

**MARYLAND PARKWAY
HIGH CAPACITY TRANSIT PROJECT
LAS VEGAS, CLARK COUNTY, NEVADA
CULTURAL RESOURCE SURVEY**

Project No. UT 2017-4863 #23197

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Prepared for

Regional Transportation Commission of Southern Nevada (RTC) and
Federal Transit Administration

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A cultural resource survey was conducted in support of an Environmental Assessment (EA) for transportation and related capital improvements (investments) along the existing Maryland Parkway and related existing transportation corridor in the general area between downtown Las Vegas and McCarran International Airport, Las Vegas, Clark County, Nevada. The EA is being prepared by the Federal Transit Administration (FTA), in coordination with the Regional Transportation Commission of Southern Nevada (RTC) in compliance with the National Environmental Policy Act (NEPA). In conjunction with required engineering and technical support work, the EA may carry the project forward into either the New Starts or Small Starts programs of the FTA. The program enables fixed-guideway projects to be eligible for federal funds.

The purpose of the proposed action is to improve mobility along the corridor through changes to the roadway configuration, access management, bicycle and pedestrian facilities, and higher order transit services between McCarran International Airport and downtown Las Vegas. The EA builds upon the Maryland Parkway Alternatives Analysis (AA) and the Southern Nevada Strong Maryland Parkway Implementation Strategy Report which considered several alternatives to improve mobility in the corridor. The EA identified a Preferred Build Alternative consisting of an 8.7-mile-long light rail transit (LRT) system that would replace the existing local Route 109 bus service to provide speed and service quality improvements and significantly increase transit ridership within the corridor. The LRT would operate in a dedicated, side-running configuration in the curb lane that allows right-turning vehicles. If sufficient funding to implement light rail cannot be established, the EA proposed a second Build Alternative using a Bus Rapid Transit (BRT) system/approach. Regardless of mode of transit selected, the footprint and general impacts of the overall project area would remain the same for both Build Alternatives.

Because the project may involve federal assistance, permitting, licensing, or approval (36 Code of Federal Register [CFR] 800.16(y)), the undertaking is under the purview of Section 106 of the National Historic Preservation Act (NHPA), as amended. For this undertaking, the Area of Potential Effects (APE) for archaeological resources (direct APE) includes the project area footprint, inclusive of any areas where ground disturbing activities are planned. The APE for architectural resources (indirect APE) includes the footprint of the existing transportation corridor and based on the viewshed analysis, encompasses parcels along both sides of the existing corridor with unobstructed horizontal views to and from the proposed project area, in addition to “bump outs” of several parcels at intersections along the route where new stations are proposed. Analysis of viewsheds from various observer points along the corridor was conducted to identify the potential for new visual intrusions on the landscape from new transit system elements (e.g., stations, utility poles, traffic signals).

Data collected for the cultural resource survey consists of a site files search, a review of previous cultural resources investigations, archival research, a viewshed analysis and a review of real property records for parcels in the APE. The study is being conducted to identify cultural resources that could be affected by implementation of the proposed project. The survey includes an archaeological analysis based on prior disturbance and development in the direct APE and architectural survey of buildings and structures on select parcels in the indirect APE.

The site files search indicates that one (1) archaeological site has been identified within the direct APE, the footprint of the existing roadways in the corridor. Consultation has been initiated to identify any resources or areas of concern to Native American Tribes although no resources are known to occur in the APE. Prior disturbance in the existing roadway corridor and former Union Pacific Railroad (UPRR) yard has diminished the likelihood for intact sites in the APE. No additional studies to identify archaeological resources in the APE are recommended.

The site files search indicates that four (4) architectural resources listed on the National Register of Historic Places (NRHP) or Nevada State Register of Historic Places (NVSHP) occur in the indirect APE. An additional 13 resources in the APE have SHPO concurrence that they are individually eligible for the NRHP or are considered contributing resources to an NRHP-eligible historic district. Based on a review of real property records, 260 resources in the APE are at least 45 years of age and have not been previously evaluated or were recommended for re-evaluation for NRHP eligibility. In total, 277 architectural resources in the indirect APE are either listed on, eligible for listing on, contributing to an historic district, or are unevaluated (potentially eligible) for listing on the NRHP.

The RTC conducted an architectural survey of select parcels in the indirect APE based on the LRT alternative which has the greatest potential effects from the addition of transit stations, power transformer substations, catenary poles, and development of a maintenance facility in the former Union Pacific Railroad (UPRR) yard. The parcels surveyed include those containing resources that are more than 45 years of age that are proposed for right-of-way extension, those in front of or adjacent to proposed new LRT stations, and those immediately adjacent to or across the street from the proposed new maintenance facility. No parcels proposed for full or partial acquisition were determined to contain resources that are more than 45 years of age.

A Nevada Architectural Resource Assessment (ARA) Form was completed for each resource, a SHPO ID was requested and assigned for each resource in NVCRIS.

In total, 41 architectural resources were evaluated or re-evaluated for NRHP eligibility according to Nevada State Historic Preservation Office (SHPO) Architectural and Inventory Guidelines. The survey identified two newly identified resources that are recommended Eligible for the NRHP, Archie C. Grant Hall (4505 S Maryland Parkway; B15793) on the campus of the University of Nevada, Las Vegas and the Central Telephone Company (Centel)/Southern Nevada Telephone Company (125 S Las Vegas Blvd; B15769) and confirmed that one previously evaluated resource remains Eligible for the NRHP (501 Desert Lane; B10955). The remaining 38 resources are recommended Not Eligible for the NRHP.

The results of the survey are included in this report and were provided to the Nevada SHPO for review and concurrence. The results of the survey and SHPO consultation will be incorporated in the publicly released EA to assess potential impacts (effects) on historic properties from the proposed Build Alternative. FTA will separately request concurrence from the Nevada SHPO on a determination of effect for the proposed undertaking in compliance with Section 106 of the NHPA.

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ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
APE	Area of Potential Effects
ARSN	Archaeological Research of Southern Nevada
BP	Before Present
BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
CLG	Certified Local Government
cm	centimeter
EA	Environmental Assessment
e.g.	<i>exempli gratia</i> (for example)
<i>et al.</i>	<i>et alia</i> (and others)
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GIS	Geographic Information System
Ha	Hectare
HOA	Homeowner's Association
HPF	Historic Preservation Fund
HRIF	Historic Resource Information Form
K&LA	Knight & Leavitt Associates, Inc.
km	Kilometers
LPA	Locally Preferred Alternative
m	Meters/meter
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NVSRHP	Nevada State Register of Historic Places
NVCRIS	Nevada Cultural Resource Information System
NVDOT	Nevada Department of Transportation
RTC	Regional Transportation Commission of Southern Nevada
SP, LA, and SL RR	San Pedro, Los Angeles, and Salt Lake Railroad
TPSS	Traction Power Substations
UNLV	University of Nevada Las Vegas
UPRR	Union Pacific Railroad
USGS	United States Geological Survey

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1.0 INTRODUCTION

A cultural resource survey was conducted in support of an Environmental Assessment (EA) for transportation and related capital improvements (investments) along the existing Maryland Parkway and related existing transportation corridor in the general area between McCarran International Airport and downtown Las Vegas, Clark County, Nevada. The EA is being prepared by the Federal Transit Administration (FTA), in consultation with the Regional Transportation Commission of Southern Nevada (RTC) in compliance with the National Environmental Policy Act (NEPA). In conjunction with required engineering and technical support work, the EA may carry the project forward into either the New Starts or Small Starts programs of the FTA. The program enables fixed-guideway projects to be eligible for federal funds.

The purpose of the proposed action is to improve mobility along the corridor through changes to the roadway configuration, access management, bicycle and pedestrian facilities, and higher order transit services between McCarran International Airport and downtown Las Vegas. The EA builds upon the Maryland Parkway Alternatives Analysis (AA) and the Southern Nevada Strong Maryland Parkway Implementation Strategy Report which considered several alternatives to improve mobility in the corridor. The EA identified a Preferred Build Alternative consisting of an 8.7-mile-long light rail transit (LRT) system that would replace the existing local Route 109 bus service to provide speed and service quality improvements and significantly increase transit ridership within the corridor. The LRT would operate in a dedicated, side-running configuration in the curb lane that allows right-turning vehicles. If sufficient funding to implement light rail cannot be established, the EA proposed a second Build Alternative using a Bus Rapid Transit (BRT) system/approach. Regardless of mode of transit selected, the footprint and general impacts of the overall project area would remain the same for both Build Alternatives.

Because the project may involve federal assistance and federal permitting, licensing, or approval (36 Code of Federal Regulations [CFR] 800.16(y)), the proposed undertaking is under the purview of Section 106 of the National Historic Preservation Act (NHPA), as amended. Section 106 of the NHPA governs federal actions that could affect historic properties. Identification of National Register of Historic Places (NRHP)-eligible resources, including archeological sites, architectural resources, and Native American resources, was conducted according to requirements of 36 CFR 800 for Section 106 of the NHPA.

The survey was conducted to identify cultural resources that could be affected by implementation of the proposed project. The study includes an analysis of archaeological potential based on prior disturbance and development in the project area; analysis of viewsheds from various observer points along the corridor to identify the potential for new visual intrusions on the landscape from new transit system elements (e.g., stations, utility poles, traffic signals), and architectural survey of buildings and structures on select parcels in the indirect APE.

1.1 Project Area

The project area is wholly located within Clark County and partially located within the City of Las Vegas. The Maryland Parkway High Capacity Transit project follows an existing transportation network that spans 8.7-miles on various local streets from the Las Vegas Medical District through the Downtown area, to Maryland Parkway where it would serve major activity centers including the University Medical Center of Southern Nevada (UMC), Valley Hospital, the University of Nevada, Las Vegas (UNLV)'s Charleston Campus, Fremont Street, the Sunrise Hospital/Medical Center, the Boulevard Mall, and the UNLV main campus (**Figure 1**). The project is located in an urban setting with a wide mix of residential, office, education, medical, and commercial development. Land uses in the project vicinity include residential, commercial, airport, educational institutions, recreation, utility, civic/government, public service facilities (e.g., fire stations, hospitals, and churches), transportation, and vacant land. Maryland Parkway carries 9,000 transit riders and 33,000 motorists per day. The existing bus service along the corridor (Route 109) provides direct connections to some of the valley's busiest transit routes. For the EA, an initial study area of 0.25-mile (402.3 meters) on either side of the proposed alignment was chosen to analyze potential impacts from the proposed project (**Figure 2**).

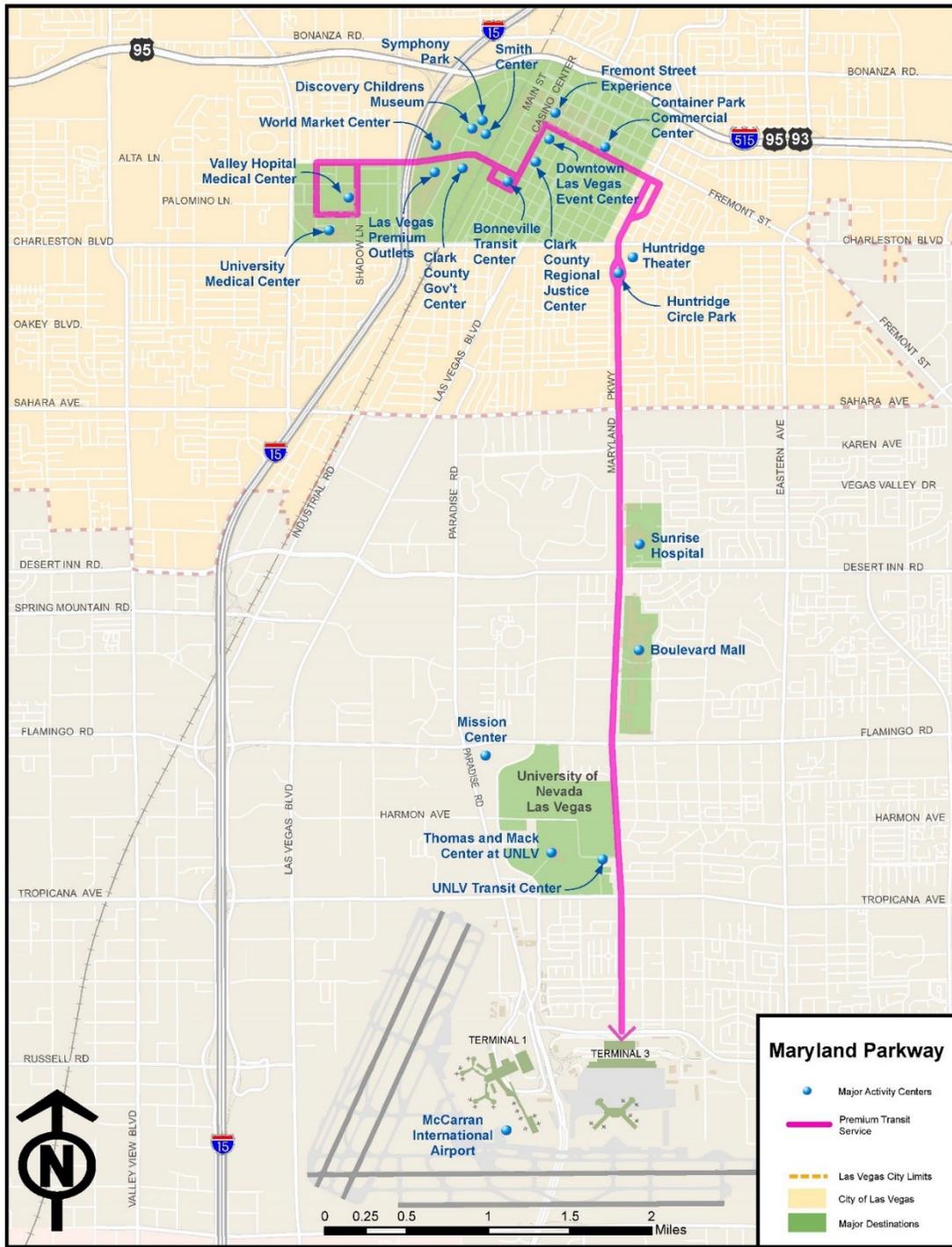


Figure 1. Maryland Parkway High Capacity Transit Project Location Map

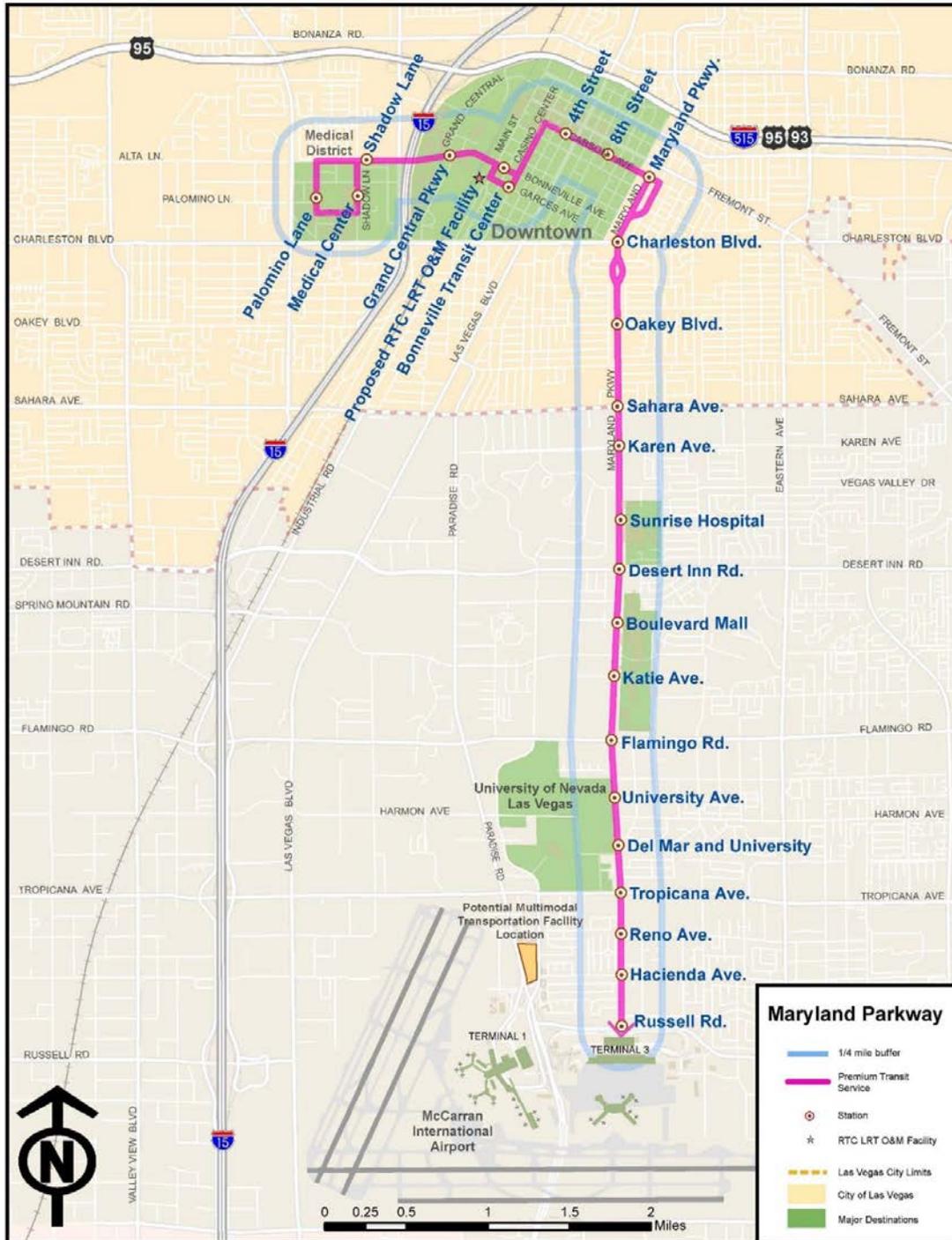


Figure 2. Maryland Parkway High Capacity Transit Project Study Area

1.2 Proposed Project

The proposed project was developed by RTC, in cooperation with the City of Las Vegas and Clark County, to replace the existing local Route 109 bus service with an enhanced transit system that will provide speed and service quality improvements within the corridor and significantly increase transit ridership. The Build Alternative includes options for either light rail transit (LRT) in a dedicated, side-running configuration in the curb lane that allows right-turning vehicles or bus rapid transit (BRT).

Both options of the Build Alternative are expected to have approximately the same construction footprint along the 8.7-mile long the project corridor. Proposed new elements of either transit system would be located on both sides of the existing roadways along the project corridor. Facilities and project activities associated with either transit system may include:

- Grading and construction for 24 stations with canopies approximately 12 feet tall (similar in height to existing bus stations along the corridor) in existing roadway or sidewalk areas (potential excavation down to 20 feet deep for canopy and station footings);
- Roadway grading and resurfacing, with the addition of landscaped medians in some locations along Maryland Parkway;
- Road widening with the addition of right-hand turn lanes at several intersections along Maryland Parkway (e.g., Tropicana Avenue, Flamingo Road, Desert Inn Rd., Sahara Avenue, and Charleston Boulevard);
- Grading and paving for new sidewalks and bike paths;
- Re-use or relocation of existing utility poles to accommodate the new stations and turn lanes;
- Relocation of utilities within right-of-way (excavation down to 20 feet deep possible);
- Installation of lighting at new station locations, up to a maximum height of 20 feet;
- Installation of sign posts at stations and for automobile turning lanes, up to a maximum height of 20 feet; and
- Installation of subsurface supports for new lighting, relocated utility, and sign poles/posts (up to a depth of 10 feet).

Facilities and features associated only with the LRT alternative include:

- Subsurface installation of rails and yokes in existing roadways (up to a depth of 3 feet) in previously disturbed roadways.
- Installation of subsurface supports (up to a depth of 10 feet) and 20-foot tall posts for an overhead catenary system spaced approximately 90 to 100 feet apart along the alignment.
- Addition of approximately eight (8) Traction Power Substations (TPSS), which are small utility boxes (about 5 feet high) installed on concrete pads, within a 15-foot by 20-foot area, spaced approximately 1.25 miles apart.
- Construction of a maintenance facility in the former UPRR yard.

1.3 Area of Potential Effects

As defined by 36 CFR 800.16(d) of Section 106 of the NHPA, the Area of Potential Effects (APE) represents the "...geographic area or areas within which an undertaking could cause changes in the character or use of historic properties, if any such exists." In delineating the APE, factors taken into consideration include the elements of the proposed undertaking, the existence of buildings, vegetation and terrain, possible visual impacts in terms of changes to viewshed caused by the addition of vertical intrusions to the existing viewshed, audible effects, and construction activities, including staging areas, necessary for the proposed undertaking.

The APE for archeological resources (direct APE) for the proposed project consists of the footprint of the existing transportation corridor, approximately 8.7-miles long and a proposed maintenance facility at the former UPRR yard. The direct APE follows existing roadways beginning at the southern end of the project area near the intersection of E. Russell Road and S. Maryland Parkway north to E. Carson Avenue. The route includes a portion of 13th Street, north of Clark Avenue to E. Carson Avenue, paralleling Maryland Parkway. The route then travels west to S. Casino Center Boulevard, south to Garces Avenue, west to S. Main Street, and north to Bonneville Avenue. From here, the path leads east to the intersection with S. Casino Center Boulevard and west across S. Martin Luther King Boulevard (where the road name changes to Alta Drive), south along Shadow Lane, west along Goldring Avenue, and north along Tonopah Drive to the intersection with Alta Drive. Implementation of the LRT alternative also proposes construction of a maintenance facility on two parcels adjacent to the former UPRR railroad tracks downtown, acquired by the RTC, with an entrance located on S. Main Street. The yard would extend along S. Main Street from approximately S. Commerce Street to just north of the intersection with Garces Avenue. The proposed yard would include a new two-story building to house a heavy service, repair, and inspection shop, car wash, and loading dock with administration and employee facilities above. Additional yard features include a Traction Power Substation (TPSS), a guardhouse, and storage and runaround tracks with storage for up to 17 cars with space for future expansion. New parking areas, and driveways would be paved and areas around buildings would be landscaped.

The former UPRR yard (currently vacant lots owned by RTC) will provide the primary construction staging area. The locations of other construction staging and storage areas have not been specified yet in preliminary engineering plans but will be on parcels adjacent to the project corridor in previously disturbed areas (e.g., paved lots).

Based on the limited potential for visual and audible intrusions from these proposed facilities and features to the project area, the architectural, or indirect, APE includes the footprint of the existing transportation corridor and, based on the viewshed analysis (Section 5), encompasses parcels along both sides of the existing corridor with unobstructed horizontal views to and from the proposed project area, in addition to "bump outs" of several parcels at intersections along the route where new stations are proposed (**Figure 3; detailed maps in Appendix A**). Parcels vary in size and shape along either side of the corridor creating an irregular boundary for the architectural APE. The APE considers the visibility of new or additional vertical intrusions to the existing landscape, including structures for stations and substations, and poles for a potential catenary system, lighting, signaling, and signage. These proposed transit elements will be similar to existing

features already present in the project area (buildings, small structures such as canopied bus stations, utility poles, traffic signals, and signs). Parcels vary in size and shape along either side of the corridor creating an irregular boundary for the architectural APE. This APE is considered sufficient to include all ground disturbing activities associated with construction of the new transit corridor and takes into account the potential for visual and audible effects to resources from construction or operation of either of the new LRT or BRT transit system.

The Nevada SHPO approved this APE in a letter dated December 11, 2017.

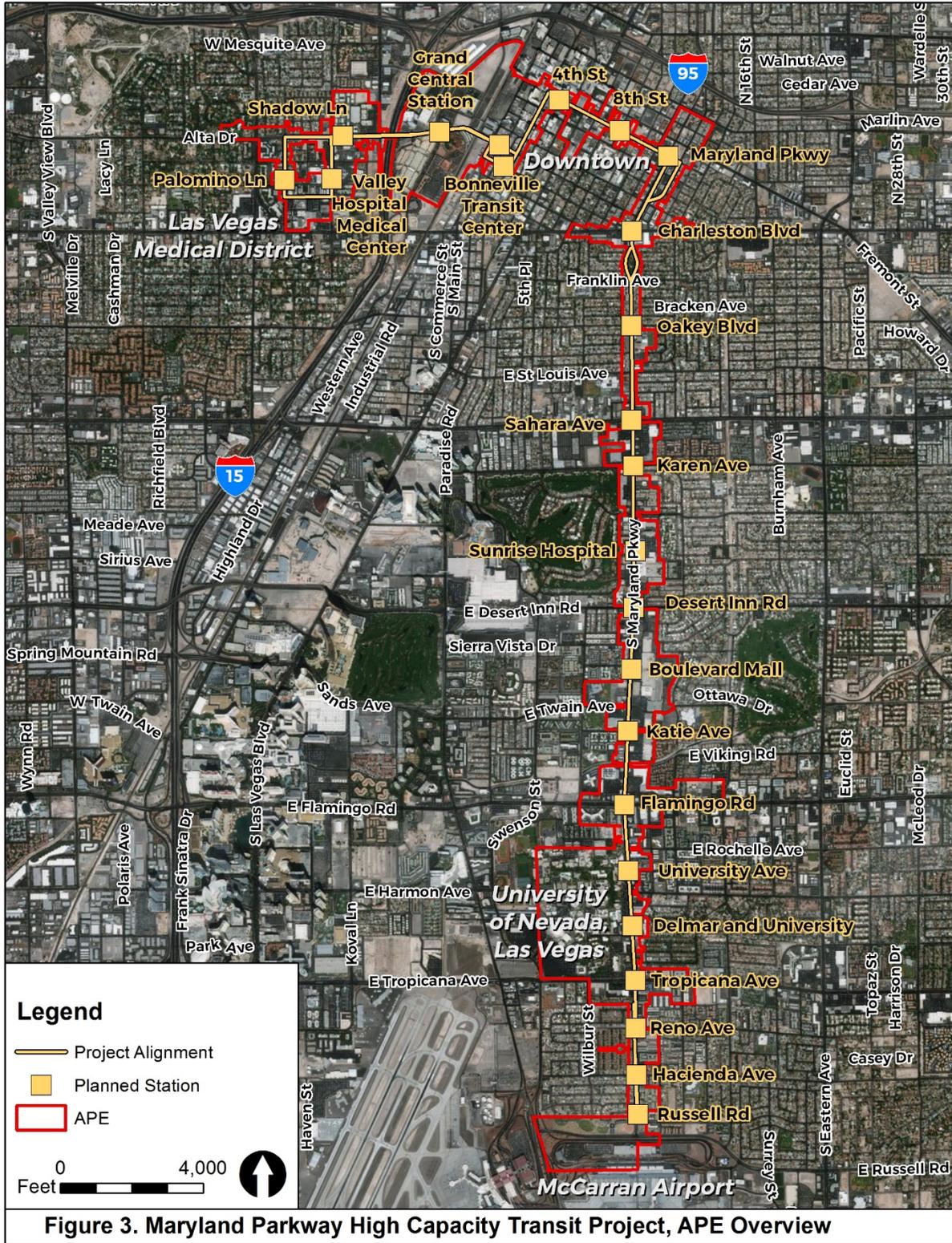


Figure 3. Maryland Parkway High Capacity Transit Project APE

2.0 METHODOLOGY

Methodology for the cultural resource survey consists of site files search, a review of previous cultural resource investigations, archival research, a review of Clark County real property records for parcels in the APE, and an architectural resource windshield survey. An initial scoping letter for the project was submitted to Nevada state agencies through the Nevada State Clearinghouse on February 25, 2016. Section 106 consultation was initiated with the Nevada State Historic Preservation Office (SHPO) on April 5, 2017. The NV SHPO responded in a letter dated May 10, 2017 to request additional information on the APE. A viewshed analysis was conducted and the APE was revised. The Nevada SHPO concurred with the APE in a letter dated December 11, 2017.

Native American Tribes with a specific interest in the project area were identified as part of the cultural resource survey and consultation letters to three tribes (Las Vegas Paiute, Moapa Paiute, and Pahrump Paiute) were sent on April 5, 2017. After no responses were received, each Tribe was contacted by telephone on May 15, 2017. A follow up email was sent to each Tribe on June 5, 2017. To date, no responses have been received.

2.1 Literature Review

The site files search was conducted using the Nevada Cultural Resource Information System (NVCRIS) and online Geographic Information System (GIS) database. An initial “data cut” of a 0.25-mile buffer around the existing transportation corridor was requested on April 21, 2016. The site files search included a review of previous cultural resource surveys and previously recorded cultural resources within the study area. The goal was to provide data on previously recorded resources to establish an area resource context and aid in the assessment of properties identified during the current study. Site Survey Forms, Historic Resource Inventory Forms (HRIF), and NRHP nomination forms were accessed from NVCRIS for additional information on resources in the study area. Additional research on NRHP-listed resources was conducted using the NRHP Focus Database online. A second, updated data cut to search for additional resources in the approved APE was provided on January 19, 2018.

