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Arizona Department of Transportation

Environmental & Enhancement Group

**A Second Addendum Cultural Resources
Report for the 202L, South Mountain
Transportation Corridor EIS & L/DCR
Project, Maricopa County, Arizona**

202L, South Mountain Freeway, EIS & L/DCR

**FHWA Federal Aid Project No.: NH-202-D (ADY)
ADOT TRACS No. 202L MA 054 H5764 01L**

**April 11, 2006
Submittal Number (2)**



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**FHWA Federal Aid Project No.: NH-202-D (ADY)
ADOT TRACS No. 202L MA 054 H5764 01L**

**Route: SR 202L
Milepost: n/a**

**Prepared for:
Arizona Department of Transportation
Environmental & Enhancement Group
205 South 17th Avenue, Mail Drop 619E
Phoenix, Arizona 85007-3212**

**Prepared by:
Mark Brodbeck, MA RPA
Principle Archaeologist**

**Contributions by:
Gabriela Dorigo
Architectural Historian
EcoPlan & Associates, Inc.**

**Submitted by:
Mark Brodbeck, Principal Investigator**

**HDR Engineering, Inc.
3200 East Camelback Road, Suite 350
Phoenix, AZ 85226**

**HDR Cultural Resource Report 05-02
Arizona State Museum Antiquities Permit No. 2005-027bl**

April 11, 2006

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Abstract

Report Title: A Second Addendum Cultural Resources Report for the 202L, South Mountain Transportation Corridor EIS & L/DCR Project, Maricopa County, Arizona
Report

Date: April 11, 2006

ADOT Project Name: 202L, South Mountain Transportation Corridor, EIS & L/DCR

ADOT Project Number.: RAM-202-C-200

ADOT TRACS Number. 202L MA 054 H5764 01L

Report FHWA Federal Aid Project No.: NH-202-D (ADY)

HDR Project No. 00173-529-044, T015

Agency: Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), City of Phoenix Parks and Recreation Department, Roosevelt Irrigation District, Salt River Project, Bureau of Reclamation

Land Jurisdiction: City of Phoenix, Roosevelt Irrigation District, Salt River Project/Bureau of Reclamation, and Private

Project Funding: Federal

Permit Numbers: Arizona Antiquities Act Blanket Permit 2005-027bl

Project Description: A National Register eligibility assessment of four properties in the area of potential effect (APE) for the South Mountain Transportation Corridor study: South Mountain Park/Preserve, Roosevelt Canal, and two rural residential properties (6304 West Dobbins Road and 7316 West Lower Buckeye Road). The report also address the location of the Western Canal, an historic property outside the APE that was previously believed to be within the limits.

Acres surveyed: n/a

Location: The four properties evaluated for eligibility in this report are in Phoenix, Maricopa County, Arizona.

Property	Address	Type	Location ¹	7.5" USGS Quad. Map	Owner
South Mountain Park/Preserve	10919 South Central Avenue	Municipal Park	T1S, R2R, S21, 27	Laveen	City of Phoenix
Roosevelt Canal	n/a	Irrigation Canal	T1N, R1E, S3, 12 33; T1N, R2E S17, 18	Fowler, Tolleson	Roosevelt Irrigation District
Farmhouse	7316 West Lower Buckeye Road	Rural Farmhouse	T1N, R1E, S13	Fowler	Private
Rich Farmhouse	6304 West Dobbins Road	Rural Farmhouse	T1S, R2E, S13	Laveen	Private

¹ = within the South Mountain Freeway alternative alignments.

Number of NRHP-Eligible Sites: 2

List of NRHP-Eligible Properties: South Mountain Park/Preserve, Roosevelt Canal (contributing and non-contributing components).

Number of Ineligible Properties: 2

List of Ineligible Sites: Rich Farmhouse (6304 West Dobbins Road), Farmhouse (7316 West Lower Buckeye Road).

Eligibility and Management Recommendations: On behalf of the ADOT and FHWA, HDR Engineering, Inc. (HDR) is conducting an Environmental Impact Statement study of alternative alignments for the proposed 202L, South Mountain Freeway. The new 202L freeway would extend around the south side of South Mountain, from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The purpose of this report was to provide the results of National Register eligibility evaluations for four properties; two that were recently added to the project's area of potential effect (APE) and two within the APE that had not been previously addressed. In addition, the report also addresses the location of the Western Canal, an historic property located outside the APE that was previously believed to be within its limits (Darling 2005).

HDR recommends that the South Mountain Park/Preserve is eligible to the National Register of Historic Places (NRHP) under Criterion A for its associations with the National Park Service (NPS) and Civilian Conservation Corps (CCC) New Deal programs in Phoenix during the Depression era. The park is also recommended as eligible under Criterion C for its overall sensitive design that set historical precedent in planning natural parks and implementing NPS design standards for improvements in wilderness area parks. While this study focused on the 32 acres within the footprint of the E1 Alternative, further evaluation of the park's entire 16,000+ acres has the potential to establish eligibility under Criterion B for associations with influential NPS architects; under Criterion C for the architectural merit of its buildings and structures individually and collectively as a district; and under Criterion D for its collection of prehistoric archaeological sites (Bostwick and Howard 1992; Bostwick and Krocek 2002) and historical mining-related sites (Bostwick 2001) (the park's mining sites may also be eligible under Criterion A). HDR recommends that the park should be avoided by future undertakings. If

avoidance is not an option, then any impacts affecting the qualities that contribute to the park's eligibility to the NRHP should require mitigation.

The Roosevelt Canal—AZ T:10:83 (ASM)—is eligible for the NRHP under Criterion A for its associations with the historical development of irrigation districts in Arizona (Touchin and Brodbeck 2003). While previous studies for the South Mountain Transportation Corridor Project acknowledged that the Roosevelt Canal was Register eligible (Burden 2002; Darling 2005), the segments within the right-of-way footprints of the alternative alignment options have not been assessed in terms of contributing and non-contributing elements. The Roosevelt Canal intersects the proposed alternative alignment footprints in four locations. The canal segments that cross the W55 and W71 Alternatives south of Van Buren Road retain integrity and are recommended as eligible to the NRHP under Criterion A as contributing components. Both segments should be avoided if possible. If avoidance is not an option, then any negative effects should require some form of mitigation. The segments that cross I-10 and the 101L freeways are modern realignments lacking historical integrity. Both segments are considered non-contributing and should not require avoidance.

Rural residences at 6304 West Dobbins Road and 7316 West Lower Buckeye Road were added to the project's APE as a result of alignment shifts needed to avoid Section 4(f) properties. As a subconsultant to HDR, architectural historians from EcoPlan Associates, Inc. (EcoPlan) documented the two properties and assessed their eligibility for the NRHP. The results of EcoPlan's study are presented in Appendix A of this report. EcoPlan recommends that both properties are not eligible to the NRHP due to lack of important historical associations and architectural merit. Neither property should require avoidance measures or further documentation.

Finally, in the initial Class III survey report for the South Mountain Transportation Corridor Project, the Gila River Indian Community's (GRIC) Cultural Resource Management Program (CRMP) noted the historical significance of the Western Canal and showed it on maps extending through the Alternative right-of-way footprints along Elliot Road, west of 59th Avenue (Darling 2005: 4-6 and 5-21). However, this irrigation feature is not the Western Canal, but rather an open drain associated with Lateral 14.0 on the Western Canal system (Canal 7) (SRP 2004). The Western Canal is outside the project's APE, and therefore would not be affected by any of the proposed Alternatives.

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Introduction

On behalf of the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA), HDR Engineering, Inc. (HDR) is conducting an Environmental Impact Statement study of alternative alignments for the proposed 202L, South Mountain Freeway. The new 202L freeway would extend around the south side of South Mountain, from Interstate 10 (I-10) in west Chandler to I-10 in west Phoenix. The purpose of this report is to provide the results of National Register eligibility evaluations for four properties; two that were recently added to the project's area of potential effect (APE) and two within the APE that had not been previously addressed. The APE is defined as the right-of-way footprints of the proposed alternative alignments. In addition, the report also addresses the location of the Western Canal, an historic property located outside the APE that was previously believed to be within its limits (Darling 2005).

The Gila River Indian Community's (GRIC) Cultural Resource Management Program (CRMP) conducted the first two phases of the cultural resources studies for the project, which included a Class I overview of the overall study area (Burden 2002) followed by a Class III survey of the alternative alignments (Darling 2005). HDR conducted the third phase of the project which included a supplemental Class III survey of shifted alignment footprints, freshly plowed agricultural fields that had been previously obscured by crops, and newly identified historic sites (Brodbeck 2005). In September 2005, the alternative alignments were reconfigured in an effort to avoid Section 4(f) resources. As a result, two historic residential properties were added to the project's APE that had not been previously evaluated: 6304 West Dobbins Road and 7316 West Lower Buckeye Road. As subconsultant to HDR, EcoPlan Associates, Inc. (EcoPlan) conducted eligibility assessments of the properties. The results of EcoPlan's evaluation are provided in Appendix A.

In addition, two properties in the existing APE required additional evaluation: South Mountain Park/Preserve and the Roosevelt Canal. South Mountain Park/Preserve was designed and constructed in the 1930s and 1940s in a collaborative effort with the City of Phoenix, the Civilian Conservation Corps (CCC), and the National Park Service (NPS). The park is therefore an historic resource that requires evaluation. In addition, the Roosevelt Canal—AZ T:10:83 (ASM)—is eligible for the NRHP under Criterion A for its associations with the historical development of irrigation districts in Arizona (Touchin and Brodbeck 2003). While previous studies for the South Mountain Transportation Corridor Project acknowledged that the Roosevelt Canal was Register-eligible (Burden 2002; Darling 2005), the segments within the footprints of the alternative alignments have not been assessed in terms of contributing and non-contributing elements. HDR conducted the eligibility assessments of South Mountain Park/Preserve and the Roosevelt Canal.

In sum, the objective of this report is two-fold; first, to provide the results of the eligibility assessments conducted by HDR and EcoPlan for South Mountain Park/Preserve, segments of the Roosevelt Canal, and the two rural residential properties; and second, to clarify the location of the Western Canal relative to the APE. Historic contexts for evaluating the prehistoric and historic cultural resources in the South Mountain Freeway Transportation Corridor study area have been presented in previous reports and therefore are not reproduced here (Brodbeck 2005).

Project Background

ADOT is studying the South Mountain Transportation Corridor in south Phoenix, Maricopa County, Arizona. The South Mountain Freeway corridor was adopted into the Maricopa Association of Governments (MAG) regional freeway system in 1985 as part of the *MAG Freeway/Expressway Plan* (MAG, 1985), at which time it was placed on the state highway system by the State Transportation Board. In 1988, ADOT prepared a Design Concept Report (DCR) and a State-Level Environmental Assessment (EA) for the project, identified at that time as the South Mountain Parkway (ADOT, 1988a, 1988b). As presented then, the project would connect Interstate 10 (I-10) (Maricopa Freeway) south of Phoenix with I-10 (Papago Freeway) west of the city, following an east-west alignment along Pecos Road, through the western tip of the Phoenix South Mountain Park/Preserve (SMPP), then north to I-10 between 55th and 63rd avenues. Due to the time elapsed since those documents were approved and to secure eligibility for federal funding for a proposed project within this corridor, ADOT and the Federal Highway Administration (FHWA) are now preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). In November 2004, the *MAG Regional Transportation Plan* (RTP) was placed before Maricopa County voters who approved the tax funding the plan (MAG, 2003). The South Mountain Freeway was included in this plan. The project Study Area for the EIS includes more than 140 square miles and is divided into a Western Section and an Eastern Section at a location common to all action alternatives (Figure 1). The division between sections occurs just east of 59th Avenue and south of Elliot Road. Within the Western Section, three alternatives are being considered for detailed study. These are the W55, W71, and W101 Alternatives. The W55 Alternative would connect to I-10 at 55th Avenue while the W71 Alternative would connect at 71st Avenue. The W101 Alternative would connect to I-10 at the existing State Route (SR) 101 or Loop 101 (101L) (Agua Fria Freeway)/I-10 system traffic interchange (TI) and has seven associated options. The W101 Alternative options vary geographically among west (W), central (C), east (E), and along 99th Avenue and would vary geometrically based on a partial reconstruction (PR) or a full reconstruction (FR) of the system TI. A list of action alternatives and options can be found in Table 1.

