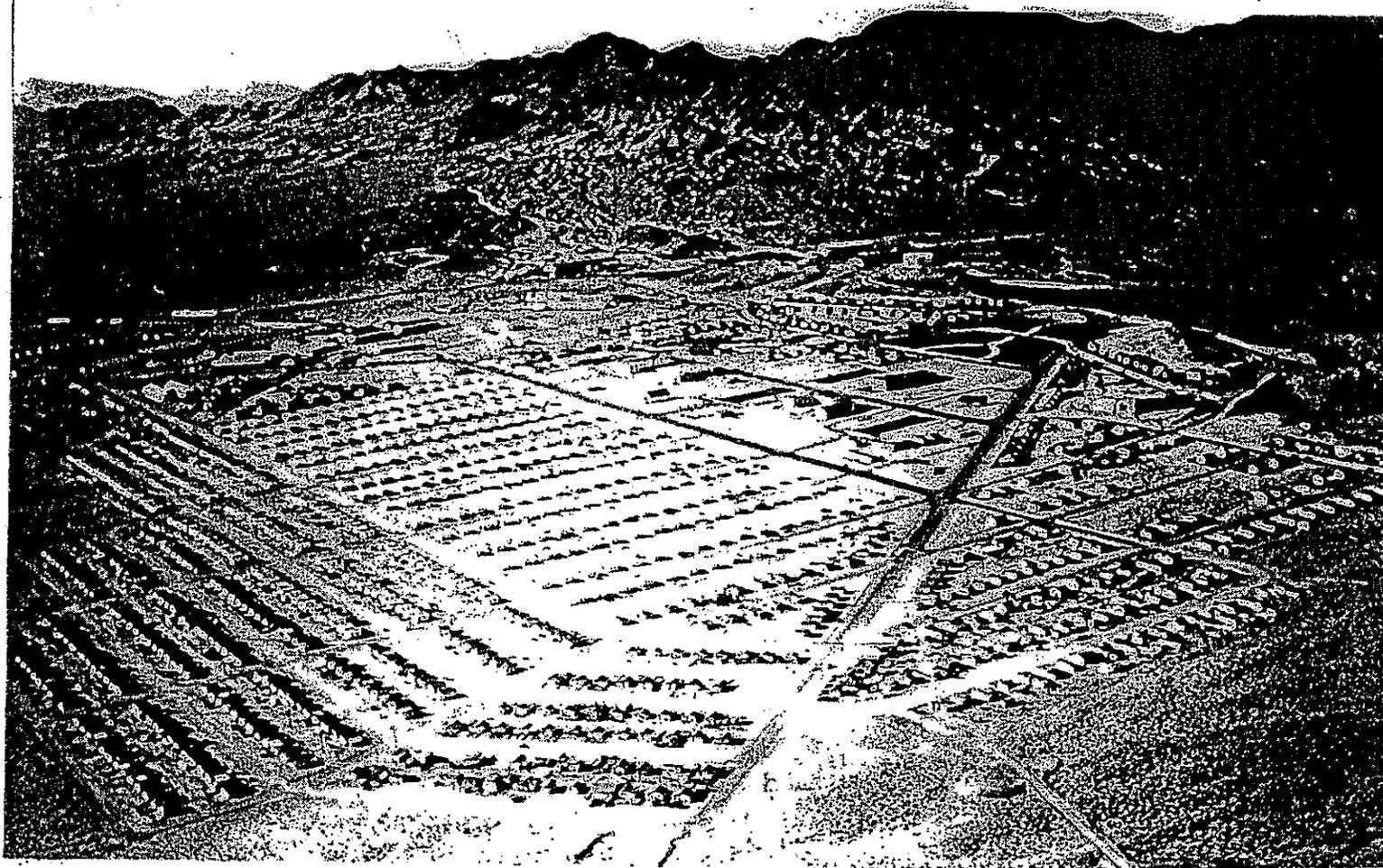


Volume I

Boulder City Historic District

Nomination to The National Register of Historic Places



The preparation of this report was financed in part through a historic preservation survey and planning grant-in-aid from the National Park Service, U. S. Department of the Interior, under the provisions of the National Historic Preservation Act of 1966, as amended and as administered by the Nevada Division of Historic Preservation and Archeology.

Jānus Associates Inc.

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received **JL** 5 1983
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Boulder City Historic District

and/or common

2. Location

Bounded roughly on the north by the Government Center and
Watertank Hill; the Railroad spur and Date Street on the west; New Mexico and
street & number Fifth Streets on the south; and Avenues B, F, and L on n/a not for publication
the east.
city, town Boulder City n/a vicinity of congressional district District 2
state Nevada code 32 county Clark code 003

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input checked="" type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownership; see individual inventory forms

street & number

city, town _____ vicinity of _____ state

5. Location of Legal Description

courthouse, registry of deeds, etc. Clark County Courthouse

street & number 600 East Carson Avenue

city, town Las Vegas state Nevada

6. Representation in Existing Surveys

title Boulder City Historic Building Survey has this property been determined eligible? yes no

date April 1983 federal state county local

depository for survey records City of Boulder City

city, town Boulder City state Nevada

7. Description

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved date _____

Describe the present and original (if known) physical appearance

Within the boundaries of the Boulder City Historic District can be found a collection of historic resources which conveys a strong sense of the setting, design, and historic association of the town during its development from 1931 to 1945. Those resources, in excess of 500 individual properties, not only contribute significantly to the interpretation of the District's sense of time and place, but as a whole, depict the evolution of one of the first fully-developed new towns of the twentieth century, designed within the framework of the most progressive city planning principles of that time.

Boulder City is located twenty-two miles south of Las Vegas, in the vast desert region of Southern Nevada, an area which is characterized by broad, sparsely-vegetated plains and low, rugged mountain ranges. The physical layout of Boulder City is focused about the saddle between two granite hills which separate Hemenway Wash on the northwest from the broad desert plains of the Eldorado Valley to the south. The townsite is situated on the south-facing, gently sloping sides of those hills. Triangular in plan, the city's shape is derived from the location of three primary roadways which radiate from the summit between the granite hills where the government center is located. The west arterial road, Nevada Highway, extends southwest and eventually to the Boulder Highway and Las Vegas. Utah Street, the opposite roadway, descends the hill in a southeast direction to New Mexico Street, which transects both arteries and forms the base of the town's triangular shape. California Avenue, the central north-south arterial road, also extends southward to New Mexico Street, reinforcing the symmetry of the plan's basic elements. City functions, including commercial, multi-family, and single-family areas, are zoned in decreasing density and radiate southward from the Government Center focal point within the frame of these major roadways. Residential areas, also parallel with Nevada and Utah Streets, descend from the base of the granite hills past New Mexico Street.

Beginning at a point where the district boundary crosses the Nevada Highway at the crest of the hill, the District's northern border extends westward around the property lines of the City Water storage tank, Six Companies' Executive Lodge and Guest House. The boundary descends southward to the intersection of Colorado and Birch Streets and then southwest roughly along the Railroad spur which separates the city's west residential district from the industrial area and desert beyond. The southwestern edge of the District follows Date Street south to Nevada Highway and then north to New Mexico Street. The boundaries include historic apartment groups on the north side of New Mexico Street between Nevada Highway and Avenue B. The southern-most limits of the historic district are along Fifth Street to California Avenue and along New Mexico Street to the center of the residential block east of Avenue F. The eastern boundary is a stepped configuration north to Wyoming Street, east past Avenue I, north again towards Arizona Avenue, and east to Avenue L encompassing the east side government residential area. The northeast boundary of the district follows the loop roadway on the north side of the saddle thus including the government center and major geographic features of the townsite.

The physical evolution and current appearance of the Boulder City Historic District is described herein by categorizing the resources through historic association and function. The major categories are: U. S. Government Residential, Operational, and Maintenance Properties; Six Companies, Inc. Residential and Operational Properties; Babcock and Wilcox

8. Significance

Period	Areas of Significance—Check and justify below		
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	<input checked="" type="checkbox"/> other (specify)
			Construction of Hoover Dam
Specific dates 1931–1945	Builder/Architect		various

Statement of Significance (in one paragraph)

The Boulder City Historic District is significant for its historic associations with the Boulder Canyon Project, the nation's first large-scale, multi-purpose reclamation effort, and the turning point for a new era in the history of Federal reclamation programs and policies. As the town created to house over four thousand construction workers in the harsh Nevada desert, Boulder City was a significant integral part of the successful completion of Hoover Dam and the Boulder Canyon Project.

Constructed at the outset of the Great Depression, Boulder City was conceived by the Federal government as an ideal town, a model city, to which the American people could look for hope of a better future, and subsequently became the first federal effort to construct New Towns in American history.

The Boulder City Historic District holds national significance for its place in the history of American City Planning as the first fully-developed experiment in new town planning as promoted by the Community Planning Movement, a movement which is recognized as the force which most influenced contemporary community planning practices.

The Boulder City Historic District is significant as well for its architectural integrity and ability to convey associations with the events and people that made direct contributions, to the creation of the city plan, its construction and development, and its continued role as a permanent city and successful new town.

The Bureau of Reclamation and the Boulder Canyon Project

The United States Reclamation Service was created by Secretary of the Interior E. A. Hitchcock following the passage of the Newlands-Hansbrough Reclamation Act on June 17, 1902. The event marked the beginning of unprecedented participation by the Federal Government in the reclamation and settlement of arid lands in the Western United States. The programs and policies of the Reclamation Act were based on the belief that not only was the National government obligated to dispose of these vast public lands to settlers who would build homes and farms, but that the government was equally obligated to bring the necessary water to within their reach. Dams, reservoirs, and mainline canals needed to assist the homesteaders to subdue the desert should be built by the federal government.

9. Major Bibliographical References

See Continuation Sheets

10. Geographical Data

Acreage of nominated property 182 acres +/-

Quadrangle name Boulder City

Quadrangle scale 1:24000

UMT References

A	<u>1</u> <u>1</u>	<u>6</u> <u>9</u> <u>4</u> <u>4</u> <u>7</u> <u>0</u>	<u>3</u> <u>9</u> <u>8</u> <u>4</u> <u>0</u> <u>2</u> <u>0</u>
	Zone	Easting	Northing

B	<u>1</u> <u>1</u>	<u>6</u> <u>9</u> <u>6</u> <u>0</u> <u>6</u> <u>0</u>	<u>3</u> <u>9</u> <u>8</u> <u>4</u> <u>0</u> <u>5</u> <u>0</u>
	Zone	Easting	Northing

C	<u>1</u> <u>1</u>	<u>6</u> <u>9</u> <u>0</u> <u>0</u> <u>7</u> <u>0</u>	<u>3</u> <u>9</u> <u>8</u> <u>1</u> <u>2</u> <u>8</u> <u>1</u> <u>8</u> <u>1</u> <u>0</u>
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D	<u>1</u> <u>1</u>	<u>6</u> <u>9</u> <u>1</u> <u>4</u> <u>4</u> <u>8</u> <u>1</u> <u>5</u>	<u>3</u> <u>9</u> <u>8</u> <u>1</u> <u>2</u> <u>8</u> <u>1</u> <u>5</u> <u>1</u> <u>0</u>
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E	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	<u>none</u>	code	county	code
-------	-------------	------	--------	------

state		code	county	code
-------	--	------	--------	------

11. Form Prepared By

James Woodward, Architectural Historian; Cindy Myers, Historical Archeologist
name/title and coordinator of research; Tere Sitter, Photographer

organization Janus Associates, Inc. date April, 1983

street & number 602 N. 7th Street telephone (602) 254-0826

city or town Phoenix state Arizona

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature John D. Westergaard

title State Historic Preservation Officer date 24 June 1983

For NPS use only

I hereby certify that this property is included in the National Register

Linda McCalland date 8/19/83
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

United States Department of the Interior
Heritage Conservation and Recreation Service

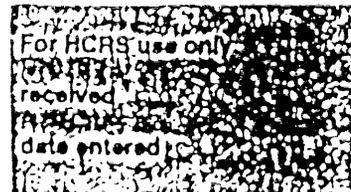
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Company Residential Properties; Power Operators Field Operations Properties; Institutional, Public and Semi-Public Properties; Commercial Properties; and Private Residential Properties.

Within each category, resources are grouped by association if they were built as a single construction effort. Individually-built properties of the same category are discussed as well. Commercial Properties and Private Residential Properties are divided into two groups: Pre-1942 construction efforts and Post-1942 construction efforts. Each category description contains an inventory listing of resources within each group as well as the individually-built properties, and includes a discussion of the resources' architectural integrity and context. Properties are referenced by an inventory number and street address, which correspond to the district map and individual inventory forms. Historic property names are used wherever possible. In most cases, names associated with residential properties reference only the occupants of the building during the first two years of its existence.

Inventory forms for each property are included in the nomination and contain a group designation and inventory number, which are located in the upper right hand corner of each form, and a photograph. Historic data, property name, and contemporary information are also included, as well as an evaluation of architectural integrity, context within the Historic District, and association with an important event or person.

The Boulder City Historic District contains a total of 514 buildings or structures. Of those, 408 were constructed during the first eleven years (1931-1942), which correspond to the initial construction and operations phase of the city's history. Sixty-six were constructed between the end of World War II and 1950, and the remaining 40 properties were built after 1950.

Of the 514 properties built between 1931 and the present, 270 remain in their original condition or with a high degree of architectural integrity. One hundred seventy-six of the buildings have modifications which are reversible or sensitive to the property's original architectural integrity and do not affect the overall character of the district. Sixty-eight properties have irreversible modifications which are incompatible with the architectural setting of the City and do not contribute to the feeling or sense of time and place of the historic district.

