

CENTRAL MESA LRT EXTENSION



INVENTORY AND EVALUATION OF POTENTIAL HISTORIC PROPERTIES AND DISTRICTS

August 2010





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For National Register Eligibility and Potential Effects

CENTRAL MESA LRT EXTENSION

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VALLEY METRO RAIL

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ABSTRACT

Background:

In compliance with Section 106 of the National Historic Preservation Act, Valley Metro Rail, Inc. (METRO) commissioned Ryden Architects, Inc. to conduct an inventory and evaluation of effects on National Register-listed and -eligible properties within the Area of Potential Effect (APE) for the Central Mesa Light Rail Transit (LRT) Extension project. The LRT Main Street Alternative was selected as the Locally Preferred Alternative (LPA) for further analysis in the Environmental Assessment (EA). The Build Alternative includes a double-track LRT guideway that would operate along the middle of Main Street from Sycamore to just east of Hobson, a distance of 3.1 miles. The LPA has two design options for Main Street in the area east of Country Club Drive: 1) 2 Lanes and 2) 4 Lanes.

Methodology:

- The APE of the Build Alternative includes the LRT right-of-way (ROW) and encompasses the individual properties and residential subdivisions immediately adjacent to the locally preferred alternative route and associated facilities.
- Age criterion for eligibility evaluation is fifty years old, consistent with regulations applying to the National Register, and is calculated back from 2016 when the project is scheduled for completion. Thus properties constructed in 1966 or earlier were evaluated for NRHP eligibility.
- Through consultation with the State Historic Preservation Office (SHPO), it was determined that free-standing business identification signs are considered historic “objects” which may be associated more closely with the roadway than with the property. They are significant for artistic merit (Criterion C).
- SHPO determined that if the project improvements within the downtown area do not affect the historic curb alignment from the era of significance (1908-1966) then No Adverse Effect occurs.

Findings:

- Main Street is a traditional transportation corridor which has a constantly changing character in response to external and internal forces. The evolution of the Main Street ROW and the adjacent properties are intertwined with the influences of a local downtown conflicting with a transcontinental highway (US 60, 1927 to 1991).
- The design of the Main Street cross-section through the downtown area is a unique design which places medians and streetlight standards down the centerline of the transportation corridor.
- Downtown Mesa originally was a small town commercial business district surrounded by agricultural land. Its character varies from urban and suburban based on the density of the buildings.
- In the late 1990s the City of Mesa transformed the character of the downtown to improve commercial trade by creating a pedestrian-friendly atmosphere through modern shade canopies, widened sidewalks, narrowed streets, landscaping, street furniture and public art.



- The primary Areas of Significance include: Community Planning and Development, Architecture, and Roadside Business Signs.
- The 1908 Chandler Court building is one of the first four known reinforced concrete buildings in Arizona.
- The Era of Significance ranges from 1908 (earliest building in the APE) to 1966 (50 years before completion of Central Mesa LRT Extension project).

Unresolved Issues:

- One TPSS would be required for roughly each one to one and a half mile of track. Specific locations will be determined as design is further refined.
- The general area of the park-and-ride has been identified but the exact location, layout, and size have not been determined.

Through continued consultation with the City Historic Preservation Office (CHPO) and the State Historic Preservation Office (SHPO), a Memorandum of Agreement (MOA) will be developed to define procedures for continued consideration and treatment of historic resources during subsequent phases of project implementation and design refinements that may occur during design and construction. The design review consultations with the CHPO and SHPO will focus primarily on the complementary character of the passenger stations, park-and-ride facility, and TPSS buildings.

Eligibility Evaluations:

- Eligibility Evaluations identified 1 listed historic district; 1 listed building; 24 eligible buildings; and 10 eligible objects (signs).



Preliminary Effects Finding and Recommended Treatment:

Property Name/ Location	Status/Criteria	Description of Impact	Preliminary Effect Finding	Recommended Treatment
Sycamore to Country Club Drive				
Trava-Leer's Motel Sign 836 W. Main St.	Eligible – Criterion C	Curb relocation, partial property acquisition	No adverse effect	To be determined no adverse effect, requires relocating sign on lot relative to new ROW line. METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.
Larada's Army Surplus Sign 764 W. Main St.	Eligible – Criterion C	Curb relocation, partial property acquisition	No adverse effect	To be determined no adverse effect, requires relocating sign on lot relative to new ROW line. METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.
Payless Car Sales Sign 530 W. Main St.	Eligible – Criterion C	Curb relocation, partial property acquisition	No adverse effect	To be determined no adverse effect, requires relocating sign on lot relative to new ROW line. METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.
Country Club to Hobson 2-Lane Option				
Salsita's Mexican Food 311 W. Main St.	Eligible – Criterion A	Station location	No adverse effect	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and the City Historic Preservation Office during final design of the station to develop and implement design strategies compatible with the surroundings of the station location.
Mayday Janitorial Supply 261 W. Main St.	Eligible – Criterion A	Station location	No adverse effect	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and the City Historic Preservation Office during final design of the station to develop and implement design strategies compatible with the surroundings of the station location.
Country Club to Hobson 4-Lane Option¹				
Salsita's Mexican Food 311 W. Main St	Eligible – Criterion A	Station location	No adverse effect	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and the City Historic Preservation Office during final design of the station to develop and



Property Name/ Location	Status/Criteria	Description of Impact	Preliminary Effect Finding	Recommended Treatment
				implement design strategies compatible with the surroundings of the station location.
Mayday Janitorial Supply 261 W. Main St.	Eligible – Criterion A	Station location	No adverse effect	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and the City Historic Preservation Office during final design of the station to develop and implement design strategies compatible with the surroundings of the station location.
Lamaze Childbirth Classes 228 W. Main St.	Eligible – Criterion A	Relocation of non-historic curb line	No adverse effect	No Treatment
American Chopper 220 W. Main St.	Eligible – Criterion A	Relocation of non-historic curb line	No adverse effect	No Treatment
Mickey's Downtown Barber 218 W. Main St.	Eligible – Criterion A	Relocation of non-historic curb line	No adverse effect	No Treatment
Arizona Master Blind Corp 212 W. Main St.	Eligible – Criterion A	Relocation of non-historic curb line	No adverse effect	No Treatment

¹The current lane configuration at Country Club includes two left turn lanes. Project design for the 4-lane option would reduce the number of left turn lanes to one.



1.0 INTRODUCTION

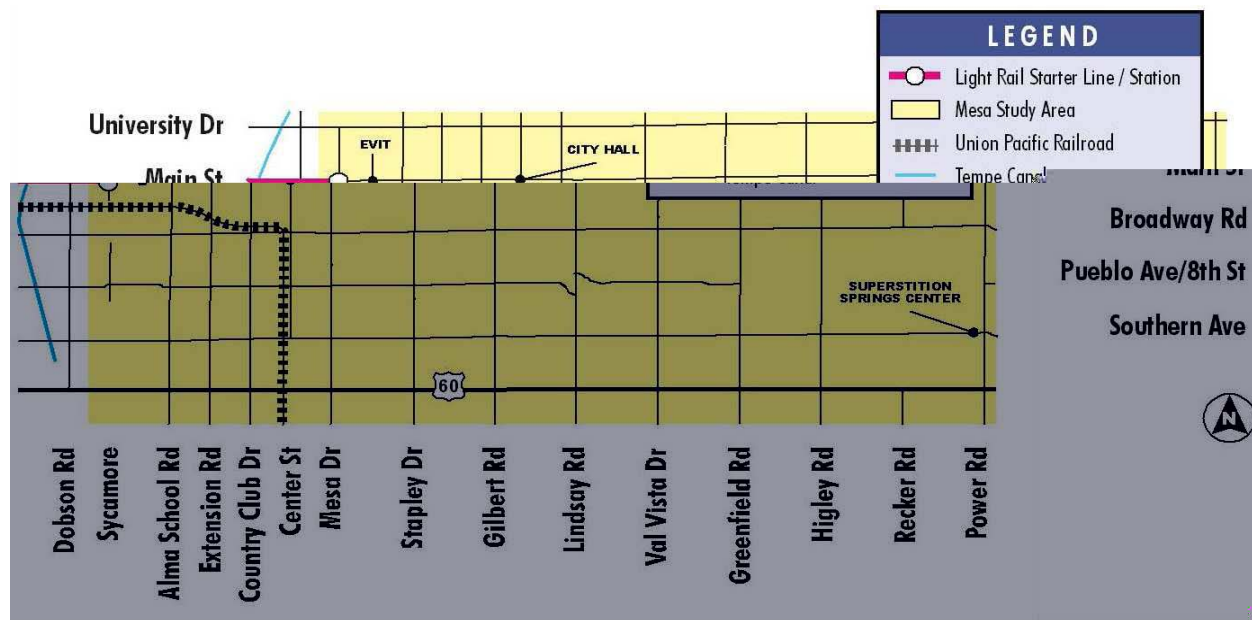
This historic architectural assessment technical report is being prepared to support the EA for high capacity transit improvements being considered in the study area for the Central Mesa LRT Extension. This report begins with a short background of the study and a description of the alternatives being considered in the EA, and then follows with a summary of the historic architecture record checks, literature reviews, and field survey conducted for the project, proceeds through a National Register of Historic Places eligibility recommendation, and concludes with a summary of potential project effects for the build alternative. The historic overview of the city's development, historic contexts, and areas of significance for resources located in the project area are also described. Appendix B presents the historic property inventory forms.

For information on archaeological resources in the project area and coordination with the SHPO, City Historic Preservation Office (CHPO), and the tribes, please refer to the separate *Archaeological Resources and Traditional Cultural Properties* technical report prepared for the Central Mesa Extension EA by HDR, Inc (Mark Brodbeck, principal investigator).

1.1 STUDY BACKGROUND

The Central Mesa LRT Extension study area is bounded on the west by the Light Rail Starter Line's eastern terminus at Sycamore/Main Street; University Drive to the north; Power Road to the east; and the Superstition Freeway (U.S. 60) on the south (Figure 1).

FIGURE 1: CENTRAL MESA STUDY AREA



Source: METRO (2009)



A two-tiered alternatives development process was implemented to evaluate the Central Mesa Study Area conceptual alternatives. The first phase (Tier 1) included a conceptual level evaluation that analyzed the advantages and disadvantages of the initial list of potential alternatives to address the transportation needs of the study area (see separate *Tier 1 Evaluation of Alternatives Report*, October 2007, for more information). The initial alternatives considered both LRT and bus rapid transit (BRT) modes. To comply with Section 106 of the National Preservation Act of 1966, as amended, Tier 1 research included the literature and archival document search (URS/Ryden Architects) to determine the age of properties within the APE as the first step in making evaluations of National Register of Historic Places (NRHP) eligibility or previous listing.

All rail line alternatives began at the eastern terminus of the recently opened LRT Starter Line Station at Sycamore/Main Street and extended east to the Superstition Springs Center area via Main Street (with 1st Street and 1st Avenue sub-options downtown) and Power Road. Fixed guideway (via LRT or BRT) generally extended east to about Horne (between Mesa and Stapley Drives) with BRT offering limited stop express service further east in existing travel lanes (similar to Valley Metro Link) to Superstition Springs Center. LRT consisted of a dedicated fixed guideway with two tracks (one track in each direction) that ran mostly in the middle of the existing street system. BRT also had a dedicated fixed guideway for a portion of the project as previously mentioned. The initial alternatives were subject to a “fatal flaw” screening at the Tier 1 phase; the most feasible alternatives were identified and retained for further analysis, and the alternatives deemed unresponsive to Tier 1 evaluation criteria were eliminated from continued study.

The alternatives that remained after the Tier 1 analysis and public, agency, and other stakeholder input were then subjected to a more detailed evaluation (Tier 2). The Tier 2 evaluation continued to consider both LRT and BRT build alternatives. The criteria developed to analyze all of the build alternatives in Tier 2 began to quantify ridership potential, capital and operating and maintenance costs, land use and economic development impacts, traffic issues, environmental factors, conceptual engineering, and public preferences. See the complete *Tier 2 Evaluation of Alternatives Report*, December 2008, which defines the Tier 2 alternatives considered and details the results of the evaluation. Further historic preservation field investigations (URS/Ryden Architects) were conducted during the Tier 2 process through windshield reconnaissance of the fifty-year-old buildings to determine the level of architectural integrity.

Based on the results of the Tier 2 evaluation, public meetings, and agency and other stakeholder input, the recommended build alternative is to advance LRT as the preferred technology and Main Street as the preferred alignment. The locally preferred alternative (LPA) includes a light rail extension on Main Street east to an interim end-of-the-line station near Mesa Drive as Phase 1. See the complete *Recommended Alternative Report*, Draft June 2009 for discussion of the rationale for selection of the LPA. The Phase 1 project is scheduled to begin operations in 2016 and is the major focus of the EA being prepared pursuant to the National Environmental Policy Act (NEPA). The No-Build Alternative will also continue to be considered as specified by NEPA. The Phase 1 project connects logical termini and has independent utility meaning that the project is a reasonable expenditure even if no additional transportation improvements are made in the area.



1.2 BUILD ALTERNATIVE

The LRT Main Street Alternative was selected as the recommended LPA for more detailed analysis in the EA. This LPA recommendation was approved by the City of Mesa City Council (May 2009) and the METRO Board of Directors (June 2009). The LPA has two design options for Main Street in the area east of Country Club Drive: 1) 2 Lanes; and 2) 4 Lanes. The design options are described at the end of this discussion.

Whether to implement the Build Alternative, 2-Lane Option or the Build Alternative, 4-Lane Option will be decided after completion of a series of public workshops, the Draft EA, and receipt of input during the Draft EA public comment period.

The Build Alternative, or LPA, is shown in Figure 2. The Build Alternative includes a double-track LRT guideway that would operate in the center of Main Street from just east of Sycamore to just east of Hobson, a distance of 3.1 miles. LRT is electrically powered and receives its power from overhead power lines within the street right-of-way. LRT operations would include a traffic signal priority system (predictive priority), to allow for faster travel times. The light rail vehicles will be the same as the ones currently being used for the LRT Starter Line. Major operating plan features are listed in Table 1.

TABLE 1: LRT OPERATING PLANS

Headways	All day except late evening: Late evening:	10 minutes 20 minutes
Number of Vehicles	42 – LRT Starter Line + Central Mesa LRT Extension 8 – Spare vehicles 50 – Total current fleet	
Line-haul Capacity	2,700 passengers per peak hour per direction (Based on 3 vehicles per train and 150 passengers/vehicle) ¹	
Hours of Operation	Daily = ~20 hours	

¹ Ultimate capacity. LRT operating plans call for 2-car consists during normal operations with 3-car consists operating only during special events or other high periods of demand.

This alternative is an extension of the LRT Starter Line that opened in December 2008 and would provide a seamless connection (no transfer required) from the current eastern terminus of the LRT Starter Line at Sycamore along Main Street to Mesa Drive. Tail tracks would continue east of the station platform a distance of approximately 425 feet east of Hobson.

East of Centennial Way to Superstition Springs Transit Center, the existing Valley Metro LINK BRT would connect to LRT and operate in mixed traffic as it does today as a skip-stop express service. As a result of the Build Alternative, Valley Metro LINK BRT service would be discontinued along Main Street between Sycamore and Centennial Way to eliminate service duplication, and its operational frequency in the off-peak will increase from 30 to 15 minutes. However, service during peak periods will remain the same as today (15 minutes). Other than that, no other changes to the LINK operations or facilities will be necessary for the Phase 1 LRT extension being evaluated in the EA. LRT stations/LINK BRT stops and park-and-ride locations are identified in Table 2. A new park-and-ride facility would be built near the end-of-line LRT station on the northeast corner of Main Street/Mesa Drive. Each LRT station would serve one or more existing or planned bus routes in the area.



FIGURE 2: LOCALLY PREFERRED ALTERNATIVE



Also recommended, as part of the LPA, is a future (Phase 2) extension of LRT to Gilbert Road. This extension would provide enhanced regional transit connections and opportunity for a larger regional park-and-ride facility. At this time, Phase 2 is not identified in the MAG RTP, is unfunded, and is not evaluated in the EA. However, the Phase 2 recommendation has been forwarded to MAG and has been identified as an “illustrative project” for inclusion in the RTP. Should the Phase 2 project move forward as a federal project, it will be subject to NEPA compliance.

Construction of the Build Alternative would include installation of trackwork, an overhead contact system (OCS) for the distribution of electricity to LRT vehicles, traction power substations, and signaling and communication systems.

The LRT transitway would consist of tracks formed of continuously welded rails. The rails would be embedded track supported on a concrete slab.

The OCS would consist of poles, approximately 25 feet tall, installed along the operating right-of-way at intervals from 90 to 170 feet to support the electrical power line. The OCS would be designed to be compatible with visual and aesthetic characteristics of the corridor. The poles would generally be located in the center of the two tracks, wherever possible. In some locations, catenary poles may be located on the side of the LRT trackway with the overhead electrical line suspended over the LRT tracks with head spans.



TABLE 2: STATION AND PARK-AND-RIDE LOCATIONS

Station/Stop	Park-and-Ride	Location ¹
LRT Facilities (Stations)		
Sycamore/Main St. (LRT Starter Line End-of-Line Station)	Yes	East of intersection Existing facility and not attributable to LRT extension
Alma School/Main St.	No	East of intersection
Country Club/Main St.	No	East of intersection
Center/Main St.	No	East of intersection
Mesa Dr./Main St.	Yes	Station—East of intersection Park-and-Ride—Northeast of intersection. A 6.4-acre area of interest identified. Park-and-ride would accommodate approximately 500 vehicles and will not likely require the entire 6.4-acre site. Layout to be determined during final design. The park-and-ride site may have potential market value for transit-oriented development sometime in the future.
Valley Metro Link BRT Facilities (Existing Stops—Facilities not attributable to LRT extension)		
Stapley/Main St. ²	No	East of intersection
Gilbert/Main St. ²	No	West/east of intersection
Lindsay/Main St. ²	No	East of intersection
Val Vista/Main St. ²	No	West/east of intersection
Greenfield/Main St. ²	No	West/east of intersection
Higley/Main St. ²	No	East of intersection
Recker/Main St. ²	No	West/east of intersection
Power/Main St. ²	No	West of intersection
Broadway/Power ²	No	North of intersection
U.S. 60/Power (Superstition Springs Center) ²	Yes	North of intersection

¹All LRT stations have a center platform configuration.

²Station locations as part of existing Valley Metro LINK BRT project. Station locations and amenities would remain.

Source: METRO, 2010.

Electricity for LRT operations would be supplied to the OCS from traction power substations (TPSS) located along the proposed LRT alignment. These electrical substations would be enclosed structures approximately 20-by-40 feet (30-by-60 feet including the grounding mat around the substation) located proximally to the LRT alignment. One TPSS would be required for roughly each one to one and a half mile of track. Specific locations will be determined as design is further refined.

LRT vehicles for the Central Mesa LRT Extension would be maintained and serviced at the existing LRT Starter Line Operations and Maintenance Center (OMC), located south of Washington Street between State Route (SR) 143 and Loop 202. The OMC will have sufficient capacity to service LRT vehicles allocated to the Central Mesa LRT Extension, and expansion of the existing facility, or construction of a new facility will not be required.

The existing traffic lane capacity along Main Street would be maintained between Sycamore and Country Club Drive. Typical cross sections are presented in Figure 3. For the segment east of Country Club Drive to the LRT eastern terminus near Hobson (just east of Mesa Drive), two design options are being considered:

- Build Alternative, 2-Lane Option
- Build Alternative, 4-Lane Option



These design options are further described below.

1.2.1 Build Alternative, 2-Lane Option

Main Street's traffic lane capacity would generally be reduced from two lanes in each direction to one lane in each direction from Country Club Drive to Horne. The exception is in the westbound direction only between Mesa Drive and Horne where two through lanes would be available. At the westbound approach to Mesa Drive intersection, one through lane would be trapped into a right turn lane. Single left turn lanes would be maintained at Country Club Drive (double left is removed), Robson, MacDonald, Center Street, Centennial Way/Sirrine Street, Hibbert, Mesa Drive, Lesueur, and Hobson. The bike lane would be eliminated west of Bellview. Parking would be eliminated between Bellview to Mesa Drive, but would continue to be provided at most locations west of Mesa Drive where it presently exists. Acquisition of additional right-of-way along the alignment would be minimal to accommodate the fixed guideway as a result of the reduction of travel lanes. Typical cross sections at various locations along the Build Alternative, 2-Lane Option are shown in Figure 4. The station and park-and-ride locations presented in Table 2 apply to the 2-Lane Option. This option could allow for future conversion, if desired, to 2 lanes in each direction through downtown by eliminating the dedicated left turn lanes and using split-phase traffic signals that would allow through and left-turning traffic to share the same left lane. The conversion would require minor curb revisions and/or parking removal beyond that shown in the current design between Country Club Drive and Robson. Between Mesa Drive and Udall, some additional curb and right-of-way revisions would be needed on the south side of Main Street.

1.2.2 Build Alternative, 4-Lane Option

With the 4-lane option, the current four through travel lanes (two in each direction) would be maintained from Country Club to Hobson. This scenario assumes split-phase traffic signals, and single left turn lanes would only be provided at Country Club Drive and Mesa Drive. All other existing turning lanes would be removed. The bike lane would be eliminated west of Bellview. Parking would be eliminated between Bellview to Mesa Drive, but would continue to be provided at most locations west of Mesa Drive where it presently exists. To keep the existing numbers of through lanes will require acquisition of additional right-of-way at the northeast and southeast corners of Main Street and Mesa Drive. Typical cross sections at various locations along the Build Alternative, 4-Lane Option are shown in Figure 5. All of the stations and park-and-ride facility locations are as illustrated in Table 2.

1.2.3 Unresolved Issues

Several issues will be further refined as the EA proceeds and community outreach continues. In addition to the previously discussed optional traffic design configurations downtown, decisions will need to be made about the following:

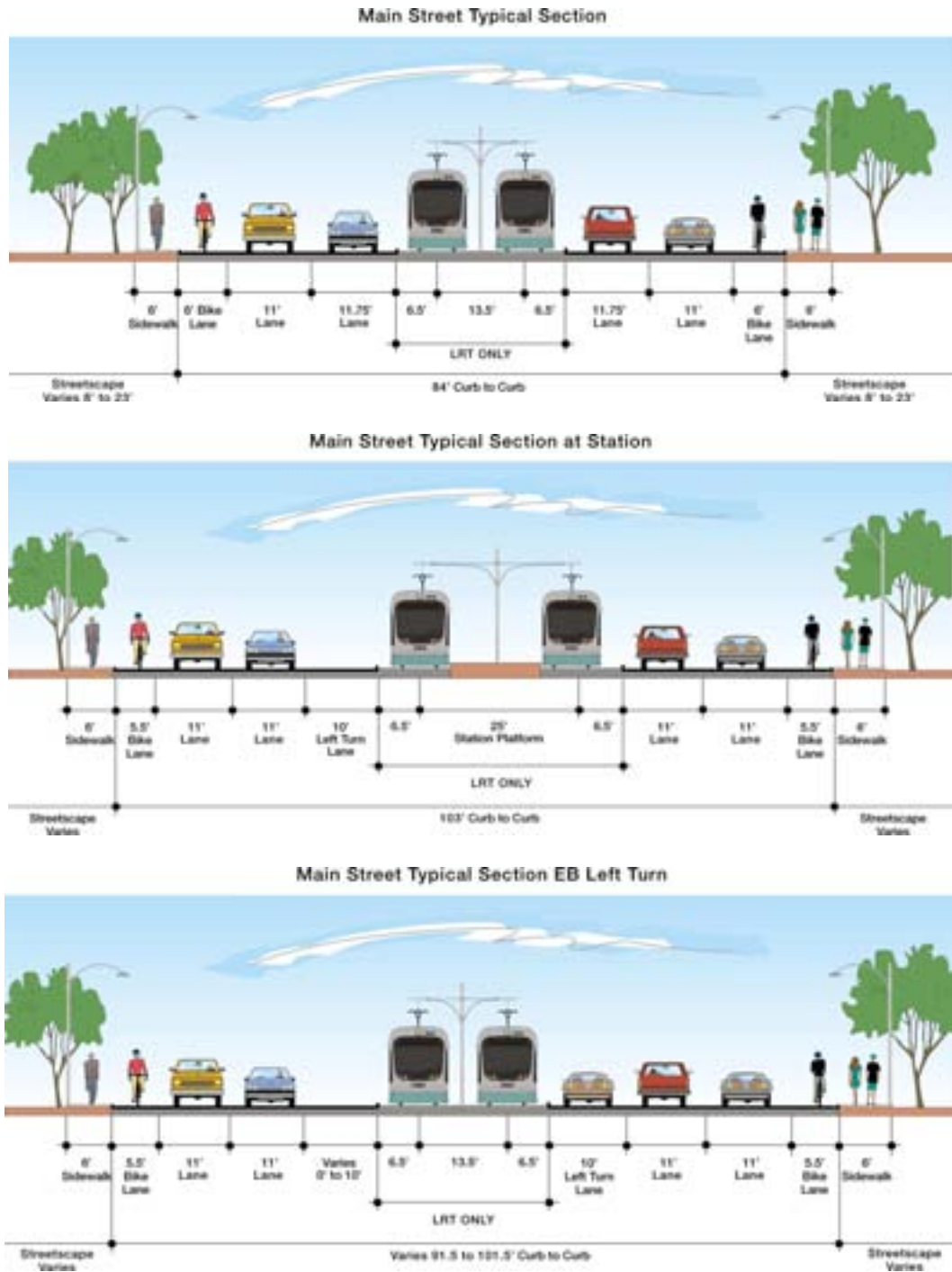
- TPSS locations
- OCS
- Pedestrian access points
- Park-and-ride sizing, layout and capacity
- Station design



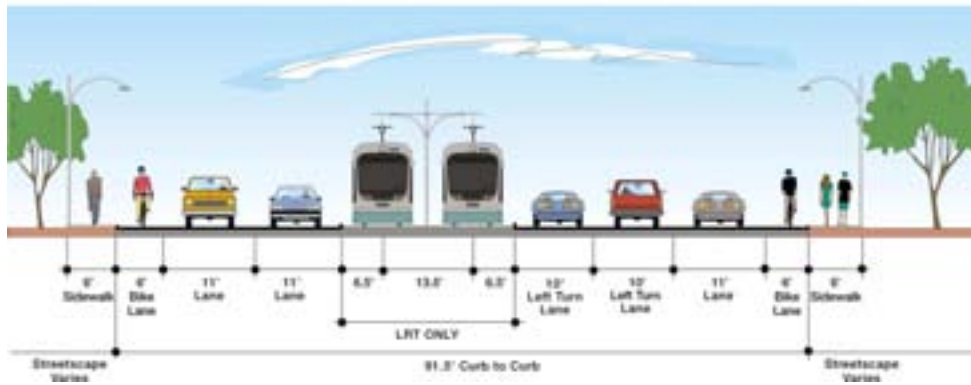
- Urban design/public art
- Refinement of utilities and location
- Construction staging



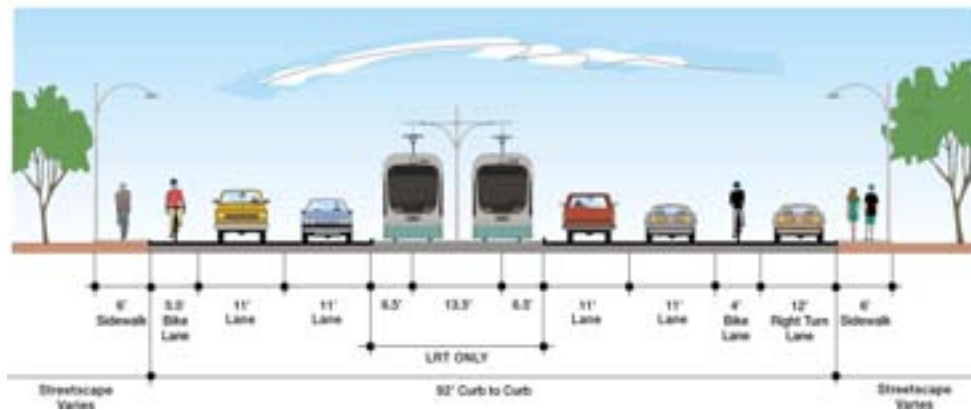
FIGURE 3: BUILD ALTERNATIVE, SYCAMORE TO COUNTRY CLUB DRIVE



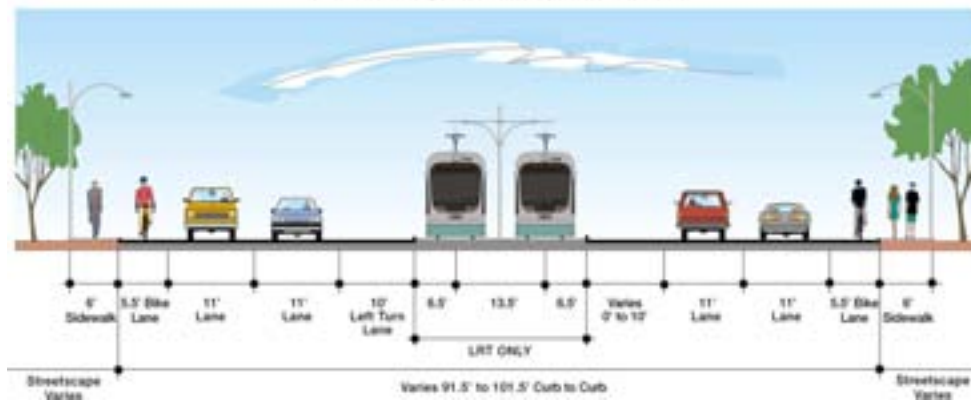
Main Street Typical Section EB Left (Country Club Drive West Leg)