Paul Bengston, Senior Planner with the City of Las Vegas Planning and Development Department, representative for the Certified Local Government (CLG) and Historic Preservation Commission, was contacted on January 23, 2018, for information on local cultural resource surveys and historic property designations. Reports on five surveys of resources in the City of Las Vegas were provided on January 25, 2018 to supplement the background research of the project area.

All reports are summarized in Section 3.1 and summary information on previously documented resources is included in Section 3.2. All previously identified resources in the APE are included in Table B-1 in **Appendix B**. GIS based maps of the APE showing the location of each resource are included in **Appendix C**.

2.2 Archival Research

Archival research was conducted to provide an historical overview of development in the general project area. The following maps and aerial photographs were utilized as part of the research:

- USGS Las Vegas NW and SW 7.5-Minute Topographic Quadrangle (USGS 1956, 1968, 1977, 1984, and 2013)
- Aerial Photographs of the project corridor (1950, 1965, 1973, 1983, 1994, 2004, 2013)
- Aerial Photographs of McCarran International Airport (Aerial Archives 1958 and 1973)

Research was conducted in person in the reserved section at the Clark County Public Library on February 11, 2018. Historic maps and photographs, newspapers, and oral histories available online from the Special Collections Library of UNLV and University of Nevada, Reno were consulted for information on the development of various campuses in the project area, construction of specific buildings, and on specific groups and individuals involved in Las Vegas development. Additional research was conducted using online resources including several newspapers and news sites, such as the Las Vegas Review-Journal and DTLV, institutional and business websites, the Las Vegas Historical Society website, the Classic Las Vegas website, local neighborhood preservation groups, and roadside architecture and thematic architectural enthusiast sites.

Property-specific research was conducted online using the Clark County Assessor's Office Records and Maps website <http://www.clarkcountynv.gov/assessor/Pages/RecordSearch.aspx>. All resources recorded in the Clark County records are being at least 45 years old (constructed by 1971) are included in Table B-1 in Appendix B and their locations are mapped in Appendix C. Records were reviewed to determine initial build dates, dates for subsequent modifications, and original and subsequent owners to assist with evaluations of integrity and historic association for eligibility recommendations.

A review of Clark County maps and parcel data was critical in identifying resources previously documented in the NVCRIS that are no longer extant. Numerous resources recorded in the Clark County records as being 45 years old were identified in the survey as empty lots or parking lots with no current buildings or structures. A few of the parcels contained modern buildings which replaced older buildings, although original construction dates are still listed in the county data. Several of the parcels with empty lots, parking lot, or modern buildings were the locations of resources that had been previously documented in NVCRIS. These resources are documented in Table B-1 as having been demolished. In some cases, new parcel numbers (APN) replaced the original parcel numbers resources were recorded under. For large developments comprising multiple parcels, particularly in the downtown area, several old parcels were combined to create a new parcel number. Maps in Appendix C include the locations of previously identified resources that have since been demolished; because parcel numbers and often addresses have changed, the location of demolished resources are approximate.

2.3 Viewshed Analysis

A viewshed analysis of the proposed Maryland Parkway High Capacity Transit project corridor was conducted by Parsons cultural resources and GIS specialists using Light Detection and Ranging (LIDAR) data, obtained in 2010 through remote sensing of the Las Vegas, Nevada area, to develop a Digital Surface Model (DSM) representing the elevation of features above ground level. A viewshed was then created by combining an observer point (or route) with a DSM. The viewshed determines what features can be seen from any given point based on the provided location and elevation (approximately six feet above ground surface which is roughly equivalent to the view from riders on mass transit vehicles) of the observer.

Of the 24 proposed locations of new transit stations along the proposed transit route, 16 were selected as observer points to provide representative viewsheds of buildings and features that are (or may be) visible from the most prominent features of the proposed new transit system. Northbound and southbound stations are located along opposite sides of the route near major intersections. The intersections were chosen as the observer points for the viewshed analysis. Along most of the Maryland Parkway portion of the route, every third station was selected, beginning from the southernmost station at E. Russell Street and extending north to the station at E. Charleston Boulevard. From that point north and west, each proposed station along the route into the downtown area was selected as an observer point. Views from these locations were selected largely because they include the concentration of tallest and most visible buildings downtown and because this area contains the most historic properties. Results of the analysis are included in Section 5.

2.4 Survey Methodology

An architectural survey and inventory was conducted from February 7-11, 2018 by an architectural historian who meets the Secretary of Interior Standards (SOI) Professional Qualifications Standards in Architectural History. The survey was conducted as a comprehensive windshield survey of buildings and structures over 45 years of age within the APE. Photography of the general project area consisted of overviews that include multiple buildings along the proposed project corridor. Individual photographs of each resource in the APE were not taken. In consultation with the Nevada SHPO in a conference call conducted on June 5, 2018, images of the primary façade of each resource were obtained from Google Streetview with photographs generally ranging in date from July 2016 to September 2017. These photographs are compiled in **Appendix D**.

The comprehensive windshield survey also included a visual inspection of surrounding resources and streetscapes along the project corridor to determine if any resources are located within a potential NRHP-eligible historic district. Several previously identified historic districts and neighborhoods comprised largely of residential buildings that are more than 45 years old occur along the project corridor. A summary of findings relative to existing historic districts and neighborhoods in the APE is included in Section 7.3.

An intensive survey was conducted of select parcels in the APE. Only these resources were evaluated for listing in the NRHP. Parcels were selected for architectural survey from within the indirect APE based on the potential for effects from the LRT alternative, which has the greatest potential effects from direct visual intrusions or right-of-way encroachment

on nearby properties. The parcels surveyed include those containing resources that are more than 45 years of age that are

- proposed for limited right-of-way extensions and additional easement for right-hand turn lanes, sidewalk expansion, and station construction
- in front of or adjacent (1 parcel on either side) to proposed new LRT stations
- immediately adjacent/across street from the proposed new maintenance facility

No parcels proposed for full or partial acquisition were determined to contain resources that are more than 45 years of age. From the list of parcels that met these criteria, several had been previously surveyed. Only those resources that were previously surveyed and determined Eligible were re-evaluated as part of the current survey effort. No resources previously determined Not Eligible were re-evaluated. In total, 41 resources were evaluated (n=35) or re-evaluated (n=6) for NRHP eligibility as part of the current survey effort.

The architectural survey and evaluation was conducted according to Nevada SHPO Architectural and Inventory Guidelines and the most recent version of the Nevada Architectural Resource Assessment (ARA) Form was completed for each resource surveyed at the intensive level (**Appendix E**). The locations of each resource were mapped in GIS, and a unique SHPO ID was assigned for each resource in NVCRIS.

3.0 RESULTS OF ARCHIVAL AND BACKGROUND RESEARCH

3.1 Previous Investigations

No previous cultural resource investigations have been conducted of the project area; however, 14 archaeological investigations and 20 architectural inventories have been conducted of resources or areas within the 0.25-mile study area (**Table 1**). Data from these surveys was used to establish an area resource context. However, only survey areas that overlap or are immediately adjacent to the APE are discussed in detail below. Information on ten archaeological or architectural surveys in or adjacent to the APE is provided.

In 1991, a preliminary archaeological survey and subsurface testing were conducted at site 26CK1493, to re-identify the site location and artifacts observed in 1977; no surface artifacts were located. However, based on the presence of prehistoric middens with depths of over 60 centimeters (cm) on adjacent prehistoric sites, three 1 x 1 m test units were excavated at the site (Knight & Leavitt Associates, Inc. [K&LA] 1992). No subsurface prehistoric artifacts or features were identified. Site 26CK1493 is no longer extant.

A reconnaissance level architectural survey was conducted for the Campaign Place development project located around Eighth and Odgen Streets. Sixty-one parcels with standing structures constructed on or before 1957 were identified; however, none of the buildings were considered individually eligible and the overall lack of neighborhood cohesiveness precluded creation of a historic district (Chase 1997). All buildings were subsequently demolished.

The NRHP-Listed Thematic Nomination of Properties Associated with the San Pedro, Los Angeles and Salt Lake Railroad (SP, LA, and SL RR) included the 1910 storehouse (Hanson Hall) building, the 1908 ice plant, the 1910 Victory (Lincoln) Hotel, and eight 1909-1912 bungalow style cottages built as railroad worker housing (Kuranda *et al.* 1987). The eight remaining examples of the cottages were located at 601 to 629 South Casino Center Boulevard and designated as the Railroad Cottage Historic District (Kuranda *et al.* 1987). Historical research on the cottages built by the Las Vegas Land and Water Company, a corporation created by the SP, LA, and SL RR was compiled in 2001. A total of 64 cottages were constructed between 1909 and 1912 and were located between Garces Street and Clark Street, and Second Street (now South Casino Center Boulevard) and Fourth Street. The cottages combined elements of the bungalow and square cottage designs and were built in four-room and five-room models (Thomson 2001). Of the eight resources designated as part of the historic district, only the property at 629 South Casino Center Boulevard is extant and is located in the APE.

Table 1. Previous Cultural Resource Investigations in the Study Area

Type	NVCRIS ID	Report Title/Description	Citation	Notes
Archaeological	No report number	Archaeological Test Excavation at Site 26CK1493, Las Vegas, Nevada. Prepared for Parsons Brinckerhoff Quade & Douglas, Inc., Tempe, Arizona. Prepared by Knight & Leavitt Associates, Inc., Las Vegas, Nevada.	K&LA 1992	Site testing; report appended to site form
Archaeological	12927; 5-87-1	A Cultural Resource Inventory of Proposed Noise Buffer Zones Adjacent to McCarran Airport in Las Vegas, Clark County, Nevada for TRA Consultants of Seattle, Washington	Rafferty and Blair 1986	Several survey areas near McCarran International Airport
Archaeological	NDOT-063-79C; 5-1053	Environmental Assessment for Interstate 15 (I-15) Charleston Blvd. Interchange, Las Vegas 70898. Nevada DOT	Firby 1979	Amorphous block survey; 2 sites in the survey area 26CK1492 and 26CK1493
Archaeological	10075	Cultural Resources Assessment, Cingular Wireless, Facility No. LV 475-03, Clark County, Nevada	Duke 2001	FCC; Spot survey
Archaeological	10131	Cultural Resources Assessment, Cingular Wireless, Facility No. LV 166-02, Clark County, Nevada	Duke 2002a	FCC; Spot survey
Archaeological	10162	Cultural Resources Assessment, Cingular Wireless, Facility No. LV 165-02, Clark County, Nevada	Duke 2002b	FCC; Spot survey
Archaeological	11342	Class I Cultural Resources Literature Review of the Rancho Nursing Care Site, Las Vegas, Clark County, Nevada	Rafferty 1992	Archaeological Research of Southern Nevada (ARSN); Block survey
Archaeological	11358	Cultural Resource Survey of Lands Proposed for Use as RTC Facilities, Las Vegas, Nevada	Kuhr 1993	Block survey (2 areas)

Table 1. Previous Cultural Resource Investigations in the Study Area

Type	NVCRIS ID	Report Title/Description	Citation	Notes
Archaeological	12104	Cultural Resources Technical Report for the AT&T Communications Fiber Optic Project between Flagstaff, Arizona and Las Vegas, Nevada	Davis <i>et al.</i> 1989	Bureau of Land Management (BLM); Linear rail line survey
Archaeological	12525	Archaeological Element, Historic Preservation Assessment and Planning Process, City of Las Vegas	Lyneis <i>et al.</i> 1978	BLM; Linear roadway survey; Sites 26CK1492 and 26CK1493 identified
Archaeological	12894	Summary of the Woodward-Clyde Consultants (1988) and the Dames and Moore (1987) Cultural Resource Reports for the Williams Telecommunication and Sprint Fiber Optic Cable Lines in Clark County, Nevada	Peak & Associates 1988	BLM; Linear survey
Archaeological	13677	Clark County Advanced Wastewater Treatment (AWT) Plant Right-of-Way Survey (N-16655)	Rolf 1977	BLM; Linear survey area
Archaeological	10829; BR61	A Cultural Resource Survey for the Robert B. Griffith Water Project Transfer of Title of Federal Facilities, Clark County, Nevada	Seymour and Rager 2000	Linear roadway survey area
Archaeological	MISC 19	Archaeology and Education in the Las Vegas Valley: A Cultural Resource Survey and Inventory in the Las Vegas Wash and Ice Box Canyon Areas, Las Vegas, Clark County, Nevada. Community College of Southern Nevada Archaeological Papers.	Rafferty 1991	Spot survey areas on map
Architectural	152	Fremont Street Pedestrian Improvements, Las Vegas: Cultural Resources Inventory and Evaluation Report	Painter 2006	Medium tract
Architectural	465	Cultural Resources Study of the Chapman Drive and Thelma Lane Project: T-Mobile Site Number TM-VG-08659-A, 1501 East Charleston Boulevard, Las Vegas, Clark County, Nevada 89101	Earth Touch 2007	Federal Communications Commission (FCC); Small tract

Table 1. Previous Cultural Resource Investigations in the Study Area

Type	NVCRIS ID	Report Title/Description	Citation	Notes
Architectural	517	Historic Properties Inventory, Central City Intermodal Transportation Terminal, Las Vegas, Clark County, Nevada	Marshall 2007	Federal Transit Administration (FTA); Large linear tract
Architectural	5481	L'Octaine Housing and Retail Development Project	NVCRIS	no report; forms only
Architectural	5978	Project Neon: A Historic Architectural Survey of 3.06 Miles (3,016.7 Acres) Along I-15 for Proposed Freeway Improvements Between US 95 and Edna Avenue, Las Vegas, Clark County, Nevada. Prepared for the Nevada Department of Transportation, Environmental Services Division, Carson City, Nevada. Prepared by The Cultural Resources Division, The Louis Berger Group, Inc., Las Vegas, Nevada.	Hohmann <i>et al.</i> 2007	Large linear tract
Architectural	6484	Neon Boneyard Historic Resources Survey and Inventory Report, Las Vegas, Nevada, Phases I & II	TEC, Inc. 2008	National Park Service Historic Preservation Fund (HPF); Small tract
Architectural	7033	Huntridge Tracts 1 and 2 Historic Resource Survey and Inventory	Painter 2005	Large tract
Architectural	7058	Las Vegas Main Street Historic District National Register of Historic Places Nomination Submission	Thomas 2006	Large tract
Architectural	7088	The Huntridge and Southridge Tracts: Phase II Survey and Inventory of the Southridge Neighborhood, Las Vegas, Clark County, Nevada. Prepared for the City of Las Vegas, Development Services Center and Historic Preservation Commission. Prepared by Kautz Environmental Consultants, Inc., Reno, Nevada.	Harmon <i>et al.</i> 2010	Large tract
Architectural	7107	"The Next Close Area," A Reconnaissance Level Survey to Inventory Historic Buildings Around Eighth and Ogden Streets, City of Las Vegas, Campaigne Place Development Project	Chase 1997	Large tract; All buildings demolished

Table 1. Previous Cultural Resource Investigations in the Study Area

Type	NVCRIS ID	Report Title/Description	Citation	Notes
Architectural	7437	Mayfair Homes Historic Resources Survey and Inventory, City of Las Vegas	20th Century Preservation 2009	HPF; Large tract
Architectural	19331	Phase II Huntridge Neighborhood Historic Resource Survey and Inventory	Moruzzi 2014	NPS; Large tract
Architectural	21319	John S. Park Historic District NRHP Nomination Form	Mooney 2011	HPF; Large tract
Architectural	21428	Hugh E. Taylor, Las Vegas Mid-Century Architect, Hugh E. Taylor Research and Paradise Palms Units 1 & 2 Historic District Inventory and Survey. Prepared for the Nevada State Historic Preservation Office, Carson City, Nevada. Prepared by the Nevada Preservation Foundation, Las Vegas, Nevada.	Larime 2015	Large tract
Architectural	A121	A Historical Architectural Survey and National Register of Historic Places Eligibility Recommendations for Structures Present Along a One-Mile Corridor between Sahara Boulevard and Charleston Boulevard for the Interstate 15 Study, Las Vegas, Clark County	Ryden 1999	
Architectural	A124	The Cottages: A Property Survey	Thomson 2001	
Architectural	A138	Las Vegas High School Neighborhood Historic Resources Survey - Volumes I & II	Wright 1988	
Architectural	A734-A737; A743-A745	The Historic Properties Survey, Fixed Guideway Project, Area of Effect, Clark County, Nevada. Prepared by Knight & Leavitt Associates, Inc. Prepared for Parsons Brinkerhoff and Regional Transportation Commission of Southern Nevada	K&LA 2002	Documentation consists of 4 binders of forms, 3 binders of photographs, and the EA

Table 1. Previous Cultural Resource Investigations in the Study Area

Type	NVCRIS ID	Report Title/Description	Citation	Notes
Architectural	A88/B1076	Historic Resources Inventory Form: 221 S. 8th Street, Las Vegas, NV 89101 - SDASHS City Center Apartment Project	Reynolds 2001a	Single building survey: Mission style one story (demolished)
Architectural	A89/B1077	Historic Resources Inventory Form: 200 S. Ninth Street, Las Vegas, NV 89101 - SDASHS City Center Apartment Project	Reynolds 2001b	Single building survey: Tudor Revival two story (demolished)
Architectural	N/A	City of Las Vegas Historic Resource Survey and Inventory, Downtown Las Vegas, Nevada	20 th Century Preservation 2002	Large tract; several eligible properties identified
Archaeological / Architectural	N/A	Historic Preservation Inventory and Planning Guidelines, City of Las Vegas (Architectural Resource Inventory and Archaeological Analysis)	Charles Hall Page and Associates, Inc. (CHP) and University of Nevada Las Vegas (UNLV), Dept. Anthropology 1978	Survey of 5 areas (a. - e.) in downtown Las Vegas, including UPRR yards
Architectural	N/A	National Register of Historic Places Eligibility Assessment of the World War II Era Huntridge Neighborhood, Las Vegas, Clark County, Nevada. Prepared by North Wind Resource Consulting, LLC.	Rayle and Ruter 2017	NRHP eligibility assessment for Tract Nos. 1–5 of the WWII era Huntridge Neighborhood

One of the earliest cultural resource surveys in the City of Las Vegas was conducted by Charles Hall Page and Associates, Inc. (CHP) with archaeological resource analysis by the Department of Anthropology at the University of Nevada, Las Vegas (CHP and the UNLV Department of Anthropology 1978). The study included an historic/architectural resource inventory that documented all architectural resources constructed before 1951 in the City of Las Vegas. Among the criteria applied to evaluate each resource were architectural significance, environmental significance, and historical/cultural significance. The evaluation resulted in a rating for each resource as Exceptional, Excellent, or Good. Exceptional resources are considered NRHP-eligible at the national, state or local level. Excellent resources include some which may be NRHP-eligible but all of which should be assigned to the state inventory and local landmark status, and Good resources were defined as those that should be on the state inventory and may warrant protection at the local level. Several resources in the current APE were first identified as part of this survey but later re-evaluated in other surveys and assigned an NRHP eligibility recommendation of Eligible or Not Eligible in NVCRIS that was used for their status recommendations in this survey. Several of the downtown historic resources have been demolished since they were documented as part of this survey.

An architectural survey of a selected area of downtown Las Vegas was conducted to inventory and document historic properties (20th Century Preservation 2002). Work was conducted for the city of Las Vegas Planning and Development Department and was to be used as a preservation planning tool during future revitalization and development efforts for this area. The boundaries for the survey are roughly Bonanza Avenue to the north, Charleston Boulevard to the south, First Street to the west and Maryland Parkway to the east. The survey boundaries include several historic subdivisions, including Clark's Las Vegas Townsite, the South, Hawkins, Ladds, Grandview, Pioneer Heights, and Wardie Additions, Buck's Subdivision, and the Fairview Tract. Portions of this survey area overlap the current project area. Of a total 301 surveyed buildings, 30 were determined to be eligible for listing in the NRHP based on architectural integrity, as well as association with local/national trends. Each resource documented in this survey is also identified in NVCRIS by a SHPO ID number. In cases where there was a discrepancy in NRHP eligibility recommendations between the report and NVCRIS, information from NVCRIS was used in documenting eligibility for resources in the current study's APE.

A cultural resource inventory and evaluation investigation was conducted in conjunction with proposed pedestrian, street, and signage improvements on East Fremont Street between Las Vegas Boulevard and Eighth Street in downtown Las Vegas. Twenty-two buildings on 24 parcels were assessed. Only the 1951 International Style Penney's Building (now the Fremont Medical Center, at 520 Fremont Street) and the 1941 Spanish Colonial Revival El Cortez Hotel and Casino (at 600 Fremont Street) were recommended as eligible (Painter 2006).

A historic architectural survey for proposed Interstate 15 (I-15) Freeway improvements between US 95 and Edna Avenue in Las Vegas was conducted in 2007 (Hohmann *et al.* 2007). Of 1,261 standing properties and 193 outbuildings in the project area, 679 resources were of sufficient age to warrant further study. A total of 185 resources of the 679 resources were determined to exhibit sufficient age, integrity and significance to be

evaluated for eligibility for listing on the NRHP. Fifty-two (52) of the 120 contributing elements of the Las Vegas Main Street Historic District, occurred in the proposed project area. Only 14 individual resources were determined eligible and included residential, commercial, industrial, and medical buildings.

An architectural inventory was conducted for the Central City Intermodal Transportation Terminal. Seventy-seven buildings were assessed. Three resources were recommended as eligible: 625 1st Street South, 105 Bonneville, East and 200 Garces Avenue (Marshall 2007).

Historical research into the archival architectural drawings prepared by Hugh E. Taylor and subsequent reconnaissance survey of the Paradise Palms Units 1 and 2 was conducted (Larime 2015). All of the 72 residential buildings surveyed are Contemporary-style single family Ranch homes, a common style during post-World War II construction. All buildings were designed and built between 1960 and 1961. Thirteen residences were recommended as individually eligible and 35 resources, including the 13 individually eligible resources, were recommended as contributing elements to a potential historic district.

Three architectural surveys have been conducted of houses in the Huntridge neighborhood, which occurs toward to the north end of Maryland Parkway in the APE. The Huntridge neighborhood represents an early example of the most progressive community-oriented planning conducted under the Federal Housing Administration in the 1940s. In 2005, an architectural inventory was conducted for Huntridge Tracts 1 and 2, consisting of 148 single family homes. The buildings are Traditional Style Ranch houses. Due to the lack of integrity of the individual buildings, none of the Huntridge homes were recommended individually eligible nor did they contain sufficient architectural elements to be considered a historic district (Painter 2005).

An architectural survey was conducted of 42.5 acres containing 192 parcels in the Southridge and Huntridge tracts in an area bounded by East St. Louis Avenue to the south, South 10th Street on the west, South Maryland Parkway on the east, and East Oakey Boulevard to the north (Harmon *et al.* 2010). The purpose of the survey was to continue documenting post-World War II housing tracts in Las Vegas as part of an ongoing effort to survey and inventory the historic neighborhoods in the City to be used as planning tools by the Planning and Development Department, the Neighborhood Services Department, and the Historic Preservation Commission. Nineteen residential buildings were determined to be individually eligible for listing in the NRHP and 73 others, while not individually eligible, would be contributing elements to a potential historic district. The residential buildings represented early Ranch and Minimal Traditional architectural styles. Several houses within the Huntridge and Southridge neighborhoods occur within the APE.

An intensive level architectural survey of Huntridge Subdivision Tract 3 resulted in the identification of 134 single-family residences and a neighborhood park located within one of five tracts built in the Huntridge Subdivision primarily between 1942 and 1944. Almost all of the houses in Tract 3 have experienced substantial alterations and the majority no longer retain the aspects of integrity that would make them eligible for the NRHP

individually or as part of an historic district. However, three properties representing different house styles/models in the neighborhood were determined to be individually eligible for the NRHP at the local level of significance: 1320 Jessica Avenue, 1433 Cottonwood Place, and 1425 Francis Avenue (Moruzzi 2014).

A comprehensive windshield survey and NRHP eligibility assessment of Tract Nos. 1–5 of the Huntridge Neighborhood was conducted as part of the City of Las Vegas’ ongoing process to document its historic neighborhoods (Rayle and Ruter 2017). The purpose of the survey was to determine if a local or NRHP-eligible historic district was located within the neighborhood boundaries and which properties would be contributing resources. The windshield survey of the Huntridge neighborhood resulted in the identification of 601 buildings, of which 556 are residential and 45 are commercial. All of the commercial properties are concentrated along South Maryland Parkway (within the current project area). The survey recommended one newly proposed historic district, the Huntridge Neighborhood Tract No. 2 Historic District. The district is recommended eligible under Criterion A for its association with the growth of residential subdivisions in Las Vegas during World War II (WWII), and under Criterion C for its collection of homes constructed in the Minimal Traditional and Ranch styles. The district is comprised of 49 single family dwellings, of which 25 are recommended contributing and 24 are recommended non-contributing. Numerous resources documented within this survey occur within the indirect APE for this project. Two of the parcels selected for survey as part of the current study had been previously determined not eligible in this study and therefore, were not re-evaluated. The survey was not conducted as part of a Section 106 compliance project but is currently under review by the CLG coordinator at the SHPO. Findings of the survey are considered recommendations, pending review by the Nevada SHPO.

3.2 Previously Recorded Cultural Resources

Archaeological Sites

One (1) archaeological site is mapped within the archaeological APE of the project (Table 2; Figure 4). Site 26CK1767 is a multi-component site with a prehistoric lithic scatter and historic dump; however, it was destroyed by nearby construction. No extant archaeological sites occur within the direct APE.

Table 2. Previously Recorded Archaeological Sites within the APE

Site Number	Site Name	Temporal Association	Description	NRHP Eligibility Status	Reference	Comment
26CK1767	N/A	Prehistoric and Historic	Surface lithic scatter and mano; historic dump (bottles and cans)	Not evaluated	Acker 1979	Likely destroyed by construction of a shopping center underway at time of survey

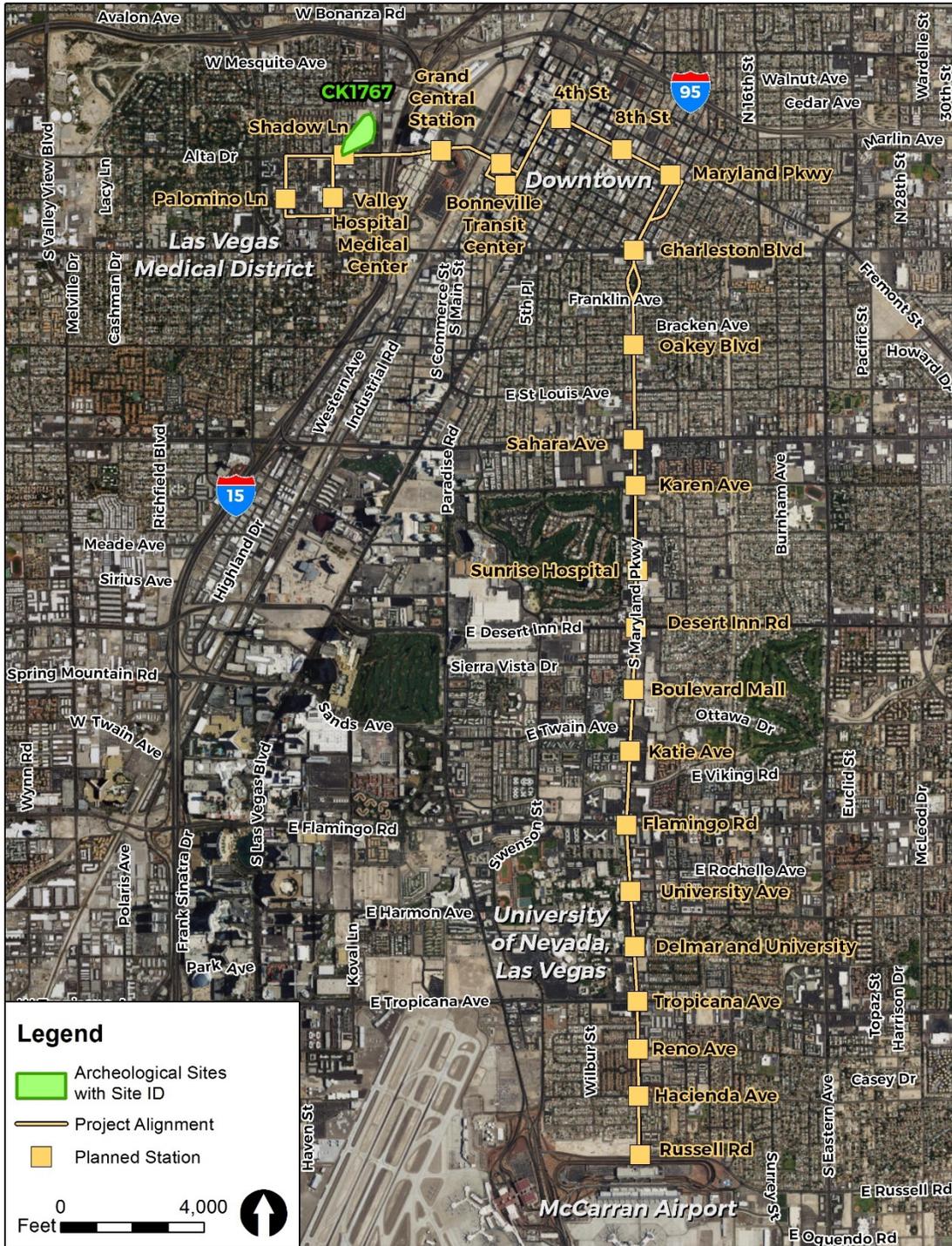


Figure 4. Archaeological Site within the APE
(figure to be redacted from publicly available versions of this report)

Architectural Resources

A review of architectural resources in the APE was conducted in NVCRIS. Data from one recent survey not yet incorporated in NVCRIS also identified resources in the APE considered eligible or contributing to a potential historic district (Rayle and Ruter 2017). In NVCRIS, architectural resources are recorded as either Urban Architectural Resources and/or in the Nevada State Register of Historic Properties (NVSRH) or NRHP. The Nevada State Museum also assigned trinomials (similar to those provided for archaeological sites) to several important architectural resources, many of which were later nominated to the NRHP. The site files search indicates that only four (4) NVSRHP or NRHP-listed resources occur in the architectural APE: El Cortez Hotel and Casino, the Huntridge Theater and a railroad cottage and the Victory (Lincoln) Hotel associated with the San Pedro, Los Angeles, and Salt Lake Railroad (**Figure 5**). Ten (10) properties in the APE have been determined individually eligible and an additional three (3) are not individually eligible but are considered contributing elements to NRHP-eligible historic districts, with SHPO concurrence (**Table 3**). Seventy-nine (79) resources in the APE have been previously determined not eligible for the NRHP with SHPO concurrence (**Table 4**). Information on these resources is included in Appendix B. A proposed NRHP-eligible historic district is recommended for a portion of the Huntridge Subdivision, Tract No. 2 (Rayle and Ruter 2017). Four resources within the boundary of this proposed district are located within the current APE, two of which are considered contributing elements. Concurrence on the eligibility of the district and contributing elements is pending Nevada SHPO review.