Improvements to I-10 (Papago Freeway) would occur for each Western Section alternative (W55, W71, and W101). Improvements to 101L would occur for each option associated with the W101 Alternative. Within the Eastern Section of the Study Area, one action alternative (E1 Alternative) is being considered for detailed study. The E1 Alternative would begin east of 59th Avenue and would connect to I-10 (Maricopa Freeway) at the junction of the Pecos Road/I-10/SR 202 or Loop 202 (202L) (Santan Freeway) system TI. All alternatives and options would lie outside the GRIC. Coordination regarding potential Eastern Section alternatives on GRIC land is ongoing; however, permission to study such alternatives has not yet been granted. The No Action Alternative is being considered for the entire Study Area.

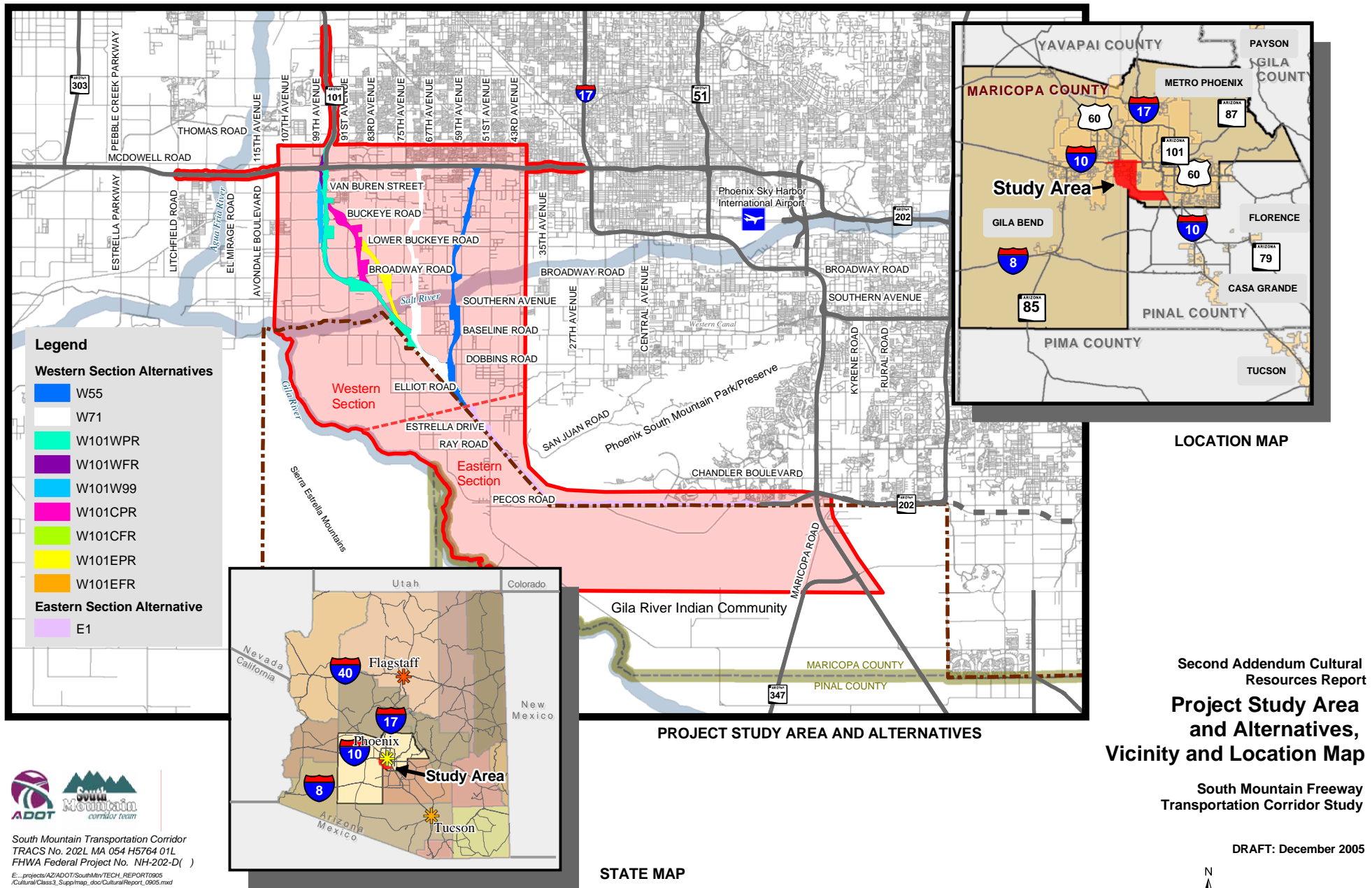



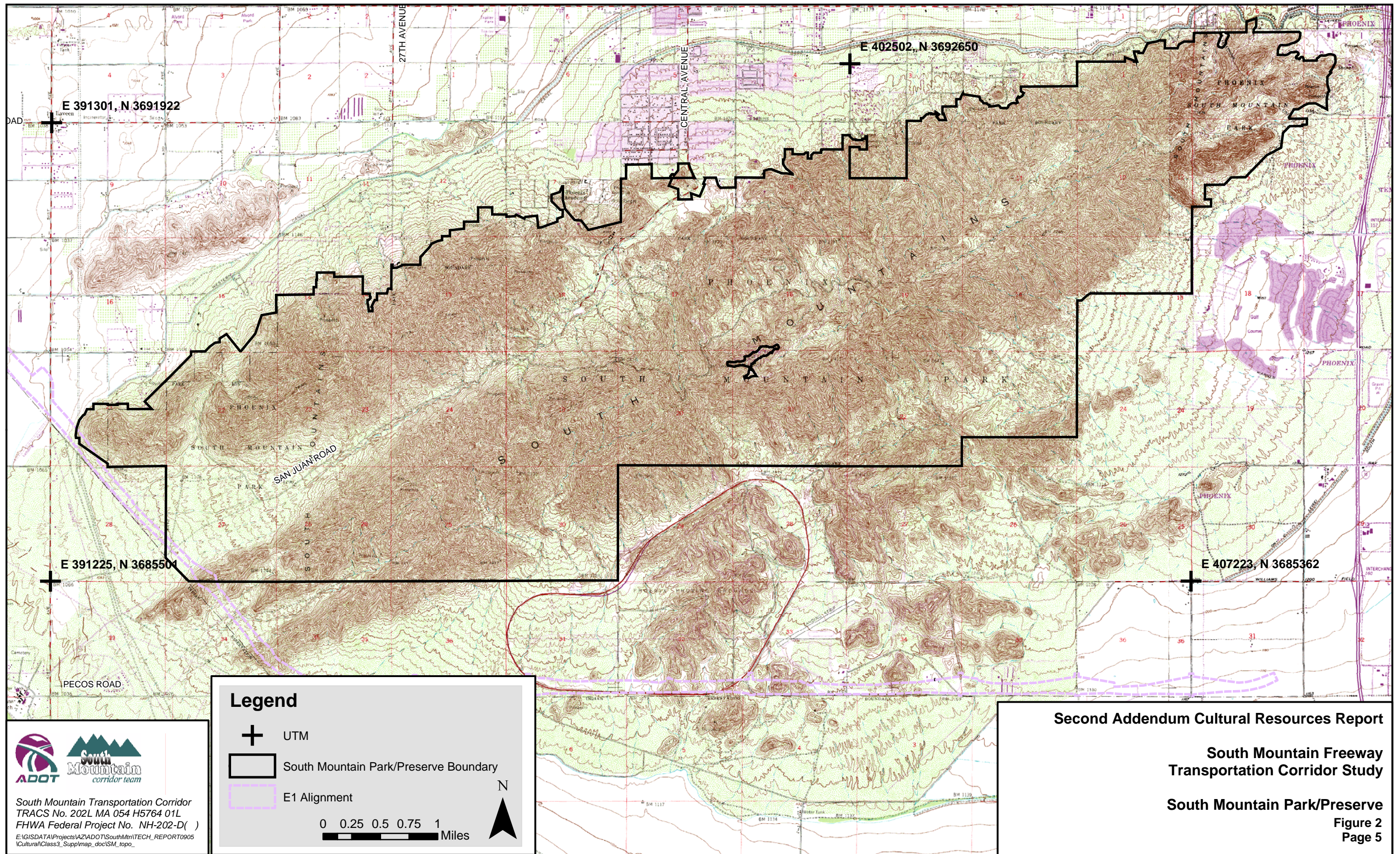
Figure 1. Vicinity Map.

Table 1. Action Alternatives and Options.

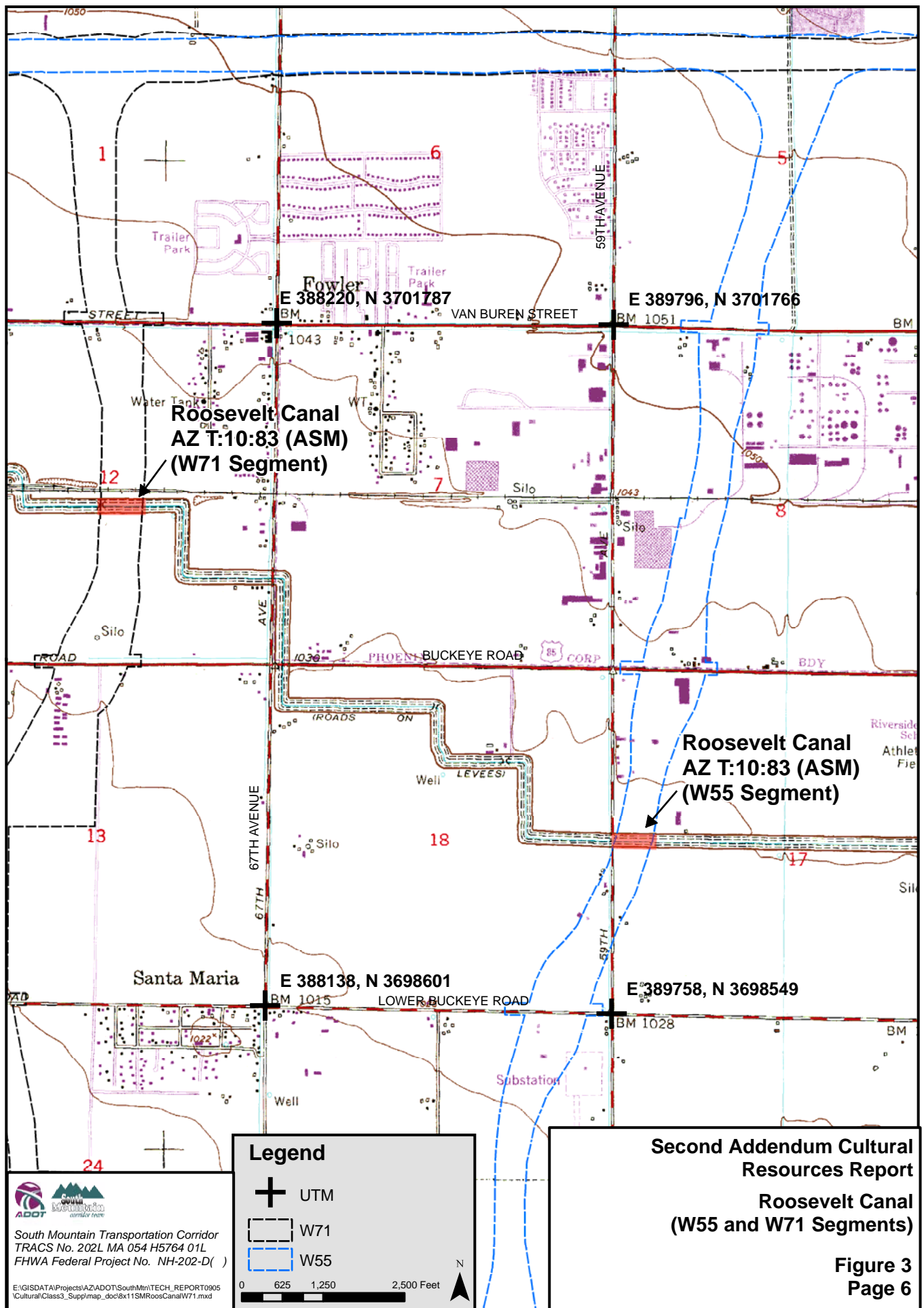
Section	I-10 Connection	Alternative	Option- Buckeye Road to Broadway Road	Option- I-10 to Lower Buckeye Road	Option- Loop 101/I-10 Connection - Reconstruction	Option Name
Western - W	55th Avenue	W55				
	71st Avenue	W71				
	101L	W101	West - W	97th Avenue	Partial – PR	W101WPR
				97th Avenue	Full – FR	W101WFR
				99th Avenue	Partial - PR	W101W99
			Central - C		Partial - PR	W101CPR
					Full - FR	W101CFR
			East - E		Partial - PR	W101EPR
					Full - FR	W101EFR
Eastern – E	Pecos Road	E1				
Note:  = Not Applicable						

