halted from 1973 until 1979. Arizona's 1975 building slump left a surplus of over 30,000 unsold properties throughout metropolitan Phoenix and due to immense debt and

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 4

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inventory. Hallcraft Homes stopped construction at all developments including Hallcraft Villas East. Instead, the company focused on selling their massive backlog of inventory.

In 1978, Hallcraft Homes' stock was bought by Canada's largest construction firm, Nu-West Development Ltd., of Calgary, Alberta. Hallcraft Nu-West began to build again focusing on Glendale, Scottsdale, Mesa, Tempe, and Phoenix. In 1979, construction resumed in Hallcraft Villa East's third phase six years after the first nine buildings were constructed. Throughout 1979, fifteen new buildings were constructed to closely match the first nine. In 1982, another three buildings followed and filled the northwest corner of the development. From 1983 to 1986, the remaining seventeen buildings were constructed in a more modern interpretation of their predecessors with streamlined forms and prominently textured stucco finishes.

Today, the neighborhood is known as Tempe Butte Condominiums and the buildings continue to function as townhouses and multi-family residences. There have not been any new buildings added to the development. Common areas have been updated to include basketball and beach volleyball courts. The cabana and swimming pool remain as they were designed in 1972 and 1973.

John C. Hall

Throughout metropolitan Phoenix, John C. Hall was known as one of the Phoenix area's top home builders of the post-World War II housing boom. After attending the University of Missouri and being rejected by the military due to a football injury, Hall moved to Phoenix in 1943 and began working for AiResearch doing production assembly of aircraft components. After the war, as returning servicemen needed housing, Hall capitalized on prior experience as a builder, working as a carpenter. After four years, he became a general construction foreman. Soon after he became a contractor and went into business for himself. In 1951, after a year on his own, he formed a partnership with his father, Marvin D. Hall. The following year, they incorporated the firm as Hallcraft Homes, Inc.

Hallcraft Homes was one of several companies that pioneered mass homebuilding techniques. During Phoenix's housing boom, Hallcraft Homes sold more than 30,000 units and founded the Showcase of Homes, an ultramodern venue where new-home shoppers could view all models available at Hallcraft sites. The company's understanding and adaptation to mass-produced housing reaped immediate rewards as Hallcraft Homes (and later Hallcraft Nu-West) built thousands of homes and townhouses from the early 1950s to 1980. Hall, as well as several other notable builders of the era, quickly became part of the economic elite due to rapid population growth in the southwest and the subsequent sprawl throughout the area. Hallcraft Homes' most notable developments include Deer View Homes, Biltmore Highlands, and the townhouses at Casa Fiesta, Villa Seville, and Casa Granada East.

Significance Evaluation

Hallcraft Villas East was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Hallcraft Villas East is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Although Hallcraft Villas East is associated with the residential development of Phoenix, the neighborhood does not have any significant association with events or

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 5

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trends in history such as local or national regulations or zoning. Hallcraft Villas East was not an influential development and it not a good example of mid-century multi-family design in the Phoenix area. Therefore, Hallcraft Villas East is not eligible under Criterion A.

Research did not reveal any associations with significant persons. Therefore, Hallcraft Villas East is not eligible under Criterion B.

Hallcraft Villas East is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Hallcraft Villas East's buildings were designed in two distinct phases over a long period of time. They lack design cohesion despite attempts to use consistent materials and scale. The neighborhood is a collection of residential and recreational buildings characterized by modest ornamentation and replicated southwestern materials and boxlike forms; within the complex, later attempts to reference regional building forms, materials, and ornament are unsuccessful when applied to modern condominium forms, resulting in a caricaturizing of the buildings and an overall lack of design merit. The neighborhood does not embody high artistic values through its overall plan or the design of streets, buildings, or community spaces. The buildings are nearly all noticeably altered and original materials have been replaced on many units, diminishing the original appearance of the complex. A majority of the buildings' forms and features do not indicate architectural significance or as a whole, convey the work of a master although John C. Hall was a notable builder in the area. More representative and intact examples of Hall's work can be found at Deer View Homes, Biltmore Highlands, and the townhouses at Casa Fiesta, Villa Seville, and Casa Granada East. Therefore, Hallcraft Villas East is not eligible under Criterion C.

The neighborhood was not evaluated under Criterion D as part of this assessment.

Therefore, Hallcraft Villas East is not eligible for listing in the NRHP.

Works Consulted

"Executive Team Directs Progress of Hallcraft." *Arizona Republic*. April 30, 1961.

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"Hall Story Written After 7,000 Homes." *Arizona Republic*. April 30, 1961.

"It's All Done for You When You Own a Hallcraft Townhouse!" *Arizona Republic*. February 12, 1967.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 6

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McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Knopf, 2013.

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"Theodore Thompson "Tom" Kunze." *Arizona Republic*. June 6, 1989.

"Spend a week house-hunting..." *Arizona Republic*. May 28, 1972.

"Start the New Year with a New Lifestyle!" *Arizona Republic*. December 31, 1972.

VanderMeer, Philip R. *Desert Visions and the Making of Phoenix, 1860-2009*. University of New Mexico Press. 2010

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STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 7



Left to right: 4610-4614 East Broadway Road (not included within this style subtype), 4620-4624 East Wood Street, 4621-4627 East Wood Street, 4620-4624 Pueblo Avenue, 4621-4625 East Pueblo Avenue



4501-4509 East Riverside Street

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 8



4031-4039 South 45th Street



West-facing facade of 4021-4029 South 44th Way (1973).

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 9



4472-4480 East Pueblo Avenue



4401-4409 East Pueblo Avenue

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 10



4620-4626 East Wood Street



Left to right: 4432-4438 East Wood Street, 4431-4437 East Wood Street, 4432-4438 East Pueblo Avenue

STATE OF ARIZONA

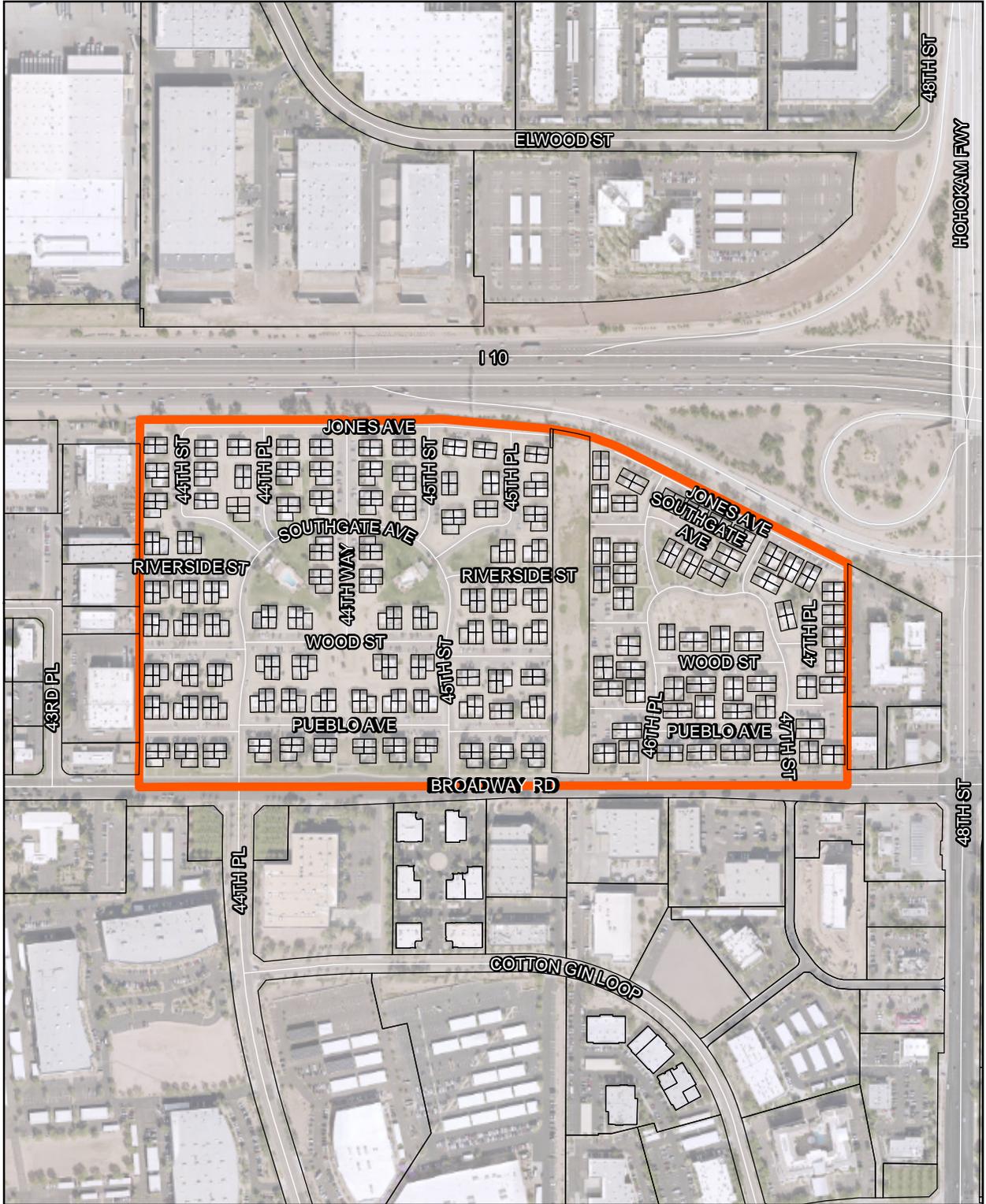
**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Hallcraft Villas East

Continuation Sheet No. 11

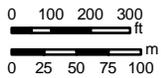


Phase one cabana (1972) with view of fence and pool.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary
 Parcel



Hallcraft Villas East
Bound by Interstate 10/U.S. 60, S. 48th Street, E.
Broadway Street, and S. 43rd Place
Phoenix, Maricopa County, Arizona

HALLCRAFT VILLAS EAST

PART OF THE S1/2 SE1/4, SECTION 19 T.1N., R.4E. G8S.R.8M. MARICOPA COUNTY, ARIZONA

CONDOMINIUM PURPOSES

4-11

DEDICATION
 STATE OF ARIZONA
 KNOW ALL MEN BY THESE PRESENTS, THAT
 ARIZONA TITLE INSURANCE & TRUST COMPANY, INC.
 under the name "HALLCRAFT VILLAS EAST", part of the S1/2
 SE1/4, Section 19, T.1N., R.4E., G8S.R.8M., Maricopa County,
 Arizona, has heretofore caused its duly authorized officers
 and agents to execute and file for record certain maps and
 plat of "HALLCRAFT VILLAS EAST" and
 hereby declares that said plat contains all the land and
 each unit shall be known by the number given to each
 unit on said plat.
 WHEREAS ARIZONA TITLE INSURANCE & TRUST COMPANY, INC.
 Arizona corporation, as trustee, has heretofore caused its
 officers and agents to execute and file for record certain maps
 and the same to be attested by the signatures of the undersigned
 officers heretofore duly authorized in this regard of August 1971,
ARIZONA TITLE INSURANCE & TRUST
COMPANY TRUSTEE
 By: *[Signature]*
 VICE PRESIDENT
 Attest: *[Signature]*
 ASSISTANT SECRETARY

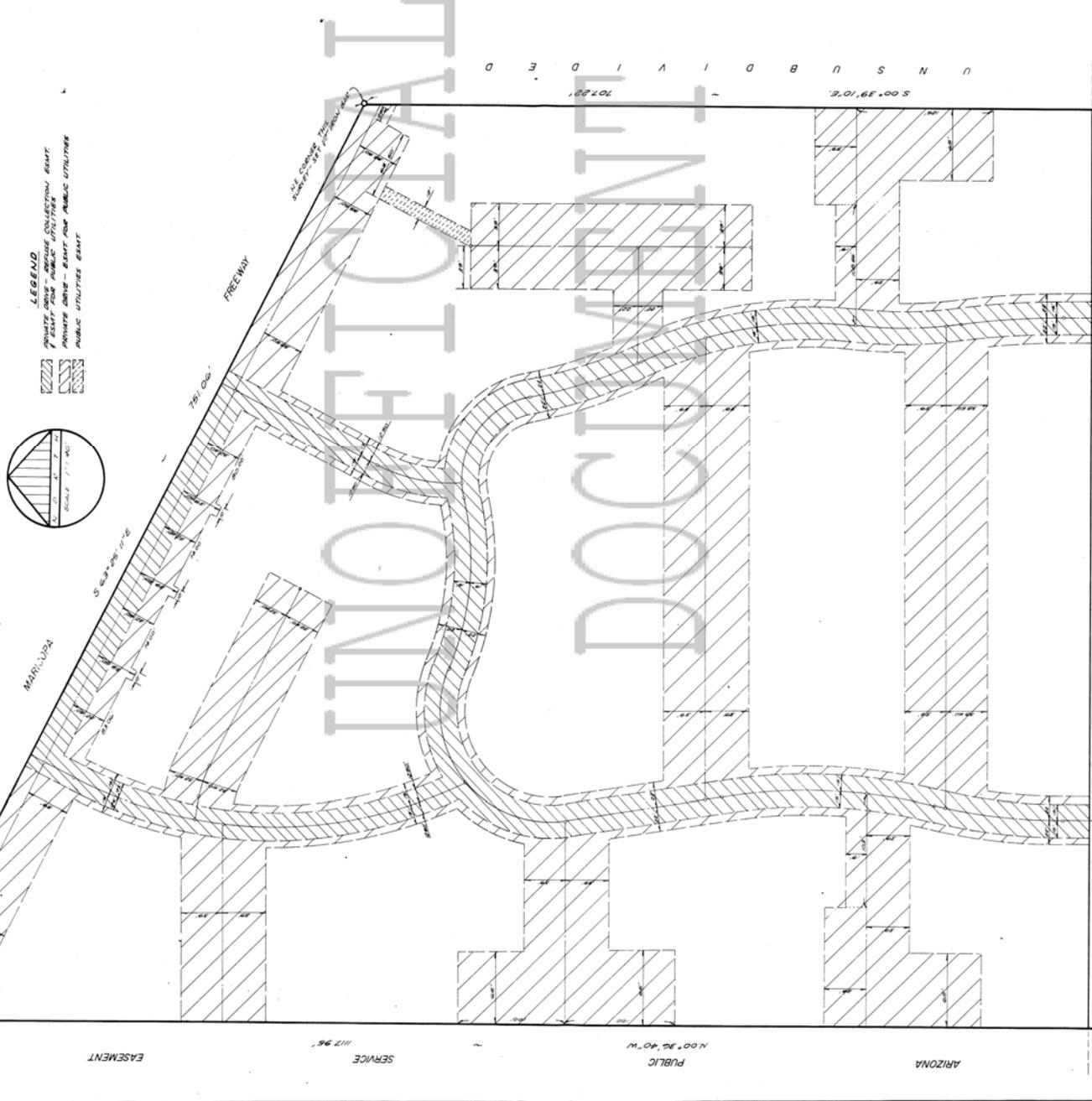
ACKNOWLEDGEMENT

I, *[Signature]*, as
 signed officer of the State of Arizona, do hereby certify that
 the foregoing plat of "HALLCRAFT VILLAS EAST" was duly
 filed for record in the office of the County Clerk of Maricopa
 County, Arizona, on this 11th day of August, 1971, and that
 the same has been duly recorded in the office of the County
 Clerk of Maricopa County, Arizona, in Book 159 of Maps
 and Plat of "HALLCRAFT VILLAS EAST" and that the same
 contains all the land and each unit shall be known by the
 number given to each unit on said plat.
 Witness my hand and official seal
 at Phoenix, Arizona, this 11th day of August, 1971.
[Signature]
 COUNTY CLERK

CERTIFICATION

This is to certify that the plat of
 "HALLCRAFT VILLAS EAST" was duly filed for record
 in the office of the County Clerk of Maricopa County,
 Arizona, on this 11th day of August, 1971, and that
 the same has been duly recorded in the office of the
 County Clerk of Maricopa County, Arizona, in Book 159
 of Maps and Plat of "HALLCRAFT VILLAS EAST" and that
 the same contains all the land and each unit shall be
 known by the number given to each unit on said plat.
 Witness my hand and official seal
 at Phoenix, Arizona, this 11th day of August, 1971.
[Signature]
 COUNTY CLERK

The easements shown hereon were recorded with a
 Plat of Dedication recorded in book 159 of maps
 on page 22 in the office of the Maricopa County
 Recorder.



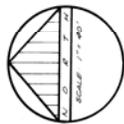
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 SECTION 19
 T.1N. R.4E. G8S.R.8M.
 MARICOPA COUNTY, ARIZONA

SHEET 1 OF 3

02-141-11

HALLCRAFT VILLAS EAST

PART OF THE S1/2 SE1/4, SECTION 19 T.1N., R.4E. G.8S.R.B.M. MARICOPA COUNTY, ARIZONA
CONDOMINIUM PURPOSES
SUBDIVISION OF AIR SPACE



BENCH MARK
U.S.C. & G.S. BRASS CAP IN HAND HOLE AT
THE S 1/4 CORNER SECTION ELEV. 1191.43

195651

DATE OF SURVEY: 11/11/10
COUNTY OF MARICOPA
CITY OF PHOENIX
BY: [Signature]
TITLE: [Signature]

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ELEVATION "A" (SEE SCHEDULE)

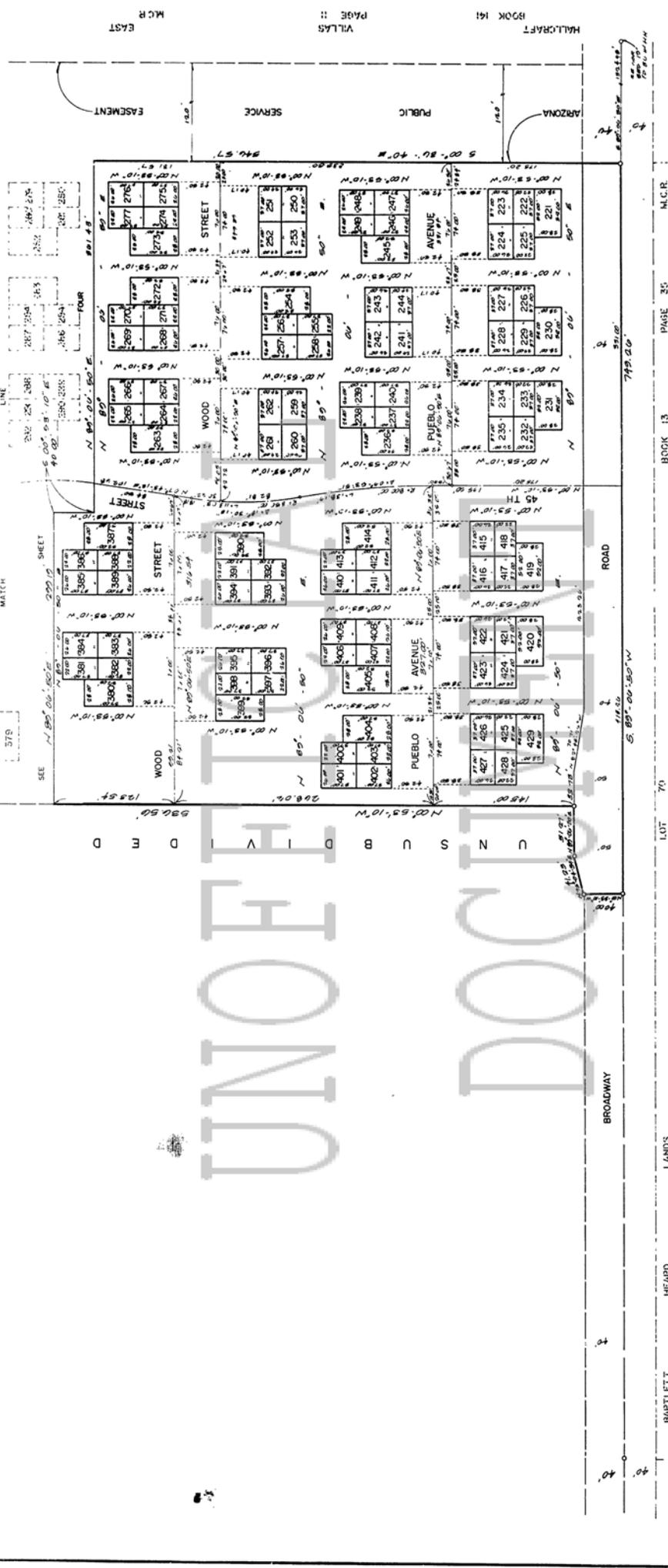
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149-32 11/12/21
 CONDOMINIUM SUBDIVISION OF AIR SPACE
 VILLAS EAST FOUR

SHEET 3 OF 6
 CONDOMINIUM SUBDIVISION OF AIR SPACE
 VILLAS EAST FOUR

HALLCRAFT VILLAS EAST FOUR

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 1072-5-1-99
 1072-5-1-100



PROFILE ELEVATION SCHEDULE

UNIT NO.	ELEV. A	ELEV. B
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102	1131.43	1131.43
103	1131.43	1131.43
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200	1131.43	1131.43



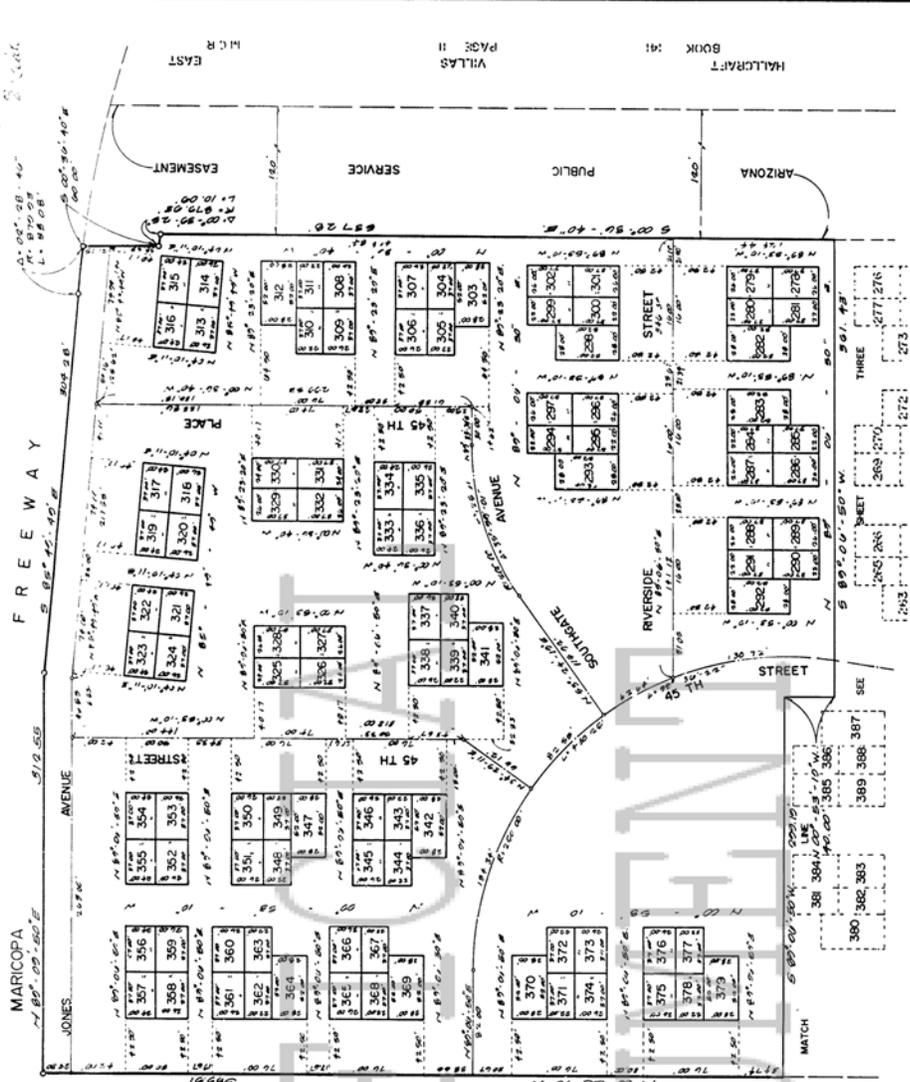
BENCH MARK
 U.S.C. & G.S. BRASS CAP IN HAND
 HOLE AT THE S. 1/4 CORNER OF
 SECTION 19.
 ELEVATION 1131.43

PROFILE OF VERTICAL DETAILS
 (SEE SHEET)

11/22/18
 49-32
 Book 199

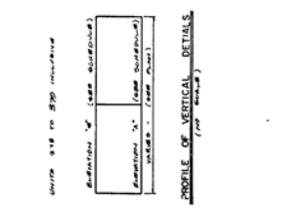
HALLCRAFT VILLAS EAST FOUR

SHEET 4 OF 6
 CONDOMINIUM SUBDIVISION
 PURPOSES OF AIR SPACE



PROFILE ELEVATION SCHEDULE

UNIT NO	ELEV A' ELEV B'
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Case & Van Loo

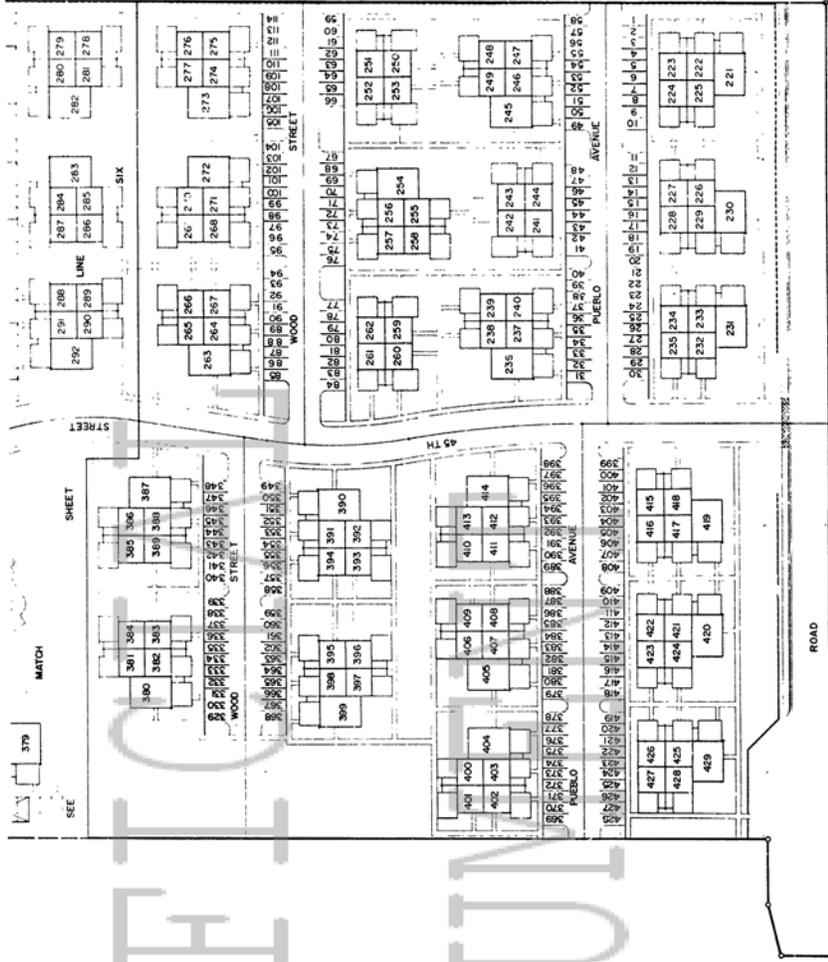
HALLCRAFT VILLAS EAST

FOUR EAST

149-32

1525 S. Van Ness
Berkeley, CA
S. Van Ness

CONDOMINIUM PURPOSES
SCALE: 1/4" = 1'-0"



Case & Van Loo

HALLCRAFT VILLAS EAST FOUR 149-32 11/22/28

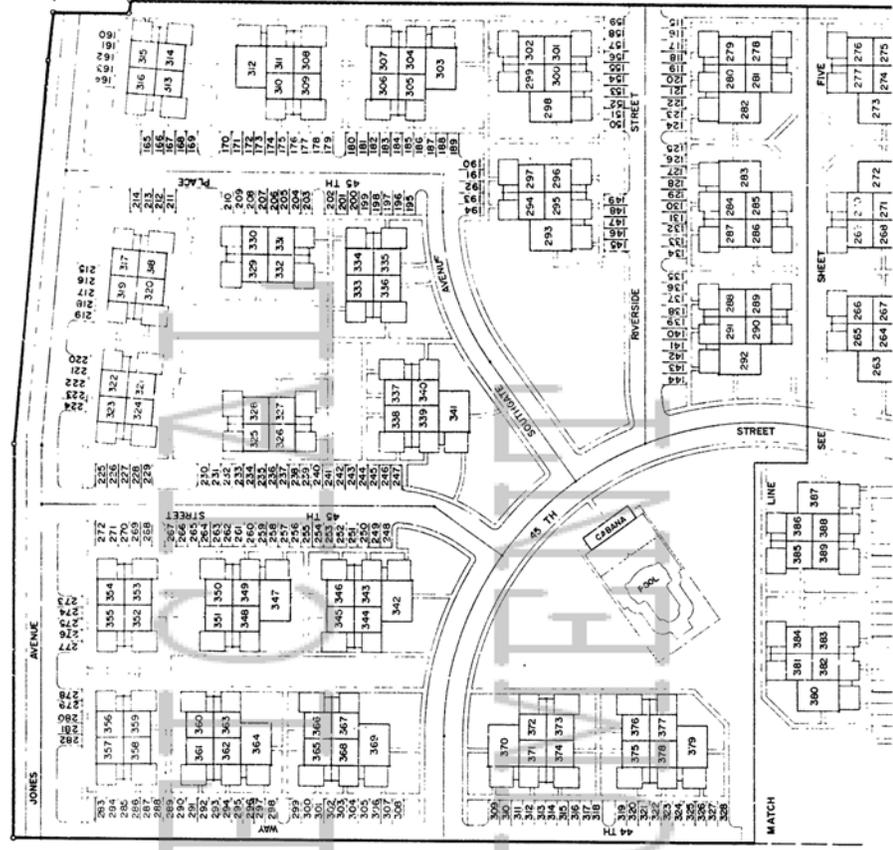
HALLCRAFT VILLAS EAST FOUR

SHEET 6 OF 6

DATE: 11/22/28

SCALE: 1" = 40'

30000

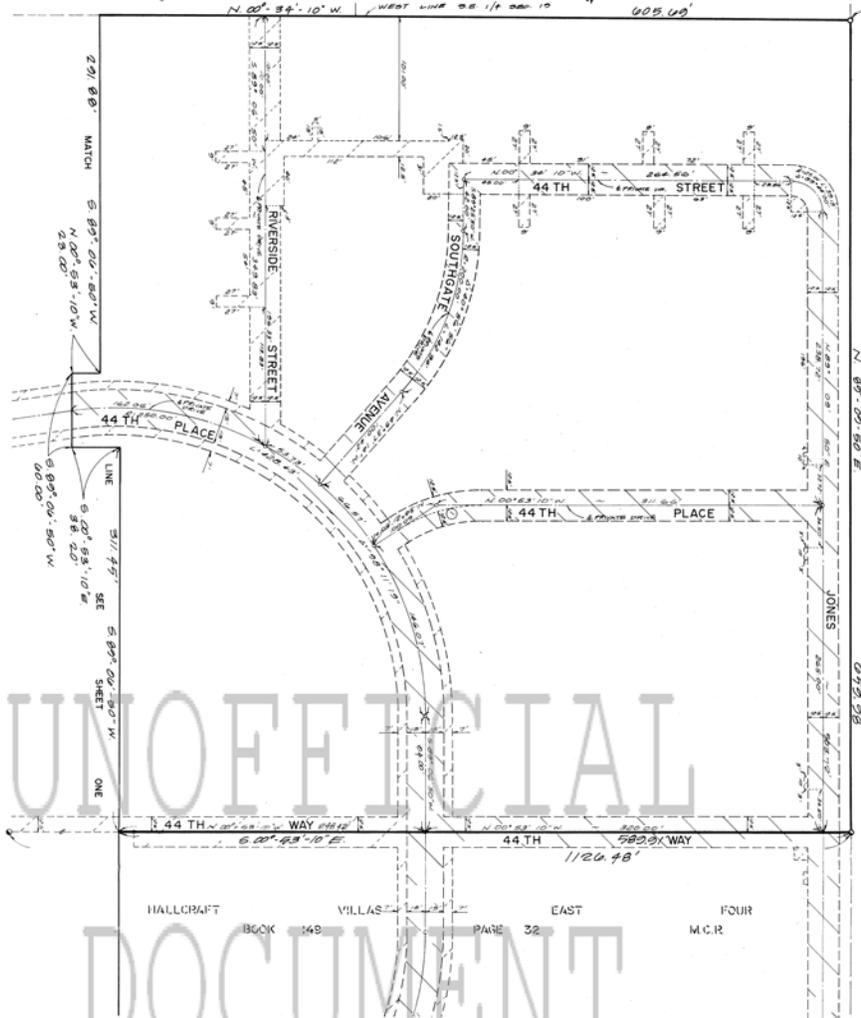


Close & Van Loan

02-187-02



MARICOPA BOOK 129 FREEWAY CENTER PAGE 11 UNIT 1 SOUTH M.C.R.