El Cortez Hotel and Casino. Located at 600 Fremont Street, the El Cortez Hotel and Casino was constructed in 1941 and renovated in 1952. It is listed on the NRHP under Criterion A for its historic association with the economic and entertainment development of Las Vegas and Fremont Street, in particular, from the early 1940s through the early 1950s. A parking garage added in the 1970s and a 15-story hotel tower completed in 1984, are not considered contributing elements to the historic property (Moruzzi and Fogelquist 2012). The architectural style of the El Cortez Hotel and Casino is primarily Spanish Colonial Revival, characterized by asymmetrical massing, low pitched roofs covered with clay tiles, shallow eaves, arched openings, covered porches or arcades, and recessed rectangular windows with lintels. The exterior is clad in stucco and exposed brick with “weeping” mortar. Decorative elements include wrought iron balconettes, glazed tiles, clay pot chimney caps, and round towers with conical caps.

Huntridge Theater. The Huntridge Theater, located at 1208 Charleston Boulevard, was constructed in 1943-1944 and is located at the large, busy intersection of Maryland Parkway and Charleston Boulevard, north of the Huntridge residential neighborhood (Lenz 1993; Harmon 1999). It served as a movie theater for almost five decades before a local non-profit group, Friends of the Huntridge Theater, purchased the theater and an adjacent building in an attempt to convert the space to a performing arts center in the 1990s. The theater is listed on both the NRHP and the NVSRHP. Alterations over time have included loss of original landscaping and changes to the interior and exterior of the original theater building. The Huntridge Theater is adjacent to a former bank building (constructed in 1948,

address 1200 E. Charleston Boulevard) and former post office building (built in 1958, address 1125 S. Maryland Parkway). As documented in the NRHP and NVSRHP, the historic property consists only of the original theater building and two parcels. The attached former bank and post office buildings had not been separately evaluated for NRHP eligibility. They are documented as part of the current study. The historic property totals about two acres and includes the historically associated parcel (used as parking lots to the north, east, and south of the theater building) (Figure 6). Parking lots on parcels associated with the former bank and post office occur on the west side of the building, along Maryland Parkway.

Properties Associated with the San Pedro, Los Angeles, and Salt Lake Railroad. This historic property includes three contributing buildings (the 1910 storehouse building (Hanson Hall), the 1908 ice plant, the 1910 Victory (Lincoln) Hotel) and one, eight-building historic district, associated with the founding and early development of Las Vegas as a railroad town (Kuranda *et al.* 1987; Thomson 2001). Within the current project APE, only the 1910 Victory (Lincoln) Hotel and one of the eight bungalow-style cottages (ca. 1909-1912) located at 629 S. Casino Center Boulevard are extant. The cottage has been converted to a business and is categorized as a commercial building. (Two additional railroad cottages are located on South Third Street outside the APE and were not elements of the thematic nomination.) The Victory (Lincoln) Hotel is located at 307 South Main Street and was constructed in 1910. This Mission-style two-story hotel was used by rail passengers as it was located directly across the street from the train depot (Kuranda *et al.* 1987).

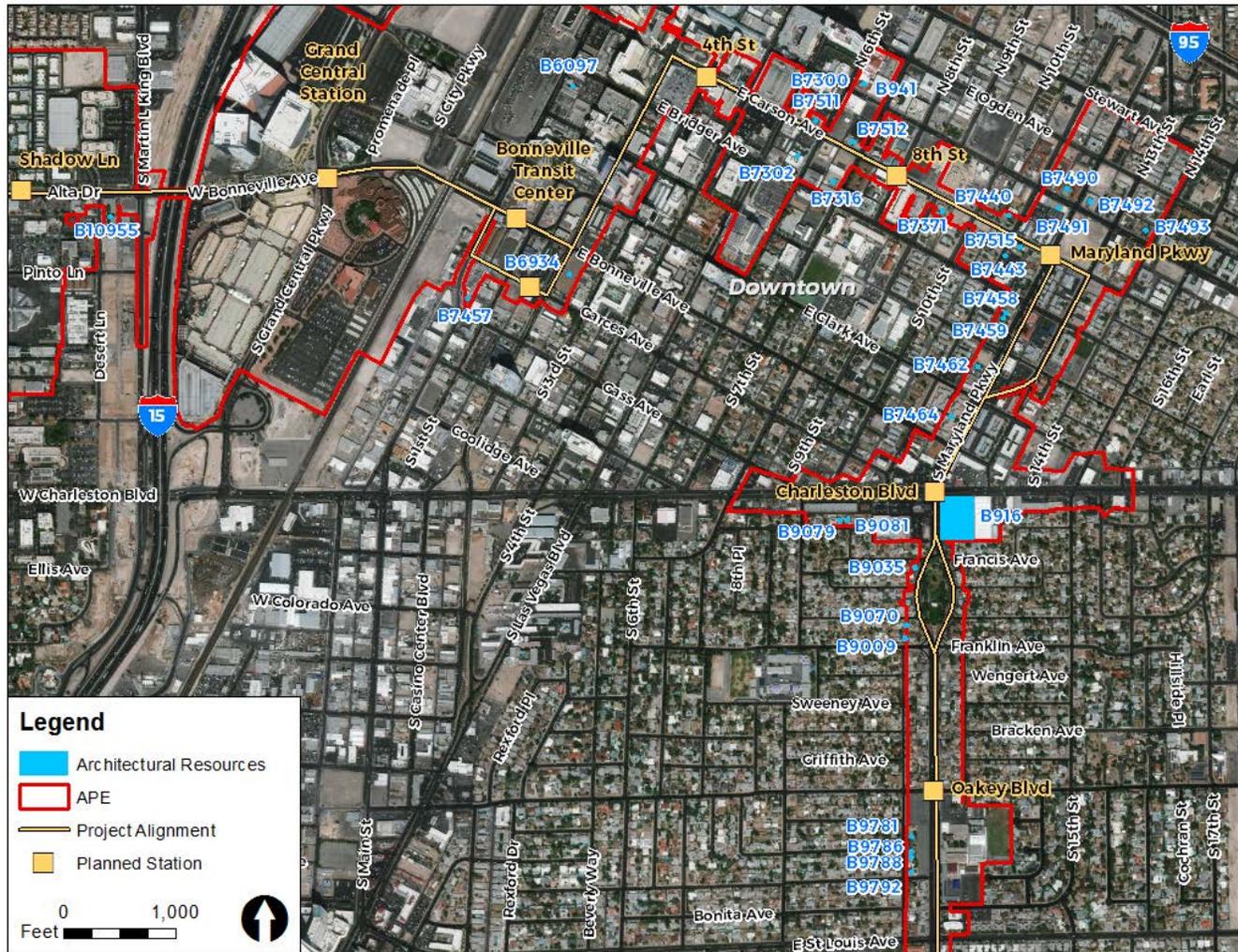


Figure 5. NRHP-Listed and Eligible Architectural Resources in the APE

Table 3. NRHP-Listed, Eligible, and Contributing Resources in the APE

SHPO ID	Address	Historic Name	Current Name	Period	Style/ Description	Date Built	NRHP Status
B916/ 990103/ 93000686	1208 E. Charleston Boulevard	Huntridge Theater	Huntridge Performing Arts Center	Post- World War II		1946	Listed
B941/13000010	600 Fremont Street	El Cortez Hotel	El Cortez Hotel and Casino	Late 19th/20th Century American Movement	Spanish Colonial Revival	1941	Listed
B6097	629. S Casino Center Boulevard	Railroad Cottage	Bail Bonds/ Lightning Bail	Late 19 th /20 th Century American Movement	Bungalow/ Craftsman	1910	Listed
B6097/ 64000531	307 S. Main Street	Victory Motel	Lincoln Motel (vacant)	Late 19th / 20th Century Revivals	Mission/ Spanish Colonial Revival	1928	Listed
B7300	124 S. 6th Street	Carson Hotel	John E. Carson Hotel	Post-World War II	Contemporary	1955	Eligible
B7302	218 S. 6th Street	Beverly Palms Hotel	Beverly Palms Hotel	Post-World War II	Contemporary	1953	Eligible
B7316	222 S. 7th Street			Late 19th / Early 20th Century American Movement	Bungalow/ Craftsman	1934	Eligible
B7371	201 S. 9th Street	Pioneer Heights		Late 19th / Early 20th Century American Movement	Bungalow/ Craftsman	1935	Eligible
B7372	207 S 9th St	Pioneer Heights		Late 19th / Early 20th Century American Movement	Bungalow/ Craftsman	1935	Eligible

Table 3. NRHP-Listed, Eligible, and Contributing Resources in the APE

SHPO ID	Address	Historic Name	Current Name	Period	Style/ Description	Date Built	NRHP Status
B7373	207-½ S 9th St	Pioneer Heights		Late 19th / Early 20th Century American Movement	Bungalow/ Craftsman	1940	Eligible
B7411	221 S. 10th Street		Desert Cactus Apartments	Post-World War II	Ranch	1951	Eligible
B7440	126 S. 11th Street			Late 19th / Early 20th Century American Movement	Bungalow/ Craftsman	1937	Eligible
B7457	210 S. Maryland Parkway			Post-World War II	Contemporary Ranch	1955	Eligible
B7458	310 S. Maryland Parkway			Post-World War II	Contemporary Ranch	1953	Eligible
B7459	312 S. Maryland Parkway			Post-World War II	Ranch	1953	Eligible
B7462	412 S. Maryland Parkway			No Style Stated	Eclectic	1951	Eligible
B7464	506 (518) S. Maryland Parkway			No Style Stated	Eclectic	1947	Eligible
B7490	1111 Fremont Street		Lucky Motel	Post-World War II	Ranch	1951	Eligible/ Contributing to potential district
B7491	1112 Fremont Street			Modern Movement		1955	Eligible
B7492	1200 Fremont Street		Las Vegas Motel	Post-World War II	Ranch	1944	Eligible/ Contributing to potential district
B7493	1313 Fremont Street		Valley Motel	Post-World War II	Ranch	1952	Eligible/ Contributing to potential district
B7511	513-515 E. Carson Avenue		Sidewalk Market	Modern Movement	Modernistic/ Moderne	1953	Eligible

Table 3. NRHP-Listed, Eligible, and Contributing Resources in the APE

SHPO ID	Address	Historic Name	Current Name	Period	Style/Description	Date Built	NRHP Status
B7512	622-624 (616) Carson Avenue		Downtown Plaza	Modern Movement	Modernistic/ Moderne	1935	Eligible
B7515	1105 E. Carson Avenue			No Style	Vernacular	1935	Eligible
B9035	1140 S. Maryland Parkway	Huntridge Subdivision		World War II	California Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
B9070	1138 Norman Avenue	Huntridge Subdivision		World War II	California Ranch	1942	Not individually eligible; contributing to proposed Huntridge HD
B9081	1029 Yucca Avenue	Huntridge Subdivision		Modern Movement	California Ranch	1944	Eligible and contributing to proposed Huntridge HD
B9781	1805 S. 11th Street			Modern Movement	Contemporary	1951	Eligible
B9786	1901 S. 11 th Street	Southridge Subdivision		Modern Movement	Contemporary	1951	Not individually eligible but contributing to a 1950s subdivision Historic District
B9788	1905 S. 11 th Street	Southridge Subdivision		Modern Movement	Contemporary	1951	Not individually eligible but contributing to a 1950s subdivision Historic District
B9792	1913 S. 11 th Street	Southridge Subdivision		Modern Movement	Contemporary	1951	Not individually eligible but contributing to a

Table 3. NRHP-Listed, Eligible, and Contributing Resources in the APE

SHPO ID	Address	Historic Name	Current Name	Period	Style/ Description	Date Built	NRHP Status
							1950s subdivision Historic District
B10955	501 Desert Lane		Neon Apartments	Modern Movement	International	1963	Eligible
	1600 S Maryland Pkwy	Huntridge Subdivision	Huntridge Subdivision	World War II	California Ranch	1942	Eligible; contributing to proposed Huntridge HD
	1330 S Maryland Pkwy	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1324 S Maryland Pkwy	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Eligible; contributing to proposed Huntridge HD
	1605 S 11th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1515 S 11th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1325 S 11th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD

Table 3. NRHP-Listed, Eligible, and Contributing Resources in the APE

SHPO ID	Address	Historic Name	Current Name	Period	Style/ Description	Date Built	NRHP Status
	1321 S 11th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1311 S 11th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1301 S 11th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1411 S Maryland Pkwy	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1614 S 13th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1414 S 13th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD

Table 3. NRHP-Listed, Eligible, and Contributing Resources in the APE

SHPO ID	Address	Historic Name	Current Name	Period	Style/ Description	Date Built	NRHP Status
	1404 S 13th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1306 S 13th St	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1204 Norman Ave	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1037 Yucca Ave	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD
	1009 Yucca Ave	Huntridge Subdivision	Huntridge Subdivision	World War II	Minimal Traditional Ranch	1944	Not individually eligible; contributing to proposed Huntridge HD

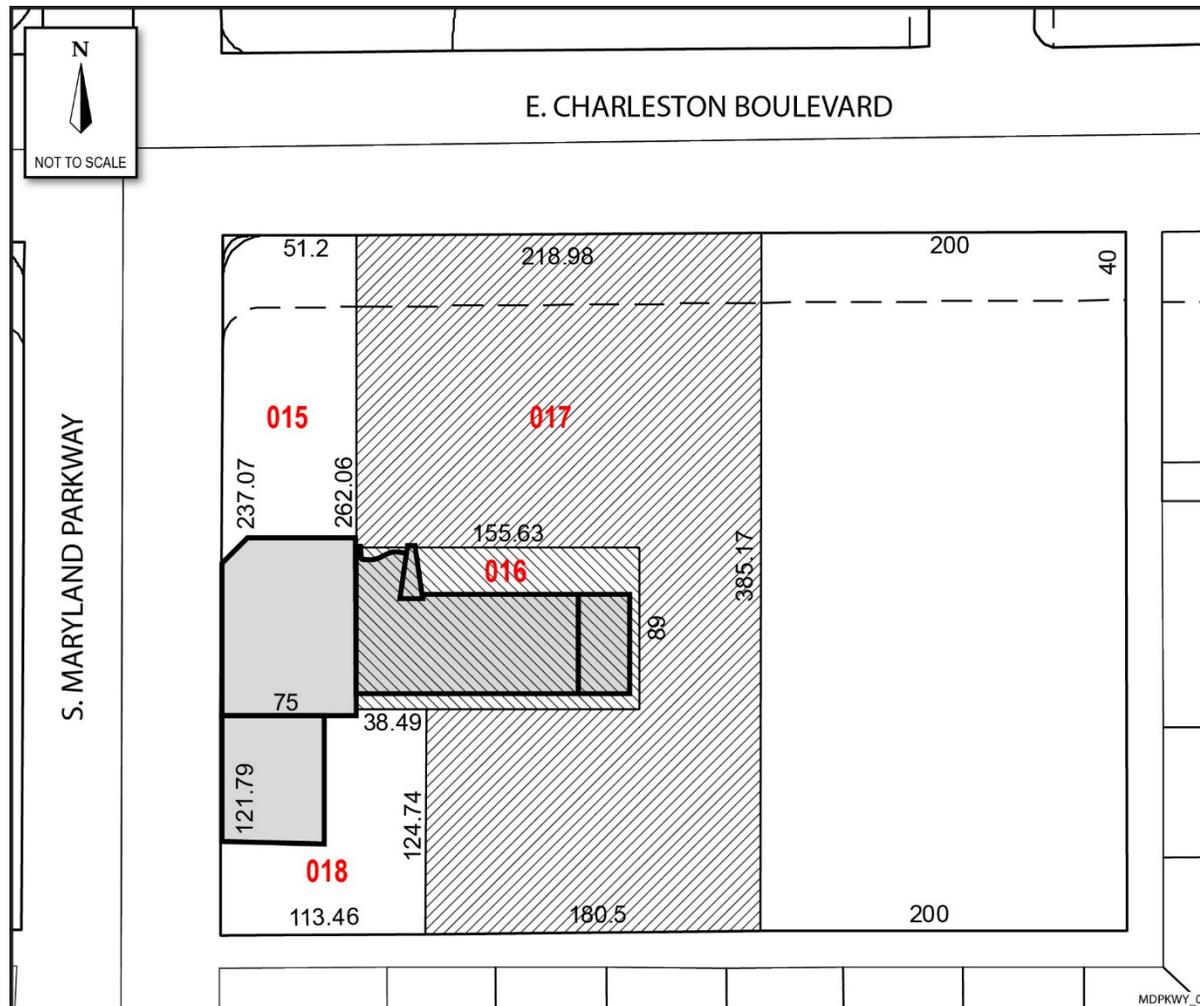


Figure 6. Huntridge Theater building and original parking lot (B916;990103;93000686) occupies the hatched parcels (016 and 17); parcels 015 and 018 are associated with non-contributing resources to the historic property.

Properties of Religious or Cultural Significance to Native American Tribes

Native American Tribes with a potential interest in the project area based on location or historical ties to the area were identified as part of this cultural resource survey; The FTA sent consultation letters to three tribes, the Las Vegas Paiute, Moapa Paiute, and Pahrump Paiute, on April 5, 2017. After no responses were received, each Tribe was contacted by telephone on May 15, 2017. A follow up email was sent to each Tribe on June 5, 2017. To date, no responses have been received. Based on a preliminary review, no properties of religious or cultural significance to Native American Tribes are known to occur in the APE.

3.3 Results of Background Research

Based on a review of the Clark County real property records, 260 resources in the APE are at least 45 years of age and have not been previously evaluated for NRHP eligibility; 55 previously unevaluated resources are now demolished and vacant lots or parking lots. In total, 277 architectural resources in the APE are either listed on, eligible for listing on, contributing to an historic district, or are unevaluated (considered potentially eligible) for listing on the NRHP (Table 4; Appendix B). Additional resources have been recently surveyed for the City of Las Vegas and their NRHP eligibility status is pending SHPO review (Rayle and Ruter 2017; Table 4). Development on the east and west sides of the Maryland Parkway corridor includes residential (single-family homes, multi-family homes [e.g., duplexes, triplexes, and fourplexes], and apartment buildings), commercial (office buildings, hotels, casinos, theaters, banks, small businesses and shopping centers), industrial (warehouses near the UPRR yard), educational, recreational, civic/government, community and public service (e.g., hospitals/medical centers, and churches), and parking lots or vacant land (Table 4). Several buildings originally constructed as residences have been converted to commercial uses and are counted here as commercial.

Several survey guidelines and historic contexts applicable to resources in the survey area were identified to assist in the evaluation for NRHP eligibility including the City of Las Vegas Historic Properties & Neighborhoods Preservation Plan Element of the Las Vegas 2020 Master Plan (City of Las Vegas 2015) and the Historic Preservation Inventory and Planning Guidelines. City of Las Vegas, 1978 (CHP and UNLV Anthropology Department 1978).

Additionally, a historic context on post-World War II housing in Clark County was prepared in 2015 (Rayle and Ruter 2015) and includes two of the subdivisions in the APE: the Vega Verde and Huntridge subdivisions. The historic context provides detailed guidance on the application of NRHP criteria and identification of qualifying characteristics under the seven aspects of integrity for individual architectural styles and for subdivisions as a whole (Rayle and Ruter 2015). Many of the commercial resources represent small businesses located in converted single family homes which may be part of subdivisions. A subsequent survey of all residential and former residential buildings in the Huntridge neighborhood documented parcels dating to this period in the APE (Rayle and Ruter 2017).

Table 4. Summary of Resources more than 45 years of age by Property Type and NRHP Status in the APE¹

Resource Type	NRHP-Listed	Eligible/Contributing with SHPO concurrence	Not Eligible/Contributing with SHPO concurrence	Not Eligible ² with SHPO concurrence	Eligible/Contributing pending SHPO review ³	Not Eligible/Contributing pending SHPO review ³	Not Eligible ² pending SHPO review ³	Unevaluated	Total
Residential	-	6	3	19	2	16	46	124	216
Commercial	4	4	-	28	1	1	37	114	189
Industrial	-	-	-	3	-	-	-	-	3
Educational	-	-	-	-	-	-	1	4	5
Recreational	-	-	-	-	-	-	1	-	1
Civic/Government/Public	-	-	-	-	-	-	2	18	20
Parking Lot/Demolished	11	7	-	29	-	-	-	55	102
Total	15	17	3	79	3	17	87	315	536

¹Resource counts based on data collected in the site files search, documentary research, and county parcel data *prior to* the current survey.

²Not Eligible includes Not Eligible/Non-contributing

³Survey of Huntridge Neighborhood conducted for the City of Las Vegas (Rayle and Ruter 2017).

4.0 HISTORICAL OVERVIEW

The following historical overview is largely adapted from a prior historic properties survey conducted for the RTC for a proposed transportation project in downtown Las Vegas (K&LA 2002).

Although the modern image of Las Vegas turns on the gaming and tourism industries, the city's dependence upon those industries is recent. Before 1935, agriculture, water, transportation, and the federal government were the key players in the design and development of the city. Las Vegas' historic buildings are significant cultural resources because of their relationship to the elements that created and shaped them. Water, for example, was the essential natural resource upon which the exploration and settlement of the area depended. The layout and density of the original town site, and the number of well sites surrounding it illustrate how the control of water directed early growth in the area. Transportation played a central role as well. The railroad's influence lasted for over twenty years, superseded by the federal government's large-scale projects and payrolls that subsidized road construction and attracted tourists. Even today the role of transportation in supporting the gaming industry cannot be underestimated, although the vast majority of travelers today arrive by air instead of automobile.

Las Vegas, as historian Perry Kaufman notes, is one of few American cities to develop in the twentieth century, an event made rarer still by the fact that most of the city's growth has taken place since the end of World War II (WWII). Long a home to Native Americans, the oasis-like environment of the Vegas Valley offered a natural stopping off place for west-bound Anglo settlers, and by the 1850s, a small number of ranches had established a viable, if tenuous presence in the area. Supported by natural springs, the community might have continued at little more than subsistence levels if not for the decision by the San Pedro, Los Angeles, and Salt Lake (SP, LA & SL) Railroad to extend their line into the valley (Kaufman 1974).

In 1902, William Clark selected Las Vegas as the site of a railroad division point, in large part because the location offered an excellent water supply. In January 1905, the SP, LA & SL Railroad completed its line between California and Utah, and in April organized a subsidiary, the Las Vegas Land and Water (LVL&W) Company. To support the rail yard, and boost profits, Clark platted out the town site that would become the nucleus of Las Vegas, and held an auction for the sale of town lots on May 15, 1905. The town site comprised 170.5 acres; divided into 40 blocks, each measuring 300 by 400 feet. With the exception of the area around Fremont Street, each block was divided into 32 lots, 20 by 140 feet. From the railroad depot, Fremont Street extended southeast, and contained the town's commercial district. Fremont and Main Street served as a commercial artery of the community.

Initially, businesses on Main Street were more specifically related to the railroad; later the focus shifted to automobiles. Due to its proximity to the original railway depot, the area near the intersection of Main and Fremont Streets became a popular hotel district. Additional hotels stretched south along Main Street; the sole survivor of that era is the Victory Hotel at 307 South Main. Built in 1910 as the Lincoln Hotel, the Victory Hotel is

the last remnant of the era of railroad hotels. Architecturally, the Mission Revival styling of the hotel is representative of early Las Vegas commercial buildings, and today is the only remaining example of that style. It is documented in this survey as a contributing element to the NRHP-listed Properties Associated with the San Pedro, Los Angeles, and Salt Lake Railroad.

In 1909, the SP, LA & SL Railroad, cognizant of its rapidly growing workforce, began to build houses for its employees at the south end of Clark's Townsite. Initially the company planned to erect 120 cottages, but only 64 were completed. The single-family homes, which consisted of four and five rooms, cost the railroad between \$1000 and \$1500 to build (Tilton 1909). They were placed on concrete foundations and included such amenities as electric lights, indoor plumbing, and porches. Company records show that these cottages were generally reserved for the railroad's more skilled employees—engineers, brakemen, conductors, and firemen—rather than unskilled laborers. These houses, which symbolized the importance of the railroad to the growth of the city, have become victims of that same growth. Commercial development, soaring land prices, and structural degradation have felled many of these homes. Of the 64 houses that were built in 1911, only 11 of the cottages remained by 2002. Today, only three are known to remain, including one in the current APE at 629 S. Casino Center Blvd.

The initial growth of the city was aided by liberal land laws, effective boosterism, and a concerted effort to unleash the benefit of the vast water table running beneath the valley. By 1910, Clark County, which had been created from Lincoln County the previous year, was home to over 3,000 residents. Evidence of the strong rural nature of the area during these early years can be seen in the fact that fewer than 1,000 of the county's total population resided within the city limits of Las Vegas (Weber 1995; Clark County School District 1973).

Most farmers in the area concentrated their efforts on the local market, although the railroad provided access to distant markets in Utah, California, and the northern Nevada mining districts. Despite the relative success of commercial agriculture in the valley, it was apparent that wresting Eden from the desert was a losing proposition. In 1922, William Clark sold his railroad interest to the Union Pacific Railroad, which then moved the Las Vegas based repair yard to Caliente, NV, 150 miles from the city. The loss of income generated by the railroad gave added impetus to sustaining the area's agricultural industry, and throughout the remainder of the 1920s town leaders supported efforts to tie agriculture to the local economy, despite marginal growing conditions and dwindling water resources.

Livestock and agricultural production continued, but valley residents recognized that they needed alternatives to ensure the community's prosperity. By the early 1910s, they were working to make Las Vegas a stopping point for tourists. Intensive lobbying efforts ensured that by 1925 a system of paved roads would connect the city to both Salt Lake City and southern California.

With the roads to carry the tourists, the city needed ways to attract them. Lobbying for the Boulder Dam began in 1919, but it took nine years of diligent effort before Congress passed the Boulder Dam Project Act in 1928. The successful passage of the act and the subsequent influx of government funds triggered rapid urbanization of the city and spelled the end of

attempts to capitalize on large-scale commercial agriculture in the valley (Moehring 1989; Weber 1995; Ogden 1976; Moran 1977).

In anticipation of dam construction, land speculator Leigh Hunt saw Las Vegas's potential as a winter haven for the rich, on the order of Palm Springs and Tucson. Between 1923 and 1928, Hunt bought thousands of acres from the federal government and land owners who had become discouraged with the area's stagnant economy. By the time of his death in 1931, he controlled more than 4,000 acres south of town. Hunt was educated in the law, began a career in teaching and became President of the State Agricultural College at Ames, Iowa (now the Iowa State University), after which he purchased the Seattle Post-Intelligencer before becoming involved in a variety of foreign commodities including Korean gold, Sudanese cotton, and Canadian wheat. He came to Las Vegas in 1923 to invest in real estate and mining. After his death, his wife Jessie Hunt began liquidating many of his holdings by selling tracts of land, some of which were developed into residential subdivisions like the Huntridge neighborhood (named after him) along Maryland Parkway, in the current study area (Harmon et al 2010; University of Nevada, Reno, Special Collections and University Archives 2018).