Main Street Typical Section EB Right Turn

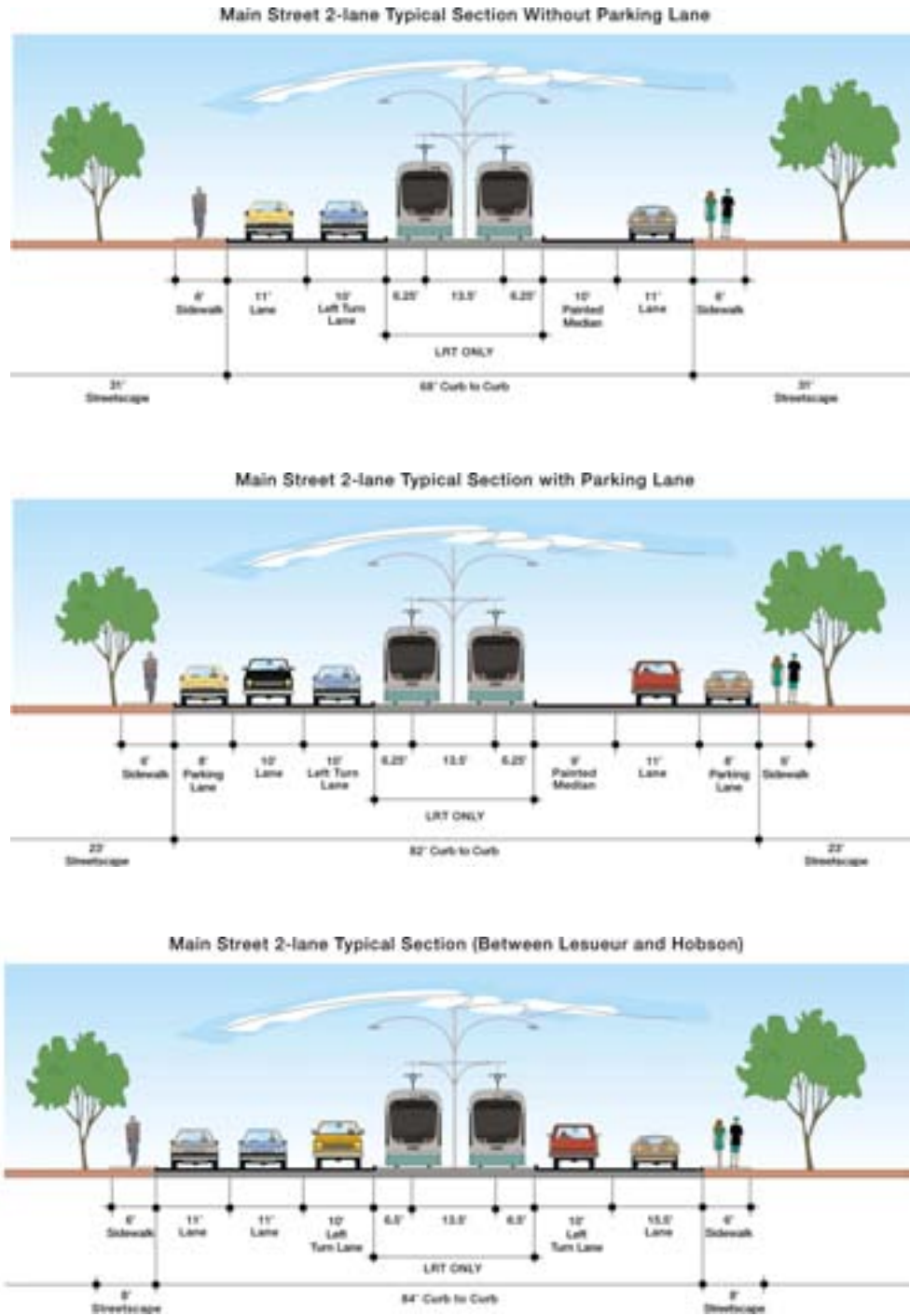


Main Street Typical Section WB Left Turn

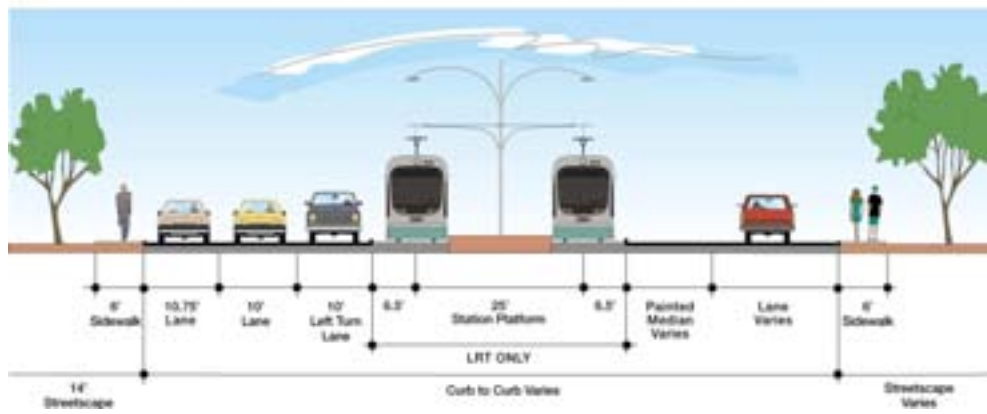




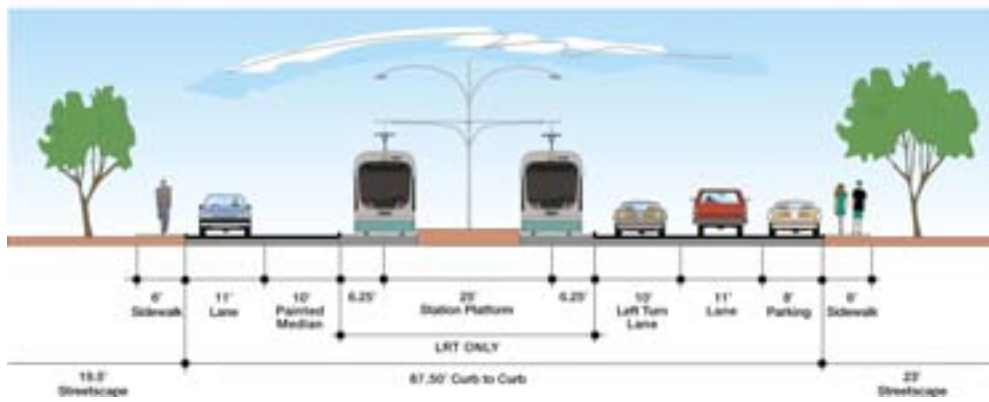
**FIGURE 4: BUILD ALTERNATIVE, 2-LANE OPTION
COUNTRY CLUB DRIVE TO HOBSON**



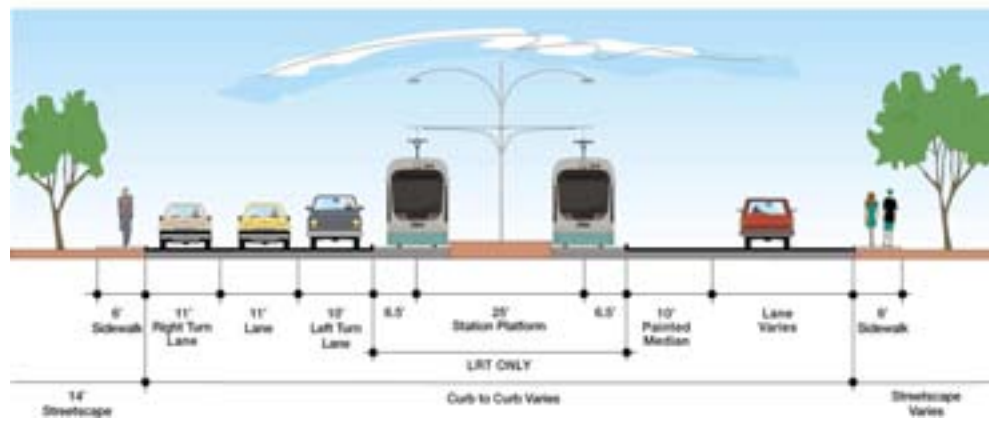
Main Street 2-lane Typical Section at Country Club Drive Station



Main Street 2-lane Typical Section at Center Street Station

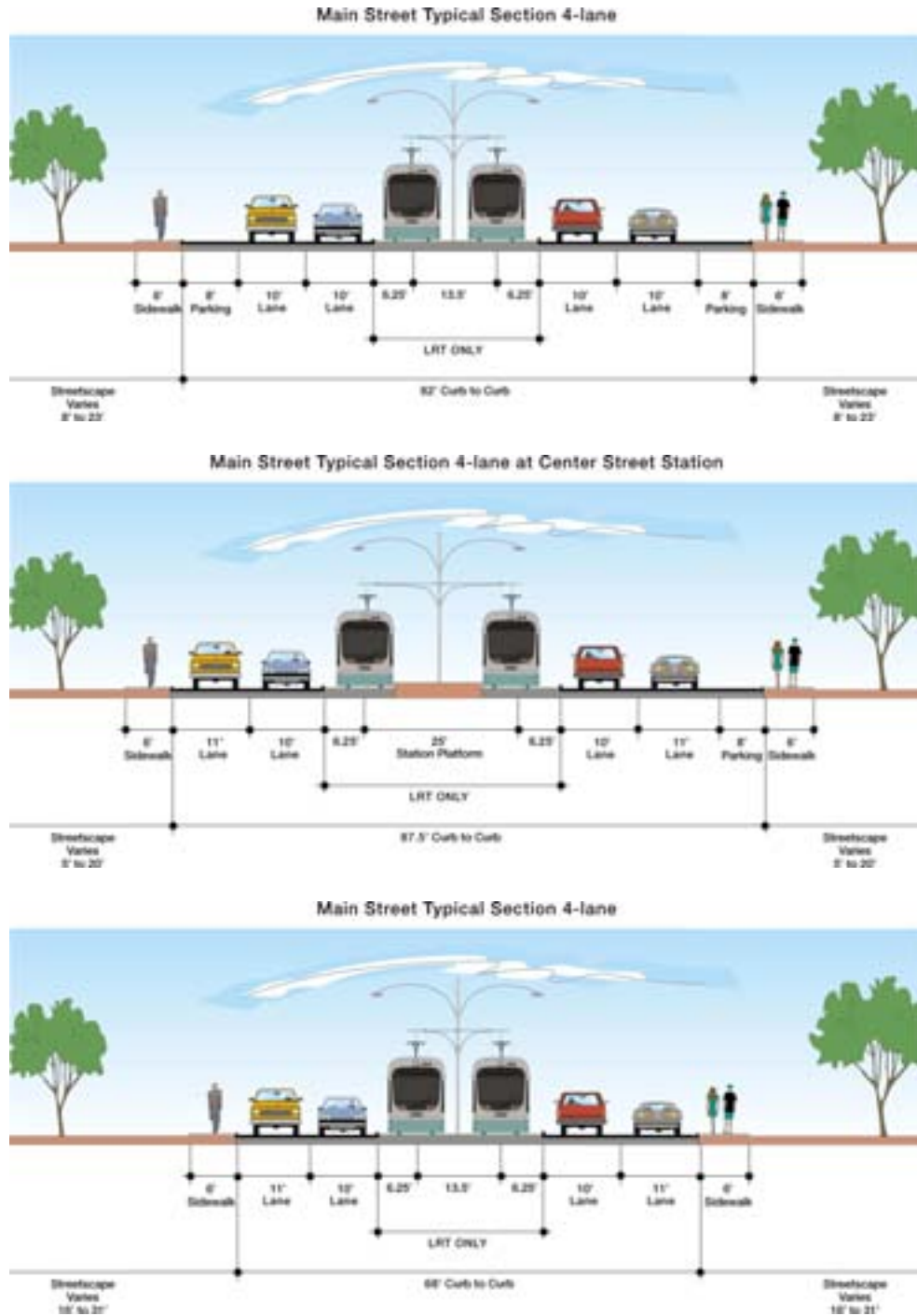


Main Street 2-lane Typical Section at Mesa Drive Station





**FIGURE 5: BUILD ALTERNATIVE, 4-LANE OPTION
COUNTRY CLUB DRIVE TO HOBSON**





2.0 REGULATORY REQUIREMENTS

2.1 FEDERAL LEGAL REQUIREMENTS

Several federal laws establish a national policy of conserving significant historical, archaeological, and traditional cultural resources. The National Environmental Policy Act (NEPA) 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)]. Accordingly, potential impacts on historic resources will be assessed in preparing this technical report in support of the EA.

Another primary law addressed in conjunction with preparation of this technical report was the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties, and afford the State Historic Preservation Officer (SHPO) and other parties with a demonstrated interest a reasonable opportunity to comment on such undertakings. If warranted, the Advisory Council on Historic Preservation (ACHP) also may participate in these consultations. The Section 106 process has been established by regulations issued by ACHP for the Protection of Historic Properties (36 CFR, Part 800, as amended). Section 106 consultations were initiated with the SHPO early in project development during the Alternatives Analysis (AA) and have been ongoing to include the gathering of data for preparation of this technical report in support of the Central Mesa LRT Extension EA. In a letter dated March 3, 2004 (letter to James Garrison, SHPO, from Leslie Rogers, FTA Regional Administrator), the Federal Transportation Administration (FTA) has authorized Valley Metro Rail, Inc. to conduct the continuing Section 106 consultations on behalf of the FTA. Subsequently Valley Metro Rail, Inc. submitted a letter to the SHPO on August 10, 2007 formally initiating consultation among the interested parties and regulatory agencies. Copies of letters may be found in Appendix A.

Regulations for the Protection of Historic Properties define historical properties as those resources included in or eligible for inclusion in the National Register of Historic Places (NRHP or National Register). The National Park Service (NPS) administers the National Register and has defined criteria for listing properties of national, state, or local significance, as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important to prehistory or historic [National Register of Historic Places, 36 CFR Part 60].



In the case of evaluating commercial buildings, properties related to the same historic context are compared to identify those eligible for listing in the National Register and to determine the level – local, State, or national – at which the property is significant. Many commercial properties will be eligible at the **local level** for their illustration of important aspects of architecture and/or community growth and development and their reflection of the broad trends that shaped suburbanization in the United States. **State level** of importance is generally attributed to those that establish a precedent of design or construction methods or that influenced subsequent development within a large metropolitan area or region in one or several adjoining states. **National level** of importance is attributed to buildings whose architectural design or construction methods introduced important innovations that strongly influenced the design of buildings nationwide.

Unless historical and cultural resources have exceptional significance, they must be at least 50 years old to be considered for inclusion on the National Register. The authority to formally list properties is vested with the Keeper of the National Register, which is maintained by the National Park Service. However, under the framework of the Section 106 process, the lead federal agency (the FTA for this project) and SHPO can agree to treat properties as eligible or ineligible no matter whether they have attained 50 years of age.

Section 4(f) of the USDOT Act of 1966 [Title 49, USC, Section 303] also addresses historic resources. Section 4(f) allows for the “use” or impairment of a significant historic site (or public park, recreation area, or wildlife refuge) only if there is no “feasible and prudent alternative” and all possible planning has been undertaken to minimize harm to the property. A Section 4(f) use of a historic property generally involves acquiring land for right-of-way from within the boundary of a property listed on or eligible for the National Register. Therefore, in compliance with USDOT regulations for Environmental Impact and Related Procedures [23 CFR Part 771], the assessment of historical and cultural resources addresses the requirements of Section 4(f). A separate Section 4(f) report is being prepared in support of the Central Mesa LRT Extension EA.

2.2 STATE AND LOCAL LEGAL REQUIREMENTS

The State of Arizona has enacted two laws designed to protect historic resources. The State Historic Preservation Act (SHPA) of 1982 [Arizona Revised Statutes (ARS) 41-861 through 41-864] stipulates that state agencies work to identify and preserve significant historic properties. The Act also provides SHPO 30 working days to comment on any agency plans that affect properties listed on or eligible for listing on the National Register. The criteria for listing on the State Register are identical to those for National Register listing. All obligations under SHPA are being fulfilled through the federal Section 106 consultations.

The Arizona Antiquities Act [ARS 41-841 through 41-847] prohibits excavation of historic or prehistoric sites on lands owned or controlled by the State of Arizona or local governments without a permit. The Act also directs those in charge of activities on such lands to notify the director of the Arizona State Museum of the discovery of any archaeological sites, historical resources, or human remains. State law [ARS 41-865] also stipulates that anyone finding human remains and funerary objects on private lands notify the director of the Arizona State Museum. Such remains are to be protected in place while consultations with appropriate American Indian groups are conducted.



The City of Mesa is designated as Certified Local Government (CLG) under the State Historic Preservation Program. The City has enacted a local historic preservation ordinance, designated a City Historic Preservation Office (CHPO), and formed a Historic Preservation Commission. The local ordinance establishes procedures for designating historic overlay zoning as a measure to protect historic properties. The CLG has been consulted in conducting studies in support of this technical report for the EA. Subsequent project impact assessments and implementation actions would comply with any reviews required by local historic preservation ordinances.

3.0 ENVIRONMENTAL SETTING

3.1 AREA OF POTENTIAL EFFECT

The assessment of potential impacts on historic resources was initiated by determining the APE. Potential direct effects were identified as 1) physical disturbance or destruction by construction activities, 2) noise and vibration associated with construction and operation, and (3) introduction of visual intrusions. Potential indirect effects were identified as 1) diversion of automobile traffic from the main arterial streets used by the LRT to adjacent neighborhood streets, including some designated as historic neighborhoods, and 2) development or redevelopment stimulated in areas adjacent to the route. In consultations with the SHPO and Mesa CHPO, the potential direct and indirect effects were considered in defining the APE for historic buildings, objects and structures.

For purposes of historic preservation evaluations, the boundary of the APE includes the LRT right-of-way and encompasses the individual properties and residential subdivisions immediately adjacent to the locally preferred alternative route and associated facilities. Thus, residential subdivisions of multiple parcels are treated in a similar manner as an individual parcel, because they are evaluated collectively as a single historic district. The individual parcels may contain one or more buildings, may comprise a complex of offices or apartments, or may consist of many mobile homes (See maps of Appendix D.) As a component of the main street and highway-related commercial area, free-standing commercial business signs may be encountered and evaluated as objects, either individually or as associated with a potentially eligible building.

Furthermore, because the proposed LRT system does not introduce structures that are taller than the surrounding buildings and skyline, we define the Area of *Indirect* Potential Effect as being identical to the Area of *Direct* Potential Effect. It is unlikely that the Light Rail stations, poles with overhead lines, and support buildings would adversely affect the visual character of the setting even if they could be seen from two parcels away.

3.2 HISTORIC PATTERNS OF DEVELOPMENT

The study area lies in what is now considered central Mesa. Fifty years ago the linear study area consisted of Main Street/US 60 running through the heart of downtown and the original Mesa townsite. The townsite, established on a table land above the Salt River, is part of the “basin and range” landforms of the Salt River Valley. Far to the east, the Superstition Mountains and Red Mountain rise up from the level valley floor to form a low backdrop for the



study area. The now-dry Salt River meandered through the desert west along the foot of the table land.

Prior to Mesa's expansive suburban sprawl of the late-1950s, the character of the study area beyond the residential subdivision additions to the original townsite was that of flood irrigated farmland. Beyond the reach of the local irrigation system was the native Sonoran desert. The land around the Mesa townsite had been developed as cultivated farms since the late nineteenth century. The rural character of the farmland consisted of fields shaped by the quarter-section grid pattern of traditional surveying and land development practices typical in flat land settings. Narrow graded gravel roads shared the right-of-way with open irrigation ditches often lined with rows of cottonwood, tamarisk, or eucalyptus trees. Barbed wire fences bounded the fields. The post-war urban fabric moved outward from the downtown center of Mesa.

The construction of the Roosevelt Dam from 1903 to 1911 greatly influenced the development of Mesa as a transportation node and staging point for supplies and construction materials. To reach the dam site upstream on the Salt River, the Apache Trail was constructed eastward from Tempe and its railroad station through Mesa on its Main Street and beyond to the construction site. The Apache Trail (and Mesa's Main Street) was designated as US Route 60 in 1927 serving as a major transcontinental east-west transportation corridor for many decades until the advent of the Superstition Freeway in 1977. The designation of the federal highway and its accompanying improvements greatly affected and promoted the development of commercial properties and roadside businesses along its length as the main street through the city. Because of US 60, Main Street in Mesa served the local residents, commercial transporters, and visiting tourists.

3.3 CHARACTER OF THE EXISTING SETTING

Within the urban/suburban setting of the study area is a mixture of residential, religious, and commercial property types along Main Street. Densely packed commercial businesses grew up on each side of Main Street within the one-mile length of the original pedestrian-related plan of the townsite. Beyond those limits, post-World War II commercial development became less dense with its automobile-related businesses and parking lots.

With a few exceptions, the buildings along Main Street beyond the original townsite are generally of post-World War II vintage. The canyon-like character of the downtown business district is a unique area of the city. The buildings are generally of low scale, primarily one- or perhaps two-stories-high. Occasionally there are modern buildings up to eight stories high as in the case of City Hall.

Mesa's Main Street has been an important historic transportation corridor since the turn of the twentieth century when it became part of the Apache Trail that was developed as the supply road for the construction of the Roosevelt Dam between 1907 and 1911. Main Street was designated in 1927 as a component of the transcontinental US 60. Subsequently the corridor also included combined designations for US Routes 70, 80 and 89. These highway designations influenced the development not only of the right-of-way features and roadway, but also the planning and development of the city as influenced by tourism and commerce. In November of 1991, the US Route 60, 70, 80 and 89 designations were removed from Main Street and transferred to the newly completed Superstition Freeway and the earlier Interstate-10



and Interstate-17 that passed through Phoenix and the Salt River Valley (AZ Republic, 19 November 1992, B6).

With the reduced traffic flow through the center of town caused by the relocation of the highway designation, it was possible for the City of Mesa to reinvent downtown Main Street (within the original town site) as a more pedestrian-oriented urban setting that catered more to the local population than to tourists and travelers. A City-driven Main Street streetscape enhancement project in downtown Mesa in about 1997 affected the right-of-way with a narrowing of the roadway, a widening of sidewalks, and the introduction of urban landscaping and street furniture.

Today Main Street (with its four traffic lanes and one center median with turning lanes) is paved and edged with curbs and sidewalks. It is historically significant for its unusual placement of light standards and fire hydrants on the centerline medians. Only Eloy, Arizona is known to still retain this arrangement of right-of-way features.

The State and City Historic Preservation Officers have stated (meeting of November 2009) that the evolution of Main Street in the downtown area has resulted in the incremental changing of the streetscape features and character. The changing cross section of roadway, sidewalk and storefront canopies reflects the increase of traffic during the mid-twentieth century and the conflicts between the needs of a high-speed highway and a slow-speed local shopping district. The fire hydrants within certain blocks were moved from the center of the street to the curbs so that vehicles would not run over working fire hoses. Mid-street diagonal parking was moved curbside to minimize risks to pedestrians who jay-walk to their parked cars.

Another City-guided façade enhancement project during the late 1990s affected the character of the buildings in the two blocks of the dense downtown commercial district. The original marquees and canopies of individual storefronts were replaced with continuous, structurally independent, colonnade structures located in the right-of-way. This series of structures extended to the width of the original canopies that sheltered the historic sidewalk. The replacement of individual historic canopies with continuous post-historic arcades has resulted in making many of the historic-era buildings not eligible for National Register listing due to loss of integrity.

Today, beyond the downtown area, there are almost no remnants of the rural agricultural character of the land that existed from the 1880s until the late 1950s. Only a few rural estate houses, large bungalows, from the early twentieth century have survived. Outside the downtown area on the formerly rural portions of Main Street, the former highway has been narrowed, paved, curbed, and subsequently suburbanized with streetscape enhancements and landscaping. The irrigation ditches have been tiled and covered. The tall windbreak trees have been cut down. The agricultural fields have been transformed into strips of commercial parcels and the campus of the East Valley Institute of Technology. This suburbanization of the rural landscape and desert land is the typical pattern of development in the metropolitan Phoenix area. The pattern of suburban growth followed the earlier grid of the irrigated agricultural fields, developing by quarter-section and along the mile and half-mile streets. The evolution of land use and patterns of development changed quickly from farms to suburbs after World War II.



4.0 METHODOLOGY OF INVESTIGATION AND CONSULTATION

The methodology used for the investigation of potential NRHP-eligible historic resources and consultation with the SHPO were conducted in accordance with the requirements and standards of Section 106 of the National Historic Preservation Act of 1966, as amended. The age criterion for consideration of eligibility was adjusted to address the scheduled completion of the transportation project. Archival research laid the foundation for subsequent field reconnaissance and survey activities which ascertained the significance and integrity of the properties meeting the age criterion. Evaluation of eligibility, identification of effects, and recommendations for treatment were all conducted with input from the CHPO and SHPO.

4.1 AGE CRITERION FOR ELIGIBILITY

The National Register criteria for Evaluation of Eligibility exclude properties that achieved significance within the last fifty years unless they are of exceptional importance. Fifty years is a general estimate for the time needed to develop historical perspective and to evaluate significance. This age criterion guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. However, the National Register does provide “Criteria Consideration G” that allows for the listing of a property that has achieved significance within the last fifty years if it is of exceptional importance. The phrase “exceptional importance” does not require that the property be of national significance. It is a measure of a property’s importance within the appropriate historic context, whether the scale of that context is local, State, or national.

For the purpose of this Eligibility Evaluation study as related to the Project, we have investigated properties that are of at least fifty years of age as counted back from 2016. Because the completion of the Central Mesa LRT Extension Project is projected to be in 2016, we have evaluated properties that were constructed during or prior to 1966. This evaluation report is intended to be effective for the probable ten-year life of the planning and construction of the Central Mesa LRT Extension Project.

Using our professional perspective on local history and Criteria Consideration G as a general guideline, we have evaluated the less-than-fifty-year-old properties for the “likelihood of attaining importance” within the next ten years. Although these properties may not *currently* meet the consideration of “exceptional importance” for National Register listing, we have reason to believe that they will likely be found eligible when they reach fifty years of age in 2016. The oldest properties in the study area date from 1908. They include the Landmark Restaurant (Alma Ward Meeting House, an LDS Church) and the Chandler Court building. **Thus, our formal age criterion for eligibility evaluation includes properties constructed between 1908 and 1966.**

4.2 RESEARCH METHODS

Research for the Central Mesa LRT Extension project was conducted by URS, Inc. with Ryden Architects, Inc. to support the cultural resource records and literature review as well as the Tier 1 and Tier 2 technical reports which were prepared during the two-tiered alternatives analysis phase of project development.¹



Because several surveys of historic resources had been conducted previously throughout the project area, an inventory strategy relying primarily on archival information and field reconnaissance was implemented. First, through a comprehensive documentary investigation, we identified all properties within the APE that are listed on and determined eligible or potentially eligible for listing on the National, Arizona, and Mesa Registers of Historic Places. Other historic districts, buildings, and structures designated as historic by the City of Mesa Historic Preservation Office or their consultants also were considered to be National Register eligible for planning purposes of the project. These properties were mapped, and a database of summary information about each was compiled. The sources used to compile this database included the files, records, and libraries of the SHPO and CHPO. Additionally, information regarding construction dates was obtained from the Maricopa County Assessor's Office.

The inventory of the existing data was supplemented by comparing recent aerial photographs, provided by the engineers of the Project, with the 1965 aerial photographs. This comparison served to identify properties of historic age (50 years prior to the scheduled opening of the rail line extension) in the first rank of lots adjacent to the project alignment and associated facilities. A "windshield survey" was conducted to check the findings obtained through comparison of the aerial photographs and determine whether non-inventoried and non-evaluated, but potentially significant, buildings and districts were present in the first rank of lots. The SHPO and CHPO agreed that detailed investigation and documentation of previously unrecorded buildings and districts of potential historic age was not necessary at this level of study and evaluation. The SHPO has given preliminary concurrence that specific properties are indeed eligible for National Register listing.

Section 106 consultation was initiated early in project development during the Alternatives Analysis phase, continued throughout the preparation of this technical report, and continues as we develop the EA report and conceptual engineering plans. Consulting agencies include the Arizona SHPO and the Mesa CHPO. Through these consultations, a Memorandum of Agreement (MOA) will be developed to define procedures for continued consideration and treatment of historic resources during subsequent phases of project implementation. The ACHP has been notified about the project and the intent to comply with the National Environmental Policy Act. They will be notified of adverse effects identified by this evaluation process. In

1Rogge, A.E. (Gene), Kirsten Erickson, and Don W. Ryden
2007 *Central Mesa Corridor High Capacity Transit Improvements Project: Cultural Resources Tier 1 Alternatives Analysis Technical Memorandum*. Valley Metro Rail, Phoenix, Arizona.

Erickson, Kirsten, A.E. (Gene) Rogge, and Don W. Ryden
2007a *Central Mesa Corridor High Capacity Transit Improvements Project: Cultural Resource Records and Literature Review*. Valley Metro Rail, Phoenix, Arizona.

2007b *Central Mesa Corridor High Capacity Transit Improvements Project: Cultural Resources Tier 2 Alternatives Analysis Technical Report*. Valley Metro Rail, Phoenix, Arizona.

2010 *Central Mesa Alternatives Analysis/Environmental Impact Statement: Cultural Resources Analysis of Tier 2 High Capacity Transit Alternatives Addendum*. Valley Metro Rail, Phoenix, Arizona.



addition, the project has solicited public input on historic preservation issues in the corridor through the public involvement process and will continue to do so throughout the planning and design phases. The findings of this investigation continue to be presented to the City of Mesa Historic Preservation Commission for their input.

5.0 HISTORIC OVERVIEW AND AREAS OF SIGNIFICANCE

The NRHP-listed and -eligible properties appear to be associated with two areas of significance (i.e., Community Planning and Development; Architecture) which, in turn, are related to four historic contexts of Mesa (i.e., Development of Main Street; Commercial Architecture; Religious Architecture; Residential Architecture). The existing resources are associated with seven recognized periods of Mesa's history within an overall era of significance which spans from 1906 (earliest surviving building) through 1966 (50 years prior to project completion). The National Register property categories (or resource types) include buildings, objects (signs) and a historic district.