CODE THIS NUMBER 1 COM MARICOPA N 89° 01' 00" E FREEWAY 042328

HALLCRAFT VILLAS EAST FIVE

SHEET 2 OF 5

CONDOMINIUM PURPOSES

UNOFFICIAL DOCUMENT

HALLCRAFT BOOK 149 VILLAS EAST PAGE 32 FOUR M.C.R.

CURVE DATA
R - 119.70'
L - 69.94'
Δ - 38° 28' 40"

206465
Cecilia Udon Xuv
RE 7-23
Book 454

152-43

152-43

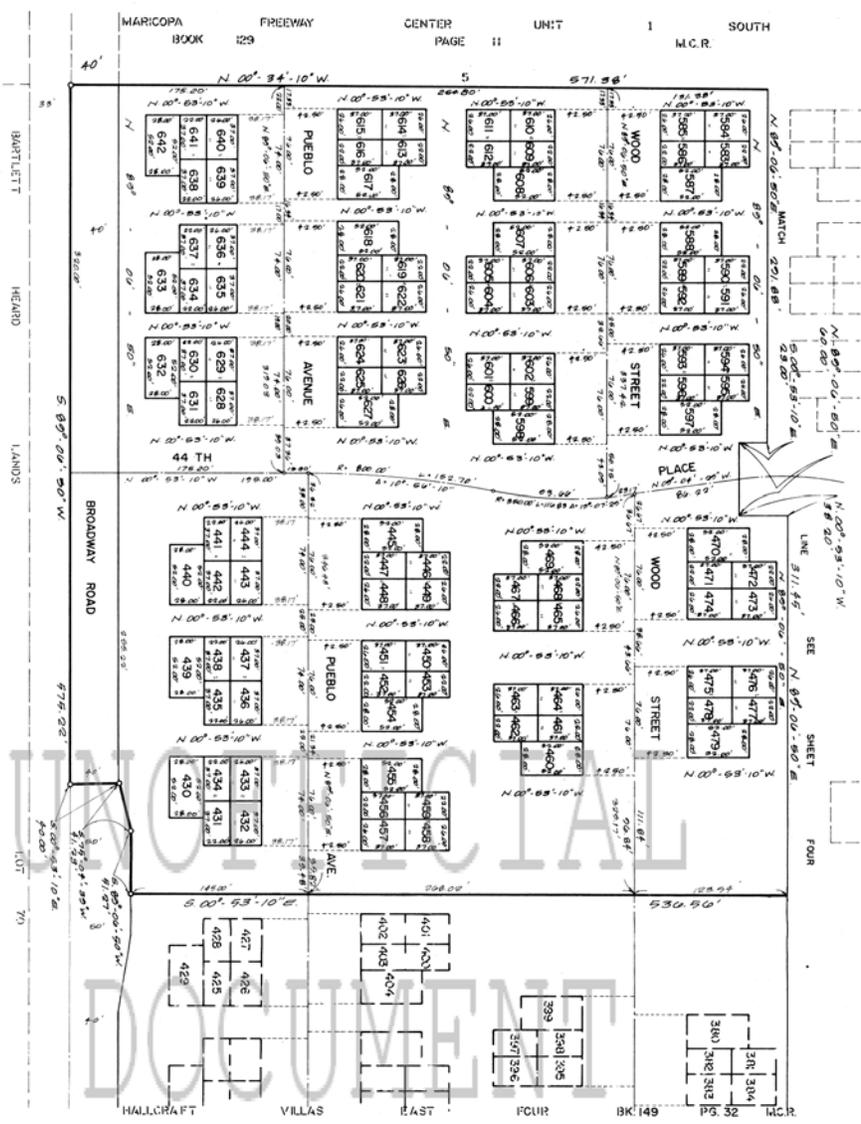


HALLCRAFT VILLAS EAST FIVE

SHEET 3 OF 5

CONDOMINIUM PURPOSES
REVISION OF AIR SPACE

152-43



BENCH MARK
USC 8 G S BRASS CAP IN HAND
HOLE AT THE S 1/4 CORNER OF
SECTION 19
ELEVATION 1131.43

ADDITIONAL NOTES	DATE	BY

PROFILE OF VERTICAL DETAILS

UNIT NO.	ELEV. AT ELEV. B'
1	1131.43
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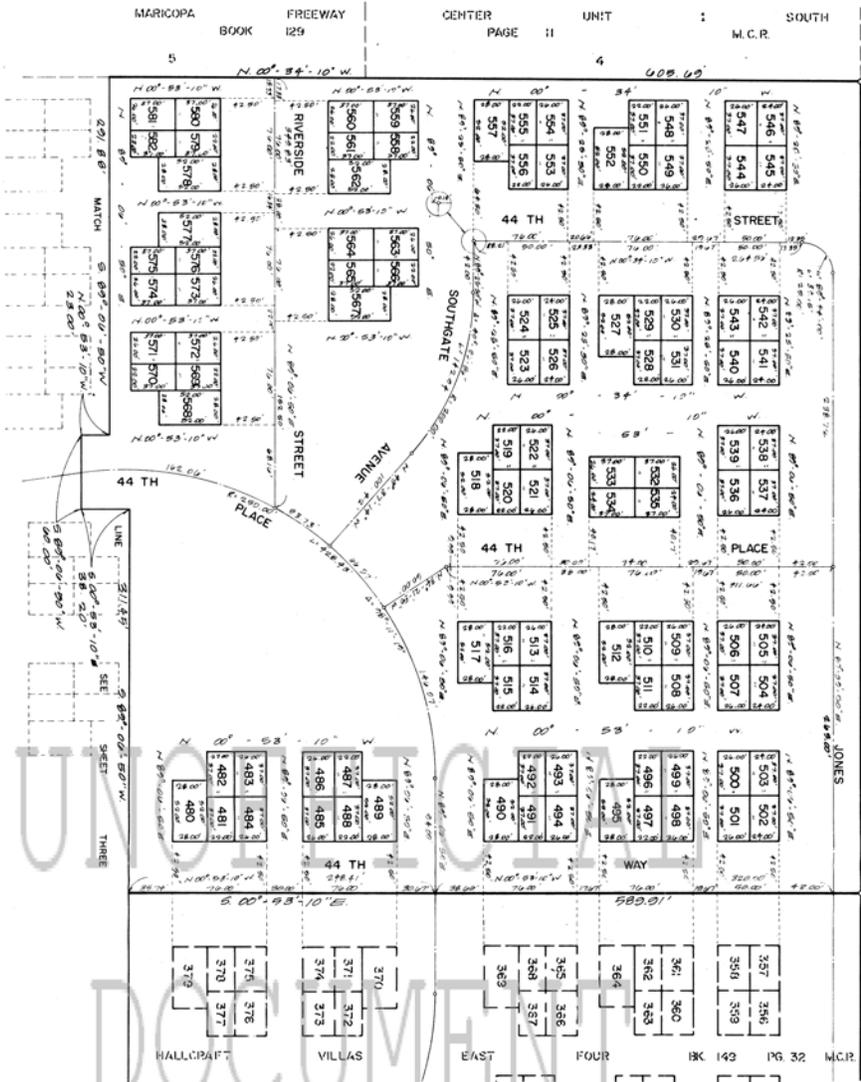
HALLCRAFT VILLAS EAST FIVE

SHEET 4 OF 5

152-43

M A R I C O P A F R E E W A Y

CONDOMINIUM PURPOSES
SUBDIVISION OF AIR SPACE



C4-521

PROFILE OF VERTICAL DETAILS

NOTE: SEE SHEET THREE

PROFILE ELEVATION SCHEDULE

UNIT NO.	ELEV. A	ELEV. B
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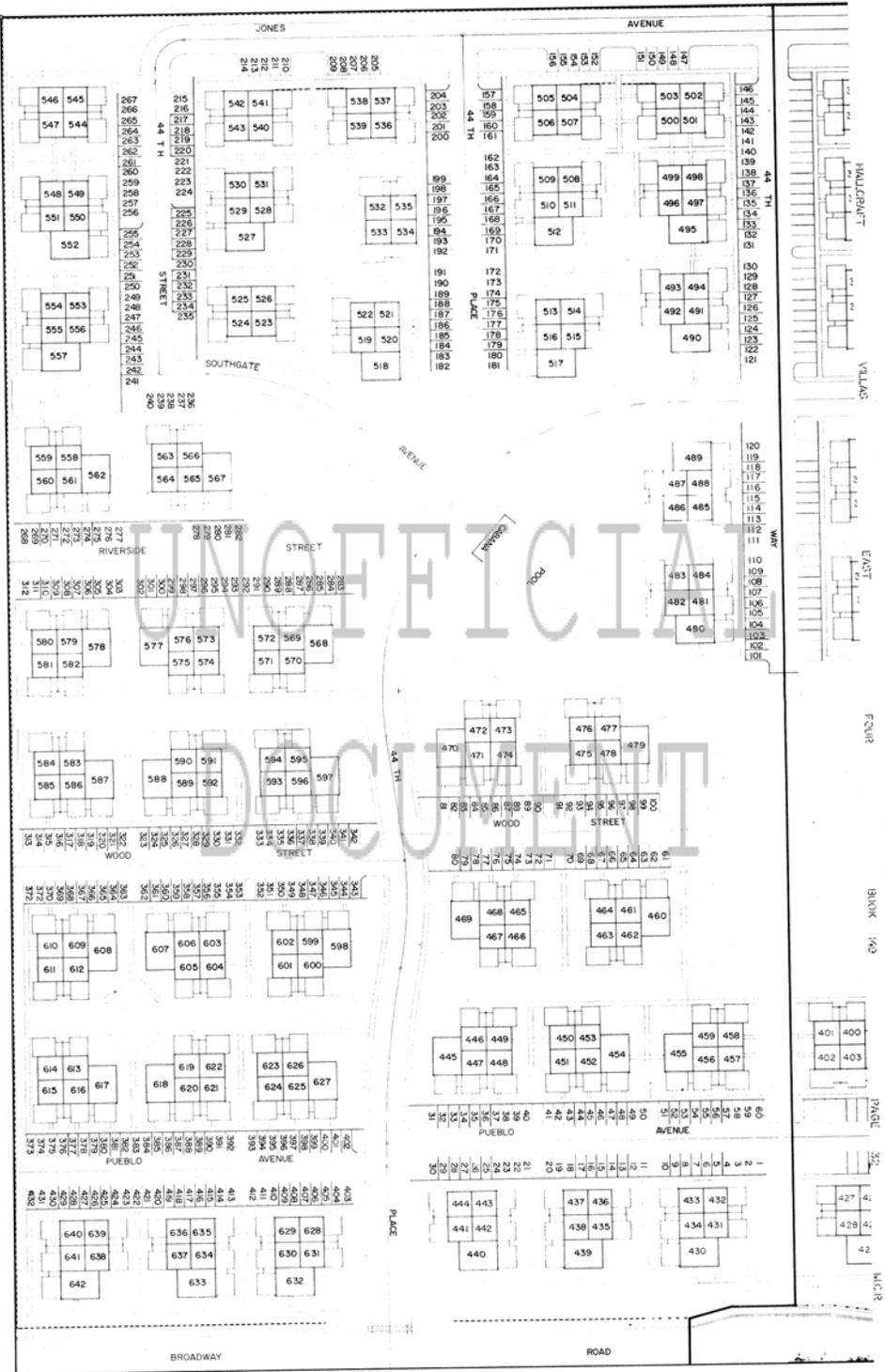




HALLCRAFT VILLAS EAST FIVE

PARKING SPACE LAYOUT

152 - 43



206465

John John
— Dave 1/27
188 7/2/88



STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): Peterson Park

Date of Plat(s): 1962-1968 Book/Page/Maps: 98/48, 104/21, 115/19, 117/48, 121/1

General Boundaries: Approximately bound by W. Cairo Drive, S. Priest Drive, W. Southern Avenue, and Interstate 10/U.S. 60.

City: Tempe County: Maricopa

Township: 1N Range: 4E Section: 29 Quarter Section: SE USGS 7.5' quad map: Tempe

DEVELOPMENT

Developer: IBC Construction Company

Architect: Aladdin Homes, Ala Baba Homes

Builder: Unknown

Development Period: 1962-1970

Number of Resources: 202

Predominant Age: 1963-1969

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: W. Geneva Drive

Date: 2/26/2019

View: Northeast

Photograph No.: PP1.JPG

Development Decade	No. of Resources
1960s	190
1970s	12



CHARACTERISTICS

Subdivision Layout: Curvilinear streets with sidewalks that form a grid-like appearance. Alleys are located to the rear of each parcel.

Landscaping: No prescribed landscape scheme. Residents display personal taste by incorporating or omitting elements such as concrete masonry unit garden and privacy walls, chain-link or wood fences, yards covered in grass or decorative stones, and breeze block accents. Landscaping includes palm trees, bougainvillea, and other small shrubs or cacti.

Relationship house/car: Residences contain carports or garages, with some enclosed and repurposed to create additional living space.

Architectural Styles: Elements of the Ranch and Contemporary styles

Predominant Materials: Brick veneer or stucco

Physical Description: Interpretations of mid-century residential forms—primarily Ranch and Split Level—with applied decorative features, side-gabled or front-gabled roofs, little ornamentation apart from wrought-iron window grilles and breeze blocks incorporated into the facade or screening fences, with Contemporary Style examples featuring widely overhanging eaves, broad expanses of uninterrupted wall surface, and asymmetrical facades.

Use: Domestic

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.

Criteria(on): See Continuation Sheets

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

Continuation Sheet No. 1

=====

Property Description

Peterson Park is comprised of 202 single-family residential buildings built between 1962 and 1970. The neighborhood retains its original buildings although many have been altered. The buildings include examples of interpretations of mid-century residential forms—primarily Ranch and Split Level—with applied decorative features. The disparate collection of buildings retains varying levels of integrity, primarily altered by replacement windows, non-historic facade materials, and unsympathetic additions, resulting in a neighborhood that lacks cohesion, although all buildings are one story and commonly feature side-gabled or front-gabled roofs clad in asphalt shingles.

Residences have concrete slab foundations and wood-framing systems with applied brick veneer or stucco finishes. Many buildings are examples of Ranch-influenced buildings although interpretations are wide-ranging and liberal. Most of these examples in Peterson Park have asymmetrical facades, wide roof overhangs, and attached garages or carports, blending elements of Contemporary Style buildings, which are found elsewhere in the neighborhood. Examples are located at 1633 West Geneva Drive, 1622 West Fairmont Drive, 1628 West Fairmont Drive, 1610 West Fairmont Drive, and 1512 West Fairmont Drive. Additionally, most Ranch-influenced buildings in Peterson Park still have their original aluminum windows. Peterson Park’s Ranch-influenced buildings are most often clad with brick veneer or a stucco finish and have asphalt-shingle roofs. The buildings are often devoid of ornamentation apart from wrought-iron window grilles and breeze blocks incorporated into the facade or screening fences.

Additionally, Peterson Park contains several departures from typical Ranch style with variations in roofing materials, roof features, and massing. Some forms incorporate the characteristic low-pitched profile of Ranch style with low-pitched or high-pitched dormers as seen at 1610 West Fairmont Drive. The high-pitched dormers are visually disruptive as they puncture through the roofline above doors or windows. Other interpretations of roof form include 1610 West Fairmont Drive which utilizes a second story above the garage only. An unusual roof material choice for Ranch-style buildings can be found at 1628 West Fairmont Drive which demonstrates wood shakes instead of asphalt shingles.

While some of the Ranch forms in the neighborhood display secondary elements of Contemporary Style buildings, Peterson Park contains single-family residences that draw primary design influence from the Contemporary Style. Many buildings are diluted examples of the style such as 1612 West Geneva Drive, 3109 South Harl Avenue, 1604 West Fairmont Drive, and 1530 West Fairmont Drive. Peterson Park’s Contemporary Style buildings incorporate the low-pitched gable roof with widely overhanging eaves, broad expanses of uninterrupted wall surface, and asymmetrical facades which typically feature integral carports and obscure entrances from street view. Additional stylistic elements include exposed roof beams, grilles or breeze blocks of concrete, and half walls for open spaces and views. The Contemporary-influenced buildings in Peterson Park are one story, clad with brick veneer, and feature asphalt-shingle roofs.

Peterson Park consists of equally sized, rectangular lots of single-residence buildings. Larger lots surround the cul-de-sacs and are irregular in shape. Among the asphalt-paved streets, unpaved alleys run between the larger blocks of buildings and provide service routes for garbage and recycling trucks.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

Continuation Sheet No. 2

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There is no prescribed landscape scheme present in Peterson Park. Instead, residents display personal taste by incorporating or omitting elements such as concrete masonry unit garden and privacy walls, chain-link or wood fences, yards covered in grass or decorative stones, and breeze block accents. Landscaping includes palm trees, bougainvillea, and other small shrubs or cacti native to the southwest.

Historic Context

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area’s infrastructure with improved roads and bridges.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

Peterson Park

Peterson Park was a part of the Niels Petersen House estate. Petersen, a Danish immigrant and prominent local farmer and entrepreneur, purchased the property in the early 1870s by filing a homestead claim. He initially constructed simple, adobe houses on the property. However, as his land holdings and leadership roles grew, he would construct the current Queen Anne style Niels Petersen House at the corner of Southern Avenue and Priest Street. Niels Petersen died in Tempe on April 27, 1923, and left behind a vast legacy as the former president of the Farmers and Merchants Bank, co-founder of the Methodist Episcopal Church, and a representative at the 18th Territorial Legislature. The house, as well as its surrounding ranch property, was left to his wife, Susanna Petersen, who maintained it until her death in 1927. The Petersens’ nephew, Rev. Edwin Decker, inherited the house and property and retained it until his death in 1948 when the property passed to his wife, Anabelle Decker. In 1962, Anabelle subdivided and sold the farm to IBC Construction Company.

In early 1962, IBC Construction Company, a local developer, broke ground on Peterson Park, named to honor the land’s original owner (though altering the spelling of Petersen), and revealed plans for a 60-acre development at the northwest corner of 56th Street and Southern Avenue with easy access to newly built Maricopa Freeway (I-10). IBC opted to construct kit homes made by Aladdin Homes, a prominent company based in Michigan. Established in 1906 by the Sovereign brothers, Aladdin kits were advertised as “readi-cut” and “built-in-a-day.” Along with Sears and Montgomery Ward, the company revolutionized home building for

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

Continuation Sheet No. 3

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the middle class by providing solid value and well-built homes that were within financial reach of many Americans. Homeowners could select a plan and find a local builder to handle all construction work or they could purchase a kit for a local contractor to build. In most cases, the local contractor or builder would be responsible for masonry work such as brick cladding or stone walls or chimneys. Local carpenters were often needed as well.

Interestingly, the company began to decline as early as the 1920s, never recovering after the Great Depression. However, the company limped along, selling only a few hundred homes per year in the 1960s with sales falling even more by the 1970s. Research did not indicate why IBC Construction Company would have selected Aladdin since the latter company clearly was nearing demise.

In 1963, IBC Construction Company began building in Peterson Park with Ala Baba Homes instead of Aladdin Homes. IBC Construction Company likely selected a new supplier due to Aladdin's downturn and Ala Baba Homes' standing as a local manufacturer, although little is known about Ala Baba Homes. On December 22, 1963, Peterson Park held another grand opening for the new Ala Baba "Executive Home" which offered a formal dining room and three bedrooms starting at \$14,450. Other models included the "Jr. Executive" which started at \$15,000 or smaller two, three, or four bedroom plans starting at \$11,400.

The subdivision continued to develop from east to west with Aladdin-era buildings located along the peripheries and newer, Ala Baba Homes near I-10 and in central sections of Peterson Park. The final phases of construction occurred from 1967 to 1970. Known as Phase 3 (1967), Phase 3A (1967), and Phase 3B (1968), the final construction filled in the westernmost portions along West Fairmont, West Geneva, West Huntington, and West Inverness Drives. The resulting construction is disparate in design and materials, resulting from the two companies' designs and the extended eight-year construction period during an era when tastes were changing dramatically.

Peterson Park has had little to no substantial changes to the layout or plan of the development. However, changes such as additions, enclosed carports or former garages repurposed as additional living spaces and new window grilles or window awnings, have occurred to the individual buildings. Additionally, though 1968 *Arizona Republic* advertisements indicate a cohesive landscaping scheme, such as cast-iron fences and gates, there is little physical evidence of such features remaining.

Significance Evaluation

Peterson Park was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Peterson Park is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Although Peterson Park is associated with the residential development of metropolitan Phoenix, the neighborhood does not have any historically significant association with events or trends in history such as local or national regulations or zoning. Research did not indicate that it influenced subdivision design in the Phoenix area. Therefore, Peterson Park is not eligible under Criterion A.

Peterson Park is not eligible under Criterion B, association with persons significant in the past. Although the development's name indicates an association with Niels Petersen, Peterson Park postdates Niels Petersen's

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

Continuation Sheet No. 4

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career and life in Tempe. The name Peterson Park was issued due to the property's proximity to the Niels Petersen House and because it had formerly been part of the ranch. Peterson Park is not associated with productive life of Niels Petersen; therefore, Peterson Park is not eligible under Criterion B.

Peterson Park is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Peterson Park's layout, landscaping, streetscape features, and architecture do not embody distinctive characteristics of a type, period, method of construction, or possess high artistic value. While the community began as a collection of Aladdin kit homes, these houses were built well after the pinnacle of the company's influence just prior to its demise; later homes by the local Ala Baba company resulted in an inconsistent collection of residences. Alterations to these homes add to the lack of design cohesion in the neighborhood. Therefore, Peterson Park is not eligible under Criterion C.

The neighborhood was not evaluated under Criterion D as part of this assessment.

Therefore, Peterson Park is not eligible for listing in the NRHP.

Works Consulted

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STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

Continuation Sheet No. 5

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“Theodore Thompson “Tom” Kunze.” *Arizona Republic*. June 6, 1989.

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“Start the New Year Right with an Ala Baba Home!” *Arizona Republic*. December 29, 1963.