Among the 270 properties, an additional 23 properties, which are in original condition, are of recent construction and have design qualities which are non-contributing to the architectural integrity of the Historic District.

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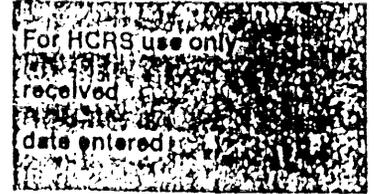
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Bureau of Reclamation Residential, Operational and Maintenance Properties

Within the boundaries of the Boulder City Historic District can be found 130 permanent residences constructed by the Federal government between 1931 and 1945. In addition, several buildings or structures were erected to support the operation and maintenance of the town, or which served related functions. Those which still exist within the district include:

502	Government Dormitory Number One	Park Street
238	Residence Garage	Park Street
332	Residence Garage	Colorado Street
576	Residence Garage	Block 9
575	Water Storage Tank	Watertank Hill
576	Water Receiving Tank	Colorado Street
333	Water Filtration and Purification Plant	Railroad Avenue
334	Bureau of Reclamation Warehouse	400 Railroad Avenue
335	Bureau of Mines Metallurgical Laboratory	Date Street
337	Bureau of Mines Engineering Laboratory	500 Date Street

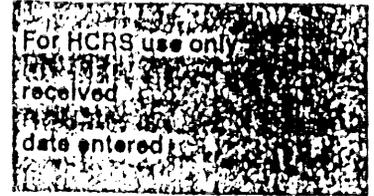
The Water Storage Tank (#575), a visual landmark in Boulder City, was the first permanent structure built by the Bureau of Reclamation. It is 35 feet high and 100 feet in diameter and is constructed of steel with a concrete foundation. The Water Purification and Filtration Plant (#333) is an exceptional example of industrial architecture, and is composed of a two-story brick rectangular mass with offset tower, and single-story brick masonry wings extending from each elevation. Its Period Revival style includes elements from Italian Renaissance Revival architecture such as low-pitched red tile roofs, assymetrical massing, and brick detailing including quoins and dentils. The warehouses are traditional industrial structures, rectangular in plan of frame construction with double-pitched roofs and exterior metal siding. The Bureau of Reclamation Warehouse (#334), the first building completed by the Government in May, 1931, has been covered with contemporary horizontal metal siding and has modifications in door and window openings to accommodate its present function as offices. A masonry and frame addition to the west gable wall has doubled the size of the warehouse. The Bureau of Mines Metallurgical Laboratory (#335), originally built in 1931 as the Six Companies Garage for vehicle maintenance, is a 50' by 150' structure located at the edge of the industrial area for Boulder City. Its surfaces are clad in corrugated metal sheeting. The Engineering Laboratory (#336), constructed by the Bureau of Mines in 1941, features two intersecting single-story wings, a double-pitched composition tile roof, and verandahs along the major facades which face a landscaped court.

Government Dormitory Number One (#502) is one of the best examples of Spanish Colonial Revival influenced architecture in Boulder City. Irregular massing, stuccoed surfaces, low-pitched red tile roofs, arcaded facade, and an internal courtyard contribute to its functional and aesthetic success. Three automobile garages (#332, #238, #577) of rowlock brick construction were for common use by some occupants of the Bureau's residential areas along Denver, Colorado and Park Streets.

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Residences were constructed by the Bureau of Reclamation through private construction contracts in groups of buildings ranging from four to sixty units per contract. Those buildings have been similarly grouped as part of the historic district building inventory and are discussed below.

GROUP A: Bureau of Reclamation Engineers' Housing

Construction Date: October 1931
 Architect: USBR engineering staff, Denver office
 Contractors: Louis J. Bowers, Salt Lake City, Utah
 (104, 108, 112, 127, 230, 232)
 W. W. Dickerson, Lehi, Utah (106, 110, 114,
 229, 231, 234)

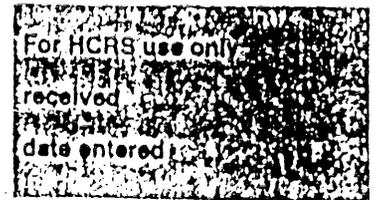
These were the first permanent residences built by the Bureau of Reclamation to accommodate their field and office engineers during the construction period. Two separate contracts were let simultaneously for these houses in April, 1931, and construction was completed in October of that year. Located along Park Street and on alternating lots along the north side of Denver Street, the group consists of six two-bedroom houses and six one-bedroom houses. Four similar floor plans and facade treatments were used to vary the architectural character of the streetscape. Each plan features a central entry, living room with fireplace, kitchen with built-in dining nook, and bathroom. An open screen porch extends from a bedroom in each house, and all but three one-bedroom houses include a half basement. Designed in a Spanish Colonial Period Revival style, each house is constructed of stuccoed common brick with the pitched roofs covered in red clay tile. Similar design features in this group include round arch entries and multiple-light paired or triple windows at the street facade. Three of the one-bedroom houses have buttressed, parapetted gable walls, unique among the other homes in the Historic District. All houses are well-preserved, with only minor alterations such as porch enclosures or small compatible additions.

104		1318 Denver
106		1326 Denver
108	Frank C. Lewis House	1334 Denver
110		1342 Denver
112		1350 Denver
114	E. A. Felts House	1360 Denver
127		304 Nevada Highway
229	C. M. Jackson House	726 Park
230		722 Park
231		718 Park
232		714 Park
234		706 Park

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GROUP B: Bureau of Reclamation Engineers' Housing

Construction date: December 1931
Architect: USBR engineering staff, Denver office
Contractor: Louis J. Bowers, Salt Lake City, Utah

This second group of permanent residences was built by the Bureau of Reclamation to house additional engineers and government employees. Two of the homes were occupied by Claude Williams (#132), Chief Ranger for the Boulder Canyon Reservation; and Boulder City Police Chief, G. E. "Bud" Bodell. Others were occupied by Bureau Engineers over short periods of time as different phases of the dam's construction progressed. The construction contract was awarded in July, 1931, and most homes were occupied by January, 1932. All of the houses are located on adjacent lots along the north side of Colorado Street. Again, in the interest of diversification, four floor plans, similar to those in Group A, were built with four facade variations. Three houses of each facade treatment and floor plan were built, ranging in size from 630 to 850 square feet. All homes are constructed of rowlock brick and are suggestive of the Spanish Colonial Period Revival style but exclude tile roofs or stuccoed exteriors.

The massing of the four house variations ranges from rectangular with parapetted roofs or pitched roof with parapetted gable walls, to asymmetrical with intersecting gable roofs and inset entry porches. Architectural details are simple and include steel lintelled openings, casement windows, wrought iron porch railings, clay tile gable ventilators, and in some cases, kneebraced canopies over the entrance. The group as a whole maintains a high level of original integrity with only minor or reversible alterations such as metal porch canopies, infilled screen porches or painted brick. Two (#139, #140) have compatible additions to the rear; one (#116) has a sensitive gabled roof brick addition to the side with a carport attached. Only one home (#115) in this group has an addition with double carport which is inconsistent with the character of the neighborhood.

132	Claude Williams House	1304	Colorado
133	John Newell House	1308	Colorado
134	R. E. Hewes/O. I. Craft House	1312	Colorado
135	B. G. Sucher House	1316	Colorado
136		1320	Colorado
137		1324	Colorado
138		1328	Colorado
139	Harold B. Jenkins/W. R. Nelson House	1332	Colorado
140	A. A. Brownson/O. J. Littler House	1336	Colorado
141		1340	Colorado
115		301	Ash
116		1349	Denver

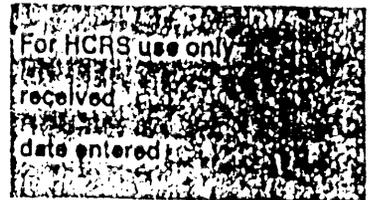
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GROUP C: Bureau of Reclamation Project Department Head Housing

Construction date: March 1932
Architect: USBR engineering staff, Denver office
Constructor: Ferman W. Riddle, Los Angeles, CA

Construction contracts for these four large houses were let in November, 1931, and the structures were completed by March, 1932. Prominently located on Denver, Nevada, and Park Streets, these homes were built for the Chief Construction Engineer, Office Engineer, Field Engineer, and District Counsel for the Boulder Canyon Project. Three houses are similar in plan, measuring 33 feet deep and 53 feet wide, and feature a central living room flanked on one side with a three-bedroom wing, and on the other with a kitchen and dining wing. The fronts of these gable-roofed wings form the sides of a recessed central entry porch, now infilled with glazing. Three sets of French doors provide access to the porch from the living room. The Ralph Lowry House (#102), the J. R. Alexander House (#235), and the John C. Page House (#129) have basement garages made possible by the sloping conditions of their sites. All homes are roofed with red tiles and walls are built of rowlock brick. Similar in design appearance to Group B, the houses feature open eaves, steel casement windows and Spanish tile gable ventilators. The J. R. Alexander House (#235) is a two-story four-bedroom house. Its most distinguishing features are the four-foot deep cantilevered balcony and carved detailing of the porch eaves and exposed deck beams. Windows are discretely-placed steel casements with Mission-style shutters. All four homes contribute significantly to the original integrity of their neighborhoods and have been altered very little.

101	Walker R. Young House	1300 Denver
102	Ralph Lowry House	1306 Denver
129	John C. Page House	312 Nevada Highway
235	J. R. Alexander House	700 Park

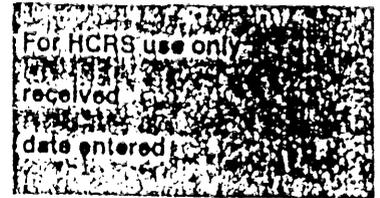
GROUP D: Bureau of Reclamation Engineers' Temporary Housing

Construction date: August 1932
Architect: USBR engineering staff, Denver office
Contractor: DeCant Hudson Company, Ltd.

Construction of this group was underway in June, 1932, and they were occupied by Bureau employees and their families by August of that year. This group of 30 frame houses was intended to be temporary to accommodate additional Bureau staff and engineering forces as the construction activity at the Dam increased. Originally, the foundations were composed of timber sills and posts set on concrete footings, but in 1939, deterioration was evidenced and the system was replaced with concrete block foundations. Because the houses were assumed to be temporary, no attempt was made to vary their appearance. The houses are located on consecutive lots on Avenue B, Colorado and Arizona Streets, and on Avenues K and L. These modest cottages are rectangular in plan and surmounted by double-pitched, open-eave roofs covered with asphalt composition shingles. Exterior walls are finished with drop siding. The original plan included

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a living room, one bedroom and a kitchen and also featured an L-shaped screen sleeping porch extending the length of one gable wall and across half of the front facade. Most screen porches have been converted to bedrooms in various ways during government ownership. Of the 29 houses in this group, 12 have retained their original integrity or have only minor alterations. Thirteen have modifications which are reversible, such as exterior metal siding, window replacement but in original location, or compatible rear additions. Only four houses have been irreversibly altered from their original appearance with either incompatible additions or wall finishes and major modifications of window and door openings.

142	Byrd Glenn House	1323	Colorado
143		1319	Colorado
144	R. S. Stringfellow	1315	Colorado
145	C. M. Voyer	1311	Colorado
146		404	Avenue B
147		408	Avenue B
148		412	Avenue B
149		416	Avenue B
150		420	Avenue B
151	Earl Salter House	424	Avenue B
152		428	Avenue B
153		432	Avenue B
227		734	Park Street
259		721	Arizona
273	J. G. W. Robertsen House	600	Arizona
274		520	Arizona
275	E. C. Swanson House	512	Arizona
277	Thos. H. Strawn House	504	Arizona
278	Frank F. Dallon House	500	Arizona
279	H. L. Perkins House	420	Arizona
280	David Kine House	416	Arizona
281		408	Arizona
282	George E. Belen House	500	Avenue K
283	H. C. Bowman House	504	Avenue K
284	John W. Donovan House	505	Avenue K
285		501	Avenue K
377	R. E. Hewes House	409	Avenue B
378	Mark H. Shelton House	500	Avenue L
379	L. D. Longley House	504	Avenue L

GROUP E: Bureau of Reclamation Employees' Housing

Construction date: March 1932
Architect: USBR engineering staff, Denver office
Contractor: V. O. Brunzell, Gardena, CA

These five-room permanent frame dwellings were built as infill homes at two sites on Denver Street and two sites on Utah Street. Construction was begun in January, 1932,

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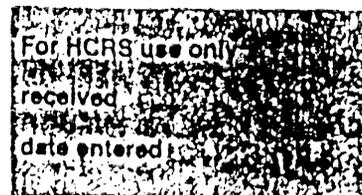
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and completed two months later in March. Each cottage is rectangular in plan measuring 25 feet deep by 40 feet wide covered with double-pitched roof, with some Bungalow detailing including exposed purlins at the gable eave and broad overhangs. Window openings are paired, double-hung, six-over-one-light sash. Walls are finished with drop siding. A screen porch with central entry extends almost the full length of each front facade.

On all four houses the screen porch has been utilized for additional living area with varying degrees of infill. On #121, the screened openings were replaced with casement windows; in #242, fixed glazing has replaced the screen openings. House #124 has metal siding over the original drop siding and all of the screened area of the porch is infilled except discretely located aluminum windows. The most modified of the four is the W. W. Weed House (#244) at 409 Utah, where the screen porch was infilled with brick and pairs of 10-light French doors. A central entry door with side-lights provides access to the house. The other three have only minor reversible modifications.