Property Locations

The four properties evaluated in this report for eligibility include South Mountain Park/Preserve, segments of the Roosevelt Canal, and two residences (Table 2). South Mountain Park/Preserve includes about 16,000 acres in south Phoenix (Figure 2). The park is owned by the City of Phoenix and has its main administrative center at the south end of Central Avenue. Approximately 32 acres at the far west end of the park are within the proposed E1 Alternative right-of-way footprint. The Roosevelt Canal, which is owned by the Roosevelt Irrigation District, extends for about 28 miles on the north side of the Salt and Gila rivers. The canal intersects the alternative alignments in four places (Figures 3 and 4). The canal crosses the W55 Alternative 0.5 mi south of Buckeye Road at 59th Avenue, the W71 Alternative 0.5 mi south of Van Buren Road and 0.5 mi east of 75th Avenue, adjacent to the Union Pacific Railroad, at I-10 near 91st Avenue, and at the 101L at McDowell Road. The two historic residential properties are at 6304 West Dobbins Road in the W55 Alternative and at 7316 West Lower Buckeye Road in the W71 Alternative (Figure 5; see Appendix A). The residence on West Lower Buckeye Road was added to the project's APE when the W71 Alternative was shifted to avoid the historic townsite of Santa Marie, which qualifies as a Section 4(f) resource (Brodbeck 2005). The residence on West Dobbins Road was added to the APE because the W55 alignment was shifted to avoid the Hudson Farm, another Section 4(f) property.



Map Source:
USGS 7.5' Quadrangle,
Laveen, Guadalupe, Lone Butte, Tempe, Phoenix, & Fowler, AZ



South Mountain Transportation Corridor
TRACS No. 202L MA 054 H5764 01L
FHWA Federal Project No. NH-202-D()

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Legend

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W71

W55

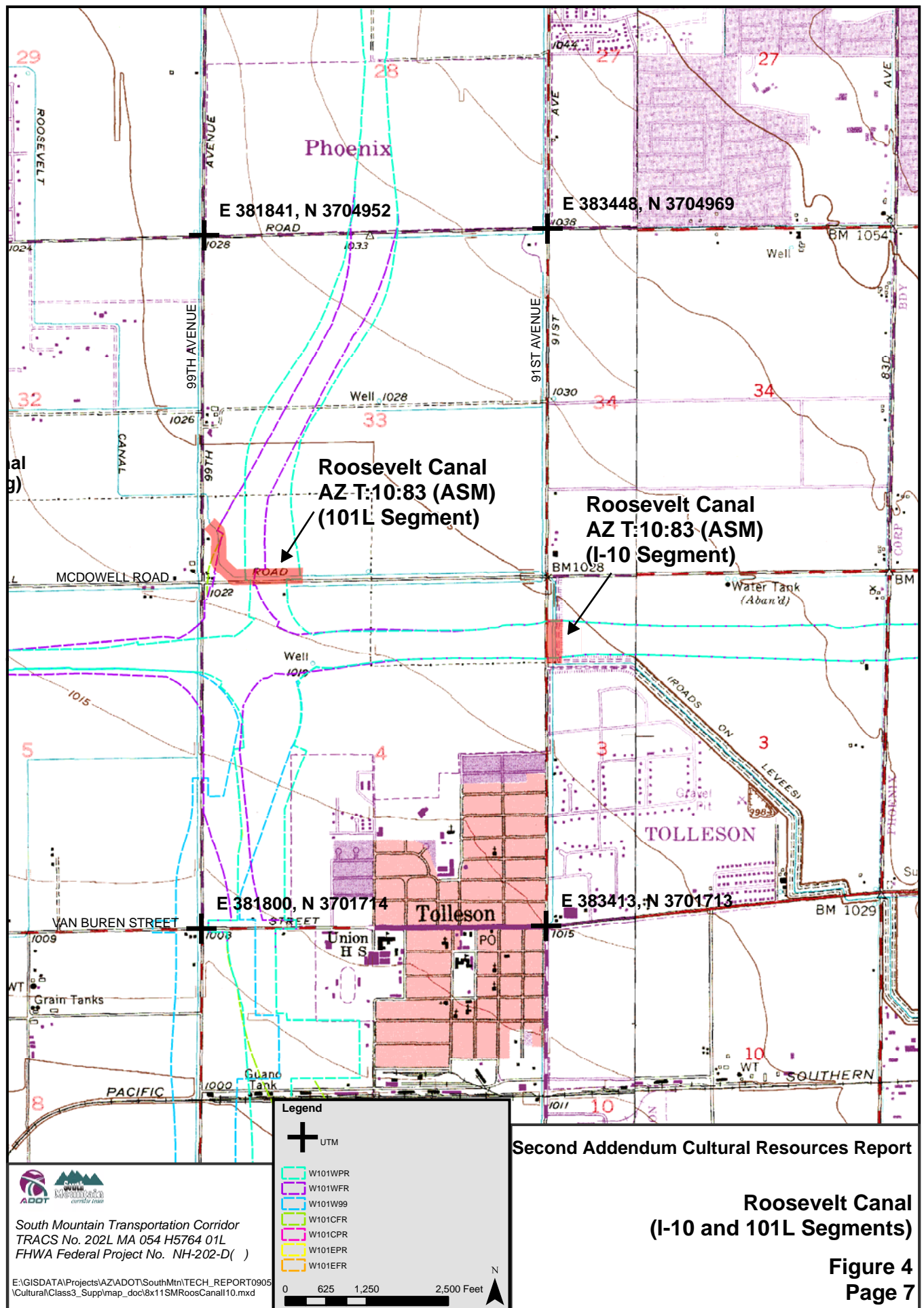
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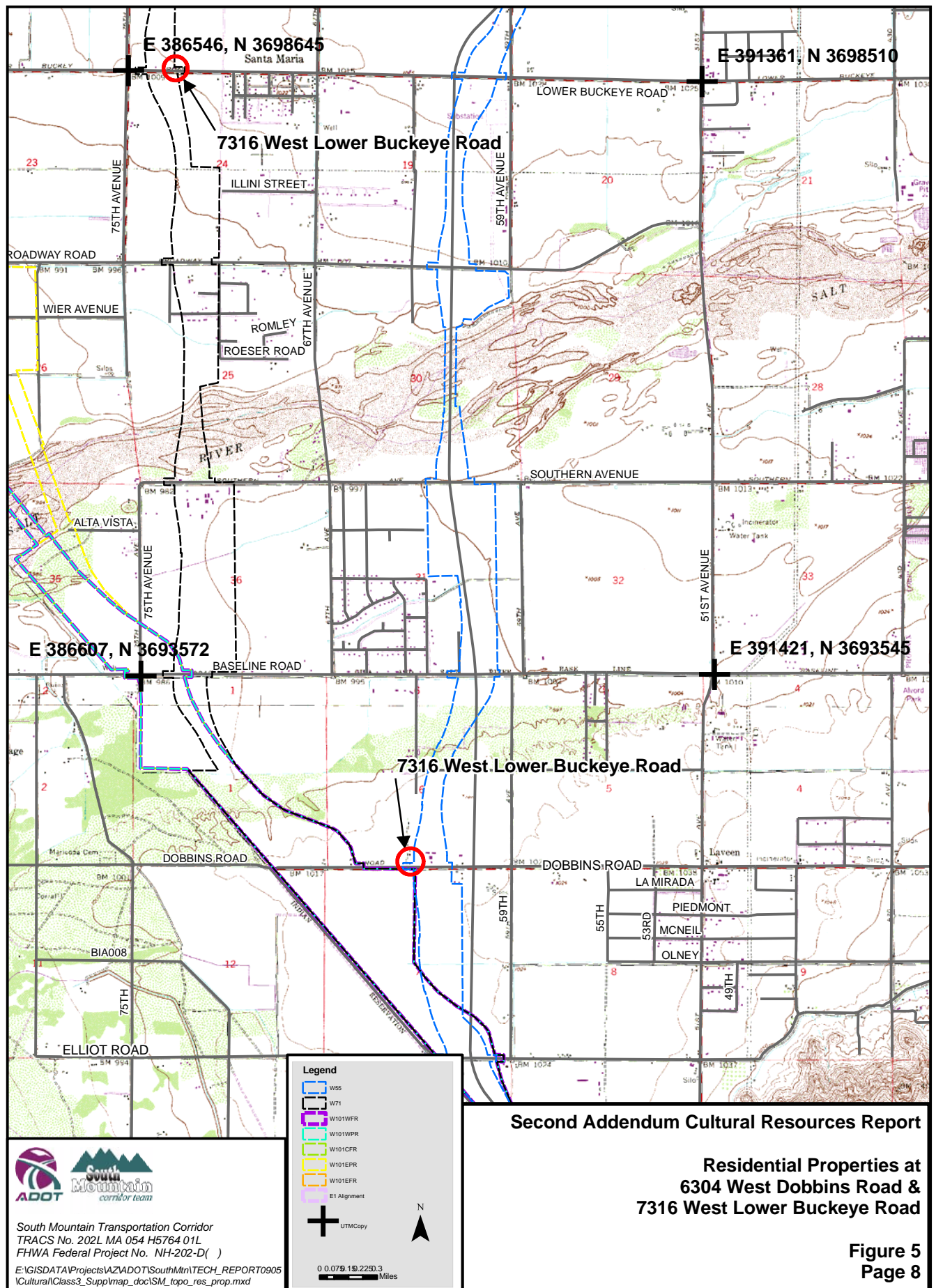


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Roosevelt Canal (W55 and W71 Segments)

Figure 3
Page 6





Map Source:
USGS 7.5' Quadrangle,
Fowler & Laveen, AZ

Table 2. Property Locations.

Property	Address	Type	Location ¹	7.5" USGS Quad. Map	Owner
South Mountain Park	10919 South Central Avenue	Municipal Park	T1S, R2R, S21, 27	Laveen	City of Phoenix
Roosevelt Canal	n/a	Irrigation Canal	T1N, R1E, S3, 12 33; T1N, R2E S17, 18	Fowler, Tolleson	Roosevelt Irrigation District
Farmhouse	7316 West Lower Buckeye Road	Rural Farmhouse	T1N, R1E, S13	Fowler	Private
Rich Farmhouse	6304 West Dobbins Road	Rural Farmhouse	T1S, R2E, S13	Laveen	Private

¹ = within the alternative alignments.