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STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

Continuation Sheet No. 6



1628 W. Fairmont Drive, view to the northwest.



3109 S. Harl Avenue, view to the southeast.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Peterson Park

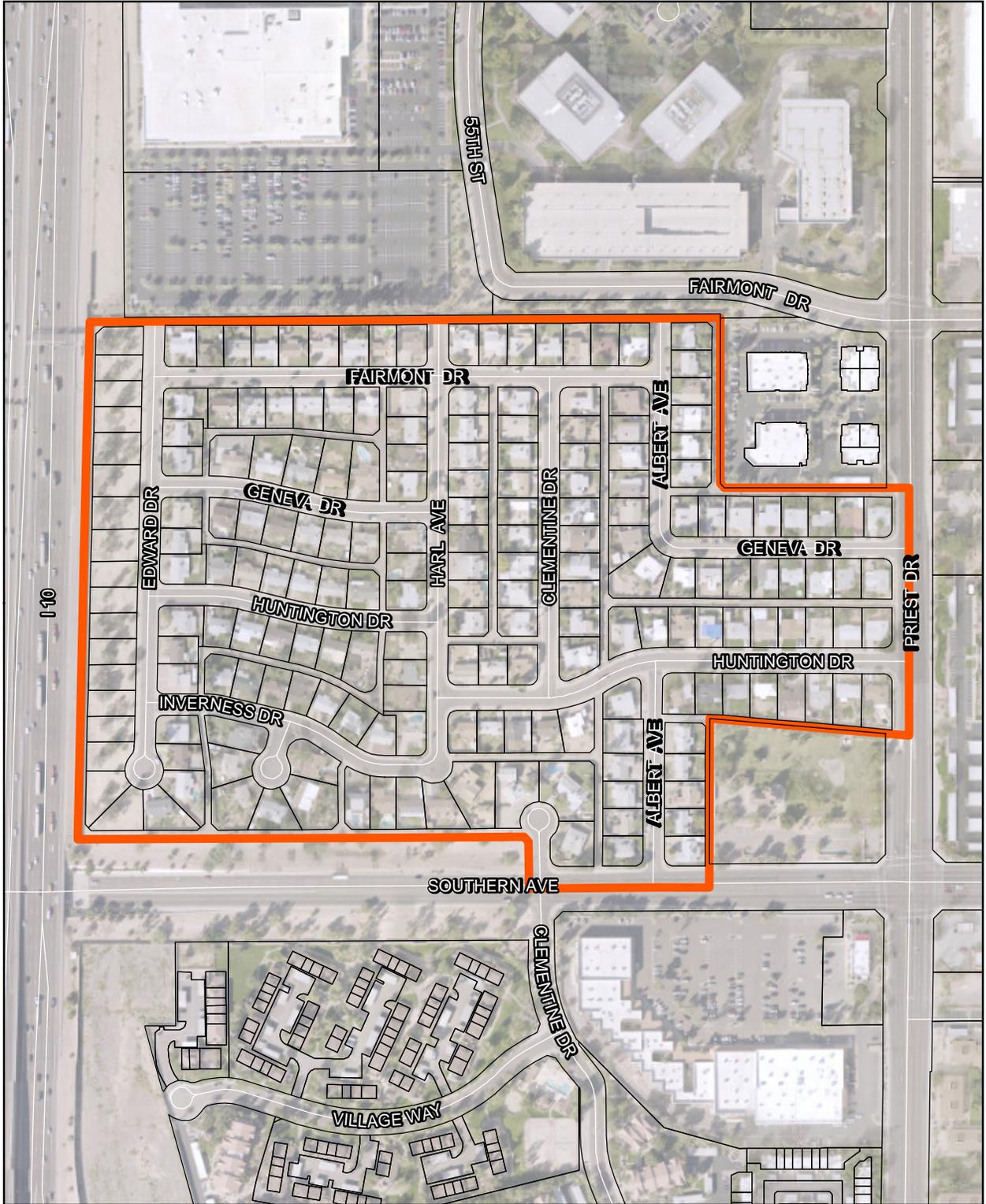
Continuation Sheet No. 7



1610 W. Fairmont Drive, view to the northwest.

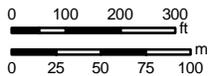


1622 W. Fairmont Drive, view to the north.



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary
 Parcel



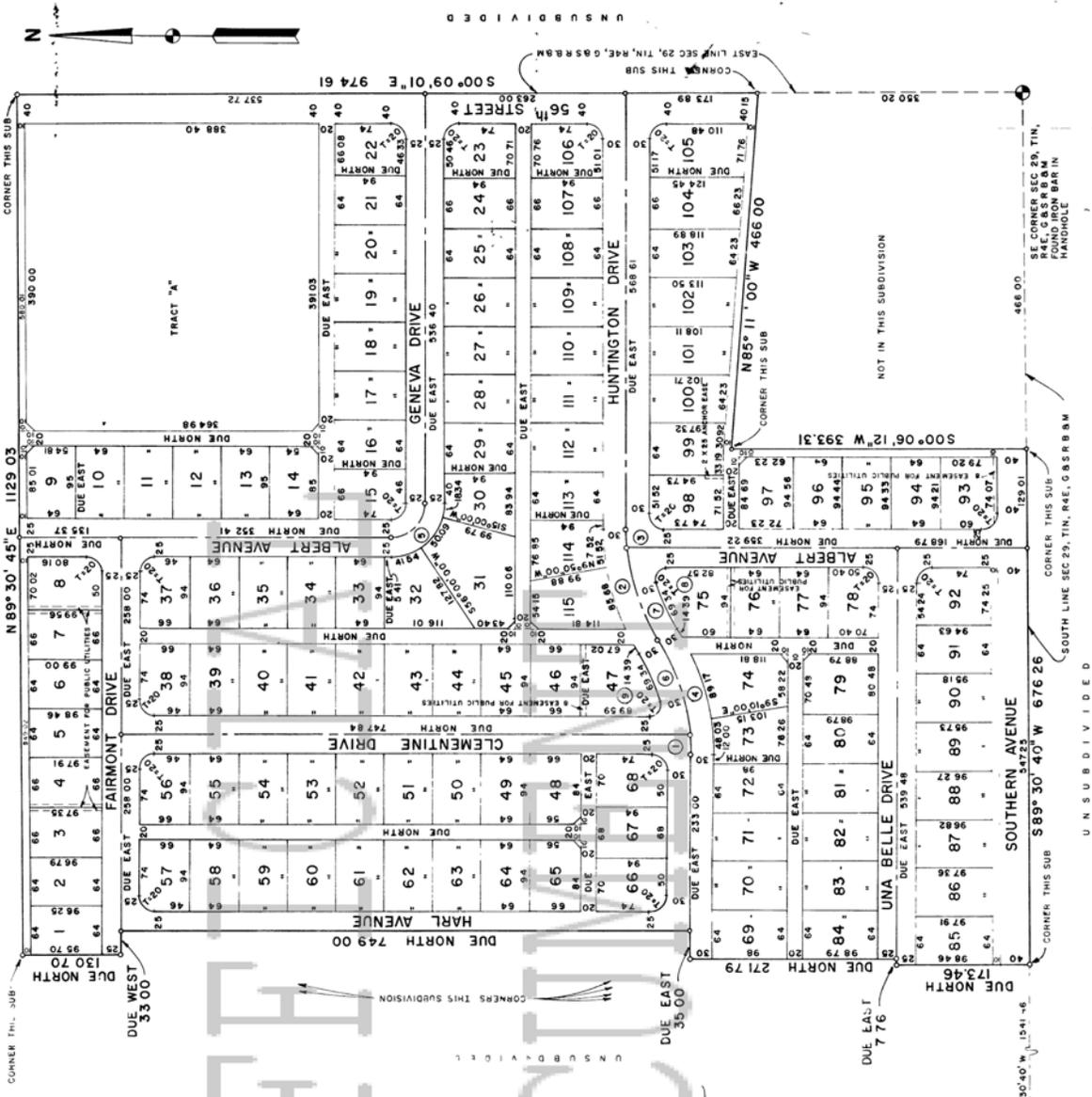
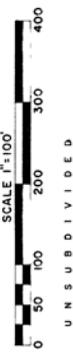
Peterson Park
Approximately bound by W. Cairo Drive, S. Priest
Drive, W. Southern Avenue, and Interstate
10/U.S. 60
Tempe, Maricopa County, Arizona

PETERSON PARK SUBDIVISION-PLAT NO. 1

A SUBDIVISION OF PART OF THE S 1/2 SE 1/4 SECTION 29, T1N, R4E, G. & S. R. B. & M.,
CITY OF TEMPE, MARICOPA COUNTY, ARIZONA

98-48

NOTE: ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF. UNLESS OTHERWISE INDICATED, ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ADJACENT LINE TO WHICH APPLICABLE. ALL EASEMENTS INDICATED ARE PRIVATE EASEMENTS UNLESS OTHERWISE INDICATED. NO DIMENSIONS SHALL ADJUST LINE TO THE ORIGINAL.



Know all Men By These Presents
That the Stewart Title & Trust of Phoenix, an Arizona Corporation, duly authorized by its Board of Directors, hereby certifies that the within and foregoing plat of the STEWART TITLE & TRUST of PHOENIX, MARICOPA COUNTY, ARIZONA, is a true and correct copy of the original plat as recorded in the County of Maricopa, Arizona, on this 25th day of January, 1962, at 8:00 A.M. in Book 1262, Page 900A.

In witness whereon Stewart Title & Trust of Phoenix, as Trustee, has hereunto caused its corporate name to be signed and its corporate seal to be affixed by the undersigned officers hereunto duly authorized this 25th day of January, 1962.

STEWART TITLE & TRUST OF PHOENIX, AS TRUSTEE

By *John H. Day 3rd*
Attorney-in-Fact

State of Arizona
County of Maricopa

On this, the 25th day of January, 1962, before me the undersigned officers, personally appeared *William C. Payne* and *Robert J. Payne*, who acknowledged themselves to be the duly authorized officers of the Stewart Title & Trust of Phoenix, an Arizona Corporation, and that they as such officers respectively being duly sworn, depose and say that the within and foregoing plat was prepared and caused to be signed by the name of the corporation, as Trustee, by themselves as such officers.

In witness whereof I hereunto set my hand and official seal

William C. Payne
Notary Public
My Commission Expires October 24, 1965

This is to certify that the survey and subdivision of the premises described and plotted hereon was made under my direction during the month of December, 1961.

Robert J. Payne
Registered Civil Engineer
Reg. No. 4883

Approved by the City Council of the City of Tempe, Arizona this 25th day of January, 1962.

Attest: *Elm B. Badre*
City Clerk

By *Ronald H. Bee*
Mayor

CURVE DATA

CURVE NO.	RADIUS	DELTA	ARC	CHORD	CHD BEARING
1	270.21	35°16'31"	25.04	25.03	N87°20'44"E
2	270.21	35°16'31"	156.91	154.72	S73°21'54"W
3	270.21	35°16'31"	25.04	25.03	S73°21'54"W
4	270.21	35°16'31"	156.91	154.72	N73°21'51"E
5	48.00	90°00'00"	70.89	63.64	N49°00'00"W
6	270.21	27°57'47"	131.87	130.97	N70°42'34"E
7	270.21	27°57'47"	131.87	130.97	S70°42'34"W
8	14.87	108°43'53"	27.70	23.07	N33°21'57"W
9	14.87	108°43'53"	27.70	23.07	S33°21'57"E

5/4 CORNER SEC 29, T1N, R4E, G. & S. R. B. & M. PAVEMENT

JOHNSON, ANDERSON, INC.
CONSULTING ENGINEERS
PHOENIX, ARIZONA
PHOENIX 15, ARIZONA
875-1551

98-48

98-48

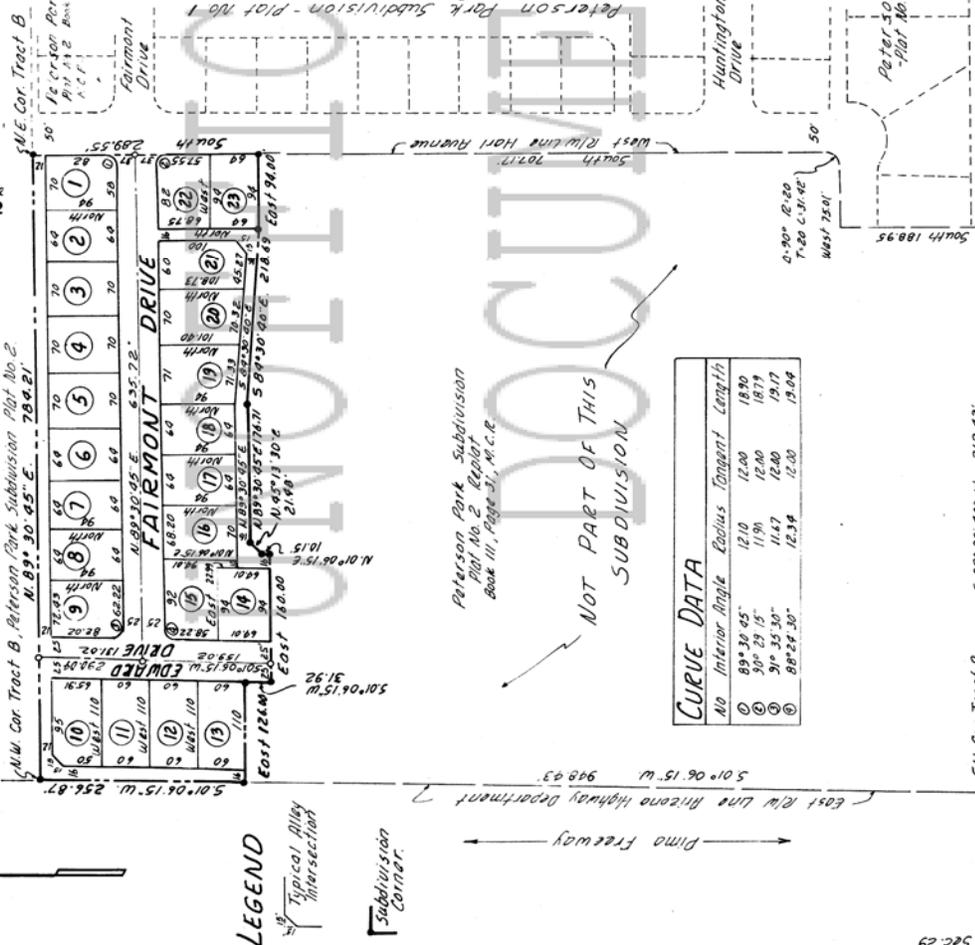
115-19

115-19

PETERSON PARK PLAT NO. 3

A Subdivision of Part of Tract B, PETERSON PARK SUBDIVISION PLAT NO. 2 REPEAT, an official plat located in Section 29, T1N, R4E, G1S, R1M, Recorded in Book III of Maps at Page 31, Maricopa County Records, City of Tempe, Arizona

INDEXED PAGED 143960
STATE OF ARIZONA
County of Maricopa
I hereby certify that the within instrument was filed and recorded at request of
City of Tempe
August 15 1967
on page 19
Witness my hand and official seal the day and year aforesaid.
Cliff M. Hill
County Recorder
Estate



DEDICATION
STATE OF ARIZONA
COUNTY OF MARICOPA

KNOW ALL MEN BY THESE PRESENTS: That the Transamerica Title Insurance Company of Arizona, a Arizona Corporation, as Trustee, has subdivided under the name PETERSON PARK, PLAT NO. 3, a part of Tract B, Peterson Park Subdivision, Plat No. 2, Repeat, an official plat located in Section 29, T1N, R4E, G1S, R1M, Recorded in Book III of Maps at Page 31, Maricopa County Records, City of Tempe, Arizona, as shown and plotted hereon, and hereby publishes this plat as and for the plat of said PETERSON PARK SUBDIVISION PLAT NO. 3 and hereby declares that said PLAT NO. 3 shall have the same name and that each lot and street shall be known by the number and name given to each, respectively, on said plat, and that Transamerica Title Insurance Company of Arizona, as Trustee, hereby dedicates to the public, for use as such, the streets and alleys shown on said plat.
Easements are dedicated for the use shown.

IN WITNESS WHEREOF: The Transamerica Title Insurance Company of Arizona as Trustee, has hereunto caused its corporate name to be signed and its corporate seal to be affixed, by the undersigned officer thereunto duly authorized.
TRANSAMERICA TITLE INSURANCE COMPANY OF ARIZONA, AS TRUSTEE
Trust Officer: *[Signature]*

ACKNOWLEDGEMENT
STATE OF ARIZONA
COUNTY OF MARICOPA

On this, the 14th day of JULY, 1967 before me, the undersigned officer, personally appeared K. D. MATTHEWSON, who acknowledged himself to be a Trust Officer of Transamerica Title Insurance Company of Arizona, a Arizona Corporation, and acknowledged that he, as such officer, being authorized so to do, executed the foregoing instrument for the purpose therein contained by signing the name of that Corporation, by himself, as Trustee.
IN WITNESS WHEREOF: I hereunto set my hand and official seal.
Notary Public *[Signature]*
My Commission Expires: 1-8-68

CERTIFICATION

This is to certify that the survey and subdivision of the land described and plotted hereon was made in accordance with the provisions of the Arizona Survey Law, Chapter 10, Article 1, Section 1, during the months of April-May, 1967.



F. DONALD SISK
DONALD SISK ASSOCIATES
Suite 110
14000 N. 19th Ave.
Phoenix, Arizona 85021 264-3006

Approved by the Mayor and City Council of the City of Tempe, Arizona, this 27th day of August, 1967.
By: *[Signature]* Mayor
Attest: *[Signature]* City Clerk

Approved by the City Engineer of the City of Tempe, Arizona, this 27th day of August, 1967.
By: *[Signature]* City Engineer

Approved by the City Planning Department of the City of Tempe, Arizona, this 27th day of August, 1967.
By: *[Signature]* Planning Director

Approved by the City Planning Department of the City of Tempe, Arizona, this 27th day of August, 1967.
By: *[Signature]* Planning Director

JOB NO 967-3

115-19

PETERSON PARK PLAT NO. 3-A

A Subdivision of Part of Tract B, Peterson Park Subdivision Plat No. 2 Replat, an official plat located in Section 29, T.1N, R.4E, G.1S.R.B.M., Recorded in Book III of Maps at Page 31, Maricopa County Records, City of Tempe, Arizona.

45207 INDEXED PAGED

STATE OF ARIZONA
County of Maricopa

I hereby certify that the within instrument was filed and recorded in the day and year abovesaid.

Notary Public
By: *Shirley Long*
Deputy Recorder

LEGEND

- Typical Alley Intersection
- Subdivision Corner

DEDICATION

STATE OF ARIZONA
COUNTY OF MARICOPA

KNOW ALL MEN BY THESE PRESENTS, that the undersigned, the Company of Arizona, an Arizona corporation, as Trustee, the Subdivisor under the name Peterson Park No. 2 Replat, an official Plat No. 2 Replat in Section 29, T.1N, R.4E, G.1S.R.B.M., recorded in Book III of Maps at Page 31 thereof, Maricopa County Records, City of Tempe, Arizona, as shown and plotted thereon, and hereby publishes this plat as a dedication for the plat of said PETERSON PARK PLAT NO. 3-A and hereby declares that said plat sets forth the location and gives the dimensions of the lots, streets and alleys shown, and that each lot and street shown be known by the number and name given to each, respectively, on said plat, and that said Arizona Trustee, Company of Arizona, as Trustee, hereby dedicates to the public for use as such the streets and alleys shown on the said plat. Government is dedicated to the use shown.

WITNESSETH that the undersigned, the Company of Arizona, as Trustee, and its corporate and legal officers, by the undersigned officer thereunto duly authorized

TRUSTEESHIP TITLE INSURANCE CO. OF ARIZONA, AS TRUSTEE

Trust Officer: *Dutton*

ACKNOWLEDGEMENT

STATE OF ARIZONA
COUNTY OF MARICOPA

On this the 13th day of March 1968, before me, the undersigned officer, personally appeared *K. D. MATRISON* who acknowledged himself to be a Trust Officer of Transamerica Insurance Company of Arizona, an Arizona corporation, as Trustee, and acknowledged that he, as such officer, being authorized so to do, executed the foregoing instrument for the purpose therein contained by signing the name of the corporation, by himself, as Trustee.

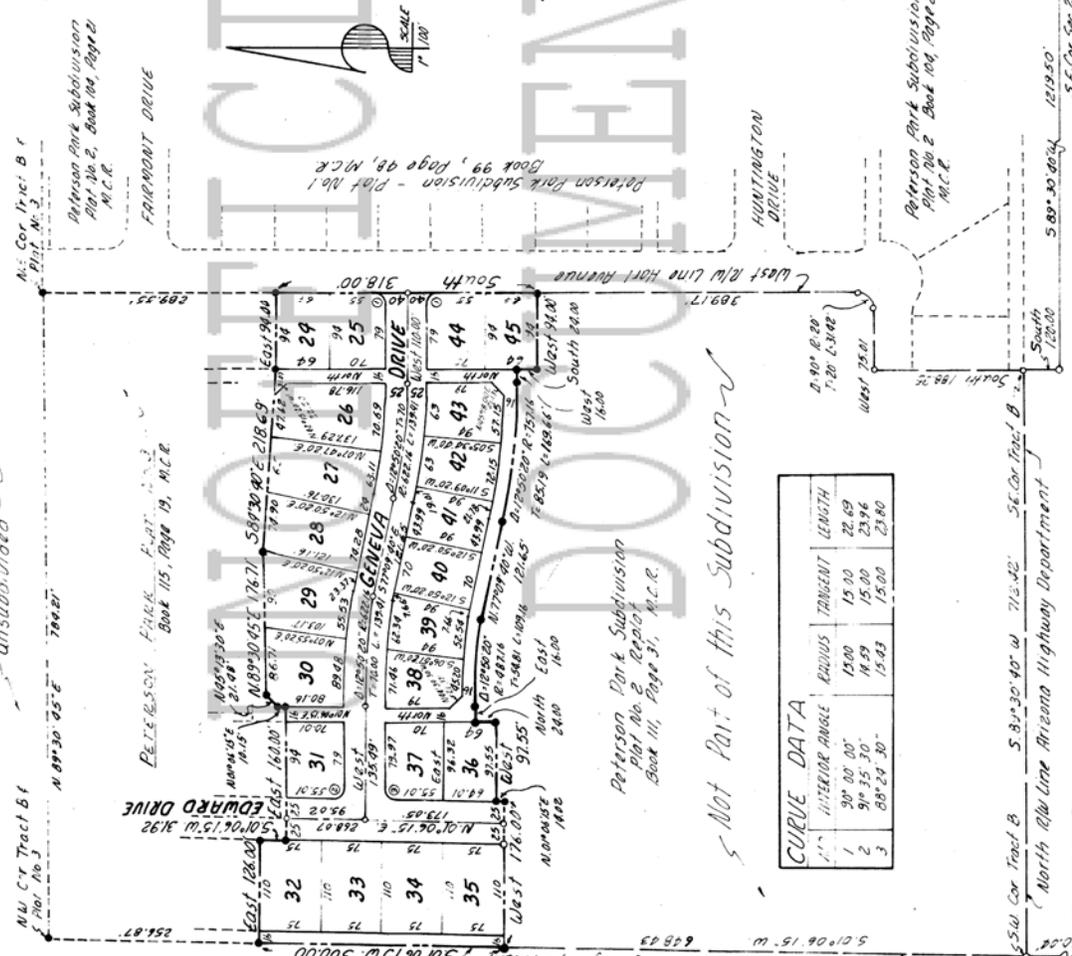
IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Notary Public: *Nichol Denke*
My Commission expires 3-22-68

CERTIFICATION

This is to certify that the within plat was prepared by the person or persons named herein and was made under my personal supervision in accordance with the provisions of the Arizona Public Land Law, Chapter 10, Article 10, Section 10-101, and that the same is a true and correct copy of the original as shown to me.

F. D. SOK, R.P.E. (Civil) Reg. No. 2922



MUNICIPAL APPROVALS

Approved by the Mayor and City Council of the City of Tempe, Arizona, this 14th day of March, 1968.

By: *Paul S. Campbell*
City Engineer

Approved by the City Planning Department of the City of Tempe, Arizona, this 14th day of March, 1968.

By: *Shirley A. Rayne*
Planning Director

Approved by the City of Tempe, Arizona, this 14th day of March, 1968.

By: *Shirley A. Rayne*
Planning Director

Donald Sax - Associates
CONSULTING CIVIL ENGINEERS
1515 North Central Avenue, Suite 200, Phoenix, Arizona 85004

Peterson Park Plat No. 3-A
FINAL PLAT

DRAFTED: SES
DESIGNED: SES
CHECKED: DATE 10/20/67
SHEET NO. 1 OF 2 SHEETS

PETERSON PARK PLAT 3-B 12-1

A Subdivision of Part of Tract B, Peterson Park Subdivision
 Plat No. 2 REPLAT; & LOTS 152 f 153, PETERSON PARK
 SUBDIVISION - PLAT No. 2; official plats located in
 Section 29, T. 1 N. R. 4 E. G. S. B. R. M., Recorded in Book 110 of
 Maps at Page 31 f Book 104 of Maps of Page 21, Respectively;
 MARICOPA COUNTY RECORDS, CITY OF TEMPE, ARIZONA.

DEDICATION

STATE OF ARIZONA
 COUNTY OF MARICOPA
 KNOW ALL MEN BY THESE PRESENTS: that the Transamerica Title Insurance Company of Arizona, an Arizona Corporation, as Trustee, has subdivided under the name of Peterson Park Subdivision, Part No. 2, a part of Tract B, Peterson Park Subdivision, located in Section 29, T. 1 N. R. 4 E. G. S. B. R. M., recorded in Book 110 of Maps at Page 31 f Book 104 of Maps at Page 21, Respectively; Maricopa County Records, City of Tempe, Arizona, as shown and plat-fact thereon, and is hereby publicly declaring that said plat sets forth the location and gives the dimensions of the lots, streets and sidewalks conforming to the laws of the State of Arizona, and that the same are known by the name of Peterson Park Subdivision, Part No. 2, and that the same are to be dedicated to the public for use as such, the streets and sidewalks shown on the said plat.

Generators are designated for the uses shown
 UNLESS WHEREOF the Transamerica Title Insurance Company of Arizona, as Trustee, has hereunto caused its corporate name to be signed and its corporate seal to be affixed, by the undersigned officer, hereunto duly authorized
 TRANSAMERICA TITLE INSURANCE COMPANY OF ARIZONA, AS TRUSTEE
 Trust Officer: [Signature]

ACKNOWLEDGEMENT

STATE OF ARIZONA
 COUNTY OF MARICOPA
 On this 12th day of December, 1948, before me the undersigned officer, Trust Officer of Transamerica Title Insurance Company of Arizona, an Arizona Corporation, as Trustee, and acknowledged before me the said plat of subdivision, to be signed by the Corporation, by the undersigned officer, as Trustee, in witness whereof, I hereunto set my hand and official seal.
 Notary Public: [Signature]

My Commission Expires: July 14, 1974.

CERTIFICATION

This is to certify that the survey and subdivision of the premises described and published herein was made under my direction on the 12th day of December, 1948.

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

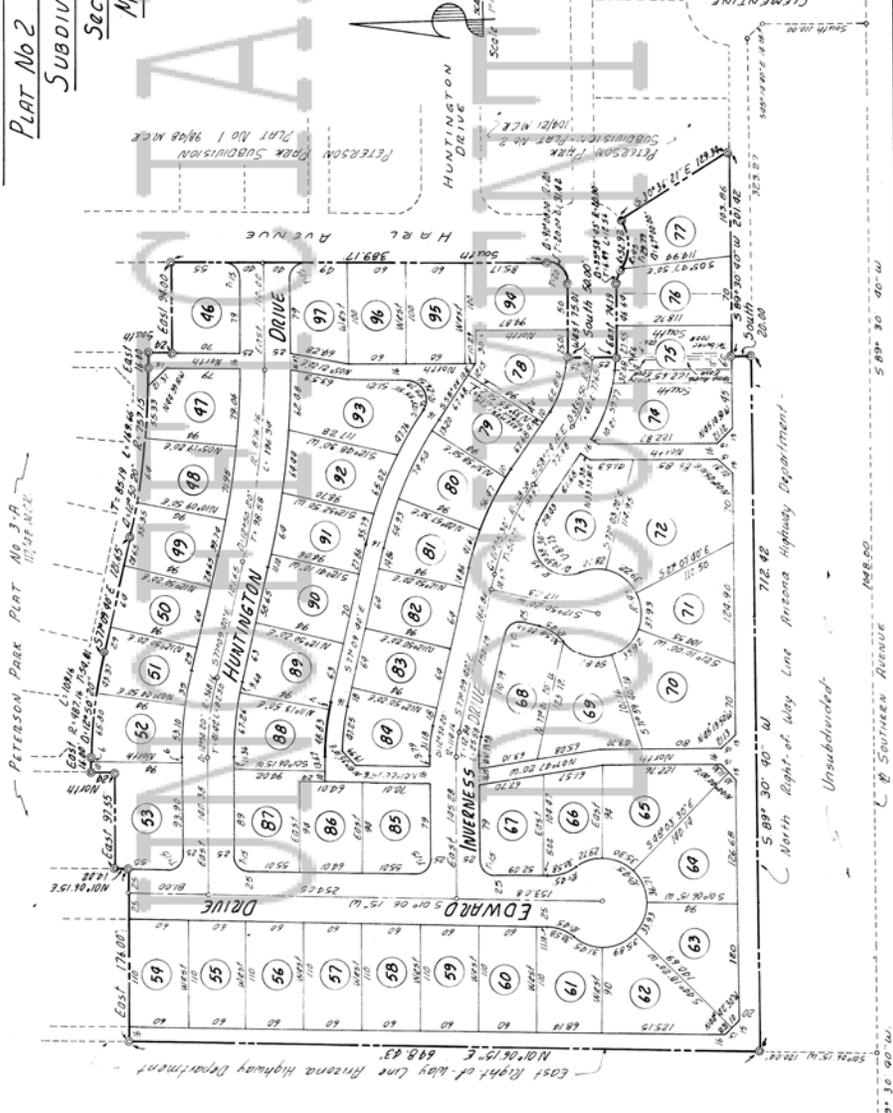
APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer



LEGEND
 ● Subdivision Corner
 ● Survey Obstruction
 ● Corner

14384110
 MARKED
 PLAT

NOTE: I hereby certify that the map is a true and correct copy of the original map on file in the office of the City Engineer, City of Tempe, Arizona, and that the same is a true and correct copy of the original map on file in the office of the City Engineer, City of Tempe, Arizona.

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

APPROVED BY THE CITY ENGINEER
 City of Tempe, Arizona, 1948.
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 City of Tempe, Arizona, 1948.
 By: [Signature] City Engineer

STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): The Meadows

Date of Plat(s): N/A Book/Page/Maps: _____

General Boundaries: Bounded on the north by W. Southern Avenue; on the east by Coronado with U.S. 60 and Interstate 10 directly east beyond that; on the south by the Western Canal, which is directly south of Indian Wells; and on the west by another mobile home park, Contempo Tempe.

City: Tempe County: Maricopa

Township: 1N Range: 4E Section: 32 Quarter Section: NW USGS 7.5' quad map: Tempe

DEVELOPMENT

Developer: Diversified Communities

Architect: N/A

Builder: N/A

Development Period: 1971-Present

Number of Resources: 488

Predominant Age: Unknown

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: The Meadows

Date: 2/26/2019

View: West

Photograph No.: DAY2335.JPG



CHARACTERISTICS

Subdivision Layout: Disconnected grid, curved streets with curbs

Landscaping: Mature landscaping with plants that thrive in a desert environment. Several types of native and non-native palm trees of varying heights are present, as are numerous succulents, including large mature cacti. The clubhouse area features grass panel lawns and mature cottonwood trees dominate the landscape there, providing shade and visual interest. Overall, the community has a moderately verdant appeal compared to the arid desert landscape.

Relationship house/car: Exterior concrete pads are covered with wide awnings and serve as carports.

Architectural Styles: Mobile/manufactured homes

Predominant Materials: Vinyl, fiber cement

Physical Description: Single and double-wide manufactured homes featuring front-gable forms with full-width porches supported by columns set on piers; many features gable-on-gable configurations, articulating entrances or porches; simple awnings, small yards

Use: Domestic

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.