121		1329 Denver
124	E. W. Shephard House	1317 Denver
242		401 Utah
244	W. W. Weed House	409 Utah

GROUP 0: Bureau of Reclamation Project Employees' Housing

Construction date: April 1932

Architect: USBR engineering staff, Denver office

Contractor: I. M. Bay & H. D. Morrill, Junction, UT

Contracts were let in November, 1931, for the construction of nine brick residences for ranking Bureau Staff, most notably, Sims Ely (#239). The houses were completed in April, 1931, and are located on Utah Street, Nevada Highway, and Denver Street. Built from similar plans, each house measures 28 feet deep and 44 feet long and contains two bedrooms, kitchen, living and dining rooms. Two facade variations are used in this group, both with Spanish Colonial Period Revival overtones. Houses are constructed of rowlock brick and topped with double-pitched clay tile roofs. Entries are highlighted either by a round-arched opening, recessed in a projecting gable wall, or simpler, canopied openings, recessed in a rectangular brick surrounds. Small enclosed porches, with double-pitched clay tile roofs, extend ten feet from one end of the living room and add to the appearance of irregular massing. All houses in this group are well-maintained with five having no significant changes from the original architectural integrity. Three houses have modifications which are reversible or compatible with the original building, such as a screen porch addition to #126, and a frame and stucco addition to #240 topped with a clay tile roof. A detached garage, also with clay tile double-pitched roof and brick walls, was built on the lot of the Sims Ely House (#239) after 1949. The resultant breezeway between buildings was later enclosed with a sloped glazing solarium, respecting the integrity of the original house's form.

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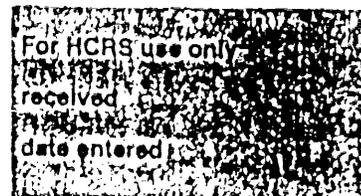
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107	Burt A. Hall House	1330	Denver
105		1322	Denver
126		1301	Denver
128		308	Nevada Highway
130		324	Nevada Highway
131		1300	Colorado
239	Sims Ely House	307	Utah Street
241	O. G. Patch House	315	Utah Street
109	Audrey Reber House	1338	Denver

GROUP F: Bureau of Reclamation Employees' Housing

Construction date: June 1932

Architect: USBR engineering staff, Denver, CO

Contractor: C. F. Bengston and Son, Las Vegas, NV

The construction contract was awarded to C. F. Bengston and Son in late December, 1931, and the twenty-nine houses in this group were completed by June of 1932. These simplified bungalow cottages are wood frame with drop siding topped by a gabled roof with exposed rafters and purlins. Two plans were generated: a two-bedroom house, and a one-bedroom house. All have an L-shaped gable-roof porch located at the exterior corner of the living room. Most porches have, from time to time, been remodeled to a third bedroom which necessitated the enclosure of the porch and installation of various windows. Many houses have been covered with aluminum siding and in some cases partial stone or brick veneer, thus affecting the overall integrity of the group. Eight structures have received extensive wall and window modifications or incompatible additions which are irreversible. Thirteen homes have had only minor changes or small additions which are reversible or compatible. Six houses in the group remain unaltered from their original design, most notably #233, #248, and #258. Twenty-seven of the twenty-nine houses exist today.

103		1314	Denver
111		1346	Denver
113	E. A. Felts House	1354	Denver
117		1345	Denver
118		1341	Denver
119		1337	Denver
120		1333	Denver
122		1325	Denver
123		1321	Denver
125		1309	Denver
228	Douglas Rathens House	730	Park
233		710	Park
237	Marguerite Riswold House	712	Park Place
243	B. G. Sucher House	405	Utah
245		413	Utah
246		501	Utah

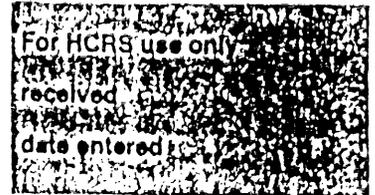
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247	Roy L. Shipp House	503	Utah
248	John Newell/Walter Sanford House	507	Utah
249	Harold B. Jenkins House	511	Utah
250		515	Utah
251		519	Utah
252	Alonzo A. Brownson House	523	Utah
255	Fred Jensen House	508	Avenue I
257	Chas C. Darden House	701	Arizona
258		713	Arizona
280		501	Avenue I
281		505	Avenue I

GROUP G: U. S. Government Employees' Duplex Housing

Construction date: 1942

Architect: USBR engineering staff, Denver office

Contractor: Paul S. Webb, Boulder City, NV

Due to Boulder City's expanding role as a government center, and with an increased housing shortage in 1941-1942, the Bureau of Reclamation built 140 homes, including these 15 duplex cottages. Local prolific contractor, P. S. Webb, was awarded the contract and construction was completed in 1942. These two-bedroom duplexes were originally constructed with a covered car shelter between the units, forming a "U" shaped plan. Shortly after construction, the car shelters were filled in to match the house construction, increasing each unit's living area. Each duplex measures 108 feet in length and 34 feet in depth, is constructed of wood frame with exterior siding, and is covered with an asphalt composition shingle roof. The roof slopes with its ridge parallel to the street, and with the court in the rear of each plane left open. Each unit, with its enclosed carport, contains a living room, two bedrooms, and a kitchen. Screen porches occur at the rear of each duplex wing. Original windows are three-light, wood casement, paired sets along the front facade. Ten duplexes are located on Block 41, formerly the site of some Six Companies' houses, facing New Mexico or Fifth Streets, and five are located on the east side of Date Street near Nevada Highway. All structures in this group, except one (#364), retain their integrity as to massing, and door and window locations. Eleven of those have modifications which are cosmetic and reversible, such as metal siding over original exterior walls, and replacement of wood casements at original locations with either fixed glass or metal windows. Three of the duplexes in this group (#338, #340, #350) maintain a high level of original integrity with unmodified walls, windows or doors. Most properties are well-maintained and the elevated location of the units on Date Street provides a good edge for the Historic District.

337	553-557	Date Street
338	545-549	Date Street
339	537-541	Date Street
340	529-533	Date Street
341	525-521	Date Street
345	700-702	California

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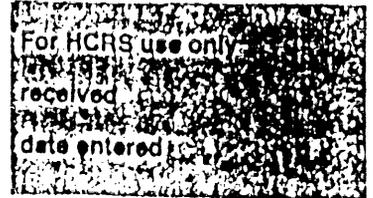
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347	1113-1117 New Mexico
349	1201-1205 New Mexico
350	1209-1213 New Mexico
353	1301-1305 New Mexico
355	701-705 Avenue B
356	709-713 Avenue B
362	1212-1208 Fifth
363	1200-1204 Fifth
364	1116-1112 Fifth

GROUP H: U. S. Government Employees' Housing

Construction date: 1942

Architect: USBR engineering staff, Denver office

Contractor: John Bohannan

Constructed in 1942 to ease a housing shortage in Boulder City, these frame cottages were built under government contract by John Bohannan, contractor. They are located on Block 41 on lots between the larger duplexes of Group G, and face either New Mexico or Fifth Streets. The group consisted originally of five two-bedroom and five one-bedroom houses, rectangular in plan. The two-bedroom cottages are larger and are covered with a hipped gable roof with continuous slat ventilators at the eaves. Walls are plywood siding and feature discrete sets of three-light casement windows on all facades. Doorways are centrally-located. The smaller one-bedroom cottages are finished with horizontal wood siding, and roofs are double-pitched with broad overhangs. Windows are also wood casement and feature corner windows at the living room. Three are in original condition (#346, #352, #358); five have some modification to the exterior finishes or windows (#348, #351, #254, #357, #365), but do not detract from the overall integrity of the group. One house (#361) with a large, incompatible addition, has also been stylistically modified, and another (#318) has been irreversibly altered. These houses, together with the duplexes on the same block, form a good image of a 1940s government residential neighborhood in Boulder City.

318	Two-Bedroom Cottage	1120 Fifth
346	One-Bedroom Cottage	1109 New Mexico
348	Two-Bedroom Cottage	1121 New Mexico
351	Two-Bedroom Cottage	1217 New Mexico
352	Two-Bedroom Cottage	1221 New Mexico
354	Two-Bedroom Cottage	1309 New Mexico
357	One-Bedroom Cottage	1312 Fifth Street
358	One-Bedroom Cottage	1308 Fifth Street
361	One-Bedroom Cottage	1216 Fifth Street
365	One-Bedroom Cottage	1108 Fifth Street

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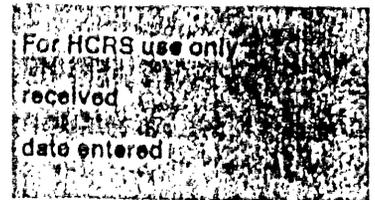
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GROUP 1: Defense Housing Corporation Apartments

Construction date: 1942

Architect: USBR engineering staff, Denver office

Contractor: Womack Construction Co., Phoenix, AZ

The Cherry Lynn Apartments were built through financing from the Defense Housing Corporation in 1942 to house personnel working at the Basic Magnesium Plant in Henderson, Nevada. The Womack Construction Company constructed the 26-unit apartments in 1942. They were also responsible for construction of 60 additional houses in Boulder City, also through the Defense Housing Corporation, which are not located within the Historic District.

The Cherry Lynn Apartments is a model complex which was patterned after the successful innovations of apartment site planning, developed in the 1920s by architects such as Henry Wright in New York City. Internalized courtyards and architectural variations help make this group of buildings an important part of Boulder City's architecture.

Seven structures comprise the apartment complex: five two-story, and two one-story buildings. All form a quad with separate entrances to each apartment from either the street or the courtyard. The two-story buildings each contain four apartments, the upper level accessible by stairs at a central breezeway. Constructed of frame, each is stuccoed on the first level and finished with horizontal wood siding on the second floor. Windows are single or paired double-hung sash. A balcony at the upper floor faces onto the private central park. Two single-story wings have been added to the building (#311) on the north side of the quad. Two single-story hipped-roofed units face along New Mexico Street. Each of these buildings is finished in stucco or horizontal siding and contains two apartments.

311	633 Nevada Highway
312	641 Nevada Highway
313	649 Nevada Highway
314	1608 New Mexico
315	1600 New Mexico
316	656 Avenue A
317	648 Avenue A

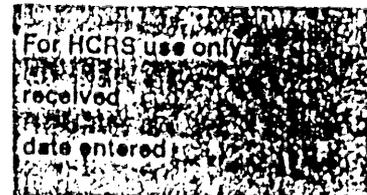
Six Companies Residential and Operational Properties

Six Companies, Inc., general contractor for the Boulder Canyon Dam, was also responsible for the greatest amount of building construction in Boulder City from 1931 to 1933. Their efforts included a large complex of dormitories, offices, and other related facilities, 660 single-family cottages for married employees, and a group of 11 houses for company engineers. Additional, special construction efforts included a hospital, housing for hospital staff, an executive guest house and the Construction Superintendent's house. Of the latter group of residences, those which still exist within the Historic District are:

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236 Chief Surgeon's House	705 Park Place
286 Ed Brockman House	421 Avenue I
505 Frank Crowe House/Guest House	Watertank Hill
506 Six Companies Executive Lodge	Watertank Hill

The Frank Crowe House and the Six Companies Executive Lodge are noteworthy for making significant architectural contributions to the Historic District. Sited with commanding views of Boulder City and Lake Mead, they were built in late 1931 from the plans of Six Companies' architect, George DeColmesnil. Both houses were designed in the Spanish Colonial Revival style which, by 1930, had evolved as Period Architecture more closely associated with Mediterranean and Southern European traditional styles.

The Executive Lodge (#506) is a large one and two-story structure with a rectangular plan and irregular massing. The ten-room house includes six bedrooms for guests and servants' quarters. Elements of the design, such as its asymmetrical appearance, white stuccoed walls, and gently sloping clay-tiled roofs with intersecting pitched roofs, add to its period style interpretations. Other architectural characteristics include a deeply-recessed central entry articulated by decorative surrounds, massive chimneys, small window openings on the exposed south facade and well-executed interior finishes consistent with the style.

The Frank Crowe House (#505) is very similar in stylistic treatment, but smaller. Entrance is gained from the north side of the basically rectangular plan, through an exterior courtyard and paired French doors. Clay tile roofs, massive stuccoed piers, open timbering, Mission-style doors, windows and light fixtures all contribute to the building's high degree of integrity. In addition, the massing and orientation of the house was carefully calculated for sun control and self-shading. Other responses to the environment were experimented with on both buildings, including hollow wall construction, and forced and natural air circulation.

Six Companies Dormitory Housing and City Operations (Demolished)

Construction date: March to December, 1931
 Architect: George DeColmesnil
 Contractor: Boulder City Company
 C. A. Williams, Construction Superintendent

Dormitory housing for Six Companies employees, and related facilities for their Boulder City operations, were located in the southwest corner of the townsite. The Six Companies "Sector" encompassed four large blocks (10, 16, 17, and 40) bounded on the north by Railroad and Arizona Streets; by Ash Street, the Nevada Highway, and Cherry Street on the east; along the west by Date Street; and on the south by New Mexico Street. Within this area were built a total of 19 structures between 1931 and the completion of Six Companies' contract in 1935. The facilities, all removed between 1935 and 1943, included ten dormitories, two office buildings, three warehouses, a dining hall, a laundry building, a garage building, the recreation hall, and the Boulder City Company Store. Of the ten dormitories, eight were constructed of the same

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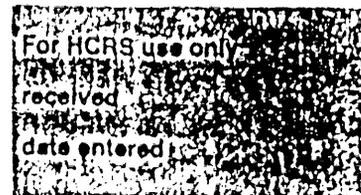
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plan and each featured a two-story, frame, "H"-shaped structure containing single rooms for 172 persons. Two-story verandahs extended the length of each gable-roofed wing. A bathroom core was located at the center of the "H". The other two dormitories, both single-story frame structures, covered with gabled roofs, served as housing for the dining hall employees and the Six Companies office employees. The dining hall dormitory, with its "T"-shaped plan, was located immediately south of the dining hall and accommodated 108 persons. The office dormitory housed 75 people and was located adjacent to the Six Companies office building near Arizona Street.