Western Canal -- (AZ T:12:154[ASM])

The Western Canal is one the main branches of Salt River Project (SRP) system on the south side of the Salt River. The purpose for the canal was to expand the irrigable acreage of the SRP south of the river and to supply water to the Highline Canal and Pumping plant (Aguila 1998). The canal takes off from the Consolidated Canal in Mesa and heads west along the mid-Section alignment halfway between Elliot and Guadalupe roads. In south Tempe, the canal turns to the north and winds around the north side of South Mountain to its terminus at 19th Avenue and Dobbins Road (Figure 6). The canal was constructed by Reclamation Service in 1911 from the Consolidated Canal to about 48th Street (Sec. 32 T1N, R4E), and then was extended to 19th Avenue and Dobbins Road (Sec. 1, T1S, R2E) between 1912 and 1913 by the Western Canal Construction Company (Andersen 1990). Following the end of World War II, the Western Canal and its laterals were extensively renovated and modernized under SRP's rehabilitation and betterment program (Andersen 1990).

In the initial Class III survey report for the South Mountain Transportation Corridor Project, the GRIC's CRMP noted the historical significance of the Western Canal and plotted its location on maps extending through the Alternative right-of-way footprints on along Elliot Road, west of 59th Avenue (Darling 2005: 4-6 and 5-21). However, this irrigation feature is not the Western Canal, but rather an open drain associated with Lateral 14.0 on the Western Canal system (Canal 7) (SRP 2004) (Figure 7). The Western Canal ends at 19th Avenue and Dobbins Road well outside the project's APE, and therefore it will not be affected by any of the proposed Alternatives.

Regulatory Context

The 202L, South Mountain Transportation Corridor, EIS & L/DCR Project is using federal funds administered through FHWA and therefore it is a federal undertaking that requires compliance with several federal preservation laws. The National Environmental Policy Act of 1969 (42 U.C.C. 4321-4347) stipulates that federal agencies work to preserve not only natural resources but also important historical and cultural aspects of our national heritage [Section 101(b)(4)].

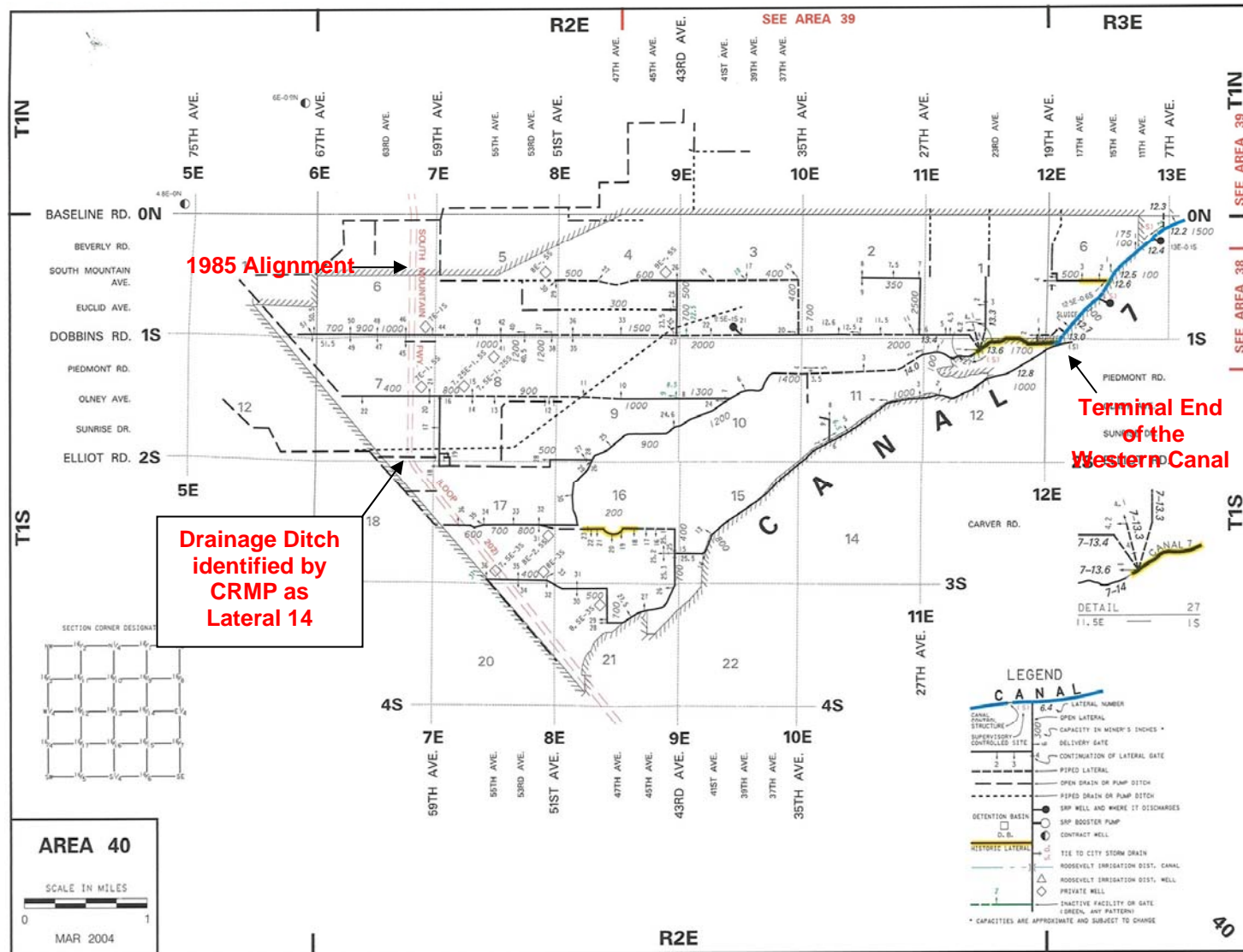


Figure 6. Map of the SRP Irrigation System showing the terminal end of the Western Canal and Lateral 14
 (Reproduced from SRP 2004) (Note: the freeway alignment labeled “South Mountain FWY. (Loop 202)” represents the 1985 Regional Plan (MAG 1985).

The National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470) requires federal agencies to take into account the effects of their undertakings on historic properties, and afford the State Historic Preservation Office (SHPO) and other parties with a demonstrated interest a reasonable opportunity to comment on such undertakings. Regulations for *Protection of Historic Properties* (36 CFR Part 800) implement Section 106 of the NHPA. These regulations define a process for responsible federal agencies to consult with the State or Tribal Historic Preservation Officer (S/THPO), Native American groups, other interested parties, and when necessary, the Advisory Council on Historic Preservation (ACHP) to ensure that historic properties are duly considered as federal projects are planned and implemented.

To be determined eligible for inclusion in the NRHP, properties must be important in American history, architecture, archaeology, engineering, or culture. They also must possess integrity of location, design, settings, materials, workmanship, feeling, and association, and meet at least one of four criteria:

- a) Are associated with events that have made a significant contribution to the broad patterns of our history.
- b) Are associated with the lives of persons significant in our past.
- c) Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction.
- d) Have yielded, or may be likely to yield, information important in prehistory or history.

Properties may be of local, state, or national importance. Typically, historic properties are at least 50 years old, but younger properties may be considered for listing if they are of exceptional importance.

In addition to federal law, all four properties evaluated in this report are within the City of Phoenix municipal boundary, which has a well developed program for the management and proper treatment of cultural resources. The City of Phoenix General Plan includes a policy that “encourages the protection, preservation, and designation of historic resources,” requires that development is “compatible with architectural, archaeological, and historic resources and their setting,” and also encourages the preservation “of archaeological resources found at development sites of public and private projects.” In support of that policy, the City of Phoenix Zoning Ordinance, Chapter 8, Section 802(A) acknowledges the potential significance of archaeological resources within the city. Therefore, it is the City of Phoenix’s policy (Chapter 8, Section 802[B2]) (Bostwick 2004: 5):

- a) To encourage identification of the location of both prehistoric and historic archaeological resources;
- b) To assist with the preservation of these resources, within developments where appropriate, and with recovery of the resources where applicable;
- c) To encourage recognition of the fact that archaeological resources found on public land are the property of all citizens, and are not private property.

Archaeological resources found on City-owned lands are the property of the City of Phoenix. In addition, the City of Phoenix has been designated by the SHPO as a Certified Local Government (CLG), which requires that the City maintain a historic preservation commission, enforce state and local preservation laws, provide for public participation in its activities, and enact the City's historic preservation ordinance (Bostwick 2004: 5). As such, all work within Phoenix city limits must adhere to the City's Historic Preservation Ordinance and the *City of Phoenix Guidelines for Archaeology* (Bostwick 2004).

South Mountain Park/Preserve

<i>Address:</i>	10919 South Central Avenue, Phoenix
<i>Location:</i>	T1S, R2R, S21, 27 (within alternative alignments); T1S, R2E, S13, 14, 21-27; T1S, R3E, 1, 2, 7-23; T1S, R4E, S5-7 (entire park).
<i>Landform:</i>	South Mountain Range; divide between the middle Gila River Valley and the lower Salt River Valley Flat alluvial terrace on south side of the Salt River
<i>Elevation:</i>	1,150 – 2,690 ft
<i>Dimensions:</i>	Approximately 11 mi east-west by 3 mi north-south
<i>Land Jurisdiction:</i>	City of Phoenix
<i>UTM Coordinates:</i>	389145.1 m E, 3694984.6 m N
<i>USGS 7.5' Map:</i>	Laveen, Lone Butte, Guadalupe, AZ
<i>Site Type:</i>	Park
<i>Date:</i>	1920s to present
<i>Cultural Affiliation:</i>	American

Description: South Mountain Park/Preserve is a municipal park owned by the City of Phoenix and managed by their Parks and Recreation Department. The park, claimed by the City to be the largest municipal park in the country, encompasses over 16,000 acres centered around the South Mountains Range in south Phoenix (Figure 2). It is located south of Baseline Road, north of Chandler Boulevard and the community of Ahwatukee, west of 48th Street, and east of 47th Avenue. Approximately three million people visit the park annually.

The park has a variety of recreational facilities that include 58 miles of trails, picnic areas, lookouts, equestrian facilities, and an Environmental Education Center (Figure 7). The Park's headquarters is located at the south end of Central Avenue and includes a variety of administrative buildings and facilities. The park's origins began in 1924 when prominent local citizens, aided by Senator Carl Hayden, purchased 13,000 acres from the federal government. The NPS developed a Master Plan for the park in 1934, with revisions in 1935 and 1937 (Figures 8 and 9). The CCC built the park facilities from 1934 through 1942. Today, the park retains many of its original CCC constructed buildings, structures, and facilities, and it retains its master-planned layout and design.