Criteria(on): See Continuation Sheets

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 1

=====

Property Description

The Meadows is a 61-acre manufactured/mobile home park located at the southeast corner of 48th Street and Southern Avenue in Tempe. Established in 1971, the park consists of a large central multi-purpose community building surrounded by 488 pad sites occupied with single- and double-wide manufactured and mobile homes that date from the 1970s through the 2010s.

The Meadows' main entrance is on W. Southern Avenue at Casa Grande, where a secure guarded entrance booth is located as a landscaped median divides the roadway. Houses within The Meadows vary widely but all are single-story mobile or manufactured houses. Older mobile homes are interspersed with more recently constructed manufactured houses; there are fewer 1970s and 80s houses than those built from the 1990s to the present. Most houses are oriented on their lots with their narrow ends facing the street. On the older houses, usually single-wide forms, entrances are usually on the long sides of the home; on the newer houses, which are often double-wide forms, this narrow end is usually the gable end that accommodates the entrance and sometimes a porch.

The earliest homes are single-wide mobile homes that date from the 1970s and 80s. They are clad in corrugated metal with small single- or double-pane windows located high on the walls. Roofs are either flat or rounded arcs. The houses generally do not have any integral or applied architectural ornament, as was common with mobile homes of that era. In most cases, adjacent exterior concrete pads are covered with wide awnings and serve as carports or covered patio spaces. Some of these awnings have been transformed into shed-roof screened porches. Many of these earliest homes, some of which were truly mobile, have been altered by the construction of additions, making them stationary. The earliest mobile homes sometimes have replacement windows on the street-facing elevations that are larger than original windows, and many windows feature metal awnings. Some early transitional examples are double-wide forms that adhere to the materials and design features of the single-wide homes.

The more recently constructed houses are usually double-wide manufactured homes that have more of a sense of permanence in their appearance. Within The Meadows, these houses demonstrate a delightful array of applied forms and features that emulate traditional building types and decoration. Most common are front-gable forms with full-width porches supported by columns set on piers; many features gable-on-gable configurations, articulating entrances or porches and adding dimension to facades. The newer buildings are clad in vinyl or fiber-cement siding that emulates shiplap, clapboard, and board-and-batten patterns. An array of colors is also present, often with contrasting trim, leading to a high level of visual interest. Windows on the newer buildings are larger with applied muntins in multi-pane patterns in two-over-two configurations. Common decorative features include arched windows; exterior window sills and surrounds; porch balustrades; and stylized capitals and bases on columns.

A small sales office in a manufactured home blends well with the surrounding residences and is located at Casa Grande and Meadowlark Circle.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 2

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A centrally located clubhouse hosts a covered picnic area, pool, and a large multi-purpose building that contains rooms for meetings, crafts, and laundry. The building is constructed as a series of interconnected single-story box-like forms with flat roofs that allude to adobe pueblo inspiration. All are painted in varying desert-inspired earth tones. Enclosed courtyards and decorative vigas contribute the building's southwestern appeal. Parking spaces are located on three sides of the clubhouse block.

The community's plan is best described as a disconnected undulating grid. The gently curved streets, which are not always interconnected, act to calm traffic, making the community suitable for the golf carts that many residents use for transportation within the neighborhood. Setbacks for residences are consistent throughout the complex, with houses placed close to the roadways, usually separated only by small yard panels with wood chips or stones. Some residents have planted low shrubs around their properties and some deciduous street trees are also present.

The park is bounded on the north by W. Southern Avenue; on the east by Coronado with U.S. 60 and Interstate 10 directly east beyond that; on the south by the Western Canal, which is directly south of Indian Wells; and on the west by another mobile home park, Contempo Tempe.

The community features mature landscaping with plants that thrive in a desert environment. Several types of native and non-native palm trees of varying heights are present, as are numerous succulents, including large mature cacti. The clubhouse area features grass panel lawns and mature cottonwood trees dominate the landscape there, providing shade and visual interest. Overall, the community has a moderately verdant appeal compared to the arid desert landscape.

Historic Context

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

Federal and private developers rapidly built mobile home parks to quickly and economically accommodate the growing population. The earliest mobile homes gained popularity with the rise of the automobile in the 1920s when the form was truly mobile and more akin to a trailer or camper that was attached to a car. Before long, mobile homes were more accurately classified as manufactured housing that could be constructed elsewhere and delivered to a permanent site and connected to electricity, water, and gas. These early manufactured houses accommodated servicemen or workers who lived in clusters near places of work such as factories, farmland, and railroads. These initial mobile home parks featured single-wide homes.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 3

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After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

Mobile and Manufactured Housing

In the 1970s, people in the United States increasingly lived in mobile homes. So much so, that in 1974, the United States Congress passed the Housing and Community Development Act which enforced adherence to a more safety-conscious construction code. This legislation supported the more widespread practical usage of “manufactured home” rather than “mobile home.” While both terms had been used interchangeably, if not always accurately, for years, the term “mobile home” had come to imply a lower class of housing. The term “manufactured home” attempted to remove that stigma.

Within the Phoenix area, mobile homes were regularly replaced throughout the 1980s and 1990s with double-wide manufactured homes. Beginning in the 1980s through to the present, a national and local pattern emerged: as many mobile home parks fell into disrepair and were closed, low-income residents were deprived of affordable housing options. Throughout the metropolitan Phoenix area, large developers bought mobile home parks to raze them and build more profitable businesses and upscale housing. In some cases, changes to city or municipality zoning phased out the mobile home parks because they were viewed as undesirable. From 1980 to 2000, many mobile home parks in the Phoenix metropolitan area were razed.

The Meadows

Residential developer Diversified Communities of Newport Beach, California, broke ground on the Meadows in 1971. Designed with 488 pad sites—a number which remains intact today—initial rents ranged from \$64.50-\$74.50 per month. Intended to be an adult-oriented rental community, the development company included a central area with numerous amenities, including a 147,750-square-foot recreation area with a 39,000-square-foot picnic area with gas-powered barbecue grills.

The recreation center building (now referred to as the clubhouse) accommodated many attractive amenities, including an auditorium, health club, heated swimming pool, sun deck, sauna, a hobby/crafts center with a sewing room and library, shuffleboard, croquet, billiards room with six tables, kitchen, and game and party rooms.

Additional features designed to appeal to residents included a secure 61,000-square-foot storage area for campers, boats, and trailers; parking areas for 112 vehicles; car wash stations; a security patrol; underground utilities; and a master television antennae system. Planned social programs included potlucks, dances, tournaments, and entertainment.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 4

Advertisements tout country living with city conveniences, with plans that allowed purchase installments akin to rent payments. Included with each pad purchase was city utilities, plus a patio and paved driveway. Unlike many mobile home parks, streets in The Meadows were paved with curbs. Advertisements implied that lots would be spacious and allow relief from close neighbors. However, once owners placed their mobile homes within the small lots, this concept is debatable. Owners may have been placated with the claims that their new homes were in a “protected environment” where “sensible rules” for keeping up the values of homes were enforced.

The Meadows has always been an adults-only community with the majority of residents being retirees. Today, 20% of the residents are between 35 and 55 years old, and the remaining residents are more than 55 years of age.

Shortly after opening, a Diversified Communities construction supervisor named David Meihaus and Stephen Millett, a partner in a Mesa pre-cast concrete company decided to try to improve the appearance of the typical mobile home by giving it individuality while using high-quality materials. The men selected a corner lot in The Meadows and decided to utilize Frank Lloyd Wright’s approach to blending the house with its surroundings. They also employed research that Wright and his foundation did late near the end of Wright’s life when he investigated modular and prefabricated homes and refined methods to make the homes more appealing and livable while keeping costs low.

The gentlemen selected a color scheme that was compatible with the desert surroundings. They painted aluminum exterior walls a shade of olive green with a dark stained wood trim. A deck, flower box, and evergreens adorned the property; an irrigation system controlled from inside the house watered the property. The interior was bright; at a time when most mobile home interior walls were covered with imitation wood paneling, the men used colorful vinyl wallpaper on some walls. They also made interior walls thicker and added insulation in an effort to absorb noise and control heating and cooling costs. Open interior spaces, two large picture windows, adequate storage, and a built-in bar provided both a sense of luxury and practicality. While this home could not be identified during the recent survey, it is possible that this experimental home influenced construction within the park by showing residents the possibilities of the building type with some customization efforts.

In the era between 1980 and 2000 when Phoenix was removing many mobile home parks, The Meadows remained in place, most likely because of excellent management, impeccable maintenance, and its status as an adult-only community. However, it has undergone substantial alterations and lacks many of its original buildings and materials. Changes have occurred to individual buildings, such as the installation of new windows and additions located on one or both side elevations. Many buildings have been replaced entirely with modern manufactured houses.

Significance Evaluation

The Meadows was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 5

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The Meadows is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. It is associated with Tempe and the Phoenix metropolitan area's social history related to suburban growth, affordable housing, and its establishment as a desirable area for retirees. However, The Meadows can no longer convey potential significance because of the number of alterations to original mobile homes and the large number of recently constructed buildings that diminish its origins as a 1970s mobile home park. Although the community retains integrity of setting, location, and association, it does not retain integrity of design, materials, feeling, or workmanship. Therefore, it is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, The Meadows is not eligible under Criterion B.

The Meadows is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The Meadows' layout is an interesting and thoughtful design. However, the majority of residences in the park are now from the recent past, dating from the 1990s to the present and original residences have been altered with features such as new window configurations and new large attached awnings to provide covered outdoor spaces. The present collection of buildings does not embody distinctive characteristics of a type, period, method of construction, or possess high artistic value. Therefore, The Meadows is not eligible under Criterion C.

The Meadows was not evaluated under Criterion D as part of this assessment.

Therefore, The Meadows is not eligible for listing in the NRHP.

Works Consulted

“Ferocious winds batter Tempe; Allen downgraded to storm.” *Arizona Republic*. August 11, 1980.

Heim, Carol E. “Border Wars: Tax Revenues, Annexation, and Urban Growth in Phoenix.” Economics Department Working Paper Series, 55. University of Massachusetts – Amherst, 2006.

Lawrence, Parker Clifton. *Home Sweet Mobile Home Park: Developing a Historic Context for a Modern Resource*. The University of Georgia. Master's Thesis. 2014.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Knopf, 2013.

“Moratorium lifted on building in Tempe.” *Arizona Republic*. July 18, 1973.

“Needed: Mobile Homes, 2 & 3 BR.” *Arizona Republic*. September 16, 1983.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 6

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"Resident joins suit vs. city of Tempe." *Arizona Republic*. September 25, 1995.

"Tempe Gets New Mobile Home Park." *Arizona Republic*, June 6, 1971, page 48.

The Meadows Advertisement. *Arizona Republic*. December 19, 1971, page 81.

The Meadows Advertisement. *Arizona Republic*. February 12, 1972, page 12.

The Meadows Advertisement. *Arizona Republic*. June 13, 1971, page 133.

"Young Men Build Custom Mobile Home." *Arizona Republic*. April 15, 1973, page 158.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: The Meadows

Continuation Sheet No. 7



The Meadows, view to the east



Clubhouse, view to the west



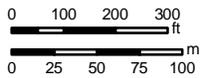
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary



Parcel



The Meadows
2401 W. Southern Avenue
Tempe, Maricopa County, Arizona

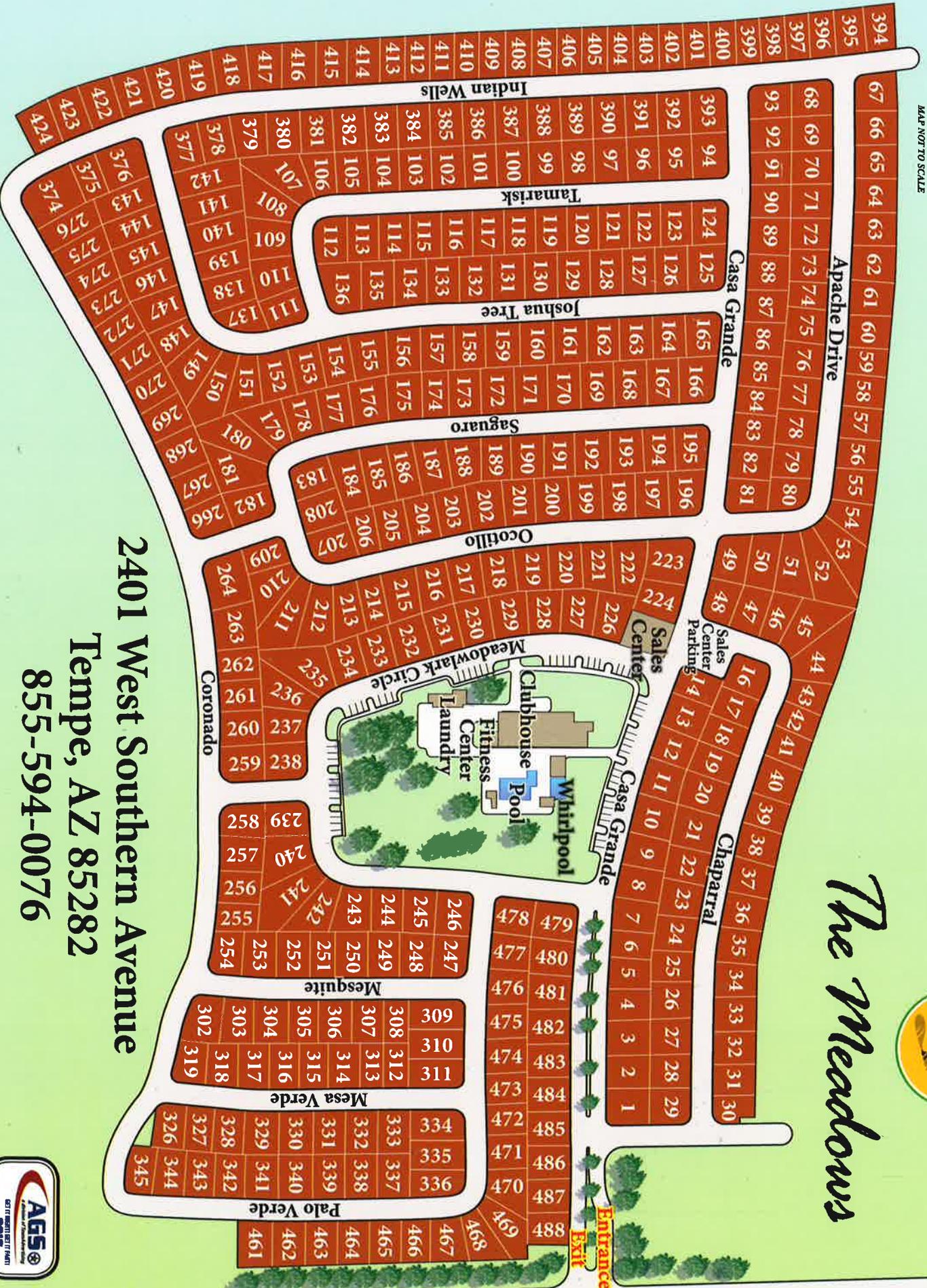


MAP NOT TO SCALE

myMHcommunity.com



The Meadows



2401 West Southern Avenue

Tempe, AZ 85282

855-594-0076

West Southern Avenue



STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): Westway Park

Date of Plat(s): 1969, 1970 Book/Page/Maps: 123/24, 129/16

General Boundaries: Approximately bound by S. Priest Drive, W. Southern Avenue, Southern Palms subdivision, and Roosen Heights subdivision.

City: Tempe County: Maricopa

Township: 1N Range: 4E Section: 33 Quarter Section: NW USGS 7.5' quad map: Tempe

DEVELOPMENT

Developer: K&W Construction

Architect: Unknown

Builder: K&W Construction

Development Period: 1969-1972

Number of Resources: 127

Predominant Age: 1970-1971

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: W. La Jolla Drive

Date: 2/26/2019

View: East

Photograph No.: WP1

Development Decade	No. of Resources
1960s	4
1970s	123



CHARACTERISTICS

Subdivision Layout: Curvilinear with cul-de-sacs, sidewalks, and rear alleys.

Landscaping: No formal planting scheme; yards include palm and other deciduous trees, some covered in grass or decorative stones.

Relationship house/car: Single-and-two car attached garages and car ports, some enclosed to provide additional living space.

Architectural Styles: Buildings minimally reference a range of residential architectural styles from the mid-to-late half of the twentieth century that include the Ranch and Contemporary styles.

Predominant Materials: Brick veneer, stucco, or vinyl siding; gable roofs covered with asphalt shingles.

Physical Description: Single-story residences with minimal ornamentation or stylistic references.

Use: Domestic

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.

Criteria(on): Property is not significant. See Continuation Sheets.

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Westway Park

Continuation Sheet No. 1

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Property Description

Westway Park is comprised of 127 residential buildings built between 1969 to 1972. It is bounded by West Southern Avenue to the north, an alley separating Southern Palms and Westway Park subdivisions to the east, an alley separating Roosen Heights and Westway Park subdivisions to the south, and South Priest Drive to the west. The neighborhood's streets include Cutler Drive, La Jolla Drive, Laguna Drive, Malibu Drive, Margo Drive, Pebble Beach Drive, and Shafer Drive. The neighborhood retains all its original buildings although alterations to original design and materials are common and diminish the historic appearance of the community. Common alterations include replacement windows, non-historic facade materials, and incompatible additions. The buildings represent a range of residential architectural styles from the mid-to-late half of the twentieth century.

All buildings are one story and commonly feature side-gabled or front-gabled roofs clad in asphalt shingles. All buildings utilize concrete slab foundations and wood-framing systems with applied brick veneer, stucco, or vinyl siding. Most of the buildings lack ornament and stylistic references are based on forms and large features rather than applied ornament. Generally, the buildings represent incongruous blends of Ranch forms with Contemporary Style features such as flat-roof carports, concrete-block sunscreen walls, or dramatic, projecting, steeply pitched cross-gables with wide overhanging eaves, some of which serve as either covered entrances or porte cocheres. Westway Park's Ranch-influenced buildings are clad with brick veneer, vinyl siding, or a stucco finish and have asphalt-shingle roofs. Some retain original aluminum-frame windows, while exposed roof beams, grilles or breeze blocks of concrete, half walls for open spaces and views, and trapezoidal windows are more common on buildings that show Contemporary style influences. Intermittently, round-arch forms appear on windows or brick wall openings. This form evokes southwestern shapes commonly used in revivalist architecture. However, no other features of Mission Revival or Spanish Colonial Revival architecture are present, making these influences very minor.

A majority of the neighborhood consists of equally sized, rectangular lots of single-family buildings. Larger lots surround the cul-de-sacs and are irregular in shape. Amongst the asphalt-paved streets of Cutler, La Jolla, Laguna, Malibu, Margo, Pebble Beach, and Shafer Drives, unpaved alleys run between the larger blocks of buildings and provide service routes for garbage and recycling trucks. Additionally, Shafer Drive connects Westway Park to Roosen Heights (1971) to the south and Pebble Beach Drive connects Westway Park to Southern Palms (1977) to the east.

Examples of multi-family residents are located along West Southern Avenue. The single-story, stucco or brick-clad fourplexes were some of the first buildings constructed within Westway Park and incorporate Contemporary style elements. The fourplexes consist of a one-story unit with two apartments facing in one direction and two in the opposite direction. The buildings emphasize a low-building profile with flat roofs and widely overhanging eaves. The primary facades include half-walls of brick veneer which match the brick columns supporting shallow porticos topped with flat roofs. Many windows have been replaced and feature a combination of vinyl or aluminum sashes with wrought-iron grilles. Both 1243 West Southern Avenue (1970) and 1253 West Southern Avenue (1970) are examples.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Westway Park

Continuation Sheet No. 2

Direct access to Westway Park is available via West Southern Avenue only. Alternatively, the subdivision is interconnected to other developments via Manhattan Drive and Westfall Drive, which are connected to South Priest Drive and West Southern Avenue, respectively. There is no prescribed landscape scheme present in Westway Park. Instead, residents display personal taste by incorporating or omitting elements such as concrete masonry unit garden and privacy walls, chain-link fences, palm and other deciduous trees, yards covered in grass or decorative stones, and breeze block accents.

Historic Context

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

Westway Park

Westway Park was constructed from 1969 to 1972 in two phases by K&W Construction Company. K&W Construction was owned by Theodore Thompson "Tom" Kunze, a rancher and developer in Tempe. Phase one of Westway Park construction began in the spring of 1969 at the north end of the current subdivision. Known as Westway Park, the development was platted for seventy buildings. Westway Park opened in August 1969 and offered two-to-four bedroom homes starting at \$15,800 as well as units within the fourplex, multifamily residences. The second phase of construction occurred throughout 1970 and into 1972. Westway Park Unit Two, located south of and abutting the subdivision's original plat, included fifty-seven additional buildings. The resulting buildings awkwardly blended interpretations of Ranch and Contemporary Style design influences on basic single-story building forms.

From the mid-1970s to the present, Westway Park has seen little to no substantial changes to the layout of the development. Changes, such as additions, new window grilles and window awnings, and enclosed carports or former garages repurposed as additional living spaces, have occurred to individual buildings.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Westway Park

Continuation Sheet No. 3

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Significance Evaluation

Westway Park was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Westway Park is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Westway Park is associated with the social history of Tempe and the greater Phoenix metropolitan area's suburban growth. However, this association is not significant. Westway Park did not influence suburban settlement patterns or design or employ innovative financing to help homeowners secure property. Therefore, Westway Park is not eligible under NRHP Criterion A.

Research did not reveal any associations with persons significant in the past. Therefore, Westway Park is not eligible under Criterion B.

Westway Park is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Westway Park's layout, landscaping, streetscape features, and architecture do not embody distinctive characteristics of a type, period, method of construction, or possess high artistic value. Furthermore, buildings in the subdivision have been altered, lack design cohesion, and are not the design work of a skilled architect. Westway Park is not eligible under Criterion C.

The neighborhood was not evaluated under Criterion D as part of this assessment.

Therefore, Westway Park is not eligible for listing in the NRHP.

Works Consulted

"Cutie." *Arizona Republic*. May 8, 1975.

Heim, Carol E. "Border Wars: Tax Revenues, Annexation, and Urban Growth in Phoenix." Economics Department Working Paper Series, 55. University of Massachusetts – Amherst, 2006.

Maricopa County. Westway Park Unit One Plat Map. April 15th, 1969.
<https://recorder.maricopa.gov/PlatPdf/123PLAT241.pdf>

Maricopa County. Westway Park Unit Two Plat Map. January 23, 1970.
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STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Westway Park

Continuation Sheet No. 4

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Rex, Tom R. "Development of Metropolitan Phoenix: Historical, Current and Future Trends." Tempe, AZ: Arizona State University, August 2000.

Roth, Leland. *American Architecture: a history*. Boulder, Colorado: Westview Press, 2001.

"Theodore Thompson "Tom" Kunze." *Arizona Republic*. June 6, 1989.

U.S. Department of the Interior, National Park Service. *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. National Register Bulletin, September 2002.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Westway Park

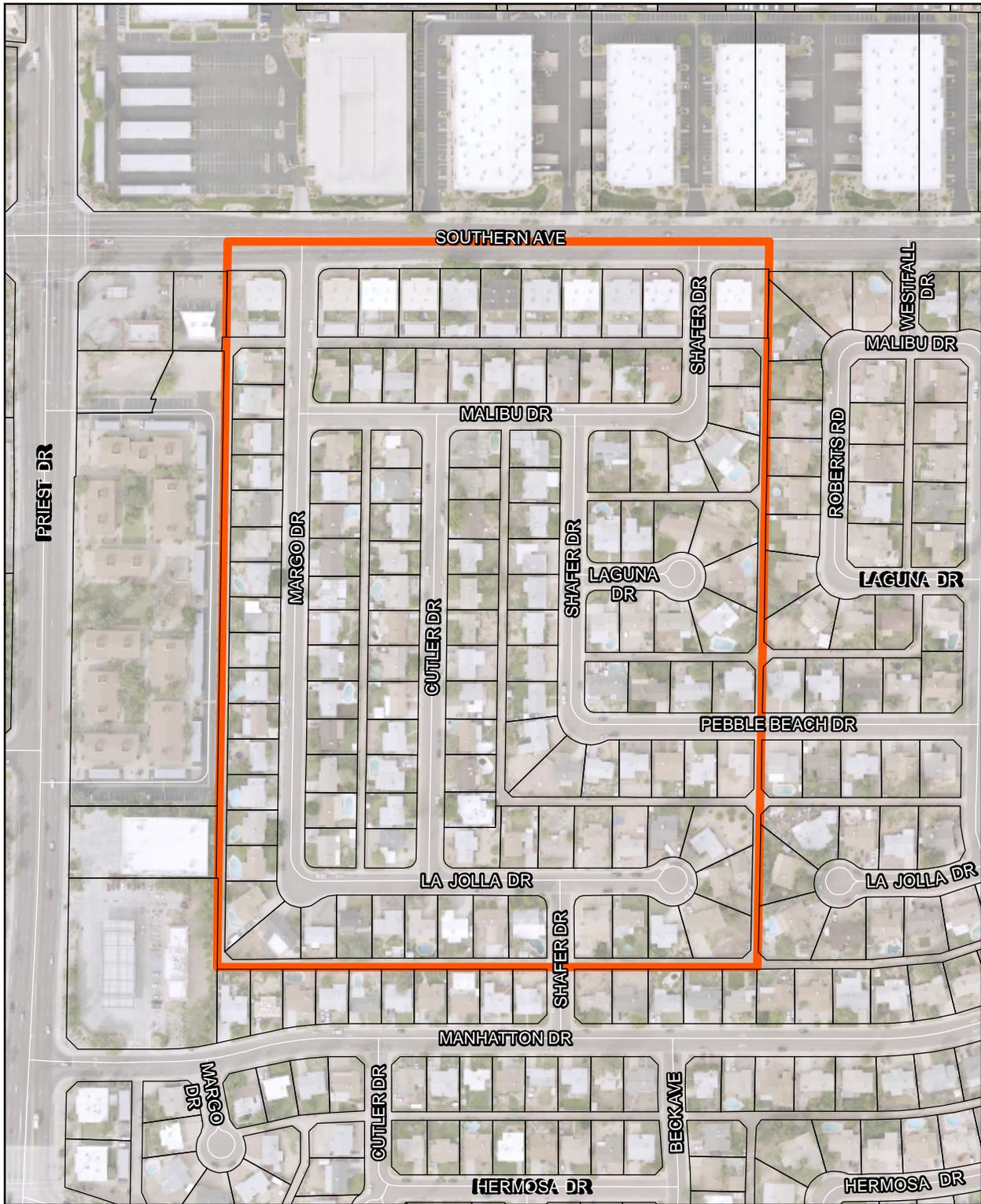
Continuation Sheet No. 5



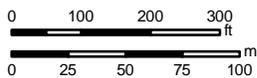
S. Cutler Drive at W. La Jolla Drive, view to the northeast



1228 W. La Jolla Drive, view to the northeast



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



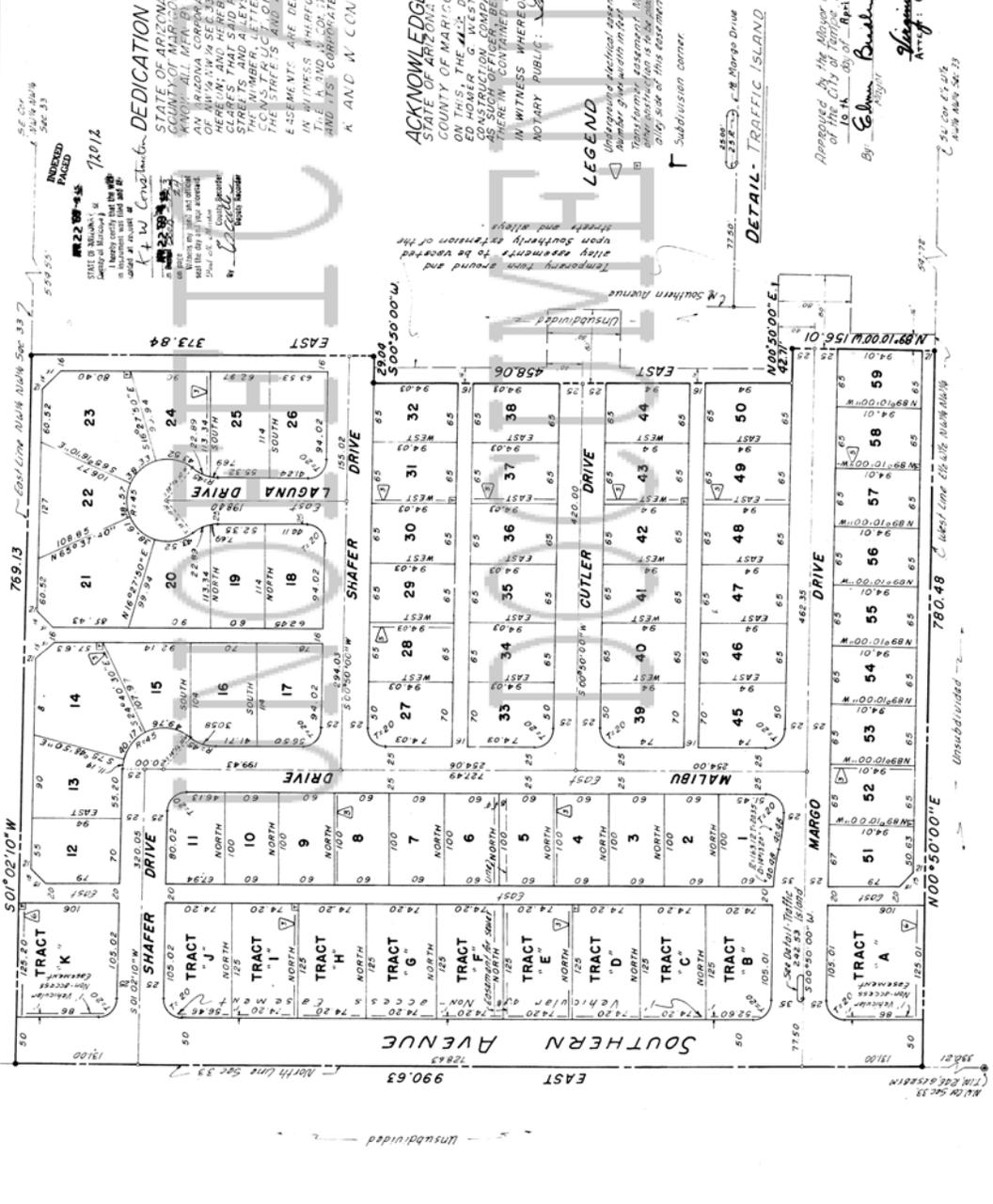
Property Boundary

Parcel

Westway Park
Approximately bound by S. Priest Drive, W.
Southern Avenue, Southern Palms subdivision,
and Roosen Heights subdivision
Tempe, Maricopa County, Arizona

WESTWAY PARK

A SUBDIVISION OF PART OF NW 1/4 NW 1/4 SEC. 33, T.1N, R.4E, G.S.R.B.M., MARICOPA COUNTY, CITY OF TEMPE, ARIZONA.