The dining hall, with its addition, was a large square building covered with two parallel double-pitched roofs and could accommodate 1200 persons. It was centrally-located within the Six Companies sector in the middle of Block 10. The most visible of the Six Companies structures were the recreation hall and the Boulder City Company Store, both located at the wedged intersections of Birch and Cherry Streets, and the Nevada Highway. Both were single-story frame structures covered with large hipped roofs and featured frame and stuccoed arcades along all street fronts. The location of these two commercial and recreational structures along the Nevada Highway did much to impact the initial development of private commercial enterprises along that thoroughfare resulting in the deviation from the original city plan which called for commercial structures to surround the plazas in the center of town.

Six Companies, Inc. Employees' Residential Area

Construction date: March - December 1931

Architect: George DeColmesnil

Contractor: Boulder City Company

C. A. Williams, Construction Superintendent

Housing for married employees of the Six Companies encompassed a significant area of the original townsite. The location of these dwellings extends along the broadest portion of the base of the triangular townsite. Long, rectangular blocks, extending from Wyoming Street south to New Mexico Street, were laid out parallel with the north-south axis of the town. Bounded on the west by Avenue B and on the east by Utah Street, the area contained 230 three-room and two-room single-family cottages. This residential district was supplemented by the end of 1931 with an additional 127 two-room cottages located upon five rectangular blocks immediately south of, and parallel with, New Mexico Street. This one-block-deep strip also extended from Avenue B to Utah Street. An additional 250 two-room cottages were built in 1932 on ten blocks south of Fifth Street between Avenue B and Utah Street, bringing the total number of Six Companies housing during the construction period to 660 detached dwellings.

The first of the single-family houses to be constructed by Six Companies was located on blocks 29 thru 32 between Avenue B and Avenue F. Each streetfront contained 17 houses with the northernmost lot theoretically reserved for group parking. A total of 136 three-room houses were built of identical plan. Each contained a living room, kitchen, bedroom and bathroom.

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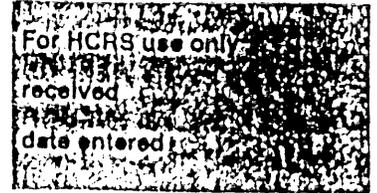
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They were built of frame construction with shear sheathing on the inside of the framing, finished with plaster. Exteriors were covered with drywall lath and stuccoed. These small cottages were topped with a double-pitched composition roof, and a covered screen porch extended the length of one side of the structure and across half of the front. Access to the living room was through the porch to a centrally-located door on the front elevation. Windows are wood, double-hung with simple casings. Although intended to be temporary housing which would be removed after completion of the dam, these homes were later sold to individuals wishing to stay in Boulder City beginning in 1935. No houses were modified prior to that time, but after that date most underwent some remodeling to accommodate larger families or to improve the efficiency of these small cottages. Although parking was designated at the end of each block, vehicular access to the houses through the alley became common, and when the homes were transferred to private ownership, small garages and other outbuildings were erected at the rear of most lots. Of the original 135 cottages in this area of the Six Companies "village", 123 remain. Of those, 15 structures retain their original architectural integrity; 72, or approximately 59 percent, have been altered, but not to the extent that they fail to convey their original feeling, setting, materials or workmanship; 36 cottages (29 percent) have had modifications which are irreversible.

Block 29; Avenue B

29- 1	C. A. Williams House	603 Avenue B
29- 2		607 Avenue B
29- 3		611 Avenue B
29- 4		615 Avenue B
29- 5	Elmer Baker House	619 Avenue B
29- 6		623 Avenue B
29- 7	William Teeters House	627 Avenue B
29- 8		631 Avenue B
29- 9		635 Avenue B
29-10		639 Avenue B
29-11	C. H. McAdams House	643 Avenue B
29-12		647 Avenue B
29-13	Larson A. Carrier House	651 Avenue B
29-14	B. Farr House	655 Avenue B
29-16		663 Avenue B

Block 29; Avenue C

29-19		664 Avenue C
29-20		660 Avenue C
29-21	George Backley House	656 Avenue C
29-22		652 Avenue C

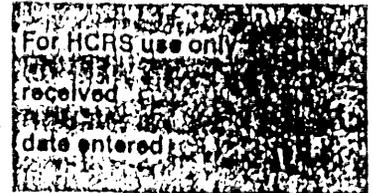
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29-23		648 Avenue C
29-24	Bruno Kloss House	644 Avenue C
29-25		640 Avenue C
29-26	J. F. Dixon/Homer Kelley House	636 Avenue C
29-27	I. H. Brownfield/George Devereaux House	632 Avenue C
29-28		628 Avenue C
29-29		624 Avenue C
29-30	J. C. Howard House	620 Avenue C
29-31	Carl Collette House	616 Avenue C
29-32	Frank Lehman House	612 Avenue C
29-33		608 Avenue C
29-34	Cecil B. Lotspeich	604 Avenue C

Block 30; Avenue C

30- 1		603 Avenue C
30- 2	Ross Jemison House	607 Avenue C
30- 3	G. C. Larson House	611 Avenue C
30- 4	Nelle McDougall House	615 Avenue C
30- 5	R. M. Burroughs House	619 Avenue C
30- 6		623 Avenue C
30- 7		627 Avenue C
30- 8		631 Avenue C
30- 9	W. M. Hackaday/G. J. Devitt House	635 Avenue C
30-10		639 Avenue C
30-11	Clarence Buchert House	643 Avenue C
30-12	E. M. Stokes House	647 Avenue C
30-13		651 Avenue C
30-14		655 Avenue C
30-15	A. V. Towler House	659 Avenue C
30-16		663 Avenue C

Block 30; Avenue D

30-19		664 Avenue D
30-20		660 Avenue D
30-21		656 Avenue D
30-22	C. W. Stewart House	652 Avenue D
30-23	S. D. Raudenbusch House	648 Avenue D
30-24		644 Avenue D
30-25		640 Avenue D
30-26		636 Avenue D
30-28		628 Avenue D
30-29		624 Avenue D
30-31		Vacant
30-32	V. R. O'Shea House	612 Avenue D
30-33		608 Avenue D
30-34		604 Avenue D

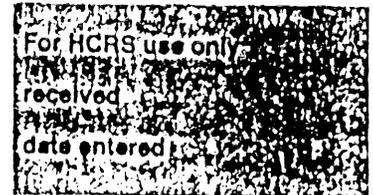
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Block 31; Avenue D

31- 1	John M. Sawyer House	603 Avenue D
31- 2	Nelson House	607 Avenue D
31- 3	Weston/White House	611 Avenue D
31- 4	A. B. Moss House	615 Avenue D
31- 5	H. L. Hughes House	619 Avenue D
31- 6	Edwards/Ramey House	623 Avenue D
31- 7		627 Avenue D
31- 8		631 Avenue D
31- 9		635 Avenue D
31-10		639 Avenue D
31-11		643 Avenue D
31-12	Helen Carpenter House	647 Avenue D
31-13		651 Avenue D
31-14		655 Avenue D
31-15		659 Avenue D
31-16		663 Avenue D

Block 31; California Avenue

31-19		664 California
31-20	Pete Hansen House	660 California
31-21	Earl Ramsey/Anne Howe House	656 California
31-22		652 California
31-23		648 California
31-24		Vacant
31-25		640 California
31-26		636 California
31-27		632 California
31-28	Dan Hartle House	628 California
31-29	A. J. Dawes House	624 California
31-30		620 California
31-31		616 California
31-32	E. R. Laing House	612 California
31-33	Elmer Lang/James Lee House	608 California
31-34		604 California

Block 32; California Avenue

32- 1		603 California
32- 2	Albert Grosnick House	607 California
32- 3	A. C. Willbee House	611 California
32- 4	John Schmeiskor House	615 California
32- 5		619 California
32- 6	B. Howards House	623 California
32- 7	W. W. Strickland House	627 California
32- 8		631 California
32- 9	Jack Reid House	635 California

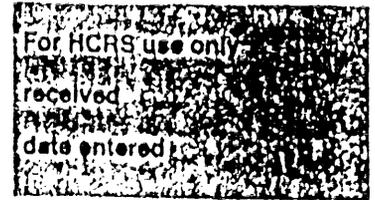
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32-10		639	California
32-11		643	California
32-12	W. B. Hawkins House	647	California
32-13		651	California
32-14		655	California
32-15	Earle Humphrey House	659	California
32-16	O. J. Edgell House	663	California

Block 32; Avenue F

32-18		668	Avenue F
32-19		664	Avenue F
32-20	Benjamin H. Hopkins House	660	Avenue F
32-21		656	Avenue F
32-22		652	Avenue F
32-23		648	Avenue F
32-24		644	Avenue F
32-25		640	Avenue F
32-26	H. White House	636	Avenue F
32-27		632	Avenue F
32-29		624	Avenue F
32-30		620	Avenue F
32-31		616	Avenue F
32-32	William Roe House	612	Avenue F
32-33	W. N. Nosman House	608	Avenue F
32-34	Thelma Anderson House	604	Avenue F

Block 33; Avenue F

33- 1		603	Avenue F
33- 2		607	Avenue F
33- 3		611	Avenue F
33- 4		615	Avenue F
33- 5		619	Avenue F
33- 6		623	Avenue F
33- 8	C. C. Malin House	631	Avenue F
33-10		639	Avenue F
33-11		643	Avenue F
33-12		647	Avenue F
33-14		655	Avenue F
33-15		659	Avenue F
33-16		663	Avenue F
33-17		667	Avenue F

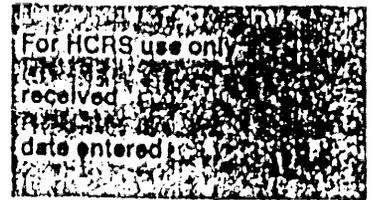
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GROUP N: Six Companies Engineers' Housing

Construction date: October 1931, September 1932
Architect: George DeColmesnil
Contractor: Boulder City Company
C. A. Williams, Construction Superintendent

Built along Ash Street for Six Companies engineers and superintendents, the first eight homes constructed in this group were completed by the fall of 1931. Two standard plans were used: one for six rooms and one for five rooms. The houses are of frame construction and originally finished with stucco walls and composition roofing. Exteriors were covered with drop siding and reroofed with asbestos composition shingles in 1936 when the Los Angeles Bureau of Power and Light acquired the homes. Characteristics of these well-maintained homes include intersecting hipped and gabled roofs over irregular floor plans, inset screened entry and rear porches, and south-facing sun rooms. In 1932, three additional houses were built along the street (#154, #164, #165) in the same basic format as the first eight. The Edgar Kaiser House (#164) deviates the most with Bungalow detailing such as articulated purlins and rafters, broad eaves, and inset entry porch under the main roof form. All houses maintain their 1931-1936 architectural integrity.

154		433 Ash Street
155		429 Ash Street
156		421 Ash Street
157	J. P. Yates House	417 Ash Street
158	A. H. Ayers House	409 Ash Street
159	C. A. Harris House	405 Ash Street
161	Leigh Cairns House	414 Ash Street
162	V. G. Evans House	418 Ash Street
163	Floyd Huntington House	426 Ash Street
164	Edgar Kaiser House	430 Ash Street
165	Harold S. Anderson House	434 Ash Street

Babcock and Wilcox Company Residential Properties

As the second largest contractor on the Boulder Canyon Project, Babcock and Wilcox were responsible for construction of the steel penstocks. The work required approximately 300 employees, most of whom were housed in Boulder City. Construction efforts by Babcock and Wilcox to accommodate their employees included a 101-man dormitory (demolished), 12 moderate single-family dwellings, 10 apartment buildings, and two large homes for company executives. The executive homes were built for Dr. Julius Kehoe (#288), physician for Babcock and Wilcox; and R. S. Campbell (#289), superintendent for Babcock and Wilcox, and are located at the crest of the hill above Park Street. Designed by Architect E. D. Wagner of Akron, Ohio, and completed by October, 1933, these are two of the best examples of late Spanish Colonial and Period Revival designs in Boulder City.

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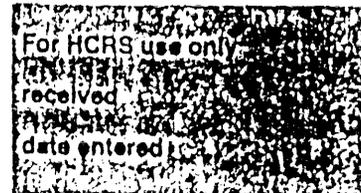
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The Campbell House is an 8-room split-level home sited on sloping ground. The cross-gable roof form reflects the L-shaped plan which includes a garage and servants' quarters entrance on the lower level. Steps lead up to the south-facing main entry which is articulated by a small gable roof above a recessed entry detailed with arched surroundings. Stylistic features include broken massing, Mission-style shutters flanking pairs of wood casement windows, timber lintels, and wrought iron fixtures. An original deck above the garage doorway has been sensitively enclosed by extending the second story gable wall flush with the east facade. Other modifications do not alter the property's high architectural integrity.