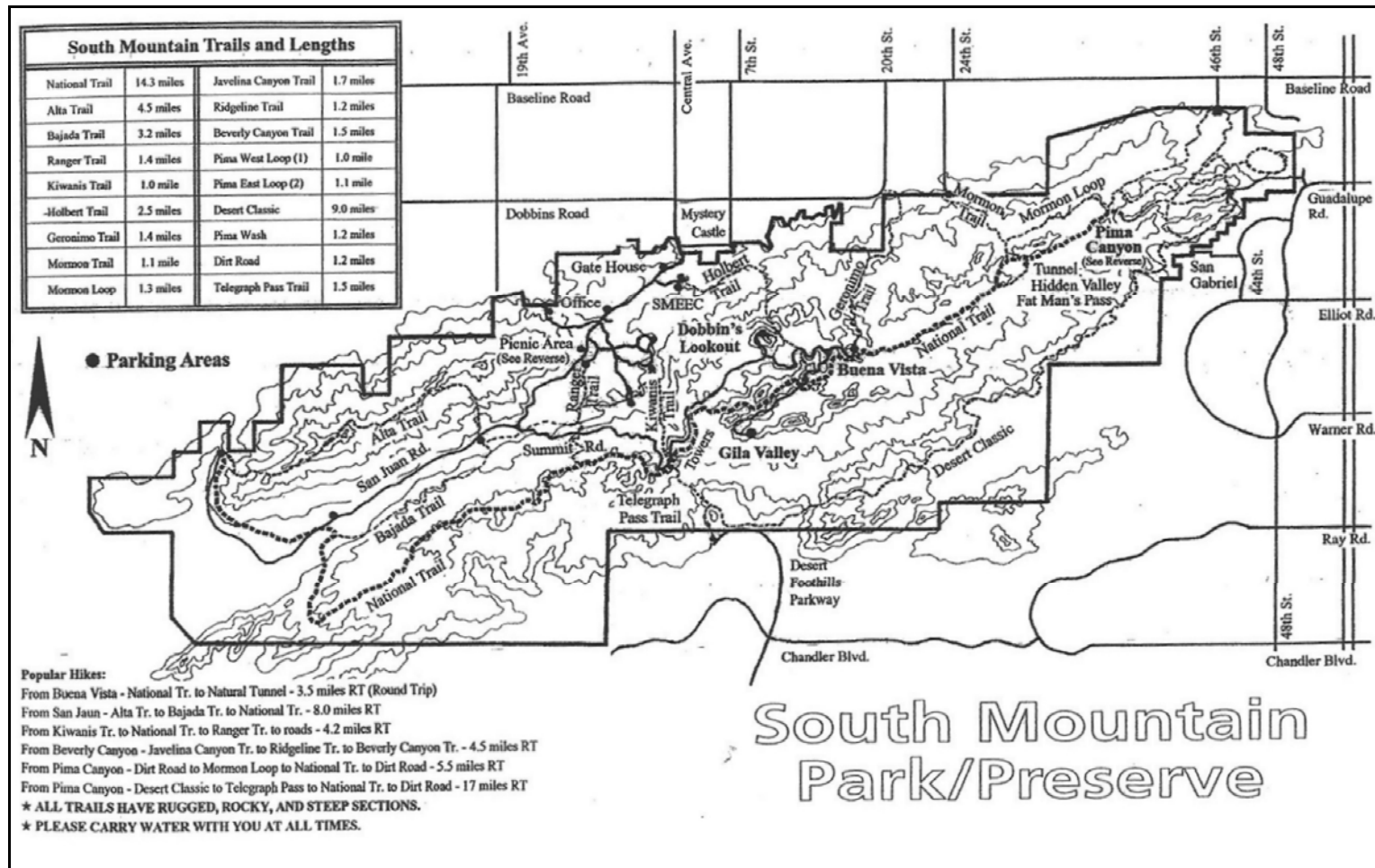


Figure 7. South Mountain Park/Preserve Trail Map.

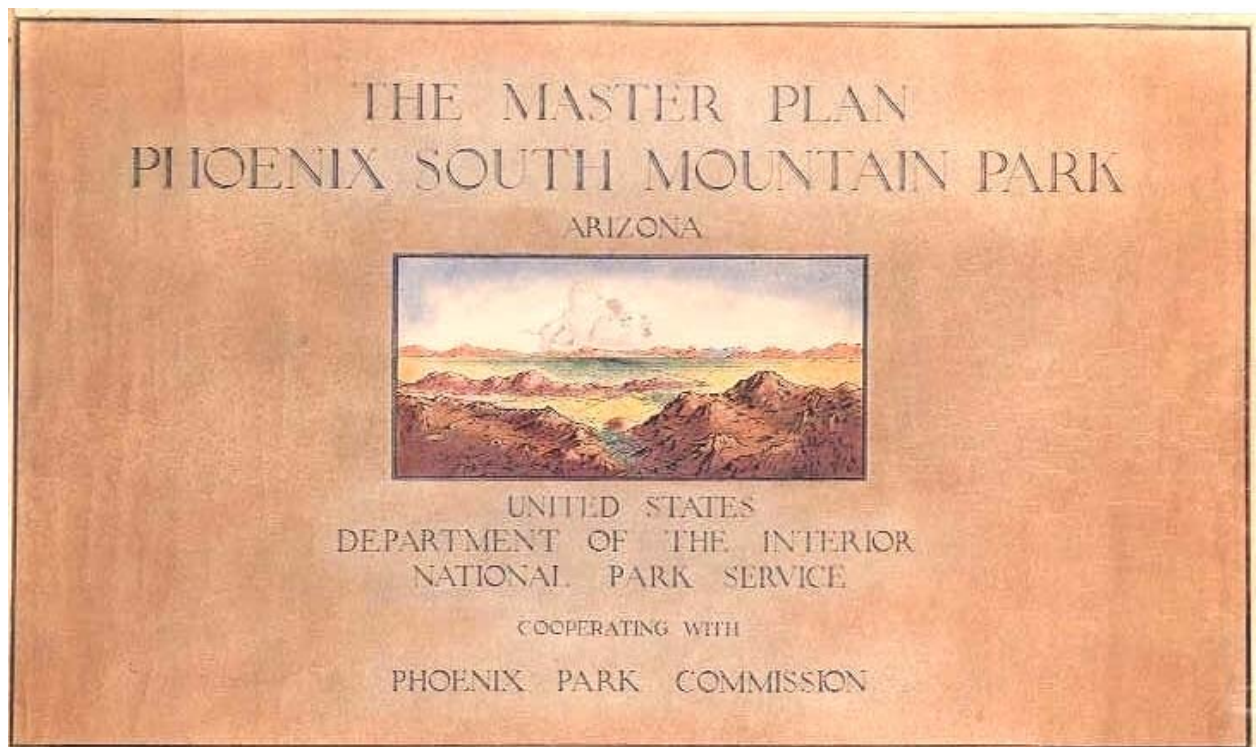


Figure 8. 1930s South Mountain Park Master Plan (cover page).

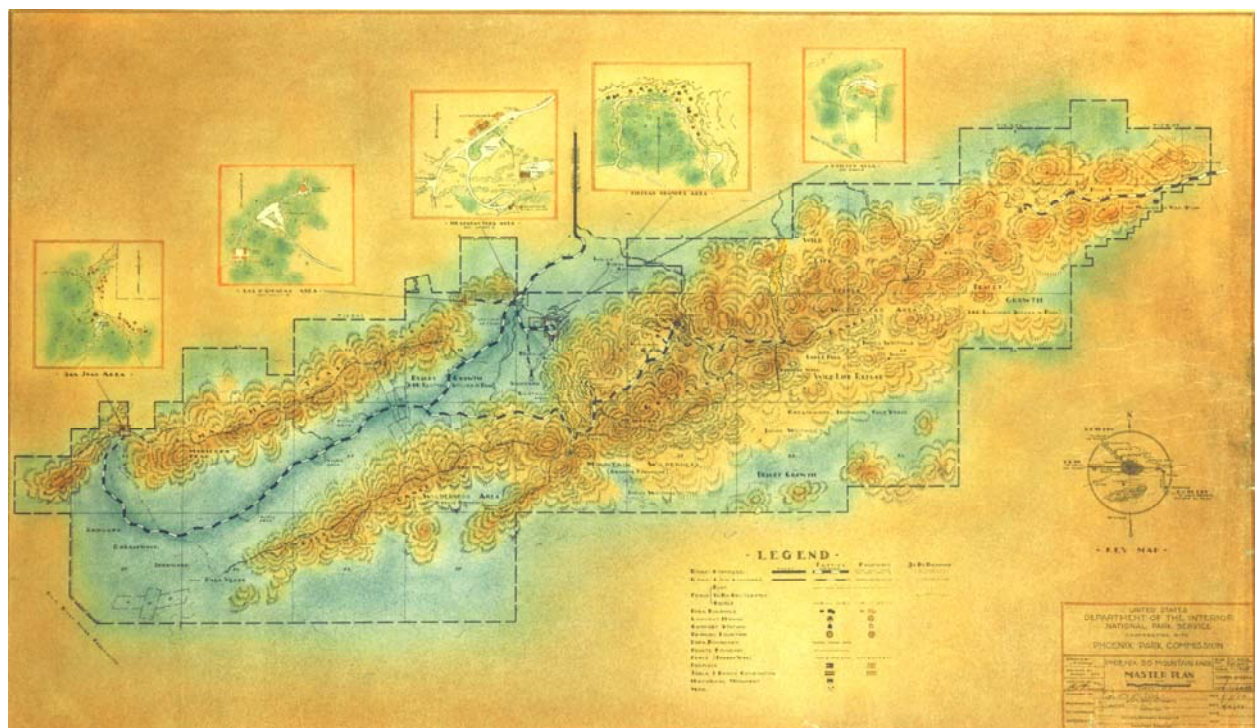


Figure 9. 1930s South Mountain Park Master Plan (overview map).

In 1989, the City of Phoenix listed South Mountain Park/Preserve on the City of Phoenix Historic Property Register as a Nonresidential Historic District (Abele 1989). The City of Phoenix Historic Preservation Office is currently in the process of nominating South Mountain Park/Preserve for listing on the NRHP. As currently proposed, the South Mountain Transportation Corridor would cross about 32 acres of the Park at its far west end. While providing a detailed survey and evaluation of the entire 16,135-acre park and all its infrastructure is beyond the scope of this study, we provide the following information to establish a baseline for the park's NRHP eligibility. The following summary is derived from the 1989 City of Phoenix Historic Preservation Commission Staff Recommendation for listing the property on the Phoenix Register and from a draft NRHP nomination form prepared by the City of Phoenix Historic Preservation Office (Abele 1989; Brown 2001).

Initial development of South Mountain Park, which occurred between 1933 and 1942, was the direct result of President Franklin D. Roosevelt's New Deal programs. Construction of roads, trails, utilities, buildings, and structures, as well as some desert landscaping, cactus gardens, and "reforestation", were undertaken by the Civilian Conservation Corps (CCC).

Only six months after the CCC was established by the Emergency Work Act of 1933, the first company of CCC youths arrived at the park. In 1942, when the last construction season had ended, over four thousand men had participated in the eight year long CCC construction program at South Mountain.

The development of the park was a conscious, planned effort created in collaboration with regional and resident NPS landscape architects, the City Park Supervisors, and the Phoenix Parks, Playgrounds and Recreation Board. The master planning of the park, first undertaken in 1934 and subsequently revisited in 1935 and 1937, represents the largest municipal park planning effort in the United States.

The creation of the Park's master plan was guided by a combination of factors including historical precedent in planning natural area parks and NPS design standards for improvements in wilderness area parks. However, innovation and experimentation also are evident in the landmark effort to master plan for the development and management of the municipal park's multiple resources.

The plan called for a ten-year construction program involving thirty-one different types of projects, including structural improvements, transportation improvements, erosion control, and landscape and recreational improvements.

South Mountain Park is significant for its historic associations in architecture, landscape planning, and archaeology. It is one of the best illustrations in Arizona, and possibly the West, of the relief programs initiated during the Depression years by President Franklin Roosevelt's New Deal programs. The site of the largest CCC camp in the State, the park's development is representative of an unusual and lengthy use of CCC manpower for a municipal project. The largest historic example of a master planned public park in the United States, South Mountain Park's sensitive design was one of the earliest to

consider natural setting, the establishment of wilderness areas and wildlife refuges, and the protection of prehistoric resources.

Architecturally, the park provides excellent representation of NPS/CCC design and construction. The design of all historic buildings and structures, executed in either stone or adobe, illustrate the rustic style which was the trademark of NPS thematic building programs constructed by the CCC during the Depression.

As currently planned, the right-of-way footprint for the E1 Alternative would encompass about 32 acres at the far west end of the park (Figures 10 and 11). This portion of the park/preserve is a remote, undeveloped areas. The Class III survey identified one prehistoric trail site in the park/preserve (Darling 2005). The survey did not identify any built features associated with parks construction such as recreation trails, check dams, or picnic facilities (Darling 2005).