DEDICATION

STATE OF ARIZONA
 COUNTY OF MARICOPA
 I, W. Construction, do hereby dedicate to the City of Tempe, Arizona, the following described property, to-wit: 71012 71012
 (The above described property is located in the City of Tempe, Arizona, and is subject to the provisions of the City of Tempe, Arizona, Ordinance No. 1989-001, as amended, which provides for the dedication of public streets and alleys.)
 W. Construction
 City Engineer

ACKNOWLEDGEMENT

COUNTY OF MARICOPA
 ON THIS 17 DAY OF May, 1980, BEFORE ME, THE UNDERSIGNED OFFICER, PERSONALLY APPEARING W. Construction, WHO ACKNOWLEDGED HIMSELF TO BE A VICE PRESIDENT OF K AND W CONSTRUCTION COMPANY, INC. AS SUCH OFFICER, BEING AUTHORIZED BY THE UNLESSIONED OFFICER THEREUNTO DULY AUTHORIZED, TO SIGN THIS INSTRUMENT FOR THE PURPOSE OF EXECUTING THE SAME IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL.
 NOTARY PUBLIC: W. Construction

CERTIFICATION

I, W. Construction, CITY ENGINEER, DO HEREBY CERTIFY THAT THE SURVEY AND SUBDIVISION OF THE PROPERTY DESCRIBED IN THE INSTRUMENT HEREON MADE IS CORRECT IN ACCORDANCE WITH THE PROVISIONS OF MARICOPA COUNTY ORDINANCE NO. 1989-001, AS AMENDED.
 W. Construction
 City Engineer



Approved by the City Council of the City of Tempe, Arizona, this 15th day of April, 1980.
 By W. Construction
 Mayor

Approved by the City Engineer of the City of Tempe, Arizona, this 15th day of April, 1980.
 By W. Construction
 City Engineer

PACE CONSULTANTS
 1001 N. 24th STREET
 PHOENIX, ARIZONA
 DRAWN BY: W. Construction
 FINAL PLAN

STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): Roosen Heights

Date of Plat(s): 1970 Book/Page/Maps: 135/14

General Boundaries: Approximately bound by W. La Jolla Drive, Southern Palms subdivision, Superstition Freeway/U.S. Route 60, and S. Priest Drive.

City: Tempe County: Maricopa

Township: 1N Range: 4E Section: 33 Quarter Section: NW USGS 7.5' quad map: Tempe

DEVELOPMENT

Developer: Roosen Heights Corporation

Development Decade	No. of Resources
1970s	75

Architect: Unknown

Builder: Unknown

Development Period: 1971-1972

Number of Resources: 75

Predominant Age: 1971-1972

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: Hermosa Drive

Date: 2/26/2019

View: Northeast

Photograph No.: RH1.JPG



CHARACTERISTICS

Subdivision Layout: Curvilinear streets connect to neighboring subdivisions or end at multiple cul-de-sacs

Landscaping: No prescribed landscape scheme. Instead, residents display personal taste by incorporating or omitting elements such as concrete masonry unit garden and privacy walls, chain-link fences, palm and other deciduous trees, and yards covered in grass or decorative stones.

Relationship house/car: Attached car ports and garages, many which have been repurposed as additional living spaces.

Architectural Styles: Rancho and Contemporary styles

Predominant Materials: Brick veneer, vinyl siding, or stucco

Physical Description: Rancho-style buildings feature low-pitched roof without dormers but often with a front-facing cross gable, a wide overhang, an asymmetrical facade, and arched windows and doors. Contemporary-style buildings feature flat roofs with wide overhanging eaves, broad expanses of uninterrupted wall surface, and asymmetrical facades.

Use: Domestic

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.

Criteria(on): See Continuation Sheets

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Roosen Heights

Continuation Sheet No. 1

=====

Property Description

Roosen Heights is comprised of seventy-five residential buildings built between 1971 to 1972. The neighborhood retains original buildings, which consist of single-story interpretation of Rancho style buildings and flat-top buildings that are iterations of Contemporary Style architecture. Typical alterations include replacement windows, non-historic facade materials, and incompatible additions. All buildings utilize concrete slab foundations and wood-framing systems with applied brick veneer or vinyl siding.

Roosen Heights is bounded by Westway Park's West La Jolla Drive to the north, Southern Palms subdivision to the east, Superstition Freeway/U.S. 60 to the south, and South Priest Drive to the west.

Roosen Heights' Rancho buildings are closer to copies of historic Rancho buildings commonly found in California, Arizona, and New Mexico than to contemporaneous suburban Ranch style residences. The houses at 1245 West Manhattan Drive and 1204 West Hermosa Drive each display identifying Rancho characteristics such as a low-pitched roof without dormers but often with a front-facing cross gable, a wide overhang, an asymmetrical facade, and arched windows and doors. Other examples include rusticated stone surrounds, unpainted wood columns, and stucco finishes. Roosen Heights' Rancho-influenced buildings are clad with brick veneer, vinyl siding, or a stucco finish and have asphalt-shingle roofs.

Roosen Heights contains single-family residences that draw influence on the flat-top form that is derived from the Contemporary Style. Many buildings are altered examples of the style such as 3910 South Margo Drive, 1253 West Manhattan Drive, 1213 West Manhattan Drive, and 3935 South Beck Avenue. Roosen Heights' flat-top buildings incorporate flat roofs with widely overhanging eaves, broad expanses of uninterrupted wall surface, and asymmetrical facades which typically feature carports and obscure entrances from street view. Additional stylistic elements include exposed roof beams, grilles or breeze blocks of concrete, half walls for open spaces and views, and trapezoidal windows. The flat-top buildings in Westway Park are one story, clad with brick veneer, feature asphalt-shingle roofs, and still have their original aluminum windows.

Like the Rancho residences, most flat-top houses have elements such as arched windows and doors, rusticated stone work, unpainted wood columns, and stucco finishes. Examples can be found at 3910 South Margo Drive and 1253 West Manhattan Drive.

Much of the neighborhood consists of equally sized, rectangular lots of single-residence buildings. Larger lots surround the cul-de-sacs and are irregular in shape. Amongst the asphalt-paved streets of Manhattan, Margo, Cutler, Hermosa, Shafer, and Beck drives, unpaved alleys run between the larger blocks of buildings and provide service routes for garbage and recycling trucks. Additionally, Shafer Drive connects Roosen Heights to Westway Park (1969-1972) to the north and Santa Cruz Drive connects Roosen Heights to Southern Palms (1977) to the east.

There is no prescribed landscape scheme present in Roosen Heights. Instead, residents display personal taste by incorporating or omitting elements such as concrete masonry unit garden and privacy walls, chain-link fences, palm and other deciduous trees, and yards covered in grass or decorative stones.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Roosen Heights

Continuation Sheet No. 2

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Historic Context

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

Roosen Heights

In the early 1970s, Roosen Heights Corporation, founded by Peter Roosen, designed two planned neighborhoods, Roosen Heights Tempe and Roosen Meadows Mesa. Initially, each development plan consisted of "threeplex" and "fourplex" apartment buildings. The "fourplexes" were planned as buildings which consisted of a two-story unit with two apartments facing one direction and two in the opposite direction. In the spring of 1970, Roosen Construction Corporation discarded their plans to construct two "fourplexes" at Priest Road between Manhattan Drive and Superstition Freeway and instead began constructing seventy-five single-family residential buildings.

In June 1971, Roosen Heights Corporation unveiled all seventy-five buildings. Roosen Heights boasted seven quality models with options of two, three, or four bedroom homes, as well as paved parking areas, alleys, and complete landscaping. House prices varied from \$18,000 to \$24,000.

Today, many changes have occurred to the individual buildings, such as additions, enclosed carports or former garages repurposed as additional living spaces, added window grilles, or window awnings. Although 1971 *Arizona Republic* advertisements indicate a cohesive landscaping scheme, there is little physical evidence of such a plan remaining. However, Roosen Heights has had little to no substantial changes to the layout of the development.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Roosen Heights

Continuation Sheet No. 3

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Significance Evaluation

Roosen Heights was evaluated for significance under NRHP Criteria A, B, C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Roosen Heights is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Although it is associated with the social history of Tempe and the greater Phoenix metropolitan area's suburban growth, the association is not significant. Roosen Heights did not influence other subdivision design in the Phoenix area. Therefore, Roosen Heights is not eligible under NRHP Criterion A.

Research did not reveal any associations with persons significant in the past. Therefore, Roosen Heights is not eligible under Criterion B.

Roosen Heights is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Roosen Heights' layout, landscaping, streetscape features, and architecture do not embody distinctive characteristics of a type, period, method of construction, or possess high artistic value. The community's buildings were modest and lacking in innovation, favoring designs that were referential. Decorative ornamentation was generally applied and not well integrated. Furthermore, buildings have been altered and lack design cohesion. Therefore, Roosen Heights is not eligible under Criterion C.

The neighborhood was not evaluated under Criterion D as part of this assessment.

Therefore, Roosen Heights is not eligible for listing in the NRHP.

Works Consulted

Heim, Carol E. "Border Wars: Tax Revenues, Annexation, and Urban Growth in Phoenix." Economics Department Working Paper Series, 55. University of Massachusetts – Amherst, 2006.

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<https://gis.maricopa.gov/GIO/HistoricalAerial/index.html>.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Knopf, 2013.

"Planned Neighborhoods of Quality Construction Built By Roosen Construction Corp." *Arizona Republic*. November 21, 1971.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Roosen Heights

Continuation Sheet No. 4

=====
"Phoenix Growth Pattern, 1961." Tempe, AZ: Arizona State University Library, Greater Arizona Collection.

Rex, Tom R. "Development of Metropolitan Phoenix: Historical, Current and Future Trends." Tempe, AZ: Arizona State University, August 2000.

"Roosen Heights opens in Tempe." *Arizona Republic*. June 27, 1971.

"Roosen Homes." *Arizona Republic*. July 5, 1971.

Roth, Leland. *American Architecture: a history*. Boulder, Colorado: Westview Press, 2001.

"Sneak Preview of Roosen Heights." *Arizona Republic*. June 20, 1971.

"Under Construction." *Arizona Republic*. May 22, 1971.

U.S. Department of the Interior, National Park Service. *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*. National Register Bulletin, September 2002.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Roosen Heights

Continuation Sheet No. 5



S. Beck Avenue, view to the southeast.



1253 Manhattan Drive, view to the south.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Roosen Heights

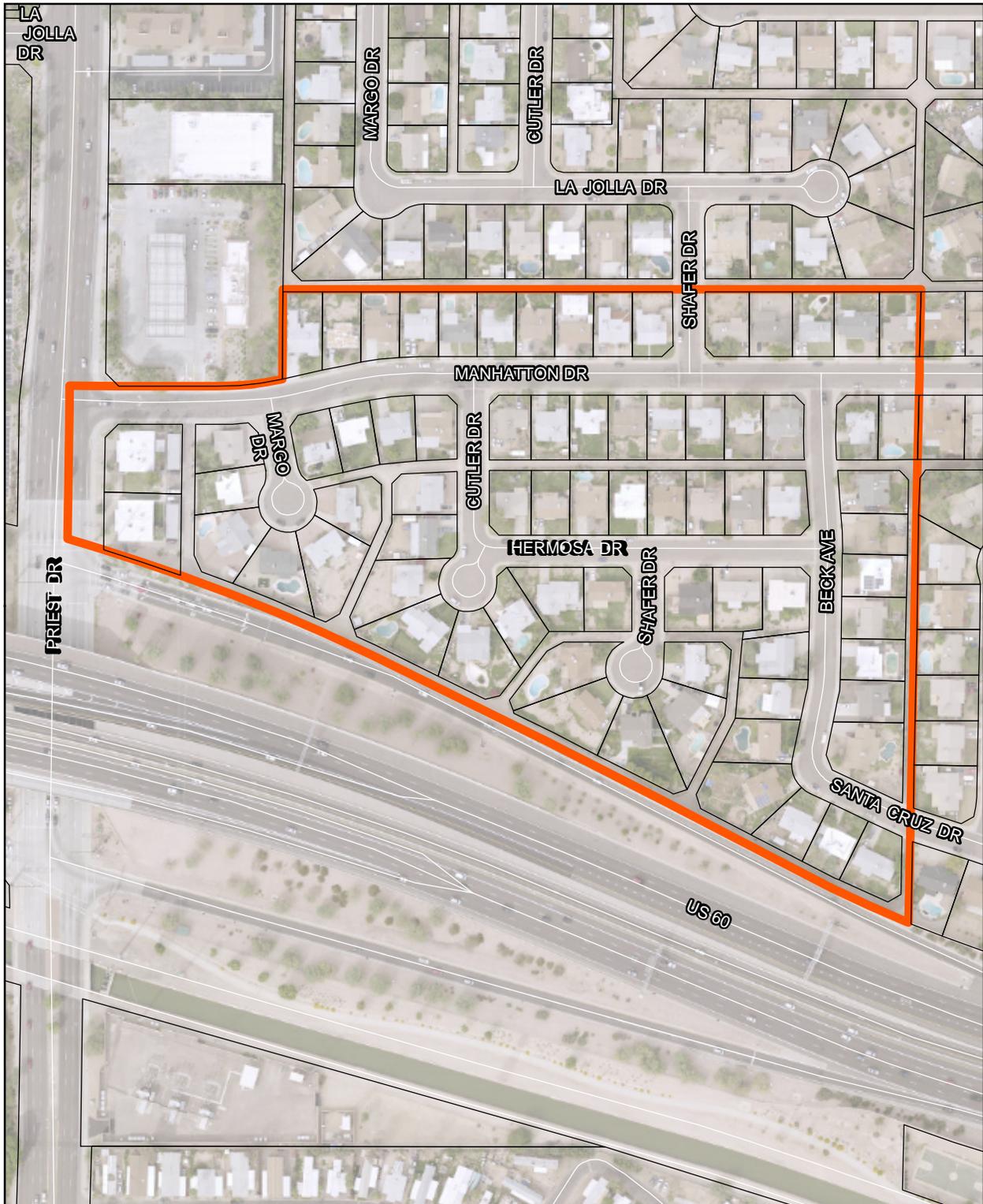
Continuation Sheet No. 6



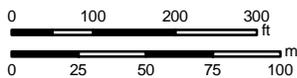
1204 W. Hermosa Drive, view to the northeast



1213 W. Manhattan Drive, view to the south



2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

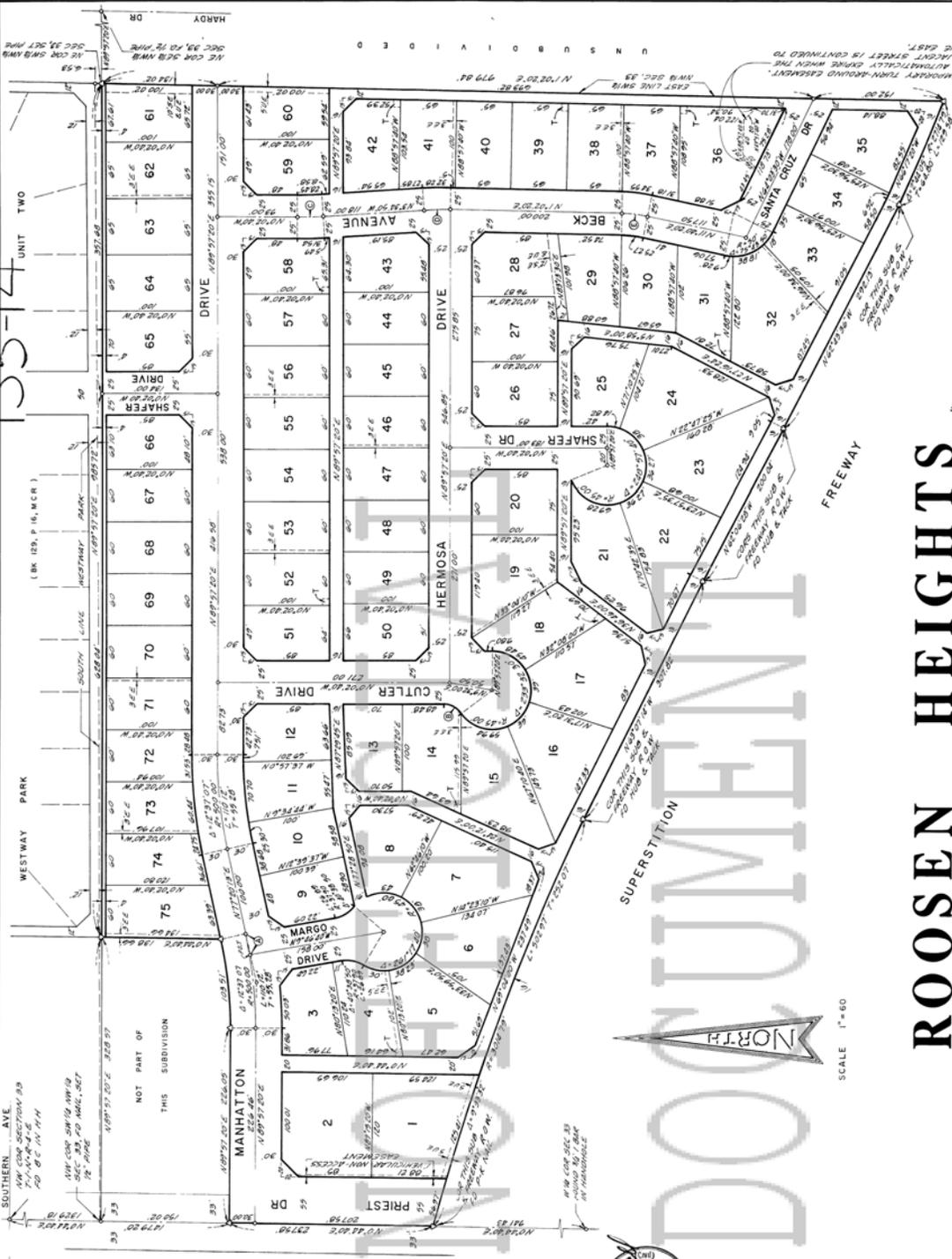


Property Boundary



Parcel

Roosen Heights
Approximately bound by W. La Jolla Drive,
Southern Palms subdivision, Superstition
Freeway/U.S. 60, and S. Priest Drive
Tempe, Maricopa County, Arizona

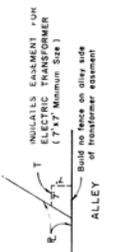


BEARING	LENGTH	DELTA	RADIUS	TANGENT
A 277°50'57"	25.00	19.21	15.62	12.50
B 277°50'57"	25.00	19.21	15.62	12.50
C 277°50'57"	25.00	19.21	15.62	12.50
D 277°50'57"	25.00	19.21	15.62	12.50
E 277°50'57"	25.00	19.21	15.62	12.50
F 277°50'57"	25.00	19.21	15.62	12.50
G 277°50'57"	25.00	19.21	15.62	12.50
H 277°50'57"	25.00	19.21	15.62	12.50
I 277°50'57"	25.00	19.21	15.62	12.50
J 277°50'57"	25.00	19.21	15.62	12.50
K 277°50'57"	25.00	19.21	15.62	12.50
L 277°50'57"	25.00	19.21	15.62	12.50

ROOSEN HEIGHTS

A SUBDIVISION OF PART OF THE SW 1/4 NW 1/4 SECTION 33, T-1-N-R-4-E, G & S.R.B.M., MARICOPA COUNTY, ARIZONA

HAYLL ENGINEERING CO.
PHOENIX, ARIZONA
3015 E THOMAS RD
958-2610



- △ INDICATES CORNER THIS SUBDIVISION, SET PHE.
- UE INDICATES UTILITIES EASEMENT
- EE INDICATES EASEMENT FOR UNDERGROUND ELECTRIC POWER LINES AND FACILITIES
- SE INDICATES EASEMENT FOR SEWER LINES
- ALL UTILITIES TO BE INSTALLED UNDERGROUND



NOTARY PUBLIC: *William J. Hayll* (Signature)
 APPROVED BY: *William J. Hayll* (Signature) PLANNING DIRECTOR DATE: 1-15-71
 APPROVED BY: *[Signature]* CITY ENGINEER DATE: 1-15-71
 APPROVED BY THE COUNTY OF MARICOPA: *[Signature]* COUNTY ENGINEER DATE: 1-15-71
 ATTEST: *[Signature]* ENGINEER OF RECORD
 CLERK

STATE OF ARIZONA
 COUNTY OF MARICOPA, J.S.
 KNOW ALL MEN BY THESE PRESENTS
 THAT STEWART TITLE B TRUST OF PHOENIX, AN ARIZONA LIMITED LIABILITY COMPANY, HAS CAUSED AND CAUSED TO BE PREPARED AND FORWARDED TO THE PUBLIC, FOR USE AS SHOWN, THE STREETS AND ALLEYS SHOWN HEREON.
 THE STREETS AND ALLEYS SHOWN HEREON ARE HEREBY DEDICATED FOR THE PURPOSES AS SHOWN HEREON.
 WITNESSED MY HAND AND OFFICIAL SEAL OF THE COUNTY OF MARICOPA, ARIZONA, THIS 15th DAY OF JANUARY, 1971.
 STEWART TITLE B TRUST OF PHOENIX, AS TRUSTEE
 BY: *[Signature]* VICE-PRESIDENT ATTEST: *[Signature]* TRUST OFFICER
 STATE OF ARIZONA
 COUNTY OF MARICOPA, J.S.
 KNOW ALL MEN BY THESE PRESENTS
 THAT STEWART TITLE B TRUST OF PHOENIX, AN ARIZONA LIMITED LIABILITY COMPANY, HAS CAUSED AND CAUSED TO BE PREPARED AND FORWARDED TO THE PUBLIC, FOR USE AS SHOWN, THE STREETS AND ALLEYS SHOWN HEREON.
 THE STREETS AND ALLEYS SHOWN HEREON ARE HEREBY DEDICATED FOR THE PURPOSES AS SHOWN HEREON.
 WITNESSED MY HAND AND OFFICIAL SEAL OF THE COUNTY OF MARICOPA, ARIZONA, THIS 15th DAY OF JANUARY, 1971.
 STEWART TITLE B TRUST OF PHOENIX, AS TRUSTEE
 BY: *[Signature]* VICE-PRESIDENT ATTEST: *[Signature]* TRUST OFFICER

STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): Rancho Tempe

Date of Plat(s): N/A Book/Page/Maps: _____

General Boundaries: Bounded by Superstition Freeway/U.S. 60 and the Western Canal to the north, Baseline-Hardy neighborhood to the east, W. Apartment Street to the south, and S. Priest Drive to the west.

City: Tempe County: Maricopa

Township: 1N Range: 4E Section: 33 Quarter Section: SW USGS 7.5' quad map: Tempe

DEVELOPMENT

Developer: Caster Mobilehomes Corporation

Architect: N/A

Builder: N/A

Development Period: 1972-Present

Number of Resources: 292

Predominant Age: Unknown

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: Coyotero Drive

Date: 2/26/2019

View: Northeast

Photograph No.: RT1CoyoteroDrive.JPG



CHARACTERISTICS

Subdivision Layout: Grid and curvilinear around central community center and park; rectangular lots of single-residence mobile homes oriented perpendicular to the streets.

Landscaping: No prescribed landscape scheme; simple signage and raised planting beds with large shrubs and palm trees at entrance.

Relationship house/car: Car ports located adjacent to homes and on-street parking

Architectural Styles: Mobile/manufactured homes

Predominant Materials: Vinyl and aluminum

Physical Description: Single and double-wide manufactured homes featuring front-gabled, rounded, or flat roofs clad in asphalt shingles.

Use: Domestic

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.

Criteria(on): See Continuation Sheets

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Rancho Tempe

Continuation Sheet No. 1

=====

Property Description

Rancho Tempe is comprised of 291 mobile homes and 1 recreational building constructed in 1972. The neighborhood retains some original mobile homes; some houses retain original design and materials while others have been altered by minor replacements as well as large extensions that obscure the original building form. A subset of lots contains mobile homes destroyed by fire. Many lots are empty from removed mobile homes, revealing only the concrete foundations where buildings were located.

Residential

Dating from 1972 to the present period, the residential buildings represent a distinctive type of affordable housing. The neighborhood is a typical collection of mobile homes with chassis base frames oriented perpendicularly to the street on concrete slabs and aluminum or vinyl siding which obscure the chassis. Many buildings have extensions for additional rooms or porches. The buildings feature minimal ornamentation. All buildings are one story and commonly feature front-gabled, rounded, or flat roofs clad in asphalt shingles. Original mobile home trailers are distinguishable and categorized as single-wide; newer models from post 1974 are typically double-wide though some single-wide examples may be from this era of manufactured housing.

Examples of single-wide manufactured housing are the most prevalent in Rancho Tempe. Examples of single-wide manufactured homes are located along, but not limited to, Coyotero Drive, Navajo Drive, or Mescalero Way.

Examples of double-wide manufactured housing are common in Rancho Tempe, though not as prevalent as the single-wide option. Double-wide buildings encompass two linear units designed to be joined together at the two longer walls to create one building. Examples of double-wide manufactured homes are located along, but not limited to, Washo, Chet, or Yuma Drives.

Recreational

The Community Center is Rancho Tempe's singular example of a recreational building. Located at the center of the development, the building is surrounded by an open-space park that includes a tennis and basketball court, two pools, and playground equipment. The Community Center is comprised of a central block with a front-gabled roof clad with pantiles and two wings with flat roofs clad in asphalt shingles. The entire building incorporates wide, overhanging eaves with exposed rafter tails and masonry walls constructed with beige-painted slump block that mimics the appearance of adobe bricks. The entrance features expansive windows located just below the roofline, which consists of a projecting front-gable that is supported by pyramidal, slump-block columns. Modern and vinyl sliding doors are located at the entrance and evenly punctuate the exterior walls to allow easy access and ample ventilation during hotter months. An arcaded pavilion area is located east of the building and utilizes a similar design scheme with beige-painted, slump-block columns that support a flat, asphalt-shingle roof.

Layout

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Rancho Tempe

Continuation Sheet No. 2

Direct access to Rancho Tempe is available via South Priest Drive only. Rancho Tempe is bounded by Superstition Freeway/U.S. 60 and the Western Canal to the north, Baseline-Hardy neighborhood to the east, West Apartment Street to the south, and South Priest Drive to the west. A majority of the neighborhood consists of equally sized, rectangular lots of single-residence mobile homes oriented perpendicular to the streets with living areas closest to the street and bedrooms furthest away. Most of the streets follow a grid pattern and contain equally sized lots; however, smaller lots are located northeast of the centrally located recreational center and streets radiate at a forty-five-degree angle from the center of the neighborhood.

Simple signage and raised planting beds with large shrubs and palm trees flank Mobile Home Park Boulevard leading into Rancho Tempe. A low, slump block wall runs between South Priest Drive and Rancho Tempe. The wall continues around the rest of the development and is constructed of concrete masonry units. There is no prescribed landscape scheme present in Rancho Tempe. Instead, residents display personal taste by incorporating or omitting elements such as concrete masonry unit garden and privacy walls, chain-link fences, palm and other deciduous trees, yards covered in grass or decorative stones, and breeze block accents.