Located adjacent to the Campbell House, the Kehoe House has some similar Period Revival architectural treatments but with a smaller, five-room plan. Two stories in height, the structure is covered with a double-pitched roof, with intersecting cross-gable wings on the north and south elevations. Eaves are detailed with moulded cornice and returns at the gable walls, and the shingled roof and half-timbering on certain building elements can be traced to the English Country House Period styles.

288 Dr. Julius Kehoe

2 Hillside Drive

289 R. S. Campbell

3 Hillside Drive

GROUP R: Babcock and Wilcox Company Employees' Single Family Housing

Construction date: April 1933

Architect: E. D. Wagner, Akron, OH

Contractor: Paul S. Webb, Boulder City, NV

Twelve frame houses were constructed based on three different plans: Four one-bedroom houses, seven two-bedroom houses, and one three-bedroom home. Located on Block 14, an area originally reserved for commercial use, the group site planning was well-executed creating one of the best residential settings in Boulder City. Located around the perimeter of the block, the central space is well-landscaped with pedestrian walkways and central parking facilities. Houses have both a street orientation and internal focus as well. With diversity of house plans, but utilization of common materials and details, the buildings create interest and harmony. The houses in the group are best characterized by their steep hipped roofs, broken by gabled projections which vary the basic square plan of each house type. Shiplap siding covers the exterior wall surfaces and features cantoned corners and simple fascia and cornice moulding. All houses maintain all of their original architectural integrity.

507 E. D. Wagner House

434 California

508 Two-Bedroom House

428 California

509 Two-Bedroom House

420 California

510 Two-Bedroom House

1101 Colorado

511 Two-Bedroom House

1121 Colorado

512 Three-Bedroom House

1145 Colorado

513 Two-Bedroom House

1201 Colorado

514 Two-Bedroom House

409 Nevada

515 Two-Bedroom House

425 Avenue C

516 One-Bedroom House

433 Avenue C

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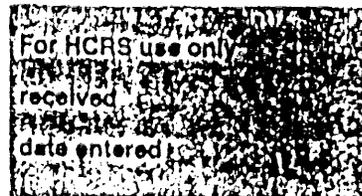
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517 One-Bedroom House
518 One-Bedroom House

441 Avenue C
449 Avenue C

GROUP Q: Babcock and Wilcox Employees' Apartment Housing

Construction date: 1933
Architect: E. D. Wagner, Akron, OH
Contractor: Paul S. Webb, Boulder City, NV

These ten four-family apartment buildings are a strong architectural element within Boulder City's residential district. Located on a triangular block, the first seven of these adjacent structures line Avenue B from New Mexico to Wyoming Streets. Three more were constructed along Avenue A. Built in 1933 by local contractor P. S. Webb, the apartments were sold to private individuals three years later when Babcock and Wilcox completed their constructing work at the Dam.

Symmetrically designed in plan and elevation, each building is accessed from a central doorway leading to indoor entrances on both levels for the four apartments. Each unit contained a living room, kitchen, bath and bedroom. Two-story porches, centrally-located at the rear of each building, provide access to the kitchen entrances for the individual apartments. Inset original corner sleeping porches have been infilled on all seven buildings along Avenue B to accommodate additional living area. Surfaces were finished in plaster to match the building and new windows in all cases are double-hung sash. The three buildings along Avenue A are the least altered with original screened inset sleeping porches still intact. The rectangular masses of the apartment buildings are topped with traditional hipped roofs with ventilator gables and a central chimney. All of the apartments maintain a substantial amount of their original integrity. Two buildings on the north end of Avenue B (#324, #325) and the Avenue A apartments (#326, #327, #328) are the best-maintained; one building (#322) has original shingles on the roof, and two buildings (#329, #320) have been covered with exterior horizontal siding.

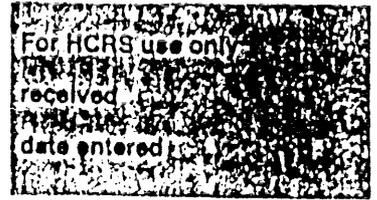
329	652 Avenue B
320	646 Avenue B
321	640 Avenue B
322	634 Avenue B
323	628 Avenue B
324	622 Avenue B
325	616 Avenue B
326	619 Avenue A
327	631 Avenue A
328	661 Avenue A

Power Operators' Field Operations Properties

The two power operators, who contracted to operate the power generators at Boulder Dam and distribute electricity to the Southern California Power allottees, were the Los

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Angeles Bureau of Power and Light (now the Los Angeles Department of Water and Power) and the Southern California Edison Company. As power generators came on line beginning in 1937, both companies leased land in Boulder City to construct housing for their employees working at the dam. The Bureau of Power and Light also purchased, from Six Companies, their office and office dormitory (demolished), the engineers' houses in Group N along Ash, the Executive Lodge (#506) and the Frank Crowe House (#505). In addition they bought the Babcock and Wilcox Employees' housing in Group R, and two of their executive homes (#288 and #289), bringing their total amount of leased land in Boulder City to almost 430,000 square feet. The Bureau of Power and Light also built three executive homes near the government center (#503, #504, and #270), and a small apartment building on Cherry Street (#214). The Los Angeles Bureau of Power and Light began construction efforts in 1937 and Southern California Edison began in 1939. Both companies' construction activities were located along Birch and Cherry Streets in the area formerly used as the Six Companies' dormitory complex. Each company still owns and maintains their Boulder City Properties.

503	Executive House	1256	Denver
504	Executive House	1260	Denver
270	Executive House	650	Arizona
214	Apartment Building	535	Cherry

GROUP L: Los Angeles Bureau of Power and Light Employees' Single-Family Housing

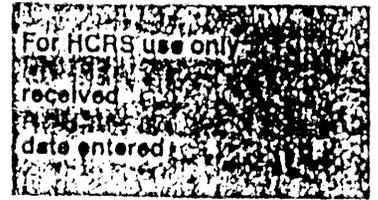
Construction date: 1937
Architect:
Contractor:

This group of 27 houses located on both sides of Birch Street from Railroad Avenue to Nevada Highway presents one of the most pleasing architectural environments in Boulder City. Sensitively designed, each with red tile roofs and white stuccoed walls, the houses were built from three basic floor plans alternated along the streetscape. The individual plans distinguish themselves with combinations of hipped and gabled roofs, and variations in recessed entry porches. In addition the houses, all with corner entries, allowed for the rotation of the plan with different elevations facing the street, thus giving the neighborhood an appearance of more diversity than the basic three models. Single garage buildings straddling every other lot allowed two adjacent occupants' vehicular storage without added construction costs. Garages are compatible stylistically with the residences. All properties in this group have been well-maintained in their original appearance.

166	504	Ash Street
168	418	Birch Street
169	426	Birch Street
170	430	Birch Street
171	438	Birch Street
172	504	Birch Street
173	508	Birch Street

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175	520 Birch Street
176	524 Birch Street
177	528 Birch Street
178	532 Birch Street
179	536 Birch Street
180	540 Birch Street
181	539 Birch Street
182	535 Birch Street
183	531 Birch Street
184	527 Birch Street
185	523 Birch Street
186	519 Birch Street
187	515 Birch Street
188	511 Birch Street
189	507 Birch Street
190	503 Birch Street
191	433 Birch Street
192	429 Birch Street
193	421 Birch Street
194	417 Birch Street

GROUP M: Los Angeles Bureau of Power and Light Duplex Housing

Construction date: 1942
Architect:
Contractor:

The site planning of these well-designed duplexes has created a pleasant park-like setting for the users. Constructed by the Los Angeles Bureau of Power and Light for employees' housing, this group was completed in 1942. Each building is constructed of brick and has a low-pitched hip roof. Verandahs supported by paired wood posts protect the openings on the courtyard side of each building. Attention is given to architectural features such as small bay windows and carved eave rafters. The complex is well-landscaped and retains its original architectural character.

167 Five Duplexes 508-526 Ash Street
(even numbers)

GROUP P: Los Angeles Bureau of Power and Light Employees' Cottages

Construction date: 1943
Architect:
Contractor:

The Los Angeles Bureau of Power and Light saw a significant increase in their employees at Boulder Dam beginning in 1942 when accelerated wartime industry power demands

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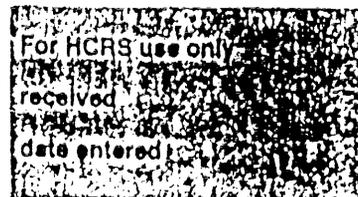
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required the installation of three additional generators at the Power Plant. These twelve cottages were built in early 1943 to accommodate some of the increased staff necessary to operate the expanding Plant.

The cottages were located on undeveloped lots adjacent to the Bureau's existing residential areas. Four houses, with a common garage, are located on Cherry Street and Railroad Avenue; four on a block east on Birch Street and Railroad Avenue; and another group of three have California Avenue addresses located on Block 14 east of Escalante Plaza. Plans, massing, and construction material are the same for each cottage. Each features a moderately-sloped, double-pitched roof over a rectangular plan. An inset corner entry porch gives access to a one-bedroom dwelling with living room, kitchen, and bathroom.

These economical accommodations feature some Bungalow overtones such as inset porch, horizontal wood siding and ventilator slats at the broad roof eaves. The most important contribution to their neighborhoods, however, is their site planning. Built in groups of four on large, odd-shaped lots, each has its own small but well-landscaped internal court, with some cottages oriented inward instead of along the street front. Separation of parking facilities away from the dwellings contributes to the intimate pedestrian scale of each grouping of cottages. All of the buildings remain and none have lost their original architectural qualities of setting, feeling, workmanship, and association.

160	400 Ash
195	411 Birch
196	405 Birch
197	1505 Railroad Avenue
198	1501 Railroad Avenue
222	1620 Arizona Street
223	1616 Arizona Street
224	1612 Arizona Street
225	1608 Arizona Street
519	444 California Avenue
520	448 California Avenue
521	440 California Avenue

GROUP J: Southern California Edison Company Employees' Housing

Construction date: 1939
Architect:
Contractor:

This group was built in 1939 as part of Southern California Edison's first construction efforts to house employees working at the Power Plant. The fifteen houses extend along the west side of Cherry Street curving northward from Nevada Highway to Arizona Street.

Utilizing four floor plans in repetitive, consecutive order along the streetscape, each house features white, shingled wall surfaces and low intersecting hipped roofs, covered

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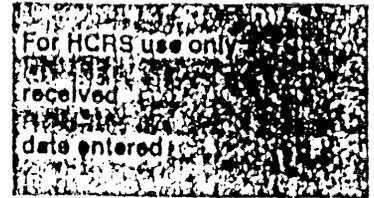
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with red composition shingles. Carefully-maintained landscaping provides a setting for each house which is characterized by gently-sloping grassy yards, mature shade trees, and concrete pedestrian walks. These elements, together with the subtle diversity of house models, give unity to the group and make it one of the best-preserved, historic neighborhoods in the District.

Each house type is based on a roughly square plan featuring an inset corner entry porch under a broad hipped roof. The elevations of the four models are varied slightly through the use of projecting bays, composite roof forms, wall planes articulated by triple sets of double-hung sash windows, or corner windows at the entry porch, and portal windows on some models at the service porch. Detailing lends itself to the early ranch styles and includes broad open eaves with the rafters hidden by fascias; squared, paired posts supporting the roof at the porch; and cross-bracing of the porch railings. The houses in this group are well-maintained and convey all of their original architectural character.

199	504 Cherry Street
200	508 Cherry Street
201	512 Cherry Street
202	516 Cherry Street
203	520 Cherry Street
204	524 Cherry Street
205	528 Cherry Street
206	532 Cherry Street
207	536 Cherry Street
208	540 Cherry Street
209	544 Cherry Street
210	548 Cherry Street
211	552 Cherry Street
212	556 Cherry Street
213	560 Cherry Street

GROUP K: Southern California Edison Company Employees' Housing

Construction date: 1945

Architect:

Contractor:

This group of seven houses is located along the east side of Cherry Street and was built as additional housing for the power company's employees. The houses are all duplicates of one of the four plans used in Group J. Well-maintained, they complement the housing group on the opposite side of the street. All of the buildings maintain their original appearance.

215	531 Cherry Street
216	527 Cherry Street
217	523 Cherry Street

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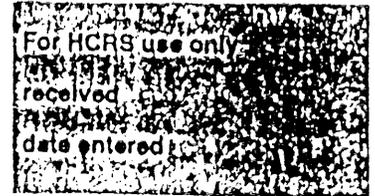
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218
220
221

519 Cherry Street
507 Cherry Street
503 Cherry Street

Commercial Properties

Forty-nine commercial buildings exist within the Boulder City Historic District. Of those, eighteen were built between 1931 and 1941. The remaining thirty-one were built after that date, with seventeen constructed prior to 1950 in response to the wartime and post-war population increase in the City. A majority of the earliest buildings are grouped along the Nevada Highway and Avenue B between Ash and Arizona Streets. Other buildings front on Arizona Street or are grouped around parts of the Cardenas and South Escalante Plaza superblocks.

Pre-1941 Commercial Buildings

Part of the original concept of the City Plan for the commercial zone was the enforcement of architectural guidelines to ensure visual continuity and create a shopping district with a unique character. The architectural controls were envisioned to be flexible, but, within a certain chosen stylistic treatment, appropriate to the southwest. The restrictions allowed for variety in height, detailing, signs and colors for individual shops, while keeping the general feeling of the architecture the same. The style suggested by City Planner DeBoer was Modernistic Pueblo Revival, a combination of the Period Revival style, popular at the beginning of the 20th century, and the national trends toward Moderne and Art Deco designs.