While dam construction would not begin for another decade, federal spending, in the form of highway construction funds, had a tremendous impact on Las Vegas' burgeoning tourist industry. Improved roads, particularly the former Arrowhead trail that connected Los Angeles and Salt Lake City via Las Vegas, encouraged automobile tourists to stop and stay in Las Vegas. By 1927, the Nevada Traffic Department revealed that 400 cars per day traveled this route, and the proximity of Zion and Grand Canyon Parks added even more to the tourist volume. Traditional motels were bypassed in favor of the new auto courts that catered to touring families.

Aviation also impacted the growing community. The city's first airstrip was located between present day Sahara and Hilton hotels, within the current survey area, but in 1926 Western Air Express (currently Western Airlines) created a refueling site ten miles northeast of the city, presently the site of Nellis Air Force Base. The focus at this time was on carrying mail rather than passengers and, just as with the railroad and highway, the city's location as a midway point between Los Angeles and Salt Lake City proved provident (Moehring 1989).

The Congressional enactment of the Boulder Canyon Act in 1928 ensured the city's continued growth. Though the federal government resisted housing the dam's workers in the city, much of the project's payroll still ended up in Las Vegas. Gambling, once again legal in 1931, drinking establishments that reopened after the repeal of Prohibition, and legalized prostitution were among the allures the city provided. Thanks to the dam, the city continued to attract Americans who remained mobile despite the Great Depression. In 1933, the dam site brought over 200,000 people through the area, many of whom slept and ate in the city. New Deal funding completed the paving and widening of the highway connecting Las Vegas and Los Angeles, and new businesses, especially tourist-centered enterprises, grew despite the troubled economic times (Moehring 1989).

Las Vegas' population grew from 2,304 in 1920 to 5,165 in 1930, and probably another 1,500 new residents had arrived by 1935. Residential construction boomed, and record

numbers of residential dwellings, commercial establishments, and public buildings were erected.

The onset of World War II continued the trend of federal support for the city. In the two years from 1940 and 1942, both a military training facility and a massive industrial plant were developed on the periphery of the city. The city of Las Vegas acquired the Western Air Express airfield and rented it to the Army Air Corps for \$1 per year, and the new base was upgraded and turned into the Las Vegas Army Air Corps Gunnery School. In addition to the civilian employees and military personnel required to operate the facility, thousands of men came to the facility for each six-week training course. The Basic Magnesium Plant, constructed to the southeast of Las Vegas, brought roughly 15,000 employees to the Las Vegas area both through its initial construction and continued operation.

As these defense industries began to draw large numbers of workers to the Las Vegas area, the existing housing stock within the city proved inadequate to accommodate them. Three neighborhoods—the Biltmore, Huntridge, and Mayfair subdivisions—were developed under the new Federal Housing Administration (FHA) Title VI program to provide housing for persons employed by the defense industry or who were non-commissioned officers of the gunnery range (Mooney 2002).

The Huntridge Addition, the first sizeable development outside of “old Las Vegas” and the largest of the three neighborhoods, was developed by the Realty Development Corporation on former Hunt land. Huntridge Tract No. 1 was recorded in 1941 and Tracts 2 through 5 were recorded in 1942. The development was to contain 572 single family homes. There were fourteen basic plans with 27 architectural variations to choose from—with no two houses of the same type on any one block. The large subdivision also included a three-and-a-half-acre oval-shaped park and the John S. Park Elementary School, which opened in 1942, and the Huntridge Theater on Charleston Boulevard, built by Thomas A. Oakey, one of the officers of the Realty Development Corporation (Painter 2005: 10). The Huntridge housing project was built out by 1946. The neighborhood is centered on Maryland Parkway and bounded by Charleston Boulevard to the north, Franklin Avenue to the south, the John S. Park Neighborhood Historic District and Vega Verde Addition to the west, and the Charleston Square Neighborhood to the east.

Though the end of World War II lessened the importance of the school, the growing Cold War defense industry brought an influx of servicemen into the renamed Nellis Air Force Base. Staff rose from 1,700 airmen in 1950 to 5,200 just three years later, forcing the Air Force to build the Wherry Housing project to house their growing population. Meanwhile, the displaced commercial air traffic moved to the small Alamo Airport, located south of the city on Highway 91. In 1947, Las Vegas residents approved a bond issue to expand the new McCarran Airport on US-91, now Las Vegas Boulevard South and accessible from Russell Road, near the southern terminus of the current project area (Moehring 1989).

Gaming was, of course, the primary driving force behind increased tourism. In 1941, the El Rancho, the first luxury resort, was built on Highway 93, just south of the Las Vegas city limits (Moehring 1989). Soon after a series of resorts, including the Flamingo, the Desert Inn, and the Thunderbird graced the new Strip. The downtown casinos, mostly situated on Fremont Street, had smaller hotels with little of the lavish entertainment that marked Strip resorts. The Glitter Gulch casinos were renovated or replaced, and businesses

such as the Golden Nugget and The Horseshoe continued to draw gamblers downtown (Wiley and Gottlieb 1982).

The post-war boom continued in both the public and private sector. In the private sector, several housing developments were built in the early 1950s. This survey includes several neighborhood developments along Maryland Parkway including Huntridge and Paradise Valley's Southgate.

Development along Maryland Parkway south of Huntridge did not occur until the 1950s beginning with the extension of the roadway south of the neighborhood after 1956. Shortly after the Nevada Board of Regents founded the Southern Regional Division of the University of Nevada, commonly known as Nevada Southern University in 1954, they acquired an 80-acre parcel on Maryland Parkway for a future university that is now the current site of the University of Nevada, Las Vegas (UNLV). Both Sunrise Hospital (1959) and the Boulevard Mall (1968) were constructed along Maryland Parkway by the Paradise Development Group, a real estate development company founded in the 1950s by Moe Dalitz, Allard Roen, Irwin Molasky and Merv Adelson. In addition to his association with development along Maryland Parkway, Dalitz began investing in Las Vegas casinos in the late 1940s and is associated with the Desert Inn which opened in 1950. He later operated the Stardust Resort and Casino, and finally the Sundance Hotel Casino, now the D Las Vegas along East Carson Ave in the current study area.

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5.0 ARCHAEOLOGICAL ANALYSIS

The following analysis of archaeological potential in the Maryland Parkway direct APE was prepared by an archaeologist who meets the SOI Professional Qualification Standards in Archeology.

5.1 Prior Disturbance/Development in the Project Area

The entire Maryland Parkway Corridor has been previously developed. Prior disturbance in the project area is associated with transportation improvements including the San Pedro, Los Angeles & Salt Lake Railroad (SP, LA & SL Railroad) (later UPRR) and associated railyard. The roadway grid system was designed in alignment with the railroad tracks and Clark's Las Vegas Townsite in the area north of Charleston Boulevard. Growth of the city's roadway network followed the platting of numerous additions and subdivisions. South of Charleston Boulevard, the roadway system is oriented along cardinal directions. The north end of north-south running Maryland Parkway was developed in the early 1940s forming the central axis of the new Huntridge Addition, a planned residential neighborhood of nearly 600 single family and apartment homes. At its north end, Maryland Parkway frames an oval-shaped park in the center of the neighborhood, Huntridge Circle Park. Additional improvements in the project area include the establishment of Alamo Field, later McCarran International Airport, in 1942 at the southern end of the project area.

Development along Maryland Parkway did not occur until the 1950s beginning with the extension of the roadway south of the Huntridge neighborhood after 1956. The Paradise Development Group built Sunrise Hospital in 1959 and later a series of professional buildings. They also built the Las Vegas International County Club and several commercial centers along this corridor. The Las Vegas campus of the University of Nevada was established in 1957 and the city's first indoor mall, Boulevard Mall, was constructed in 1967. With the completion of Maryland Parkway to McCarran airport, it had become a major commercial and institutional corridor in the Las Vegas area.

Clearing and grading for initial roadway development as well as improvements, realignments, and widening over time has resulted in extensive ground disturbance within the footprint of Maryland Parkway and other roads in the proposed corridor. Subsequent development for the commercial, institutional, and residential development along the entire alignment, including paved access drives, sidewalks, and parking lots, and installation of underground utilities has resulted in further ground disturbance.

In 1905, the SP, LA & SL Railroad, later the UPRR, established a large rail yard at Las Vegas as it was one of the six division points for rail operations and maintenance along the rail line, serving as the first direct route from Salt Lake City to Los Angeles. The extensive rail yard was located on both sides of the main line track, extending from Fremont Street to Charleston Boulevard. Most of the railroad's major industrial buildings were completed in 1911, and included the machine shops, storehouse (Hanson Hall), a round house, a power house (later the diesel shop), company agent's house (later the yardmaster's building), and ice plant. Railroad features located on the east side of the main line consisted of the 1940 train depot (demolished in 1969) (Classic Las Vegas 2007), the 1908 ice house (burned down and demolished in 1988) (Taylor 2015), and several rail sidings. The rail yard was

dismantled and graded in 1991 and remediation activities on the west side of the main line were initiated in 1992 (Burns 2007).

Past clearing, grading, and surfacing for creation of the roadways and the removal of the UPRR rail yard and associated rail facilities likely disturbed any areas within the Maryland Parkway Corridor and land adjacent with the potential for intact archaeological deposits. Past clearing and grading for construction of buildings and parking lots, and installation of underground utilities also likely diminished the potential for undisturbed land with the potential for intact archaeological deposits. Nearly all of the land within the current project area has been previously disturbed by construction and development.

5.2 Assessment of Archaeological Potential

No previous archaeological investigations have been conducted of the project area; however, 14 archaeological investigations have been conducted of resources or areas within the 0.25-mile study area. The project is located in an urban setting in the central Las Vegas Valley. Prior to urbanization, the area was drained by Las Vegas Creek. Prehistoric sites recorded along Las Vegas Creek and Duck Creek have demonstrated that cultural deposits to depths of 60-70 centimeters are common near the floodplain edges. Prehistoric sites adjacent to the project area reflect food procurement activities characterized by small lithic and ceramic assemblages. One prehistoric site was attributed to the Paiute/Numic Period (ca. 850-100 years before present [B.P.]).

Early historical land use in the northern part of the APE is associated with the SP, LA & SL Railroad and the sale of commercial and residential lots in the area for the Clark's Las Vegas Townsite located between Stewart Street and Garces Street, and from Main Street to Fifth Street. Historic archaeological sites would most likely represent limited operational and maintenance activities associated with the railroad and construction and domestic refuse associated with the subsequent surrounding commercial and residential development. These types of historic archaeological sites, if intact, would have limited research potential and would not likely be considered eligible for listing on the NRHP.

Historic aerials and maps indicate major modification and development in the northern part of the project area in downtown Las Vegas by the 1950s, extending to the south in recent decades, associated with construction of a major transportation corridor (Maryland Parkway) and subsequent commercial and residential development along the east and west sides of the corridor since the early 1960s (USGS 1956, 1968, and 1984). Continued construction, roadway improvements, rail yard demolition, and modern redevelopment in the downtown area have resulted in additional subsurface disturbance. Continuous and rapid urbanization in the area has resulted in extensive surface and subsurface disturbance, resulting in the loss of archaeological sites. For example, a 1992 archaeological investigation conducted at site 26CK1493 failed to relocate the site which was recorded in 1977, the result of subsequent and extensive ground-disturbing activities (K&LA, Inc. 1992). As such, no intact archaeological resources are likely to occur in the APE.

6.0 VIEWSHED ANALYSIS

An overview map and detailed figures of viewsheds from the 16 selected observer points were prepared for the viewshed analysis (**Figure 7**). The viewshed analysis identified the potential for multi-story buildings up to four miles away, on the Las Vegas Strip (S. Las Vegas Blvd.), to be visible from locations along the proposed route as well as extended views, up to several parcels back, along roadways intersecting the project corridor.

Each of the detailed views includes an aerial photograph showing two observer points, associated viewsheds, and representative photographs taken from the observer point facing the directions noted by arrows on the aerial and in the photograph label. Each observer point is represented by a unique color and the associated viewshed is represented by color scatters matching the observer point.

At the southern end of the project area, near the intersection with Rawhide Street, the relatively flat expanse of a park north of McCarran International Airport and airport parking areas and runways provides unobstructed views facing west to hotels and casinos along the southern end of the Strip (Mandalay Bay and the Luxor), about two miles away, as well as the Spring Mountains in the distance (**Figure 8**). To the south and southwest, air traffic control towers and an airport parking deck are visible although no terminals are. Views to the east are dominated by two story residences (apartments and townhouses). To the northwest, in the far distance a few multi-story buildings, including the Stratosphere Tower (2000 S. Las Vegas Blvd.), located near the northern terminus of the Las Vegas Strip, are also visible. This is the most distant but recognizable building identified from various points along the project corridor in the viewshed study. The primary view to the north is of Maryland Parkway itself with the first two rows of one and two story residential buildings visible to the immediate east and west. In the far distance are the mountains of the Las Vegas range.

Following the route north along Maryland Parkway, the area is largely commercial, and surrounding buildings include one-story gas stations, shopping centers, fast food restaurants, and other retail and service-oriented businesses. In general, viewsheds along streets intersecting the proposed route extend several blocks on each side of the existing corridor, and are also comprised of commercial buildings. From the intersection of E. Tropicana Ave. views to the west include the tops of the New York, New York Hotel and Casino, the MGM Grand, and Tropicana Las Vegas on the Strip.

From E. Flamingo Avenue, the area surrounding the project corridor is generally commercial with several stores and shopping centers related to the nearby University of Nevada, Las Vegas campus (e.g., bookstores, campus supplies) (**Figure 9**). The view to the west shows the increased density of casinos/hotels along the Strip but it is difficult to distinguish specific buildings from this vantage point except for notable structures like the High Roller, the large observation ferris wheel, and the replica Eiffel Tower at the Paris Las Vegas.

From the intersection with E. Desert Inn Rd., the surrounding viewshed includes one-story commercial shopping centers to the south and buildings associated with Sunrise Hospital

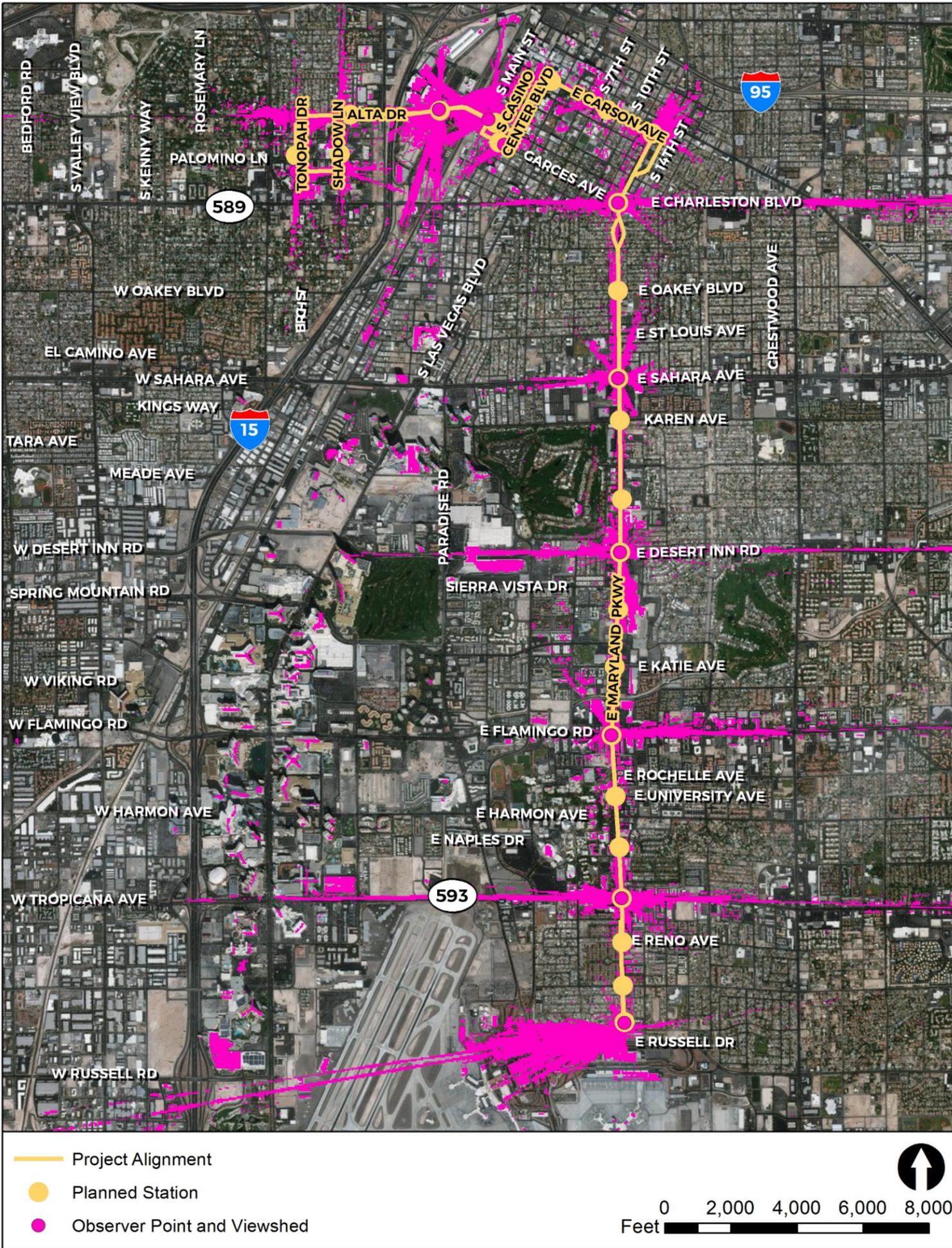


Figure 7. Overview of the Digital Surface Model with viewsheds from select observer points along the proposed Maryland Parkway transit route.



Figure 8. Detail of viewsheds from observer points 1 and 2 along the proposed Maryland Parkway transit route.



Figure 9. Detail of viewsheds from observer points 3 and 4 along the proposed Maryland Parkway transit route.

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and Medical Center to the north on the east side of Maryland Parkway, north of a large surface parking lot, and multi-story medical office buildings on the west. To the northwest, the two towers of the Regency Towers condominium (3111 Bel Air Drive), constructed in 1974, are visible; the unfinished Fontainebleau, a blue glass building (2755 Las Vegas Boulevard), and the Stratosphere Tower on Las Vegas Boulevard are visible in the far distance. From this intersection, the two towers of the Wynn Las Vegas (casino/hotel) are visible to the west.

At the Maryland Parkway intersection with E. Sahara Avenue, the surrounding area is dominated by modern commercial buildings, generally one-story gas stations, fast food restaurants and Amall (formerly Parkway Plaza constructed prior to 1965) shopping center (**Figure 10**). Buildings in the distance to the west include the Allure high-rise (200 W Sahara Ave.) and Stratosphere Tower.

From north of the intersection with San Pedro Street/Almond Tree Lane, to Huntridge Circle Park, the character of the area surrounding Maryland Parkway becomes increasingly residential and includes houses, churches, and schools. Many of the one-story buildings constructed as houses along Maryland Parkway have been converted for professional services offices (e.g., legal, accounting, insurance, and realty). The one-story houses behind the first row of buildings are partially visible from the roadway. To the west along this segment of the project corridor, the Stratosphere Tower is visible as are some of the taller high-rises in downtown Las Vegas to the northwest.

The vicinity of the project corridor at the intersection with E. Charleston Boulevard is largely commercial with shopping centers at the northeast and southwest corners constructed prior to 1965, including Charland Square and The Huntridge (including the Huntridge Tavern and the Huntridge Pharmacy and Soda Fountain that have been in operation for more than 40 years); the Huntridge Performing Arts Center (formerly Huntridge Theater) is located at the southeast corner (Figure 10). Other stand-alone stores at the intersection represent modern infill. Views to the west from this intersection include two modern multi-story downtown high rises, the Soho Lofts (900 S Las Vegas Blvd.) and Newport Lofts (200 Hoover Ave.), constructed in 2006 and 2007 respectively. Views to the east include one-story commercial buildings with a view of the Frenchman Mountain in the distance. Views to the north, toward the curve in the road include buildings at 1118 Bonneville Avenue, at the intersection with E. Bonneville Avenue. Signs refer to the small block of one story buildings as the former Huntridge Business District, established 1944, but the area is actively being redeveloped with portions of buildings demolished.

At the intersection of Maryland Parkway with E. Carson Avenue, the surrounding area is primarily residential and includes a mix of older (1940s and 1950s) one-story houses and two-story apartments with modern infill of two-story townhouses (**Figure 11**). The northeast corner of the intersection is a vacant lot, providing unobscured views to commercial, residential and motel buildings to the east along S. 13th Street and north along Maryland Parkway to Fremont Street. To the west, multi-story high rise buildings downtown are visible along the proposed transit route. Examples of some of the most visible buildings downtown, to the northwest along E. Carson Avenue, include:

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Figure 10. Detail of viewsheds from observer points 5 and 6 along the proposed Maryland Parkway transit route.

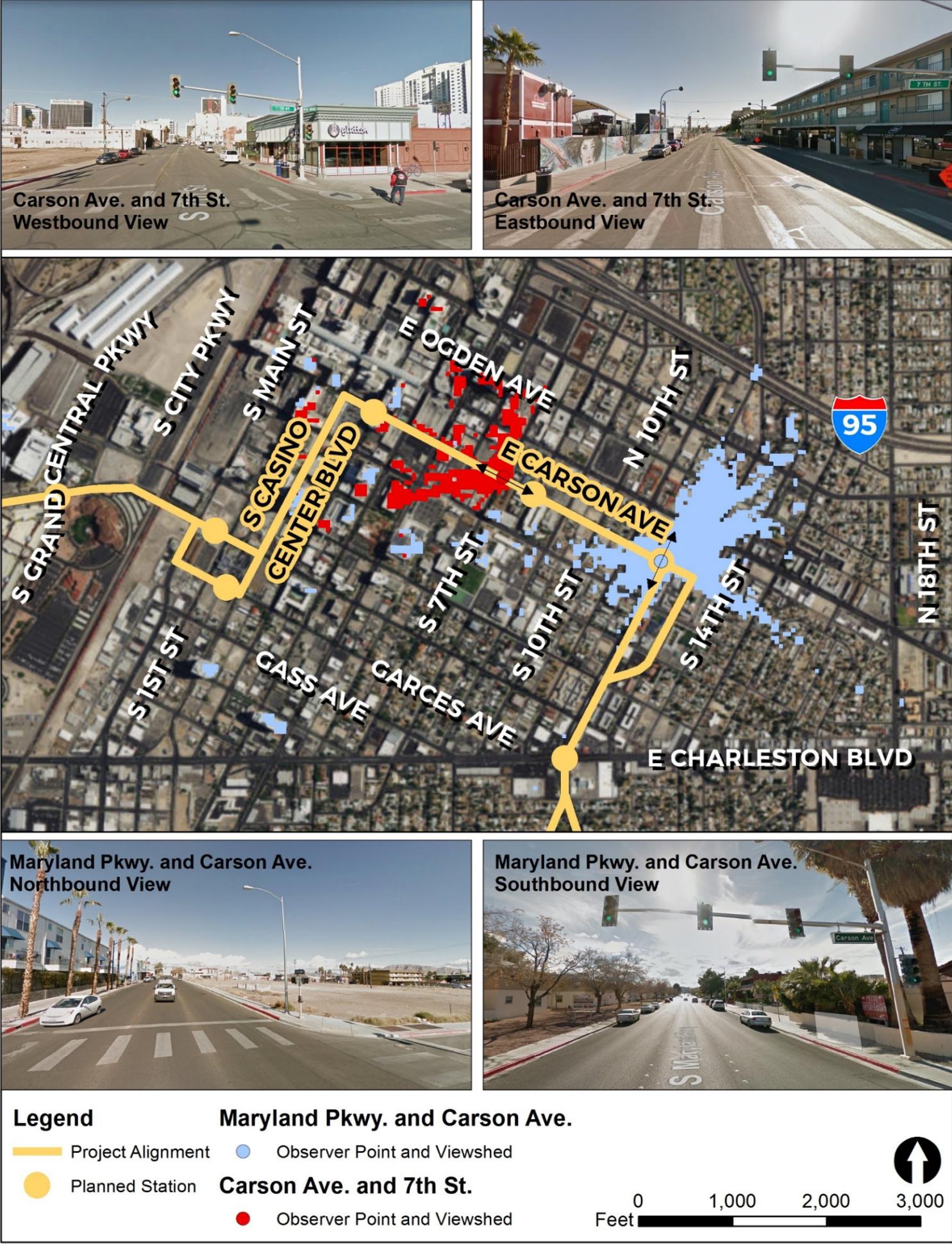


Figure 11. Detail of viewsheds from observer points 7 and 8 along the proposed Maryland Parkway transit route.

- Multi-story Office Building (Carson Building) at 302 E. Carson Avenue and associated parking structure at 304 E. Carson Avenue, constructed in 1965.
- Bank of America Financial Center Building (300 S. 4th St.), constructed in 1975.
- the Golden Nugget Casino complex (129 Fremont Street Experience), north tower, constructed in 1972; south towers constructed after 1983 (National Environmental Title Research, LLC [NETR] 2018).
- the Plaza Hotel and Casino (1 S. Main St.), constructed in 1971 with additional construction in 1981.
- the D Las Vegas Casino Hotel (301 Fremont St.), constructed after 1973 (NETR 2018).

To the north, the two most prominent buildings are:

- the tower attached to the El Cortez Hotel and Casino (600 E. Fremont Street), constructed in 1984 (Moruzzi and Fogelquist 2012; NETR 2018).
- The Ogden, modern condominium complex (150 N Las Vegas Blvd; SW Corner of E. Ogden Ave. and N. 6th St., constructed in 2007.

Proceeding along E. Carson Avenue, near the intersection with 7th Street, buildings and structures include two-story motels, the Downtown Container Park, and one-story restaurants with views along the route of the multi-story buildings near the intersection with S. Casino Center Boulevard (Figure 11). Facing northeast along S. Casino Center Boulevard are the two towers of the Four Queens Casino (202 Fremont St.) constructed by 1966. Facing southwest are additional multi-story buildings including current and former local government buildings: the Bridger Building (225 E. Bridger Ave), constructed in 1964, a Clark County parking garage, the Clark County Detention Center (330 S Casino Center Blvd), and the Las Vegas Regional Justice Center (200 Lewis Avenue) (**Figure 12**).

At the corner of S. Casino Center Boulevard with Garces Avenue is the only remaining Railroad Cottage (629 S. Casino Center Boulevard) now converted for business use, located directly across from the existing RTC Bonneville Transit Center (Figure 12). Views to the south include the Soho and Newport Lofts multi-story buildings. From the proposed station at E. Bonneville Avenue, views to the northeast include the Clark County Detention Center, the Las Vegas Regional Justice Center, and Golden Nugget, and to the north is the modern Las Vegas City Hall (495 S. Main Street) (**Figure 13**). Northwest along Bonneville Avenue, the Clark County Government Center (500 S. Grand Central Pkwy.) and the World Market Center (475 S. Grand Central Pkwy.) are visible modern multi-story buildings on the other side of the UPRR railroad tracks, which cross Bonneville above grade on an overpass (Figure 13). To the south are the Soho and Newport Lofts multi-story residential buildings. To the southeast at the corner with Bonneville Ave. are a surface parking lot and a vacant lot.

At Bonneville Avenue and Grand Central Parkway, immediately surrounding views are of the modern campus/complexes for the World Market Center, the Clark County Government Center, and Las Vegas Premium Outlets as well as the Frank Gehry-designed Keep Memory Alive Events Center (888 W Bonneville Ave.) in the Las Vegas Symphony

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Figure 12. Detail of viewsheds from observer points 9 and 10 along the proposed Maryland Parkway transit route.



Figure 13. Detail of viewsheds from observer points 11 and 12 along the proposed Maryland Parkway transit route.

Park neighborhood (Figure 13). Views east include the Regional Justice Center, and Detention Center south include the Stratosphere Tower and the Fontainebleau.

At the intersection of Alta Drive and Shadow Lane is a mixture of residential and community services, and health care facilities. Views to the west along Alta are of a two-story modern office complex (**Figure 14**). A vacant lot on the southwest corner expands the view to include a modern medical office building farther west on Alta Drive, a parking lot, and Valley Hospital Medical Center to the south along Shadow Lane. A two-story residential fourplex (501 Shadow Lane) sits at the southeast corner of Alta beside the Clark County Social Services Public Administrator/Public Guardian Building (1700 Pinto Lane); a modern two-story residential complex, the Helix Apartments (1700 Alta Drive), is at the northeast corner.