5.1 HISTORIC OVERVIEW OF MESA: The Periods of Significances

The following historic overview of Mesa begins with its founding in 1877 and then proceeds to its seven periods of significance within the twentieth century which are represented by surviving historic resources. No historic resources from the nineteenth century appear to have survived within the APE study area. No evidence of the town's irrigated agricultural beginnings can be seen today. Only the nineteenth-century "City of Zion" layout of the streets and blocks carries the underlying pattern of the original townsite into the twenty-first century.

The Founding of Mesa, 1877

Members of the Church of Jesus Christ of Latter Day Saints (LDS) founded an agricultural settlement in the Salt River Valley in 1877 that would grow to become part of the community of Mesa. A group of LDS settlers arrived in 1877 and founded a community close to the Salt River known first as Utahville and later as Lehi. Mesa proper got its start in January of 1878 when a second group of LDS pioneers arrived from Utah and Idaho to make the Salt River Valley their home.

Known as the Mesa Company, prominent members of the second group of LDS immigrants included Charles Crismon, George W. Surrine, Francis Martin Pomeroy, and Charles I. Robson. This second group selected a location on flat table land above the river to the south of Lehi, thus the name "Mesa." In May of 1878 T.C. Surrine located a section of land suitable for a townsite and deeded it to the community. Three men were designated to serve as trustees to distribute the land. The first trustees were C.R. Robinson, G.W. Surrine, and F.M. Pomeroy. The second group of pioneers started a canal to serve the Mesa lands. Known as the Mesa Canal, this irrigation canal took water from the Salt River.



Figure 6 - Mesa's original town site had developed into a respectable central business district by the 1900s. Fired clay brick stores and businesses had replaced earlier vernacular adobe and wooden buildings. Main Street, flanked by boardwalks and concrete sidewalks, was not yet paved. Power poles along the front edges of the walkways soon would also support streetlights. (Mesa Southwest Museum 82-63.9)

First Twentieth Century Boom, 1906-1921

The construction of Roosevelt Dam brought many new workers into Mesa, generating an improved economy and creating a demand for housing and business services. The great drought ended in 1905, allowing a return to normal flow of water in the Salt River and a resumption of agriculture at regular levels. The start of dam construction and the end of the drought signaled the beginning of a fifteen-year boom period for Mesa. This period is punctuated by the completion of Roosevelt Dam in 1911 to 1918. The Great War generated a tremendous demand for the agricultural products of the Salt River Valley. All of these conditions led to a rapid increase of population in Mesa.



Figure 7 - At the heart of the original townsite, Mesa's downtown consisted of one- and two-story stores, businesses, and hotels in the 1910s. Concrete sidewalks were shaded by canvas awnings and wooden porches. Bicycles and horseless carriages shared the unpaved Main Street with horse-drawn buggies and with huge freight wagons delivering construction materials and equipment to the Roosevelt Dam construction site. Main Street was extended eastward as the Apache Trail to reach the dam which was completed in 1911. (Mesa Southwest Museum 82-63.8)



The construction of Roosevelt Dam brought new life into Mesa's mercantile community. The location of Mesa at the eastern end of the railroad in the Salt River Valley meant that the town served as the shipping point for all supplies to the dam site. The Federal government constructed a road to the dam, called the Apache Trail, which traveled beyond Mesa and found its way through the rugged mountains to the remote dam. Although the dam site could also be reached from Globe, nearly all the supplies for the massive construction project were off-loaded in Mesa for transport to the dam. A second railroad, the Phoenix and Eastern, was constructed from Phoenix through Mesa to Winkelman from 1902 to 1904. This second rail line improved transportation to Mesa and solidified its position as the shipping point for the dam.

In addition to the massive Roosevelt Dam far upstream on the Salt River, the Reclamation Service also constructed Granite Reef Diversion Dam on the river in the vicinity of Mesa. Granite Reef was a low dam that raised the water level of the river just enough to divert it into canals serving the north and south sides of the Salt River Valley. Completed in 1908, Granite Reef Dam was the key to the water distribution system in the valley.

The construction boom benefited Mesa merchants who did considerable business with contractors working on the Salt River reclamation project. This, in turn, lured additional residents to Mesa to take jobs in the transportation and retail segments of the economy. The population of Mesa expanded from 722 in 1900 to 1,700 in 1910. These new residents needed houses and services. The population expansion spurred a demand for residential construction in Mesa.

During early years of expansion in Mesa, property owners merely split their large lots into smaller and smaller parcels. The land freed by the lot splits became the location for new houses within the limits of the original townsite. This informal process governed the growth of Mesa during its early years. In later years, original townsite blocks which remained substantially underdeveloped would serve as the location for regular platted subdivisions. However, the process of small, informal subdivision of the original large lots also continued.

While the construction of Roosevelt Dam starting in 1906 contributed to the resurrection of Mesa from the drought, its completion in 1911 triggered a second expansion of the economy. The dam guaranteed an adequate supply of water to valley farmers. Flood water would no longer flow unused past Mesa. It was captured behind the dam and released slowly through the dry months to nourish a growing number of agricultural acres in the Mesa area. Founded as an agricultural town, Mesa continued to be the center of agriculture in the eastern Salt River Valley during the first half of the twentieth century. The completion of Roosevelt Dam paved the way for statehood in Arizona. In 1912, Congress and President William H. Taft finally freed Arizona from its territorial status by designating it the forty-eighth state. Arizona and Mesa had matured.

One benchmark of Mesa's development during this period was the expansion of the community beyond the limits of the original townsite. In 1910 developers Edwin M. LaBaron and James Miller, Jr., platted the North Evergreen subdivision to Mesa. This large subdivision, consisting of eight blocks containing 24 lots each, was located north of the northern boundary of the town. A second subdivision, Evergreen Acres, was also platted the same year north of North Evergreen. These subdivisions beyond the original townsite are evidence of Mesa's need for additional housing.



Mesa experienced further growth during World War I when high prices for cotton encouraged agricultural development in the Salt River Valley of central Arizona. The War had disrupted cotton production in its traditional areas of supply, such as Egypt, and the Sudan, because Britain had imposed an embargo on the product to ensure its supply during World War I. Manufacturers in the United States faced a severe shortage of the fiber which was used for clothing and in the fabrication of tires. The discovery of a long-staple variety of Pima cotton in Arizona combined with the long growing season and ample water supplies of the Salt River Valley, transformed Arizona into one of the world's largest producers of cotton.

The success of the reclamation project and the prosperity of the area led the municipality of Mesa to purchase its own gas and electric company. Rather than establish a competing utility, Mesa purchased the existing Southside Gas & Electric Company. This purchase resulted in a profitable city business, so much so that Mesa has never had to establish a city property tax.

By 1920 the population of Mesa reached 3,050. The fourteen-year expansion of the economy had translated into a need for more residential housing. From 1908 through 1921, seventeen residential subdivisions had been platted within the town site limits of Section 22 and thirteen additional subdivisions had been platted closely adjacent to the town site. The year 1908 marks the first subdivision platted in Mesa after the original 1882 town site.

These subdivisions changed the character of the town from a Mormon garden tract settlement into a densely-populated city with small lots. The large lots of the original plat were subdivided into smaller lots to accommodate the increased need for residential housing. Other subdivision encompassed entire city blocks, or portions thereof. These larger subdivisions included the Wilbur Subdivision, platted in 1911 but not recorded until 1919; the Glenwood Tract, platted and recorded in 1919; and the W.R. Stewart Subdivision of Lot 8, Block 33, platted and recorded in 1922.

Other subdivisions catered to the needs of a diverse population. In 1916, the City Bank of Mesa platted the Verde Vista subdivision. This subdivision featured Spanish street names and was designed to appeal to Hispanic residents, many of whom were now working in the Mesa area. The cotton boom brought other ethnic groups as well. In 1921, the Southside Building and Loan Association filed a plat of the Tuskegee Place subdivision. This subdivision became the heart of Mesa's growing African American community, many of whom had traveled to the Salt River Valley as cotton production increased. In 1921, Mesa constructed a segregated school for African American children in Tuskegee Place, the Booker T. Washington School.

Post-WWI Slump, 1922-1926

The 1920s are generally characterized on the national scene as the "Roaring Twenties" because of the tremendous economic expansion that occurred during that decade. However, in the mining and agricultural sectors of the economy, the twenties were anything but roaring. The end of World War I brought with it a reduction in demand for the mineral and agricultural products of Arizona. In the Salt River Valley, farmers such as those in Mesa had invested heavily in cotton production. A drastic fall in cotton prices starting in 1921 left many farmers bankrupt. When cotton was shipped to market, it brought only a fraction of its wartime price.

The slump in agricultural prices had a ripple effect in the economy of Mesa. Merchants who catered to the farm trade saw a reduction in sales and profits. Bankers who had loaned money



to farmers had to write off loans as uncollectible. It took several years for farmers to diversify their crops. By switching to truck crops, melons, and grapes, farmers gradually began to pull themselves out of the slump. Prices for cotton reached pre-war levels by 1926. The slowdown in the economy also affected real estate development. From 1922 to 1926, only nine new subdivisions were platted in the Mesa area.

Growth In The Late Twenties, 1927-1931

In 1925 the "Main Line" railroad arrived in Mesa, signaling a break in the tough years following World War I. This line was actually a branch of the Southern Pacific Railroad that passed through Phoenix and the Salt River Valley, a long-sought goal for valley residents. By 1927, the worst effects of the post-war slump had passed and Mesa was well on its way to becoming a city. In 1931, residents capped the economic upswing with the completion of a railroad depot in Mesa.

From 1927 to 1931, eight new subdivisions were platted within the Mesa townsite or closely adjacent to it. The arrival of the main line railroad and the resurgence of the agricultural economy brought renewed prosperity to Mesa residents. The population of Mesa reached 3,750 in 1930.

The growth in Mesa during the last half of the twenties resulted in pressure to expand the boundaries of the town beyond the one square mile area contained in Section 22. The erection of the Arizona Temple on a twenty-acre site at Main and Hobson streets, just outside the boundaries of the original town, generated a growing demand for residential housing outside the original townsite. Although Mesa had outlying subdivisions as early as 1910, during the late twenties Mesa entered an era of expansion through the completion of subdivisions that soon ringed the town.



Figure 8 - In 1927 Main Street in Mesa was designated as a component of US Route 60 which, by 1932, linked Los Angeles, California with Springfield, Missouri. The highway designation provided funds for paving the roadway, improving utility infrastructure, and enhancing the sidewalks. More traffic brought more business to downtown and with it more parking issues. At this time, Mesa's Main Street was modified to provide lighting, fire hydrants, and parking in the middle of the right-of-way – an unusual design for a downtown transportation corridor of the time in Arizona. (Mesa Southwest Museum 79-23.1)

The Great Depression, 1932-1934

Both the West Side Addition and the Monte Vista Addition in Mesa suffered from the economic conditions of the early thirties. The general consensus among Arizona historians is that the Great Depression which began with the stock market crash in October of 1929 left the Salt River Valley relatively unscathed. This judgment is drawn primarily from the work of economics historian Jay Niebur who studied the social and economic effects of the Great Depression in Phoenix. Niebur concluded that the diversified economy of the Salt River Valley based on agriculture with a strong underpinning of transportation and commercial activities, enabled residents of the Salt River Valley to avoid the worst effects of the depression (Niebur 1967).

While this conclusion seems to be supported by the case of Mesa, the Great Depression curtailed residential home construction in the city. Previous to the economic downturn, many property owners had constructed residences on speculation with the hope that the house could be rented or easily sold when completed. With many out of work during the depression, the market for speculative housing diminished. Property owners were content to let lots sit vacant. Families that needed additional room because of the arrival of extended families added on to existing structures for additional space rather than construct new buildings. President Herbert Hoover held a White House Conference on Home Building and Home Ownership in 1931 to



address these common problems on a national scale. As a result of the conference The Federal Home Loan Bank System was established in 1932 but the scale of the program was not adequate to solve the problem.

A lack of confidence in the leadership of President Hoover contributed to the severity of the problem. Hoover had been inaccurately and unfairly accused by the Democrats as having done nothing to solve the economic woes of the country. Nonetheless, his efforts were not effective in ending the downward spiral into deep economic depression. He lost the respect of the citizens due, in part, to his lack of charisma with voters, poor skills in working with politicians, support of prohibition and avoidance of creating make-work and welfare programs at federal expense.

As Hoover's leadership faltered, the negative effects spared no area of the country. Soon Mesa was hit hard by the depression. In 1932 and 1933 not a single subdivision was platted in Mesa. The growth of the community was curtailed completely. The inauguration of President Franklin D. Roosevelt in March of 1933 brought a new sense of confidence to the country. Warning Americans that they had nothing to fear except fear itself, Roosevelt guided the Federal government through a series of actions to alleviate unemployment conditions and stimulate the economy. Much of Roosevelt's program was by "trial and error," but he kept experimenting until he hit upon a successful combination of programs.

The New Deal 1935-1940

By 1935, government-sponsored public works programs began to have an effect in many parts of the nation, including Mesa. The projects increased the amount of money in local circulation by providing work to residents and markets to merchants. In Mesa, the year 1935 was one of renewed residential construction.

Crucial to the increase in home building was the National Housing Act of 1934 that created the Federal Housing Administration (FHA). This Federal agency insured private lenders against loss on new mortgage loans. FHA also encouraged better construction standards along with easier financing. The result was an upswing of residential construction nationwide.

Residents of the Salt River Valley had the additional advantage of an ardent local supporter of the FHA program. Walter Bimson of Valley Bank and Trust (later Valley National Bank) quickly saw that the Federal program was a means to increase the business of his institution. Bimson actively boosted the FHA program in Mesa and spurred lending and home construction in the Valley. In March of 1934, the Valley Bank and Trust subdivided Block 36 of the original Mesa townsite. This was the first subdivision in Mesa in over three years.

In order to assure an adequate level of construction quality, the FHA financing program required that minimum design criteria be met for new housing projects. The published standards for builders addressed design, materials, mechanical and electrical systems, and construction methods. Even the layout of subdivisions, the size and placement of houses and garages, and landscaping were addressed by the standards. As the standards were revised and expanded through the next twenty years, they eventually became so detailed as to provide suggestions for floor plan layout down to the efficient and comfortable arrangement of furniture. This comprehensive, nation-wide standard of development had a tremendous effect on the character of neighborhoods and architecture throughout the country. These standards were applied to



homes in the communities of the Salt River Valley and served to bring a level of continuity of home design among and within subdivisions whether for custom-built homes or production housing tracts.

The business community in Mesa suffered from the same economic conditions during the thirties, as did the agricultural sector of the economy. The first few years of the depression were tough ones, with little business and few customers. In the later years of the decade, Federal government public works programs began to have an effect on business climate. Increased Federal spending, in the form of materials purchase and wages, began to stimulate the economy of Mesa.

Mesa received its fair share of Federal public works projects. As a means to combat the depression, the Federal government, under the direction of President Franklin D. Roosevelt, created a number of public works projects designed to get people back to work and increase the amount of money circulating in local economies. One of these programs, the Work Progress Administration (WPA), concentrated on the construction of public buildings and facilities. From July 1, 1935 to December 1939, the WPA constructed more than 23,000 public buildings nationwide. By giving the unemployed jobs on these types of public projects, the program also kept these individuals off the relief rolls and allowed them to obtain skills that would assist them in finding private employment. After 1939, the agency changed its name to the Work Projects Administration. The WPA program continued until 1941, but ceased with the entry of the United States in World War II.

In Mesa, the WPA made several important contributions to the development of the community. The use of WPA funds allowed Mesa to construct a modern swimming pool in Rendezvous Park, including a high-dive, a main pool 130 feet long, and two smaller pools for younger children. Other major WPA projects included expansion of the Southside District Hospital, and

the construction of a new city hall, library, and jail facility. Smaller WPA projects included the installation of sidewalks and gutters, street paving, and park irrigation systems.

A second government program that benefited Mesa was the Public Works Administration. The Public Works Administration (PWA) differed from the WPA in that it had a greater emphasis on actual construction. Public Works Administration funds allowed Mesa residents to construct a new auditorium for the Lehi School building.

The up-turn in the economic climate resulting from Federal public works spending and loan guarantee programs led to new construction on Mesa's west side. However, this increase was gradual and not dramatic. As a result, lot patterns in the West Side – Clark Addition Historic District show some variation. There are properties constructed on double lots, a reminder that many of the lots remained vacant for some time. As the years passed, property owners incorporated the extra lot into single ownership.

By 1940 the population of Mesa had reached 7,250 people. While much of this increase was the result of the inclusion of outlying subdivisions, the final numbers also reflected slow if steady growth in the townsite itself. Mesa was the sixth largest city in Arizona in 1940, just behind the Clifton/Morenci area that had a population of 7,800. Phoenix, the state capitol, had a population of 65,000 in 1940. Mesa's population quadrupled in the fifteen years following World War II, making the second half of the twentieth century, starting after 1945, separate and distinct.

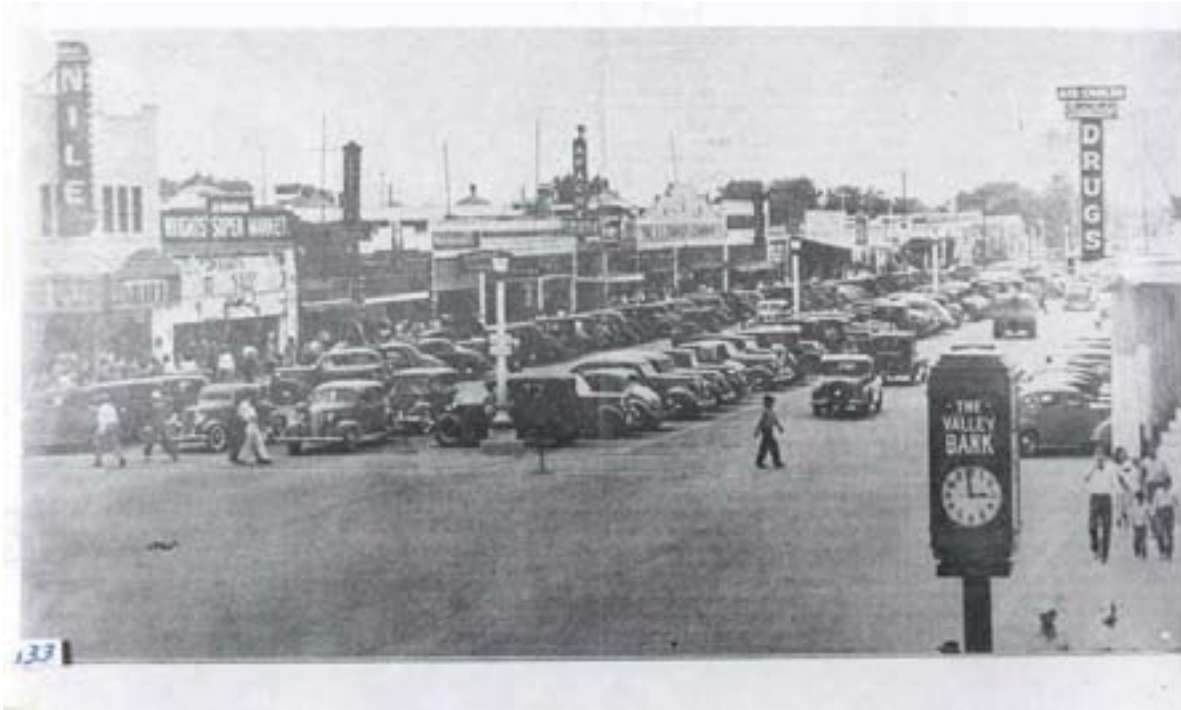


Figure 9 - Recovering from the adverse economic effects of the Great Depression, Mesa's Main Street and downtown business were increasingly busy during the late 1930s. Cars parked at the curbs and down the center of the street. Lighting standards were up-dated. Neon signs were attached to the facades of the stores. (Mesa Southwest Museum)

Massive military spending by the Federal government during World War II led to dramatic changes in Mesa. The government selected Arizona for the location of several training bases for pilots. The clear weather, good visibility, low population, protected inland location, and preponderance of open space made Arizona an ideal site for air training.

Two such air training bases, both established in 1941, were located near Mesa, Falcon Field to the northeast and Williams Air Field (later Williams Air Force Base) to the southeast. With funds of its own, the City of Mesa purchased the land for Falcon Field and leased the land to Britain's Royal Air Force for the training of hundreds of pilots. After the war the lease was terminated and the City of Mesa developed the property as its own municipal airport. In support of the war effort, the City of Mesa also purchased land for another air base. They donated the property to the federal government for the construction of a major training facility called Williams Air Field, later known as Williams Air Force Base (Mead 1978, Davis 2007).

With the construction of the two military facilities near Mesa, the economy in the area improved and led to an increase in population. The advent of World War II led to war-time restrictions on nearly every class of material. Businessmen profited from the wartime increase in prices, but they were unable to spend their newfound wealth due to restrictions on what they could buy. Restrictions on building construction and materials availability due to World War II led to a drastic reduction in residential home building in Mesa. Government housing was an exception of course, but the construction of private residential homes came to a near halt. For example,



the prominent Phoenix architectural firm of Lescher and Mahoney had seven residential commissions in 1940; in 1941 the firm had nine commissions, and in 1942 just one (Mahoney 1976).

Only three subdivisions were platted in Mesa during the war years. These included the Butler Tract (1941), Temple View Acres (1942), and the Heward Tract (1942). No subdivisions were platted in Mesa during 1943 or 1944. By the time the next subdivision had been platted, in April of 1945, Allied troops had crossed the Rhine and were bearing down on Berlin. Germany surrendered on May 1, 1945 (Maricopa County Assessor).

The Great Post-World War II Boom, 1945-1966

The end of World War II in 1945 ushered in a new era of prosperity for Mesa. Discharged soldiers and war workers with accumulated savings arrived in Mesa and began to construct homes. Arizona as a whole experienced a post-war population boom. Those who had worked in the state during the war decided to stay or to return and made Arizona their new home. Between 1945 and 1960, the population of Arizona more than doubled. The post-war boom resulted in an increase in home construction in Mesa (Luckingham 1989).



Figure 10 - Based upon the automobiles and the double acorn street lights at the Main Street median, this photo may date from the late 1940s. The Mission Revival Style building is the 1908 Chandler Court which is among the earliest reinforced concrete buildings in Arizona. (Mesa Southwest Museum)

The spectacular growth of Mesa in the post-World War II era is reflected in its population figures. In 1950, Mesa rose to the third largest city in Arizona by doubling its population figure to 16,800 people. Mesa trailed only Tucson (45,500) and Phoenix (106,900). In 1951, new home construction in Mesa reached the one million dollar level. One builder, Joe Farnsworth, Jr., constructed more than eighty new homes in Mesa in 1951 alone. Mesa's population doubled again and reached 33,772 in 1960 (Simkins 1989). The 2000 census ranks Mesa as the third largest city in Arizona.



Figure 11 - This view of the north side of Main Street east of Hobson in the late 1940s shows the variety of architectural styles which gave Mesa's downtown great variety of high-design and a sense of the history of its development. (Mesa Southwest Museum)

While these statistics give the big picture, they represent hundreds of individual families struggling to make new homes in the post-war era. Mesa's west side lured many returning vets and their families. The area was also attractive to war workers and others that came to Mesa as the economy boomed. One example was the family of Captain Grant E. Naegle. Captain Naegle took out an ad in the *Mesa Journal Tribune* captioned "Dear Mesa." It read, in part: "My sister and her husband, a veteran . . . are coming to our fair city about the middle of March. Please, please, please help me find a furnished apartment for them. Let's show them the traditional, friendly helpful spirit for which Mesa is so well known" (Mesa Journal Tribune 1946).

Ads such as this one were common in Mesa newspapers in the early post-war years. To help with the housing situation, civic leaders established the Mesa Hospitality House. This served as a clearinghouse for families of service men and women. A newspaper reporter for the *Mesa Journal Tribune* described the housing situation in January of 1946: "There is still an acute need for housing facilities of all kinds for military personnel and veterans of Maricopa County. Several couples expecting babies within a few weeks have no place to care for them properly.

"Wives and children arrive daily to join their husbands and fathers with no place to stay" (Mesa Journal Tribune 1946).

The housing shortage soon resulted in a new real estate boom for Mesa. In 1945 alone, nine new subdivisions were platted in Mesa outside the boundaries of the original townsite. Between 1946 and 1955, ninety-nine more subdivisions followed. Mesa's west side got its share of these subdivisions. Its location close to downtown made it an attractive destination for home seekers (Ryden 1999).



Figure 12 - During the late 1950s curbside parking meters appeared at the diagonal stalls to help manage the increasing parking problems in the post-World War II period. The centerline street lights were up-dated with taller standards with double cobra-head fixtures. (Mesa Southwest Museum)



Figure 13 - Although originally designed for pedestrian convenience, the close-set buildings on Main Street were also trying to serve motorist shoppers. By the 1960s parking in downtown Mesa was becoming a serious problem for convenience, merchandizing, and traffic safety. (Mesa Southwest Museum)



Figure 14 - During the mid-1960s, the five-story Valley Bank was one of the earliest Modernist mid-rise buildings on Main Street. (Mesa Southwest Museum)



Figure 15 - The unique character of downtown Mesa's Main Street, with its storefronts, medians and streetlights, was well established during the 1960s. (Mesa Southwest Museum)



5.2 AREAS OF SIGNIFICANCE

5.2.1 Community Planning and Development

The historic buildings and layout of Mesa's Main Street convey the significance of the planning and development of the community's primary transportation corridor and central business district. The evolution of transportation, land use and site planning is recorded by the historic resources of Main Street. The streetscape was transformed from a nineteenth-century pedestrian environment to a mid-twentieth-century automobile environment. And then, during the late-twentieth-century, attempts were made to regain the original pedestrian-scale character.

5.2.1.1 Main Street

Mesa's Main Street is recognized by the SHPO as a traditional transportation corridor which has sustained many changes of character through the years both of the right-of-way features and to the adjacent properties. It began as the primary local commercial street of the 1877 original townsite and has retained that function to this day. The stretch of Main Street within the original townsite (Country Club Drive to Mesa Drive) is considered the downtown business district. The buildings here are zero-lot-line storefronts constructed at a pedestrian scale. The function and character of Main Street has changed dramatically since that time.



Figure 16 - In 1967 Mesa's Main Street west of Alma School Road was characterized by remnants of agricultural land (UA Extension Service Farm) and by low-density, automobile-influenced commercial development constructed during the Great Post-World War II Boom. (City of Mesa Police Department files)

In 1907 Main Street became part of the Apache Trail, a supply route connecting Tempe and Mesa to the construction site of the Roosevelt Dam in the Salt River Canyon. Then in 1927, Main Street was designated a component of US Route 60 which, by 1932, connected Los Angeles to Springfield, Missouri. Later, US Route 60 spanned the United States from ocean to



ocean. The commercial opportunities to capture transcontinental traveler dollars brought with it automobile-related businesses that had not been seen before. Motels, gas stations, mechanics, gift shops, and restaurants appeared within the townsite and at its agricultural outskirts to the east and west. Even today a few surviving rural estate bungalows can be found between the post-war commercial businesses of Main Street. America's love affair with the automobile brought clusters of car dealerships to the outer reaches of Main Street during the 1950s. The US Route 60 designation was relocated in 1977 to the Superstition Mountain Freeway south of downtown.



Figure 17 - In 1968 Mesa's Main Street east of Extension Road consisted of businesses which were developed after World War II and served local customers and highway travelers. Automobile dealerships, gas stations, strip centers, and motels were commonly seen squeezing out surviving farm houses and rural estate houses. Hydrants and cobra-head light standards were the only features (no plants) in the curbed medians. (City of Mesa Police Department files)

At that time the City was able to treat Main Street as a local shopping and business street once again. The decommissioning of Main Street as a highway allowed streetscape enhancement projects to transform the traditional sidewalks and individual storefronts into a kind of pedestrian mall. This image was intended to allow downtown merchants to compete with the regional shopping centers and malls springing up in Mesa's suburban neighborhoods. Above the Main Street sidewalks, the unique awnings, marquees and shade canopies of individual buildings were replaced by homogeneous colonnades in an effort to unify the facades visually and create a unified character for the downtown. Ironically, these enhancements diminished the architectural integrity of most of the building facades to the point of making them non-eligible for listing on the National Register. (The proposed project work does not affect the post-historic colonnades or surviving historic shade structures of the downtown building facades.)

When the contradictory functions of a transcontinental highway and a downtown business street were applied simultaneously to Mesa's Main Street, they created many conflicts in the speed of traffic, volume of vehicles, access to buildings, need for parking, and safety of pedestrians.



These automobile-generated dichotomies of planning and development contributed to the unique character of the Mesa right-of-way features and to the setting created by the buildings and spaces. The close-packed buildings of downtown reflect the pedestrian character of turn-of-the-twentieth-century Main Street. The wide-spread buildings and parking lots of the suburban outskirts demonstrate the vehicular character of post-World War II Main Street.



Figure 18 - In 1968 looking west on Main Street at Mesa Drive one could see Post-World War II commercial development which extended to the east end of the earlier central business district within the original townsite. The railroad siding which crossed Main Street served many of the agriculture-related industrial uses east of the original townsite. Space Age Style streetlights in the median of the downtown replaced the double cobra-head models. (City of Mesa Police Department files)

The character of US Highway 60 running through Mesa's Main Street looks very different from Phoenix's Van Buren Street. The unique character of Mesa's Main Street with its mid-street alignment of streetlights, fire hydrants and parking was introduced in the late-1920s with the US Route 60 designation and its right-of-way improvements. Those features and their locations changed many times throughout the years, but the image of streetlights marching down the center of the street has remained constant. The lighting fixtures may have changed with styles and technologies, but the concept of standards in the street stayed the same. The fire hydrants were moved to the curbs. The mid-street parking was all moved to the curbs. Raised medians were introduced to create turn lanes at intersections. In recent decades landscaped pedestrian amenities were created on widened sidewalks by changed diagonal parking to parallel parking.