The Bureau of Reclamation, through the permit-lease system administered by Sims Ely from 1931-1941, upheld, to a certain extent, those architectural guidelines. No large multiple-use, single buildings were built as part of the superblock concept, but individual proprietors constructed commercial structures with at least two elements from the style suggested by DeBoer: arcaded facades and stuccoed exteriors.

Properties within the historic district, which exemplify efforts to adhere to those stylistic mandates, include the Ida Browder Cafe (#368), Barnhill's Photo Gallery (#369), Building #373, and A. C. Grant's Boulder City Motors (#291), along the Nevada Highway; the Bob Moore Building (#305), and the R. H. Collins Building (#304), built on Wyoming Street. All of these buildings feature plastered frame or masonry arcades, supporting pitched roofs, white stuccoed walls and flat, parapetted roofs. All maintain their original integrity including storefront bay detailing. A. C. Grant's Boulder City Motors (#291) has recent cosmetic additions to the facade which are reversible. The largest and best examples of this stylistic treatment are the Boulder Theatre (#527) and the Uptown Hardware and Apartment Building (#528). Both are two-story structures with well-proportioned, matching arcades, and, as a group, came the closest to the superblock concept of large single buildings of a common style supporting multiple-business enterprises.

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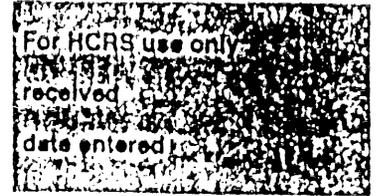
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Other commercial buildings of this period are designed with less attention to the architectural guidelines, but maintain original architectural integrity or have modifications which are reversible. These include the Roy Fairbanks' Men's Store (#301), Laubach's Amusement Palace (#302), and Building #367. Laubach's Amusement Palace has a great amount of original integrity, covered now by reversible board and batten siding. The Boulder Dam Hotel (#529) (NR) is the most conspicuous deviation from the southwestern appearance suggested by the architectural controls. It is a large, well-designed, Southern Colonial building prominently located in Cardenas Plaza.

Others, such as the Nevada Drug Company Building (#376), Newlin's Green Hut Cafe (#374), and the L and K Building (#309), have International or Modern Style modifications of the storefronts or canopies but retain their massing, scale, and storefront bay rhythm and still contribute to the District's sense of time and place. One structure, originally the Mannix and Vaughn Building (#295), has substantial facade modifications which are irreversible.

291	A. C. Grant's Boulder City Motors	400 Nevada
295	Mannix and Vaughn Building	527 Nevada
301	Fairbanks' Men's Store	525 Avenue B
302	Laubach's Amusement Palace	533 Avenue B
303	Nevada Electric Company Building	555 Avenue B
304	R. H. Collins Building	1340 Wyoming
305	Bob Moore Building	1320 Wyoming
309	L & K Building	1400 Wyoming
367		556 Nevada
368	Ida Browder's Cafe	552 Nevada
369	Barnhill's Photo Gallery	546 Nevada
372	Troy Laundry Building	528 Nevada
373		524 Nevada
374	Newlin's Green Hut Cafe	210 Nevada
376	Nevada Drug Company Building	502 Nevada
527	Boulder Theatre	1225 Arizona
528	Uptown Hardware & Apartments	1231 Arizona
529	Boulder Dam Hotel	1305 Arizona

Post-1941 Commercial Buildings

After 1941, architectural controls stipulating a southwestern style were no longer an important consideration in granting permits and leases. As a result, those construction efforts emulated current national stylistic trends, or were generally functional in nature with little attention to superficial architectural details. The primary design motif for those buildings was drawn from the International style.

Buildings with International style overtones include Building #293; the Nevada Jewelers Building (#371), which replaced the 1931 arcaded Thompson Building; the Boulder Clinic (#522); and the Central Market (#525). These buildings include elements from that stylistic trend such as thin sight line canopies supported by slender steel columns,

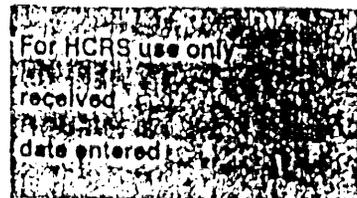
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irregular facade rhythm and wall planes, and combinations of at least two face materials. The most exemplary commercial building of this style is the Earl Brothers Bank of Nevada and Nevada Drug Store Building (#524). Prefabricated building elements compose this large structure which features a central entry mass extending to the street line as a series of parallel wall planes. Flat canopies supported either with steel columns or rectangular piers extend along both street elevations. Facade treatments at the storefronts range from the symmetrical, at the east wing, to the irregular inset entry at the corner. Glazed green tile, combined with white wall surfaces, adds interest to the building at the pedestrian scale. Another excellent example of this style is seen in the Nevada Jeweler's Building (#371), with marble and glass storefront surfaces and completely original interior furnishings.

Other buildings constructed prior to 1950 assume a relatively plain format: rectangular, or masonry construction, flat-roofed, with some type of simple canopy over the sidewalk. Included in this group are buildings #209, #307, #531 through #535, #526, and #540. Most can be considered as contributing to the general commercial feeling and historic pattern of the Business Zone, due to their scale, massing, construction materials, and reversible nature of contemporary facade treatments.

Non-contributing commercial buildings, mostly of the contemporary period, which can be considered intrusions to the Boulder City Historic District, include buildings #536, #538, #523, #292, #300, #306, #294, #296, #297, #298, #343, #344, #375 and #370.

292	First Interstate Bank	412	Nevada
293		414	Nevada
294	76 Service Station	567	Nevada
296	Blipps Family Arcade	525	Nevada
297		501	Nevada
298	Husky Gas Station	453	Nevada
299	Boulder Dam Tourist Bureau	441	Nevada
300	Western and Mexican Center	415	Nevada
306	Kesterson's Furniture Store	1308	Wyoming
307		1300	Wyoming
343	Travelers Mojave Motel	708	Nevada
344	Viale's Auto Court/Vale Motel	704	Nevada
370	Herb Patch	544	Nevada
371	Nevada Jewelers Building	534	Nevada
375	Mini Mall	508	Nevada
522	Boulder Clinic	1100	Arizona
523	E. D. Clothier Building	1150	Arizona
524	Bank of Nevada and Nevada Drug	1220	Arizona
525	Central Market	1101	Arizona
526	Maryemma Building	1129	Arizona
530		1300	Arizona
531	Petrie Building	509	Avenue C
532	Paul Lytle's Mother Goose Shop	517	Avenue C
533	Roper's Radio and Record Shop	555	Avenue C
534	Dossett's Hamburger Shop	561	Avenue C

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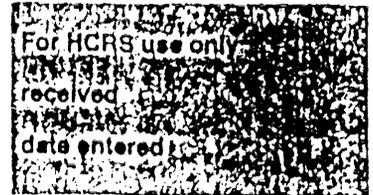
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535		567 Avenue C
536		1238 Wyoming
537		1234 Wyoming
538	Lake Mead Clinic	1230 Wyoming
539		1325 Arizona
540	Boulder Bowl	504 California

Institutional, Public and Semi-Public Buildings

Fifteen institutional, public, and semi-public buildings are located within the Boulder City Historic District. Five were constructed by the Bureau of Reclamation, two by other government agencies, five by private groups, one by the primary power operator, one by the Six Companies, and one by the City of Boulder City. All but four were built prior to 1941.

Almost all of the buildings within this group have outstanding individual architectural merits and contribute to the district as focal points within the community. The Bureau of Reclamation buildings, built during the construction period of the city, have both formal and informal characteristics. Dominating the civic center at the hilltop is the Bureau of Reclamation Administration Building (#501), an impressive combination of Spanish Colonial and Italian Renaissance Revival architecture. It is a long, symmetrical, two-story building topped with a low-pitched red clay tile roof. A series of round-arched windows extend the length of the original second-story mass, and the entrance is highlighted by Classical detailing, including simulated stone construction, denticulated cornice and a central government emblem. The Boulder City Grade School (#572) is of similar design origin and features symmetry, hipped clay tile roof, and articulated brick patterns along the frieze and end walls. The recessed portico of the formal entrance is demarcated by three two-story round arches supported by slender masonry columns. The City Municipal Building (#549), the Six Companies Hospital (#574), and the Government Dormitory #1 (#502) have Spanish Colonial overtones executed in sprawling, irregular massing common to the later interpretations of that style. Intersecting gabled clay tile roofs, arcades, discrete window openings, and entrances articulated by projecting gabled porticos are elements characteristic of those buildings.

The Boulder City High School (#571), built in 1941, gives some attention to styles as indicated by the clay tile roof and its generally symmetrical format. The Los Angeles Bureau of Power and Light Administrative and Maintenance Facility (#310), built in 1937, is an excellent example of late Spanish Colonial Revival architecture and is a key element within the Historic District. Irregular in plan and massing, the building is located on a wedge-shaped parcel with a short octagonal tower denoting the formal entrance to the building. Exposed masonry with joints, red composition-shingled pitched roofs with open eaves, and a classical entrance surrounds, are features which distinguish this building. Interior architectural details and finishes also contribute to its successful design.

The churches in the community all take the same basic architectural format as a single mass covered with a steep gabled roof and primary entrance at the gable wall. The

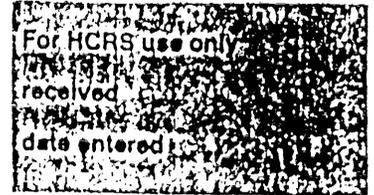
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Grace Community Church (#542), executed in rustic masonry, with parapetted gable walls and pointed-arched double-door entry, is the best-preserved of the three. Additional wings, social halls, and parsonage (c1941) are sensitive complements to the original structure. St. Christopher's Episcopal Church (#569) is distinguished by a rectangular steeple tower, gabled transept, and round-arched entry accessed by a long series of steps. Half-timbering, applied in the 1970s, does not detract from its overall integrity. St. Andrew's Catholic Church (#560) is a modest structure highlighted by masonry buttresses, and a round-arched entry distinguished by a Palladian pedimented applique. A long gable-roof two-story wing extends at a right angle from the rear of the original structure, impacting the original setting but not the building.

Two fraternal buildings, the Masonic Lodge (#550) and the American Legion Hall (#541), were both constructed in 1949. The American Legion Hall exists in a commercial context with its front flush to the lot line and sharing common walls with the buildings on either side. Its simple three-part facade features a stepped parapet and central entry and fits well in its commercial location. The large, rectangular Masonic Lodge is sited on a well-landscaped lot east of the Municipal Building. Exposed concrete unit masonry with rustic joints, glass block windows, and a bow truss roof structure are the major architectural elements. Although large and with some Moderne detailing, its horizontal format does not detract from the scale or setting of other public buildings in the immediate area.

The International style National Park Service Information Center (#308) is well-designed with its low, single-story massing executed in white concrete masonry. Located at the key intersection of Nevada Highway and Wyoming Streets, the building is an important component of the District, as the largest example of its style and as contributing to the understanding of Boulder City's expanding role through time as a government center.

The Boulder City Post Office (#548), built in 1958, and the recent Boulder City Library Building (#573) can be considered the only intrusive public buildings in the Historic District.

308	National Park Service Information Center	601 Nevada Highway
310	Los Angeles Bureau of Power and Light Administrative and Maintenance Facility	600 Nevada Highway
501	Bureau of Reclamation Administration Building	Park Street
541	American Legion Hall	508 California Avenue
542	Grace Community Church	1150 Wyoming
548	Boulder City Post Office	549 California Avenue
549	Boulder City Municipal Building	1001 Arizona Street
550	Masonic Lodge	901 Arizona Street
560	St. Andrew's Catholic Church	700 Wyoming
569	St. Christopher's Episcopal Church	812 Arizona Street
571	Boulder City High School	900 Arizona Street
572	Boulder City Elementary School	900 Arizona Street
573	Boulder City Library Building	813 Arizona Street
574	Six Companies Hospital	701 Park Place

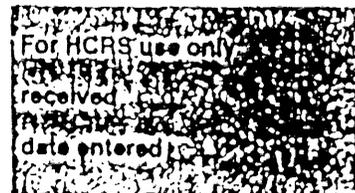
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Private Residential Properties

Located on scattered sites throughout the Boulder City Historic District can be found seventy houses built by private individuals on leased ground between 1932 and the present. Construction of these residences saw a greater freedom of expression in architectural style than those produced by the government, the contractors, or the power operators. Built throughout the historic and contemporary periods, these properties well-represent the evolution of American residential architecture from the 1930s through the 1950s.

Although classification of the numerous specific house styles to emerge within the last fifty years is difficult, broad categories of house types which fit accepted styles of the time can be defined. In Boulder City, the range of architectural types includes late examples of the Period Revival Style such as Spanish Mission, Pueblo, and Picturesque; wood frame cottages reminiscent of the Bungalow style; houses influenced by the Wrightian style, popular during the 1940s and 1950s; the International style; the hip-roofed, Mid-Twentieth Century American Traditional style; and the American Ranch style.

Of these seventy independent residential properties, eighteen were built prior to 1942, twenty-nine were constructed between 1942 and 1949, and twenty-three were built after 1949. With the exceptions noted in the following discussions, all post-1949 houses are compatible with the architectural feeling of the Historic District in scale, massing, use of construction materials, and setting, although they do not contribute to any historic associations related to the City's development prior to 1945.