The area around Shadow Lane and Goldring Avenue is primarily medical and professional offices in one- or multi-story modern buildings (Figure 14). The Stratosphere Tower is visible to the southeast. The intersection of Goldring Avenue and Tonopah Drive is dominated by medical office buildings (one and multi-story) and parking garages (**Figure 15**). The University Medical Center, including Children's Hospital and Trauma Center, and Goldring Medical Plaza are visible to the east. At Tonopah Drive and Alta Drive, in the Las Vegas Medical District, the area is mostly residential, comprised of small, one-story houses more than 50 years of age with one modern professional services building (law office) at the southeast corner (Figure 15). A low wall and dense vegetation at the northwest corner encloses and obscures views to houses in the Rancho Park subdivision along Park Way. Views east along Alta include the Clark County and World Market complexes and buildings downtown. Views north and west are of one-story residential neighborhoods. The view south includes medical office buildings.

The viewshed analysis was used to refine the indirect APE for architectural resources which includes additional rows of parcels along Maryland Parkway and up to several parcels back along roadways intersecting the proposed transit route where new transit stations are proposed. This APE takes into account the visual intrusion of man-made features more prominent than existing bus stations. These parcels are likely to include buildings and undeveloped lots that would have direct, horizontal views of new roadway/transit elements (stations, power substations, and poles).

From the upper levels of select high-rise hotels, casinos, office and residential buildings, there may be views of the proposed transit route; however, because these views would be oblique (downward) or very distant (e.g., from the tower of the Stratosphere or other buildings along the Las Vegas Strip), the proposed new features are likely to blend into the existing view with little noticeable distinguishing characteristics or impact. Viewsheds to and from these buildings are considered secondary with minimal or negligible intrusions and are not considered as part of the indirect architectural APE

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Figure 14. Detail of viewsheds from observer points 13 and 14 along the proposed Maryland Parkway transit route.



Figure 15. Detail of viewsheds from observer points 15 and 16 along the proposed Maryland Parkway transit route.

7.0 ARCHITECTURAL SURVEY RESULTS

In total, 41 architectural resources were evaluated or re-evaluated for NRHP eligibility according to Nevada SHPO Architectural and Inventory Guidelines. Architectural Resource Assessment (ARA) Forms for each building are included in Appendix B. Within the limits of this survey, documented buildings and structures include 26 commercial buildings, seven (7) single-family homes, three (3) residential apartments, two (2) churches, two (2) parcels associated with a hospital, and one (1) building within an educational institution (**Figures 16-20; Table 5**). Reference numbers in Table 5 are linked to Table B-1 in Appendix B and maps in Appendix C showing the locations of all documented resources in the APE.

Drafts of this report and ARA forms were submitted to the Nevada SHPO by FTA on March 26, 2018. On May 3, 2018, comments on the report and forms were provided to the FTA. A follow up conference call was conducted between FTA, RTC, the Nevada SHPO, and the Parsons project management and cultural resource technical team on June 5, 2018. Based on the comments, the report and forms were revised to update results of the survey as follows.

The survey documented two (2) newly identified resources that are recommended Eligible for the NRHP, Archie C. Grant Hall (4505 S Maryland Pkwy; B15793) on the campus of the University of Nevada, Las Vegas and the Central Telephone Company (Centel)/Southern Nevada Telephone Company (125 S Las Vegas Blvd; B15769) and confirmed that one previously evaluated resource remains Eligible for the NRHP (501 Desert Lane; B10955). The remaining 38 resources are recommended Not Eligible for the NRHP; however, five (5) of these include resources that, while not exhibiting significance at the national level, might be considered for designation on a state or City of Las Vegas local register.

- University United Methodist Church (4412 S Maryland Pkwy; B15794)
- Boulevard Mall (3600 S Maryland Pkwy; B15790)
- Former Denny's restaurant (1205 E Charleston Blvd; B15776)
- Former Jewish Community Center/Temple Beth Sholom; St. John Greek Orthodox Church (1229 E Carson Ave; B15779)

Former Marydean Martin House (218 S. Maryland Parkway; B15773)The survey did not evaluate any resources located within an existing historic district and no potential historic districts were identified.

7.1 Resources Recommended as NRHP-Eligible

Archie C. Grant Hall (B15793)

Description. Archie C. Grant Hall is a flat-roofed two-story concrete block building located on the campus of the University of Nevada, Las Vegas (UNLV). The building is representative of the International architectural style. Characteristics typical of the International architectural style include flat roofs, use of reinforced concrete, and the

absence of ornament or moldings. It is a rectangular building that is set in a northeast to southwest direction on its site, removed from a surface parking lot by approximately 500 feet on the east. The northwest side opens on to a grass and hardscaped plot with a circulation network of sidewalks connecting to a quad and the rest of the UNLV campus. The second floor is accessed by a set of exterior stairwells on both the southeast and northwest facing sides of the building. On the southeast facing extent (the primary façade), the stairwell is covered by a masonry wall that extends to the full height of the building. The building's name "Archie C. Grant Hall" is mounted in aluminum letters on the wall that covers this stairway. The lettering is located approximately half way up the wall. This

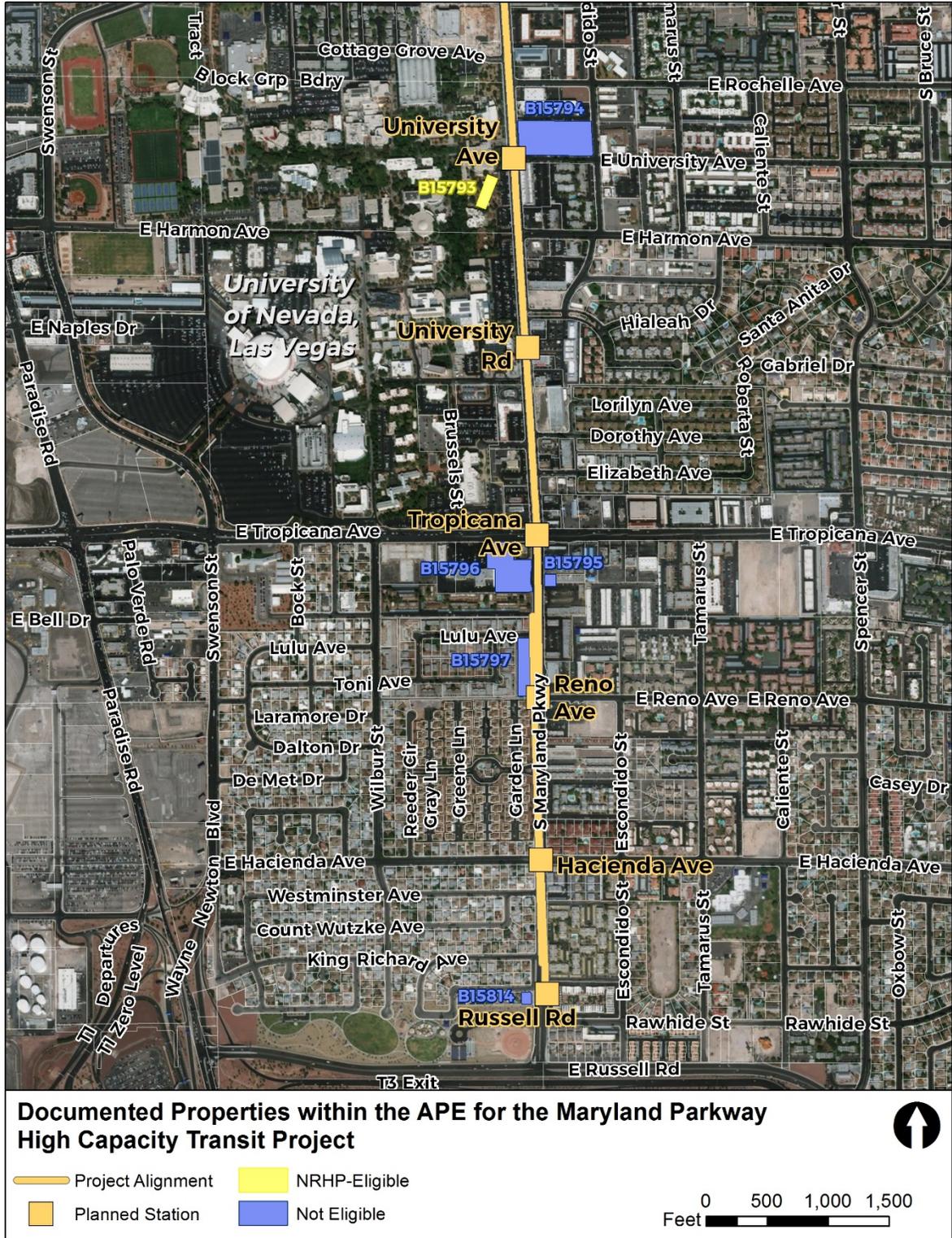


Figure 16. Overview Map of Documented Properties within the APE (SHPO ID B15814 to B15794)

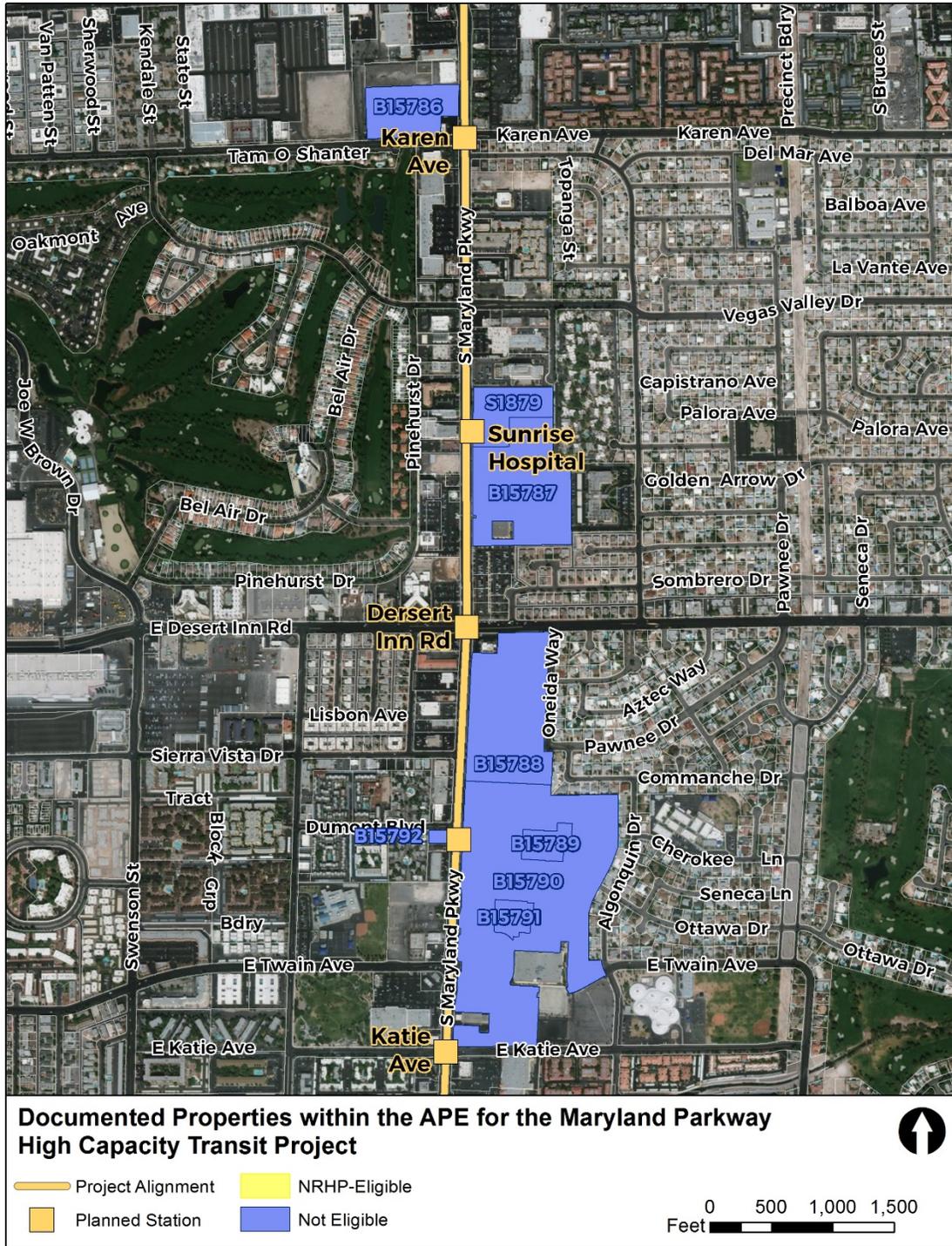


Figure 17. Overview Map of Documented Properties within the APE (SHPO ID B 15791 to B16786)

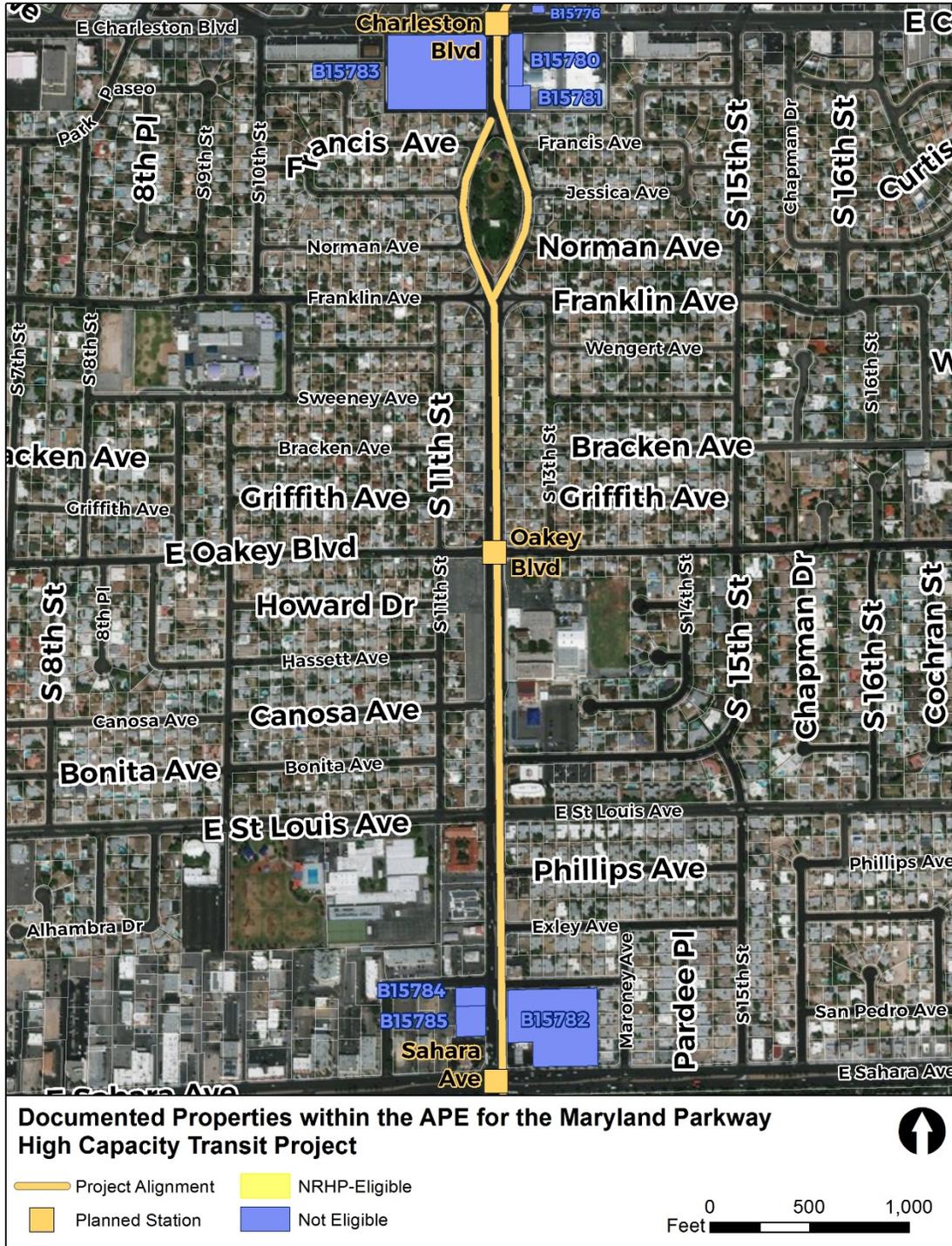


Figure 18. Overview Map of Documented Properties within the APE (SHPO ID B15782 to B15783)



Figure 19. Overview Map of Documented Properties within the APE (SHPO ID B15776 to S1882)

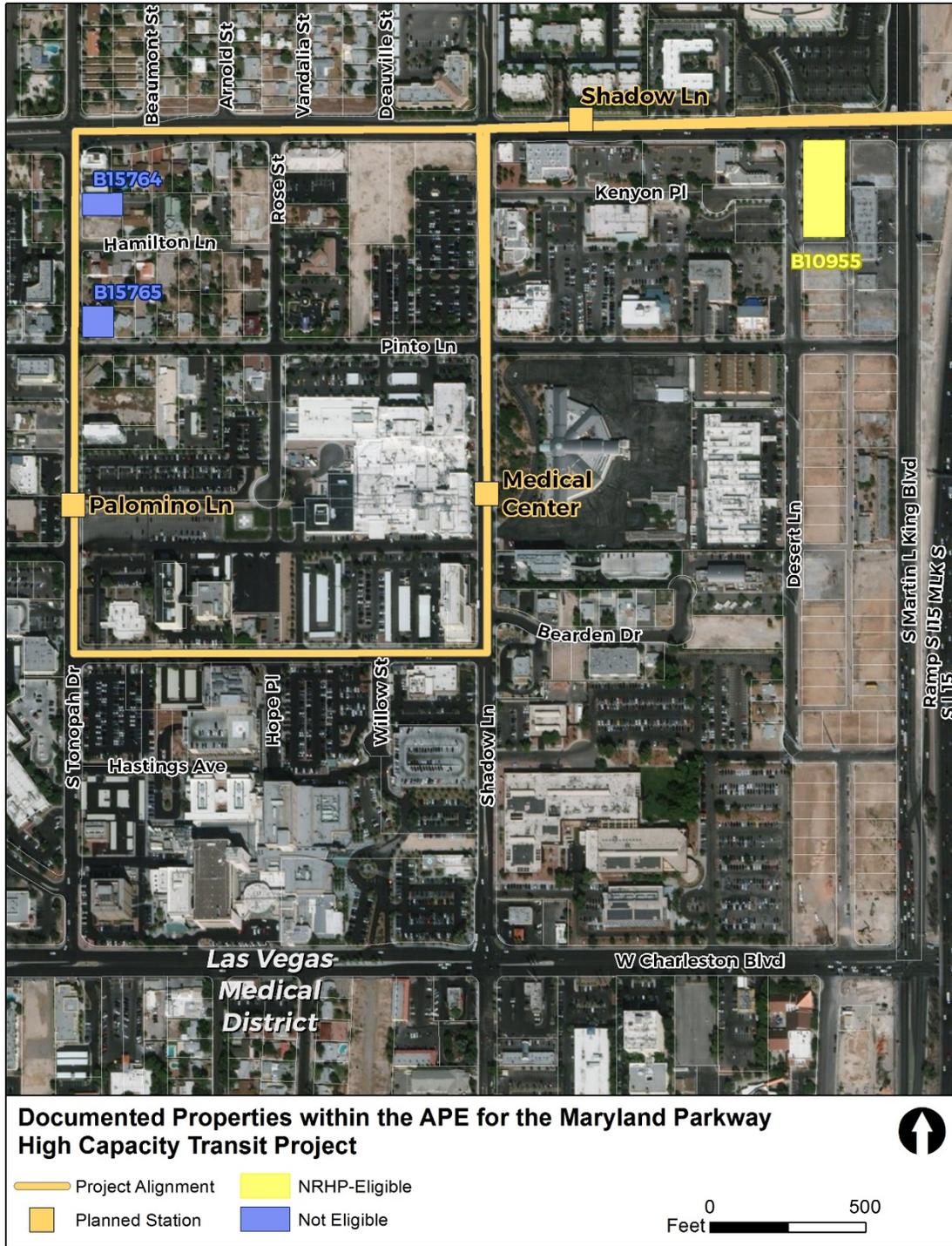


Figure 20. Overview Map of Documented Properties within the APE (SHPO ID B10955 to B15765)

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Table 5. Intensively Surveyed Properties within the Area of Potential Effects for the Maryland Parkway High Capacity Transit Project

Survey Reference ID	Address	Parcel Number	Property Type	Year Built	Property or Community Name	Historic Name	Architectural Style	Materials	NRHP Eligibility Recommendation	SHPO ID	Comments	Parcel Location/Project Activity
1	1175 Princess Katy Ave	162-27-714-054	Residential-Single Family	1962	Paradise Valley Southgate Tract 1	Paradise Valley Southgate Tract 1	Contemporary	Masonry and wood siding with asphalt shingle roof and aluminum windows	Not eligible	B15814		Adjacent to station location
26a and 26b	5035, 5059, and 5083 S Maryland Pkwy	162-27-511-013; 162-27-511-014	Residential-Apartments	1963	Vibe Apartments	Maryland Manor Apartments	Contemporary	Stucco with asphalt composition roof and aluminum windows	Not eligible	B15797	Includes 7 buildings in the complex	New ROW for station; adjacent to station location
29	1131 E Tropicana Ave	162-27-502-004	Commercial	1967	University Plaza Shopping Center (Vons)	Unknown	Commercial	Stucco with unknown roof material and aluminum windows	Not eligible	B15796		Adjacent to station location
28	4966 S Maryland Pkwy	162-26-101-010	Commercial	1964	Domino's Pizza	Kwik-Check	Commercial	Concrete block with unknown roof material and aluminum windows	Not eligible	B15795		Extend ROW for turn lane, curb, and sidewalk
36	4505 S Maryland Pkwy	162-22-601-001	Educational	1959	Archie C. Grant Hall at University of Nevada, Las Vegas (UNLV) main campus	Archie C. Grant Hall	International	Concrete block with unknown roof material and aluminum windows	Eligible	B15793		Extend ROW for turn lane, curb cut, and power transformer substation; station location
38	4412 S Maryland Pkwy	162-23-201-004	Community/Public - Church	1966	University United Methodist Church	University Methodist Church	Pueblo Revival	Stucco with terra cotta roof and aluminum windows	Not eligible	B15794		Extend ROW for station; station location
36	3600 S Maryland Pkwy	162-14-213-002	Commercial	1968	Boulevard Mall	Boulevard Mall	Commercial	Stucco with unknown roof material and aluminum windows	Not eligible	B15790		Extend ROW for station, sidewalk, bike lane, and power transformer substation; station location
47	3542 S Maryland Pkwy	162-14-213-001	Commercial	1968	JC Penney Department Store (former)	JC Penney Department Store	Commercial	Stucco with unknown roof material and aluminum windows	Not eligible	B15789		Adjacent to station location
50	3450 S Maryland Pkwy	162-14-101-003	Commercial	1968	Sears Department Store	Sears Department Store	Commercial	Stucco with unknown roof material and aluminum windows	Not eligible	B15788		Adjacent to station location
46	3634 S Maryland Pkwy	162-14-213-003	Commercial	1968	Broadway, Macy's Department	Broadway Department Store	Commercial	Ornamental concrete block with unknown	Not eligible	B15791		Adjacent to station location

Table 5. Intensively Surveyed Properties within the Area of Potential Effects for the Maryland Parkway High Capacity Transit Project

Survey Reference ID	Address	Parcel Number	Property Type	Year Built	Property or Community Name	Historic Name	Architectural Style	Materials	NRHP Eligibility Recommendation	SHPO ID	Comments	Parcel Location/Project Activity
					Store (former)			roof material and aluminum windows				
49	3547 S Maryland Pkwy	162-15-602-001	Commercial	1966	24 Hours Laundromat (Strip Shopping Center)	Unknown	Commercial	Stucco with concrete tile roof and aluminum windows	Not eligible	B15792		Adjacent to station location
54a and 54b	3186 S Maryland Pkwy	162-11-401-010; 162-11-301-008	Community/Public - Hospital	1959	Sunrise Hospital (Building)	Sunrise Hospital	Corporate Post Modernism	Stucco with unknown roof material and aluminum windows	Not eligible	B15787	Main Hospital; North tower	Extend ROW for station and sidewalk
54c	3186 S Maryland Pkwy	162-11-301-007	Community/Public - Hospital	1982	Sunrise Hospital (Parking garage and lot)	Sunrise Hospital	Commercial	Stucco with concrete roof	Not eligible	S1879	Parking garage	Extend ROW for curb cut; adjacent to station location
60	2655 S Maryland Pkwy	162-10-502-010	Commercial	1967	Las Vegas Athletic Club	Unknown	Commercial	Concrete block with unknown roof material and aluminum windows	Not eligible	B15786		Adjacent to station location
62	2312 S Maryland Pkwy	162-03-802-005	Commercial	1970	Kentucky Fried Chicken	Unknown	Commercial	Concrete with unknown roof material and aluminum windows	Not eligible	B15785		Adjacent to station location
61	1205-1245 E Sahara Ave	162-02-401-001	Commercial	1961	Planet Fitness	Parkway Plaza, Amall Shopping Center	Commercial	Stucco with unknown roof material and aluminum windows	Not eligible	B15782		Extend ROW for station; station location
63	2300 S Maryland Pkwy	162-03-802-004	Commercial	1966	Dotty's Casino	Unknown	Commercial	Stucco with unknown roof material and aluminum windows	Not eligible	B15784		Adjacent to station location
202	1100 E Charleston Blvd	162-03-513-008	Commercial	1961	Huntridge Shopping Center	Huntridge Shopping Center	Contemporary	Stucco with unknown roof material and aluminum windows	Not eligible	B15783		Station location
200	1125 S Maryland Pkwy	162-02-110-018	Commercial	1958	Unknown (Vacant)	U.S. Post Office	Commercial	Concrete block with unknown roof and window materials	Not eligible	B15781		Adjacent to station location
201	1200 E Charleston Blvd	162-02-110-015	Commercial	1948	Unknown (Vacant)	Bank of Las Vegas	Commercial	Concrete exterior with unknown roof material	Not eligible	B15780		Extend ROW for turn lane; adjacent to station location

Table 5. Intensively Surveyed Properties within the Area of Potential Effects for the Maryland Parkway High Capacity Transit Project

Survey Reference ID	Address	Parcel Number	Property Type	Year Built	Property or Community Name	Historic Name	Architectural Style	Materials	NRHP Eligibility Recommendation	SHPO ID	Comments	Parcel Location/Project Activity
236	1203 E Charleston Blvd, Units #101-140	139-34-814-002	Commercial	1959	Charland Square	Unknown	Commercial	Concrete block with unknown roof material and aluminum windows	Not eligible	B15774	Charland Square (west building strip stores)	Adjacent to station location
235	1205 E Charleston Blvd	139-34-814-002	Commercial	1959	Tacos Mexico Restaurant	Denny's Restaurant	Commercial	Concrete block with unknown roof material and aluminum windows	Not eligible	B15776		Adjacent to station location
234	1207-1241 E Charleston Blvd	139-34-814-002	Commercial	1959	Charland Square	Unknown	Commercial	Concrete block with unknown roof material and aluminum windows	Not eligible	B15775	Charland Square (north building strip stores)	Adjacent to station location
273	1229 E Carson Ave	139-35-310-017	Community/Public - Church	1949	Torre Fuerte Iglesia Adventista del Septimo Dia	Jewish Community Center of Las Vegas/ Temple Beth Sholom	Neo-Traditional	Brick with asphalt roof and aluminum windows	Not eligible	B15779	Other historic name: St. John Orthodox Church	Adjacent to station location
274	1200 E Bridger Ave	139-35-310-013	Residential-Apartments	1949	Ladd Addition; Desert Plaza Senior Apartments	Unknown	Neo-Traditional	Concrete/siding with asphalt composition roof and aluminum windows	Not eligible	B15778	Includes 11 buildings in the complex	Adjacent to station location
331	218 S Maryland Pkwy	139-34-712-113	Commercial	1957	Ladd Addition	Unknown	Contemporary	Sandstone with asphalt composition roof and aluminum windows	Not eligible	B15773	Christopher P. Burke, Attorney at Law	Adjacent to station location
332	214 S Maryland Pkwy	139-34-712-112	Commercial	1964	Ladd Addition	Unknown	Contemporary	Concrete block with synthetic roof and aluminum windows	Not eligible	B15772		Adjacent to station location
333	210 S Maryland Pkwy	139-35-310-003	Residential-Single Family	1955	Ladd Addition	N/A	Contemporary	Brick with asphalt composition roof and wood windows	Not eligible (re-evaluated)	B7457		Adjacent to station location
334	208 S Maryland Pkwy	139-35-310-004	Commercial	1963	Ladd Addition	N/A	Contemporary	Concrete block with synthetic roof and aluminum windows	Not eligible	B15777		Adjacent to station location
363	201 S 9th St	139-34-712-031	Residential-Single Family	1935	Pioneer Heights	N/A	Craftsman	Stucco with asphalt composition roof and aluminum windows	Not eligible (re-evaluated)	B7371		Adjacent to station location
361	207 S 9th St	139-34-712-031	Residential-Single Family	1935	Pioneer Heights	N/A	Craftsman	Stucco with asphalt composition roof and aluminum windows	Not eligible (re-evaluated)	B7372		Adjacent to station location

Table 5. Intensively Surveyed Properties within the Area of Potential Effects for the Maryland Parkway High Capacity Transit Project

Survey Reference ID	Address	Parcel Number	Property Type	Year Built	Property or Community Name	Historic Name	Architectural Style	Materials	NRHP Eligibility Recommendation	SHPO ID	Comments	Parcel Location/Project Activity
360	207-½ S 9th St	139-34-712-031	Residential-Single Family	1940	Pioneer Heights	N/A	Ranch	Stucco with asphalt composition roof and aluminum windows	Not eligible (re-evaluated)	B7373		Adjacent to station location
362	907 E Carson Ave	139-34-712-031	Residential-Single Family	1940	Pioneer Heights	N/A	Craftsman	Stucco with asphalt composition roof and aluminum windows	Not eligible (re-evaluated)	B7514	Converted garage	Adjacent to station location
367	899 Fremont St	139-34-612-056	Commercial	1970	Western Hotel and Casino (vacant);	Western Hotel and Casino	Corporate Postmodernism	Concrete block with unknown roof material and aluminum windows	Not eligible	B15771		Adjacent to station location
369	200 S 8th St	139-34-612-025	Residential – Apartments	1963	Bargain Hotel	Unknown	Commercial	Concrete block with unknown roof material and aluminum windows	Not eligible	B15770		Adjacent to station location
395	125 S Las Vegas Blvd	139-34-611-055	Commercial	1958	Central Telephone Company (Centel)	Southern Nevada Telephone Company	Corporate Modernism	Various exterior materials, including blue ceramic tiles with unknown roof material and aluminum windows	Eligible	B15769		Adjacent to station location
401	212 S Las Vegas Blvd	139-34-610-024	Commercial	1956	EZ Pawn	Unknown	Commercial	Brick with unknown roof material and aluminum windows	Not eligible	B15768		Adjacent to station location
406	304 E Carson Ave	139-34-210-081	Commercial	1965	Clark's Las Vegas Townsite	Unknown	International	Concrete with concrete roof	Not eligible	S1882	Parking garage	Adjacent to station location
488	501 Desert Ln	139-33-306-001	Commercial	1963	The Neon Apartments	Unknown	International	Stucco with asphalt roof and aluminum windows	Eligible (re-evaluated)	B10955		Extend ROW for sidewalk adjacent to new track
512	511 S Tonopah Dr	139-33-301-010	Commercial	1963		Unknown	Contemporary	Concrete block with concrete roof and aluminum windows	Not eligible	B15764	Demetrios A. Dalacas, Attorney at Law	Extend ROW for sidewalk
507	2030 Pinto Ln	139-33-302-009	Residential-Single Family	1956	N/A	Unknown	Contemporary	Stucco with asphalt roof and aluminum windows	Not eligible	B15765		Extend ROW for sidewalk

wall is a character defining feature of the building and is consistent with the building's International style. The second floor is accessed by exterior circulation which is delimited by a flat corrugated metal railing system that surrounds the building on the second floor. There are four aluminum cased windows on the southeast and northwest frontages of the building. There are doors located on the first floor on both the southeast and northwest side that allow access to the interior of the building. Currently providing space to the university's art department, several sculptures and artistic displays are located around and incorporated into the building, including an ear on the exterior staircase on the northwest side of the building.