Alternative Impacts: As currently proposed, the footprint of E1 Alternative would take approximately 32 acres of the park.

NRHP Eligibility and Management Recommendations: As stated above, the City of Phoenix Historic Preservation Office is currently in the process of preparing a nomination form for listing South Mountain Park/Preserve on the NRHP. The nomination is a comprehensive effort that includes architectural evaluations of the park's individual buildings and many structures and ancillary facilities. The portion of park intersected by the proposed South Mountain Transportation Corridor is a remote, undeveloped area.

For purposes of the South Mountain Transportation Corridor Project, HDR recommends that the South Mountain Park/Preserve is eligible to the NRHP under Criteria A for its associations with the NPS and CCC New Deal programs in Phoenix during the Depression era. The Park is also recommended as eligible under Criterion C for its overall sensitive design that set historical precedent in planning natural parks and NPS design standards for improvements in wilderness area parks. While this study focuses on the 32 acres within the footprint of the E1 Alternative, further evaluation of the park's entire 16,000+ acres has potential to establish its eligibility under Criterion B for association with influential NPS architects; under Criterion C for the architectural merit of its individual buildings and structures, and their merit collectively as a district; and under Criterion D for its collection of prehistoric archaeological sites (Bostwick and Howard 1992; Bostwick and Krocek 2002) and historical mining-related sites (Bostwick 2001). HDR recommends that the Park should be avoided by future undertakings. If avoidance is not an option, then any impacts affecting the qualities that contribute to the Park's NRHP eligibility should require mitigation.

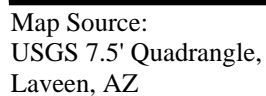




Figure 11. Looking north at South Mountain Park/Preserve – ridge in foreground view is approximate location of where the E1 Alternative passes through the park.

Roosevelt Canal – AZ T:10:83 (ASM)

<i>Address:</i>	n/a
<i>Location:</i>	T1N, R1E, S3, 12; T1N, R2E, S17; T2N, R1E, S33
<i>Landform:</i>	Alluvial terraces north of the Salt River
<i>Elevation:</i>	1025 ft
<i>Dimensions:</i>	25 feet wide; 28 miles long
<i>Land Jurisdiction:</i>	Roosevelt Irrigation District
<i>UTM Coordinates:</i>	W55: 389764 m E, 3699355 m N (west end) 389973 m E, 3699348 m N (east end) W71: 387370 m E, 3700939 m N (west end) 387600 m E, 3700938 m N (east end) I-10: 383464 m E, 3703146 m N (north end) 383461 m E, 3702937 m N (south end) 101L: 381851 m E, 3703606 m N (west end) 382287 m E, 3703358 m N (east end)
<i>USGS 7.5' Map:</i>	Fowler and Tolleson, AZ
<i>Site Type:</i>	Irrigation Canal
<i>Date:</i>	1928 to present
<i>Cultural Affiliation:</i>	American

Description: The Roosevelt Canal was constructed in 1928 as the main delivery canal for the Roosevelt Irrigation District which includes 38,000 irrigated acres on the north side of the Gila River between the Agua Fria and Hassayampa rivers. The canal extends for about 28 miles beginning near 19th Avenue and Lower Buckeye Road and ending at Johnson Road near the Hassayampa River. The canal is supplied water by a series of wells distributed along its length. The canal, constructed with a concrete liner, is about 25 feet across and 10 feet deep. The concrete lining was replaced in the mid-1980s and emergency ladders were added in 1987 (Woodall 1997). The canal has undergone four major realignments, at Van Buren Road and 83rd Avenue, near 91st Avenue where the canal crosses beneath I-10, at McDowell Road where it crosses beneath the 101L freeway, and at I-10 about 0.5 east of Cotton Lane (Baker and Webb 2001; Touchin and Brodbeck 2003).

The Roosevelt Canal has not been previously recorded or evaluated for NRHP eligibility as a whole or as an element within the larger Roosevelt Irrigation District, but individual segments have been addressed. In 1994, Archaeological Research Services, Inc. (ARS) recorded the canal where it crosses State Route 85 west of Buckeye as part of a highway improvement project. ARS recommended the canal as not eligible to the NRHP due to a lack of integrity (Harmon et al. 1994). In a supplement to that survey, ARS reevaluated the canal and concluded that while it was not eligible for the NRHP under Criterion A due to a lack of integrity, it was potentially eligible under Criterion D (Woodall 1997). In 2001, Western Cultural Resources Management (WCRM) recorded a segment of the canal during work on a fiber optic cable project where it crosses Yuma Road west of Goodyear. WCRM contended that the site was not eligible as an individual canal but that it was eligible under Criteria A and C as part of an historic irrigation district (Baker and Webb 2001). In 2003, HDR documented the segment of the Roosevelt Canal through the I-10 right-of-way about 0.5 mi east of Cotton Lane as part of an ADOT sponsored statewide

inventory. The segment was a modern realignment associated with the construction of I-10 and therefore was considered not eligible to the NRHP (Touchin and Brodbeck 2003).

The Roosevelt Canal intersects the South Mountain Transportation Corridor proposed alternatives in four places (Table 3; Figures 3 and 4). The canal crosses the W55 Alternative 0.5 mi south of Buckeye Road at 59th Avenue (Figure 12). The canal intersects the W71 Alternative 0.5 mi south of Van Buren Road and 0.5 mi east of 75th Avenue, adjacent to the Union Pacific Railroad (Figure 13). The third crossing is at 91st Avenue where the canal passes under I-10 via a siphon within the footprint of multiple alternatives. The canal is also within the footprints of multiple alternatives at the 101L freeway along McDowell Road. The segments of the Roosevelt Canal in the right-of-way footprints of the Alternatives in the I-10 and 101L corridors are modern realignments associated with the construction of the interstate highways and therefore are not associated with the original 1928 construction. In contrast, the canal retains integrity of design, workmanship, materials, setting, feeling, association, and location at the W55 Alternative and W71 Alternative crossings.

Table 3. Roosevelt Canal Segments.

Canal Segments	Location	Legal Description	Dimensions (width x length)	Eligibility
W55	59 th Avenue to 650 ft east of 59 th Avenue	T1N, R2E, S17	25 ft by 650 ft	Eligible (contributing)
W71	1979 ft west of 59 th Avenue to 2687 ft west of 59 th Avenue	T1N, R1E, S12	25 ft by 708 ft	Eligible (contributing)
I-10	650 ft south of McDowell Road to 1300 ft south of McDowell Road	T1N, R1E, S3	Unknown (underground siphon)	Not Eligible (non-contributing)
101L	99 th Avenue to 1510 ft east of McDowell Avenue	T2N, R1E, S33	25 ft by 2083 ft	Not Eligible (non-contributing)

Alternative Impacts: As currently proposed, the W55 and W71 Alternatives intersect the Roosevelt Canal south of Van Buren Road. With the exception of the E1 Alternative, all the proposed alternative options intersect the canal at the I-10 near 91st Avenue, and all the W101 Alignment options intersect the canal at the 101L.

NRHP Eligibility Recommendations: In its entirety, the Roosevelt Canal is considered eligible to the NRHP under Criterion A for its associations with the development of historical irrigation districts in the lower Salt River and Buckeye valleys. The canal is also recognized as an important contributing element to the Roosevelt Irrigation District. The canal segments that cross the W55 and W71 Alternatives south of Van Buren Road retain integrity and have been in use since the canal was constructed in 1928. Both segments are recommended as eligible to the NRHP under Criterion A as contributing components. The segments that cross I-10 and the 101L freeway corridors are modern realignments that lack associations with the original 1928 construction; therefore, both segments are considered non-contributing components.



Figure 12. Roosevelt Canal at W55 Alternative.



Figure 13. Roosevelt Canal at W71 Alternative.

Eligibility and Management Recommendations

On behalf of the ADOT and FHWA, HDR is conducting an Environmental Impact Statement study of alternative alignments for the proposed 202L, South Mountain Freeway. The new 202L freeway would extend around the south side of South Mountain, from I-10 in west Chandler to I-10 in west Phoenix. The purpose of this report was to provide the results of National Register eligibility evaluations for four properties; two that were recently added to the project's APE and two within the APE that had not been previously addressed. In addition, the report also addressed the location of the Western Canal relative to the project's APE.

HDR recommends that the South Mountain Park/Preserve is eligible to the NRHP under Criterion A for its associations with the NPS and CCC New Deal programs in Phoenix during the Depression era. The Park is also recommended as eligible under Criterion C for its overall sensitive design that set historical precedent in planning natural parks and NPS design standards for improvements in wilderness area parks. While this study focused on the 32 acres within the right-of-way footprint of E1 Alternative, further evaluation of the park's entire 16,000+ acres has the potential to establish eligibility under Criterion B for association with influential NPS architects, under Criterion C for the architectural merit of its individual buildings and structures and collectively as a district, and under Criterion D for its collection of prehistoric archaeological sites (Bostwick and Howard 1992; Bostwick and Krocek 2002) and historical mining-related sites (Bostwick 2001) (the park's mining sites may also be eligible under Criterion A). HDR recommends that the park should be avoided by future undertakings. If avoidance is not an option, then any impacts affecting the qualities that contribute to the Park's NRHP eligibility should require mitigation.

The Roosevelt Canal—AZ T:10:83 (ASM)—is eligible for the NRHP under Criterion A for its associations with the historical development of irrigation districts in Arizona (Touchin and Brodbeck 2003). While previous studies for the South Mountain Transportation Corridor Project acknowledged that the Roosevelt Canal was Register eligible (Burden 2002; Darling 2005), the segments within the Alternative right-of-way footprints have not been assessed in terms of contributing and non-contributing elements. The Roosevelt Canal intersects the proposed alternatives in four locations. The canal segments that cross the W55 and W71 alternatives south of Van Buren Road retain integrity and are recommended as eligible to the NRHP under Criterion A as contributing components. Both segments should be avoided if possible. If avoidance is not an option, then any negative effects should require some form of mitigation. The segments that cross the I-10 and 101L freeways corridors are modern realignments that lack historical integrity and therefore are considered non-contributing and should not require avoidance or further documentation.

Rural residences at 6304 West Dobbins Road and 7316 West Lower Buckeye Road were added to the project's APE as a result of alignment shifts needed to avoid Section 4(f) properties. As a subconsultant to HDR, architectural historians from EcoPlan documented the two properties and assessed their eligibility for the NRHP. The results of EcoPlan's study are presented in Appendix A of this report. EcoPlan recommends that both properties are not eligible to the NRHP due to lack of important historical associations and architectural merit.

Finally, in the initial Class III survey report for the South Mountain Transportation Corridor Project, the GRIC's CRMP noted the historical significance of the Western Canal and showed it on maps extending through the Alternative right-of-way footprints on along Elliot Road, west of 59th Avenue (Darling 2005: 4-6 and 5-21). However, this irrigation feature is not the Western Canal, but rather an open drain associated with Lateral 14.0 on the Western Canal system (Canal 7) (SRP 2004). The Western Canal is outside the project's APE, and therefore will not be affected by any of the proposed Alternatives.

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Appendix A:

Eligibility Assessments
(6304 West Dobbins Road; 7316 West Lower Buckeye Road)
Technical Memorandum, EcoPlan Associates, Inc.



TECHNICAL MEMORANDUM ELIGIBILITY ASSESSMENT

Gabriela Dorigo - EcoPlan Associates, Inc.



EcoPlan Associates, Inc.

Environmental Science & Resource Economics

Technical Memorandum

Date: 4 April 2006

To: Mark Brodbeck

From: Gabriela Dorigo

Project No.: 05-830

Project Name: I-10 Reliever

Regarding: Eligibility Assessment for Two Residential Properties

As requested by HDR Engineering, Inc. (HDR), EcoPlan Associates Inc. (EcoPlan) assessed the National Register of Historic Places (NRHP) eligibility of two properties. These properties—both farmhouses, currently located within the City of Phoenix (COP) limits, were built before the areas were incorporated. One of the farmhouses—the Rich farmhouse—is located at 6304 W. Dobbins Rd., south of the Salt River, the other one is located at 7316 W. Lower Buckeye Rd., north of the Salt River (Figure 1).