Historic Context

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

Federal and private developers rapidly built mobile home parks to quickly and economically accommodate the growing population. The earliest mobile homes gained popularity with the rise of the automobile in the 1920s when the form was truly mobile and more akin to a trailer or camper that was attached to a car. Before long, mobile homes were more accurately classified as manufactured housing that could be constructed elsewhere and delivered to a permanent site and connected to electricity, water, and gas. These early manufactured houses accommodated servicemen or workers who lived in clusters near places of work such as factories, farmland, and railroads. These initial mobile home parks featured single-wide homes.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Rancho Tempe

Continuation Sheet No. 3

=====

Mobile and Manufactured Housing

In the 1970s, people in the United States increasingly lived in mobile homes. So much so, that in 1974, the United States Congress passed the Housing and Community Development Act which enforced adherence to a more safety-conscious construction code. This legislation supported the more widespread practical usage of “manufactured home” rather than “mobile home.” While both terms had been used interchangeably, if not always accurately, for years, the term “mobile home” had come to imply a lower class of housing. The term “manufactured home” attempted to remove that stigma.

Within the Phoenix area, mobile homes were regularly replaced throughout the 1980s and 1990s with double-wide manufactured homes. Beginning in the 1980s through to the present, a national and local pattern emerged: as many mobile home parks fell into disrepair and were closed, low-income residents were deprived of affordable housing options. Throughout the metropolitan Phoenix area, large developers bought mobile home parks to raze them and build more profitable businesses and upscale housing. In some cases, changes to city or municipality zoning phased out the mobile home parks because they were viewed as undesirable. From 1980 to 2000, many mobile home parks in the Phoenix metropolitan area were razed.

Rancho Tempe opened in March 1972 at 4605 S. Priest Road in Tempe. Developed by Caster Mobilehomes Corporation, the mobile home park was a designed park rather than an informal one. The developers and planners implemented a clear plan that focused on the community center and recreational space. Facilities included a swimming pool, shuffle-board courts, tennis court, fenced playground for children, clubhouse, billiards room, and basketball and volleyball courts. Upon opening, Rancho Tempe consisted of single-wide mobile homes and, in the late 1970s, as larger lots were bought, double-wide mobile homes filled in the southern half of the community.

Rancho Tempe withstood development pressures. However, it has undergone significant alterations and lacks many of its original buildings and materials. Changes have occurred to individual buildings, such as additions located on one or both side elevations. Many original mobile homes have been replaced entirely with modern manufactured ones.

Significance Evaluation

Rancho Tempe was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

Rancho Tempe is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. It is associated with the social history of Tempe and the greater Phoenix metropolitan area’s suburban growth. However, these associations are not significant. Research does not indicate that Rancho Tempe was important in social history or influential housing approaches. It is not

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Rancho Tempe

Continuation Sheet No. 4

related to legislation or practices associated with low-income housing. Therefore, Rancho Tempe is not eligible under NRHP Criterion A.

Research did not reveal any associations with persons significant in the past. Therefore, Rancho Tempe is not eligible under Criterion B.

Rancho Tempe is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Rancho Tempe's layout, landscaping, streetscape features, and architecture do not embody distinctive characteristics of a type, period, method of construction, or possess high artistic value. Many mobile homes are replacements and those that are original have been altered by additions. The neighborhood is not eligible under Criterion C

The neighborhood was not evaluated under Criterion D as part of this assessment.

Therefore, Rancho Tempe is not eligible for listing in the NRHP.

Works Consulted

"Arizona's Best Mobile Community." *Arizona Republic*. March 11, 1973.

"Ferocious winds batter Tempe; Allen downgraded to storm." *Arizona Republic*. August 11, 1980.

Heim, Carol E. "Border Wars: Tax Revenues, Annexation, and Urban Growth in Phoenix." Economics Department Working Paper Series, 55. University of Massachusetts – Amherst, 2006.

Lawrence, Parker Clifton. *Home Sweet Mobile Home Park: Developing a Historic Context for a Modern Resource*. The University of Georgia. Master's Thesis. 2014.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Knopf, 2013.

"Mobile home park opens in Tempe." *Arizona Republic*. March 12, 1972.

"Moratorium lifted on building in Tempe." *Arizona Republic*. July 18, 1973.

"Needed: Mobile Homes, 2 & 3 BR." *Arizona Republic*. September 16, 1983.

"Resident joins suit vs. city of Tempe." *Arizona Republic*. September 25, 1995.

"The faires." *Arizona Republic*. August 5, 1973.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Rancho Tempe

Continuation Sheet No. 5



Community Center, view to the northeast.



Rancho Tempe entrance, view to the east



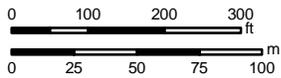
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary



Parcel



Rancho Tempe
4605 S. Priest Drive
Tempe, Maricopa County, Arizona

STATE OF ARIZONA

HISTORIC DISTRICT 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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: _ Survey Area: I-10/I-17 interchange to Loop 202 Santan Freeway

District Name(s): _____

Subdivision Name(s): Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Date of Plat(s): 1972-73 Book/Page/Maps: 156/15, 160/15, 187/3, 282/2

General Boundaries: Approximately bound by E. Cheyenne Drive, Interstate 10, Warner Road, S. 51st Street, and Magic Stone Drive.

City: Phoenix

County: Maricopa

Township: 1S Range: 4E Section: 17 Quarter Section: NW and SW USGS 7.5' quad map: Guadalupe

DEVELOPMENT

Developer: Presley Development Company

Architect: Unknown

Builder: Unknown

Development Period: 1973-1987

Number of Resources: 355

Predominant Age: 1973-1974

CONDITION

Good Fair Poor

PHOTOGRAPH INFORMATION

Subject: Ahwatukee Street View

Date: 2/26/2019

View: Northwest

Photograph No.: DSCN0811.JPG

Development Decade	No. of Resources
1970s	283
1980s	72



CHARACTERISTICS

Subdivision Layout: Curvilinear streets with sidewalks and uniform setbacks.

Landscaping: No consistent landscape scheme present with few cohesive elements present. Residents display personal taste by incorporating or omitting elements such as privacy walls, yards covered in grass or decorative gravel, and brick pavers or breezeblock accents. Landscaping includes palm trees, bougainvillea, and other small shrubs or cacti.

Relationship house/car: Attached carports or garages.

Architectural Styles: Ranch and Contemporary styles, some with Southwestern-inspired ornamentation.

Predominant Materials: Stucco, brick veneer, or Masonite finishes.

Physical Description: Mid-twentieth forms, primarily Ranch, Split Level, and Contemporary examples, and generally lack architectural ornamentation, asymmetrical facades, low-pitched gable roofs with overhangs, attached garages.

Use: Domestic

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.

Criteria(on): See Continuation Sheets

Areas of Significance and Themes:

Level of Significance:

Period of Significance:

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.

RECOMMENDATIONS OF ELIGIBILITY

Property is is not eligible

If not considered eligible, state reason: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 1

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Property Description

Located south of downtown Phoenix and Tempe, the residential neighborhood of Ahwatukee is between I-10 and the South Mountain Park and Preserve. The community consists of numerous sections that were platted separately. Collectively, the neighborhood has approximately 1,600 buildings and developed from 1971 to the present, encompassing a 37.5-square-mile-area. However, only Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee are being evaluated as part of this determination of eligibility. This includes 124 buildings that were platted separately from 1972-1973 and occupy only .155 square mile of the greater planned community.

Though surrounded by mountain ranges, the topography of metropolitan Phoenix is relatively flat and the city's main streets were platted to run on a precise grid. However, the street patterns of Ahwatukee deviate from this grid pattern. At Ahwatukee, curvilinear streets intersect at two axes of the development, South 48th Street and South 51st Street, before interconnecting with another street or concluding as a cul-de-sac.

The development's golf course is the central design feature that influenced the curvilinear pattern of streets and the placement of houses within the Warner-Elliot Loop, a ring road within Ahwatukee. The original 1970s development, which had smaller lots, is within the Warner-Elliot Loop and is now enveloped by newer additions of apartments, townhouses, and large homes.

Sections FS-1, RM-2, RS-1, and T-1 are comprised of uniform setbacks and sidewalks; however, there is no consistent landscape scheme. Individual homeowners all demonstrate similar levels of effort in landscaping, yet few cohesive elements are present and features are inconsistent among the houses. Privacy walls, yards covered in grass or decorative gravel, and brick pavers or breezeblock accents are all common features. Landscaping includes palm trees, bougainvillea, and other small shrubs or cacti.

Within Sections FS-1, RM-2, RS-1, and T-1, single-family residences and duplexes are all based on a limited number of floor plans that are executed in iterations and blends of mid-twentieth forms, primarily Ranch, Split Level, and Contemporary examples. The houses generally lack architectural ornamentation, with only minor allusions to stylized Southwestern decorative influences on a small subset of houses. The neighborhood evaluated here retains most of its original buildings although many have been altered primarily by unwieldy additions that are out of scale; non-historic facade or roofing materials; and replacement windows. The buildings range from one to two stories and accommodate single and multi-family plans. All buildings have concrete slab foundations, slumblock and wood-framing systems, and textured stucco or Masonite finishes. The roofs are typically side-gable or hipped and feature asphalt shingles or pantiles. In many cases, wide front-facing garages dominate the designs of the residences in these sections.

Ahwatukee's Ranch-influenced buildings are most often clad with brick veneer or a stucco finish and have asphalt-shingle roofs. The buildings are often devoid of ornamentation apart from breeze blocks incorporated into the facade or screening fences. Examples of Ranch forms with asymmetrical facades, wide roof overhangs, and attached garages or carports are located along Tomi Drive, East Mesquite Wood Drive, and South 51st Street. Ahwatukee's Ranch-inspired duplexes are one-story and adhere to typical massing for the style. The

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 2

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buildings at 5013-5017 East Mesquite Wood Court and 5020-5026 East Mesquite Wood Court all emphasize a low-building profile.

The buildings in Ahwatukee Sections FS-1, RM-2, RS-1, and T-1 that show Contemporary Style influences feature asphalt-shingle roofs and are clad in brick veneer, Masonite, or textured stucco. Throughout the neighborhood, many buildings are diluted examples of the style and incorporate the low-pitched gable roof, with widely overhanging eaves, broad expanses of uninterrupted wall surface, and asymmetrical facades which typically feature large garages on the facade. Stylistic elements include exposed roof beams, grilles or breeze blocks of concrete, and half walls for open spaces and views, such as 5023 East Mesquite Wood Drive.

Additionally, some duplexes in Sections FS-1, RM-2, RS-1, and T-1 have variations in roofing materials, roof features, and massing. Several duplexes incorporate forms such as staggered floor levels found in Split-Level homes, but maintain references to Ranch or Contemporary style with a low roof pitch, wide eaves, and facades free of decorative ornamentation. Ahwatukee's Split-Level duplexes feature Southwestern-inspired details such as pantile roofs, stucco finishes, and wood lintels and sills. Examples can be found along South Maze Court, South Ki Road, and East Tamblo Court.

Historic Context

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

As urbanization expanded throughout the southwest, master-planned communities gained popularity and consisted of a mix of housing styles and types, community centers and events, adjacent schools and churches, nearby shopping, and highway access to downtown Phoenix. Master-planned communities also utilized home owner associations as an alternative to deed restrictions and zoning. Communities like Sun City (1960), McCormick Ranch (1972), and Dobson Ranch (1973), local predecessors and contemporaries of Ahwatukee, attempted to introduce cohesive design features to reinforce community identity while also providing goods and services in these neighborhoods.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 3

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Ahwatukee

In 1921, Dr. W.V.B. Ames purchased 2,000 acres of land south of South Mountain and built his home, Casa de Suenos, meaning House of Dreams. Ames lived only three months after construction finished, and upon his death, the property was left to his wife. After the death of his wife, the property was willed to St. Luke's Hospital and then sold to Helen Brinton of Dixon, Illinois, in 1935. Dixon, who had spent a significant amount of time among the Crow Native Americans in Wyoming, renamed the property "Ahwatukee," the supposed Crow translation for House of Dreams. Brinton died in 1961 and the property was sold to developers. The property sold several times and remained undeveloped until 1971 when Presley Development Company bought Ahwatukee and its surrounding land.

Founded by Randall E. Presley, the Presley Development Company had twenty-five years of development-building experience when Ahwatukee's master plan was approved by the City of Phoenix. Presley Development Company had previously worked extensively in California, as well as several suburbs in San Francisco, Albuquerque, Chicago, Maryland, and Virginia. Presley's first projects in the metropolitan Phoenix area were Arizona Homes at 84th Avenue and West Indian School Road and Parkside Estates at 65th Avenue and West Camelback Road. Though Ahwatukee was not the company's first project in Phoenix, it was the company's first master-planned community, and Richard E. Mulhern, the Ahwatukee project manager, presided over initial phases of development, which intended to blend retirement housing with family housing. Presley Development Company took a risk developing the area where there was no guarantee of water or sewer services. Prior to development, lack of water access was the main reason local farmers regarded the area as having little value. Only a few irrigation wells existed on small ranches and farmland.

In July 1971, Presley Development Company began seeking annexation for Ahwatukee: first in Tempe, where they were denied, and then in Phoenix. The City of Phoenix initially resisted Presley's proposal to build Ahwatukee without annexation due to possible financial and material strains to provide water and utility services. The city urged Presley to seek annexation into nearby Tempe or Chandler in order to control planning and discourage urban sprawl. However, Presley hoped to avoid the restrictive county building standards implemented under annexation. Ultimately, an informal agreement was reached between the City and Presley Development Company officials that the community would remain unannexed and the City of Phoenix would provide water, sewer, electricity, natural gas, and telephone services. Throughout the early 1970s, this massive undertaking including providing police, fire stations, and pump implementation for sewers and water, all which Tempe and Chandler were not capable of providing at that time. Furthermore, the city and Ahwatukee came to an agreement that Ahwatukee residents would pay higher fees than city residents for Phoenix water and sewers, as well as paying an independent company for garbage collection.

Twenty employees from Presley Development Company of Arizona were tasked with the first phase of construction: a 412-acre golf course. In early 1972, construction began on Ahwatukee's 18-hole golf course which was designed by Fred Bolton, who had recently completed remodeling Phoenix Country Club's course. The construction of the golf course marked the start of a slow transformation of the Kyrene farming community from one of agriculture to one of planned residential development.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 4

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In late 1972, plans were unveiled to create a 2,000-acre community with retirement sections at the center of the Warner-Elliot Loop roadway that would be anchored around Ahwatukee Retirement Recreation Center, encircled by adult living units with family homes around the development's perimeter with single-family units available in various sections throughout the development. Additionally, Presley Development Company designed retail close to the freeway to keep traffic moving and heavy volume off residential streets. This initial area included Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee.

In 1974, the Ahwatukee Retirement Recreation Center opened along with seventeen model homes on present-day Mesquite Wood Drive. Located on Cheyenne Drive, the center quickly became a hub for socializing and community activities, featuring sauna baths, shuffleboard courts, game and assembly rooms, swimming pool, and complete arts and crafts facilities. Housing costs ranged from \$22,500 to \$41,995 depending on the type. The retirement living sections offered "carefree" townhouses or individual homes; adult living units included maintenance-free townhouses with atrium features; and family living options included individual homes as well as townhouses. All buildings were constructed with wood framing, slump block concrete units, and Masonite or stucco exteriors with wood shake or composition-shingle roofs. Today, changes have occurred to individual buildings, such as additions and window replacements, and as new portions of the subdivision have been constructed. The overall result is a fragmented design that shows a slow and distinct architectural evolution with inconsistent changes and maintenance decisions that lend an overall lack of cohesion to the area, even if houses are well maintained. In addition to the changes within Sections FS-1, RM-2, RS-1, and T-1, the overall plan for Ahwatukee and the buildings within it did not retain a sense of order or cohesion, due in large part to a long development period that had to respond to changing tastes and budgets. Despite the original intention to develop a master-planned community and the overall well-maintained appeal of the neighborhood, the initial vision for the community was never realized.

Following initial phases of construction, Presley Development Company focused on cultivating a sense of community within Ahwatukee. Within a year of opening, the company began hosting community events such as a Fourth of July golf tournament and fireworks show, as well as the Easter Parade. In 1976, to add to the growing neighborhood, the development constructed its first store of any kind, a Circle K on Elliot Road. That same year, Ahwatukee constructed fourteen tennis courts adjacent from the Ahwatukee County Club on the northwest corner of Warner Road and Forty-Eighth Street. Additionally, the community's first church, Mountain View Lutheran Church, and its first school, Kyrene de Las Lomas Elementary School, opened in 1977.

In 1989, the newly created master-planned communities of Mountain Park Ranch, Lakewood, and The Foothills joined Ahwatukee on the south and southwest. This was in part because there were no clearly defined borders between each community. Therefore, the entire 37.5-square-mile area from the freeway to the mountain range was officially designated as the Village of Ahwatukee Foothills in 1991.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 5

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Significance Evaluation

Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee were evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee are not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. These subdivisions within Ahwatukee are associated with the residential development of metropolitan Phoenix; however, these association are not historically significant. Research has not indicated these sections of Ahwatukee are associated with events or trends in history. Over time, Ahwatukee, including Sections FS-1, RM-2, RS-1, and T-1, did not prove to be an influential planned community and was virtually indistinguishable from other contemporary examples in the Phoenix and Tempe. Therefore, Ahwatukee is not eligible under Criterion A.

Research did not reveal that Ahwatukee Sections FS-1, RM-2, RS-1, and T-1 are associated with people significant in the past. Therefore, Ahwatukee is not eligible under Criterion B.

Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee are not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. Ahwatukee is a master-planned community, making it different than other suburbs and neighborhoods throughout metropolitan Phoenix, but it is not unique. Sections FS-1, RM-2, RS-1, and T-1 do not collectively demonstrate design merit or cohesion; original designs were disparate and changes over time have made residences in these sections even more so as replacement materials and incompatible additions have resulted in an overall lack of cohesion. Contemporaries of Ahwatukee include Sun City (1960), McCormick Ranch (1972), and Dobson Ranch (1973), all of which have cohesively designed residential, commercial, and recreational buildings that retain higher levels of integrity within their original historic context. Therefore, Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee are not eligible under Criterion C.

Sections FS-1, RM-2, RS-1, and T-1 of Ahwatukee was not evaluated under Criterion D as part of this assessment.

Therefore, Ahwatukee is not eligible for listing in the NRHP.

Works Consulted

"Ahwatukee is Coming." *Arizona Republic*. April 9, 1973.

"Preview Showing Ahwatukee: A 2000-Acre Planned Community." *Arizona Republic*. April 21, 1973.

"Ahwatukee Boasts Close-In Locale, Five Lifestyles." *Arizona Republic*. June 17, 1973.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 6

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"The Legend of Ahwatukee." *Arizona Republic*. May 20, 1973.

"Ahwatukee master-planned for 8,400 homes." *Arizona Republic*. April 29, 1973.

"Ahwatukee almost here." *Arizona Republic*. Mar 11, 1973.

Soto, Carl. "Let's hear it for the senior golfers." *Arizona Republic*. May 13, 1973.

"Ahwatukee annexation questioned." *Arizona Republic*. Mar 31, 1974.

Bommersbach, Jana. "Annexation of Ahwatukee raises issue of city 'sprawl.'" *Arizona Republic*. Mar 31, 1974.

VanderMeer, Philip. *Desert Visions and the Making of Phoenix, 1860-2009*. University of New Mexico Press, 2011.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

Continuation Sheet No. 7



South Ki Road, view to the north.



Street layout, view to the west.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Sections FS-1, RM-2, RS-1, and T-1

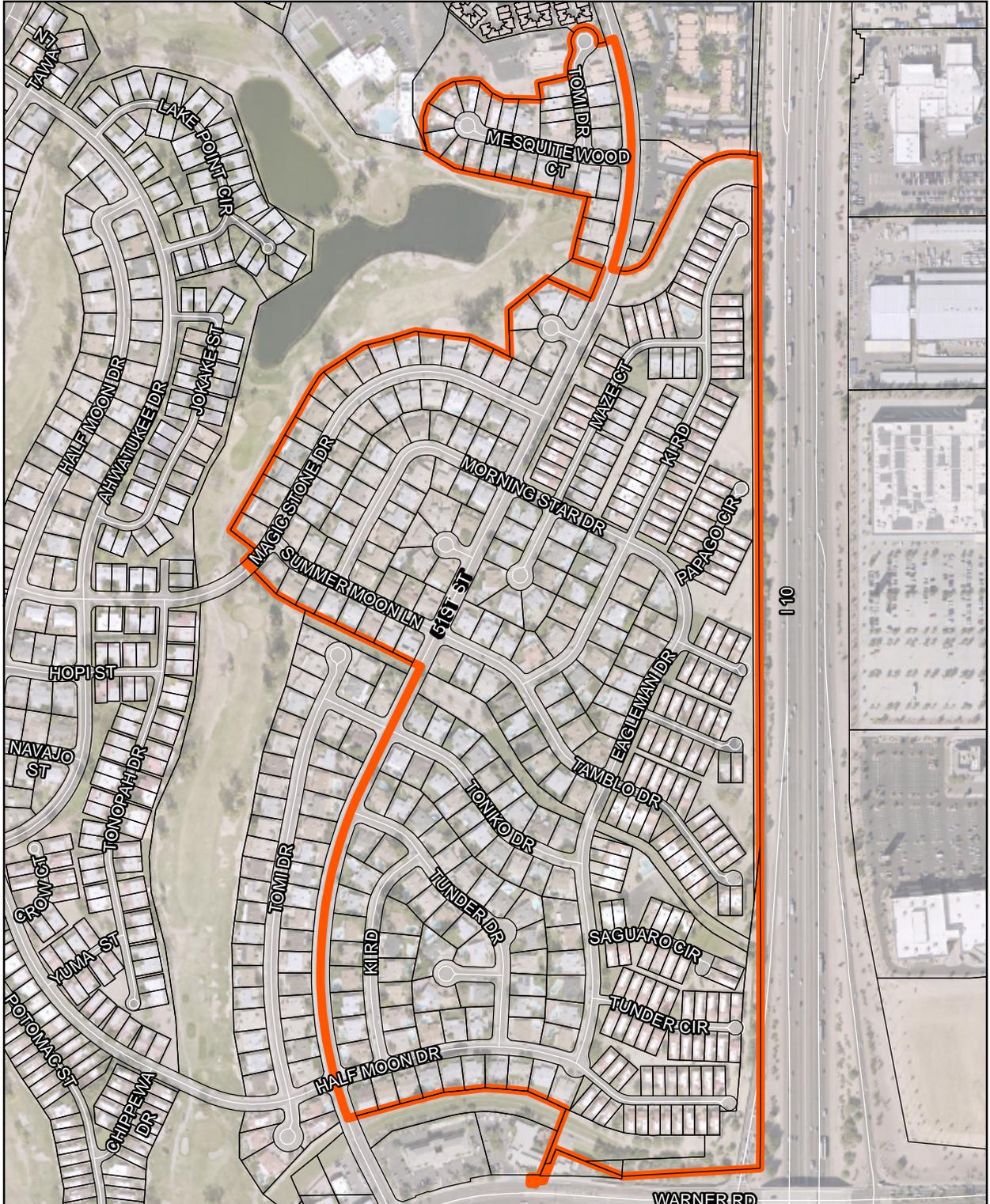
Continuation Sheet No. 8



Tomi Drive, view to the northeast.



Street view to the west.



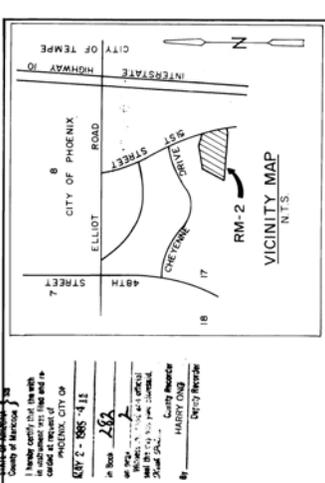
 2018 Aerial Imagery and 2019 Parcels
 (Maricopa County Assessor's Office)

0 100 200 300
 ft

0 25 50 75 100
 m

 Property Boundary
 Parcel

Ahwatukee Sections FS-1, RM-1, RS-1, and T-1
 Approximately bound by E. Cheyenne Drive,
 Interstate 10, Warner Road, S. 51st Street, and
 Magic Stone Drive
 Phoenix, Maricopa County, Arizona



85-199 875
282-2
282-85

AHWATUKEE RM-2

A SUBDIVISION OF A PORTION OF NW 1/4 SECTION 17, T. 1S., R. 4E., G. 8 S. R. B. 8 M., PHOENIX, MARICOPA COUNTY, ARIZONA

AN AVERAGE LOT SUBDIVISION

UNOFFICIAL DOCUMENT

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

KNOW ALL MEN BY THESE PRESENTS, THAT CHICAGO TITLE AGENCY OF ARIZONA, AN ARIZONA CORPORATION, AS TRUSTEE HAS SUBDIVIDED UNDER THE NAME OF AHWATUKEE RM-2, A SUBDIVISION OF A PORTION OF NW 1/4 SECTION 17, T. 1S., R. 4E., G. 8 S. R. B. 8 M., PHOENIX, MARICOPA COUNTY, ARIZONA, AS PLATTED HEREBY, AND HEREBY DECLARES THAT THE LOTS, STREETS, AND TRACTS CONSTITUTING SAID, AND THAT EACH LOT, STREET, AND TRACT SHALL BE KNOWN BY THE NUMBERS AND NAMES HEREIN SET FORTH, AND THAT SAID TRACTS, LOTS, STREETS, AND TRACTS SHALL BE SUBJECT TO THE JURISDICTION AND CONTROL OF THE CITY OF PHOENIX, MARICOPA COUNTY, ARIZONA, AS TRUSTEE, HEREBY DEDICATES TO THE PUBLIC, RESERVE WOOD COURT AND TOM DRIVE AS SHOWN ON SAID PLAT, AND INCLUDED IN THE ABOVE PREPARES.

IN WITNESS WHEREOF, CHICAGO TITLE AGENCY OF ARIZONA, AS TRUSTEE, HAS HERETO CAUSED ITS CORPORATE NAME TO BE SIGNED BY John J. Heryby, its duly authorized officer, who is duly qualified to execute this instrument.

CHICAGO TITLE AGENCY OF ARIZONA

BY: John J. Heryby OFFICER DATE: 4-12-85

STATE OF ARIZONA }
COUNTY OF MARICOPA } SS

ON THIS 12th day of April, 1985, I, John J. Heryby, MAYOR OF THE CITY OF PHOENIX, ARIZONA, DO HEREBY CERTIFY THAT SAID INSTRUMENT WAS FORWARDED TO ME BY SAID TRUSTEE, AND THAT SAID INSTRUMENT IS A TRUE AND CORRECT COPY OF THE ORIGINAL INSTRUMENT AS AUTHORIZED TO DO, EXECUTED BY SAID TRUSTEE, AND THAT SAID INSTRUMENT IS A TRUE AND CORRECT COPY OF THE ORIGINAL INSTRUMENT AS AUTHORIZED TO DO, EXECUTED BY SAID TRUSTEE.

IN WITNESS WHEREOF, I HEREBY SET MY HAND AND OFFICIAL SEAL, THIS 12th day of April, 1985.

BY: John J. Heryby MAYOR DATE: 4-12-85

GENERAL NOTES

1. THE STRUCTURE ON ANY AND ALL TRACTS SHALL BE LIMITED TO SINGLE-FAMILY RESIDENCES, INCLUDING ALL PROPERTY OWNERS IN THE DEVELOPMENT SHALL BE FURNISHED WITH WATER AND SEWER SERVICE AND MAINTAINING ALL COMMON AREAS TO BE NOTED AS "TRACTS", LAND AND DRAINAGE FACILITIES IN ACCORDANCE WITH APPROVED PLANS.
2. EACH LOT IN THIS SUBDIVISION IS PERMITTED ONE DWELLING FOR A TOTAL OF 25 UNITS.
3. THE NAMES AND ADDRESSES OF THE BENEFICIARIES OF FIRST AMERICAN TITLE INSURANCE COMPANY OF ARIZONA, TRUSTEE UNDER INSTRUMENT 444-41087 RECORDED OCTOBER 11, 1984.
4. THIS SUBDIVISION IS LOCATED WITHIN THE CITY OF PHOENIX WATER SERVICE AREA AND HAS BEEN DESIGNATED AS HAVING AN ASSURED WATER SUPPLY.
5. THE DEVELOPMENT SHALL BE FURNISHED WITH WATER AND SEWER SERVICE AND MAINTAINING ALL COMMON AREAS TO BE NOTED AS "TRACTS", LAND AND DRAINAGE FACILITIES IN ACCORDANCE WITH APPROVED PLANS.
6. EACH LOT IN THIS SUBDIVISION IS PERMITTED ONE DWELLING FOR A TOTAL OF 25 UNITS.
7. THE NAMES AND ADDRESSES OF THE BENEFICIARIES OF FIRST AMERICAN TITLE INSURANCE COMPANY OF ARIZONA, TRUSTEE UNDER INSTRUMENT 444-41087 RECORDED OCTOBER 11, 1984.