Although its role is significant in the changes of local and regional transportation, community planning, and commerce, Main Street no longer retains integrity of design from its historic era of significance. Thus, the Main Street right-of-way and its features are not eligible for listing on the National Register.

5.2.2 Architecture

As an area of significance, the historic architecture of Mesa's Main Street can be functionally categorized as being commercial, residential and religious. But one of the more unusual categories is that of the roadside commercial business sign. The competition to attract the attention of highway travelers compelled many businesses to install eye-catching pole signs or roof signs which today are often considered to be popular culture art objects. Because there is no readily available historic context for commercial business signs in Arizona, this report presents a short exploration of this newly appreciated historic resource as manifested in Mesa.

And too, because Mesa's earliest religious architecture was constructed by the LDS Church, we felt it appropriate to discuss the architectural characteristics of the mission church and the temple, both of which are described in their respective National Register nominations. Furthermore, because the commercial and residential architecture of Mesa is virtually identical to that of other Valley cities which are well documented, we have not re-presented those well-represented contexts here.

5.2.2.1 Commercial Business Signs of Mesa

The commercial endeavors of merchants on America's main streets and highways have always been manifested in the physical combination of building architecture and signage. Through the course of the twentieth century these two components came closer to being one in the same. Originally traditional commercial buildings in the pedestrian downtown were identified by an eye-catching sign hung prominently on the front façade. With the coming of automobiles and Modernist architecture, the signs were integrated into the design of the building. In some cases the building itself became a sign, such as a fast food drive-thru shaped like a jack-in-the-box. While the downtown business districts had adjacent storefronts that met the public sidewalks, the suburban environment had individual stores and strip centers surrounded by parking lots. Customers on foot were replaced by customers in cars. With a change in speed of the passersby, the merchants altered the size, location, and design of their signs. In order to grab attention, where possible, large free-standing signs were set at the roadside within the front setback area where buildings could not be built. A few of these Modernist artifacts of advertising still survive on the roadsides and rooftops.

These remarkably creative signs were designed to complement or contrast with the architecture of their associated buildings depending on the desire of each business owner. Most of them were intended to attract immediate attention through location, size, shape, color, graphics, decoration, and illumination. The creativity and exuberance of sign design, as exhibited during the post-war period, has been effectively curbed in recent decades by a series of sign ordinance revisions that address public complaints of garishness, visual clutter and bad taste as well as traffic safety. The few remaining Modernist commercial signs of the Main Street and the highway exist by virtue of being left relatively unchanged. These historic signs may also have survived because business owners tended to remodel their buildings rather than change their



familiar signs. For this reason it is possible for a free-standing sign, as an object, to retain its integrity even though its associated building has been altered to the degree of no longer conveying its historical significance. This situation becomes widespread for businesses on Main Streets and along highways where fierce competition encourages the remaking of architectural imagery to keep the buildings up-to-date while the signs tend to remain unchanged.

Following World War II the availability of modern materials, fabrication technology and illumination methods, coupled with popular culture designs and graphics, created an opportunity for creativity in roadside advertising that had never before been seen. Earlier hand-painted signs on walls were replaced by projecting self-illuminated metal signs. Although neon lighting technology had been available during the 1930s, the innovative signs of the post-war period far exceeded the earlier level of imagination. Inventive ground-mounted signs employed various popular culture or historic themes to reflect the image of the business.

The post-war automobile culture of California inspired a new expression of Modernist architecture for roadside businesses such as cafes, motels and gas stations. Beginning in the mid-1950s, the “Googie Style”, named after a popular California coffee shop chain, combined futurist shapes and primitive building materials and landscaping into a popular style of architecture and signage. The Googie Style of the early Cold War Period exhibits design elements inspired by not only the Atomic Age and the Space Age, but also by the organic roots of primitive culture. Googie Style buildings and signs look organic while also being abstract, ignoring gravity altogether, and having multiple structural elements that celebrate inclusion rather than minimalism.

During the late-1960s an earlier sign illumination technology was heavily promoted as being inexpensive to build and maintain as well as being easily changed with tenant turn-over. The internally illuminated, plexiglass-faced cabinet sign became one of the most popular signage techniques which continues in wide use today. Unless the cabinets are integrated as components of a larger, more complex sign they tend to look quite mundane and commonplace. With the advent of these inexpensive signs, the tighter municipal regulation of signage, and the public outcry against visual clutter, the large-scaled artistic signs of the recent past have been quietly disappearing from the commercial streetscapes.

5.2.2.2 Religious Architecture of Mesa

According to the National Register Bulletin, a religious property requires justification on architectural, artistic, or historic grounds to avoid any appearance of judgment by government about the validity of any religion or belief. Historic significance for a religious property cannot be established on the merits of a religious doctrine, but rather, for architectural or artistic values or for important historic or cultural forces that the property represents. Its significance must be judged in purely secular terms. Criterion Consideration A: Religious Properties may be used when evaluating such properties for significance other than architectural under Criterion C.

In a city founded by Mormon pioneers, it is natural to examine the religious architecture of the city as a reflection of community values and of growth. The churches of all faiths, being important physical representatives of the city’s historic and religious heritage, also demonstrate the evolution of popular architectural styles used for religious buildings. The architectural styles for religious structures tend to parallel those for commercial buildings and residences. Even the



historic-era remodeling or enlargement of earlier churches reflects changing architectural ideas, worship styles, congregational demographics and economic conditions of the community. The architectural ornamentation or artistic adornment of churches also may be of significance for its association with specific denominations.

This study identified two NRHP-listed properties associated with the context of religious architectural styles: Landmark Restaurant (an individually listed building) and the Mesa Arizona LDS Temple (a listed contributor to the Temple Historic District).

The Landmark Restaurant, a post-historic-era adaptation of the 1908 original Alma Ward Meeting House of the LDS Church, is listed for its architectural significance as a Colonial Revival Style house of worship. The current character of the building is a 1930 remodel and expansion of the original (1908) Mission Revival Style sanctuary. The original adobe and stone building has been enveloped within the later fired brick building. This evolution of styles and construction methods reflects the popular architectural styles for houses, commercial and public buildings in Mesa during those times.

The 1927 Mesa Arizona LDS Temple is listed as a contributor to the Temple Historic District for its architectural significance as an artistic interpretation of the Neoclassical Style popular during that period for public buildings and religious structures. The detailing and ornamentation of the building, inside and outside, reflect the symbolism of the LDS church and distinguish it from traditional Neoclassical motifs. The Temple contributes to the significance of the Temple Historic District, a residential neighborhood of the early twentieth century, for its role as an important focus of the community and as a unique expression of religious architecture.



6.0 ELIGIBILITY OF HISTORIC RESOURCES

6.1 EVALUATION OF ELIGIBILITY

As is customary with Section 106 compliance studies of urban areas, the primary types of resources encountered are buildings and historic districts which are usually significant for architectural design (Criterion C) or for their contribution to the community's development (Criterion A). In this case, an additional, unusual property type has been encountered in the form of free-standing or building-mounted commercial business identification signs. These signs are categorized as objects significant for their design under Criterion C. In addition to significance, a property must also retain sufficient integrity to convey that significance. In the following section the method of eligibility evaluation of resources is presented.

During the course of investigation and evaluation following the completion of the Tier 2 Preliminary Evaluation of Eligibility, the status of three buildings was changed from NRHP-eligible to non-eligible. Sophia's Flower Shop and Fracture Fiberglass were determined to have no historic or architectural significance. Larada's Army Surplus Store was determined to have sustained a loss of integrity that precluded it from conveying its architectural significance.

6.1.1 Buildings and Historic Districts

The initial archival investigation has identified numerous properties that meet this study's projected fifty-year age criterion for consideration as potentially eligible for listing on the National Register. (The age eligibility criterion is defined in Section 4.1 of this report.) This research also identified those buildings and districts currently listed on the National Register of Historic Places. Subsequent evaluation of the age-eligible properties has eliminated those which do not possess historic significance. And, the field survey has further eliminated properties which neither possess architectural significance nor sufficient integrity to convey their historic or architectural significance.

The significance of each property has been evaluated against the appropriate context within its area(s) of significance. Those properties which demonstrate a clear association with one or more of the National Register Criteria, A) historic events and patterns of history, B) important persons, or C) design and construction, are then evaluated for their level of integrity.

6.1.2 Objects (Signs)

Through consultation with the SHPO it has been determined that the free-standing signs which are associated with roadside businesses shall be classified as "objects" as defined by the National Register Bulletin. "The term 'object' is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment. Other examples of objects include: sculpture, monuments, boundary markers, statuary, and fountains" (National Register Bulletin, 1991, p15).

It was further determined that free-standing signs may be considered as NRHP-eligible for their own artistic significance even though the property with which they are associated has lost its



integrity to the degree that it no longer conveys its significance. Thus, free-standing signs may relate as strongly to the transportation corridor or streetscape as they may to the associated historic property. The relocation upon the same parcel of a free-standing sign to similar position relative to the ROW does not necessarily preclude it from being eligible for listing on the NRHP.

In consultation with Deputy SHPO and historian, William Collins, PhD, a method for evaluating the NRHP-eligibility of signs was developed. The artistic significance under Criterion C and integrity of business identification signs, whether free-standing or building-mounted, may be evaluated in terms of several design considerations of 1) graphics, shape and style, 2) materials and construction methods, and 3) illumination or animation. These are considerations within the National Register’s standard integrity aspects of design, materials, and workmanship which are the most important for signs as “objects”.

6.2 ELIGIBLE AND LISTED PROPERTIES

The survey evaluated properties that were at least fifty years of age (as of 2016 when the project completion is scheduled). In addition, the survey looked for younger buildings that may have exceptional significance that could make them eligible, but none were found within the APE. The archival research conducted during the Tier 1 and Tier 2 Studies identified *all* potential historic resources within the APE along the preferred alignment, not limiting the investigation to only those properties affected by full or partial takes. These studies were done in a comprehensive manner rather than in a targeted approach. Within the APE, the investigation identified one NRHP-listed building, one NRHP-listed residential historic district, 24 potentially eligible buildings; and 10 individual objects (signs associated with non-eligible buildings) that are potentially eligible (Table 3 and Appendix C). This section summarizes the rationale for eligibility of each of these properties and objects. Additional information and photographs may be found in the historic inventory forms of Appendix B.

TABLE 3: ELIGIBLE AND LISTED HISTORIC-ERA PROPERTIES.

Map Key ¹ Number	Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration
1	Plainsman Motel Sign	1338 W. Main St.	1948	Eligible – Criterion C
2	Rawl’s Motel Sign	1310 W. Main St.	1947	Eligible – Criterion C
3	Hi-Way Host Motel Sign	1260 W. Main St.	1947	Eligible – Criterion C
4	Mesa Thrift Store	1018 W. Main St.	1955	Eligible – Criterion A
5	Standage House	960 W. Main St.	1915	Eligible – Criteria A and C
6	Luxor Auto Sign	909 W. Main St.	1950	Eligible – Criterion C
7	Darner Auto Center Sign	837 W. Main St.	1964	Eligible – Criterion C
8	Trava-Leer’s Motel Sign	836 W. Main St.	1945	Eligible – Criterion C
9	Landmark Restaurant	809 W. Main St.	1925	Listed – Criteria A and C
10	Larada’s Army Surplus Sign	764 W. Main St.	1960	Eligible – Criterion C
11	Nader House	724 W. Main St.	1915	Eligible – Criterion A
12	Kiva Lodge Motel Sign	668 W. Main St.	1925	Eligible – Criterion C
13	David Buck Auto	665 W. Main St.	1950	Eligible – Criterion A



Map Key ¹ Number	Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration
14	Guerrero-Lindsey Signs Building w/ signs	531 W. Main St.	1947	Eligible – Criterion A
15	Smart Move Auto Sign	530 W. Main St.	c.1960	Eligible – Criterion C
16	Certified Benz & Beemer Sign	525 W. Main St.	c.1960	Eligible – Criterion C
17	Citrus Inn	524 W. Main St.	1945	Eligible – Criterion A
18	Salsita's Mexican Food	311 W. Main St.	1966	Eligible – Criterion A
19	Mayday Janitorial Supply	261 W. Main St.	1946	Eligible – Criterion A
20	Lamaze Childbirth Classes	228 W. Main St.	1945	Eligible – Criterion A
21	American Chopper	220 W. Main St.	1945	Eligible – Criterion A
22	Mickey's Downtown Barber	218 W. Main St.	1940	Eligible – Criterion A
23	Red Seven's Computer Outlet	215 W. Main St.	1960	Eligible – Criterion A
24	Arizona Master Blind Corp	212 W. Main St.	1945	Eligible – Criterion A
25	Skunkwork Motorsport	206 W. Main St.	1945	Eligible – Criterion A
26	The Pit Stop	201 W. Main St.	1955	Eligible – Criterion A
27	Chandler Court	104 W. Main St.	1908	Eligible – Criteria A and C
28	Barnett Building	48 W. Main St.	1925	Eligible – Criterion A
29	Duncan G. Graham Physician's Office	122 E. Main St.	1954	Eligible – Criterion A
30	Tri-City Service Center	225 E. Main St.	1954	Eligible – Criterion A
31	Brown and Brown Fleet Dept.	256 E. Main St.	1960	Eligible – Criterion A
32	Dairy Queen w/ sign	629 E. Main St.	1949	Eligible – Criterion A
33	Barbershop Helen w/ sign	637 E. Main St.	1966	Eligible – Criterion A
34	Prime Time Child Care w/sign	640 E. Main St.	1959	Eligible – Criterion A
35	Metro Valley Painting	659 E. Main St.	1963	Eligible – Criterion A
36	Temple Historic District and LDS Temple	S. Lesueur at Main St.	1927	Listed – Criteria A and C

¹ Map Key Number references the maps in Appendix C.

6.2.1 Historic Districts

Temple Historic District – South Lesueur at Main Street (Map Key #36)

Significance:

The Temple Historic District is an excellent illustration of the growth of the suburbs east of the Mesa townsite during the early to mid-twentieth century. It demonstrates how residential development expanded as suburban subdivisions were added to the perimeter of the original townsite in a manner that projected the street alignments but changed the block sizes set by the 1877 town layout which followed the “City of Zion” plan specified by Brigham Young for use by the original settlers. The district is significant under National Register Criterion A in the area of Community Planning and Development for its relationship to broad patterns of community development in Mesa.



The district also illustrates important examples of architectural styles common in Arizona during the first half of the twentieth century, and thus is significant under Criterion C. The modest homes of the district include examples of National Folk, Bungalow Style, Tudor Revival, Spanish Colonial Revival, Minimal Traditional, and Early/Transitional Ranch Style.

The period of significance for the district starts in 1910 with the platting of the Kimball subdivision and continues to 1949 when the neighborhood was substantially complete in its development. Most of the homes were constructed during the period after the LDS Temple was completed in 1927 until about 1933 when the Great Depression virtually curtailed home construction in Mesa.

Integrity:

The district retains sufficient architectural integrity to convey its historic character. Its urban plan and street features, residential and commercial architecture, and landscaping still appear essentially as they did in about 1949.

Eligibility:

The Temple Historic District is listed on the NRHP at a local level of significance under Criterion A for its association with community planning and development, and under Criterion C for architectural styles.

1927 LDS Mesa Arizona Temple – South Lesueur at Main Street (Map Key #36)

Significance:

The LDS Mesa Arizona Temple is an excellent example of an early-twentieth century Neoclassical house of worship which is distinguished by ornamentation inspired by religious symbolism of the Mormon faith. Constructed of cast concrete, its structural system reflects the latest technology in the Salt River Valley used for industrial, public and commercial buildings.

Integrity:

The Temple retains a very high level of integrity even after a major renovation and construction of a detached visitor center during the 1990s. Little has changed on the exterior of the building. The original wooden windows have been replaced with aluminum windows of the same pattern.

Eligibility:

The Temple is a contributing property of the Temple Historic District listed on the NRHP at a local level of significance primarily under Criterion C for its architectural style and construction method; and also under Criterion A for its influence on community planning and development of the Temple Historic District and of Mesa. (Note that the NRHP-listed Temple is categorized as a *contributor to a historic district*, rather than as an individual *building*. Both categories, “district contributor” or “individual building,” offer the same level of federal protection and preservation benefits under the National Historic Preservation Act of 1966. See the National Register Bulletin 1991: p.14).



6.2.2 Individual Buildings

1955 Mesa Thrift Store – 1018 West Main Street (Map Key #4)

Significance:

This Modernist commercial building is associated with the post-WWII development of Main Street as related to automobile-related retail commerce. It is a good example of International Style-inspired commercial architecture using many character-defining materials (e.g., stack-bond Roman brick), design features of the period (e.g., built-in planters, aluminum storefronts), and box-like Modernist massing. This free-standing retail store is constructed close to the front property line and with a parking lot on one side filling the depth of the lot. Its display windows wrap around the southeast corner from the front to side facades. Its primary façade and entrance are on the east side toward the parking rather than toward the street. A recessed loading bay is located at the side near the rear of the lot.

Integrity:

The building retains a high level of integrity having virtually no alterations and only the addition of metal-framed canvas during the post-historic period.

Eligibility:

The building is NRHP-eligible under Criterion A at a local level of significance for its association with the community planning and development of post-World War II Main Street outside of the downtown.

1915 Standage House - 960 West Main Street (Map Key # 5)

Significance:

The Standage House, a large one-and-one-half-story bungalow constructed in 1915, is a rare surviving example of the once-common rural estates that developed on the outskirts of the original Mesa townsite. Unlike the regular, narrow urban lots in residential subdivisions, the Standage property is a large rural parcel created by lot split. Surrounded by mature landscaping and grassy open space fostered by flood irrigation, the significance of the Standage House is conveyed by the setting as much as by the architecture. The deep setback of the house from its broad frontage on Main Street distinguishes it as a unique historic component of a bygone period in Mesa's community development that has very few remaining examples.

Integrity:

The primary facades (front and sides) of the bungalow are virtually unaltered. A one-story masonry room addition has been constructed at the rear façade. Its roof massing and window openings not only complement the original architecture but also defer to it. The irrigated landscaped front and side yards remain open to view. The property is of sufficient size that a rambling Ranch Style house (non-eligible) was constructed on a lot split from the bungalow's backyard during the late-1950s or early-1960s. The later house does not detract from the bungalow and its setting.

Eligibility:

The Standage House is eligible for listing on the NRHP at a local level of significance under Criteria A and C within the context of Rural Estate Houses in Mesa, Arizona, 1906-1930.



1925 The Landmark Restaurant – 809 West Main Street (Map Key # 9)

Description:

The Landmark Restaurant is the latest of a series of post-historic-era adaptive uses of a NRHP-listed historic church. Originally constructed in 1908 as the Alma Second Ward LDS Church in the Mission Revival Style, the building seen today is the 1939 enlargement of the church in the American Colonial Revival Style. The original adobe sanctuary still exists, completely enveloped within the larger clay brick structure. Beneath the sanctuary space is a half-level basement that once contained Sunday School rooms and a kitchen. The expanded footprint of the remodeled building diminished the original setback dimensions to the adjacent arterial streets such that the building is closer to the unchanged right-of-way. The main entrance was changed from the north (front) façade to the east (side) façade. The congregation added two adobe accessory buildings behind the Mission Revival church in the form of a recreational hall in the 1920s and a Boy Scout meeting room in the late 1930s. A patio used for congregational social events and dances was created between the hall and church.

In the 1950s the expanding LDS congregation outgrew its original home and moved to a larger, new location. The property was acquired by an insurance company which adapted the buildings for use as business offices. Subsequently, in 1963, the buildings were again renewed as the first campus of the Mesa Community College. In 1972 the educational property was converted as Rouch's Schoolhouse Restaurant. In turn, it was extensively remodeled as today's Landmark Restaurant. The various historic buildings and features have been adapted for use as a banquet hall, support space and dining patio. A post-historic-era gazebo has been added to the side yard near the main entrance.

Significance:

The Landmark Restaurant (Alma Second Ward LDS Church) is a good example of an American Colonial Revival Style house of worship. Its physical growth, construction method evolution, and architectural style change from the small adobe Mission Revival church of 1908 to a large fired-brick Revivalist church complex is part of its architectural significance as well as the historic significance related to the development of the Mormon community in Mesa.

Integrity:

The evolution of architecture and construction is part of the significance of the property. The original adobe church still exists within the shell of the later fired-brick church although the natural, sun-dried adobe bricks cannot be seen. The exterior of the 1939 American Colonial Revival Style church has sustained few substantial changes during the post-historic period other than replacement of 1) deteriorated wooden windows with aluminum-framed units replicating the original sash pattern, and 2) the replacement of the original wood-paneled entrance doors with similar wooden types.

Eligibility:

This building is listed on the NRHP at a local level of significance under Criterion A for its association with the development of the Mesa community and of Main Street, and under Criterion C for its evolution of architectural styles and construction methods throughout the downtown's full era of significance from 1908 to 1966.



1915 Nader House – 724 West Main Street (Map Key #11)

Description:

The 1915 Nader House, a one-and-one-half-story broadside bungalow, is a rural house (not necessarily agricultural) set near the center of a large flood-irrigated parcel just outside the original Mesa townsite. Its stylistic characteristics are typical of bungalows of the early twentieth century. Its simple medium-pitched roof has gables at the sides and a shed dormer at the front slope. As is characteristic of bungalows the gable overhangs are supported by wooden knee braces or brackets. The roof has been sheathed with slate shingles, perhaps replacing the more common cedar sawn shingles. At the rear is a centered cross gable that shelters an attic-story sleeping porch which was a customary amenity for homes built before the introduction of evaporative coolers in the 1930s. The symmetrical front façade features a central verandah recessed beneath the main roof. The exterior brick bearing walls are sheathed with the then-popular spatter-and-dash textured stucco. The original wooden casement and double-hung windows have been retained in fairly good condition as has the entrance door and its sidelights.



Figure 19 - This enlargement of the 1968 streetscape view of Main Street east of Extension Road focuses on the 1915 Nader House (724 West Main Street) and its front yard with lattice fence. This rare surviving rural bungalow today is flanked by commercial buildings and hidden by overgrown landscaping. (City of Mesa Police Department files)

The Nader House is among a handful of surviving rural estate houses on large parcels along Main Street. These large residential parcels were split from the farmland once worked by the settlers and their children who established Mesa (Mesa City) in 1877. The pattern of land development surrounding the townsite followed the extended alignment of east-west streets first established by the “City of Zion” plan specified by Brigham Young, president of the Church of Jesus Christ of the Latter-day Saints. The pattern of north-south streets and the size of blocks and parcels, however, varied from the original plan. Large parcels of an acre or less were created by lot split to accommodate rural houses near town especially along Main Street. The flood-irrigated yard with dense, mature trees, hedges, shrubs, and picket fence are important characteristics of the Nader House as a rural residential property. The front yard is entered from the public sidewalk through a Gothic-arched wooden arbor set in the low-profile wooden picket and lattice fence. A tall hedge has grown up behind the fence that now hides the house from



the street. This same gate, fence and low hedge remains essentially the same as it was shown in an archival photograph from the mid-1960s. The unpaved driveway to the backyard is still covered with gravel in the typical manner of the 1910s and 1920s. There appears to be no accessory buildings or detached garage.

Significance:

The Nader House is a rare surviving example of a once common type of rural residential development along West Main Street beyond the original townsite built during the First Twentieth-Century Boom, 1906-1921. The Nader House also is a good example of the Bungalow Style as used for rural residences and farmhouses in the Salt River Valley.

Integrity:

Very good integrity; roof appears to have been re-sheathed with slate shingles. The outer bays of the three-bay front verandah appear to have been in-filled during the historic period for additional living space. The alterations were done in a manner compatible and characteristic with improvements of the period.

Eligibility:

The Nader House is eligible for listing on the NRHP under Criterion A at a local level of significance within the context of Rural Estate Houses in Mesa, Arizona, 1906-1930.

1950 David Buck Auto – 665 West Main Street (Map Key # 13)

Description:

Located on a deep, asphalt-paved parcel with frontage not only on Main Street but also on 1st Avenue, the David Buck Auto dealership consists of three buildings: the original showroom and offices building at the northwest corner, the large U-shaped carport structure filling the center half of the parcel, and the detached office building centered at the open north end of the carport structure. A tall chain link fence encloses these two buildings and the rear three-quarters of the parcel. The construction dates of the two structures have not been determined. There is no landscaping on the fully paved parcel. At the front property line a low barrier of steel pipe bollards and swagged chains prevents driving from the car lot onto the public sidewalk.

The long rectangular floor plan of the original showroom building is softened by the curved corner at the northeast. This curve is emphasized by the strong horizontality of the parapet and the suspended metal canopy shading the broad glass display windows. These features create the inviting gesture of welcome for motorists to turn into the driveway next to the building. Constructed of stucco-sheathed concrete block and aluminum-framed window walls, this simple, box-like auto dealership is a minimalist expression of the International Style. The modest, understated building served as the complementary backdrop to showcase high-end Lincoln and Mercury automobiles of the 1950s and 1960s.

Significance:

David Buck Auto dealership, originally Jack Ross Lincoln Mercury, is a good example of automobile-related commercial development along West Main Street during the Great Post-World War II Boom, 1945-1975. It is a good example of International Style commercial architecture. The building is associated with the original dealership owners, Jack Ross and his wife Acquanea, who were local popular culture celebrities and community philanthropists.



Integrity:

The building retains a good level of integrity. A four-bay, high-clearance textile shade structure, serving as a detached carport, has recently been erected along the frontage and touching the canopy of the original showroom building. Although permanent in nature, this structure could be removed easily to regain the open feeling of the front auto sales lot. Because of its height and lightweight visual character, it does not badly obscure the original building.

Eligibility:

David Buck Auto is eligible for listing on the NRHP under Criterion A at a local level of significance within the context of Community Planning and Development of Mesa relating to the automobile during the Great Post-World War II Boom of 1945-1975.

1947 Guerrero-Lindsey Signs Building – 531 West Main Street (Map Key #14)

Significance:

This building is a good example of commercial development of businesses along downtown Main Street during the Great Post-World War II Boom, 1945-1975. Although its front façade is set at the front property line as were buildings of the pedestrian-related pre-war era, it nonetheless was designed in the International Style using concrete blocks as would become typical of the later decades of the post-war boom period. Being a sign design-build business, it is not surprising that its roof sign and wall sign are excellent examples of the sign styles of the early post-war years. The use of individual suspended letters rendered in neon is an important character-defining feature. This business may have been responsible for some of the signs, historic and post-historic which stand on Main Street.

Integrity:

This building has retained its original architectural integrity having sustained no major changes.

Eligibility:

This building is eligible of listing on the NRHP at a local level of significance under Criterion A for its association with the commercial development of the downtown along Main Street during the early years of the Great Post-World War II Boom, 1945-1975.

1945 Citrus Inn – 524 West Main Street (Map Key # 17)

Significance:

This is a rare surviving example of a once common type of motor court serving tourists traveling along Highway 60 during the Great Post-World War II Boom, 1945-1975. Built during 1945, the motor court anticipated the war's end and the lifting of gas rationing and rubber tire shortages that kept families from vacationing on the nation's highways. It is a fair example of Spanish Eclectic Style architecture as applied thematically to a motor court, a building type that presaged the development of the motel.

Integrity:

The motel complex has retained a fair level of integrity. The character-defining carports are still intact between the lodging units. The historic sign has been replaced. Many of the historic wood windows have been replaced with aluminum slider types. Although the original exterior painted brick walls of the motel have been sheathed with stucco, this is not an inappropriate finish for Spanish Eclectic Style architecture. Some of the original planters and landscaping



(e.g., ornamental orange trees and shrubs) still exist as foundation planting along the long facades of the motel buildings. No longer retaining their original integrity of materials, the original landscaped areas at the street-facing ends of the buildings were converted to gravel ground cover during the post-historic period.

Eligibility:

The motel complex is NRHP-eligible at a local level of significance under Criterion A for its association with the post-World War II tourism-driven development in Mesa along Highway 60 and as a rare surviving example of a once common type of motor court.

1966 Salsita's Mexican Food – 311 West Main Street (Map Key # 18)

Significance:

The building is a good example of automobile-related commercial development along Highway 60 during the Great Post-World War II Boom, 1945-1975. It is also a rare surviving example of a franchise service station inspired by the Modernist Movement. The Richfield Service Station was strategically located on a site bounded by three streets, a major arterial street (Country Club Drive) on the west, Highway 60 (Main Street) on the north and a local street (Morris) on the east.

Integrity:

Although the service station has been rehabilitated as a restaurant, it still retains a good level of integrity. Minor changes, such as the garage service doors in-filled with plain wooden panels and the removal of the gas pumps, have not diminished the building's ability to convey its iconic franchise design.

Eligibility:

The building is NRHP-eligible at a local level of significance under Criterion A for its association with roadside commercial development along Highway 60 in downtown Mesa during the Great Post-World War II Boom of 1945-1975, and as a rare surviving example of a franchise service station inspired by the Modernist Movement.

1946 Mayday Janitorial Supply – 261 West Main Street (Map Key # 19)

Significance:

The building is a good example of commercial development along Downtown Main Street during the Great Post-World War II Boom, 1945-1975. It is also a good example of the modest expression of the International Style immediately following the end of World War II when commercial competition had not become intense and architectural style was not yet a consideration in attracting the attention of passersby. Its location on a corner lot is accentuated by the curved corner of the building.

Integrity:

The building retains a fair level of integrity, having had its original painted brick walls sheathed with heavy-textured stucco. It retains its original massing and window openings. An additional strip building of commercial tenant spaces was added to the rear of the building to face the side street during the historic period. This addition does not adversely affect the original building at the corner of Main Street and Morris; in fact, it has attained an architectural significance of its own for its Modernist architectural expression.



Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A for its association with the expansion of downtown Mesa businesses and specialty stores during the Great Post-World War II Boom of 1945-1975.