Methodology

Because the eligibility assessment conducted by EcoPlan will be part of a larger study conducted by HDR (Brodbeck 2005), and given the timeframe provided, no new historic context was developed for analyzing these properties. Instead *A Historic Context for Agricultural Properties in the Lower Salt River Valley* (Brodbeck 2005) was used. Cultural resource records collections housed at the City of Phoenix Historic Preservation Office were consulted for information regarding these properties and earlier surveys in the areas where the two properties are located. Two studies—although not specific to these areas—were consulted: *South Mountain Agricultural Area, Historic Resources Survey* (Ryden et al. 1989), and *Phoenix, Rural and Estate Architecture* (Woodward and Osmon 1991).

To assess the eligibility of these properties, historic and current aerial photographs were compared, tax and deed records housed at the Maricopa County Assessor and Recorder's offices were consulted, research was conducted at Arizona State University (ASU) Libraries and Phoenix Public Library (PPL), and the properties were closely inspected. The PPL's biographical database and ASU's Arizona and Southwestern and Arizona Historical Foundation indexes were consulted specifically to explore the potential of these properties to be eligible under NRHP Criterion B. Because these houses, although currently located within the COP limits, were built before the areas where they are located were incorporated, city directories did not yield any information and it was not possible to find building permits (the COP does not have the relevant records, and according to a Maricopa County employee, the county does not retain old records).

Results

Both farmhouses are recommended as not eligible to the NRHP due to a general lack of historical and architectural significance. They fail to convey the character of a historical rural residence or farm house in the context of the agricultural development of the Lower Salt River valley; no significant persons appear to be associated to these properties; and they lack architectural distinction.

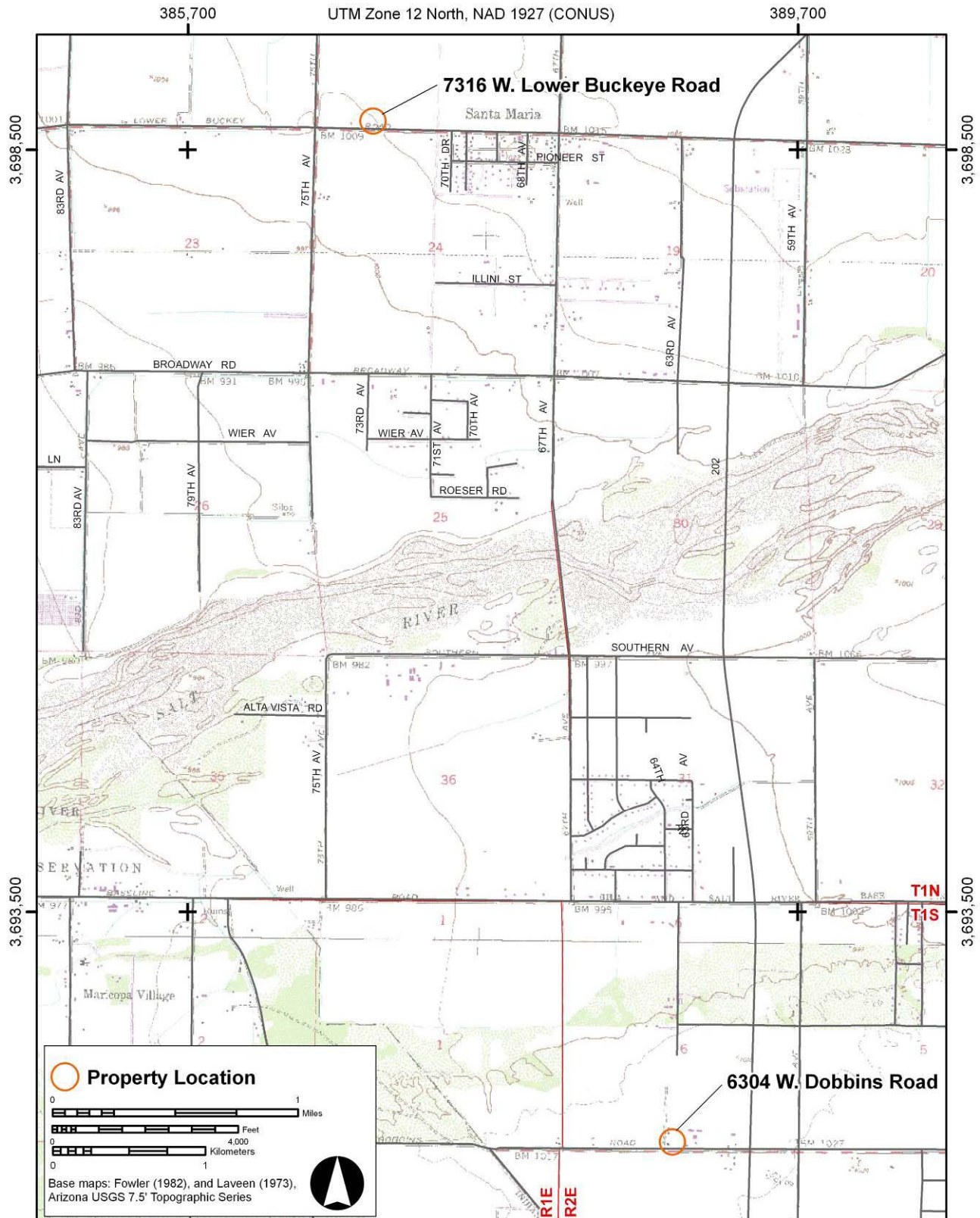


Figure 1. Cultural resources location

RICH FARMHOUSE

Address	6304 W Dobbins Rd., Phoenix
Location	E 1/2 of the E 1/2 of the SE 1/4 of the SW 1/4 of Section 6, Township 1 S, Range 2 E
Landform	alluvial terrace at the confluence of the Gila and Salt Rivers
Elevation	1,007 ft
Parcel dimensions	325 ft by 1270 ft (9.75 acres)
Land jurisdiction	private
UTM coordinates	388854 m E, 3691785 m N
USGS map	Laveen, Arizona
Property type	farmhouse
Built in	1950

Description

The Rich house, depicted in Figures 2 – 5, is located in the Laveen area, with the Salt River to the north, the Gila River to the west and south, and South Mountain to the east and south. The property is within the City of Phoenix limits, although the area had not been incorporated when the property was built. The Rich house is located on the north side of West Dobbins Rd., on the NW corner of Dobbins Rd. and 63rd. Ave. (if 63rd Ave. continued north), on a subdivided 10-acre parcel. Although changes have occurred in the surrounding area since the house was built—a dairy and a house to the east of the property are of more recent construction, the area still maintains a rural character. The house occupies the SW corner of the 325 by 1270 feet elongated parcel. The property is currently associated with surrounding agricultural fields (refer to Figure 3).

The property is separated from Dobbins Rd. by two irrigation canals, a concrete canal with bridges over it to access the property next to the road, and an unlined canal, parallel to the first one and north of it. Another canal at the rear of the house separates the house area from the agricultural fields. Trees separate the house from the newer house to the east. The parcel is fenced, with a lower fence around the house. A utility line east of the building traverses the property in a north-south direction. The house is set back approximately sixty feet from the property line. Behind the house there is a small outbuilding. No other buildings or structures are present on the parcel. The area immediately surrounding the house is overgrown with weeds. Crops are being grown on the rest of the parcel. (refer to Figures 3 and 4)

Before the Rich house was built the parcel was occupied by older buildings (refer to Figure 2). According to Real Estate Solutions records, and corroborated by historic aerial photographs, the house was built in 1950. Sometime between the 1970s and early 1980s—probably related to changed ownership—the site where the house is located was altered, from an elongated to a more square site, and trees near the house were removed. (Because land subdivision and ownership change over time, the “site” refers to the area where the house is located.) From the aerial photographs it appears that there were several small outbuildings associated with the house at that time. Normally, the residential component of an agricultural property is located amid a cluster of trees. The fact that there are no trees surrounding the building, and that none appear to have been present since the mid 1980s, may indicate that it has not had a residential use in recent years. The house does not appear to be currently occupied.

The building is a one story early ranch house, with a clear horizontal emphasis and a generally rectilinear and almost symmetrical layout. The house, facing south, has a shortened U shape floor plan with the right leg wider than the left one. A front porch is created between the two legs. A low pitched gable roof covers the house and extends over the porch. The U legs also are covered by low pitch gable roofs that intersect

the main one at right angles (cross-gabled roofs). The house is on a concrete slab foundation. The painted brick walls have a break (protruding brick line), approximately at a third of their height, which constitutes the only detail of the walls. A brick column stands in the center of the porch, aligned with the exterior walls. The gables, which have ventilation openings, are composed of board-and-batten wood siding painted the same color as the brick. Asphalt shingles cover the roof. Two metal vents are located near the roof ridge. Metal casement windows with a fixed central pane and operable sides characterize the house. A window in the porch, next to the front door, has a larger fixed central pane and smaller panes at the top. The front door, made of wood, does not have any detail. Air conditioning units are located at the east and west sides of the house. As is normally the case with farmhouses in general and of ranch houses in particular, this house is very simple and unpretentious. The house is in very good condition.

Eligibility assessment

The ranch house was the preferred style for residential subdivisions springing up in urban areas of the valley in the 1950s. Its simplicity and horizontal emphasis made it a well suited style for houses in rural subdivisions as well, and it is common to find this style in the rural zones southwest of the Phoenix Metro area. It is unusual however, to find ranch houses, which were normally constructed as elements within larger tracts, as isolated occurrences, and associated with agricultural fields. In addition, the typical farmhouse in this area is associated with farm-related outbuildings such as barns or equipment sheds, and situated amid a group of trees. In contrast, the Rich house has a single nearby shed, and, as noted above, the trees surrounding it were removed. This house, built during what has been defined as “the agricultural era” in the development of the Salt River valley (Brodbeck 2005), is not consistent with the local rural landscape at the time. Thus, it is not representative of agricultural trends associated with that era, and therefore not significant under Criterion A of the NRHP.

Research conducted regarding ownership of this property does not suggest that the house is associated with significant persons. Therefore, the house does not appear to be significant under Criterion B of the NRHP.

Owner/s	Date
Williams, John M. Jr. and June S.	1976 – present
Agnew, P. L. and Martha H.	1972 – 1976
Rich, Jesse C. and Iva E.	1946 – 1972
Cooper, Dan	before 1946

The building is in very good condition, but it lacks architectural distinction in terms of design, materials or craftsmanship. In addition, it is a ranch house, which, as previously stated, is not within the normal setting for ranch houses, that of a residential subdivision. Therefore, the house is not significant under Criterion C of the NRHP.

In sum, the Rich house is recommended as not eligible for the NRHP due to a general lack of historical and architectural significance. Although the setting has retained its rural character and the house appears to be structurally sound, it fails to convey the character of a historical farm house in the context of the agricultural development of the Salt River valley.