Alterations to the building include the addition of a two-story elevator shaft attached to the building toward the north end of the northwest façade by 1983.

Eligibility Justification. In 1954, the Nevada Board of Regents founded the Southern Regional Division of the University of Nevada, commonly known as Nevada Southern University. To meet the demands of the growing community of Las Vegas, the Regents of the University of Nevada acquired an 80-acre parcel on Maryland Parkway for a future university that is now the current site of the University of Nevada, Las Vegas (UNLV). On September 10, 1957, the first classes were held on campus in a new 13,000-square-foot building, later named for Maude Frazier, a state assemblywoman and leading advocate for the establishment of Nevada Southern. The university grew quickly and added new buildings, including a classroom building named for regent Archie C. Grant in 1959. Frazier Hall was demolished in 2008, making Grant Hall the oldest surviving building on the UNLV campus. Grant was involved in civic life in Las Vegas and the State of Nevada. With the creation of the Las Vegas Housing Authority in 1947, Grant became its first citizen chairman. In 1952, Grant was elected to serve as University of Nevada regent, where he became an important advocate for the creation of the university campus in Las Vegas that would become UNLV.

Grant Hall was originally a general-use classroom building and a portion of the building was used to house the first library on the UNLV campus. As the university grew, individual schools and departments were housed in their own buildings. Grant Hall has housed the school of education in the past and now is the home of the university's art department and has studio and exhibition space, in addition to classrooms.

As the oldest remaining building on the campus of an R1 university (R1 is classified as a Doctoral University- Highest Research Activity), Grant Hall is associated with the rapid growth of higher education in Post-war America and the building is representative of this important trend in American history. Grant Hall is considered eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion A. UNLV as a university is associated with the lives of historically significant persons through both its alumni and faculty. Their specific association with Grant Hall is not directly established and as a result, without more direct evidence, the building would not be eligible under Criterion B; however, the association of notable people with Grant Hall may be of interest on state and local registries. While the resource is identifiable in terms of its historical context of the 1950s, the property does not show the level of workmanship, design, or artistic values that would qualify it as being an eligible resource under Criterion C. University buildings are commonly represented and Grant Hall is not exceptional or significant and is therefore not

likely to yield historically valuable information that would qualify the resource under Criterion D.

Grant Hall retains four of the seven aspects of integrity: location, design, materials, and association. Grant Hall is situated in its original location along Maryland Parkway, it has not been altered so its original minimalist design reflective of the International style is intact. It was constructed of reinforced concrete which also has not been altered, and it maintains its association as an educational building within the UNLV campus. The Archie C. Grant Hall is recommended eligible for listing on the NRHP under Criterion A.

The UNLV campus has undergone extensive redevelopment since its initial construction in the 1950s and many of the original buildings have been demolished and replaced with new construction. As such, there is limited potential for an historic district that would include the Archie C. Grant Hall as a contributing element. Further, Grant Hall is not located within a previously identified historic district that is eligible for the NRHP.



Figure 21. Archie C. Grant Hall, southeast (primary), façade, facing west



Figure 22. Archie C. Grant Hall sign on masonry wall on outside of stair cover on southeast corner of building, facing west

125 S Las Vegas Blvd (B15769)

Description. The commercial building located at 125 South Las Vegas Blvd was first constructed in 1958. The building occupies one third of the city-block on which it is situated. It is three stories tall on its south extent (1958 original building and 1964 addition) and at mid-block it becomes a 5-story tower (1971 addition). The building has had three major additions dating to: 1963, 1964, and 1971. The historic core of the building is located on the northeast corner of Las Vegas Blvd and Carson Ave. The first extension to the building is to the north, the second addition expanded to the east, and the third addition expanded the east margin of the building to fill the entire current building footprint (Figure 23). The building has a flat roof and its overall shape is a stepped rectangle. The building's primary exterior characteristics are light blue rectangular tiles, a large geometrically patterned cast concrete screen on the west façade, and vertical, ribbed, aluminum sun screens located along the west and south elevations. On the south face of the tower visible from Carson Avenue, there is a large graphic mural that has been painted within the last 12 months.

This building is representative of commercial and institutional architectural approaches common in the mid-1950s, which took advantage of newly available building technologies and embraced a modern aesthetic.

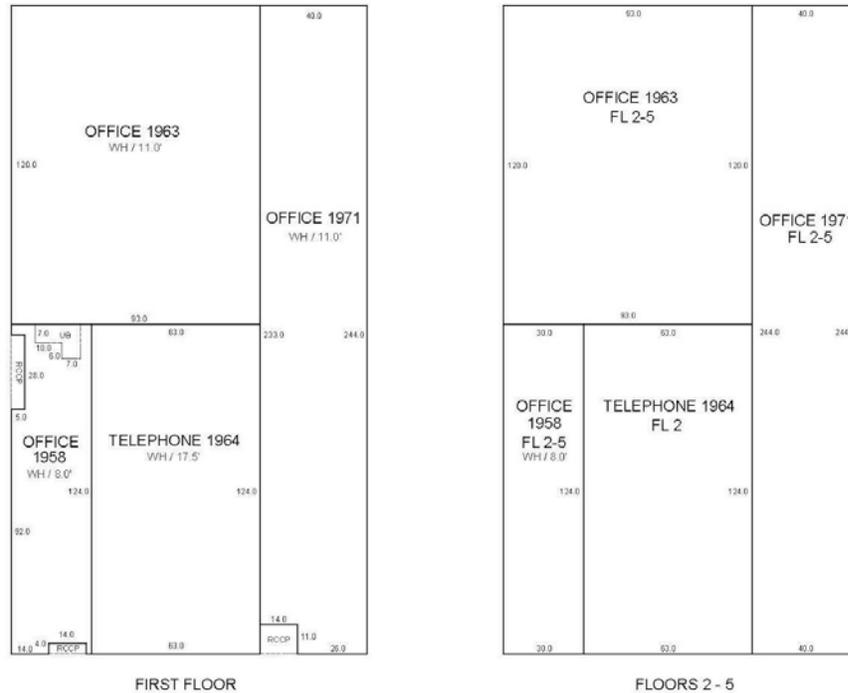


Figure 23. Floor plan for construction additions to Central Telephone Company building. Source: Clark County Assessor's Office Property Sketch

Eligibility Justification. This building was first constructed in 1958 to house Las Vegas' main telephone exchange. The original user was the Southern Nevada Telephone Company, which in 1971, became part of the Central Telephone Company (Centel). Sprint acquired the assets of Centel in 1992 and then the company was absorbed by CenturyLink in 2009. During these transitions the building continued to be used to house communications equipment that has served as the primary telecommunications exchange for Central Las Vegas. The physical growth of the Central Telephone Company building and its expansions represent a parallel to the growth of the City of Las Vegas. As Las Vegas began to urbanize in the 1950s it required new and modern telecommunications facilities. In line with this modernization, the new telephone exchange building was designed with the technological aesthetics common to commercial architecture in the 1950s. It embraced the use of new materials such as brightly colored mass produced glazed tiles, aluminum framed windows and other features that suggested that advanced technologies and functions were housed in the building itself. Las Vegas continued to grow and as a result, the region required a larger exchange building as the number of lines in the community grew as well. Interestingly, the telephone company needed to expand the building rather rapidly after its first development. In 1963 and again in 1964 the telephone exchange added significant expansions to the north and east of the original building. These additions allowed for increased capacity of telephone switching equipment and office space. The 1963 expansion included the same period design features as the original 1958 construction, including matching blue glazed tiles and decorative concrete screening. However, the 1964 addition did not include these motifs and features. By 1971, when the third and final expansion of the building occurred, an undecorated concrete structure was appended to the west end of the building. By this time, the resource had taken on a more utilitarian and a less symbolic function as a building.

Although the building's physical growth parallels the rapid expansion of Las Vegas as a community, the telephone exchange is not associated with any events that have made significant contributions to the broad patterns of American history. The resource would not likely be eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion A. There is no documented evidence of the property being associated with the lives of historically significant persons and as a result, the resource would not be eligible for the NRHP under Criterion B. The building does have distinctive design elements that are associated with the modernist movement, in particular, the metal shutters that shade the windows on the former office component of the building as well as the blue decorative tiles that primarily clad the Las Vegas Boulevard elevation. However, at some point in the resource's history, modifications were made to the character-defining blue, glazed ceramic tile cladding. Every tile on the building now has a large, flathead screw which penetrates the tile at its center, perpendicular to the exterior wall. Additionally, numerous tiles have chips which have removed portions of the blue glazing. Given the condition of this character-defining feature and the fact that the building has been modified with non-sympathetic additions to its original design on the east, it would be unlikely to qualify for the NRHP under Criterion C at the national level. However, its distinctive design elements as exemplified by the original 1958 building and the 1963 addition to the north qualify it for inclusion on the NRHP at the state or local level. Central telephone exchanges from the 1950s are commonly represented in American cities and this example is not exceptional in

its form or function and is therefore not likely to yield historically valuable information that would qualify the resource under Criterion D.

The Central Telephone building is not located within a previously identified historic district that is eligible for the NRHP nor is it likely to be a contributing resource to a potential historic district that could be eligible for the NRHP.



Figure 24. 125 S Las Vegas Blvd, west (primary) façade, facing northeast



Figure 25. 125 S Las Vegas Blvd, south façade, facing northwest



Figure 26. 125 S Las Vegas Blvd, west façade, facing southeast

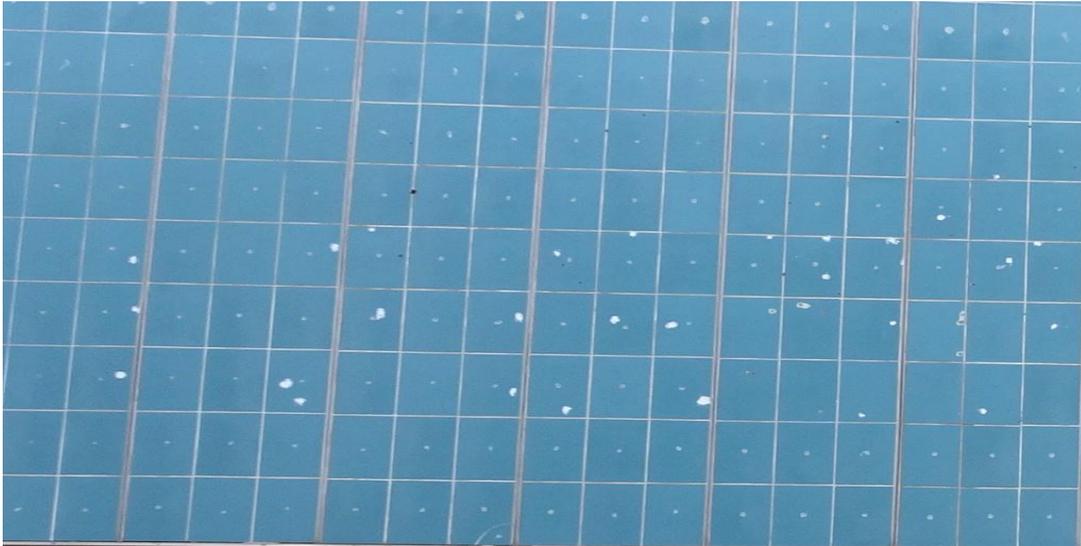


Figure 27. 125 S Las Vegas Blvd, west façade, showing detail of screws and damage to the exterior blue tile

501 Desert Lane (B10955)

Description. 501 Desert Lane is located at the southeast corner of Desert Lane and Alta Drive. The two buildings located at this address are identical two-story, International style apartment buildings constructed in 1963. The 22-unit complex comprises two "U" shaped buildings oriented north-south that are a mirror image of each other, forming a courtyard in the center. Both buildings have a flat roof with exterior walls clad in concrete stucco. The sides of the buildings which face the streets have a grid pattern created from linear rows of equally spaced aluminum slider windows, in between wide vertical stripes painted in a descending gradient of blue separated by narrow rust colored strips resulting in an ombré effect. The exterior paint color is an alteration from the tan and brown coloring identified in 2008. Landscaping consists of xeriscaping and rock gardens, and alteration

from the landscape plantings of juniper bushes spaced between the windows, which was described as reinforcing the regular rhythm of the building in 2008.

Eligibility Justification. The two buildings located at 501 Desert Lane (B10955) were previously surveyed in 2008 as part of an architectural inventory for Project Neon along Interstate (I)-15 from Sirius to Bonanza Road. The buildings were determined to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C.

The architectural resources at this address were found to retain sufficient architectural integrity to convey their connection with post-World War II development of Las Vegas residential communities (Criterion A). The buildings were also found to embody the distinctive characteristics of Mid-Century Modern apartment homes (Criterion C). The buildings retain original massing, siding, and understated fenestration. The aluminum sliding windows with non-existent surrounds and single pane doors and spare facades, are hallmarks of utilitarian modern vernacular architecture. Because there appeared to be no modifications to these buildings, they retained sufficient integrity of design, material, and workmanship to convey their significance under Criterion C.

In February 2018, county assessor records were reviewed and the buildings were field inspected to assess their current condition and any changes that might affect their eligibility for the NRHP since the previous evaluation. Changes to the apartment complex in 2017 included alterations in the buildings' exterior color and landscaping. However no structural changes to the buildings have occurred and the buildings would still be considered eligible under Criteria A and C.

This parcel is not located within a previously identified historic district eligible for the NRHP nor would the two identical apartment buildings likely contribute to a potential historic district as much of the area has been redeveloped and few buildings associated with this period or style of construction remain.



Figure 28. 501 Desert Lane, west façade facing east.



Figure 29. 501 Desert Lane, east façade, facing west.

7.2 Resources of Potential Historic Interest at the State or Local Level

The following resources were identified in the survey as Not Eligible for the NRHP at the national, state, or local level; however, they may qualify for inclusion on a state or City of Las Vegas local register.

4412 S Maryland Pkwy (B15794)

Description. Built in 1966, The University United Methodist Church located at 4412 South Maryland Parkway, is apsidal in plan with a rectangular projection at north extent of the building. It is a single-story building with a low gabled, timber-framed roof, covered in ceramic tile with large overhanging eaves. The timber roof has exposed Redwood rafters, slatted sheathing and ridge beam. The walls are painted slump-stone with battered, engaged columns and clamped buttressing. There are large wood lintels above the doors and windows. The north extent of the apsidal projection has a fixed glass wall from the eaves to the ground plane. The building's primary façade faces south and has a gabled portico with tiled roof, which extends approximately eight feet from the exterior envelope of the building. It has a center door, gable façade with inset double wood doors and a flagstone walkway. The west extent of the building which faces onto South Maryland Parkway has large glass windows that look out onto a porch that runs parallel to this side of the building. The apsidal extension has inset slit windows. To the east of the original church building is an arcaded courtyard. On the apex of the roof is a stylized steeple made of wooden members in an offset quadrilateral open frame. There is a large wooden cross atop the steeple.

Eligibility Justification. University United Methodist Church was formed to serve the needs of the University of Nevada, Las Vegas (UNLV) and surrounding communities in March of 1966 with 176 charter members. Rev. Douglas Harrell was the organizing pastor. Lester and Vera Balkins donated money for a mission-style chapel for the first place of worship. Additional buildings were added on the site in 1979 and 1999. Throughout its history, the congregation has been closely integrated with the UNLV community.

The University United Methodist Church is not associated with any events that have made a significant contribution to the broad patterns of American history, therefore the resource

would not be eligible for inclusion on the National Register of Historic Places under Criterion A. There is no documented evidence of the property being associated with the lives of historically significant persons and as a result the resource would not be eligible under Criterion B. The property has workmanship, design, and artistic values that may qualify it as being a state or local resource, but it is less likely to be eligible at the national level under Criterion C. The property type is commonly represented and is not exceptional or significant and is therefore not likely to yield historically valuable information that would qualify the resource under Criterion D.



Figure 30. 4412 S Maryland Parkway, south (primary) façade, facing north.

3600 S Maryland Pkwy (B15790)

Description. The Boulevard Mall is an approximately 1.25 million square-foot, flat-roofed, single-story indoor shopping mall; the building itself is centered around an indoor corridor that was originally intended to reflect the feel of a European streetscape. The Mall is connected to four other large retail buildings through reciprocal easements; these attached structures were originally the site of the mall’s “anchor tenants,” Sears, J.C. Penney, Broadway, and Ronzone’s department stores, though all were constructed separately from the mall itself. The roof of the Mall is primarily occupied by the building’s significant HVAC machinery and utility connections. There are skylights on the roof. One is a linear set of skylights that cover the main forecourt and entry way into the mall. Immediately to the east of these skylights, there is a glass dome with an approximately 15-foot diameter. A second skylight system is located over the main interior corridor. These skylights are in a semi-cylindrical arrangement with alternating opaque panels. The skylight structure is pierced by three glass pyramids each with an approximately 15-foot x 15-foot base. The glass dome and pyramids are visible from the building’s surface parking lot and from Maryland Parkway.

The structure of the Boulevard Mall is concrete, but over the years it has been clad with a decorative stucco exterior. No original historic fabric is visible on the exterior envelope of the mall itself. In terms of doors and windows, the original entryway, designed by architect John Graham, Jr., remains in modified form. The signature entry way is a 20-foot x 12-foot covered portico supported by two streamlined fluted columns. The portico supports an illuminated sign for the Boulevard Mall underneath its roof that hangs at the front. The original signage itself has been replaced although a sign is still present in that location. The entry way has ground-to-roof height glazing that is framed in aluminum. There are four oversized commercial automatic door systems at the center of the entry way and two manually operated aluminum framed doors on either side. None of these doors are original to the building. Other apertures have been opened into the building envelope to accommodate mall tenants. All of these openings are ahistorical and secondary to the initial construction of the mall.

Eligibility Justification. Originally opened in 1968, the Boulevard Mall is representative of a broad national movement towards indoor climate-controlled retail centers. This typology, first deployed in 1956 at the Southdale Center in Edina, Minnesota, as designed by Victor Gruen, had the important effect of altering the patterns of retail architecture in the United States. The Boulevard Mall was part of this transformation and can be seen as part of the ongoing development of this typology. When it opened, the Boulevard Mall was Nevada's first enclosed climate-controlled shopping center. Initially, the Boulevard Mall had 750,000 square feet of gross floor area, which accommodated four anchor department stores and 26 in-line retail stores within the Mall itself. In terms of the broad transformation of American retail from main street stores to regional malls, the Boulevard Mall is representative of this change in architecture and urban form. However, the mall is not specifically associated with any particular event that has made a contribution to American history and is therefore not likely to qualify for the National Register of Historic Places (NRHP) based on this criterion. Its status as Nevada's first enclosed regional mall could be potentially significant in terms of state and local history.

There is evidence of historically significant individuals having been associated with this mall. Grant Sawyer, the 21st Governor of the State of Nevada and Paul Laxalt, who was the State's Lieutenant Governor at the time, attended the opening ceremonies for the Mall. Laxalt would go on to become one of Nevada's leading public figures serving as the State's Governor from 1967 to 1971, after which he was elected to the United States Senate representing Nevada, where he served from 1974 to 1987. The Mall was developed by Paradise Partners, whose principal investors included Irwin Molasky, Moe Dalitz, and Merv Adelson. All of these partners were active in local development and subsequently each became associated with various philanthropic efforts in Las Vegas and beyond. Allard Roen, who also had a career as a manager with Paradise Partners was a known local proponent of civil rights who led the efforts to desegregate the Desert Inn and the Stardust Hotel in 1960. However, the Boulevard Mall is not a significant element in what contributes to the importance (political office, civic development, philanthropic efforts, desegregation of Las Vegas in the 1960s) of each of these regionally prominent individuals. The Boulevard Mall is not considered eligible for inclusion in the NRHP under Criterion B.

The mall itself has undergone major expansions, modifications and remodeling through its history. The first reported major remodeling took place in 1984. This reinvestment in the mall was in reaction to the competitive pressures brought on by the development of the Fashion Show Mall on the Las Vegas Strip in 1981. The Boulevard Mall was expanded in 1992 with a \$60 million development program that added over 150,000 square feet of new retail space, a 24,000-square-foot food court, and a three-story parking structure. By 1998, the Mall had grown to over 1.25 million square feet of indoor space and it was the largest indoor mall in Southern Nevada until it was eclipsed by the expansion of the Fashion Show Mall in 2003. The competitive pressures of the retail environment have led to incremental interior remodelings.

While the basic layout and footprint of the mall are recognizable in terms of its original construction, most of the original historic fabric has been removed. One notable feature that remains in significantly altered form is the Mall's entryway. This was originally designed by John Graham, Jr., who was the principal designer of the Space Needle in Seattle, Washington. Significant exterior renovations were undertaken in 2015 in an idealized art deco revival style. This renovation has obscured the majority of the building's historic fabric. In terms of workmanship or craft, the Boulevard Mall is representative of commercial construction from the late 1960s through the 1990s. The Mall's size, cultural influence, and its association with notable designers, could have indicated significance under Criterion C; however, with the numerous alterations and additions over time, much of the integrity to convey that significance has been diminished. The resource is not recommended eligible for the NRHP under Criterion C.

The history of the Boulevard Mall is well reflected in both the local news media and in property records. Regional malls as a typology are well represented both locally and nationally and as a result this resource is unlikely to qualify under Criterion D for inclusion in the NRHP.

The Boulevard Mall is not located within a previously identified historic district eligible for the NRHP nor is it likely to be a contributing resource within a proposed new historic district. None of the other buildings that share an historic association with the development of the mall, including the four original anchor stores attached to the mall, have been determined individually eligible nor are they considered contributing resources to a potential historic district associated with early retail shopping development along South Maryland Parkway.



Figure 31. 3600 Maryland Parkway, west (primary) entrance, facing east

1205 E Charleston Blvd (B15776)

Description. The restaurant, now operating as Tacos Mexico, is in a distinctive sloped roof building with large windows fronting E. Charleston Blvd. The roof is a boomerang shape and serves as a marquee for the restaurant. Originally a location in the Denny’s chain of restaurants, the boomerang-roof building prototype was designed by Los Angeles-based firm of Armet & Davis, led by Louis Armet and Eldon Davis. This style of fast/casual food service represents an early stage in the evolution of the quick service food industry and is reflected in the building’s architecture. This building can be classified as a Google style resource, with which Armet & Davis are synonymous, with its dramatically angled roof, exaggerated structural elements, and glass expanses, that create eye-catching appeal for a car culture. These architectural hallmarks of the style are largely intact and present on the building.

The original sign for the Denny’s restaurant was adapted for the Charland Square shopping plaza that shares the parcel with this resource and occurs along E. Charleston Boulevard to the east of the intersection with Maryland Parkway. The sign features a double-sided metal hexagon, typical of the style widely used for the Denny’s chain. The light bulb-studded spherical finial (a “sputnik”) above the sign today was likely added later. The hexagonal shaped sign style is still used at Denny’s locations today but the original neon has been replaced with sheet plastic lit from within.

Eligibility Justification. The presence of the former Denny’s restaurant (now operating as a Tacos Mexico) is distinctive and is representative of post-World War II car culture and changing social and consumer behavior. Denny’s began as Danny’s Donuts in Lakewood, California in 1953. With the opening of store #8 in 1956, the name was changed to Danny’s Coffee Shops, offering 24-hour service. To avoid confusion with another coffee house

chain in Los Angeles, the name was changed to Denny's Coffee Shops in 1959 and then simply to Denny's in 1961. This resource is one surviving example of this type of building that is an already well-recognized and well-represented example of fast/casual, always open restaurant chains that became popular as part of a changing American consumer culture. Because of this, the building would likely not be eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion A; however, there may be interest in including it as it may be considered for a local or state designation resource on a state or local level. There is no documented evidence of this restaurant being associated with the lives of historically significant persons and, as a result, the resource would not be eligible under Criterion B. The restaurant serves as a fairly intact example of the prototype designed by Armet and & Davis for the Denny's chain. The prolific design firm is credited with the construction of over 4,000 Googie restaurants at locations across the U.S. and abroad including those based on prototypes for Denny's and other large restaurant chains. Through its conversion from a Denny's to Tacos Mexico, the structure at 1205 E. Charleston Blvd has undergone modifications. Signage has been added to the boomerang eaves which are character-defining features of Googie architecture and are characteristic of the Denny's of this time period. Additionally, the original pole sign has been changed. The original flagstone embellishments on the exterior façade, which are a hallmark of Denny's Restaurants that were designed by Armet and & Davis, have been painted over.

At least one other Denny's constructed in 1963 of the same design is still in operation as a Denny's in Las Vegas, located at 1826 (1810) S Las Vegas Blvd and outside of the current project Area of Potential Effect (APE). The example at 1826 (1810) S. Las Vegas Blvd is a more intact example of Armet and & Davis's work for Denny's (see included photographs). The structure at 1826 (1810) S. Las Vegas Blvd., retains more original building materials and signage than the converted resource at 1205 E. Charleston Blvd. The Denny's at 1826 (1810) S. Las Vegas Blvd. maintains the branded architectural features of its original use. The boomerang eaves are intact and the integrated signage marking the restaurant as a Denny's is in place. Additionally, the building's natural flagstone façade elements are present and maintained in their original (unpainted) condition. According to the company's website, the Denny's located at 1826 (1810) has been in operation at this location for 60 years, which would place its date of initial operations as 1958. The longevity of this continuous use is exceptional for a restaurant and reinforces its identity in the landscape. Because the resource at 1205 E. Charleston Blvd is neither the first nor most intact example of the restaurants designed by Armet & Davis, the resource would not be eligible for the NRHP under Criterion C; and while the distinctive Googie design is notable, the resource has had modifications to its exterior. The resource is not eligible for the NRHP under Criterion C.

The property type is commonly represented and is not exceptional or significant and is therefore not likely to yield historically valuable information that would qualify the resource under Criterion D.