1945 Lamaze Childbirth Classes – 228 West Main Street (Map Key # 20)

Significance:

This retail store is a good example of commercial development along Downtown Main Street during the Great Post-World War II Boom, 1945-1975. The building was constructed during 1945 in anticipation of the end of the war and a peacetime economic upswing. As a one-part block type storefront building it is closely related to the traditional pre-war commercial architecture of a pedestrian-related downtown. The simple building, devoid of ornamentation, reflects both the influence of the Modernist Movement and the fact that storefront businesses immediately following the war did not need eye-catching architecture to successfully attract the pent-up buying power of customers unfettered by war-time rationing or shortages.

Integrity:

This modest Modernist building retains good integrity, having had virtually no additions or alterations to its original design.

Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A for its association with the planning and development of the expanding downtown Mesa during the Great Post-World War II Boom of 1945-1975.

1945 American Chopper – 220 West Main Street (Map Key # 21)

Significance:

This retail store is a good example of commercial development along downtown Main Street during the Great Post-World War II Boom, 1945-1975. The building was constructed during 1945 in anticipation of the end of the war and a peacetime economic upswing. As a one-part block type storefront building it is closely related to the traditional pre-war commercial architecture of a pedestrian-related downtown. The simple building does have respectable finishes and restrained Modernist details in the form of tile spandrel panels beneath the display windows and a cable-suspended marquee-type shade canopy.

Integrity:

The building has very good architectural integrity retaining its character-defining features of the original finish materials, storefront components and, shade canopy.

Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A for its association with the commercial expansion of downtown Main Street during the Great Post-World War II Boom, 1945-1975.



1940 Mickey's Downtown Barber – 218 West Main Street (Map Key # 22)

Significance:

This building is a good example of commercial development along downtown Main Street during the New Deal, 1935-1940. The building was constructed during just before World War II redirected the American economy and ended President Roosevelt's New Deal recovery programs. The local economy was improving enough for merchants to obtain construction loans and to expect business success. As a one-part block type storefront building, it is closely related to the traditional pre-war commercial architecture of a pedestrian-related downtown. It is a modest building that reflects a minimalist approach to design influenced as much by Depression-era frugality as by the Modernism Movement mantra of "less is more". Surviving buildings of this period are rare in Mesa.

Integrity:

This building has very good architectural integrity, having no additions and only minor alteration through a smooth stucco veneer of its original painted brick walls.

Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A as a rare surviving example of commercial development of downtown along Main Street during the end of the New Deal Period, 1935-1940.

1960 Red Seven's Computer Outlet – 215 West Main Street (Map Key # 23)

Significance:

This building is a good example of commercial development along downtown Main Street during the Great Post-World War II Boom, 1945-1975. The simplicity of the box-like form and lack of ornamentation reflect the principles of the Modernist Movement while the use of red clay brick instead of white stucco shows the dissenting American response to the starkness of the European approach to the International Style.

Integrity:

This building has retained very good architectural integrity having sustained no alterations or additions.

Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A for its association with the commercial change and growth of downtown Mesa during the Great Post-World War II Boom of 1945-1975.

1945 Arizona Master Blind Corp. – 212 West Main Street (Map Key # 24)

Significance:

This building is a good example of commercial development along downtown Main Street during the Great Post-World War II Boom, 1945-1975. The building was constructed during 1945 in anticipation of the end of the war and a peacetime economic upswing. As a one-part block type storefront building it is closely related to the traditional pre-war commercial architecture of a pedestrian-related downtown. The simple building does have functional finishes and restrained Modernist details.



Integrity:

This building retains good architectural integrity, having sustained only minor alteration with the sheathing of the parapet wall of the primary façade with stucco. It retains its original massing and storefront window pattern.

Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A for its association with the commercial development of downtown along Main Street during the Great Post-World War II Boom, 1945-1975.

1945 Skunkwork Motorsport – 206 West Main Street (Map Key # 25)

Significance:

This building is a good example of commercial development along downtown Main Street during the Great Post-World War II Boom, 1945-1975. The original 1927 building was remodeled during 1945 in anticipation of the end of the war and a peacetime economic upswing. As a one-part block type storefront building it is closely related to the traditional pre-war commercial architecture of a pedestrian-related downtown. The International Style facade has finer finishes (stack bond Roman brick) and expressive Modernist details (narrow cantilevered canopy and framed parapet wall with pendant lights) and an interesting Modernist roof sign. The glass pendant lights look as though they may have been salvaged and reused from the earlier period.

Integrity:

The 1945-period building has very good architectural integrity having sustained virtually no additions or alterations.

Eligibility:

The building is NRHP-eligible at a local level of significance under Criterion A for its association with downtown Main Street commercial development during the Great Post-World War II Boom, 1945-1975.

1955 The Pit Stop – 201 West Main Street (Map Key # 26)

Significance:

This building is a good example of automobile-related commercial development along Highway 60 during the Great Post-World War II Boom, 1945-1975. This service station depended not only on local residents, but also on Highway 60 travelers as its customers. It is also a good example of the Modernist “Googie Style” as applied to a service station in a manner similar to roadside coffee shops. The soaring roof plane that shaded the now-missing gas pumps and the glass-enclosed sales office is the most significant character-defining feature of the building. This roofline may reflect a prototypical design for a franchise service station.

Integrity:

The building retains good integrity of its gas pump canopy and office. The service bays at the rear have been sheathed with stucco but retain their original massing and openings.



Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A for its association with the automobile-related commercial development within downtown Mesa along Highway 60 during the Great Post-World War II Boom, 1945-1975.

1908 Chandler Court Building – 104 West Main Street (Map Key # 27)

Significance:

This 1908 building is one of the four known earliest surviving examples of reinforced concrete construction in Arizona. (The other three 1908 buildings include the Kingman Powerhouse, Calumet Mining Office in Warren, and the Territorial Prison Cellblock in Florence.) The original concrete walls were sheathed with spatter-and-dash stucco as was typical of the Mission Revival Style popular nationally at the turn-of-the-twentieth century. Historic photographs show former-president Theodore Roosevelt standing in front of the Chandler Court building in 1911 when he visited Mesa during the dedication ceremonies of the dam bearing his name.

Integrity:

This building originally consisted of three attached wings which formed a landscaped courtyard which opened to Main Street. Today only the east wing survives. The courtyard has been infilled with a later commercial building. The north and west wings may have been heavily remodeled or replaced with later buildings. Although the curvilinear parapets have been removed and leveled, the original arched openings and wood storefronts of the east wing still survive. Located on a corner lot, the original pergola within the ROW shaded the two street facades. The complete pergola still survives. The significant reinforced concrete walls still survive at the east wing.

Eligibility:

Although the building has sustained extensive architectural changes, it still retains sufficient structural fabric to convey its state level of significance under Criteria C as one of the first reinforced concrete buildings in Arizona. It is also eligible for listing on the NRHP at a local level of significance under Criterion A for its association with the commercial development of downtown Mesa along Main Street prior to the corridor's designation as US Highway 60.

1925 Barnett Building – 48 West Main Street (Map Key # 28)

Significance:

This two-story brick building is a good example of the few commercial buildings constructed in downtown Mesa during the Post-World War I Slump, 1922-1926. Built in 1925, it anticipated better times as foreshadowed by the recovery of cotton prices from their precipitous fall after World War I. The structure of the basement is remarkable as a rare example of two brick segmental vaults running the length of the building.

Integrity:

Although the original front façade has been sheathed with a separately framed sheathing of stucco, it is still intact beneath the post-historic-period veneer which is reversible. The ground level storefront has been rehabilitated with modern materials which follow the original pattern of the entrances and display windows. The non-compatible, post-historic arcade has been removed and replaced with an appropriate canvas awning. The basement vaults are still intact.



Eligibility:

The building is eligible for listing on the NRHP at a local level of significance under Criterion A for its association with the commercial development of downtown Mesa during the Post-World War I Slump, 1922-1926.

1954 Duncan G. Graham Physician's Office – 122 East Main Street (Map Key # 29)

Significance:

This building is a very good example of a professional medical office along Main Street during the Great Post-World War II Boom, 1945-1975. It is also an excellent interpretation of Frank Lloyd Wright's Usonian Style utilizing brick masonry wall planes and flat roof planes with deep overhangs. Corner windows of steel casement and ribbon-like clerestory windows are highly recognizable features of this Modernist expression. The Usonian Style seems to be a popular architectural image for doctor and dentist offices during the mid-1950s, perhaps because it expresses a balance between the familiarity of home-like comfort (in scale and materials) and progressive competency (in crisp, clean rectilinear shapes).

Integrity:

This building has retained very good architectural integrity having sustained only a few minor alterations with the installation of security grilles on openings at the tertiary façade.

Eligibility:

This building is NRHP-eligible at a local level of significance under Criterion A as a health care facility in the expansion of the downtown along Main Street during the Great Post-World War II Boom, 1945-1975.

1954 Tri-City Community Center – 225 East Main Street (Map Key # 30)

Significance:

The 1954 building is an excellent example of multi-storied Modernist office buildings constructed during the mid-1950s that reflects the growth of downtown Mesa and the need for additional office space for businesses and professionals. It is also a very good adaptation of International Style architecture to the arid environment as seen in the use of cantilevered floor and roof slabs as shade structures for the punched window openings. The four-story office building is connected at its rear façade to an adjacent one-story brick building of earlier vintage. This earlier building has the character of a school building.

Integrity:

The four-story building of 1954 retains very good architectural integrity having sustained only minor alterations. A complementary two-story addition on the east (secondary) façade blends well with the taller mass.

Eligibility:

The building is eligible for listing on the NRHP at a local level of significance under Criterion A for its association with the expansion of larger office uses adjacent to downtown Mesa on Main Street during the Great Post-World War II Boom, 1945-1975.



1960 Brown & Brown Fleet Center – 256 East Main Street (Map Key # 31)

Significance:

The building is associated with the continued development of post-World War II automobile sales businesses traditionally located in Mesa along Main Street to the east and west of downtown. It reflects an industrial type of construction (concrete block and steel columns) as applied to a commercial use expressed in a Modernist style.

Integrity:

The building has retained very good architectural integrity being virtually unchanged with the exception of the addition of a fabric canopy over the east entrance.

Eligibility:

The building is eligible for listing on the NRHP at a local level of significance under Criterion A for its association with the continued development automobile dealerships on Main Street during the Great Post-World War II Boom, 1945-1975.

1949 Dairy Queen – 629 East Main Street (Map Key # 32)

Significance:

The building is an excellent example of franchise roadside businesses associated with automobile tourism and the expansion of local commerce along Main Street (Highway 60) in Mesa following World War II. This Dairy Queen prototype drive-in restaurant makes use of minimalist Modernism to project a corporate image and advertise its menu items and convenience with its large display windows and signs integrated with the building. Of particular note is the intact original roof sign with neon-outlined letters and ice cream cone. The leaf-shaped signs on the side facades are still recognizable Dairy Queen logos. As an enhancement of the drive-in aspect of the restaurant, the west half of the large site consists of a lawn that visually relates to the grounds of the adjacent LDS Mesa Arizona Temple.

Integrity:

This building and its setting has retained an extremely high level of architectural integrity having been virtually unchanged and maintained in nearly perfect condition since its opening. Numerous examples of this prototype design can still be found in the Salt River Valley, but none that retain this level of integrity.

Eligibility:

This Modernist drive-in restaurant, and its component signage, is eligible for listing on the NRHP at a local level of significance under Criterion A for its association with the expansion of roadside commerce along Main Street (Highway 60) in Mesa during the Great Post-World War II Boom, 1945-1975 as fostered by the family automobile.

1966 Barber Shop Helen – 637 East Main Street (Map Key # 33)

Significance:

This building represents the expansion of Main Street businesses and professional offices beyond downtown Mesa during the mid-1960s. Its site plan layout on a corner lot relates to the convenient access and parking of automobiles having the long deep building filling the east half and the parking lot covering the west half. This box-like strip commercial building reflects the



early use of concrete slump block (introduced locally in about 1963) which replicates the vernacular adobe masonry of the Southwest. This building design creates an interesting contrast of traditional masonry imagery with massing (box-like form with flat roof overhangs) and features of the Popular/Commercial interpretation of the Modernist Movement (planes of glass shielded by grilles and built-in raised planters). In addition, its free-standing sign is a restrained example of the graphic designs typical of the period.

Integrity:

The building retains a high level of architectural integrity having sustained no major alterations and no additions.

Eligibility:

This strip commercial building is eligible for listing on the NRHP at a local level of significance under Criterion A as a good example of the expansion of Main Street businesses and professional offices beyond the downtown commercial area during the Great Post-World War II Boom, 1945-1975.

1959 Prime Time Child Care – 640 East Main Street (Map Key # 34)

Significance:

This building, originally designed as a branch bank, is a very good example of the influence of the automobile on the expansion of Main Street businesses beyond downtown Mesa during the late 1950s and early 1960s. Designed in the Ranch Style, the bank was intended to project a feeling of home-like security and welcome to its customers. Its location on a street corner also facilitated the use of the drive-through teller window shaded by a porte cochere. The eye-catching, free-standing sign uses the fired adobe masonry and heavy timbers of the building architecture and a raised planter to extend the imagery of the set-back building to the edge of the ROW.

Integrity:

Although the building has been adapted for several uses since the banking function moved out, the building and its sign have retained a high level of architectural integrity having sustained no major alterations and no additions.

Eligibility:

This building and its free-standing sign are eligible for listing on the NRHP at a local level of significance under Criterion A for their association with the expansion of Main Street business beyond downtown Mesa during the Great Post-World War II Boom, 1945-1975.

1963 Metro Valley Painting – 659 East Main Street (Map Key # 35)

Significance:

This building represents the expansion of Main Street businesses beyond downtown Mesa during the mid-1960s. Its site plan layout relates to roadside visibility and convenient parking having the long deep building filling the east half (facing the side street) and the parking lot covering the west half. This box-like strip commercial building, influenced by New Formalism, reflects the popular use of ornamental concrete block (sometimes referred to as “breeze block”) to screen the windows. Other character-defining features include raised concrete block planters



to create the illusion of a raised terrace, a stone-veneered pier, and standing seam metal fascia on the edge of the cantilevered flat roof.

Integrity:

This building retains a very high level of architectural integrity having sustained no major alterations and no additions.

Eligibility:

This building is eligible for listing on the NRHP at a local level of significance under Criterion A as a good example of the expansion of Main Street businesses and professional offices beyond the downtown commercial area during the Great Post-World War II Boom, 1945-1975.

6.2.3 Individual Objects (Signs)

1948 Plainsman Motel Sign – 1338 West Main Street (Map Key # 1)

Significance:

This is a good example of a Modernist roadside sign composed of multiple elements of several rectangular back-lighted cabinets mounted on steel pipe columns. It also includes a decorative lantern, a cartoon figure, mixed letter fonts, and neon outlined letters. This sign appears to be a “semi-custom” design which reflects the production of affordable, yet stylish signs of the time.

Integrity:

This sign retains good integrity of design and structure. The images and text on the original cabinet panels have been revised.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the motel with which it is associated has not retained sufficient architectural integrity for NRHP listing.

1947 Rawl’s Motel Sign – 1310 West Main Street (Map Key # 2)

Significance:

This is a good example of a Modernist roadside sign composed of multiple elements of several stacked, “fat” rectangular back-lighted cabinets mounted on a steel pipe column. This modest sign appears to be a “semi-custom” design using a combination of standard parts which reflects the production of an economical, yet stylish sign from the years immediately following World War II.

Integrity:

This sign has retained good integrity having apparently sustained no major alterations.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War



II Boom, 1945-1975. Although this sign is eligible, the motel with which it is associated has not retained sufficient architectural integrity for NRHP listing.

1947 Hi-Way Host Motel Sign – 1260 West Main Street (Map Key # 3)

Significance:

This is a good example of “Googie Style” roadside signs with multiple elements, back-lighted cabinets, and futuristic shapes which are associated with the Great Post-World War II Boom, 1945-1975. This sign is notable for the use of neon outlining of letters and the crowning starburst shape. Although the motel was constructed in 1947, the futuristic character of the sign implies that it may have been installed in the late 1950s or early 1960s. (Compare it to the modest character of the 1947 Rawl’s Motel sign)

Integrity:

This sign has retained very good integrity; few changes have been made to the sign other than wording that advertises “color TV & HBO, kitchenettes, phones.” The sign retains its original business name.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the motel with which it is associated has not retained sufficient architectural integrity for NRHP listing.

1950 Luxor Auto Sign – 909 West Main Street (Map Key # 6)

Significance:

This is a good example of a Modernist roadside sign composed of multiple elements of several rectangular back-lighted cabinets mounted on steel pipe columns. This sign appears to be a custom design which uses an eye-catching asymmetrical silhouette to attract attention.

Integrity:

This sign retains good integrity of design and structure. The images and text on the original cabinet panels all have been changed from the original.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the automobile sales lot with which it is associated does not retain sufficient historical or architectural significance for NRHP listing.

1964 Darner Auto Center Sign – 837 West Main Street (Map Key # 7)

Significance:

This is a good example of a Modernist roadside sign composed of multiple elements of two rectilinear flood-lighted panels mounted on two steel pipe columns. This sign appears to be a custom design which uses a formal symmetrical silhouette. The use of neon-outlined letters on individual boxes edged with light bulb and engaged into a keystone-shaped panel are important graphic design features.



Integrity:

This sign retains good integrity of design and structure. The text on the original cabinet panels may have been changed from the original although the neon-lighted “Darner” name is probably original.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the automobile sales lot with which it is associated does not retained sufficient historical or architectural significance for NRHP listing.

1945 Trava-Leer’s Motel Sign – 836 West Main Street (Map Key # 8)

Significance:

This is a good example of a “Googie Style” roadside sign with multiple elements, back-lighted cabinets, and futuristic shapes which are associated with the Great post-World War II Boom, 1945-1975. This sign is notable for the use of neon outlining of letters and the cloud shape impaled on two conical spear points. Although the motel was constructed in 1945, the exuberant character of the sign implies that it may have been installed in the late 1950s or early 1960s. (Compare it to the modest character of the 1947 Rawl’s Motel sign)

Integrity:

This sign has retained very good integrity of design and structure. The sign retains the original business name and graphic text.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the motel with which it is associated has not retained sufficient architectural integrity for NRHP listing.

1960 Larada’s Army Surplus Sign – 764 West Main Street (Map Key # 10)

Significance:

This sign is a modest example of a “Googie Style” roadside sign with multiple elements, back-lighted cabinets, and futuristic shapes which are associated with the Great Post-World War II Boom, 1945-1975. The sharp boomerang pierced with many round holes of varying sizes is the single most important motif without which the sign would have little artistic quality.

Integrity:

The sign retains good integrity of design and structure. Current business name on back-lighted panel is not that of the original tenant(s). In fact, as of January 2010 Larada’s had ceased business leaving the building vacant.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the commercial building with which it is associated has not retained sufficient integrity to be listed on the NRHP.



1925 Kiva Lodge Motel Sign – 668 West Main Street (Map Key # 12)

Significance:

This sign is a unique surviving example of a pre-World War II roadside sign using a thematic illustration and neon lighting to convey the image of the motel. A silhouette profile, color portrait of a Plains Indian in feathered war bonnet is the background for the neon lighted “Kiva Lodge”. This inaccurate juxtaposition of a Plains Indian portrait and a Pueblo Indian ceremonial structure (kiva) made no difference to the motoring tourist seeking popular culture Old West lodgings on Main Street in Mesa where neither tribal group ever existed. Such an anachronism is a common occurrence with popular culture commercial designs.

Integrity:

This sign has retained its original integrity of design and structure. However, the lower back-lighted cabinet sign, which redundantly states “Kiva Lodge”, may be a later addition that does not detract from the two original upper elements.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance. It is a very rare example of a once common type of sign for roadside businesses on the newly-designated Highway 60 seeking to attract tourists during the Growth Period of Mesa in the mid- to late-1920s when family automobile travel began to eclipse train travel. Although this sign is eligible, the motel with which it is associated has not retained sufficient integrity to be listed on the NRHP.

1960 Payless Car Sales – 530 West Main Street (Map Key # 15)

Significance:

This is a good example of a Modernist roadside sign composed of multiple elements of futuristic shapes. Because this sign is so similar to that of Certified Benz & Beemer at 525 West Main Street, it appears that the signs were constructed of standardized pieces available through the same sign fabricator. Thus, these signs appear to be “semi-custom” designs rather than one-of-a-kind compositions which reflect the marketing of affordable, yet stylish signs of the time.

Integrity:

This sign retains good integrity of design and structure. The text on the original panels has been repainted; no original wording remains.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the automobile sales lot with which it is associated does not retain sufficient historical or architectural significance for NRHP listing.

1960 Certified Benz & Beemer Sign – 525 West Main Street (Map Key # 16)

Significance:

This is a good example of a Modernist roadside sign composed of multiple elements of futuristic shapes. Because this sign is so similar to that of Payless Auto Sales at 530 West Main Street, it appears that the signs were constructed of standardized pieces available through the same sign



fabricator. Thus, these signs appear to be “semi-custom” designs rather than one-of-a-kind compositions which reflect the marketing of affordable, yet stylish signs of the time.

Integrity:

This sign retains good integrity of design and structure. The text on the original panels has been repainted; no original wording remains.

Eligibility:

This free-standing sign is a NRHP-eligible object under Criterion C for design quality at a local level of significance as a typical example of roadside signage during the Great Post-World War II Boom, 1945-1975. Although this sign is eligible, the automobile sales lot with which it is associated does not retain sufficient historical or architectural significance for NRHP listing.

6.3 NON-ELIGIBLE PROPERTIES

Through archival research for age and historic significance and through field observation for architectural significance and integrity, it was determined that the following 12 properties are not eligible for listing on the National Register of Historic Places per the National Register Bulletin Criteria for Evaluation (Table 4). Because these properties were determined not-eligible during the reconnaissance survey, no historic inventory forms were prepared.



TABLE 4: NON-ELIGIBLE HISTORIC-ERA PROPERTIES

Property Name Or Land Use Type	Location	Year Built	Reason for Ineligibility	Reversible?
Big Two Body Shop Building and Sign	1120 W MAIN ST	1960	Not unique design or construction methods	no
Fracture Fiberglass (former gas station)	1104 W MAIN ST	1960	Lack of significance	no
Citrus Grove	1007 W MAIN ST	1925	Lack of significance, loss of integrity	no
Ranch Style House (behind Standage House)	958 W MAIN ST	1955	Lack of significance	no
Gabriel Sound Engineering	829 W MAIN ST	1940	Integrity loss – stucco on brick; entries changed	no
Larada's Army Surplus	724 W MAIN ST	1960	Integrity loss – remodeled and windows removed	yes
Marin's DJ Supply	439 W MAIN ST	1935	Loss of integrity – remodeled facade	no
Law Offices	239 W MAIN ST	1914	Loss of integrity – false historic look	no
George White Plumbing	210 W MAIN ST	1945	Loss of integrity – sheathed and windows replaced	no
Pomeroy Building	136 W MAIN ST	1891, 1927	Loss of integrity at upper façade and obscured by modern-era arcade	yes
Drew Building	45 W MAIN ST	1930	Loss of Integrity – obscured by modern-era arcade	yes
Drew Building	37 W MAIN ST	1920	Loss of Integrity – obscured by modern-era arcade	yes



7.0 EVALUATION OF EFFECTS ON RESOURCES

Pursuant to 36 CFR Part 800.4(d), the effects of the project on properties on or eligible for the National Register shall be evaluated. The evaluation of determination of effect for the Central Mesa LRT Extension project was developed in consultation with SHPO/CHPO. The historic preservation regulatory agencies, Valley Metro Rail staff, and the preservation consultant stated that “as a basis of determining effect, it is agreed by all parties that the Project does not have an effect on historic properties adjacent to the Project ROW if the Project does not alter the historic-era curb alignment or establish a station adjacent to said property.” This same understanding was the basis for the original light rail starter line of the Central Phoenix/East Valley project.

7.1 THE PROJECT ALTERNATIVES

7.1.1 The No-Build Alternative

There would be no construction-related impacts on cultural resources because the No-Build Alternative only includes improvements to the transportation network that have already been approved and included in the Regional Transportation Plan or improvements will be assessed by others and appropriate avoidance or mitigation treatment, where avoidance cannot be accomplished, will be developed prior to implementation.

7.1.2 The Build Alternative

The evaluation of effects is based on the conceptual engineering drawings that have been overlaid on 2009 aerial photos taken specifically for this project. These engineering drawings show the proposed light rail tracks, stations, parking, associated support facilities and street alterations, and right-of-way requirements (Appendix C). Tables 5, 6, 8, 9, 11, and 12 summarize the preliminary findings of the effects on potentially eligible properties. This evaluation and findings will be coordinated with both SHPO and CHPO.

7.2 TYPES OF EFFECTS

The preliminary project design is being evaluated for the type of effects which it may have on NRHP-eligible or listed properties within the APE. During the November 2009 consultation meeting, the SHPO concurred that the definitions of the following two types of effects are appropriate as applied to this project design. The type of effect will, in turn, influence the recommendation of treatment that may (or may not) be required to avoid, minimize or mitigate impact to each historic property and its setting. This evaluation of effect takes into consideration the age, significance and integrity of the existing streetscape features within the ROW as they relate to the character and features of the streetscape as it existed at the close of the period of significance. In evaluating effects we examined both physical and visual considerations. Physical effects tend to impact the integrity aspects of design, materials, and workmanship. Visual effects tend to impact the integrity aspects of setting and feeling. It is recognized that the character of this traditional transportation corridor, although not an NRHP-eligible linear historic district, is comprised of an ever-changing collection of buildings, structures, and objects from many periods.



7.2.1 No Effect

“No Effect” to an NRHP-eligible or -listed property occurs when project work is limited to construction of features such as LRT tracks, guideways, catenary system and associated signage or signals in or along the street without relocation of existing curbs. The SHPO has concurred that the presence of such necessary features results in no effect, either visual or physical, on adjacent historic properties. No Effect requires no mitigation or treatment.

7.2.2 No Adverse Effect

Modification of non-historic alignments of curbs is considered as being of No Adverse Effect to adjacent historic resources. Often the width of the historic sidewalk has been increased as part of a post-historic-period streetscape enhancement project. The modification of post-historic-period curbs, landscaping and street furniture is considered to be of No Adverse Effect. The relocation of streetlight poles and fire hydrants from the center of the street to the sidewalks is considered as being of No Adverse Effect.

“No Adverse Effect” to an NRHP-eligible or -listed property also occurs when project work requires no acquisition of private property, in part or whole. It may, however, require modification to ROW features between the historic curb alignment and the edge of ROW (property line). For example, changes to ROW features may include the relocation of curbs to widen the street to accommodate the trackway plus combinations of features such as LRT stations, traffic and turn lanes, bicycle lanes and parking. The curbs may be moved outward from the street centerline (for parallel parking) or inward (for a cross-walk “bulb-out” of the sidewalk).

“No Adverse Effect” to an NRHP-eligible or -listed property occurs when project work requires acquisition of a small portion of private property that is not a contributing element that defines the property as eligible.

“No Adverse Effect” to an NRHP-eligible or -listed property occurs when project work requires the partial acquisition of private property whereby an eligible object (i.e., free-standing sign) shares the parcel with a non-eligible building. Through consultation with the CHPO and SHPO, it has been agreed that No Adverse Effect occurs when an eligible sign can be relocated on the same parcel in the same relative position to the ROW. It is the sign’s physical association with the roadway that retains its significance rather than its association with the non-eligible building. Thus, “No Adverse Effect” requires no mitigation or treatment other than relocation of a historic sign to the same relative position to the new ROW.

“No Adverse Effect” to an NRHP-eligible or -listed property occurs when project work requires the construction of features (e.g., light rail station at centerline of street) which does not touch the historic curb alignment. Within the downtown area the existing curb alignment is not the historic curb alignment. No Adverse Effect also occurs when project work requires the construction of features (e.g., park-and-ride facilities and TPSS sites) adjacent to a secondary façade of a building or secondary side of a historic district. SHPO concurred that relocation of the existing curb back to the historic curb alignment poses a No Adverse Effect. A determination of No Adverse Effect requires no mitigation or treatment other than developing sensitive designs through consultation with the CHPO and SHPO.



7.2.3 Adverse Effect

7.2.3.1 Visual Adverse Effect

“Visual Adverse Effect” to an NRHP-eligible or -listed property occurs when project work requires the construction of features which affects the integrity of setting or design. A visual adverse effect may detract from or obstruct the view shed *from* the property and/or may detract from or obstruct the view *of* the property. This work may include construction of LRT stations, TPSS buildings, park-and-ride facilities and other vertical structures. Visual Adverse Effect requires mitigation or treatment.

7.2.3.2 Physical Adverse Effect

“Physical Adverse Effect” to an NRHP-eligible or -listed property occurs when project work requires the full or partial acquisition of a parcel that contributes to defining the property as eligible. This work may involve taking a portion or all of a building or structure (e.g., fence). It may involve taking a portion or all of the landscaping, driveways, parking or vacant land on the property. The physical adverse effect would usually require the full or partial demolition of features. Physical Adverse Effect requires mitigation or treatment.

7.3 PROJECT SEGMENT - SYCAMORE TO COUNTRY CLUB DRIVE

The preliminary finding of effects of the project on historic properties within the Sycamore to Country Club Drive segment are discussed below. Table 5 summarizes those properties with no effects while Table 6 presents those properties where an effect is anticipated and describes the type of impact and effect. Recommended treatments for impacts are presented in Table 7.