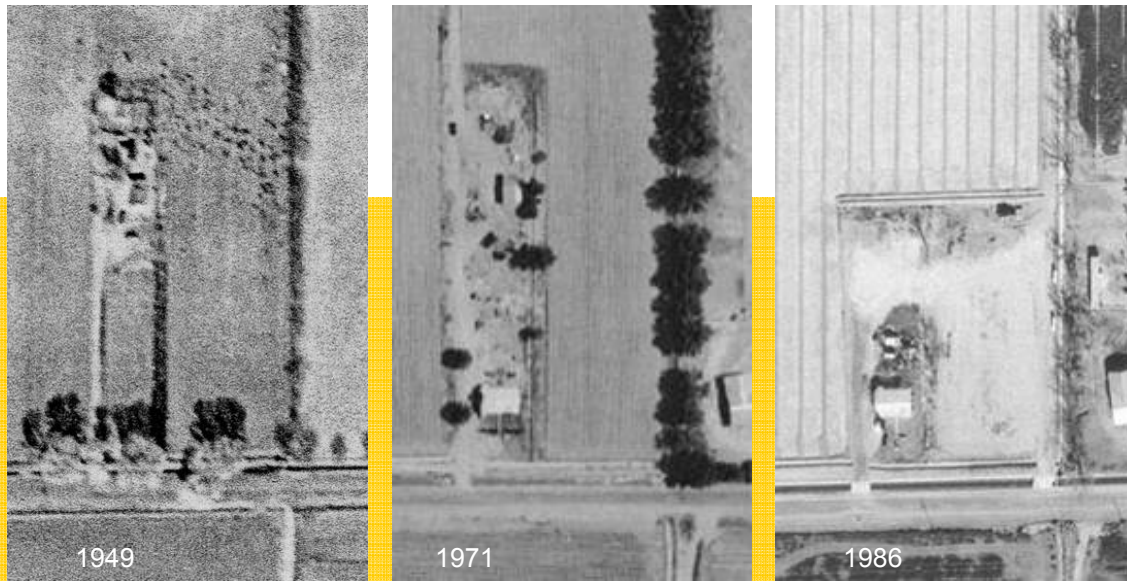


Figure 2. Rich farmhouse. The site over time

Because land subdivision and ownership change over time, the site refers to the area where the house is located, although it has been, and still is, associated with surrounding agricultural fields.

Figure 3. Rich farmhouse. Site and setting as they look today





Figure 4. Rich farmhouse

- road
- canal
- site
- fence
- building/structure
- agricultural field
- tree

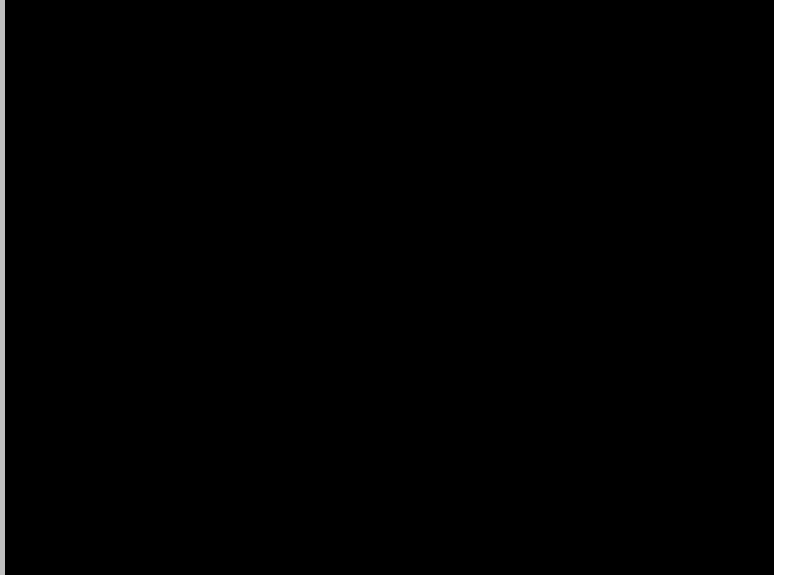


Figure 5.
Rich farmhouse
looking northeast
looking north
looking northwest

FARMHOUSE AT 7316 W LOWER BUCKEYE ROAD

Address	7316 W Lower Buckeye Rd.
Location	E1/2 of the SW 1/4 of the SW 1/4 of Section 13, Township 1 N, Range 1 E
Landform	alluvial terrace on the north side of the Salt River
Elevation	1,010 ft
Dimensions	490 ft by 1300 ft (14.62 acres)
Land jurisdiction	private
UTM coordinates	386909 m E, 3698696 m N
USGS map	Fowler, Arizona
Property type	farmhouse
Built in	1959

Description

The farmhouse at 7316 W Lower Buckeye Rd., depicted on Figures 6 – 10, is located in the Fowler area, north of the Salt River. The property is within the City of Phoenix limits, although the area had not been incorporated when the property was built. The house is located on the northwest corner of Lower Buckeye Rd. and Durango St., on a subdivided 15-acre parcel. The house occupies the SE corner of the 490 by 1300 feet elongated parcel.

Although some agricultural fields remain in the surrounding area, changes that have occurred since the house was built have considerably altered the rural character of the area (refer to Figure 7). Newer high-density subdivisions have appeared north and south of Lower Buckeye Rd.; a Wal-Mart store occupies the SW corner of Lower Buckeye and 75th Ave.; a house to the west, and a school to the east of the house, are of recent construction.

The property is separated from Lower Buckeye Rd. by an open ditch. An irrigation canal east of the property, as well as mature trees close to the southern end of it, separate the property from Durango Rd. The property is fenced.

According to Maricopa County assessor's records the house was built in 1959. Historic aerial photographs corroborate that no other building occupied the same spot before that date. Nevertheless, historic aerial photographs reveal that the house either has been greatly altered, or a different house occupies the site of the one built in 1959. For that reason, the house cannot be definitively associated with a specific owner. The fact that the house appears, because of its architecture, to have been built even before 1959, suggests that this building was either moved, or perhaps that it could have been built with salvaged materials. Building records for this house are not available, and the current owner of the property could not be contacted. A sequence of historic aerial photographs shows the changes the site went through before it acquired its current characteristics (refer to Figure 6). It appears that there were outbuildings—other than the one mentioned below—associated with the earlier building on this site. Corrals or pens were always present on this property. The current house does not appear in aerial photographs until sometime in the 1980s.

The house is set back approximately sixty feet from the property line. To the southwest of the house there is a shed made of wood panels and corrugated metal. The area behind the house, to the east of the parcel, is occupied by pig pens in extremely poor condition; some of them have metal panels as roofing. Old vehicles occupy the area between the house and the pens. Some areas of the parcel are overgrown with weedy vegetation. The rest of the parcel is vacant. It is not clear whether the building is currently used as

a residence, but it appears that originally it had a residential use, and it was associated with agricultural lands surrounding it (refer to Figure 8).

The building is a one story transitional ranch house built on a concrete slab foundation. The house, facing south, is a compact, boxlike building, with an L-shaped floor plan. There is a wood columned porch over the entry, at the SE corner of the house. The walls are made of face golden brick; some areas are partially painted. The wall at the entrance shows signs of alterations. The window sills, also of face golden brick, constitute the only detail of the brick walls. A hip roof, covered with asphalt shingles, has a wing to adapt to the L-shaped plan, and extends over the entry to create the porch. The house has different sizes of metal casement windows with small glass panes. The front door, made of wood, does not have any detail. An air conditioning unit is located at the west side of the house. The house is in average condition. It is very simple and unpretentious. Given the condition of the building, it could have been built of salvaged materials (refer to Figures 9 and 10).

Eligibility assessment

The property is consistent with a rural landscape and could be associated with the rural agricultural development of the Salt River valley. As noted, however, this setting has been altered substantially and has lost much of the rural character it had in the 1950s. Thus, even if this house dated to the 1950s, it can no longer be considered an element within a rural agricultural landscape. Therefore, the house is not significant under Criterion A of the NRHP even as a contributing component.

Research conducted regarding ownership of this property does not suggest that the house is associated with significant persons. Charles A. Carson was one of the Phoenix Chamber of Commerce directors in 1942 (Luckingham 1989). There is no information on whether C. A. Carson and Charles A. Carson are the same person. In any case, the building at 7316 W. Lower Buckeye Rd. was not built during Carson's land ownership. Therefore, the house is not significant under Criterion B of the NRHP.

Owner/s	Date
Landrum, Barbara E. and Vicki L.	2005
Landrum, Jack and Levettes	1970 – 2005
Khan, Anayattula	1962 – 1970
Valenzuela, Frank and Modesta	1955 – 1962
Carson, C. A. and Phyllis	before 1955

The building is in average condition, but it lacks architectural distinction in terms of design, materials or craftsmanship. The building is not unique, nor representative of building trends in the 1950s. As previously explained, the style and materials and elements employed—such as the windows, suggest that the house could be older than its supposed construction date, although it may have been moved to or rebuilt at its current location in the 1980s. In any case, there is nothing to suggest the house is significant under Criterion C of the NRHP.

In sum, the farmhouse at 7316 W Lower Buckeye Rd. is recommended as not eligible to the NRHP due to a general lack of historical and architectural significance. In addition, the setting has been substantially altered and has lost its rural character. Furthermore, the current building does not appear to be the one built in 1959; the current house as described does not appear in aerial photographs until sometime in the 1980s.

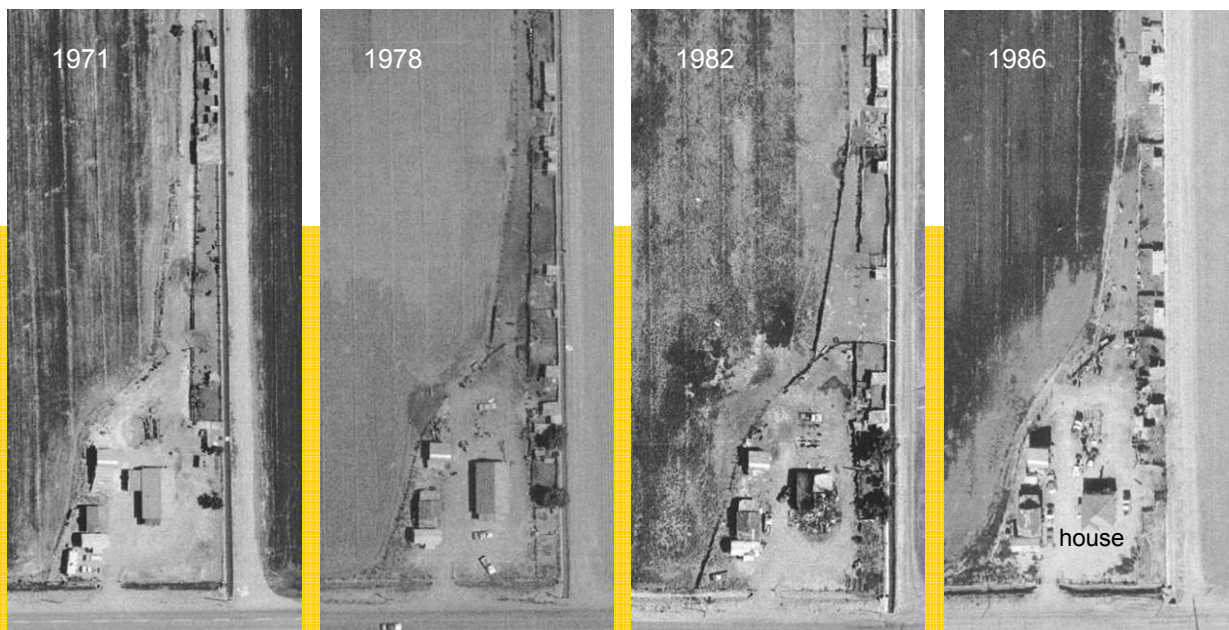


Figure 6. Farmhouse at 7316 W Lower Buckeye Rd. The site over time

These aerial photographs show the great alteration or either replacement of the original building in this site.

Figure 7. Farmhouse at 7316 W Lower Buckeye Rd. Site and setting as they look today



□ current parcel



Figure 8. Farmhouse at 7316 W Lower Buckeye Rd.

- road
- canal
- site
- fence
- building/structure
- overgrown vegetation
- tree

**Figure 9. Farmhouse at
7316 W Lower Buckeye Rd.**
looking northeast
looking north
looking northwest



**Figure 10. Farmhouse at
7316 W Lower Buckeye Rd.**
concrete canal along Durango St.
open ditch along Lower Buckeye Rd.
machinery shed

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