This commercial building is not located within a previously identified historic district nor is the building likely to contribute to a potential historic district that could be eligible for

the

NRHP.



Figure 32. 1205 E Charleston Avenue, east (primary) façade, facing west.



Figure 33. 1826 (1810) S. Las Vegas Blvd, east façade, facing west showing a largely intact Denny's restaurant building outside of the current APE

1229 E Carson Avenue (B15779)

Description. The building located at 1229 East Carson Avenue was constructed in 1946. It is a single-story, rectangular shaped building with a high gable roof. The assessor's records indicate that additions to the building were completed in 1964, 1967, and 1976 and this comports with historical evidence and visual observation. In 1964, a large, square-shaped addition with a low gable roof was added to the northwest side of the building. In 1967, an L-shaped addition was completed and runs from the northeast corner to the end of the east extent of the building. In 1976, a small, flat-roofed, rectangular additional was constructed on the west of the primary façade in front of the 1964 addition. The primary façade has a 6-foot tall cross at the apex. Arranged at an inset are a set of 10-paneled double wood doors. Above the door there is a round window that has been enclosed which measures approximately 72 inches in diameter. The exterior of the original building is painted masonry. The masonry of the original building has a unique cut stone, irregular pattern that has been laid in non-continuous courses. Additions to the building were made using concrete block with stucco finish. A set of three stained glass windows are present along the southeast side of the building. The age and integrity of the windows cannot be determined from the exterior; however, documentary evidence strongly implies that the windows were installed sometime after 1961, as the building was occupied by a Jewish congregation from its initial construction until it was sold to a Greek Orthodox Church in 1961. Three engaged, square, masonry columns line the southeast face of the building that appear to date to the original construction. Two engaged, concrete block columns are located on the northwest extent of the building, along with three small aluminum framed sliding windows. These materials are keeping with the 1964 date associated with this addition to the building.

There is a large concrete surface parking lot that covers the east and south sides of the parcel; limited landscaping is present along East Carson Avenue. In terms of signage, the church has a small changeable type sign on the north-east corner of the lot and two placard type signs along the north margin of the parcel.

Eligibility Justification. This building was the original site of the first Jewish synagogue in Southern Nevada. The congregation was established by an informal group of members of the Jewish community that had been meeting for religious services in private homes, public buildings, and available churches. In 1944, after high holiday services that had taken place in the Las Vegas Elks Lodge, a group led by Nate Mack gathered pledges to construct a new synagogue and community center for Las Vegas' Jewish community. In September 1946, the Las Vegas Jewish Community Center at 1229 E. Carson Avenue was erected for a cost of \$26,000. The construction was completed by Ira Goldring. Fundraising of the building was led by Nate Mack, Art Brick, William Mendelsohn, Dr. A. Coblenz, and Sallie Gordon. The Jewish community of Las Vegas grew through the 1950s and, during this time period, several Jewish hotel and casino operators and developers who came to the region and worshipped here would eventually become some of Las Vegas' most prominent citizens. By 1952, the local Jewish community had outgrown the capacity of the existing Jewish Community Center and a new property was purchased at 1600 Oakey Boulevard with the intention of relocating to a new building. Funds for the relocation were raised by Melvin Moss and Irwin Molasky. The Jewish community remained at 1229 East Carson

Avenue until the construction of what would later be named Temple Beth Sholom at the Oakley Boulevard site in 1958. The building at 1229 East Carson Avenue was operated by Temple Beth Sholom as a Jewish Community Center until its sale in 1961 to the Greek Orthodox Community.

After having served as the site of Southern Nevada's first Synagogue, the building at 1229 East Carson would have the further distinction of becoming home to Southern Nevada's first Greek Orthodox Church. St. John's Greek Orthodox Church acquired this site in 1961. The building served as St. John the Baptist Greek Orthodox Church until the congregation's move into its current sanctuary, built upon purchased land at 5300 South El Camino Road and completed in 1992. In 1994, the building was sold by the Greek Orthodox Church to the Christian New Life Center which currently operates the building as Iglesia Adventista del Séptimo Día Torre Fuerte.

The building at 1229 East Carson has a history of uses that are regionally significant. The building may be of interest on a state or local level; however, the use of the building over time does not reach to the level of national importance. Therefore, this building would not likely be eligible for listing on the National Register of Historic Places (NRHP) under Criterion A. There is evidence of the property being associated with the lives of locally significant persons but as with Criterion A, these associations are not likely to be seen of national significance under Criterion B.

The building has been modified and expanded since its initial construction and the property does not show the level of workmanship, design, or artistic values that would qualify it as being an eligible resource under Criterion C. The property type is not distinctly representative of a minority culture and, as a church, the building typology is well represented and is not exceptional or significant. Therefore, it is not likely to yield historically valuable information that would qualify the resource under Criterion D.



Figure 34. 1229 E Carson Avenue, northeast façade, facing southwest.

218 S. Maryland Parkway (B15773)

Description. 218 S. Maryland Parkway is a single-story rectangular building that was constructed in 1957. The primary façade, which fronts southeast onto S. Maryland Parkway, has a boxed, steeply raked, shed roof with a band of triangular clerestory windows located beneath the overhanging eave on the front façade. The glass on the clerestory windows of the west facade appears to have been altered by the application of an opaque window film. This is a secondary addition to the building put in place after its initial construction. A decorative sandstone veneer has been applied to the exterior walls on the front façade of the building. This veneer appears to be a modern addition and is therefore not original to the resource. A concrete block retaining wall supports a raised garden along the front of the building. The retaining wall has decorative concrete masonry unit (CMU) pop-outs along its face that form an offset grid pattern. This effect was created by placing two rows of concrete header blocks perpendicular to the wall's face. A manufactured iron security fence, capped with fleur-de-lys, encloses the front porch and entryway to the building. This fencing appears to be an alteration to the original building. A large rectangular painted-metal mailbox is attached to the fence. The mailbox also appears to be a secondary addition. The building is currently in commercial use as an attorney's office. The northwest (rear) façade contains one aperture for a metal fire rated door. The southwest façade is largely obscured by the building next door, but at least three multi-pane casement windows with concrete sills are visible toward the rear of the building. There are several off-street parking spaces located behind the building. The property is situated with minimum setback from S. Maryland Parkway, which is a heavily trafficked urban street.

Eligibility Justification. The office building at 218 S. Maryland Parkway is not associated with any events that have made a significant contribution to the broad patterns of American history. Therefore, the resource would not be eligible for inclusion on the NRHP under Criterion A. The property is associated with Marydean Martin, the former lead for public relations for Paradise Development. Martin was a long-term associate of Moe Dalitz, an early and noted developer in Las Vegas, active from the late 1940s through the late 1960s. In 1975, Martin and Jim Joyce founded Joyce & Martin Advertising, which was active in lobbying, public relations and campaign operations. Their first client was Sunrise Hospital in Las Vegas, founded by Paradise Development. Martin is active in local philanthropy and in 2012 the main library at Nevada State College in Henderson was named in her honor. Martin owned the property at 218 S. Maryland Parkway from 1978 to 1993. However, it is unclear if this was a primary residence or office space that was used by her firm (the building is currently a law office). The most notable building that Marydean Martin is associated with is the Library at Nevada State College. Martin's local importance as a woman in public life beginning in the 1960s may be of local interest, and the building's association with her may warrant inclusion on a local or state register as a historic resource. However, this association is limited to a local or state designation. Because of Martin's largely local influence, the resource would not be eligible for the NRHP under Criterion B at the national, state, or local level. While the resource is identifiable in terms of its period of construction, the property does not show the level of workmanship, design, or artistic values that would qualify it as being an eligible resource under Criterion C. The property type is commonly represented and is not exceptional or significant and is therefore not

likely to yield historically valuable information that would qualify the resource under Criterion D.

The building is not located within a previously identified historic district eligible for the NRHP nor is it likely to be a contributing resource within a proposed new historic district.



Figure 35. 218 S. Maryland Parkway, southeast façade, facing northwest.

7.3 Neighborhoods in the APE

The windshield survey included a study of neighborhoods and streetscapes in and adjacent to the APE to determine if individual resources may be eligible for the NRHP as contributing resources to potential historic districts. Several historic-age neighborhoods (developed through 1971) and previously identified historic districts were identified in the vicinity of the APE (Table 6; Appendix C). Additional neighborhoods are also identified in the table and maps in Appendix C as they occur in the general project area. Maps in Appendix C show the boundaries of additions, subdivisions, and neighborhoods that overlap the APE.

Only small portions of neighborhoods overlap the project APE and only buildings and structures located within the APE were included in the survey; therefore, no neighborhoods were evaluated for NRHP eligibility in their entirety. Detailed information on individual neighborhoods in the APE is provided in the following section.

Table 6. Neighborhoods and Historic Districts in and near the APE		
NAME	Date of Development	Notes/Location
Paradise Valley Southgate	ca. 1962-1963	
Paradise Acres	ca. 1978-1985	
Century Garden	1975-1977	
Wilbur Clarks Paradise Gardens	ca.1963	
Del Mar University Gardens	ca. 1980	
University Park Apartments	ca. 1963	
East Flamingo Point	ca. 1991	
Mission Center	ca. 1977-1978	
Maryland Crossing AMD	ca. 1987	
French Oaks	ca. 1984	
Maryland Plaza	ca. 1995-1996	
Boulevard Mall	1965-1968	
Maryland Gardens	ca. 1970-1971	Out of APE
Continental Park (east)	ca. 1963	Out of APE
Continental Park (west)	ca. 1963	Out of APE
Paradise Palms	ca. 1961-1963	Out of APE
Las Vegas Country Club Estates	ca. 1970s-1980s	Out of APE
Francisco Park Tracts 1 and 2	1954-1956	
Francisco Park Tracts 5-7, 9-13	1961-1965	
Beverly Green Historic Neighborhood	1952-1964	Out of APE
Vega Verde Addition	ca. 1946-1951	
John S. Park Neighborhood Historic District	1925-1949/1950-1974	Consists of Park Place Addition and Vega Verde Addition; HD is outside of APE

Marycrest Estates	1944-1976	
Southridge Subdivision	ca. 1951-1959	
Huntridge Subdivision	1941-1945	
Huntridge Subdivision Tract No. 2 Historic District (proposed)	1942	Within Huntridge Subdivision
Charleston Square	1945, 1948-1949	
Quail Park 1	1980	Out of APE
Palomino Gardens	1980s-2000s	Out of APE
Valley Hospital	1960s	
Pahor Tract	1948-1963	Out of APE
Westwood Tract 1	1948-1951	Out of APE
Shadow Quail Park	1998	
Highland Park	ca. 1940s-1950s	
Rancho Park	ca. 1956-1962	
Shadow Lane 1	2006	Out of APE
Shadow Lane 2	2007	
Rancho Manor 1	1962-1963	
Rancho Manor 2	1963	Out of APE
Rancho Vista	1959-1960	Out of APE
Ranch Acres	ca. 1950s-1970s	
Clark's Las Vegas Townsite	ca. 1930s-1950s	
Historic Fifth St School	1936	Out of APE located in Clark's Las Vegas Townsite
Buck's Subdivision	ca. 1940s-1970s	
Fairview Tract	ca. 1940s-1950s	
Pioneer Heights	ca. 1947-1953	
Ladd Addition	ca. 1942-1957	
Wardie Addition	ca. 1933-1949/ ca. 1939- 1949	
Las Vegas High School Historic District	1928-1941	Out of APE; located within Wardie Addition
Mayfair Tract	1941-1946	Out of APE
14th Street City Addition	1940s to 1950s	Small area within APE
Hawkins Addition	ca. 1939-1959	

Paradise Valley Southgate. Paradise Valley Southgate is a residential neighborhood developed ca. 1962-1963 and consists of one-story single-family Ranch style houses. The neighborhood is located on the west side of Maryland Parkway at the southern end of the APE, roughly bounded by Princess Katy Ave to the south and E Hacienda Ave to the north. The southern portion of this neighborhood, including three full blocks south of Princess Katy Ave., was razed in 2004 as part of the Terminal 3 expansion of McCarran International Airport. In addition, the neighborhood circulation system was modified to

provide new connections for the remaining houses in the neighborhood. In 2015, Clark County developed the former southern portion of the neighborhood into a 20-acre public park, the Siegfried and Roy Park, to create a buffer between the airport and remaining homes in the neighborhood as part of the final phase of the airport expansion project. The current project included intensive survey of one resource within the neighborhood, 1175 Princess Katy Ave. With the razing of a large portion of homes original to Paradise Valley Southgate, the neighborhood is not likely to form a cohesive district that could be eligible for the NRHP.

Paradise Acres. Paradise Acres was developed ca. 1981 and consists of two-story multi-family apartments/ units. The neighborhood is on the east side of Maryland Parkway at the southern end of the APE. The southern two-thirds is part of an apartment complex, the Bay Bridge Apartments. The upper third is comprised of several smaller complexes, including Skyline Terrace.

Century Garden. Century Garden was developed in 1975-1977 and consists of one and two-story single-family homes. The portion of the neighborhood along Maryland Avenue is Subdivision Unit 2, part of a planned community/neighborhood association, now called Parkway Villas, with very similar houses all constructed at the same time (1977). The neighborhood extends from E Hacienda Ave in the south to an alley that follows the line of E. Reno Ave at the north end. The segment of the neighborhood west of Wilbur Street, Subdivision Unit 1, consists of single-family homes on larger parcels.

Wilbur Clarks Paradise Gardens. Wilbur Clarks Paradise Gardens consists of two tracts. Tract 2 occurs along Maryland Parkway between an alley extending the line of E Reno Ave and the first row of buildings along Lulu Avenue. Tract 2 was developed in 1963 and consists of numerous similar two-story multi-family apartments/ units, currently marketed as Vibe Apartments, two parcels of which were documented as part of the current intensive survey. West of Wilbur Street, Tract 1 consists of one-story single-family homes constructed between 1961-1964.

Del Mar University Gardens. Del Mar University Gardens was developed ca. 1980 and consists of a commercial development at the southeast corner of S. Maryland Parkway and Del Mar St. called University Shopping Center, across from the UNLV campus. The shopping center includes one and two-story store fronts. Located east of (behind) the shopping center is a complex of nine two-story residential buildings and a pool house in a connected neighborhood called Del Mar Gardens. The residential complex is a condominium association called Del Mar Downs constructed by the mid-1980s.

University Park Apartments. University Park Apartments were constructed ca. 1963 and consist of two-story four-unit apartment buildings located along a series of cul-de-sacs off of Cottage Grove Avenue on the west side of Maryland Parkway. The portion of the neighborhood between Maryland Parkway and Cottage Circle has been recently demolished for the construction of a new multi-story residential or office building.

East Flamingo Point. East Flamingo Point is a commercial complex developed ca. 1991 consisting of several one, two, and three-story freestanding buildings that include a strip shopping mall, restaurant, and non-profit social services agency. The complex is located north of E. Flamingo Road and east of Algonquin Dr, along with other commercial businesses and offices.

Mission Center. Mission Center was constructed ca. 1977-1978 and is a commercial development/open shopping mall located on the northeast corner of E. Flamingo Road and South Maryland Parkway. Mission Center contains about 31 stores in an area of 207,000 square feet (MallsDC.com 2018a).

Maryland Crossing AMD. Maryland Crossing AMD was constructed ca. 1987 and is a commercial development located on the northwest corner of East Flamingo Road and South Maryland Parkway.

French Oaks. French Oaks was developed ca. 1984 and consists of 18 two-story apartment buildings situated around five interior courtyards. The complex is located behind commercial businesses fronting Maryland Parkway and south of E. Katie Avenue.

Maryland Plaza. Maryland Plaza was constructed ca. 1995-1996 and is a commercial development on the southeast corner of E. Katie Avenue and South Maryland Parkway.

Boulevard Mall. The Boulevard Mall, originally opened in 1968, is an approximately 1.25 million square-foot, flat-roofed, single-story indoor shopping mall; the building itself is centered around an indoor corridor that was originally intended to reflect the feel of a European streetscape. The Mall is connected to four other large retail buildings through reciprocal easements; these attached structures were originally the site of the mall's "anchor tenants," Sears, J.C. Penney, Broadway, and Ronzone's department stores, though all were constructed separately from the mall itself. The structure of the Boulevard Mall is concrete, but over the years it has been clad with a decorative stucco exterior. The signature entry way is a 20-foot x 12-foot covered portico supported by two streamlined fluted columns (Vesci 2018a). The Boulevard Mall was renovated in 1992 and contains about 140 stores (MallDB.com 2018b). The Mall and the four anchor stores were evaluated for individual NRHP eligibility as part of the current survey. None of the resources were determined to be individually eligible for the NRHP or to be part of a potential historic district eligible for the NRHP. However, the Mall building itself may be considered for designation on a local or state register.

Maryland Gardens. Maryland Gardens was developed ca.1970-1973 and consists of three groups of multi-family residential buildings north and south of Dumont Boulevard behind a line of commercial businesses fronting the west side of Maryland Parkway. From Maryland Parkway heading west on the Dumont, the first complex includes stucco clad two-story fourplexes situated around a central cul-de-sac to the north and south. These are currently marketed for lease as Skyline Villas. These are followed by a set of seven two-story rectilinear buildings, five of which form a square with central courtyard on the south side of Dumont Boulevard billed as Maryland Park Apartments. Only the leasing office

features a Spanish tile clay roof. These are followed by a group of three-story buildings set in a staggered configuration with distinctive pavilion-style roofs, which appear to be part of two separate complexes, Cabana Apartments, and Townhome Villas.

Continental Park East. Continental Park East was developed ca. 1963 and located east of South Maryland Parkway and north of Desert Inn Road. Continental Park East consists of two-story four-unit buildings, some with a square footprint and others with an L-shaped footprint.

Continental Park West. Continental Park West was developed ca. 1963 and located west of South Maryland Parkway and south of Desert Inn Road. Continental Park West consists of two-story multi-family apartments and two-story four-unit buildings.

Paradise Palms. Paradise Palms was developed between 1961 and 1963 and consists of 1800 single-family homes on 720 acres east of Maryland Parkway. Units 1 and 2 (out of 15 units constructed through 1967) is comprised of 75 properties designed by local Nevada architect, Hugh E. Taylor (Larime 2015) and are modern, post-and-beam, Contemporary-style Ranch homes. Houses in the portion of the neighborhood south of E. Desert Inn Road, north of E. Viking Road, east of Spencer Street and west of S. Eastern Avenue are located along the fairways of the Las Vegas National Golf Course, “The National,” completed in 1961. Originally called the Stardust Country Club, the layout was designed by Bert Stamps.

Las Vegas Country Club Estates. The Las Vegas Country Club Estates is a gated residential community built around an 18-hole golf course on the west side of Maryland Parkway, north of E. Desert Inn Road and south of E. Karen Avenue. A line of commercial businesses fronts the west side of Maryland Parkway. The property had previously been a thoroughbred race track called Las Vegas Downs when it was purchased by an investor, Joe W. Brown. Marvin Kratter of Nevada Equities then purchased the property and began to develop the country club. The course was designed by Ed Ault and completed in 1967. The clubhouse, located at 3000 Joe W. Brown Drive, was complete in April of 1968. Originally opened under the name of The Las Vegas International Country Club, it was later sold to a Strip hotel named the Bonanza and was renamed The Bonanza Country Club and Corral. In late 1970, it was sold to four partners of Realty Holdings (Moe Dalitz, Harry Lahr, Nate Adelson and Irwin Molasky) who renamed it The Las Vegas Country Club, and made it a private country club in July of 1971 (Las Vegas Country Club 2018). Dwellings were constructed ca. 1970s-1980s and include apartment buildings, modest one and two-story residences and larger mansions.

Francisco Park Tracts. Francisco Park consists of 30 separate tracts, developed between 1954 and 1972 (Francisco Park Square 2018b). Francisco Park Tracts 1, 2, 5-7, and 9-13 are located within or adjacent to the APE. Francisco Park Tract 1 was constructed in 1954 and consisted of 150 duplex homes (Francisco Park Square 2018a). Francisco Park 2 was developed in 1956 and consisted of single-family homes called “Forever Houses” designed by Jones and Emmons. Houses constructed in Tracts 3 and 4, south of Sahara Avenue were

demolished and replaced by several apartment complexes. Francisco Park Tracts 5-7 and 9-13 are located south of Karen Avenue, east of Maryland Parkway and consist of single family homes constructed between 1961 and 1965 (Francisco Park Square 2018b).

The Beverly Green Historic Neighborhood. This neighborhood was developed between 1952 and 1963 and designated a local historic neighborhood in 2016 (Nevada Preservation Foundation 2017). The residences are mostly custom built single-family homes. Eclectic styles and architectural features include sleek mid-century modern homes with angular rooflines; Cinderella ranches with scalloped trim, diamond-pane windows, and built-in birdhouses; Asian/Polynesian-inspired residences topped by narrow-to-wide double-pitched roofs with protruding beams and Chinese-motif ironwork (Rodgers 2017). Other styles include mock Tudor cottages, tile-roofed “Spanish” bungalows, Western-style ranches with cowboy silhouettes standing guard, and a curvy, mosaicked apartment building that Liberace’s mom used to call home (Rodgers 2017). This neighborhood is located outside the APE to the east.

Marycrest Estates. Marycrest Estates was developed between 1944 and 1976 and contains custom built one-of-a kind single family homes (LeVine 2007b). Residences vary from 1,000 square feet to 4,600 square feet. Former homeowners in Marycrest Estates include Liberace, builder Tony Marnell, restaurateur Andre Rochat and the Von Tobel, Mobray, Foley, Tiburti, Greenspun, and Lovett families (LeVine 2007, Stone 2017).

Southridge Subdivision. The Southridge Subdivision was developed in six tracts between 1951 and 1959. The subdivision consists of 110 properties Residences were an assembly line version of the Ranch style and the Contemporary Style and were one-story single-family homes (Harmon et al. 2010).

Huntridge Subdivision. The Huntridge Subdivision/neighborhood was developed in five tracts between 1941 and 1945. The neighborhood consists of 572 properties on 140 acres. Blocks within the subdivision were either rectangular or L-shaped, with the majority of the lots fronting interior streets. Lots were generally rectangular and measured 60 feet wide. The length of the lots varied from 100 feet to 150 feet. All of the homes were setback 20 feet from the street and had a 5-foot-wide utility easement (Rayle and Ruter 2015: 70). Residences were constructed using 14 basic floor plans and 27 different elevations and consisted of one-story single-family homes. As a result of a recent survey conducted of the Huntridge neighborhood, the **Huntridge Subdivision Tract No. 2 Historic District** was recommended eligible for the NRHP (Rayle and Ruter 2017). This potential historic district is located west of South Maryland Parkway and north of East Franklin Avenue. The proposed historic district contains a total of 49 resources of which 25 residences are considered contributing to the historic district (only one of these is considered individually eligible). The remaining 24 buildings are not considered contributing or individually eligible (Rayle and Ruter 2017). Review and concurrence with this eligibility recommendation is still pending with the Nevada SHPO. Four resources within the proposed Huntridge Subdivision Tract No. 2 Historic District are located within the APE. Two resources are considered contributing to the historic district (1138 Norman Avenue

and 1140 South Maryland Parkway); the other two resources in the APE are not considered contributing or individually eligible.

Charleston Square. Charleston Square was developed in 1945 and 1948-1949. Charleston Square, Tract 1 developed in 1945, consisted of 6 blocks with 66 lots (Rayle and Ruter 2015: 43). Residential lots in the subdivision ranged from 60 feet long by 100 feet wide to 55 feet long and 180 feet wide. Dwellings consisted of wood frame, single-family detached homes with redwood siding and shingle roofs with three bedrooms and two bathrooms. Additional tracts (Numbers 2-4) were developed in 1948-1949 (Rayle and Ruter 2015: 48).

Vega Verde Addition. The Vega Verde Addition was developed between 1941 and 1945 (Mooney 2002, Rayle and Ruter 2015). Most of the lots were 60 feet wide and ranged in size from 0.18 to 0.20 acres (Rayle and Ruter 2015: 53). A small park, known today as the Mary Dutton Park was included in the original plat for the addition. Residences were one-story, wood frame, Ranch style homes in several configurations such as rectangular, L-shaped, and U-shaped footprints and contained six rooms. A few homes in the Vega Verde Addition were built in the Minimal Traditional style (Mooney 2002). The Vega Verde Addition makes up a part of the NRHP-listed **John S. Park Neighborhood Historic District** (1931-1952) which is comprised of two adjacent subdivisions: the Vega Verde Addition (1941-1945) and the Park Place Addition (1930s) (Mooney 2002). This historic district consists of 160 residences and a small park. The earlier subdivision, the Park Place Addition, forms the western half of the historic district and the Vega Verde Addition forms the eastern half, closer to the current APE. The Park Place Addition was platted in 1928 with most of the single-family residences constructed in the 1930s (Rayle and Ruter 2015). Residences in the Park Place Addition were constructed in the Tudor and Colonial Revival style, popular at the time (Mooney 2002).

Quail Park 1. Quail Park 1 was developed in 1980 and consists of six one-story buildings housing professional office and commercial businesses.

Palomino Gardens. Palomino Gardens was developed mostly in the 1980s with some construction into the 2000s. It is a gated community with large multi-story single-family homes placed around an interior circular road, Trotter Circle.

Valley Hospital. The Valley Hospital Medical Center is a complex of interconnected buildings. The only historic fabric is a three-story cruciform tower located at the northeast corner of Shadow Lane and Palomino Lane which was constructed by 1969. Over time as the hospital has expanded, this structure has been completely subsumed by secondary development that accreted to the medical center and hospital campus.

Pahor Tract. The Pahor Tract contains one-story single-family homes constructed from 1948-1963 situated along a cul-de-sac, Pahor Drive.

Westwood Tract 1. Also called Westwood Park Tract 1, this neighborhood contains one-story single-family homes located along Westwood Drive south of W. Charleston Blvd.,

across from the University Medical Center. The houses were constructed between 1948 and 1951.

Shadow Quail Park. Shadow Quail Park was constructed in 1998 and is a two-story building containing professional offices on the northwest corner of Alta Drive and Shadow Lane.

Highland Park. Highland Park was developed in the 1940s-1950s and consists of one-story single-family residences. The neighborhood is located north of Alta Drive bounded by Deauville St. on the east and Tonopah Dr. on the west. About four houses in the neighborhood along Alta Drive were demolished by 2002 when the City of Las Vegas acquired the property to widen the road from two to four lanes between Rancho Drive and Martin Luther King Blvd. These parcels are identified by the establishment of “rock gardens” at the south end of two blocks (NV DOT, FHWA and FTA 1999; Google Earth 2018).

Rancho Park. The Rancho Park subdivision was developed ca. 1956-1962 and consists of one-story single-family Ranch style residences. The neighborhood is located to the north of Alta Dr. between Rancho Dr. on the west and Tonopah Dr. on the east. The neighborhood features an interior circular drive called Park Way which all the houses face. The entrance is located on Parkway Dr. on the west side of the neighborhood, off of Rancho Drive. The entire neighborhood is surrounded by a low wall and dense vegetation which obscures views to houses from the exterior roads.

Shadow Lane 1. Shadow Lane 1 was developed in 2006 and consists of two-story single-family homes within a gated community, located along a series of short dead-end streets north and south of Suzy Nagle Avenue.

Shadow Lane 2. Shadow Lane 2 was developed in 2007 and consists of three-story single-family homes within a gated community, located east of Shadow Lane with the only access point along Travis Jason Avenue.

Rancho Manor 1. Rancho Manor was developed in 1962-1963 and consists of a mix of Mid-Century Modern, Ranch and Bungalow style one-story single-family homes (LeVine 2007a).

Rancho Manor 2. Rancho Manor 2 was developed in 1963 and consists of one-story, L-shaped, single-family homes.

Rancho Vista. Rancho Vista was developed in 1959-1960 and consists of 71 one-story, Ranch style, single-family homes (LeVine 2007a). The community is located on the east side of S Rancho Drive, accessible off of Redondo Ave and features an interior circulation network with two short cul-de-sacs.

Ranch Acres. Ranch Acres was developed ca. 1950s-1970s and is a gated community with large multi-story single-family homes on large parcels. The neighborhood is located north of Alta Dr on the west side of Rancho Dr. The neighborhood features an interior

circular drive called Rancho Circle which all the interior houses face. The entrance is located on the east side of the neighborhood, off of Rancho Drive. Several properties along Alta Dr. and Rancho have driveways and gates. The entire neighborhood is surrounded by a low wall and dense vegetation which obscures views to houses from the exterior roads.