**TABLE 5: HISTORIC PROPERTIES WITH NO EFFECT
- SYCAMORE TO COUNTRY CLUB DRIVE**

Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration
Individual Buildings			
Mesa Thrift Store	1018 W. Main St.	1955	Eligible – Criterion A
Standage House	960 W. Main St.	1915	Eligible – Criteria A and C
Landmark Restaurant	809 W. Main St.	1925	Listed – Criteria A and C
Guerro-Lindsay Signs Building w/ signs	531 W. Main St.	1947	Eligible – Criterion A
Nader House	724 W. Main St.	1915	Eligible – Criterion A
David Buck Auto	665 W. Main St.	1950	Eligible – Criterion C
Citrus Inn	524 W. Main St	1945	Eligible – Criterion A
Signs			
Plainsman Motel Sign	1338 W. Main St.	1948	Eligible – Criterion C
Rawl's Motel Sign	1310 W. Main St.	1947	Eligible – Criterion C
Hi-Way Host Motel Sign	1260 W. Main St.	1947	Eligible – Criterion C
Luxor Auto Sign	909 W. Main St.	1950	Eligible – Criterion C
Darner Auto Center Sign	837 W. Main St.	1964	Eligible – Criterion C
Kiva Lodge Motel Sign	668 W. Main St.	1925	Eligible – Criterion C
Certified Benz & Beemer Sign	525 W. Main St.	c.1960	Eligible – Criterion C



**TABLE 6: SUMMARY OF EFFECTS ON HISTORIC PROPERTIES
- SYCAMORE TO COUNTRY CLUB DRIVE**

Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration	Description of Impact	Preliminary Effect Determination
Maintain Existing Roadway Configuration at Extension/Main Intersection					
Trava-Leer's Motel Sign	836 W. Main St.	1945	Eligible – Criterion C	Curb relocation, partial property acquisition	No adverse effect
Larada's Army Surplus Sign	764 W. Main St.	1960	Eligible – Criterion C	Curb relocation, partial property acquisition	No adverse effect
Maintain Existing Roadway Configuration at Date/Main Intersection					
Payless Car Sales Sign	530 W. Main St.	c.1960	Eligible – Criterion C	Curb relocation, partial property acquisition	No adverse effect

**TABLE 7: RECOMMENDED TREATMENTS FOR IMPACTS
- SYCAMORE TO COUNTRY CLUB DRIVE**

Name	Location	Recommended Treatment
Trava-Leer's Motel Sign	836 W. Main St.	To be determined no adverse effect, requires relocating sign on lot relative to new ROW line. METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.
Larada's Army Surplus Sign	764 W. Main St.	To be determined no adverse effect, requires relocating sign on lot relative to new ROW line. METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.
Payless Car Sales Sign	530 W. Main St.	To be determined no adverse effect, requires relocating sign on lot relative to new ROW line. METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.

Trava-Leer's Motel Sign -836 West Main Street

Description of Impact:

Widening of the Main Street/Extension intersection to maintain the existing roadway configuration would require the relocation of the curb and sidewalk as well as the acquisition of a portion of the property (0.06 acre) frontage which contains the eligible sign.

Effect Determination:

A No Adverse Effect would be sustained through relocation of the eligible sign standing within the portion of the property frontage that is to be acquired.



Mitigation Treatment:

Instead of demolishing the eligible sign, METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.

Larada's Army Surplus Sign – 764 West Main Street

Description of Impact:

Widening of the Main Street/Extension intersection to maintain the existing roadway configuration would require relocation of the curb and sidewalk as well as acquisition of a portion of the property (0.06 acre) frontage which contains the eligible sign. Acquisition will require removal of the existing façade and reface of the non-eligible building on this property.

Effect Determination:

A No Adverse Effect would be sustained through relocation of the eligible sign standing within the portion of the property frontage that is to be acquired.

Mitigation Treatment:

Instead of demolishing the eligible sign, METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.

Payless Car Sales Sign – 530 West Main Street

Description of Impact:

Widening of the Main Street/Date intersection to maintain the existing roadway configuration would require the relocation of the curb and sidewalk as well as the acquisition of a portion of the property (0.07 acre) frontage which contains the eligible sign.

Effect Determination:

A No Adverse Effect would be sustained through relocation of the eligible sign standing within the portion of the property frontage that is to be acquired.

Mitigation Treatment:

Instead of demolishing the eligible sign, METRO will work with SHPO and the City during design to place the sign on the lot relative to the new ROW line where feasible. Feasibility will require consideration of other factors as well as whether the new location will obstruct views, compromise safety, or result in other major adverse impacts.

7.4 PROJECT SEGMENT - COUNTRY CLUB DRIVE TO HOBSON (2-LANE OPTION)

The preliminary findings of effects of the project on historic properties within the 2-Lane option of the Country Club Drive to Hobson segment is discussed below. Table 8 summarizes those properties with no effects while Table 9 presents those properties where an effect is anticipated



and describes the type of impact and effect. Recommended treatments for impacts are presented in Table 10.

**TABLE 8: HISTORIC PROPERTIES WITH NO EFFECT
- COUNTRY CLUB TO HOBSON (2-LANE OPTION)**

Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration
Individual Buildings			
Lamaze Childbirth Classes	228 W. Main St.	1945	Eligible – Criterion A
American Chopper	220 W. Main St.	1945	Eligible – Criterion A
Mickey’s Downtown Barber	218 W. Main St.	1940	Eligible – Criterion A
Arizona Master Blind Corp	212 W. Main St.	1945	Eligible – Criterion A
Skunkwork Motorsport	206 W. Main St.	1945	Eligible – Criterion A
Red Seven’s Computer Outlet	215 W. Main St.	1960	Eligible – Criterion A
The Pit Stop	201 W. Main St.	1955	Eligible – Criterion A
Chandler Court	104 W. Main St.	1908	Eligible – Criteria A and C
Barnett Building	48 W. Main St.	1925	Eligible – Criterion A
Duncan G. Graham Physician’s Office	122 E. Main St.	1954	Eligible – Criterion A
Tri-City Service Center	225 E. Main St.	1954	Eligible – Criterion A
Brown and Brown Fleet Dept.	256 E. Main St.	1960	Eligible – Criterion A
Dairy Queen w/ sign	629 E. Main St.	1949	Eligible – Criterion A
Barbershop Helen w/ sign	637 E. Main St.	1966	Eligible – Criterion A
Prime Time Child Care w/sign	640 E. Main St.	1959	Eligible – Criterion A
Metro Valley Painting	659 E. Main St.	1963	Eligible – Criterion A
Historic Districts			
Temple Historic District and LDS Temple	S. Lesueur at Main St.	1927	Listed – Criteria A and C
Signs			
None	-	-	-

**TABLE 9: SUMMARY OF EFFECTS ON HISTORIC PROPERTIES
- COUNTRY CLUB TO HOBSON (2-LANE OPTION)**

Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration	Description of Impact	Preliminary Effect Determination
Accommodate Single Left Turn Lane and LRT Station at Country Club/Main Intersection					
Salsita’s Mexican Food	311 W. Main St.	1966	Eligible – Criterion A	Station location	No adverse effect
Mayday Janitorial Supply	261 W. Main St.	1946	Eligible – Criterion A	Station location	No adverse effect



**TABLE 10: RECOMMENDED TREATMENTS FOR IMPACTS
- COUNTRY CLUB TO HOBSON (2-LANE OPTION)**

Name	Location	Recommended Treatment
Salsita's Mexican Food	311 W. Main St.	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and City historic preservation staff during final design of the stations to develop and implement design strategies compatible with the surroundings of the station's location.
Mayday Janitorial Supply	261 W. Main St.	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and City historic preservation staff during final design of the stations to develop and implement design strategies compatible with the surroundings of the station's location.

Salsita's Mexican Food – 311 West Main Street

Description of Impact:

The 2-lane option would not require the relocation of curbs or require new ROW at this location. However, a light rail station would be constructed in the center of Main Street east of Country Club Drive where the existing raised median occurs today.

Effect Determination:

No Adverse Effect would be sustained by the eligible building and its setting by the presence of the station within the view shed of the eligible building. The station would be located in the middle of the roadway rather than along the sidewalk and close to the building; thus it would not obstruct or detract from the views to and from the property.

Mitigation Treatment:

Although no specific mitigation treatment is necessary, METRO will work with the SHPO, the City Historic Preservation Office, and City staff during final design to develop and implement design strategies that complement the eligible property and its setting.

Mayday Janitorial Supply – 261 West Main Street

Description of Impact:

The 2-lane option would not require the relocation of curbs or require new ROW at this location. However, a light rail station would be constructed in the center of Main Street east of Country Club Drive where the existing raised median occurs today.

Effect Determination:

No Adverse Effect would be sustained by the eligible building and its setting by the presence of the station within the view shed of the eligible building for it is in the middle of the roadway rather than along the sidewalk and close to the building.

Mitigation Treatment:

Although no specific mitigation treatment is necessary, METRO will coordinate with the SHPO, the City Historic Preservation Officer, and City of Mesa staff during final design to develop and implement design strategies that complement the eligible property and its setting.



7.5 PROJECT SEGMENT – COUNTRY CLUB DRIVE TO HOBSON (4-LANE OPTION)

The preliminary determination of effects of the project on historic properties within the 4-lane option of the Country Club Drive to Hobson segment is discussed below. Table 11 summarizes those properties with no effects while Table 12 presents those properties where an effect is anticipated and describes the type of impact and effect. Recommended treatments for impacts are presented in Table 13.

**TABLE 11: HISTORIC PROPERTIES WITH NO EFFECT
- COUNTRY CLUB TO HOBSON (4-LANE OPTION)**

Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration
Individual Buildings			
Red Seven's Computer Outlet	215 W. Main St.	1960	Eligible – Criterion A
Skunkwork Motorsport	202-206 W. Main St.	1945	Eligible – Criterion A
The Pit Stop	201 W. Main St.	1955	Eligible – Criterion A
Chandler Court	104 W. Main St.	1908	Eligible – Criteria A and C
Barnett Building	48 W. Main St.	1925	Eligible – Criterion A
Duncan G. Graham Physician's Office	122 E. Main St.	1954	Eligible – Criterion A
Tri-City Service Center	225 E. Main St.	1954	Eligible – Criterion A
Brown and Brown Fleet Dept.	256 E. Main St.	1960	Eligible – Criterion A
Dairy Queen w/ sign	629 E. Main St.	1949	Eligible – Criterion A
Barbershop Helen w/ sign	637 E. Main St.	1966	Eligible – Criterion A
Prime Time Child Care w/sign	640 E. Main St.	1959	Eligible – Criterion A
Metro Valley Painting	659 E. Main St.	1963	Eligible – Criterion A
Historic Districts			
Temple Historic District and LDS Temple	S. Lesueur at Main St.	1927	Listed – Criteria A and C
Signs			
None	-	-	-



**TABLE 12: SUMMARY OF EFFECTS ON HISTORIC PROPERTIES
- COUNTRY CLUB TO HOBSON (4-LANE OPTION)**

Property Name Or Land Use Type	Location	Year Built	Status, Criteria/Consideration	Description of Impact	Preliminary Effect Determination
Accommodate Single Left Turn Lane and LRT Station at Country Club/Main Intersection					
Salsita's Mexican Food	311 W. Main St.	1966	Eligible – Criterion A	Station location	No adverse effect
Mayday Janitorial Supply	261 W. Main St.	1946	Eligible – Criterion A	Station location	No adverse effect
Lamaze Childbirth Classes	228 W. Main St.	1945	Eligible – Criterion A	Curb relocation	No adverse effect
American Chopper	220 W. Main St.	1945	Eligible – Criterion A	Curb relocation	No adverse effect
Mickey's Downtown Barber	218 W. Main St.	1940	Eligible – Criterion A	Curb relocation	No adverse effect
Arizona Master Blind Corp	212 W. Main St.	1945	Eligible – Criterion A	Curb relocation	No adverse effect

**TABLE 13: RECOMMENDED TREATMENTS FOR IMPACTS
- COUNTRY CLUB TO HOBSON (4-LANE OPTION)**

Name	Location	Recommended Treatment
Salsita's Mexican Food	311 W. Main St.	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and City historic preservation staff during final design of the stations to develop and implement design strategies compatible with the surroundings of the station's location.
Mayday Janitorial Supply	261 W. Main St.	Although the project as now defined would result in No Adverse Effect, METRO will continue to work with SHPO and City historic preservation staff during final design of the stations to develop and implement design strategies compatible with the surroundings of the station's location.
Lamaze Childbirth Classes	228 W. Main St.	Widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb. Therefore, no mitigation treatment is needed.
American Chopper	220 W. Main St.	Widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb. Therefore, no mitigation treatment is needed.
Mickey's Downtown Barber	218 W. Main St.	Widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb. Therefore, no mitigation treatment is needed.
Arizona Master Blind Corp	212 W. Main St.	Widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb. Therefore, no mitigation treatment is needed.

Salsita's Mexican Food – 311 West Main Street

Description of Impact:

The 4-lane option would not require the relocation of curbs or require new ROW at this location. However, a light rail station would be constructed in the center of Main Street east of Country Club Drive where the existing raised median occurs today.

Effect Determination:

No Adverse Effect would be sustained by the eligible building and its setting by the presence of the station within the view shed of the eligible building. The station would be located in the



middle of the roadway rather than along the sidewalk and close to the building; thus it would not obstruct or detract from the views to and from the property.

Mitigation Treatment:

Although no specific mitigation treatment is necessary, METRO will work with the SHPO, the City Historic Preservation Office, and City staff during final design to develop and implement design strategies that complement the eligible property and its setting.

Mayday Janitorial Supply – 261 West Main Street

Description of Impact:

The 4-lane option would not require the relocation of curbs or require new ROW at this location. However, a light rail station would be constructed in the center of Main Street east of Country Club Drive where the existing raised median occurs today.

Effect Determination:

No Adverse Effect would be sustained by the eligible building and its setting by the presence of the station within the view shed of the eligible building. The station would be located in the middle of the roadway rather than along the sidewalk and close to the building; thus it would not obstruct or detract from the views to and from the property.

Mitigation Treatment:

Although no specific mitigation treatment is necessary, METRO will work with the SHPO and the City Historic Preservation staff during the final design phase of the light rail station to develop and implement design strategies that complement the eligible property and its setting.

Lamaze Childbirth Classes – 228 W. Main St.

Description of Impact:

The 4-lane option does not require new ROW at this location. However, widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb.

Effect Determination:

No Adverse Effect would be sustained by the eligible building and its setting by the relocation of the existing curb.

Mitigation Treatment:

No mitigation treatment is needed.

American Chopper - 220 W. Main St.

Description of Impact:

The 4-lane option does not require new ROW at this location. However, widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb.

Effect Determination:

No Adverse Effect is caused by the relocation of the curb to its historic alignment.



Mitigation Treatment:

No mitigation treatment is needed.

Mickey's Downtown Barber – 218 W. Main St.

Description of Impact:

The 4-lane option does not require new ROW at this location. However, widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb.

Effect Determination:

No Adverse Effect is caused by the relocation of the curb to its historic alignment.

Mitigation Treatment:

No mitigation treatment is needed.

Arizona Master Blind Corp. – 212 W. Main St.

Description of Impact:

The 4-lane option does not require new ROW at this location. However, widening of the roadway would require the relocation of the non-historic curb and sidewalk to the alignment of the historic curb.

Effect Determination:

No Adverse Effect is caused by the relocation of the curb to its historic alignment.

Mitigation Treatment:

No mitigation treatment is needed.



8.0 CONTINUED COORDINATION AND CONSULTATION

Section 106 consultation was initiated in August 2007 when preparation of the Alternatives Analysis (AA) phase of this process began, and the process is continuing. Consulted agencies include the Arizona SHPO and City of Mesa Historic Preservation Office and the Curator of Anthropology (a separate archaeological report has been prepared and is also being coordinated pursuant to Section 106). METRO staff has presented the project and identified historic resources to the City of Mesa Historic Preservation Committee for their input and has also presented to them the potential effects of the project as well as recommended mitigation treatments. Several Native American tribes were identified as potentially interested parties and have also been contacted including: Salt River Pima-Maricopa Indian Community, Gila River Indian Community, Fort McDowell Yavapai Nation, Ak-Chin Indian Community, and the Hopi Tribe (See Appendix A). Through these consultations, a Memorandum of Agreement (MOA) will be developed to define procedures for continued consideration and treatment of historic resources during subsequent phases of project implementation and design refinements that may occur during design and construction. The design review consultations with the CHPO and SHPO will focus primarily on the complementary character of the passenger stations, park-and-ride facility, and TPSS buildings.



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APPENDIX A:

Project Correspondence

August 10, 2007 Letter to Ak-Chin Indian Community from METRO

August 10, 2007 Letter to Inter-Tribal Council of Arizona from METRO

August 10, 2007 Letter to Fort McDowell Yavapai Nation from METRO

August 10, 2007 Letter to Gila River Indian Community from METRO

August 10, 2007 Letter to Hopi Tribe from METRO

August 10, 2007 Letter to Salt River Pima-Maricopa Indian Community from METRO

August 10, 2007 Letter to SHPO from METRO

August 13, 2007 Letter to SHPO from FTA

March 26, 2010 Letter to FTA from METRO

March 26, 2010 Letter to Fort McDowell Yavapai Nation from METRO

March 29, 2010 Letter to Gila River Indian Community from METRO

March 29, 2010 Letter to Hopi Tribe from METRO

March 29, 2010 Letter to Salt River Pima-Maricopa Indian Community from METRO

April 5, 2010 Letter to SHPO from FTA



August 10, 2007

Carol Antone, Cultural Resource Manager
Ak-Chin Indian Community
Ak-Chin Him-Dak Eco Museum
47685 N. Eco Museum Rd.
Maricopa, Arizona 85239

**RE: CENTRAL MESA CORRIDOR HIGH-CAPACITY TRANSIT IMPROVEMENTS
PROJECT**

Dear Ms. Antone :

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

The project is a federal undertaking and could result in effects to historic properties, cultural resources or traditional cultural properties. Therefore, METRO, on behalf of the Federal Transit Administration (FTA) is hereby initiating consultation with interested parties pursuant to Section 106 of the National Historic Preservation Act (Title 16, USC, Section 470).

Interested Parties

We have identified the following parties as having interest in the potential effects of the proposed undertaking on Historic Properties:

1. State Historic Preservation Office;
2. Mesa City Historic Preservation Office;
3. Salt River Pima-Maricopa Indian Community;
4. Gila River Indian Community;
5. Fort McDowell Yavapai Nation;
6. Hopi Tribe;
7. Ak-Chin Indian Community; and
8. Inter-Tribal Council of Arizona.

Ms. Carol Antone
August 10, 2007
Page 2

If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on Historic Properties, please provide me with the appropriate contact information.

Area of Potential Effect


We propose to define the Area of Potential Effects (APE) for each alternative route as the existing street right-of-way plus the adjacent parcels of property on both sides of the street. If listed or eligible historic districts or historic-age subdivisions are identified within this APE, the entire districts or subdivisions would be considered part of the APE. Please provide your comments on this approach within 30 days from the date of this letter.

Known Historic Properties

If you are aware of known Historic Properties, cultural resources, or traditional cultural properties within the Study Area, please provide that resource information in writing, within 30 days from the date of this letter.

We look forward to receiving your comments and working with you as the study progresses. Please contact me at 602-744-5584 or jhorst@metrolightrail.org if you have questions.

Sincerely,



Jerki Horst
Environmental Manager

Enclosure

cc: James Garrison, SHPO (w/o enclosure)
Stephanie Bruning, Mesa City Historic Preservation Officer (w/o enclosure)
Hymie Luden, FTA Region IX (w/o enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/o enclosure)



August 10, 2007

Mr. John Lewis
Executive Director
Inter-Tribal Council of Arizona
2214 N. Central Avenue, Suite 100
Phoenix, AZ 85004

**RE: CENTRAL MESA ALTERNATIVE ANALYSIS
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

Dear Mr. Lewis:

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

The project is a federal undertaking and could result in effects to historic properties, cultural resources or traditional cultural properties. Therefore, METRO, on behalf of the Federal Transit Administration (FTA) is hereby initiating consultation with interested parties pursuant to Section 106 of the National Historic Preservation Act (Title 16, USC, Section 470).

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4. Gila River Indian Community;
5. Fort McDowell Yavapai Nation;
6. Hopi Tribe;
7. Ak-Chin Indian Community; and
8. Inter-Tribal Council of Arizona.

If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on Historic Properties, please provide me with the appropriate contact information.

Area of Potential Effect

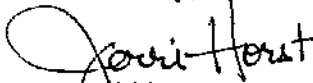
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If you are aware of known Historic Properties, cultural resources, or traditional cultural properties within the Study Area, please provide that resource information in writing, within 30 days from the date of this letter.

We look forward to receiving your comments and working with you as the study progresses. Please contact me at 602-744-5584 or jhorst@metrolightrail.org if you have questions.

Sincerely,



Jerri Horst
Environmental Manager

Enclosure

cc: James Garrison, SHPO (w/o enclosure)
Stephanie Bruning, Mesa City Historic Preservation Officer (w/o enclosure)
Hymie Luden, FTA Region IX (w/o enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/o enclosure)



August 10, 2007

The Honorable Raphael Bear
President
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269

**RE: CENTRAL MESA ALTERNATIVE ANALYSIS
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

Dear President Bear:

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

The project is a federal undertaking and could result in effects to historic properties, cultural resources or traditional cultural properties. Therefore, METRO, on behalf of the Federal Transit Administration (FTA) is hereby initiating consultation with interested parties pursuant to Section 106 of the National Historic Preservation Act (Title 16, USC, Section 470).

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5. Fort McDowell Yavapai Nation;
6. Hopi Tribe;
7. Ak-Chin Indian Community; and
8. Inter-Tribal Council of Arizona.

If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on Historic Properties, please provide me with the appropriate contact information.

Area of Potential Effect

We propose to define the Area of Potential Effects (APE) for each alternative route as the existing street right-of-way plus the adjacent parcels of property on both sides of the street. If listed or eligible historic districts or historic-age subdivisions are identified within this APE, the entire districts or subdivisions would be considered part of the APE. Please provide your comments on this approach within 30 days from the date of this letter.

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Sincerely,



Jeff Horst
Environmental Manager

Enclosure

cc: James Garrison, SHPO (w/o enclosure)
Stephanie Bruning, Mesa City Historic Preservation Officer (w/o enclosure)
Hymie Luden, FTA Region IX (w/o enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/o enclosure)
Gary Loutzenheiser, Fort McDowell Yavapai Nation (w/ enclosure)



August 10, 2007

Mr. William Rhodes
Governor
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

**RE: CENTRAL MESA ALTERNATIVE ANALYSIS
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

Dear Mr. Rhodes:

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

The project is a federal undertaking and could result in effects to historic properties, cultural resources or traditional cultural properties. Therefore, METRO, on behalf of the Federal Transit Administration (FTA) is hereby initiating consultation with interested parties pursuant to Section 106 of the National Historic Preservation Act (Title 16, USC, Section 470).

Interested Parties

We have identified the following parties as having interest in the potential effects of the proposed undertaking on Historic Properties:

1. State Historic Preservation Office;
2. Mesa City Historic Preservation Office;
3. Salt River Pima-Maricopa Indian Community; ✓
4. Gila River Indian Community; ✓
5. Fort McDowell Yavapai Nation; ✓
6. Hopi Tribe; ✓
7. Ak-Chin Indian Community; and (?)
8. Inter-Tribal Council of Arizona. ✓

Mr. William Rhodes
August 10, 2007
Page 2

If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on Historic Properties, please provide me with the appropriate contact information.

Area of Potential Effect

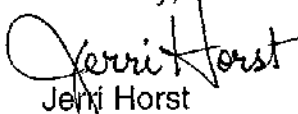
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Sincerely,



Jerri Horst
Environmental Manager

Enclosure

cc: James Garrison, SHPO (w/o enclosure)
Stephanie Bruning, Mesa City Historic Preservation Officer (w/o enclosure)
Hymie Luden, FTA Region IX (w/o enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/o enclosure)
Barnaby Lewis, Gila River Indian Community (w/ enclosure)
Angela Garcia-Lewis, Gila River Indian Community (w/ enclosure)



August 10, 2007

Mr. Benjamin Nuvamsa
Chairman
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

**RE: CENTRAL MESA ALTERNATIVE ANALYSIS
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

Dear Mr. Nuvamsa:

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

The project is a federal undertaking and could result in effects to historic properties, cultural resources or traditional cultural properties. Therefore, METRO, on behalf of the Federal Transit Administration (FTA) is hereby initiating consultation with interested parties pursuant to Section 106 of the National Historic Preservation Act (Title 16, USC, Section 470).

Interested Parties

We have identified the following parties as having interest in the potential effects of the proposed undertaking on Historic Properties:

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2. Mesa City Historic Preservation Office;
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6. Hopi Tribe;
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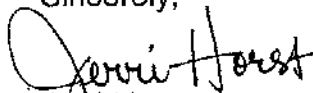
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We look forward to receiving your comments and working with you as the study progresses. Please contact me at 602-744-5584 or jhorst@metrolightrail.org if you have questions.

Sincerely,



Jeri Horst
Environmental Manager

Enclosure

cc: James Garrison, SHPO (w/o enclosure)
Stephanie Bruning, Mesa City Historic Preservation Officer (w/o enclosure)
Hymie Luden, FTA Region IX (w/o enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/o enclosure)
Leigh Kuwanwisiwma, Hopi Tribe (w/ enclosure)
Terry Morgart, Hopi Tribe (w/ enclosure)



August 10, 2007

Ms. Diane Enos
President
Salt River Pima-Maricopa Indian Community
10005 E. Osborn Road
Scottsdale, AZ 85256

**RE: CENTRAL MESA ALTERNATIVE ANALYSIS
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

Dear Ms. Enos:

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

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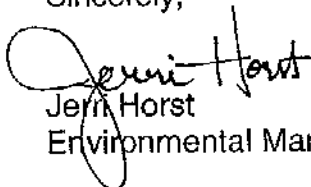
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Sincerely,



Jenni Horst
Environmental Manager

Enclosure

cc: James Garrison, SHPO (w/o enclosure)
Stephanie Bruning, Mesa City Historic Preservation Officer (w/o enclosure)
Hymie Luden, FTA Region IX (w/o enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/o enclosure)
Shane Antone, Salt River Pima-Maricopa Indian Community (w/ enclosure)



August 10, 2007

James Garrison
State Historic Preservation Office
Arizona State Parks
1300 W. Washington Street
Phoenix, Arizona 85007

**RE: CENTRAL MESA ALTERNATIVE ANALYSIS
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT**

Dear Mr. Garrison:

Valley Metro Rail (METRO) has initiated planning to extend high capacity transit to downtown Mesa and into the eastern part of the city. The enclosed scoping brochure provides an overview of the study process, scoping process, the Study Area and the project development process.

The project is a federal undertaking and could result in effects to historic properties, cultural resources or traditional cultural properties. Therefore, METRO, on behalf of the Federal Transit Administration (FTA) is hereby initiating consultation with interested parties pursuant to Section 106 of the National Historic Preservation Act (Title 16, USC, Section 470).

Interested Parties

We have identified the following parties as having interest in the effects of the proposed undertaking on Historic Properties:

1. State Historic Preservation Office;
2. Mesa City Historic Preservation Office;
3. Salt River Pima-Maricopa Indian Community;
4. Gila River Indian Community;
5. Fort McDowell Yavapai Nation;
6. Hopi Tribe;
7. Inter-Tribal Council of Arizona; and
8. Ak-Chin Indian Community.

Mr. Jim Garrison
August 10, 2007
Page 2

If you are aware of any additional agencies, organizations, or individuals that could be interested in the effects of the proposed project on Historic Properties please provide me with the appropriate contact information.

Area of Potential Effect

We propose to define the Area of Potential Effects (APE) for each alternative route as the existing street right-of-way plus the adjacent parcels of property on both sides of the street. If listed or eligible historic districts or historic-age subdivisions are identified within this APE, the entire districts or subdivisions would be considered part of the APE. Please provide your comments on this approach within 30 days from the date of this letter.

Known Historic Properties

If you are aware of known Historic Properties, cultural resources, or traditional cultural properties within the Study Area, please provide that resource information in writing, within 30 days from the date of this letter.

We look forward to receiving your comments and working with you as the study progresses. You can contact me at 602-744-5584 or jhorst@metrolightrail.org if you have questions.

Sincerely,



Jerri Horst
Environmental Manager

Enclosure

cc: Stephanie Bruning, Mesa City Historic Preservation Officer (w/ enclosure)
Hymie Luden, FTA Region IX (w/ enclosure)
Gene Rogge/Kirsten Erickson, URS Corporation (w/ enclosure)
Don Ryden, Ryden Architects (w/ enclosure)



08-23-07P12:46 RCVD

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

AUG 13 2007

Mr. James Garrison
State Historic Preservation Officer
Arizona State Parks
1300 West Washington Street
Phoenix, Arizona 85007

re: Section 106 Consultation for Central Mesa
Corridor Study

Dear Mr. Garrison:

The Federal Transit Administration (FTA) is currently working with Valley Metro Rail as sponsoring agency on the Environmental Impact Statement for the proposed Central Mesa Corridor Study.

FTA has delegated Valley Metro Rail the authority to work directly with your office on FTA's behalf, pursuant to 36 CFR 800.3-800.4. We understand that FTA remains legally responsible for all findings and determination pursuant to 36 CFR 800. We request your agreement with this delegation.

If you have questions, please call Mr. Hymie Luden, City and Regional Planner, at (415) 744-2732.

Sincerely,

Leslie T. Rogers
Regional Administrator

→ cc: Mr. Richard Simonetta, Valley Metro



March 26, 2010

MSCS-00028

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street
Suite 1650
San Francisco, CA 94105-1831

**RE: CENTRAL MESA LIGHT RAIL TRANSIT PROJECT
EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY AND
DETERMINATION OF EFFECT / CENTRAL MESA LIGHT RAIL TRANSIT PROJECT
ARCHAEOLOGICAL ASSESSMENT**

Dear Mr. ^{Leslie}Rogers:

Enclosed please find two hard copies and one CD of the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect and An Archaeological Assessment for the Central Mesa LRT Extension* for your records and for submittal to the Arizona State Historic Preservation Office for their review and concurrence. The CD also contains the draft submittal letter to the Historic Preservation Office.