The Wood Frame Cottage house types, built as private homes, represent a range in construction dates from 1940 through 1949. All feature some elements derived from the Bungalow style; in particular, horizontal wood siding, double-pitched roofs with open eaves and double-hung windows. One of the best examples is house #266, a duplex with intersecting gable roof, triple sets of double-hung windows, and well-crafted architectural woodwork. House #265, in original condition, is a modest clapboard finished cottage with central entry and gabled portico. All of these eight Wood Frame Cottages maintain their original integrity or have modifications which are reversible.

263	513 Avenue I
265	521 Avenue I
266	525 Avenue I
268	533 Avenue I
272	Arizona Avenue
563	525 Avenue G
30-17	667 Avenue C
30-27	632 Avenue D

The independently-constructed Period Revival houses feature design derivations from the Spanish Mission, Pueblo and Picturesque. The H. O. Watts House (#240) stands out among these private construction efforts as a well-designed Spanish Mission style, similar to many of the Bureau of Reclamation houses. The house features rowlock brick, Spanish clay tile, and a round-arch entry. A contemporary addition does not affect the integrity of the original design. The rowhouse Wheelwright Apartments (#559, #562)

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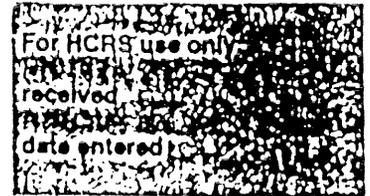
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on Wyoming and Avenue G are modest residential units with some simplified features of the style such as stuccoed surfaces and stepped articulation at the parapetted roofs. Houses #262, #264, and #269 also display similar stylistic features and include traditional wood casement windows with Mission-style shutters. Two outstanding examples of Picturesque houses are #557 and #29-36. Both are similar in plan with cross-gabled wings over a rectangular plan forming a recessed central entrance porch. House #29-36 is distinguished by well-crafted random ashlar stone construction, and house #557 is finished in rusticated wood siding simulating rough-hewn construction and is detailed with log post and beams at the porch roof. All of these eleven Period Revival style houses have original architectural integrity or have compatible or reversible modifications.

226	Paul S. Webb House	738 Park Street
240	H. O. Watts House	311 Utah
262		507/509 Avenue I
264		517 Avenue I
269		Wyoming
287		1 Hillside Drive
557		900-902 Wyoming
559	Wheelwright Apartments	800-812 Wyoming
562	Wheelwright Apartments	533-545 Avenue G
29-36		1305 Wyoming
30-36		1201 Wyoming

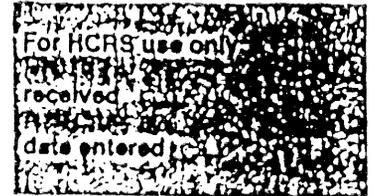
The hipped roof cube best describes one of the most exclusively American House types of this century, which can be classified as the Mid-Twentieth Century American Traditional Style. In Boulder City many of the private residential construction efforts in the 1940s took this popular format as well as some of the most outstanding architectural examples of company houses, in particular, the Los Angeles Bureau of Power and Light houses (Groups K & L).

Sixteen houses built by private individuals from 1942 through the post-war years show elements of this style. Low-pitch hipped roofs over rectangular plans, occasional projecting wings also with intersecting hip roofs, and broad overhangs are characteristic elements of this house type. Symmetry in the elevations is abandoned and is substituted with "regularity" of modular window sizes and solid wall planes usually finished with horizontal siding. Some houses show traditional detailing such as classical cornices, Spanish tile roofs or bay windows but all were intended to be Modern in design appearance.

Three outstanding examples built between 1942 and 1949 best represent this American style. They are houses #547, #561, and #566. Each has a projecting wing extending toward the street. All show attention to window design at the street facade, with either a large picture window, bay window, portal or steel casement corner window. Well-defined entrances are located at the intersection of the projecting wing and the main body of the house. One house, #543, shows some Wrightian design influence with parallel concrete block wall planes defining spaces and window openings beneath a broad hipped roof.

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Of the sixteen independent houses built of this style only two, #30-18 and #32-28, have irretreivable modifications which do not contribute to the district's architectural character.

330	1508 Cherry
543	550 Colorado
547	California Avenue
556	904-906 Wyoming
561	516 Avenue H
566	550 Avenue G
29-15	659 Avenue B
30-18	668 Avenue D
31-17	667 Avenue D
31-35	1149-1145 Wyoming
31-36	1101 Wyoming
32-28	628 Avenue F
32-36	1005-1001 Wyoming
33-09	617 Avenue F
33-13	651 Avenue F
33-35	1095 Wyoming

Almost half of the independently-constructed residences in Boulder City are derivations of the American Ranch style. This house type, popularized after World War II, was of modest construction, typically covered with a gable roof, ridge line parallel to the street. Often called the "California Ranch House", the style was derived partially from the adobe dwellings of the Spanish Colonial tradition. Details included open eaves, entry porches inset beneath the main roof form, and a variety of wall finishes. Another feature of this particular house type was the "package mortgage" whereby the house could be purchased (often under the G.I. Bill) for \$8,000 to \$10,000, and included a stove, refrigerator, washer, and dryer in the original financing of the dwelling.

Modest examples which well-illustrate this house type include houses #551, #552, #553, #29-17, #29-18, #33-36, #554, and #360. The best-designed example, and one which characterizes the classification "Ranch Style", is house #544. Rectangular in plan, it is covered with a single double-pitched roof form which extends over a verandah running the length of the front facade. Traditional western ranch house features include stuccoed surfaces, shutters, and square posts supporting the open eave porch. Landscaping and site design elements include oxen yoke and wagon wheel entry gate, and split rail fence.

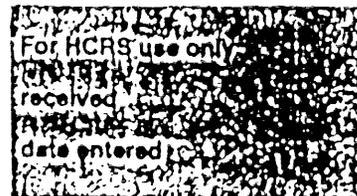
Of the thirty-one independent houses constructed of this style, seven were built prior to 1942, all compatible with the architectural character of the district; twelve were built between 1942 and 1949, with only one (#253) having an incompatible two-story rear addition; and eleven were built after 1949, seven of which are non-contributing to the architectural setting of the district in terms of siting, construction materials, scale or design.

174	512 Birch
253	527 Utah

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254	520 Avenue I
267	529 Avenue I
331	1500 Cherry
342	517 Date
360	1220 Fifth Street
366	1100 Fifth Street
544	1100 Wyoming
545	555 Colorado
546	557 Wyoming
551	1024 Wyoming
552	1020 Wyoming
553	1016 Wyoming
554	912 Wyoming
555	908 Wyoming
256	504 Avenue I
558	816 Wyoming
565	555 Avenue G
567	544 Avenue G
570	Utah Street
29-17	1368 New Mexico
29-18	668 Avenue C
29-35	1367 Wyoming
30-30	620 Avenue D
30-35	1267-1269 Wyoming
31-18	668 California
32-17	667 California
32-35	1095 Wyoming
33-09	635 Avenue F

Four private residential construction efforts exemplify the most important trends of architectural style to emerge within the last forty years.

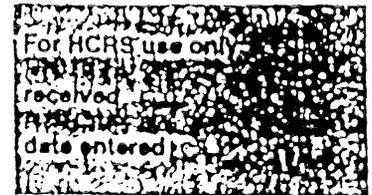
The eight-unit apartment building (#564) on Avenue G displays a typical Americanization of the International style. The white wall planes of this two-story cube are subtly detailed with horizontal scoring on the east and west walls, and a grid pattern on the north wall imitating the concrete block grille typical of the American expression of this style. A flat roof with broad overhangs caps the building and is broken only by vertical slabs of concrete block which define the primary entrances to the apartment units. Existing in sharp contrast with the surrounding Period Revival architecture of its neighborhood, the Apartment Building, nonetheless, is an important component in the architectural development of Boulder City within the last half century.

Three houses built in the 1950s are typical examples of the rectangular mode of Wrightian architecture. Subtly influenced by the International Style, the most character-giving elements of these houses include clean lines, broad, cantilevered interior spaces expressed in the exterior massing, flat roofs and the use of warm materials such as brick and wood. House #359 features a large masonry chimney mass connected to low horizontal projecting walls which ties the building to the ground in typical Wrightian fashion.

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House #329 shows the Wrightian design elements of articulation of interior functions through separate expression of exterior massing, and characteristic flat roofs projecting beyond the wall planes. House #271 is a well-designed two-story sample of the Wrightian style with masonry chimney mass, warm materials such as brick masonry on the lower level and a lighter wood exterior on the second level. All three houses contribute to the overall character of Boulder City's architectural development.

564 Apartment Building
 271 Private House
 329 Private House
 359 Private House

521 Avenue G
 654 Arizona Avenue
 516 Cherry
 1300 Fifth Street

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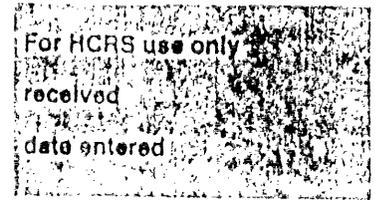
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The nationwide benefits resulting from these reclamation and settlement activities would in turn enrich every portion of the country, stimulating production and creating industry.

During the first twenty-five years following the establishment of the federal reclamation program, the Reclamation Service evolved from its single-purpose efforts to foster Western settlement by storing floodwaters and building canals; to its multi-faceted role as a water resources agency, integrating irrigation, hydroelectric power, flood control, land and wildlife management, and recreation. The turning point of this new reclamation era was the passage of the Boulder Canyon Project Act in 1928, which authorized the most significant American public works project of the twentieth century.

Prior to the Boulder Canyon Act, the Reclamation Service had authorized and administered some 30 reclamation projects. From 1902 until 1923, the Service was under the successive directorships of Frederick H. Newell and Arthur P. Davis. Both men were outstanding professionals in irrigation and engineering, and had been intimately involved in the early sponsorships of a national reclamation policy and the creation of the Reclamation Act. As staunch advocates of Jeffersonian agrarian principles, they envisioned that the success of the program was inherent principally in sound engineering design, and once water was delivered to the land, the settlers would simply "garden" the west. Reclamation Engineers created such engineering triumphs as the Roosevelt Dam on the Salt River in Arizona, the Elephant Butte Dam on the Rio Grande, and the Arrowrock Dam on the Boise River in Idaho.

Although the Service recognized that a successful project required not only good engineering work, but also sound judgment to account for related human and social problems, it did not anticipate the complex and broad-ranging social and economic implications created by each of these irrigation projects. As originally conceived, these Reclamation projects were to be paid for from the sale of public lands within each district, but by 1922 only 37 per cent of Reclamation's total project acreage consisted of former public domain. It was clear that in the early years, political pork barreling, private real estate interests, and pressures from states had usurped Reclamation's fundamental goal of making it possible for homesteaders to reclaim the arid west. In addition, higher than anticipated construction costs, ineffective repayment programs, and eventually, the collapse of the agricultural market after World War I, became the crux of discontent from the water users and homesteaders. For the first quarter of a century of the program's existence, these issues were not effectively dealt with by the Reclamation Service, and as complaints from the water users increased, the Service became the subject of intense political criticism.

Finally in 1923, Secretary of the Interior Dr. Hubert Work implemented reforms within the Reclamation Service which were to have substantial impacts on the agency's future role and foreshadowed the great new reclamation era of monumental, multi-purpose projects, epitomized by the Boulder Canyon Project. Secretary Work abolished the Reclamation Service and created the Bureau of Reclamation. The Executive office was established as a Commissioner of Reclamation, who would be responsible for policy development, direction,

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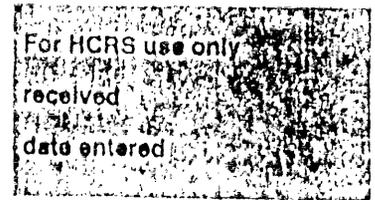
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and congressional liaison. An office of Chief Engineer, located in Denver, would be responsible for design, supervision of construction, research and technical activities.

Work's most important contribution to Reclamation reform was the appointment of a distinguished Committee of Special Advisors on Reclamation, commonly known as the Fact Finders Committee. The purpose of the committee was "to make an intensive study of the policy, application, and operation of Government methods of reclaiming arid lands". The seven-member committee was composed of experts in the field of western water reclamation, and included former Arizona Governor, Thomas E. Campbell; former Secretary of the Interior, James Garfield; and John A. Widtsoe, author of standard works on irrigated and dryland farming. Also included on the committee was Dr. Elwood Mead, the West's most outstanding water resource authority and expert on land reclamation and settlement. Mead would prove to be the individual most instrumental in the successful new regime of government reclamation and arid lands' settlement planning.

The Fact Finders Committee issued their report in 1924. Much influenced by Mead's own ideas, the committee's report advocated government-developed projects, long-term credit for project repayment, directed and supervised agricultural land use, and careful selection of settlers. Following the publication of the Fact Finders Report, Secretary Work appointed Elwood Mead as Commissioner of Reclamation, a position he would hold until his death in 1936.