Clarks Las Vegas Townsite. Clarks Las Vegas Townsite is the 1,200-acre plat where Senator William A. Clark established his townsite in May 1905 on the east side of the San Pedro, Los Angeles, and Salt Lake Railroad tracks. The area was laid out at 27 degrees north, 45 minutes east of true north to parallel the railroad tracks (Moehring 2000). Though not the first development in the Las Vegas area, Clark's Townsite on the east side of the tracks proved to be the more desirable location for early settlement. The area was fully developed ca. 1930s-1950s. Located within the townsite is the **Historic Fifth Street School**, a locally designated historic site in Las Vegas. The school, located at 401 S. Fourth St, is outside of the current APE. The building was constructed in 1936 (American Institute of Architects [AIA], Las Vegas 2018) and designed in the Mission/Spanish Revival style by architects Orville L. Clark and George K. Thompson to serve as the city's first permanent grammar school. The original school consists of approximately 27,500 square feet of space in multiple buildings connected by common roofs and breezeways. The school was closed in the late 1960s and subsequently used as municipal offices for Clark County and the City of Las Vegas (AIA, Las Vegas 2018). After renovation, common areas of the historic Fifth Street School are available for public or private functions.

Buck's Subdivision. Buck's Subdivision was platted in May 1905 (Rayle and Ruter 2015:16) by former railroad chief and future first mayor of Las Vegas, Peter Buol, shortly after Senator Clark established the original townsite along the east side of the railroad tracks (Moehring 2000). Buol speculated that the railroad would lead to rapid settlement in the area that would soon grow beyond the original townsite. Buol purchased land as close to the original plat as possible, laying the area out as Buck's Subdivision. The subdivision extended east from Fifth Street (Las Vegas Blvd.) to 10th Street and from Ogden to Linden Avenue. As the townsite filled with tents and buildings, Buck's Subdivision became settled, too, with development spreading east not west, across the tracks. Most of the lots were developed ca. 1940s-1970s.

Fairview Tract. Following the success of Buck's Subdivision, Buol platted several additional subdivisions in June 1905, including the Fairview Tract. Fairview was essentially an extension of Buck's running north of Fremont Street but adhering to the tilted orientation of Clark's Townsite. As with other early development, the tract merely subdivided parcels and laid out streets, no houses were built for sale. Most of this area was developed ca. 1940s-1950s.

Pioneer Heights. Pioneer Heights was one of the several subdivisions platted by Buol in June 1905 following on the success of Buck's Subdivision and continuing the eastward trend of expansion (Moehring 2000). The area is roughly bounded by E. Carson to the north, E. Bonneville to the south, 9th Street on the west and 13th Street on the east. Though the area was platted early, it was not developed until ca. 1947-1953. Today, Pioneer

Heights consists of a mix of one-story single-family homes, multi-family residences, and commercial businesses.

Ladd Addition. The Ladd Addition was platted in 1911 (Rayle and Ruter 2015:84). Ladd was one of several additions to the original townsite platted north and south of Fremont Street after growth in the railroad led to an anticipated surge in the demand for housing (Moehring 2000). The Ladd Addition is named after Captain James Ladd who operated a tent hotel and swimming pool in the 1910s to early 1920s. His housing subdivision spanned from 12th (now Maryland Parkway) to 15th Streets and from Clark to Fremont. Lot prices were generally below \$100 each. The majority of the addition was not developed until ca. 1942-1957 and includes a mix of residential and commercial property.

Wardie Addition. The Wardie Addition was largely developed ca. 1928-1949. The neighborhood includes the NRHP-listed **Las Vegas High School Historic District**, developed between 1928 and 1941 which consists primarily of single family residences located on approximately 60 acres (Wright and Bernstein 1990). The historic district also includes several multi-family structures, a school (the Las Vegas High School), and a church (the Las Vegas First Ward Church of Latter-day Saints) (Wright and Bernstein 1990). Architectural styles include Pueblo Revival, Mission Revival, Spanish Colonial Revival and Tudor Revival. Several Moderne-style residences also were constructed. The Las Vegas High School Neighborhood Historic District contains 150 contributing resources and 86 non-contributing resources (Wright and Bernstein 1990). Within the historic district is a locally designated historic site, the Las Vegas High School, opened in 1930 to accommodate the expected increase in population from impending construction of Hoover Dam and is noted as the only Art Deco building in Las Vegas. Establishment of the school at Seventh and Bridger represented a trend toward development outside of the original townsite; until this time all the early schools in the community had been clustered around Fourth Street (Moehring 2000). Only one block in the Wardie Addition occurs in the current project APE, between E. Bridger and E. Clark Avenue from Las Vegas Blvd to 6th Street. This block is dominated by a modern Federal Courthouse and parking lot and is not included in the boundaries of the historic district.

Mayfair Tract. The Mayfair Tract was developed ca. 1941-1946. The rectangular-shaped tract consisted of six blocks containing 103 lots (Rayle and Ruter 2015: 84). Lots were rectangular and, on average, measured 60 feet wide and 120 feet long. Dwellings were wood frame and stucco construction with 40 elevations and 10 floor plans (Rayle and Ruter 2015: 87). The residences were one-story with six rooms.

14th Street Addition. The 14th Street Addition of the late 1920s continued a pattern of development north of Fremont Street first established by Peter Buol's Grandview Addition which laid out streets running almost true north and south as opposed to the tilted orientation established by the original townsite (Moehring 2000). This neighborhood includes portions of four parcels in the APE with houses that were constructed in the 1940s to 1950s.

Hawkins Addition. Former mayor of Las Vegas W. Hawkins (1913-1919) established the Hawkins Land and Water Company to develop the Hawkins Addition, one of two tracts he laid out as the city expanded from the original townsite. The Hawkins Addition covered the area from Bridger Avenue to Stewart Avenue and from Fifth (Las Vegas Blvd.) to Eighth Streets (Moehring and Green 2005:62). The area was developed ca. 1939-1959.

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8.0 SUMMARY AND RECOMMENDATIONS

This cultural resource survey was conducted to identify historic properties that could be affected by implementation of the proposed project. Data collected for the cultural resource survey consists of a site files search, a review of previous cultural resource investigations, archival research, a viewshed analysis, and a review of real property records for parcels in the APE. The survey includes an archaeological analysis based on prior disturbance and development in the direct APE, a windshield architectural survey, and intensive architectural survey of buildings and structures on select parcels in the indirect APE.

8.1 Archaeological Resources

The site files search indicates that one (1) archaeological site has been identified within the direct APE, the footprint of the existing roadways in the corridor. Consultation has been initiated to identify any resources or areas of concern to Native American Tribes although no resources are known to occur in the APE. Prior disturbance in the existing roadway corridor and former UPRR yard has diminished the likelihood for intact sites in the APE. No additional studies to identify archaeological resources in the APE are recommended.

8.2 Architectural Resources

The RTC conducted an architectural survey of select parcels in the indirect APE based on the LRT alternative which has the greatest potential effects from the addition of transit stations, power transformer substations, catenary poles, and development of a maintenance facility in the former UPRR yard. The parcels surveyed include those containing resources that are more than 45 years of age that are proposed for right-of-way extension, those in front of or adjacent to proposed new LRT stations, and those immediately adjacent to or across the street from the proposed new maintenance facility. No parcels proposed for full or partial acquisition were determined to contain resources that are more than 45 years of age.

In total, 41 architectural resources were evaluated (n=35) or re-evaluated (n=6) for NRHP eligibility according to Nevada SHPO Architectural and Inventory Guidelines. The survey identified two newly identified resources that are recommended Eligible for the NRHP, Archie C. Grant Hall (4505 S Maryland Parkway; B15793) on the campus of the University of Nevada, Las Vegas and the Central Telephone Company (Centel)/Southern Nevada Telephone Company (125 S Las Vegas Blvd; B15769) and confirmed that one previously evaluated resource remains Eligible for the NRHP (501 Desert Lane; B10955). The remaining 38 resources are recommended Not Eligible for the NRHP.

The following table (**Table 7**) reflects the results of the current survey to provide a summary of all resources in the APE that are listed on the NRHP, eligible for listing on the NRHP, contributing resources to an historic district that is on or eligible for the NRHP, not eligible, and resources that are more than 45 years old but are unevaluated for the NRHP.

Table 7. Summary of Resources more than 45 years of age by Property Type and NRHP Status in the APE¹

Resource Type	NRHP-Listed	Eligible/Contributing with SHPO concurrence	Not Eligible/Contributing with SHPO concurrence	Not Eligible² with SHPO concurrence	Eligible/Contributing pending SHPO review³	Not Eligible/Contributing pending SHPO review³	Not Eligible² pending SHPO review³	Un-evaluated	Eligible⁴	Not Eligible⁴	Total
Residential	-	5	3	19	2	16	46	120	1	4	216
Commercial	4	-1	-	28	1	1	37	88	1	30	189
Industrial	-	-	-	3	-	-	-	-	-	-	3
Educational	-	-	-	-	-	-	1	3	1	-	5
Recreational	-	-	-	-	-	-	1	-	-	-	1
Civic/ Government/ Public	-	-	-	-	-	-	2	14	-	4	20
Parking Lot/ Demolished	11	7	-	29	-	-	-	55	-	-	102
Total	15	11	3	79	3	17	87	280	3	38	536

¹Resource counts include the results of the current survey.

²Not Eligible includes Not Eligible/Non-contributing.

³Survey of Huntridge Neighborhood conducted for the City of Las Vegas (Rayle and Ruter 2017).

⁴Cultural Resource Survey of Maryland Parkway High Capacity Transit Project (Parsons 2018).

The results of this survey were provided to the Nevada SHPO for review and concurrence. The results of the survey and SHPO consultation will be incorporated in the publicly released EA to assess potential impacts (effects) on historic properties from the proposed Build Alternative. FTA will separately request concurrence from the Nevada SHPO on a determination of effect for the proposed undertaking in compliance with Section 106 of the NHPA.

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**APPENDIX A:
DETAILED APE MAPS**

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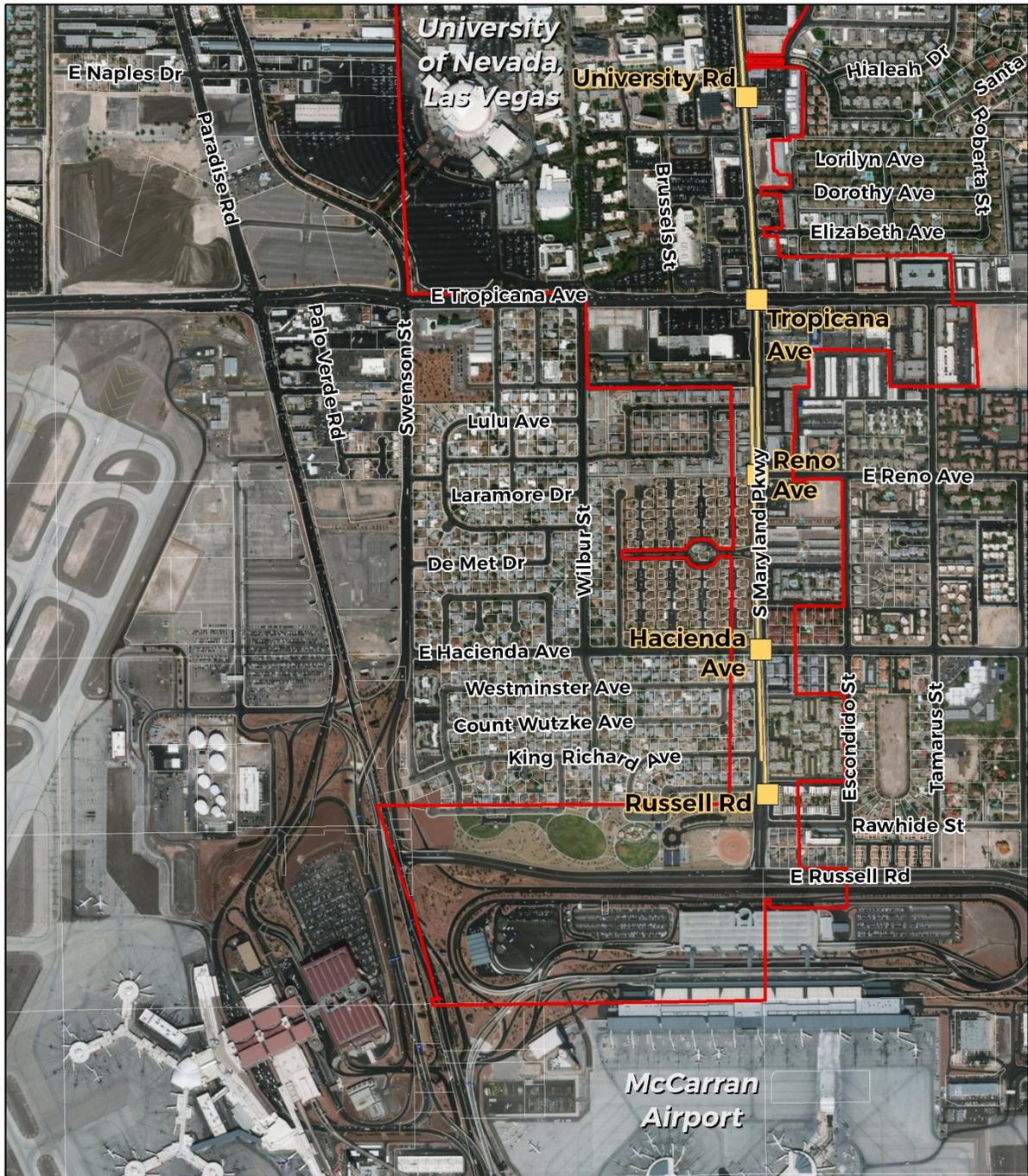


Figure 4. APE Map 1, McCarran International Airport, Russell Road to UNLV Campus

Project Alignment
 APE

Planned Station



0 500 1,000 1,500
Feet

Figure A-1. APE Map 1, McCarran International Airport, Russell Road to UNLV Campus

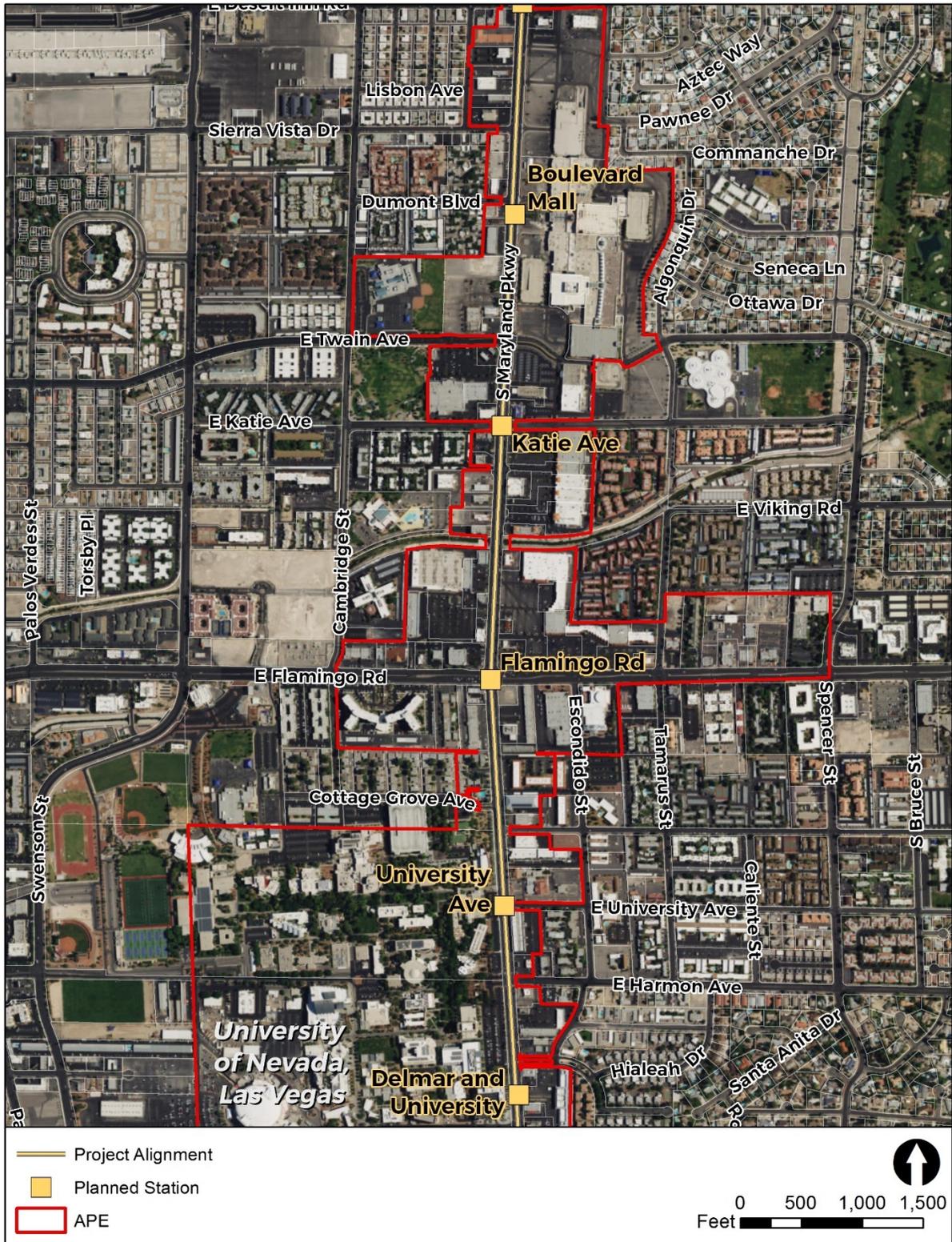


Figure A-2. APE Map 2, UNLV Campus to the Boulevard Mall

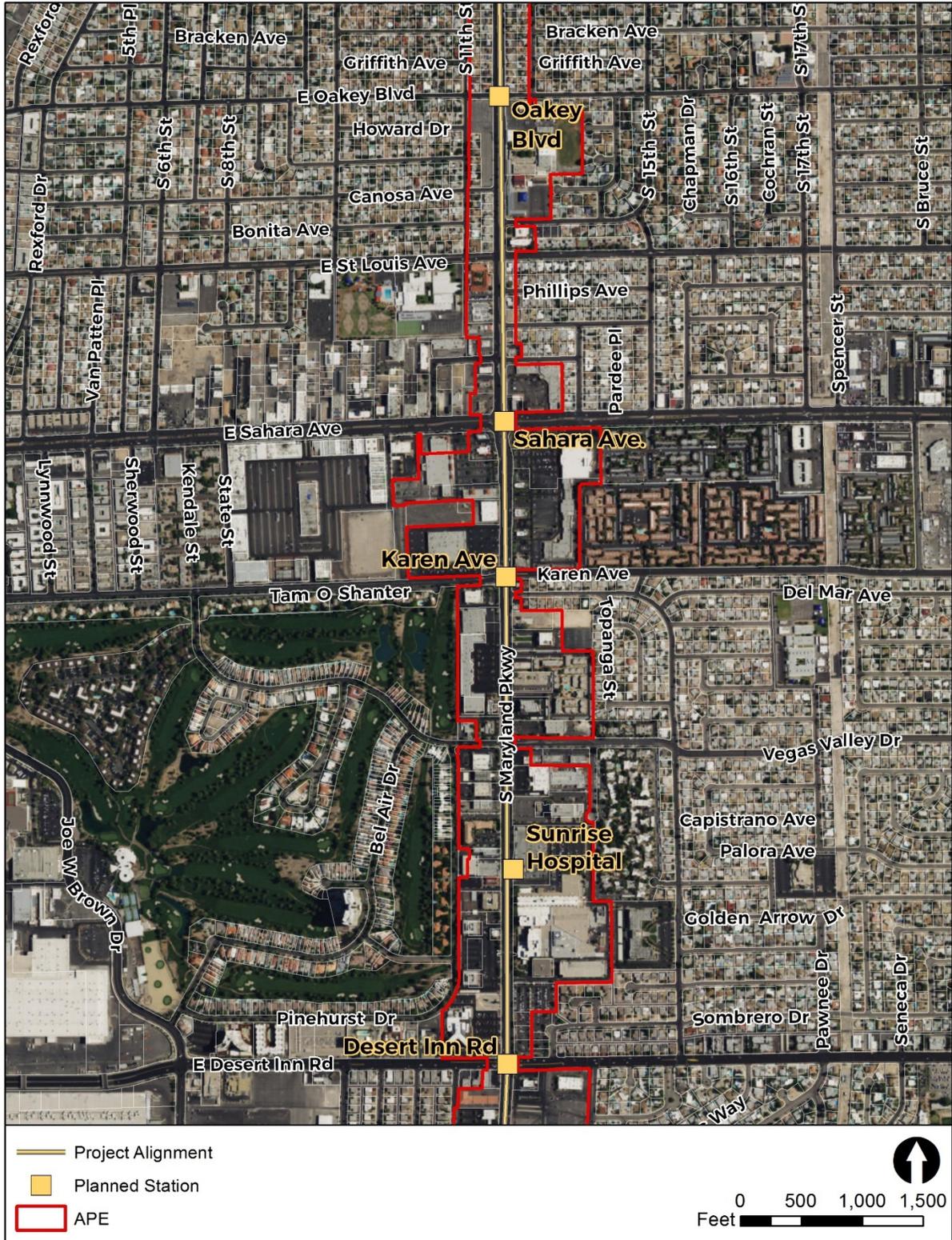


Figure A-3. APE Map 3, Desert Inn Road to Oakey Blvd

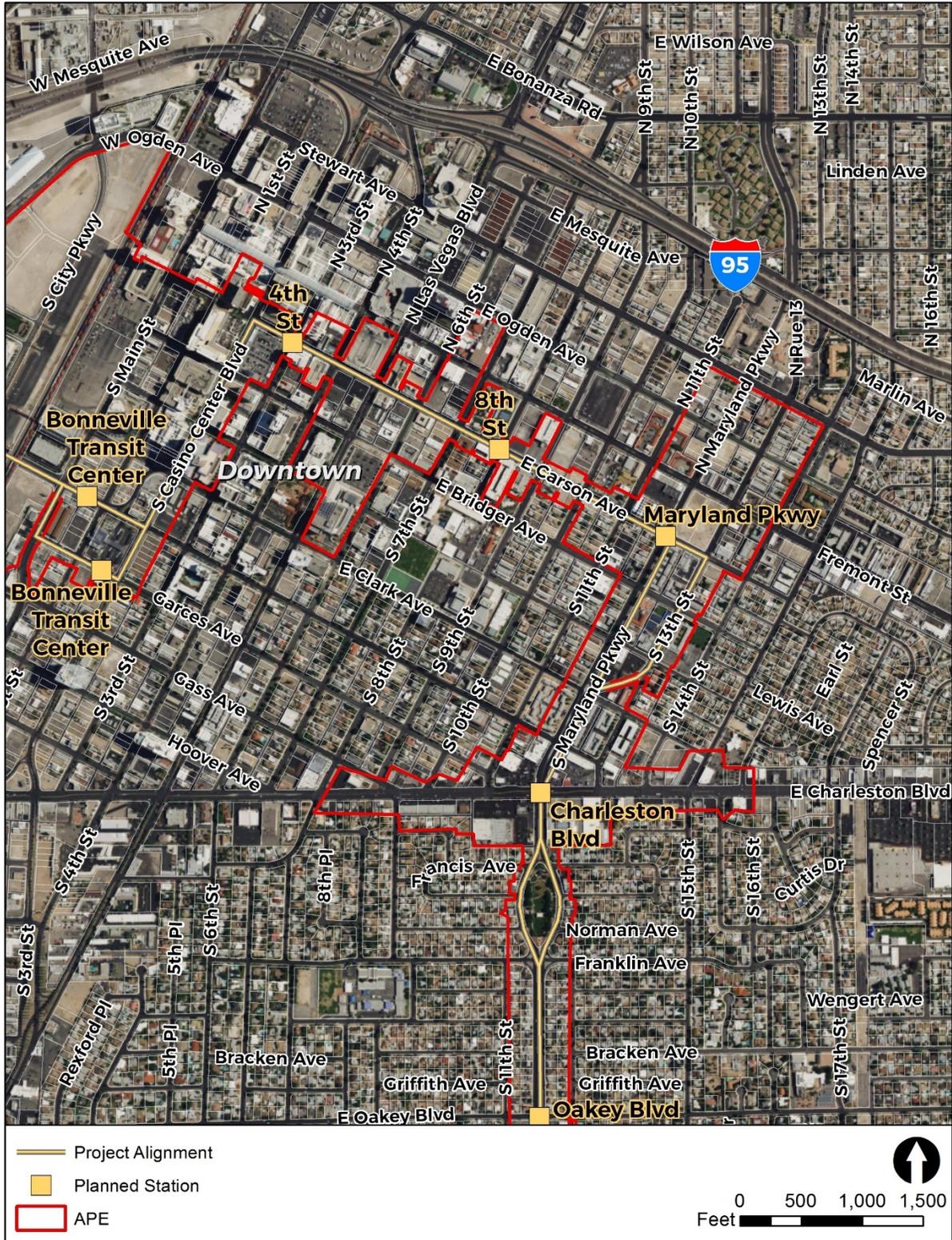


Figure A-4. APE Map 4, Huntridge Area to Bonneville Transit Center

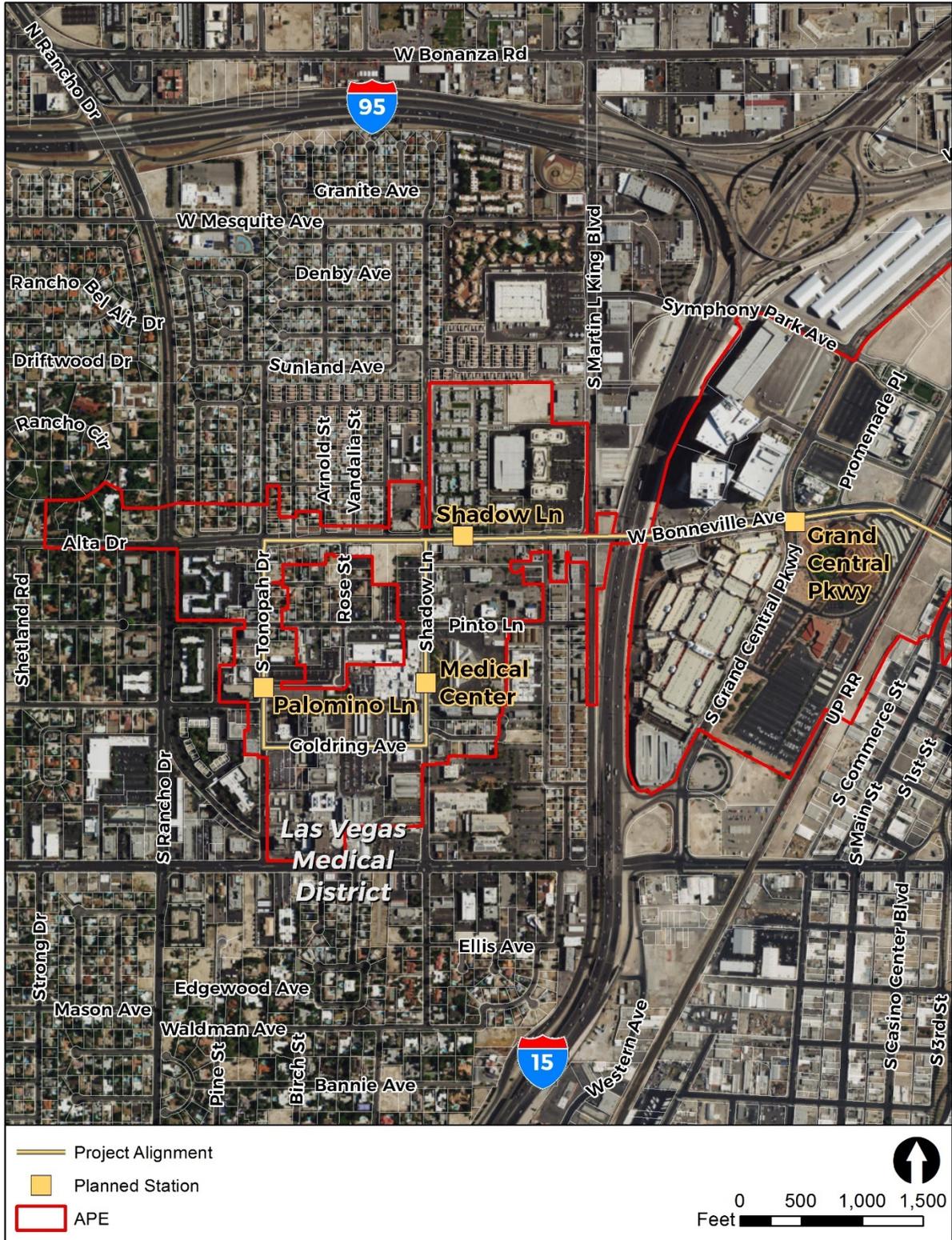


Figure A-5. APE Map 5, S. Grand Central Parkway to S. Tonopah Drive

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**APPENDIX B:
PROPERTIES MORE THAN 45 YEARS OF AGE
IN THE APE (EXCEL)**

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**APPENDIX C:
PROPERTIES MORE THAN 45 YEARS OF AGE
AND NEIGHBORHOODS IN THE APE (MAPS)**

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**APPENDIX D:
WINDSHIELD SURVEY PHOTOGRAPHS**

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**APPENDIX E:
ARCHITECTURAL RESOURCE ASSESSMENT (ARA) FORMS**

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