The inventory of properties along the project corridor determined that one NRHP-listed building and one NRHP-listed residential historic district, as well as 24 buildings and 10 objects (signs) which are potentially eligible are located within the Area of Potential Effect. We have concluded the proposed project would result in a finding of "no adverse effect" on 3 signs, 4 buildings, and 1 historic district with implementation of the Main Street 2-Lane Option Downtown and a "no adverse effect" finding for 3 signs, 8 buildings, and 1 historic district if the Main Street 4-Lane Option Downtown is implemented. The project would result in an "adverse effect" on the historic property of the Nader House through removal of the contributing wooden picket fence and hedge. The Nader House will not be physically affected. The project would also result in an "adverse effect" on the historic property of David Buck Auto through partial removal of the contributing parking lot and its chain-and-bollard barrier. The David Buck Auto structure will not be physically affected. These "adverse effect" findings are the same regardless of which Downtown option is selected for implementation. The proposed project and its 2 Downtown options have "no effect" on the NRHP-listed building and the other potentially eligible resources within the Area of Potential Effect.

In terms of archaeology, based on results of the records check, field survey, and Native American consultations, there is not sufficient direct evidence of known archaeological sites in the project area to warrant archaeological monitoring during construction. However, should unanticipated buried cultural resources be discovered during construction, activities would cease immediately until a qualified archaeologist can be contacted to make an assessment for

MSCS-00028

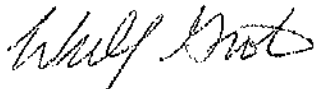
File Number: P1 - PLANNING - 4.0.4 - Mesa Extension - Evaluation of Potential Historic Properties for Eligibility and Determination of Effect / Archaeology Assessment

the proper treatment of those resources. If human remains or associated funerary objects are discovered, the Arizona State Museum must be notified as required by A.R.S. Section 41-865.

The proposed park-and-ride facilities, located on vacant land at Main Street and Lesueur, were surveyed and no archaeological sites or historically significant resources were observed. Therefore, a determination of "no historic properties affected" was appropriate for the development of the park-and-ride lots.

If you have questions or require additional information, please contact Robert Forrest at 602/322-4514 or at rforrest@metrolighttrail.org.

Sincerely,



Wulf Grote, PE
Director, Project Development

Enclosures

cc: Jerome Wiggins, FTA Region IX
Jerri Horst, HDR
Document Control File



March 26, 2010

MSCS-00031

The Honorable Dr. Clinton M. Pattea, President
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269

**RE: CENTRAL MESA LIGHT RAIL TRANSIT PROJECT
EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY
AND DETERMINATION OF EFFECT / CENTRAL MESA LIGHT RAIL TRANSIT
ARCHAEOLOGICAL ASSESSMENT**

Dear Dr. Pattea:

As part of the on-going Section 106 consultation process, we are hereby submitting the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect* and *An Archaeological Assessment for the Central Mesa LRT Extension* for your review and comment.

METRO and the City of Mesa are evaluating a 3.1-mile extension of the Light Rail Transit (LRT) Starter Line that opened in December 2008. The LRT extension would continue from its current eastern terminus at Sycamore/Main Street to just east of Mesa Drive. The tail tracks would continue east of the station platform a distance of approximately 425 feet east of Hobson. In addition, two park-and-ride lots would be developed on vacant land on the northwest and southwest corners of Main Street and Lesueur.

The Build Alternative includes a double-track LRT guideway that would operate in the middle of Main Street. For the portion of the project between Sycamore/Main Street and Country Club Drive/Main Street, the current four through auto travel lanes on Main Street will be maintained. Two design options are being considered for the segment east of Country Club Drive: 1) Build Alternative, 2-Lane Option and 2) Build Alternative, 4-Lane Option. These two Build Alternative options are being evaluated in the Environmental Assessment per the National Environmental Policy Act. The enclosed reports provide additional information about the definition of the project alternatives.

We have completed conceptual engineering directed at preserving the existing curb line not only adjacent to historic properties, but along the entire corridor in a manner that

MSCS-00031

File Number: P1 - PLANNING - 4.0.4 - Mesa Extension - Evaluation of Potential Historic Properties for Eligibility and Determination of Effect / Central Mesa Light Rail Transit Project Archaeological Assessment

would avoid or minimize impacts to historic properties and not adversely impact the rail or street operations, utilities, and public safety.

An inventory of properties along the project corridor determined that one NRHP-listed building and one NRHP-listed residential historic district, as well as 24 buildings and 10 objects (signs) which are potentially eligible are located within the Area of Potential Effect. We have concluded the proposed project would result in a finding of "no adverse effect" on 3 signs, 4 buildings, and 1 historic district with implementation of the Main Street 2-Lane Option Downtown and a "no adverse effect" finding for 3 signs, 8 buildings, and 1 historic district if the Main Street 4-Lane Option Downtown is implemented. The project would result in an "adverse effect" on the historic property of the Nader House through removal of the contributing, wooden, picket fence and hedge. The Nader House will not be physically affected. The project would also result in an "adverse effect" on the historic property of David Buck Auto through partial removal of the contributing parking lot and its chain-and-bollard barrier. The David Buck Auto structure will not be physically affected. These "adverse effect" findings are the same regardless of which downtown option is selected for implementation. The proposed project and its 2 Downtown options have "no effect" on the NRHP-listed building and the other potentially eligible resources within the Area of Potential Effect.

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Nevertheless, if archaeological sites are unexpectedly encountered during the project, any adverse impacts could be mitigated through data recovery excavations. Therefore, it is anticipated the project will have no adverse effect on archaeological resources.

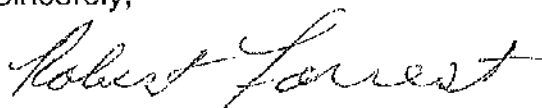
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The proposed park-and-ride facilities, located on vacant land at Main Street and Lesueur, were surveyed and no archaeological sites or historically significant resources were observed. Therefore, a determination of "no historic properties affected" was appropriate for the development of the park-and-ride lots.

Section 106 consultation was initiated in August 2007 when preparation of the Alternatives Analysis (AA) phase of this process began, and the process is continuing. Through these consultations, a Memorandum of Agreement (MOA) will be developed to define procedures for continued consideration and treatment of historic resources during subsequent phases of project implementation and design refinements that may occur during design and construction.

We are submitting these reports for your review and comment concurrently with our submittal to the State Historic Preservation Office (SHPO). Comments received within 30 days of the date of this letter will be considered in the development of the treatment plan for this project. If you have questions or wish to discuss this further, please contact me at (602)322-4514 or rforrest@metrolightrail.org.

Sincerely,



Robert Forrest
Environmental Planner III

Enclosure

cc: Gary Loutzenheiser, Fort McDowell Yavapai Nation (w/enclosures)
Jerome Wiggins, FTA Region IX
Jim Garrison, State Historic Preservation Office
Jerri Horst, HDR
Document Control File



March 29, 2010

MSCS-00032

Mr. William R. Rhodes
Governor
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

**RE: CENTRAL MESA LIGHT RAIL TRANSIT PROJECT
EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY
AND DETERMINATION OF EFFECT / CENTRAL MESA LIGHT RAIL TRANSIT
ARCHAEOLOGICAL ASSESSMENT**

Dear Mr. Rhodes:

As part of the on-going Section 106 consultation process we are hereby submitting the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect and An Archaeological Assessment for the Central Mesa LRT Extension* for your review and comment.

METRO and the City of Mesa are evaluating a 3.1-mile extension of the Light Rail Transit (LRT) Starter Line that opened in December 2008. The LRT extension would continue from its current eastern terminus at Sycamore/Main Street east to just east of Mesa Drive. The tail tracks would continue east of the station platform a distance of approximately 425 feet east of Hobson. In addition, two park-and-ride lots would be developed on vacant land on the northwest and southwest corners of Main Street and Lesueur.

The Build Alternative includes a double-track LRT guideway that would operate along the middle of Main Street. For the portion of the project between Sycamore/Main Street and Country Club Drive/Main Street, the current four through auto travel lanes on Main Street will be maintained. Two design options are being considered for the segment east of Country Club Drive: 1) Build Alternative, 2-Lane Option and 2) Build Alternative, 4-Lane Option. These two Build Alternative options are being evaluated in the Environmental Assessment per the National Environmental Policy Act. The enclosed reports provide additional information about the definition of the project alternatives.

MSCS-00032

File Number: P1 - PLANNING - 4.0.4 - Mesa Extension - EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY AND DETERMINATION OF EFFECTS / ARCHAEOLOGICAL ASSESSMENT

VALLEY METRO RAIL • 100 N 1ST AVE • STE 1100 • PHOENIX, AZ • 85003 • 602-254-9556

We have completed conceptual engineering directed at preserving the existing curb line not only adjacent to historic properties, but along the entire corridor in a manner that would avoid or minimize impacts to historic properties and also not adversely impact the rail or street operations, utilities, and public safety.

An inventory of properties along the project corridor determined that one NRHP-listed building and one NRHP-listed residential historic district, as well as 24 buildings and 10 objects (signs) which are potentially eligible are located within the Area of Potential Effect. We have concluded the proposed project would result in a finding of "no adverse effect" on 3 signs, 4 buildings, and 1 historic district with implementation of the Main Street 2-Lane Option Downtown and a "no adverse effect" finding for 3 signs, 8 buildings, and 1 historic district if the Main Street 4-Lane Option Downtown is implemented. The project would result in an "adverse effect" on the historic property of the Nader House through removal of the contributing wooden picket fence and hedge. The Nader House will not be physically affected. The project would also result in an "adverse effect" on the historic property of David Buck Auto through partial removal of the contributing parking lot and its chain-and-bollard barrier. The David Buck Auto structure will not be physically affected. These "adverse effect" findings are the same regardless of which Downtown option is selected for implementation. The proposed project and its 2 Downtown options have "no effect" on the NRHP-listed building and the other potentially eligible resources within the Area of Potential Effect.

In terms of archaeology, the project area is in a developed urban setting, and as a result, archaeological survey was not possible for most of the project area. A review of past archaeological studies in the area indicated that a few large Hohokam village sites had been documented in the vicinity prior to development in Mesa and that several prehistoric canals were observed crossing through the project area. The current condition and precise location of the canals are unknown. Excavations in the Phoenix Basin have demonstrated that there is potential for deeply buried intact prehistoric features and deposits preserved below the old plow zones and layers of modern development.

Nevertheless, if archaeological sites are unexpectedly encountered during the project, any adverse impacts could be mitigated through data recovery excavations. Therefore, it is anticipated that the project will have no adverse effect on archaeological resources.

Based on the results of the records check, field survey, and Native American consultations, there is not sufficient direct evidence of known archaeological sites in the project area to warrant archaeological monitoring during construction. However, should unanticipated buried cultural resources be discovered during construction, activities should cease immediately until a qualified archaeologist can be contacted to make an assessment for the proper treatment of those resources. If human remains or associated funerary objects are discovered, the Arizona State Museum must be notified as required by A.R.S. Section 41-865.

The proposed park-and-ride facilities, located on vacant land at Main Street and Lesueur, were surveyed and no archaeological sites or historically significant resources

MSCS-00032

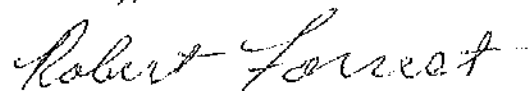
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Section 106 consultation was initiated in August 2007 when preparation of the Alternatives Analysis (AA) phase of this process began, and the process is continuing. Through these consultations, a Memorandum of Agreement (MOA) will be developed to define procedures for continued consideration and treatment of historic resources during subsequent phases of project implementation and design refinements that may occur during design and construction.

We are submitting these reports for your review and comment concurrently with our submittal to the State Historic Preservation Office (SHPO). Comments received within 30 days of the date of this letter will be considered in the development of the treatment plan for this project. If you have questions or wish to discuss any of this further, please contact me at (602)322-4514 or rforrest@metrolightrail.org.

Sincerely,



Robert Forrest
Environmental Planner III

Enclosure

cc: Barnaby Lewis, Tribal Historic Preservation Officer
Jerome Wiggins, FTA Region IX
Jim Garrison, State Historic Preservation Office
Jerri Horst, HDR
Document Control File

MSCS-00032

File Number: P1 - PLANNING - 4.0.4 - Mesa Extension - EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY AND DETERMINATION OF EFFECTS / ARCHAEOLOGICAL ASSESSMENT



March 29, 2010

MSCS-00033

Mr. Leroy Ned Shingoitewa
Chairman
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

**RE: CENTRAL MESA LIGHT RAIL TRANSIT PROJECT
EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY
AND DETERMINATION OF EFFECT / ARCHAEOLOGICAL ASSESSMENT**

Dear Mr. Shingoitewa:

As part of the on-going Section 106 consultation process we are hereby submitting the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect* and *An Archaeological Assessment for the Central Mesa LRT Extension* for your review and comment.

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We have completed conceptual engineering directed at preserving the existing curb line not only adjacent to historic properties, but along the entire corridor in a manner that

MSCS-00033

File Number: P1 - PLANNING - 4.0.4 - Mesa Extension - EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY AND DETERMINATION OF EFFECT / ARCHAEOLOGICAL ASSESSMENT

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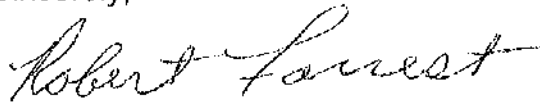
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Sincerely,



Robert Forrest
Environmental Planner III

Enclosure

cc: Leigh Kuwanwisiwma, Director
Jerome Wiggins, FTA Region IX
Jim Garrison, State Historic Office
Jerrí Horst, HDR
Document Control File



March 29, 2010

MSCS-00034

Ms. Diane Enos
President
Salt River Pima-Maricopa Indian Comm
10005 E. Osborn Road
Scottsdale, AZ 85256

**RE: CENTRAL MESA LIGHT RAIL TRANSIT PROJECT
EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY
AND DETERMINATION OF EFFECT / CENTRAL MESA LIGHT RAIL TRANSIT
ARCHAEOLOGICAL ASSESSMENT**

Dear Ms. Enos:

As part of the on-going Section 106 consultation process we are hereby submitting the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect* and *An Archaeological Assessment for the Central Mesa LRT Extension* for your review and comment.

METRO and the City of Mesa are evaluating a 3.1-mile extension of the Light Rail Transit (LRT) Starter Line that opened in December 2008. The LRT extension would continue from its current eastern terminus at Sycamore/Main Street east to just east of Mesa Drive. The tail tracks would continue east of the station platform a distance of approximately 425 feet east of Hobson. In addition, two park-and-ride lots would be developed on vacant land on the northwest and southwest corners of Main Street and Lesueur.

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MSCS-00034

File Number: P1 - PLANNING - 4.0.4 - Mesa Extension - EVALUATION OF POTENTIAL HISTORIC PROPERTIES FOR ELIGIBILITY AND DETERMINATION OF EFFECT / CENTRAL MESA LIGHT RAIL TRANSIT ARCHAEOLOGICAL ASSESSMENT

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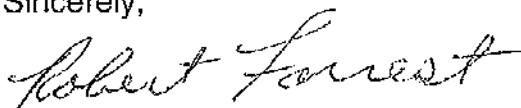
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Sincerely,



Robert Forrest
Environmental Planner III

Enclosure

cc: Shane Anton, Supervisor Cultural Preservation Program
Jerome Wiggins, FTA Region IX
Jim Garrison, State Historic Office
Jerri Horst, HDR
Document Control File

with the eligibility of properties and the determination of effects. The City of Mesa Curator of Anthropology has reviewed the *An Archaeological Assessment for the Central Mesa LRT Extension* and concurs with the determination of effects. The concurrence letters from the City of Mesa Historic Preservation Officer for both reports are attached. FTA, as the lead federal agency for this project, endorses and concurs with the technical findings of the City of Mesa.

We are requesting concurrence with the proposed APE, eligibility evaluations, and determination of effects to above-ground historic properties and "no historic properties affected" at the location of the park-and-ride lots within 30 days of receipt of this letter. If we do not receive any correspondence within 30 days we will assume that your office is in concurrence with the findings. If you have questions, please contact Jerome Wiggins at (415) 744-2819.

Sincerely,


For Leslie T. Rogers
Regional Administrator

Attachments

Copy: Wulf Grote, Director of Project Development, METRO
Robert Forrest, Environmental Planner, METRO
John Wesley, Mesa Historic Preservation Office, City of Mesa
Debbie Cotton, City of Phoenix



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

APR - 5 2010

Mr. James Garrison
State Historic Preservation Office
1300 W. Washington St.
Phoenix, AZ 85007

Re: Central Mesa Light Rail Transit
Extension Project Evaluation of
Potential Historic Properties for
Eligibility and Determination of Effect
Central Mesa Light Rail Transit Project
Archaeological Assessment

Dear Mr. Garrison:

As part of the on-going Section 106 consultation process we are hereby submitting the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect* and *An Archaeological Assessment for the Central Mesa LRT Extension* for your review and concurrence. In addition, these two reports have also been submitted to the following Native American Tribes for their review and comment:

- Salt River Pima-Maricopa Indian Community
- Gila River Indian Community
- Hopi Tribe
- Fort McDowell Yavapai Nation

Valley Metro Inc., (METRO) submitted a letter to your office on August 10, 2007 initiating Section 106 consultation, identifying parties having an interest in the effects of the proposed undertaking to historic properties, and proposing the Area of Potential Effect (APE). In a letter dated August 13, 2007 the FTA delegated METRO the authority to work directly with your office. In a series of consultation meetings with your office, METRO and the City of Mesa have worked to address your concerns and minimize the potential effects to historic properties. Through continued consultations, a Memorandum of Agreement (MOA) will be developed to define procedures for continued consideration and treatment of historic resources during subsequent phases of project implementation and design refinements that may occur during design and construction.

The City of Mesa Historic Preservation Officer has reviewed the *Evaluation of Potential Historic Properties and Districts for National Register Eligibility and Potential Adverse Effect* and concurs



APPENDIX B:
Historic Property Inventory Forms

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13855019 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) American Chopper

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

Address: 220 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-85-5019

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422113 Northing: 3697642

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1945 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/FUNCTION

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

Commerce/Trade - specialty store

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: NE

Negative No:



SIGNIFICANCE

Site No.: 13855019

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - expansion of retail trade at the end of World War II Community Planning and Development - growth of downtown at the end of World War II (1941-1945).

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Slanted wooden storefront display windows. Horizontal fluted fascia on canopy suspended by steel rods.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Clay tiles veneered to spandrel below display windows.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Stucco, tile; plywood

Windows: Wood storefront windows

Roof: Built-up Foundation: Concrete

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

Urban streetscape of the pedestrian downtown. Façade set at front property line. Sidewalk widened and street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical brick masonry craftsmanship for the period.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13824115 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Bank (Prime Time Child Care building and sign)

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

Address: 640 East Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-82-4115

Township: 1N Range: 5E Section: 23 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 424086 Northing: 3697586

USGS 7.5' Quadrangle Map:

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1959 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/FUNCTION

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

Historic: Branch Bank
Current: Child Care

Sources Mesa City Directory

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: E

Negative No:



SIGNIFICANCE

Site No.: 13824115

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Post-World War II extension of businesses on Main Street beyond the downtown. Drive-thru carport reflects influence of automobile on branch bank design.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modern Movement / Ranch Style no style

Stories 1 Basement Roof form: Front Gable

Describe other character-defining features of its massing, size, and scale.: Covered drive-thru carport, low-pitched gables, fired adobe blocks, raised planters, monument sign with raised planter and materials match building (sign individually eligible).

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Fired adobe block Walls (sheathing): Plywood

Windows: Aluminum

Roof: Composite Shingles Foundation: Concrete

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

Urban streetscape and corner lot along Main Street; surrounded by asphalt parking

How has the environment changed since the property was constructed? Street has been widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent masonry detailing of fired adobe bricks, a rare material in Mesa during this period. Domestic imagery of Popular/Culture is used to attract motorists.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13828131B Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Barber Shop Helen; Medical Clinic (with sign)

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

Address: 637 East Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-28-131B

Township: 1N Range: 5E Section: 23 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 424015 Northing: 3697585

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1966 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/FUNCTION

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

Commerce/Trade - specialty store (barber) Health Care - medical office

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: SE

Negative No:



SIGNIFICANCE

Site No.: 13828131B

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Expansion of Main Street businesses during the Post World War II Boom Period (1945-1975).

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat

Describe other character-defining features of its massing, size, and scale.: Slump block walls; cantilevered beams; slot windows. Detached sign is individually eligible as a good example of commercial business signs of the Great Post-World War II Boom (1945-1975).

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete Masonry Units (CMU) Walls (sheathing): Painted CMU

Windows: Wood

Roof: Built-up Foundation: Concrete

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

Post-World War II extension of Main Street businesses beyond downtown. Building set at front of lot with parking at side.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical masonry craftsmanship using slump block.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13836012 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Barnett Building

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

Address: 48 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-83-6012

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422523 Northing: 3697637

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1925 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/FUNCTION

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

Commerce/Trade - Specialty Store

Sources Mesa City Directories; Field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: N

Negative No:



SIGNIFICANCE

Site No.: 13836012

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Downtown development during the Post-World War I slump period, 1922-1926.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Commercial Box no style

Stories: 2 Basement Roof form: Flat

Describe other character-defining features of its massing, size, and scale.: Massing of two-part building retains its essential character. Tall, narrow windows remain in place. Wooden storefront restored. Stairs to upper floor reconstructed.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Original porch replaced in 1970s by City enhancement project. That porch replaced with fabric awning. Wood storefront restored.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Cement Block Walls (sheathing): Stucco on front facade

Windows: wood DH; wood storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape of modernized Main Street. Sidewalks widened and landscaped with street trees.

How has the environment changed since the property was constructed? See Setting.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Unusual brick masonry vaulted basement supports first floor. Two segmental vaults run the length of the building.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/23/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13864001B Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Brown and Brown Fleet Building

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

Address: 256 E Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13864001B

Township: 1N Range: 5E Section: 22 Quarter Section: NE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 423392 Northing: 3697630

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1960 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/FUNCTION

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

Commerce/Trade - specialty store - auto dealership
Current - vacant

Sources Mesa City Directories; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: NE

Negative No:



SIGNIFICANCE

Site No.: 13864001B

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Post-World War II expansion of auto businesses traditionally located along Main Street.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Industrial type construction at rear of dealership. Attention-getting glass showroom with interesting twin gable roofline along street frontage. Alluminum and glass curtain walls.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Fabric canopy added at east entrance.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete Masonry Units (CMU) Walls (sheathing): Aluminum Siding; painted CMU

Windows: Alum. Storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape related to the auto-related expansion of Main Street businesses; sidewalk widened and street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Typical workmanship for concrete block masonry and aluminum storefront systems.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13835019 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Chandler Court

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

Address: 104 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-83-5019

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422430 Northing: 3697638

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT Fitzhugh & Byron not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1908 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/FUNCTION

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

Commerce/Trade - specialty store

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: NW

Negative No:



SIGNIFICANCE

Site No.: 13835019

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS

Describe any historic event/trends associated with the property.

Commerce - Chandler Court was Mesa's first shopping center.
Community Planning and Development - growth of downtown during First Twentieth-Century Boom (1906-1921)

B. PERSON List and describe persons with an important association with the building.

Dr. Alexander J. Chandler (1st veterinary surgeon in AZ territory) settled in Salt River Valley in 1891 on a cattle ranch south of Mesa. He founded Chandler townsite in 1912 based on the City Beautiful Movement and built the San Marcos Hotel.

C. ARCHITECTURE. Style: Mission Revival no style

Stories: 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.:

Reinforced concrete exterior walls with arched openings, wood windows, and concrete columns supporting a pergola are the most significant features conveying its significance as one of the three earliest AZ buildings of reinforced concrete.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

U-shaped plan lost to replacement of west wing and in-fill of courtyard. Curved parapets removed.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Reinforced concrete Walls (sheathing): Stucco

Windows: Original wd transoms; modern alum. Storefronts

Roof: Built-up Foundation: Concrete

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

Urban streetscape of pedestrian downtown. Corner lot; sidewalks widened and landscaped with street trees. Building retains most of the original pergola.

How has the environment changed since the property was constructed?

Streets widened. Modern-era arcades cover many bldg facades.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13560123A Survey Area: Valley Metro Mesa Light Rail Extension

Historic Name (s) San Jo Motel (now Citrus Inn Motel)

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

Address: 524 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 135-60-123A

Township: 1N Range: 5E Section: 21 Quarter Section: NE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) NA Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421619 Northing: 3697688

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1945 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/FUNCTION

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

Domestic/Hotel - motor court

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 9/16/2008

View Direction: NW

Negative No: IMG_0037



SIGNIFICANCE

Site No.: 13560123A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. This motor court (units separated by carports) is associated with highway-related roadside development during the Post-World War II Boom Period (1945-1975). A rare surviving example in Mesa.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Spanish Colonial Revival no style

Stories 1 Basement Roof form: Flat w/parapets; Shed porch roof w/clay tile

Describe other character-defining features of its massing, size, and scale.: Original motor court guest units separated by carports. Spanish eclectic style porches.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Stucco applied to brick walls; most wood windows replaced with alum.; center grass median paved. Some carports infilled.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Flemish bond brick (visible at rear) Walls (sheathing): orig painted brick: stucco veneer

Windows: Aluminum slider & wood DH

Roof: Built-up and clay tile Foundation: Concrete

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

Rows of guest units and carports line the sides and rear of the property. Probable landscaped median has been removed and paved with asphalt. Several citrus trees survive in planters by porches. Swimming pool added at rear. How has the environment changed since the property was constructed?

High quality brick masonry still exposed on rear facades. Wood posts w/corbeled beams at porches.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Good carpentry craftsmanship at wood porches.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13828022A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Dairy Queen (building and sign)

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

Address: 629 East Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-28-022A

Township: 1N Range: 5E Section: 23 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 423979 Northing: 3697587

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1949 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/FUNCTION

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

Restaurant/Dining

Sources Field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13828022A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Highway-related roadside development during the Post-World War II Boom (1945-1975).

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement / Commercial Box no style

Stories 1 Basement Roof form: Flat

Describe other character-defining features of its massing, size, and scale.: Original sign; sheet metal logo shapes on side of building; original sign with neon.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Building is in complete original condition.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete Masonry Units (CMU) Walls (sheathing): Painted CMU

Windows: Alum. Storefront

Roof: Built Up Foundation: Concrete

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

Urban streetscape combining downtown and highway-related buildings. Surrounded by asphalt parking but has a park-like lawn and picnic tables at lot to the west.

How has the environment changed since the property was constructed? Street has been widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Original workmanship and materials of the period are still intact, especially masonry, windows, and graphics.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13402012A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) David Buck Auto

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

Address: 665 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 134-02-012A

Township: 1N Range: 5E Section: 21 Quarter Section: SE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421326 Northing: 3697603

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1950 known estimated Source:

STRUCTURAL CONDITION

Good (well maintained; no serious problems apparent)

Fair (some problems apparent)

Describe: Cracks in Plaster; weathering of finishes

Poor (major problems; imminent threat) Describe:

Ruin/Uninhabitable

USES/FUNCTION

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

Commerce/Trade - Auto dealership

Sources Mesa city directory

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: SW

Negative No:



SIGNIFICANCE

Site No.: 13402012A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Main Street downtown growth and development relating to the automobile during the Post-World War II Boom (1946-1975).

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: International Style no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Smooth, plastered walls with a rounded corner; narrow-edged canopy suspended from parapets by cables; large, continuous expanses of display windows at showroom.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes to building. Modern fabric awnings do not physically affect building.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete block or clay brick Walls (sheathing): Stucco

Windows: Plate glass in aluminum frames

Roof: Built-up Foundation: Concrete

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

Urban streetscape of expanded downtown. Zero-lot-line puts façade at public sidewalk.

How has the environment changed since the property was constructed? Street has been widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Typical example of stuccoed masonry commercial building of the International Style.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13838010B Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Duncan G. Graham Physician's Office

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

Address: 122 East Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-38-010B

Township: 1N Range: 5E Section: 22 Quarter Section: NE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 423014 Northing: 3697640

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1954 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/FUNCTION

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

Historic: Medical
Current: Commerce/Trade

Sources Mesa City Directories

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: NW

Negative No:



SIGNIFICANCE

Site No.: 13838010B

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Healthcare - expansion of downtown uses along Main Street after World War II as influenced by the automobile.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modern Movement no style

Stories 1 Basement Roof form: Flat w/parapets and overhang

Describe other character-defining features of its massing, size, and scale.: Block-like massing of building components; reverse battered wall below corner windows; clay brick walls.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Natural red brick

Windows: Wood DH; wood storefront; ribbed glass transoms

Roof: Built-up Foundation: Concrete

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

Extension of Main Street businesses and stores beyond the downtown as influenced by automobiles following World War II.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent masonry craftsmanship and example of Usonian style house design applied to a medical office.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13401025 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Guerrero-Lindsey Signs (building and signs)

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

Address: 531 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-40-1025

Township: 1N Range: 5E Section: 21 Quarter Section: SE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421595 Northing: 3697610

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1947 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/FUNCTION

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

Commerce/Trade - Specialty Store - sign maker

Sources City Directories

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: SE

Negative No:



SIGNIFICANCE

Site No.: 13401025

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Post-World War II expansion of Main Street commercial development.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: International Syle no style

Stories 2 Basement Roof form: flat

Describe other character-defining features of its massing, size, and scale.:

Facade is a composition in rectangles of the same proportions. The two signs (roof top, fin) are integrated w/ bldg design. Stack bond concrete block wall; aluminum storefront; stucco fascia panels.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

No apparent major changes.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete Masonry Units (CMU) Walls (sheathing): Painted CMU

Windows: Aluminum storefront

Roof: Built-up (assumed) Foundation: Concrete

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

Post-World War II extension of Main Street businesses beyond downtown. Zero-lot-line frontage on public sidewalk.