LEGEND

- ① SET SURVEY MONUMENT
- ② PUBLIC UTILITY EASEMENT
- ③ SIDEWALK AREA
- ④ HEIGHT RESTRICTION
- ⑤ BUILDING SETBACK LINE
- ⑥ VEHICULAR NON ACCESS EASEMENT

OWNER/DEVELOPER
AHWATUKEE RM-2
IS WITHIN AN AREA DESIGNATED AS HAVING AN ASSURED WATER SUPPLY, PURSUANT TO MARICOPA COUNTY ORD. 85-574.

CERTIFICATE OF ASSURED SUPPLY
AHWATUKEE RM-2 IS WITHIN AN AREA DESIGNATED AS HAVING AN ASSURED WATER SUPPLY, PURSUANT TO MARICOPA COUNTY ORD. 85-574.

EXISTING ZONING IS RI-6

NET AREA = 5.5468 AC

CERTIFICATION

I, ARTHUR N. BROOKS HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF ARIZONA. THAT THIS MAP, CONSISTING OF THIS INSTRUMENT AND THE VICINITY MAP ATTACHED HERETO, WAS SUPERVISED DURING THE MONTH OF DECEMBER 1984 BY ME OR AN ASSISTANT REGISTERED LAND SURVEYOR. THAT ALL MONUMENTS WERE CORRECTLY SHOWN AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE REPRODUCED, AND LOT CORNERS PERMANENTLY SET.

SUBMITTED BY: Arthur N. Brooks DATE: 4-12-85

REGISTERED LAND SURVEYOR

APPROVALS

APPROVED BY: _____
FOR CITY ENGINEER: S. L. ... DATE: 4-12-85

ATTEST: ... CITY CLERK

Revision	Date	By
Change # 1/84	5246 S. 40TH ST.	...
Change # 2/85	PHOENIX, ARIZONA 85040	...
Scale: AS SHOWN	(600)437-3733	...
Drawn: DEC. 1984	Job No. 104-17-71M-06	Sheet 1 of 2

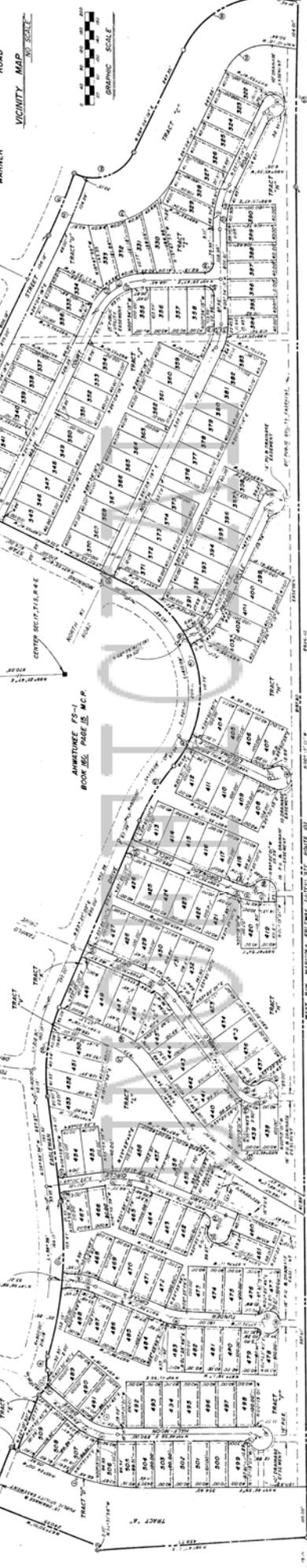
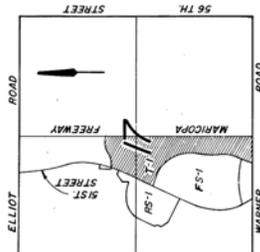
BROOKS HERBERT & ASSOCIATES, INC.
REGISTERED LAND SURVEYORS

AHWATUKEE RM-2
FINAL PLAT

SECOND REPLAT. OF AHWATUKEE T-1

A PORTION OF THE E. 1/2, W. 1/2, SECTION 17, T-1-S, R-4-E, G.S.B.M. MARICOPA COUNTY, ARIZONA

187-3



STATE OF ARIZONA
IN MARICOPA COUNTY, ARIZONA
COUNTY CLERK'S OFFICE
DECEMBER 14, 1938

PROVIDE STREET/TRACT SCHEDULE

STREET NAME	TRACT
HALF-MOON DRIVE	TRACT "A"
YANKEE DRIVE	TRACT "B"
CHERRY DRIVE	TRACT "C"
TAMBO DRIVE	TRACT "D"
CONCORD DRIVE	TRACT "E"
LOUISIANA DRIVE	TRACT "F"
NORTH AVENUE	TRACT "G"
MAZE COURT	TRACT "H"

NOTE: LOTS NO. 342 TO 344 INCL. AND LOTS NO. 384 TO 390 INCL. ARE SET-APART AS OVERLAND B. EASEMENTS AS PER ORIGINAL AHWATUKEE T-1 AS RECORDED IN BOOK 185, PAGE 15, M.C.R. 1915.

NOTE: LOTS NO. 460 TO 509 INCL. ARE WITHIN THE SECOND REPLAT. OF AHWATUKEE T-1 AS RECORDED IN BOOK 184, PAGE 16, M.C.R. 6-8-76.

—DEDICATION—

STATE OF ARIZONA
COUNTY OF MARICOPA

WE, THE BOARD OF SUPERVISORS OF MARICOPA COUNTY, ARIZONA, HEREBY CERTIFY THAT ON THIS DATE THE RECORDS OF SAID COUNTY REFLECT THAT ALBERTA TITUS AND HER ESTATE OWNERS OF THE TRACTS DESCRIBED AS ASSASSIN PARCEL NOS. 201-54-623 (47) AND 201-54-623 (48) HAVE DECEASED.

THE FOREGOING INSTRUMENTS FOR THE PURPOSES THEREIN CONTAINED BY SIGNING THE NAME OF THE CORPORATION, AS TRUSTEE, BY HIMSELF AS SUCH OFFICER AND AS OFFICIAL SEAL OF THE COUNTY OF MARICOPA, ARIZONA, AND OFFICIAL SEAL OF THE COUNTY OF MARICOPA, ARIZONA.

APPROVED BY THE BOARD OF SUPERVISORS OF MARICOPA COUNTY, ARIZONA, THIS 12th DAY OF DECEMBER, 1938

ATTEST: *[Signature]*
COUNTY CLERK

IMPROVEMENTS CONSISTING OF STREET EASEMENTS, DOMESTIC WATER SUPPLY LINES, SEWER LINES, GAS LINES AND CABLES APPROVED PRIOR TO RELOCATION OF THIS PLAT.

BY *[Signature]* COUNTY TREASURER
Dec. 6, 1938

—CERTIFICATION OF COUNTY TRUSTEE—
I, THE UNDERSIGNED AS DEPUTY COUNTY TREASURER, MARICOPA COUNTY, ARIZONA, HEREBY CERTIFY THAT THERE ARE NO TAX LIES ON ANY OF THE PARCELS COMPRISING THE PLAT, AS LISTED IN THE RECORDS OF THIS OFFICE REFLECT THAT THE FOLLOWING DESCRIPTION IS THE CORRECT CERTIFICATION, WITH THE FOLLOWING EXCEPTION:

—ACKNOWLEDGEMENT—

STATE OF ARIZONA
COUNTY OF MARICOPA

ON THIS 12th DAY OF DECEMBER, 1938, BEFORE ME, THE UNDERSIGNED OFFICER PERSONALLY APPEARING AND PERSONALLY KNOWN TO ME, ALBERTA TITUS AND HER ESTATE, WHO ACKNOWLEDGED THEMSELVES TO BE THE OWNERS OF THE TRACTS DESCRIBED AS ASSASSIN PARCEL NOS. 201-54-623 (47) AND 201-54-623 (48) AND THAT HE AS SUCH OFFICER BEING AUTHORIZED TO DO, EXECUTE AND CONFIRM THE FOREGOING INSTRUMENTS FOR THE PURPOSES THEREIN CONTAINED BY SIGNING THE NAME OF THE CORPORATION, AS TRUSTEE, BY HIMSELF AS SUCH OFFICER AND AS OFFICIAL SEAL OF THE COUNTY OF MARICOPA, ARIZONA, AND OFFICIAL SEAL OF THE COUNTY OF MARICOPA, ARIZONA.

APPROVED BY THE BOARD OF SUPERVISORS OF MARICOPA COUNTY, ARIZONA, THIS 12th DAY OF DECEMBER, 1938

ATTEST: *[Signature]*
COUNTY CLERK

IMPROVEMENTS CONSISTING OF STREET EASEMENTS, DOMESTIC WATER SUPPLY LINES, SEWER LINES, GAS LINES AND CABLES APPROVED PRIOR TO RELOCATION OF THIS PLAT.

BY *[Signature]* COUNTY TREASURER
Dec. 6, 1938

—CERTIFICATION OF COUNTY TRUSTEE—
I, THE UNDERSIGNED AS DEPUTY COUNTY TREASURER, MARICOPA COUNTY, ARIZONA, HEREBY CERTIFY THAT THERE ARE NO TAX LIES ON ANY OF THE PARCELS COMPRISING THE PLAT, AS LISTED IN THE RECORDS OF THIS OFFICE REFLECT THAT THE FOLLOWING DESCRIPTION IS THE CORRECT CERTIFICATION, WITH THE FOLLOWING EXCEPTION:

—CERTIFICATION OF COUNTY ASSESSOR—

THE UNDERSIGNED AS A COUNTY ASSESSOR, MARICOPA COUNTY, ARIZONA, HEREBY CERTIFY THAT ON THIS DATE THE RECORDS OF SAID COUNTY REFLECT THAT ALBERTA TITUS AND HER ESTATE OWNERS OF THE TRACTS DESCRIBED AS ASSASSIN PARCEL NOS. 201-54-623 (47) AND 201-54-623 (48) HAVE DECEASED.

THIS IS TO CERTIFY THAT THE SURVEY AND SUBDIVISION OF THE PREMISES DESCRIBED AND PLATTED HEREON WAS MADE UNDER MY DIRECTION DURING THE MONTH OF MAY, 1937.

BY *[Signature]* REGISTERED PROFESSIONAL ENGINEER
11/26/76

—CURVE DATA—

NO.	RADIUS	DELTA	TAN LENGTH	CHORD	ARC LENGTH
1	450.00	34° 19' 51"	304.79	304.79	102.27
2	450.00	34° 19' 51"	304.79	304.79	102.27
3	2100.00	2° 17' 42"	71.99	71.99	107.98
4	2100.00	2° 17' 42"	71.99	71.99	107.98
5	145.00	20° 18' 46"	50.50	50.50	79.64
6	145.00	20° 18' 46"	50.50	50.50	79.64
7	145.00	20° 18' 46"	50.50	50.50	79.64
8	145.00	20° 18' 46"	50.50	50.50	79.64
9	145.00	20° 18' 46"	50.50	50.50	79.64
10	145.00	20° 18' 46"	50.50	50.50	79.64
11	145.00	20° 18' 46"	50.50	50.50	79.64
12	145.00	20° 18' 46"	50.50	50.50	79.64
13	145.00	20° 18' 46"	50.50	50.50	79.64
14	145.00	20° 18' 46"	50.50	50.50	79.64
15	145.00	20° 18' 46"	50.50	50.50	79.64
16	145.00	20° 18' 46"	50.50	50.50	79.64
17	145.00	20° 18' 46"	50.50	50.50	79.64
18	145.00	20° 18' 46"	50.50	50.50	79.64
19	145.00	20° 18' 46"	50.50	50.50	79.64
20	145.00	20° 18' 46"	50.50	50.50	79.64
21	145.00	20° 18' 46"	50.50	50.50	79.64
22	145.00	20° 18' 46"	50.50	50.50	79.64
23	145.00	20° 18' 46"	50.50	50.50	79.64
24	145.00	20° 18' 46"	50.50	50.50	79.64
25	145.00	20° 18' 46"	50.50	50.50	79.64
26	145.00	20° 18' 46"	50.50	50.50	79.64
27	145.00	20° 18' 46"	50.50	50.50	79.64
28	145.00	20° 18' 46"	50.50	50.50	79.64
29	145.00	20° 18' 46"	50.50	50.50	79.64
30	145.00	20° 18' 46"	50.50	50.50	79.64
31	145.00	20° 18' 46"	50.50	50.50	79.64
32	145.00	20° 18' 46"	50.50	50.50	79.64
33	145.00	20° 18' 46"	50.50	50.50	79.64
34	145.00	20° 18' 46"	50.50	50.50	79.64
35	145.00	20° 18' 46"	50.50	50.50	79.64
36	145.00	20° 18' 46"	50.50	50.50	79.64
37	145.00	20° 18' 46"	50.50	50.50	79.64
38	145.00	20° 18' 46"	50.50	50.50	79.64
39	145.00	20° 18' 46"	50.50	50.50	79.64
40	145.00	20° 18' 46"	50.50	50.50	79.64
41	145.00	20° 18' 46"	50.50	50.50	79.64
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43	145.00	20° 18' 46"	50.50	50.50	79.64
44	145.00	20° 18' 46"	50.50	50.50	79.64
45	145.00	20° 18' 46"	50.50	50.50	79.64
46	145.00	20° 18' 46"	50.50	50.50	79.64
47	145.00	20° 18' 46"	50.50	50.50	79.64
48	145.00	20° 18' 46"	50.50	50.50	79.64
49	145.00	20° 18' 46"	50.50	50.50	79.64
50	145.00	20° 18' 46"	50.50	50.50	79.64
51	145.00	20° 18' 46"	50.50	50.50	79.64
52	145.00	20° 18' 46"	50.50	50.50	79.64
53	145.00	20° 18' 46"	50.50	50.50	79.64
54	145.00	20° 18' 46"	50.50	50.50	79.64
55	145.00	20° 18' 46"	50.50	50.50	79.64
56	145.00	20° 18' 46"	50.50	50.50	79.64
57	145.00	20° 18' 46"	50.50	50.50	79.64
58	145.00	20° 18' 46"	50.50	50.50	79.64
59	145.00	20° 18' 46"	50.50	50.50	79.64
60	145.00	20° 18' 46"	50.50	50.50	79.64
61	145.00	20° 18' 46"	50.50	50.50	79.64
62	145.00	20° 18' 46"	50.50	50.50	79.64
63	145.00	20° 18' 46"	50.50	50.50	79.64
64	145.00	20° 18' 46"	50.50	50.50	79.64
65	145.00	20° 18' 46"	50.50	50.50	79.64
66	145.00	20° 18' 46"	50.50	50.50	79.64

—NOTES—
1. ALL STREET LOT WIDTHS ARE 60.00' UNLESS OTHERWISE DIMENSIONED.
2. ALL PRIVATE STREETS, TRACTS "M" THRU "T" INCLUSIVE, TO HAVE A 5.00' PUBLIC UTILITY EASEMENT ALONG ENTIRE PERIMETER.

RECORDED: BOOK PAGE
REPLAT OF AHWATUKEE T-1 FINAL PLAT

PREPARED FOR:
SUBLECK ENGINEERING CO.
5644 EAST THOMAS ROAD
SCOTTSDALE, ARIZONA 945-8358

APPROVED BY: E. J. B.
DRAWN BY: M. A. H.
CHECKED BY: A. J. F.

SCALE: 1" = 100'
JOB NO. 2857
SHEET 1 OF 1

187-3

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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

Historic Name(s): Presley Sales Office (Ahwatukee Recreation Center Arts and Crafts Building)
(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 5002 E. Cheyenne Drive

City or Town: Phoenix vicinity County: Maricopa Tax Parcel No. 301-54-570B

Township: 1S Range: 4E Section: 17 Quarter Section: NW Acreage: 2.20

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

UTM reference: Zone 12N Easting 409218.5792 Northing 3689926.796 USGS 7.5' quad map: Guadalupe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1974 known estimated (source: Maricopa County Tax 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 the original use.

Sales Office

Recreation Center Annex

Sources: Research, visual assessment

PHOTO INFORMATION

Date of photo: 2/26/2019

View Direction (looking towards)

West

Negative No.: Day2412.JPG



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Presley Sales Office

Continuation Sheet No. 1

=====

Property Description

Presley Sales Office (Ahwatukee Recreation Center Arts and Crafts Building) is a one-story, commercial building that incorporates references to Brutalist architecture. The building has an irregular footprint with a concrete-slab foundation, wood-frame walls, stucco-finish exterior, and a flat, built-up roof. The building alludes to mid-century design with its low building profile, which is overwhelmed with a mansard-like roof. Its stucco finish recalls concrete and its unapproachable, bunker-like design alludes to Brutalism. The Presley Sales Office is devoid of any ornamentation. An assortment of vinyl or aluminum window sashes punctuate the otherwise plain facade and elevations.

Historic Context

The Maricopa County Tax Assessor indicates a 1974 year build date for the Presley Sales Office. Research confirms a 1974 build date for the neighboring model homes along Mesquite Wood Court which abutted the property, however, Presley Sales Office was not included in the Ahwatukee RM-2 Plat. Yet, due to the building's proximity to the model homes, the Presley Sales Office was most likely constructed in conjunction with Ahwatukee RM-2 for business dealings. Aerial views indicate that the building was connected to Ahwatukee's Mesquite Wood Court via concrete sidewalks and had a driveway and parking lot accessible from 51st Street. An asphalt drive connected the building to the Ahwatukee Recreation Center (1973) located to the west.

In 1984, Randall Presley sold Presley Development Company to Pacific Lighting Corporation. The office building was most likely converted into the Ahwatukee Recreation Center Arts and Crafts Building around this time as development shifted westward and southward into newly created master-planned communities of Mountain Park Ranch, Lakewood, and The Foothills. Today, the building continues to function as the Ahwatukee Recreation Center Arts and Crafts Building and minimal changes have been made.

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

Federal and private developers rapidly built mobile home parks to quickly and economically accommodate the growing population. The earliest mobile homes gained popularity with the rise of the automobile in the 1920s when the form was truly mobile and more akin to a trailer or camper that was attached to a car. Before long, mobile homes were more accurately classified as manufactured housing that could be constructed elsewhere and delivered to a permanent site and hooked up to electricity, water, and gas. These early manufactured houses

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Presley Sales Office

Continuation Sheet No. 2

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accommodated servicemen or workers who lived in clusters near places of work such as factories, farmland, and railroads. These initial mobile home parks featured single-wide homes.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10 and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

As urbanization expanded throughout the southwest, master-planned communities gained popularity and consisted of a mix of housing styles and types, community centers and events, adjacent schools and churches, nearby shopping, and highway access to downtown Phoenix. Master-planned communities also utilized home owner associations as an alternative to deed restrictions and zoning. Communities like Ahwatukee attempted to introduce cohesive design features to reinforce community identity while also providing goods and services in these neighborhoods.

Ahwatukee

Ahwatukee's origins date to 1921 when Dr. W.V.B. Ames purchased 2,000 acres of land south of South Mountain and built his home, Casa de Suenos, meaning House of Dreams. Ames only lived three months after construction finished and upon his death, the property was left to his wife. After the death of his wife, the property was willed to St. Luke's Hospital and then sold to Helen Brinton of Dixon, Illinois in 1935. Dixon, who had spent a significant amount of time among the Crow Native Americans in Wyoming, renamed the property "Ahwatukee," the Crow translation for House of Dreams. Brinton died in 1961 and the property was sold to developers. The property sold several times and remained undeveloped until 1971 when Presley Development Company bought Ahwatukee and its surrounding land.

Founded by Randall E. Presley, the Presley Development Company had twenty-five years of development-building experience when Ahwatukee's master plan was approved by the City of Phoenix. Presley Development Company had previously worked extensively in California, as well as several suburbs in San Francisco, Washington D.C., Maryland, Virginia, Chicago, and Albuquerque. Presley's first projects in the metropolitan Phoenix area were Arizona Homes at 84th Avenue and West Indian School Road and Parkside Estates at 65th Avenue and West Camelback Road. Though Ahwatukee was not the company's first project in Phoenix, it was the company's first master-planned community and Richard E. Mulhern, the Ahwatukee project manager, presided over initial phases of development, which intended to blend retirement housing with family housing. Presley Development Company took a risk developing the area where there was no guarantee of water or sewer services. Prior to development, lack of water access was the main reason local farmers regarded the area as having little value. Only a few irrigation wells existed on small ranches and farmland.

In July 1971, Presley Development Company began seeking annexation for Ahwatukee: first in Tempe, where they were denied, and then in Phoenix. The City of Phoenix initially resisted Presley's proposal to build

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Presley Sales Office

Continuation Sheet No. 3

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Ahwatukee without annexation due to possible financial and material strains to provide water and utility services. The city urged Presley to seek annexation into nearby Tempe or Chandler in order to control planning and discourage urban sprawl. However, Presley hoped to avoid the restrictive county building standards implemented under annexation. Ultimately, an informal agreement was reached between the City and Presley Development Company officials that the community would remain unannexed and the City of Phoenix would provide water, sewer, electricity, natural gas, and telephone services. Throughout the early 1970s, this massive undertaking including providing police, fire stations, and pump implementation for sewers and water, all which Tempe and Chandler were not capable of providing at that time. Furthermore, the city and Ahwatukee came to an agreement that Ahwatukee residents would pay higher fees than city residents for Phoenix water and sewers, as well as paying an independent company for trash and garbage collection.

Twenty employees from Presley Development Company of Arizona were tasked with the first phase of construction: a 412-acre golf course. In early 1972, construction began on Ahwatukee's 18-hole golf course which was designed by Fred Bolton, who had recently completed remodeling Phoenix County Club's course. The construction of the golf course marked the start of a slow transformation of the Kyrene farming community from one of agriculture to one of planned residential development.

In late 1972, plans were unveiled to create a 2000-acre community with retirement sections at the center of the Warner-Elliot Loop roadway that would be anchored around Ahwatukee Retirement Recreation Center, encircled by adult living units with family homes around the development's perimeter with single-family units available in various sections throughout the development. Additionally, Presley Development Company designed retail close to the freeway to keep traffic moving and heavy volume off residential streets.

In 1974, the Ahwatukee Retirement Recreation Center opened along with seventeen model homes on present-day Mesquite Wood Drive. Located on Cheyenne Drive, the center quickly became a hub for socializing and community activities, featuring sauna baths, shuffleboard courts, game and assembly rooms, swimming pool, and complete arts and crafts facilities. Housing costs ranged from \$22,500 to \$41,995 depending on the type. The retirement living sections offered "carefree" townhouses or individual homes; adult living units included maintenance-free townhouses with atrium features; and family living options included individual homes designed for the active family as well as townhouses. All buildings were constructed with wood framing, slump block concrete units, and Masonite or stucco exteriors with stile, wood shake, or composition-shingle roofs.

Following initial phases of construction, Presley Development Company focused on cultivating a sense of community within Ahwatukee. Within a year of opening, the company began hosting community events such as a Fourth of July golf tournament and fireworks show, as well as the Easter Parade. In 1976, to add to the growing neighborhood, the development constructed its first store of any kind, a Circle K on Elliot Road. That same year, Ahwatukee constructed fourteen tennis courts adjacent from the Ahwatukee County Club on the northwest corner of Warner Road and Forty-Eighth Street. Additionally, the community's first church, Mountain View Lutheran Church, and its first school, Kyrene de Las Lomas Elementary School, opened in 1977.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Presley Sales Office

Continuation Sheet No. 4

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In 1989, the newly created master-planned communities of Mountain Park Ranch, Lakewood, and The Foothills joined Ahwatukee on the south and southwest. This was in part because there were no clearly defined borders between each community. Therefore, the entire 37.5-square-mile area from the freeway to the mountain range was officially designated as the Village of Ahwatukee Foothills in 1991.

Today, changes have occurred to individual buildings, such as additions and window replacements, and as new portions of the subdivision have been constructed. The overall result is a fragmented design that shows a slow and distinct architectural evolution with inconsistent changes and maintenance decisions that lend an overall lack of cohesion to the area, even if houses are well maintained.

Significance Evaluation

Presley Sales Office (Ahwatukee Recreation Center Arts and Crafts Building) was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The Presley Sales Office is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. It is a former sales office for the Ahwatukee community and now serves as the arts and crafts building for the local recreation center. It is not associated with significant events or trends in the nation’s past. Therefore, Presley Sales Office is not eligible under Criterion A.

Presley Sales Office is not associated with persons significant in the past. The developer of Ahwatukee, Randall Presley, was not an influential or innovative developer. Therefore, Presley Sales Office is not eligible under Criterion B.

The Presley Sales Office is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a uninspired interpretation of Brutalist architecture that retains a heaviness that disengages it from its surrounding environment. The building does not convey the work of a master or embody high artistic values. Although the building retains its original massing and materials, its type, style, and features do not indicate architectural significance or meritorious design. Therefore, Presley Sales Office is not eligible under Criterion C.

The building was not evaluated under Criterion D as part of this assessment.

Therefore, Presley Sales Office is not eligible for listing in the NRHP.

Works Consulted

“Ahwatukee almost here.” *Arizona Republic*. Mar 11, 1973.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Presley Sales Office

Continuation Sheet No. 5

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“Ahwatukee Boasts Close-In Locale, Five Lifestyles.” *Arizona Republic*. June 17, 1973.

“Ahwatukee is Coming.” *Arizona Republic*. April 9, 1973.

“Ahwatukee master-planned for 8,400 homes.” *Arizona Republic*. April 29, 1973

Bommersbach, Jana. “Annexation of Ahwatukee raises issue of city ‘sprawl.’” *Arizona Republic*. Mar 31, 1974.

Heim, Carol E. “Border Wars: Tax Revenues, Annexation, and Urban Growth in Phoenix.” Economics Department Working Paper Series, 55. University of Massachusetts – Amherst, 2006.

“The Legend of Ahwatukee.” *Arizona Republic*. May 20, 1973.

McAlester, Virginia. A Field Guide to American Houses.

“Phoenix Growth Pattern, 1961.” Tempe, AZ: Arizona State University Library, Greater Arizona Collection.

“Preview Showing Ahwatukee: A 2000-Acre Planned Community.” *Arizona Republic*. April 21, 1973.

Rex, Tom R. “Development of Metropolitan Phoenix: Historical, Current and Future Trends.” Tempe, AZ: Arizona State University, August 2000.

Roth, Leland. American Architecture.

Soto, Carl. “Let’s hear it for the senior golfers.” *Arizona Republic*. May 13, 1973.



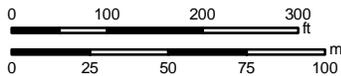
2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary



Parcel



Presley Sales Office (Ahwatukee Recreation
Center Arts and Crafts Building)
5002 E. Cheyenne Drive
Phoenix, Maricopa County, Arizona

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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

Historic Name(s): Tempe Diablo Stadium Complex
(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: W. Alameda Drive at S. 48th Street

City or Town: Tempe vicinity County: Maricopa Tax Parcel No. 123-33-005B

Township: 1N Range: 4E Section: 29 Quarter Section: NW and NE Acreage: 59.74

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

UTM reference: Zone 12N Easting 409442.3312 Northing 3696217.829 USGS 7.5' quad map: Tempe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1969 known estimated (source:)

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 the original use.

Baseball park

Baseball practice facility

Sources: Visual assessment

PHOTO INFORMATION

Date of photo: 2/25/2019

View Direction (looking towards)

Southeast

Negative No.: DSCN0176.JPG



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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 1

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Property Description

The Tempe Diablo Stadium complex is a sports complex comprising six baseball fields, two soccer fields, a practice infield, one baseball stadium with accompanying playing field, various storage facilities and clubhouse buildings, and parking lots. The City of Tempe-owned property is bound by Interstate 10 on the east, W. Alameda Drive on the south, S. 48th Street on the west, and the winding W. Westcourt Way on the north. The complex was constructed in 1968 to host spring training for Major League Baseball's now-defunct Seattle Pilots, but the complex was substantially updated in the 1990s and altered by new construction and renovations in 2005. Currently, the Los Angeles Angels use the complex for spring training.

Practice Fields and Facilities

The complex's westernmost area along 48th Street includes four baseball fields (Fields 4-6 and Angels Field) collectively arranged in a cloverleaf pattern with the home plates located toward the middle of configuration. At the center of the fields is a restroom building with a rectangular footprint and box-like form; it is oriented on a northwest-southeast axis. Each baseball field is identical and includes a metal chain-link fence enclosure covered by a tarp in some locations. The metal chain-link fence backstop is approximately two stories high.

East of Angels Field and Field 4 is a rectangular Training Facility building oriented on a north-south axis parallel to W. Westcourt Way. It is surrounded by an asphalt parking lot on its north and east sides. South of Fields 4 and 5 are two soccer fields known as Fields 7 and 8. Field 7 contains spotlights for evening events. Field 8 is located at the W. Alameda Drive and S.48th Street intersection. Aerial views indicate these fields are often used for overflow parking. Fields 4 through 8, Angels Field, and the associated facilities were constructed in 2005.

South of the Training Facility building and east of Field 4 is a practice infield. It is enclosed by a metal chain-link fence with a high backstop. Historic aerial images indicate this small practice field is original to the complex.