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent early example of Post-World War II International Style commercial building design. May be among the earliest in Mesa. Excellent Modernist signs.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13855016A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Lamaze Childbirth Classes

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

Address: 228 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-55-016A

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422091 Northing: 3697642

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1945 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/FUNCTION

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

Commerce/Trade - specialty store
Current - Social Services

Sources Mesa City Directories; Field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: NW

Negative No:



SIGNIFICANCE

Site No.: 13855016A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - growth of downtown at end of World War II

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories: 1 Basement: Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Framed facade with recessed storefront and very shallow canopy.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Clay brick Walls (sheathing): Paint, stucco

Windows: Alum. storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape of the pedestrian downtown. Façade set at front property line.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Typical brick masonry craftsmanship for the period. Skilled masons still hard to find as war ends.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13855003 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Arizona Master Blind Corp.; LeBaron Gallery

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

Address: 212 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-85-5003

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422136 Northing: 3697642

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1945 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/FUNCTION

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

Commerce/Trade - specialty store

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: N

Negative No:



SIGNIFICANCE

Site No.: 13855003

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - Expansion of specialty stores after World War II Community Planning and Development - Contributed to downtown development during Post World War II Boom Period (1945-1975).

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Recessed storefront on angle to sidewalk to focus on entrance; brick veneered piers; narrow flat canopy suspended by rods.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes; upper facade parapet has been sheatherd with stucco; massing intact

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Stucco

Windows: Alum. Storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape of Main Street stores and businesses; facade at public sidewalk; sidewalk has been widened and street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Storefronts and display s of the period.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13854039 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Mayday Janitorial Supply Commercial Complex

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

Address: 261 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-85-4039

Township: 1N Range: 5E Section: 22 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422013 Northing: 3697568

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1946 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/FUNCTION

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

Commerce/Trade- specialty stores, businesses

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: SE

Negative No:



SIGNIFICANCE

Site No.: 13854039

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - expansion of downtown businesses and specialty stores. Community Planning and Development - Main Street downtown growth during the Post-World War II Boom Period (1945-1975).

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Round corner at courtyard behind original building

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Additional strip of commercial tenant spaces with steel canopies added to rear orig. building; brick walls veneered with stucco

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Painted stucco over brick, stone veneer

Windows: Alum. Storefront, steel casement

Roof: Clay tile; corr. Metal; built-up Foundation: Concrete

SETTING Describe the natural and/or built environment around the property. Urban Main Street character based on pedestrian shopping; curbside parking on side.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Typical craftsmanship of period for original building and later addition.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate. If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009 Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13553038B Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Mesa Thrift Store

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

Address: 1018 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 135-53-038B

Township: 1N Range: 5E Section: 21 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420706 Northing: 3697635

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1955 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/FUNCTION

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

Commerce/Trade - Specialty Store

Sources Mesa City Directory

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: NE

Negative No:



SIGNIFICANCE

Site No.: 13553038B

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Post-World War II expansion of Main Steet businesses.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: International Style no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Roman brick planters, ribbon windows and plate glass display windows, cantilever roof and fascia.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes. Modern fabric canopies do not physically affect building and are reversible.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Roman brick Walls (sheathing): Stucco

Windows: Alum. Storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape; building set at front property line; parking at side.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent example of Roman brick stack-bond masonry, a feature of the period. Built-in raised planters along display windows bring outdoors in.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13828120C Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Metro Valley Painting

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

Address: 659 East Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-28-120C

Township: 1N Range: 5E Section: 23 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 424086 Northing: 3697586

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1963 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/FUNCTION

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

Commerce/Trade - Office

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13828120C

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Post-World War II extension of businesses on Main Street beyond the downtown.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modern Movement / New Formalism influence no style

Stories 1 Basement Roof form: Flat w/parapets and overhangs

Describe other character-defining features of its massing, size, and scale.: Ornamental concrete block sunscreens protect windows, raised concrete block planters, standing-seam metal fascia, stone veneer pier.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete Masonry Units (CMU) Walls (sheathing): Stone veneer, painted CMU

Windows: Wood

Roof: Built-up Foundation: Concrete

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

Urban streetscape; building set at front property line with parking at side.

How has the environment changed since the property was constructed? Street has been widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Design of sunscreen panels at regularly spaced windows with overhang and planter reflect New Formalism.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13855011 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Mickey's Downtown Barber Shop; et al

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

Address: 218 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-85-5011

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422130 Northing: 3697642

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1940 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/FUNCTION

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

Commerce/Trade - specialty store
Mickey's Downtown Barber Shop
The Fiber Factory
Jersey Girl Café

Sources Mesa City Directories; field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: N

Negative No:



SIGNIFICANCE

Site No.: 13855011

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - expansion of specialty stores at the end of the Great Depression. Community Planning and Development - growth of downtown at the end of the Great Depression.

B. PERSON List and describe persons with an important association with the building. Not Determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Simple storefront with narrow canopy suspended by rods from parapet.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes; minor veneer of masonry with stucco.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Tile; stucco; paint

Windows: Alum. Storefront in wood mullions

Roof: Built-up Foundation: Concrete

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

Urban streetscape of pedestrian downtown. Façade set at front property line; sidewalk widened and street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical level of masonry craftsmanship.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13557030 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Nader House

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

Address: 724 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-55-7030

Township: 1N Range: 5E Section: 21 Quarter Section: NE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421240 Northing: 3697657

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1915 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/FUNCTION

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

Domestic - single-dwelling

Sources Mesa, City Directories; field observation

PHOTO INFORMATION

Date of Photo: 9/23/2009

View Direction: NW

Negative No:



SIGNIFICANCE

Site No.: 13557030

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - one of few surviving rural estate houses and farmsteads on Main Street.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Bungalow no style

Stories 2 Basement Roof form: Side-gable with front gable dormer

Describe other character-defining features of its massing, size, and scale.: Roof massing and entry verandah typical of bungalow. Gable fascia brackets and exposed rafter tails; slate roofing is unusual; upstairs sleeping porch at rear.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Stucco

Windows: Wood-DH

Roof: Slate shingles Foundation: Brick and concrete

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

Rural character of thick landscaping with trees, palms, and shrubs. Wood picket fence with Gothic arched gateway. High hedge screens house and yard from urban streetscape.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway. Original rural character around property has been urbanized.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Good craftsmanship of wood windows and of spatter and dash stucco.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13854049E Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Red Seven's Computer Outlet; et al

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

Address: 215 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-54-049E

Township: 1N Range: 5E Section: 22 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422147 Northing: 3697600

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1960 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/FUNCTION

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

Commerce/Trade - Specialty Store Red Seven's Computer Outlet Religious - Iglesia Apostolica Misionera

Sources Mesa City Directories; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: S

Negative No:



SIGNIFICANCE

Site No.: 13854049E

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce Community Planning and Development - growth of downtown on Main Street during the Post-World War II boom.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories 1 Basement Roof form: Flat

Describe other character-defining features of its massing, size, and scale.: Red clay brick walls and aluminum storefront display windows; north facade has no awnings; minimalist design of box-like massing.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. No major changes.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Red clay brick Walls (sheathing): Natural brick

Windows: Alum. Storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape combining downtown and highway related buildings. Portion of facade set back from property line to create wider sidewalk. Sidewalk widened and street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Very good brick masonry craftsmanship.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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
Continuation sheets may be attached if necessary.
Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13854010 Survey Area: Valley Metro Mesa Light Rail Extension

Historic Name (s) Richfield Service Station (Salsita's Mexican Food)
(Enter the name(s), if any, that best reflects the property's historic importance.)

Address: 311 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-85-4010

Township: 1N Range: 5E Section: 22 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421939 Northing: 3697593

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDER not determined known Source:

CONSTRUCTION DATE: 1966 known estimated Source:

STRUCTURAL CONDITION

- Good (well maintained; no serious problems apparent)
Fair (some problems apparent) Describe: Weathered finishes of painted steel wall panels
Poor (major problems; imminent threat) Describe:
Ruin/Uninhabitable

USES/FUNCTION

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

Historic: Commerce/Trade - specialty store - service station
Current: Commerce/Trade - restaurant

Sources Mesa City Directories

PHOTO INFORMATION

Date of Photo: 9/16/2008
View Direction: S
Negative No: IMG_0049



SIGNIFICANCE

Site No.: 13854010

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. This gas station is associated with highway-related roadside development during the Post-World War II Boom Period (1945-1975). It is a rare surviving example of a franchise design.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modern Movement International Style no style

Stories 1 Basement Roof form: Flat with deep overhangs

Describe other character-defining features of its massing, size, and scale.: Ashlar stone panels are at the corners and on the north and west sides of this L-shaped station. The primary facade is steel storefront windows and spanrel panels. A dual bay canopy over the pump island extends from the west end of the north side.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Aluminum doors added to storefronts; pumps removed; service bay garage doors infilled at rear; saltillo tile veneers walkways.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Steel framing Walls (sheathing): Ashlar stone and painted steel panels

Windows: Steel, fixed

Roof: Built-up Foundation: Concrete

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

Asphalt parking lot; concrete driveways; at the corner of major arterial intersection; unusual lot location with streets on three sides for greater access opportunities. Main Street and Country Club have been widened and sidewalks have been changed.

How has the environment changed since the property was constructed?

Street has been widened and is no longer a designated State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent ashlar masonry workmanship; excellent steel fabrication and detailing.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13855002 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Skunkwork Motorsport

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

Address: 202-206 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-85-5002

Township: 1N Range: 5E Section: 22 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422183 Northing: 3697642

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1927, 1945 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/FUNCTION

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

Commerce/Trade - specialty store

Sources Mesa City Directories; field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13855002

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - modernization of pre-World War II façade as marketing method. City Planning and Development - expansion of downtown stores and businesses.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement International Style no style

Stories 1 Basement Roof form: Flat w/parapets

Describe other character-defining features of its massing, size, and scale.: Ribbons of storefront display windows to floor; cantilevered narrow canopies, ornamental concrete block in fin wall; stack-bond Roman brick; open frame over parapet with hanging lights.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Appears that 1927 bldg was extensively modernized in 1945.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Red clay Roman brick: CMU Walls (sheathing): Stucco; natural brick

Windows: Alum. Storefront

Roof: Built-up Foundation: Concrete

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

Urban streetscape with downtown storefront facades; corner lot with main entrance on side near front. Sidewalks widened and street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent brick masonry craftsmanship

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13556010B Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Standage House

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

Address: 960 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 135-56-010B

Township: 1N Range: 5E Section: 21 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420765 Northing: 3697665

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1915 known estimated Source:

STRUCTURAL CONDITION

Good (well maintained; no serious problems apparent)

Fair (some problems apparent)

Describe: Weathering of stucco and wood features

Poor (major problems; imminent threat) Describe:

Ruin/Uninhabitable

USES/FUNCTION

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

Domestic - single dwelling

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: NE

Negative No:



SIGNIFICANCE

Site No.: 13556010B

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Community Planning and Development - Rare surviving example of once common estate-lots along Main Street beyond downtown.

B. PERSON List and describe persons with an important association with the building. Not Determined

C. ARCHITECTURE. Style: Bungalow no style

Stories 2 Basement Roof form: Cross Gable

Describe other character-defining features of its massing, size, and scale.: Excellent example of bungalow characteristics of roof forms, wrap-around verandah, second-story sleeping porch, wood windows

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Rear addition blends with massing of original house. Ranch style house added at rear of lot.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick, wood Walls (sheathing): Stucco

Windows: Alum. fixed sash, wood DH, steel casement

Roof: Asphalt shingles Foundation: Concrete, brick

SETTING Describe the natural and/or built environment around the property. Set back from Main Street on a large irrigated lot with lawn and trees.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Excellent example of early twentieth-century construction techniques and materials associated with bungalows.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13854049D Survey Area: Central Mesa Light Rail Extension

Historic Name (s) The Pit Stop

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

Address: 201 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 138-54-049D

Township: 1N Range: 5E Section: 22 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 422175 Northing: 3697579

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1955 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/FUNCTION

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

Historic: Commerce/Trade - specialty store - service station

Current: Automotive repair

Sources Mesa City Directories; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: SW

Negative No:



SIGNIFICANCE

Site No.: 13854049D

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - roadside business related to automobiles and State Highway Community Planning and Development - linear commercial growth of city along State Highway

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement no style

Stories: 1 Basement Roof form: Flat

Describe other character-defining features of its massing, size, and scale.: Franchise service station design; cantilevered canopy over pump islands

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Storefront windows replaced with T11

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Concrete Masonry Units (CMU) Walls (sheathing): Stucco

Windows: Steel frames

Roof: Tin shingle Foundation: Concrete

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

Urban streetscape combining downtown and highway-related buildings.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Typical example of standardized construction methods for prototypical franchise service stations.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13865015 Survey Area: Central Mesa Light Rail

Historic Name (s) Tri-City Community Service Center

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

Address: 225 East Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-86-5015

Township: 1N Range: 5E Section: 22 Quarter Section: SE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 423200 Northing: 3697546

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1954 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/FUNCTION

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

Commerce/Trade - business - office building

Sources Mesa City Directory; field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: NE

Negative No:



SIGNIFICANCE

Site No.: 13865015

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS Describe any historic event/trends associated with the property. Commerce - expansion of office uses near downtown Community Planning and Development - growth of downtown businesses after World War II.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Modernist Movement International Style no style

Stories 4 Basement Roof form: Flat

Describe other character-defining features of its massing, size, and scale.: International Style influence seen in box-like massings and cantilevered horizontal shade awnings at each floor; brick and stucco wall contrast.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates. Original 1 story brick bldg w/ historic-era 4 story addn and post-historic-era 2 story addn

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Brick Walls (sheathing): Stucco

Windows: Steel CMT. aluminum frame

Roof: Composite shingle, built-up Foundation: Concrete

SETTING Describe the natural and/or built environment around the property. Urban streetscape related to extension of Main Street. Sidewalk widened and Street trees added.

How has the environment changed since the property was constructed? Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.: Good brick masonry craftsmanship

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually. Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate. If not considered eligible, state reason: Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009 Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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.
Continuation sheets may be attached if 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:

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

Address:

City or Town vicinity County: Tax Parcel No:

Township: Range: Section: Quarter Section: Acreage

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

UTM reference: Zone: Easting: Northing:

USGS 7.5' Quadrangle Map:

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 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/FUNCTION

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

Sources

PHOTO INFORMATION

Date of Photo:

View Direction:

Negative No:



SIGNIFICANCE

Site No.: 13401022

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Shape - curved rectangular panels; circular panel; Graphics - block letters
Illumination - back-lighted plexiglass

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Business name changed.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel pipe enclosed in steel panel Walls (sheathing): steel panels

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened so that sign overhangs ROW/public sidewalk. Street no longer designated a State highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical sheet metal craftsmanship.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13403001A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Darner Auto Center Sign

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

Address: 837 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 134-03-001A

Township: 1N Range: 5E Section: 21 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420972 Northing: 3697600

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1964 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/FUNCTION

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

Sign - Auto sales dealership

Sources Field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13403001A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Graphics - Painted lettering; light bulb letters Illumination - Fluorescent flood lights; light bulb outlines
Shape - multiple panels including irregular shapes; individual letter boxes

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Still the original owner - minor changes to lettering.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel poles Walls (sheathing): painted steel panels

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened so that sign overhangs ROW/public sidewalk. Street no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical craftsmanship for sign construction and illumination.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13552024A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) HiWay Host Motel Sign

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

Address: 1260 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 135-52-024A

Township: 1N Range: 5E Section: 20 Quarter Section: NE Acreage <1

Block: 2 Lot(s): 9 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420187 Northing: 3697630

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1947 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/FUNCTION

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

Sign - Motel/Lodging

Sources Field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13552024A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not Determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:
Shape - Multiple panels of various shapes and rectangular cabinet; prominent starburst;
Illumination - neon pan channels; back-lighted plexiglass; Graphics - Modernist Fonts

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.
Plexiglass cabinet may have replaced original panel.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Steel pipe Walls (sheathing): Steel panels and cabinet

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?
Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent sheet metal and neon craftsmanship.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13557027 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Kiva Lodge Motel Sign

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

Address: 668 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-55-7027

Township: 1N Range: 5E Section: 21 Quarter Section: NE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421339 Northing: 3697635

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1925 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/FUNCTION

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

Sign - Motel/Lodging

Sources Field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13557027

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Shape - multiple panels; rustic rectangle; Indian head profile; Graphics - block letters, italics, serif; Illumination - neon pan channel and outline; back-lighted plexiglass.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Lower plexiglass panel may have been a replacement: It makes name redundant.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel pipe Walls (sheathing): steel panels

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway. Sign overhangs ROW.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent example of sheet metal and neon craftsmanship. Rare surviving example of thematic imagery.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13557023A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Larada's Army Surplus Sign

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

Address: 764 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 135-57-023A

Township: N1 Range: 5E Section: 21 Quarter Section: NE Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421151 Northing: 3697640

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDER not determined known Source:

CONSTRUCTION DATE: 1960 known estimated Source:

STRUCTURAL CONDITION

Good (well maintained; no serious problems apparent)

Fair (some problems apparent)

Describe:

Poor (major problems; imminent threat) Describe:

Describe:

Ruin/Uninhabitable

USES/FUNCTION

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

Business office and retail sign

Sources Mesa City Directories

PHOTO INFORMATION

Date of Photo: 9/16/2008

View Direction: E

Negative No: IMG_0015



SIGNIFICANCE

Site No.: 13557023A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:
Shape - Multiple panels including rectangular and oval cabinets on steel pipes; boomerang w/ variety of round holes.
Illumination - back-lighted plexiglass cabinets; Graphics - Post-historic graphics

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Change of original business name

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel pipe Walls (sheathing): back-lighted steel cabinets

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban intersection of major arterial streets (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical craftsmanship for sign construction and illumination.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to: State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13403003 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Luxor Auto Sign

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

Address: 909 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-40-3003

Township: 1N Range: 5E Section: 21 Quarter Section: SW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420906 Northing: 3697603

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1950 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/FUNCTION

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

Sign - Auto Dealership

Sources Field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13403003

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Graphics - Post-historic graphics Illumination - back-lighted plexiglass
Shape - multiple rectangular panels on steel pipes

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Change of business name and graphics.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel pipe Walls (sheathing): back-lighted steel cabinets

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical craftsmanship for sign construction and illumination.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13552040 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Plainsman Motel Sign

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

Address: 1338 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-55-2040

Township: 1N Range: 5E Section: 20 Quarter Section: NE Acreage >1

Block: 3 Lot(s): 8 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420046 Northing: 3697630

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1948 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/FUNCTION

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

Sign - Motel/Lodging

Sources Field Observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13552040

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building. Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Shape - Multiple rectangular cabinets and lantern on steel pipes; Graphics - block letters & Old English font; cartoon figure; Illumination - back-lighted plexiglass, neon outline, letters, and arrow.

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Possible change of illustration - figure in coat and tie does not convey a pioneer.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel pipe Walls (sheathing): steel cabinets

Windows: n/a

Roof: n/a Foundation: Concrete with raised planter

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

Urban roadside on arterial street (Main Street and Former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway; sign overhangs ROW.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical craftsmanship for sign construction and illumination.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13552027 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Rawl's Motel Sign

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

Address: 1310 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-55-2027

Township: 1N Range: 5E Section: 20 Quarter Section: NE Acreage <1

Block: 2 Lot(s): 11 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 420100 Northing: 3697629

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1947 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/FUNCTION

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

Sign - Motel/Lodging

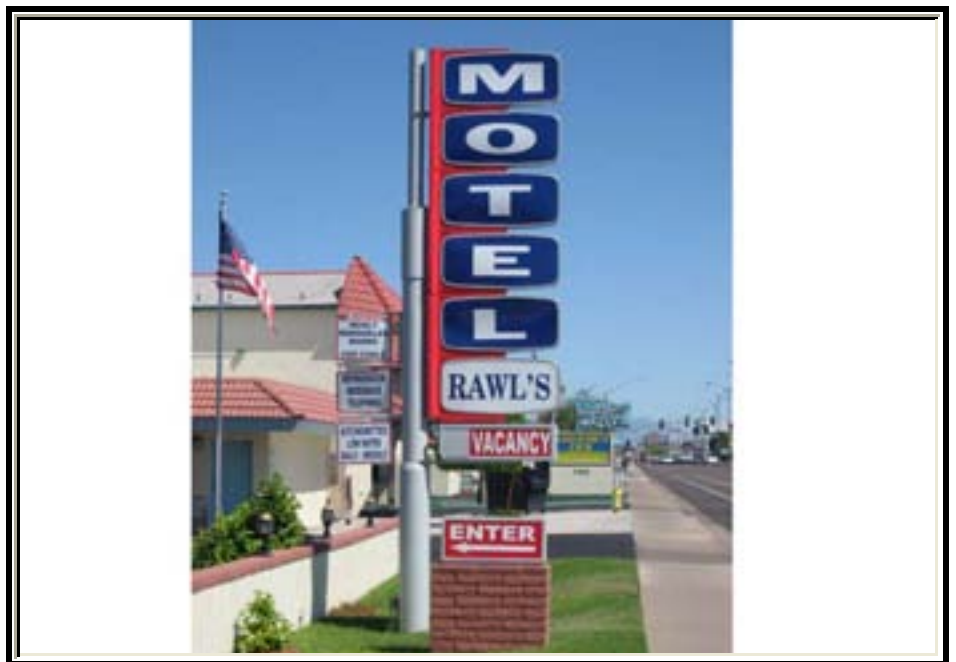
Sources Field observation

PHOTO INFORMATION

Date of Photo: 9/23/2009

View Direction: E

Negative No:



SIGNIFICANCE

Site No.: 13552027

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not determined

C. ARCHITECTURE. Style: Commercial business sign / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Shape - steel cabinet and back-lighted boxes for each letter of "Motel" mounted on steel pipe.
Graphics - block letters; Illumination - back-lighted plexiglass

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Business name may have changed during historic era.

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): Steel pipe Walls (sheathing): Multiple steel cabinets

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent sheet metal and convex plastic letter panels.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13560089A Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Smart Move Auto Sign (Payless Car Sales)

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

Address: 530 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 135-60-089A

Township: 1N Range: 5E Section: 21 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421577 Northing: 3697638

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1960 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/FUNCTION

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

Sign - Auto dealership

Sources Field observation

PHOTO INFORMATION

Date of Photo: 9/18/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13560089A

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS n/a
Describe any historic event/trends associated with the property.

B. PERSON List and describe persons with an important association with the building.
Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Shape - curved rectangles and circular panels mounted on a wide panel. Graphics - block letters, italics, logo
Illumination - back-lighted plexiglass

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site:

DESIGN Describe alterations from the original design, including dates.

Name of business changed recently (website address shown)

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): enclosed steel pipe Walls (sheathing): steel panels and cabinet

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main Street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Typical craftsmanship to sign construction and illumination.

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 ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381

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. Continuation sheets may be attached if necessary. Send completed form to : State Historic Preservation Office, 1300 W. Washington, Phoenix, AZ 85007.

PROPERTY IDENTIFICATION

For Properties identified through survey: Site No: 13556007 Survey Area: Central Mesa Light Rail Extension

Historic Name (s) Traveler's Motel Sign

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

Address: 836 West Main Street

City or Town Mesa vicinity County: Maricopa Tax Parcel No: 13-55-6007

Township: 1N Range: 5E Section: 21 Quarter Section: NW Acreage <1

Block: 0 Lot(s): 0 Plat (Addition) Year of Plat (addition) 0

UTM reference: Zone: 12 Easting: 421054 Northing: 3697634

USGS 7.5' Quadrangle Map: MESA, ARIZONA

ARCHITECT not determined known Source:

BUILDE not determined known Source:

CONSTRUCTION DATE: 1945 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/FUNCTION

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

Sign - Motel/Lodging

Sources Field observation

PHOTO INFORMATION

Date of Photo: 8/27/2009

View Direction: W

Negative No:



SIGNIFICANCE

Site No.: 13556007

To be eligible for the National Register, a property must represent an important part of the history or architecture of an area. The significance of a property is evaluated within its historic context, which are those patterns, themes, or trends in history which a property occurred or gain importance. Describe the historic and architectural contexts of the property that may make it worthy of preservation. Addl. sheets should be attached where necessary.

A. HISTORIC EVENTS/TRENDS

Describe any historic event/trends associated with the property.

[Empty text box]

B. PERSON List and describe persons with an important association with the building.

Not determined

C. ARCHITECTURE. Style: Commercial business signs / Modernist Movement no style

Stories: 1 Basement Roof form: n/a

Describe other character-defining features of its massing, size, and scale.:

Shape - multiple panels of varying shapes (rectangles; triangles, cloud) mounted on steel pipes capped with tall cones; Graphics - block letters, script, marquee; Illumination - back-lighted plexiglass; neon pan channels, neon letters

INTEGRITY

To be eligible for the National Register, a property must have integrity, i.e., it must be able to visually convey its importance. The outline below lists some important aspects of integrity. Fill in the blanks with as detailed a description of the property as possible.

LOCATION Original Site Moved: date: 0 original site: [Empty]

DESIGN Describe alterations from the original design, including dates.

No apparent alteration

MATERIALS Describe the materials used in the following elements of the property.

Walls (structure): steel pipe Walls (sheathing): steel panels (flat & ribbed) & cabinet

Windows: n/a

Roof: n/a Foundation: Concrete

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

Urban roadside on arterial street (Main street and former State Highway 80).

How has the environment changed since the property was constructed?

Street widened and no longer designated a State Highway. Sign overhangs ROW.

WORKMANSHIP. Describe the distinctive elements, if any, of craftsmanship or method of construction.:

Excellent sheet metal and neon craftsmanship.

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

Individually listed Contributor Noncontributor to [Empty] Historic District

Date listed: [Empty] Determined eligible by Keeper of National Register (date): [Empty]

RECOMMENDATIONS ON NATIONAL REGISTER ELIGIBILITY (opinion of SHPO staff or survey consultant)

Property is is not eligible individually.

Property is is not eligible as a contributor to a listed or potential historic district. More info is needed to evaluate.

If not considered eligible, state reason:

[Empty text box] Reversible

FORM COMPLETED BY

Name and Affiliation: Ryden Architects Date: 9/21/2009

Mailing Address: 902 W. McDowell Rd. Phoenix AZ 85007 Phone#: (602)253-5381



APPENDIX C:

Maps of NRHP-eligible and –listed Properties within the APE



Central Mesa Historic Properties Sycamore to Country Club

Figure 1



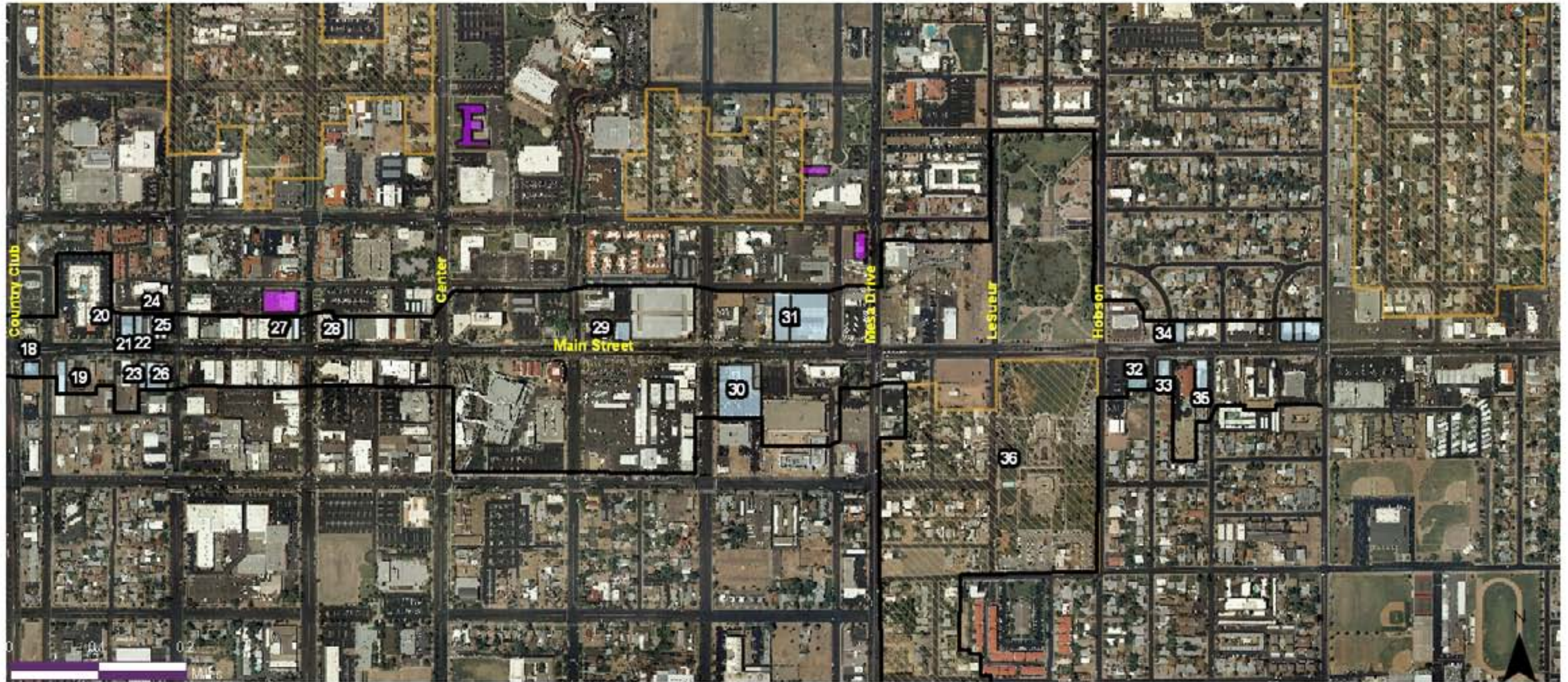
LEGEND

- Recommended National Register Eligible Sign
- Recommended National Register Eligible Property
- National Register Listed Historic Property
- APE
- ▨ National Register Listed Historic District



Central Mesa Historic Properties Country Club to Hobson

Figure 2



LEGEND

- Recommended National Register Eligible Sign
- Recommended National Register Eligible Property
- National Register Listed Historic Property
- APE
- National Register Listed Historic District



APPENDIX D:

**Central Mesa LRT Extension Project
Conceptual Engineering Drawings**

[Separate Volume]