The two original baseball practice fields, Field 1 and Field 2, are located south and southeast of the practice infield. These fields appear identical to the nonoriginal baseball practice fields (Fields 4 through 6 and Angels Field). Between Fields 1 and 2 and north of their home plates is a small, rectangular, stucco-clad storage building that is also original to the complex. Concrete sidewalks connect the practice fields to each other and to surrounding parking areas.

Tempe Diablo Stadium and Gene Autry Field

East of the practice field area is Tempe Diablo Stadium. Constructed in 1968, the stadium has since undergone extensive renovations and upgrades that substantially altered the stadium's original appearance. The playing field itself was named Gene Autry Field in 1999.

The stadium is a two-story, brick-and-stucco-clad structure covered with a flat roof. It contains a main concourse level, a second-story concourse level, spectator stands, press rooms, and a clubhouse that together

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 2

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have a V-shaped footprint along the baseball field's foul lines. The main stadium entrance faces southwest and is reached by a wide concrete staircase near S. 52nd Street's intersection with W. Alameda Drive. Additionally, a concrete ramp provides access from a nearby parking lot to the entrance. At its center, the entrance comprises three wide rectangular openings topped with blind arches. This entrance allows spectators into the stadium's concourse level. Iron gates at each opening restrict access into the stadium's interior when the stadium is closed. Separating the arches are two-story brick columns that appear to support a wide cornice and roofline parapet that covers an open second-story concourse. The parapet features the words "Tempe Diablo Stadium" and is topped by a large "A," the Los Angeles Angels logo. Flanking the entrance are projecting three-story, open-air stairwells accessed from within the stadium's main concourse. The brick-and-stucco clad stairwells each feature decorative ironwork and an arched roof over a second-story opening. A third story on each stairwell is slightly set back, faced with brick, and covered with a vaulted roof. The third story features a centrally located Los Angeles Angels logo.

North of the entrance, the stadium extends along the third base foul line until reaching approximately third base. It is one story and clad entirely in stucco with regularly placed rectangular recessed sections. Doors are located intermittently within some of the recessed areas. Beyond third base, the stadium features an open concourse or terraced area.

South of the main entrance, the stadium extends along the first base foul line and into right field. It is two stories with a first story resembling the stadium's exterior along the third base foul line. Its second story is similarly styled but includes an open-air concourse in lieu of the recessed sections. The stadium's eastern end includes a third projecting stairwell with vaulted roof in addition to rectangular box-shaped single-story clubhouse facilities. A concrete ramp provides access to the main concourse level from a sidewalk along W. Alameda Drive.

Within the stadium, seating is reached via the main concourse and descends toward the playing field. Seating extends from the right field foul pole around home plate to a point approximately midway between third base and the warning track in left field. From there, a gently sloping grass-covered berm provides additional seating for spectators. The visitor bullpen is located along the left field foul line while the Angels' bullpen is located beyond the outfield wall in right field and adjacent to the scoreboard. A rear building with a rectangular footprint is located near the bullpen. Light poles surround the stadium and provide nighttime lighting.

The stadium is flanked on its east and west sides by asphalt paved parking lots. Landscaping surrounding the stadium is minimal and is confined to a few palm trees and decorative plantings flanking the concrete stairs to the main entrance.

Historic Context

Arizona's Cactus League, the spring training league for half of Major League Baseball's clubs, began play in 1947 when the Cleveland Indians and New York Giants moved to Arizona for preseason practice in Tucson and Phoenix, respectively. Five years later, the Chicago Cubs began spring training in Mesa and became the third

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 3

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Cactus League baseball club. Over the next decade, cities in Arizona constructed new stadiums to attract clubs; however, growth remained slow and the league fluctuated between two and six teams until 1967.¹

Plans for two new Major League Baseball expansion teams helped grow the Cactus League in the 1960s. The City of Tempe, in an effort to attract a Major League Baseball team to the area, proposed a major multi-use development west of Interstate 10 on land owned by the city at the location of what is now Tempe Diablo Stadium. The entire site for the proposed development comprised 115.5 acres and was offered for lease by the City of Tempe for 90 years at a cost of \$1. In return for the lease, the City of Tempe hoped to avoid paying for the complex's construction. As originally planned, the entire development included apartments, a hotel and convention center, a golf course, and landscaped lake. However, only 25 acres developed specifically for baseball use were initially completed at a cost of \$600,000, forming the original Tempe Diablo Stadium complex. A 6,000-seat stadium featured locker rooms, press boxes, and a dormitory for minor league players and coaches. The baseball complex, which included the stadium, two practice fields, and a practice infield, opened for spring training in 1969 and became home to the Seattle Pilots, one of the league's newest teams.² When completed, Tempe Diablo Stadium reflected simple design aesthetics comprising a symmetrical stadium with an unadorned, stucco exterior, arched openings at the concourse ends, and a canopy providing cover to seats behind home plate. Tempe Diablo Stadium reflected a utilitarian approach to stadium design that emphasized functionality rather than imitating stylistic elements found in historic baseball stadiums or attempting to innovate a new type of stadium.

Unfortunately, the Seattle Pilots' spring home in Tempe proved short-lived. In 1970, a Wisconsin businessman acquired the bankrupt Seattle Pilots and relocated the team to Milwaukee to become the Brewers. The Milwaukee Brewers ultimately left the Tempe Diablo Stadium spring training complex in January 1973 and moved to Sun City after attempts to renegotiate the lease agreement with club president Bud Selig proved unsuccessful. As a result, Tempe Diablo Stadium sat unused during the 1973 spring training season.³ Although the Milwaukee Brewers' minor league teams trained at the complex in 1974, no Major League Baseball club used the facilities for spring training.⁴

By 1977, and again due to league expansion, another Seattle team utilized the Tempe Diablo Stadium complex facilities for spring training. The Seattle Mariners trained at the Tempe complex for the next fifteen years. During that time, Tempe Diablo Stadium also played host to a number of events including high school baseball

¹ Jay Mark, "Tempe History: Tempe Joins Cactus League with Diablo Stadium," *Arizona Republic*, March 9, 2016; Rodney Johnson, "The Cactus League: A Brief History," *Society for American Baseball Research*, accessed March 15, 2019, <https://sabraz.org/the-cactus-league-a-brief-history/>.

² A.V. Gullette, "Player Factory: Private Firm Builds Spring Training Plant for AL's New Seattle Pilots Baseball Team," *Arizona Republic*, July 21, 1968; Mark, "Tempe History: Tempe Joins Cactus League with Diablo Stadium."

³ "Milwaukee Brewers Quit Tempe Site for Sun City," *Arizona Republic*, January 12, 1973.

⁴ "Training at Diablos," *Arizona Republic*, January 17, 1974.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 4

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tournaments, concerts, and dog agility exhibitions.⁵ The complex remained largely unchanged until the Mariners announced that its 1992 spring training season at Tempe Diablo Stadium would be its last.⁶

In an effort to attract a new baseball club to the complex, the City of Tempe negotiated with the California Angels (now, Los Angeles Angels) to complete an extensive \$4.3 million stadium renovation project in time for the 1993 spring training season.⁷ By that time, the State of Arizona also played a greater role in ensuring Cactus League success. The state legislature approved a rental car tax in 1991 that funded facility improvements throughout the Cactus League.⁸ These funds allowed Tempe to make improvements to its Tempe Diablo Stadium complex.

In 2004, the Angels planned a permanent move to Goodyear for spring training at a complex designed to feature many appealing amenities, including a 10,000-seat stadium, soccer fields, and basketball courts. The City of Goodyear proposed constructing residential and commercial buildings in the stadium's vicinity and moving its municipal offices and public library to the stadium area as well. At the time, the outdated Tempe Diablo Stadium complex lacked space for major league and minor league Angels players to train together.⁹ Because of these limitations, the Angels planned to complete spring training in Tempe through 2005 and begin training in Goodyear in 2006.¹⁰ However, by November 2004, the City of Tempe negotiated with the Angels organization to keep the team in Tempe until at least 2025. As part of the lease extension agreement, Tempe planned to renovate Tempe Diablo Stadium and construct four additional baseball fields in time for spring training in 2006. The \$20 million renovation project included an \$8 million investment by the City of Tempe with additional funds provided by the Arizona Sports and Tourism Authority.¹¹

Groundbreaking for the extensive project occurred in 2005 with lead architect for the project, George Rice of the DLR Group, noting that the stadium would "have a whole different look...with red brick, dark green color" and decorative ironwork to reflect a more classic baseball park appearance.¹² In addition to the exterior material changes, the project replaced bleacher seating with fold-down seats, included a "party deck" with concessions near third base, created a main stadium entrance behind home plate with a "grand staircase" for the stadium's for 9,800 fans, renovated existing clubhouse spaces, and built a new clubhouse for minor league players.¹³ Today, the Tempe Diablo Stadium complex reflects the alterations and improvements completed in 2006.

Stadium and Complex Alterations

⁵ "Bulletin," *Arizona Republic*, May 30, 1981; "Animals," *Arizona Republic*, June 26, 1981.

⁶ "Pitchers, Catchers Begin Workouts Today," *Arizona Republic*, February 21, 1992.

⁷ Steve Cheseborough, "Stadium Contractor Selected," *Arizona Republic*, April 15, 1992.

⁸ Eric Miller, "Rental Tax Slow to Aid Baseball," *Arizona Republic*, March 17, 1992.

⁹ "Goodyear Stadium Next," *Arizona Republic*, January 21, 2004.

¹⁰ Jim Walsh, "Angels in Tempe, Outfield, but Team Flies Away after '05," *Arizona Republic*, March 3, 2004.

¹¹ Alia Beard Rau, "Angels Staying in Tempe after All," *Arizona Republic*, November 8, 2004.

¹² Jim Walsh, "Makeover in Works for Diablo Stadium," *Arizona Republic*, April 16, 2005.

¹³ Jahna Berry, "Angels Will Return to Upgraded Park," *Arizona Republic*, August 15, 2006.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 5

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The 1992 Tempe Diablo Stadium renovations, undertaken to attract a new baseball club to the complex, proved extensive. Renovations included a new clubhouse, concessions, restrooms, press spaces, team offices, patios, and seating. Specific improvements included shade trellises over the concourse level and picnic areas, fold-up seats in lieu of benches in some locations, and colored concrete for use in the concourse level.¹⁴ Historic aerial images show that the large projecting stairwells on the stadium’s exterior were also constructed at the time, likely indicating construction of the stadium’s second story.

Renovations undertaken in 2005 relocated the entrance to an area behind home plate, changing spectator access into the stadium. The stadium’s exterior underwent substantial alterations including application of a brick veneer in some areas as well as decorative ironwork to reflect what was viewed as a more traditional baseball stadium appearance. Historic aerial images indicate that Fields 4 through 8, Angels Field, and the associated facilities that were constructed in 2005 replaced five soccer fields and two baseball fields that are no longer extant.

Significance Evaluation

The Tempe Diablo Stadium complex was evaluated for significance under NRHP Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

The complex is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Although the complex is associated with a Cactus League growth and expansion period, its construction occurred twenty years after the league’s establishment and after the league had previously expanded to up to six teams. Research has not indicated the stadium complex hosted any significant historical events during its fifty-year history despite being used for numerous social events or influenced subsequent Cactus League growth or investment. Therefore, the complex is not eligible under Criterion A.

Research did not indicate an association with persons significant in the past. Therefore, the Tempe Diablo Stadium complex is not eligible under Criterion B.

The Tempe Diablo Stadium complex is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. When completed in 1968, Tempe Diablo Stadium featured a simple, unornamented exterior reflecting a utilitarian approach to stadium design. Subsequent renovation and redesign projects in the early 1990s and in 2005 resulted in substantial changes to the stadium interior and exterior. Over time, the stadium added a second story, expanded seating, added projecting stairwells, and added new exterior materials including decorative ironwork and brick. The stadium no longer conveys its 1968 construction date. Additionally, substantial

¹⁴ Cheseborough, “Stadium Contractor Selected.”

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 6

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changes throughout the complex itself altered its original design through the addition of new baseball fields and buildings. As a result, the Tempe Diablo Stadium complex is not eligible under Criterion C.

The Tempe Diablo Stadium parcel was not assessed for significance under Criterion D as part of this determination of eligibility.

Therefore, the Tempe Diablo Stadium complex is not eligible for listing in the NRHP.

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Tempe Diablo Stadium Complex

Continuation Sheet No. 7

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Works Consulted

“Animals.” *Arizona Republic*, June 26, 1981.

Berry, Jahna. “Angels Will Return to Upgraded Park.” *Arizona Republic*, August 15, 2006.

“Bulletin.” *Arizona Republic*, May 30, 1981.

Cheseborough, Steve. “Stadium Contractor Selected.” *Arizona Republic*, April 15, 1992.

“Goodyear Stadium Next,” *Arizona Republic*, January 21, 2004.

Gullette, A.V. “Player Factory: Private Firm Builds Spring Training Plant for AL’s New Seattle Pilots Baseball Team.” *Arizona Republic*, July 21, 1968.

Johnson, Rodney. “The Cactus League: A Brief History.” *Society for American Baseball Research*. Accessed March 15, 2019. <https://sabraz.org/the-cactus-league-a-brief-history/>.

Maricopa County Historic Aerials, available at <https://www.maricopa.gov/3942/GIS-Mapping-Applications>.

Mark, Jay. “Tempe History: Tempe Joins Cactus League with Diablo Stadium.” *Arizona Republic*, March 9, 2016.

Miller, Eric. “Rental Tax Slow to Aid Baseball.” *Arizona Republic*, March 17, 1992.

“Milwaukee Brewers Quit Tempe Site for Sun City.” *Arizona Republic*, January 12, 1973.

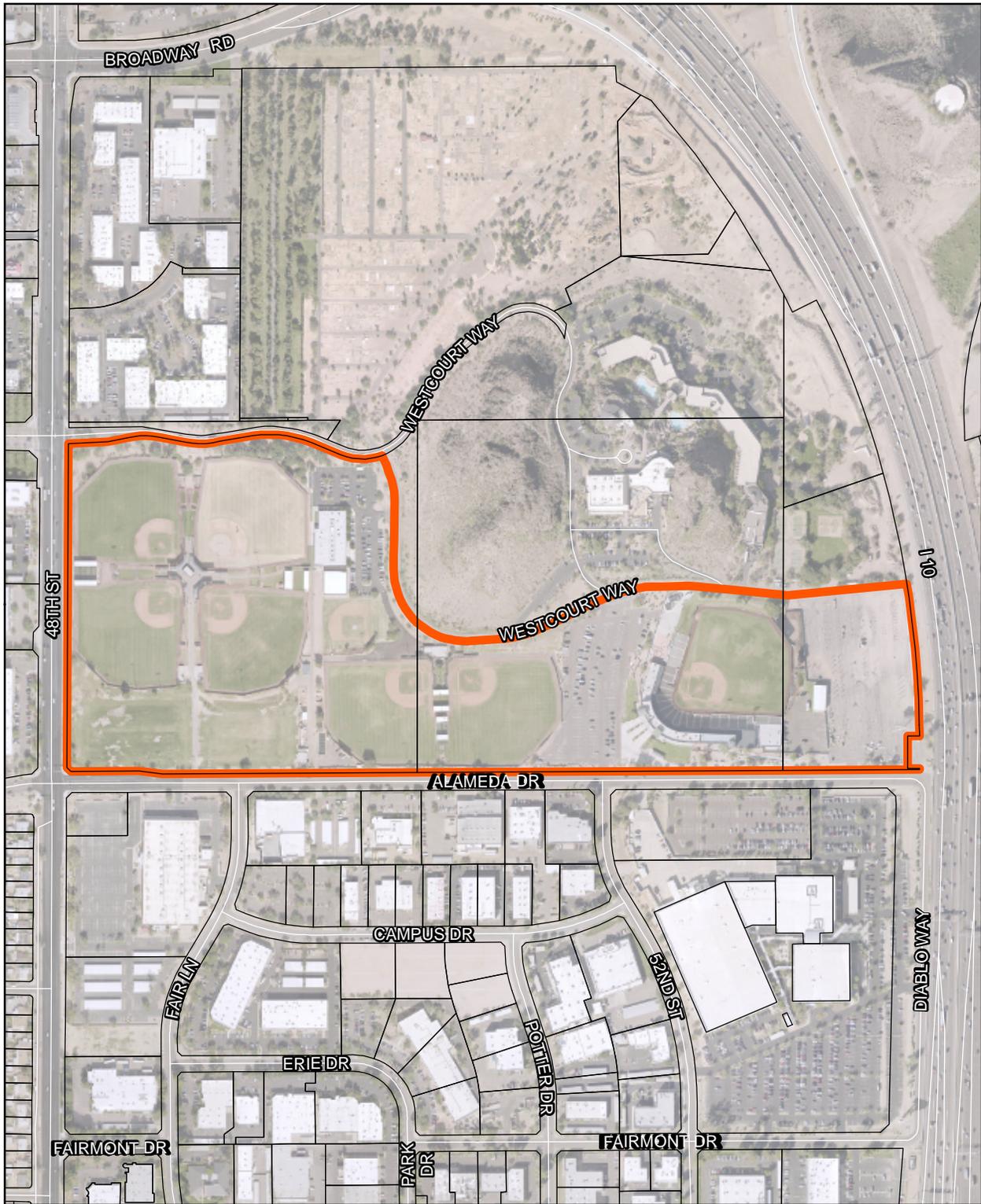
“Pitchers, Catchers Begin Workouts Today.” *Arizona Republic*, February 21, 1992.

Rau, Alia Beard. “Angels Staying in Tempe after All.” *Arizona Republic*, November 8, 2004.

“Training at Diablos,” *Arizona Republic*, January 17, 1974.

Walsh, Jim. “Angels in Tempe, Outfield, but Team Flies Away after ’05.” *Arizona Republic*, March 3, 2004.

Walsh, Jim. “Makeover in Works for Diablo Stadium.” *Arizona Republic*, April 16, 2005.

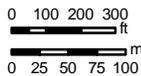


2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)



Property Boundary

Parcel



Tempe Diablo Stadium Complex
Bound by Interstate 10, W. Alameda Drive, S.
48th Street, and W. Westcourt Way
Tempe, Maricopa County, Arizona

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 85007

PROPERTY IDENTIFICATION

For properties identified through survey: Site No: Survey Area: I-10/I-17 interchange to Loop 202/Santan Freeway

Historic Name(s): Ahwatukee Recreation Center
(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 5001 E. Cheyenne Drive

City or Town: Phoenix vicinity County: Maricopa Tax Parcel No. 301-54-750B

Township: 1S Range: 4E Section: 17 Quarter Section: NW Acreage: 4.68

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

UTM reference: Zone 12N Easting 409095.8697 Northing 3689943.198 USGS 7.5' quad map: Guadalupe

Architect: not determined known (source:)

Builder: not determined known (source:)

Construction Date: 1973 known estimated (source:)

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 the original use.

Recreation Center

Sources: visual assessment

PHOTO INFORMATION

Date of photo: 2/26/2019

View Direction (looking towards) south

Negative No.: 472



SIGNIFICANCE

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- 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) _____

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

- 4. MATERIALS (Describe the materials used in the following elements of the property)
Walls (structure): _____ Foundation: _____ Roof: _____
Windows: _____
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)

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: See Continuation Sheets

FORM COMPLETED BY:

Name and Affiliation: WSP Cultural Resources Team

Date: April 2019

Mailing Address: 1230 W Washington Street, Suite 405, Tempe, AZ 85281 Phone No.: (602)254-0561

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Recreation Center

Continuation Sheet No. 1

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Property Description

Ahwatukee Recreation Center is a one-story building that incorporates references to Contemporary and Post-Modernist forms with allusions to Southwestern decorative motifs. The Contemporary influence is evident in the low building profile and austere facade.

The building has an irregular footprint with a concrete-slab foundation, wood-frame walls, stucco-finish exterior, and a flat, built-up roof. The arcaded entrance is articulated with exposed rafter tails and stylized Post-Modernist battered columns finished with textured stucco. The building is nearly devoid of windows. The few that punctuate the large expanses of stucco-coated walls consist of plate glass and anodized-metal sashes.

The building was constructed in three phases and now consists of three intersecting rectangular forms united together by a mansard-like roof, another Post-Modernist feature, that encompasses the entire building. Dimensional decorative elements that reference medallions project consistently along the roof, alluding to Southwestern or Aztec decorative motifs.

Historic Context

Ahwatukee Recreation Center, then known as the Ahwatukee Retirement Recreation Center, was constructed in 1973 by Presley Development Company as part a master-planned community located between Maricopa Freeway and the South Mountain Park and Preserve. Although Maricopa County tax assessor data indicates a 1976 year built date for the Ahwatukee Recreation Center, research indicates the building opened for its first event, a potluck, in December 1973. An official grand opening was held in July 1974.

Since its inception, the Ahwatukee Recreation Center has acted as the core of community activity. Within a year of opening, Presley Development Company began hosting community events such as a Fourth of July golf tournament and fireworks show, an Easter Parade, arts and crafts activities, sports tournaments, and gatherings at the building. Aerial views indicate the building was enlarged between 1976 and 1979 with an addition to the south, which was later connected via a breezeway. Today, the building continues to function as the Ahwatukee Recreation Center, with few changes made since the 1979 expansion.

Growth of the Metropolitan Phoenix Area

Phoenix and Tempe developed primarily after World War II. Like many areas nationwide, Phoenix experienced a housing boom as returning servicemen settled in the area and the subsequent baby boom resulted in a need for suburban residences for young families. This growth in Phoenix continued into the middle of the twentieth century as air conditioning improvements increased year-round comfort and the local government created incentives for businesses, particularly small ones. The federal government also invested in the area's infrastructure with improved roads and bridges.

After an initial population plateau of the mid-1960s, the 1970s saw another increase in population and job growth as the baby-boomer generation, now into their twenties, settled in metropolitan Phoenix. At the same time, older Americans also realized that the Phoenix area was an excellent choice for a retirement location because of mild winters and reasonable costs of living. The area grew quickly, aided by the completion of I-10

STATE OF ARIZONA

**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Recreation Center

Continuation Sheet No. 2

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and I-17. Developers established residential developments around the interstate, including suburban neighborhoods with Ranch and Split-Level houses as well as mobile home parks.

As urbanization expanded throughout the southwest, master-planned communities gained popularity and consisted of a mix of housing styles and types, community centers and events, adjacent schools and churches, nearby shopping, and highway access to downtown Phoenix. Master-planned communities also utilized home owner associations as an alternative to deed restrictions and zoning.

Ahwatukee

Ahwatukee's origins date to 1921 when Dr. W.V.B. Ames purchased 2,000 acres of land south of South Mountain and built his home, Casa de Suenos, meaning House of Dreams. Ames only lived three months after construction finished and upon his death, the property was left to his wife. After the death of his wife, the property was willed to St. Luke's Hospital and then sold to Helen Brinton of Dixon, Illinois in 1935. Dixon, who had spent a significant amount of time among the Crow Native Americans in Wyoming, renamed the property "Ahwatukee," the supposed Crow translation for House of Dreams. Brinton died in 1961 and the property was sold to developers. The property sold several times and remained undeveloped until 1971 when Presley Development Company bought Ahwatukee and its surrounding land.

Founded by Randall E. Presley, the Presley Development Company had twenty-five years of development-building experience when Ahwatukee's master plan was approved by City of Phoenix. Presley Development Company had previously worked extensively in California, as well as several suburbs in San Francisco, Washington D.C., Maryland, Virginia, Chicago, and Albuquerque. Presley's first projects in the metropolitan Phoenix area were Arizona Homes at 84th Avenue and West Indian School Road and Parkside Estates at 65th Avenue and West Camelback Road. Though Ahwatukee was not the company's first project in Phoenix, it was the metropolitan area's first master-planned community and Richard E. Mulhern, the Ahwatukee project manager, presided over initial phases of development, which intended to blend retirement housing with family housing. Presley Development Company took a risk developing the area where there was no guarantee of water or sewer services. Prior to development, lack of water access was the main reason local farmers regarded the area as having little value. A few irrigation wells existed on small ranches and farmland.

In July 1971, Presley Development Company began seeking annexation for Ahwatukee: first in Tempe, where they were denied, and then in Phoenix. The City of Phoenix initially resisted Presley's proposal to build Ahwatukee without annexation due to possible financial and material strains to provide water and utility services. The city urged Presley to seek annexation into nearby Tempe or Chandler in order to control planning and discourage urban sprawl. However, Presley hoped to avoid the restrictive county building standards implemented under annexation. Ultimately, an informal agreement was reached between the City and Presley Development Company officials that the community would remain unannexed and the City of Phoenix would provide water, sewer, electricity, natural gas, and telephone services. Throughout the early 1970s, this massive undertaking including providing police, fire stations, and pump implementation for sewers and water, all which Tempe and Chandler were not capable of providing at that time. Furthermore, the city and Ahwatukee came to an agreement that Ahwatukee residents would pay higher fees than city residents for Phoenix water and sewers, as well as paying an independent company for trash and garbage collection.

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Name of property: Ahwatukee Recreation Center

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Twenty employees from Presley Development Company of Arizona were tasked with the first phase of construction: a 412-acre golf course. In early 1972, construction began on Ahwatukee's 18-hole golf course which was designed by Fred Bolton, who had recently completed remodeling Phoenix County Club's course. The construction of the golf course marked the start of a slow transformation of the Kyrene farming community from one of agriculture to one of planned residential development.

After construction of the golf course, Presley Development Company pushed towards beginning the residential sections of the first master-planned community in Arizona. In 1972, plans were unveiled to create a 2000-acre community with retirement sections at the center of the Warner-Elliot Loop ring road which would be anchored around Ahwatukee Retirement Recreation Center, encircled by adult living units with family homes around the perimeter, and single-family units available in various sections throughout the development. Additionally, Presley Development Company designed retail close to the freeway to keep traffic moving and heavy volume off residential streets.

In 1974, the Ahwatukee Retirement Recreation Center opened along with seventeen model homes and the Presley Sales Office. Located on Cheyenne Drive, the center quickly became a hub for socializing and community activities, featuring sauna baths, shuffleboard courts, game and assembly rooms, swimming pool, and complete arts and crafts facilities. Housing costs ranged from \$22,500 to \$41,995 depending on the type. The retirement living sections offered "carefree" townhouses or individual homes; adult living units included maintenance-free townhouses with atrium features; and family living options included individual homes designed for the active family as well as townhouses. All buildings were constructed with wood framing, slump block concrete units, and Masonite or stucco exteriors with stile, wood shake, or composition-shingle roofs.

Following initial phases of construction, Presley Development Company focused on cultivating a sense of community within Ahwatukee. Within a year of opening, the company began hosting community events such as a Fourth of July golf tournament and fireworks show, as well as the Easter Parade. In 1976, to add to the growing neighborhood, the development constructed its first store of any kind, a Circle K on Elliot Road. That same year, Ahwatukee constructed fourteen tennis courts adjacent from the Ahwatukee County Club on the northwest corner of Warner Road and Forty-Eighth Street. Additionally, the community's first church, Mountain View Lutheran Church, and its first school, Kyrene de Las Lomas Elementary School, opened in 1977.

In 1989, the newly created master-planned communities of Mountain Park Ranch, Lakewood, and The Foothills joined Ahwatukee on the south and southwest. This was in part because there were no clearly defined borders between each community. Therefore, the entire 37.5-square-mile area from the freeway to the mountain range was officially designated as the Village of Ahwatukee Foothills in 1991.

Significance Evaluation

Ahwatukee Recreation Center was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The Ahwatukee Recreation Center is not eligible under Criterion A, association with events that made a significant contribution to the broad patterns of United States history. Though the Ahwatukee Recreation Center

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**HISTORIC PROPERTY INVENTORY FORM
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Name of property: Ahwatukee Recreation Center

Continuation Sheet No. 4

is associated with Ahwatukee and the residential development of Phoenix, the building does not have any historically significant association with events in history. Ahwatukee Recreation Center is a typical example for community spaces within neighborhoods in the 1970s and 1980s. Therefore, the Ahwatukee Recreation Center is not eligible under Criterion A.

The building is not associated with persons significant in the past. Therefore, Ahwatukee Recreation Center is not eligible under Criterion B.

The Ahwatukee Recreation Center is not eligible under Criterion C, properties that embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction. The building is a typical example of 1970s recreational or clubhouse architecture. Ahwatukee Recreation Center is largely purpose-driven in its design with minimal ornamentation and an inconsistent interpretation of both Modern-era and referential ornament. It also does not blend well into its surrounding neighborhood; the architect utilized distinct materials and forms, and its siting and access further separate it from a large portion of the community it serves. The building does not convey the work of a master or embody high artistic values. Although the building retains its original massing and materials, its type, style, and features do not indicate architectural significance. Therefore, Ahwatukee Recreation Center is not eligible under Criterion C.

The building was not evaluated under Criterion D as part of this assessment.

Therefore, Ahwatukee Recreation Center is not eligible for listing in the NRHP.

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**HISTORIC PROPERTY INVENTORY FORM
CONTINUATION SHEET**

Name of property: Ahwatukee Recreation Center

Continuation Sheet No. 5

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2018 Aerial Imagery and 2019 Parcels
(Maricopa County Assessor's Office)

 Property Boundary
 Parcel

Ahwatukee Recreation Center
5001 E. Cheyenne Drive
Phoenix, Maricopa County, Arizona