Mead had become a recognized authority in the area of irrigation as early as 1907. For the eight previous years, he had served as head of the U. S. Department of Agriculture's Office of Irrigation Investigation. In 1903 he published a textbook on irrigation, received an honorary Doctor of Engineering Degree from Purdue University in 1904, and was invited to form the Department of Irrigation in the University of California, where he served as professor of the Institutions and Practices of Irrigation. His technical expertise was outstanding, but more importantly, Mead was a strong advocate of humanitarian and social reform in the context of improving rural society. His experience from 1907 until 1914 as chairman of the State Rivers and Water Supply Commission of Victoria, Australia, formed the basis for that philosophy. He supervised the reclamation and settlement of over 30 irrigation projects and government-supported land settlements. Each one emphasized group homesteads in planned farm villages. Completely government-financed, the villages were similar conceptually to Ebenezer Howard's "Garden Cities". Each contained a central core with stores, churches and schools surrounded by small subsistence farms. Whole settlements were planned by experts, the land prepared and planted, roads constructed, and house plans already drawn for quick construction, prior to the arrival of the settler. The projects were for the most part successful, and reinforced Mead's agrarianism philosophy. When he returned to the United States, Mead brought these ideas to the forefront of American reclamation reform: that increased government responsibility would enhance rather than limit freedom; that planning and organization were essential to successful land settlement; and that the best starting point for land reform was in the area of reclamation, where new communities could be created to demonstrate the best principles of rural planning. Many of these principles were to become the foundation for the success of the Boulder Canyon Project and the planned new town of Boulder City.

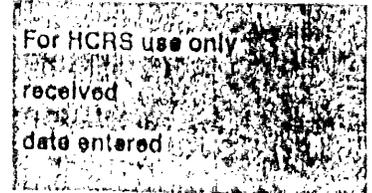
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From 1924 until the Great Depression, Commissioner Mead successfully sought legislation which eventually eased financial conditions of existing projects and at the same time reemphasized the social and economic objectives of the original Reclamation Act. With the passage of the Boulder Canyon Project Act in 1928, the Bureau had its first real opportunity to demonstrate the new policies of land reclamation as envisioned by Mead. The Boulder Canyon Project would be the nation's first large-scale, multi-purpose, Federal conservation effort. It would transform the economy of the Southwest by providing domestic and industrial water and power to Southern California's growing metropolitan areas, and irrigation waters to enhance the great agricultural opportunities of the Imperial and Cochilla Valleys.

Engineering, surveying and technical studies on the location of a dam on the lower Colorado River had been underway by Bureau engineers since the early 1920s. Feasibility of the project's engineering, construction costs, land development costs, power and water allocations, and post-construction management responsibility were all a part of the Bureau's complete planning efforts.

When the Act was passed in 1928, the location of the dam had been tentatively selected in Boulder Canyon, a few miles upstream from the dam's present location. The monumental project would require thousands of construction workers and from five to seven years to complete. As in previous Reclamation projects a large temporary construction camp was envisioned to house the workers. It would be located near several Mormon settlements in the area of Boulder Canyon, so access to the construction site and other facilities would be close at hand. However, in early 1930, Bureau engineers concluded that the exact site of the dam should be located in Black Canyon and not Boulder Canyon. Rock formations, depth of bedrock, and an increased reservoir size were the determining factors.

The new location, however, was extremely isolated, which presented problems not only in access to the site for construction materials, but in the location of housing for the construction workers. Moreover, support systems such as roads, water, sewer, and electricity were non-existent and needed to be built. In addition to the magnitude of the construction project operations, facilities were required for the post-construction management and maintenance as well as additional federal agency services. Las Vegas was disregarded as the site for these facilities, due both to its distance from the project, and its social environment. It became increasingly apparent that a permanent town was needed to house the workers and engineers during construction, and to administer and maintain the project once completed.

In June, 1930, the Bureau of Reclamation determined that a new town would be built as part of the Boulder Canyon Project and that the town would be planned along the most current city planning principles; to support the construction and operation of the Dam and provide for the health, comfort, and general welfare of its inhabitants. Credit must be given to Commissioner Mead for the idea that this new town should also be a model lesson in the planning of cities, an approach he had long advocated, and one which might signal better times in the midst of the Great Depression. His decision is significant because it preceded by three years the first Federal programs which authorized government support for the construction of New Towns in America.

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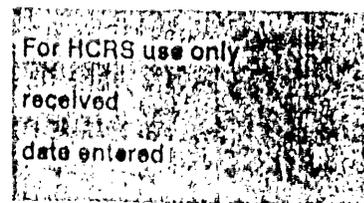
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In July, 1930, the first Congressional appropriations for the Project were authorized by President Herbert Hoover, and that same month the Bureau of Reclamation commissioned S. R. DeBoer, Denver Landscape Architect and City Planner, to begin studies on the location of the townsite and the development of its general plan.

American City Planning and the Boulder City Plan

At the time the Boulder City Plan was commissioned, the American City Planning movement was on the threshold of a new era that was to have significant and lasting impacts on the shaping of contemporary urban planning. The Boulder City Plan emerged at a time when the most progressive city planners and social reformers were developing new approaches toward solving the urban dilemma, approaches which were in sharp contrast with traditional housing and planning objectives in the United States. The history of the early city planning movement in America from 1890 until 1930 witnessed a dramatic and rapid evolution of ideas which included the concern for the beautification of cities, the desire to solve critical housing problems, and finally the need for regional urban planning in the context of improving the human and social condition. The construction of Boulder City in 1931 holds a significant place in that continuum, not only for being at the forefront of progressive city planning, but also for its role in the beginnings of Federal involvement in national housing and planning policy.

The great industrialization and foreign immigration of the late nineteenth and early twentieth centuries saw the chaotic growth of American cities. What evolved were industrial urban areas which were polluted, unsafe and unhealthy; ineffective in providing housing for an increasing population; and lacking in an aesthetic romanticism associated with the European cities of our forefathers.

Architects and social reformers alike had struggled to address these deplorable conditions since the mid-1800s. Their solutions evolved from three intellectual movements which would eventually form the basis for current city planning practices. The first was the City Beautiful Movement, an essentially aesthetic and architectural view of city planning, which emphasized the relationship of buildings to the streetscape, broad vistas, open spaces, and monumental structures as focal points of axes of streets.

The second was the development of specific programs for improved housing through deconcentration or decentralization. Solutions were patterned after the English industrial villages and "Garden City" idea promoted by Ebenezer Howard, which envisioned a civic center accessed by Grand Avenues and surrounded by concentric circles of residential neighborhoods, buffered from other land uses by greenbelts. What evolved in America were planned residential subdivisions, or "garden suburbs", which featured curvilinear streets favoring the topography, open spaces, community centers and attractive housing.

The third movement, best described as "community planning", emphasized the integration of physical and social planning into a single program which included all of the variables

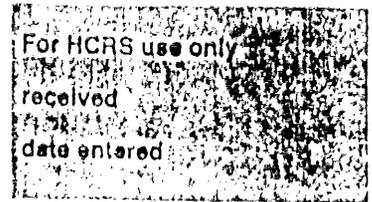
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affecting urban residential environments. Broadly-conceived solutions were based on civic reform, social integration, innovative site planning, long-range development economics, and scientific management of urban regions. The prototype for this movement was the new town of Radburn, New Jersey, built in 1929, which utilized the "superblock" concepts of grouping houses around the perimeter of huge blocks which enclosed large interior central parks, roads for specialized uses, separation of pedestrian and motorized travel, and greenbelts to buffer haphazard development. The "Radburn Idea" became the most important milestone in the history of American city planning and formed the basis for contemporary community planning concepts. It was also the fundamental concept which shaped the Boulder City Plan.

Radburn had been viewed by its designers as an opportunity for an experiment in city planning, testing the relationships between appropriate physical form, new economic structures, social process, and community organization. Unfortunately the opportunity was lost because Radburn was never completed. Primarily due to the Depression, construction of the new town was limited to about ten per cent of the original plan. Only two neighborhood "superblocks" were started, and neither one was completed.

The Boulder City Plan, developed between July and December, 1930, less than a year after the first unit of Radburn was completed, was therefore the first fully-developed new town in America to be patterned after the Radburn Idea. The original plan not only included a literal interpretation of Radburn's innovative site-planning concepts, but successfully incorporated development economics, governmental structure, environmental concerns, and social planning as integral parts of the planning process.

Radburn, despite its immeasurable contributions to contemporary community planning, did not succeed as a social and economic experiment. In addition to the Depression, the town could not entice industry into the development which was necessary for the establishment of a sound employment base, which in turn would have created the desired economic and social mix in the community. Clarence Stein, as chief planner for Radburn, and Henry Wright, as chief architect, had argued that the success of community planning required not only sound site planning but large-scale financial investment over long periods of time within the structure of a flexible planning process. Such financial backing would make middle and low-income housing feasible for new communities. Ironically, they advocated that these new financial arrangements could best be accomplished through more direct sponsorship of new communities by the Federal government.

Under the unique conditions of federal financing and administrative control, the development of Boulder City as a new town succeeded where Radburn failed. Despite the elimination or dilution of some of the original site planning concepts of the Boulder City Plan, the city evolved as a vital community, with a sound economic base and a broad-ranged mix of income groups in closely-related neighborhoods with common social and recreational amenities. Contributing to the success of Boulder City were two conditions which progressive planners considered ideal to the establishment of new towns. The first was the negligible cost of the land and the government's commitment to long-term financing for construction, which would be returned through the sale of power from the Project. Second, the Boulder Canyon Project created an immediate economic base for the community during construction, and the continued operation and maintenance of the project, together with other federal agency involvement, would justify its long-term economic soundness.

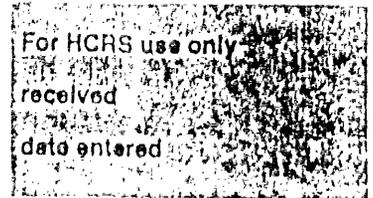
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The decision to develop the construction camp for the Boulder Canyon Project as a "model" new town inadvertently placed the Bureau of Reclamation in the position of undertaking the first Federal efforts to plan and construct new towns in America. Until 1930, the only direct federal sponsorship of comprehensively-designed residential communities occurred briefly between 1917 and 1918. As a result of this World War I Federal Housing program, the United States Shipping Board and the United States Housing Corporation were founded to provide funding to Wartime Industries to design and build new housing communities to accommodate their increased work forces. These communities, twenty-five in all, relied on the physical principles of the Garden City, but did not include all land uses of a complete town. The accomplishments of the government's short-lived program included development of standards for mass housing, creation of a sense of general town planning, and architectural design improvements. The Federal government also encouraged city planning as a profession.

With the notable exception of Boulder City, the Federal government did not involve itself in new town planning until the Tennessee Valley Authority Project, 1933-1935; the Greenbelt Communities of the New Deal, 1937-1939; and the Atomic Energy Towns of the 1940s. Although Radburn is generally accepted as the prototype for the Federal government's Greenbelt Communities, one cannot overlook the important contribution the Boulder City experience had on the planning of those communities. Organizational and governmental structure, the economies of site planning, and the housing standards utilized at Boulder City are some elements which influenced later Federal new towns.

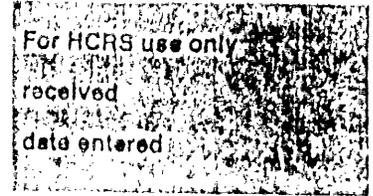
S. R. DeBoer and the General Plan for Boulder City

Saco Reink DeBoer (1883-1974) had established a sound regional reputation as a city planner by the time he was commissioned to design the Boulder City Plan. Born in Holland and educated at the Netherlands Engineering Institute, he also studied landscape architecture in Germany and England from 1902 until 1905. In 1908 he immigrated to the United States, and two years later moved to Denver. His established practice in Denver continued until his retirement in 1966, during which time he became the most prolific landscape architect and planner in Denver. His impacts on the designed environment of that city are impressive and include the now famous Denver Parks and Parkway System, the State Capitol grounds and civic center, and much of the Denver Regional Plan. Although Boulder City was the only completely new town designed by DeBoer, he was consulting city planner for numerous towns throughout Colorado, New Mexico and Wyoming. He designed the park systems in Boulder, Grand Junction, and Colorado Springs, Colorado; and Cheyenne, Casper and Rawlins, Wyoming; as well as Albuquerque, New Mexico. Zoning plans and ordinances for several Colorado communities were developed for the first time by DeBoer.

Through the mid-1930s and 1940s, S. R. DeBoer served as a consultant to the National Resources Planning Board. Within that structure, he acted as State Planner for Utah, Wyoming, and New Mexico, where he completed state planning and resource studies for each state. In the 1940s, as part of that organization, he also completed National and Regional Planning studies in cooperation with the U. S. Office of Defense, Health and Welfare, and War Planning Studies in relationship to the war's effect on several western cities.

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DeBoer's contributions to landscape architecture, city, regional, and national planning, along with his pioneering efforts in new planning theories, were exemplary, and he can be considered one of the master city planners of the twentieth century.

In 1930, the infant profession of city planning included only a handful of experienced professionals with backgrounds that generally paralleled the major planning movements of the twentieth century. Annual National Conferences on City Planning had begun in 1909 as a forum for exchange of the rapidly expanding ideas on the planning of cities. The American City Planning Institute, founded in 1917, was an outgrowth of these Annual Conferences and was intended as a mechanism for the establishment of City Planning as a profession on the national level.

Boulder City's planner, S. R. DeBoer, was extremely contemporary in his concepts for new towns and the "community planning synthesis" advocated by Stein, Wright, Mumford and other progressive planners of the day. Through publication of planning projects, and interaction with those planners through the American City Planning Institute, DeBoer was quick to align himself with these new concepts. As such, it is not difficult to see how rapidly an idea such as Radburn could be transformed to an application in the Nevada desert.

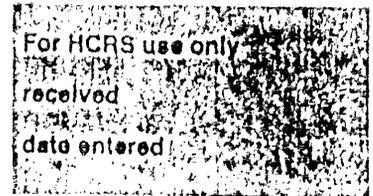
The plan created by DeBoer for Boulder City included elements from the City Beautiful and Garden Cities movements, but the most overriding influence was the physical and social planning concepts resulting from the Radburn prototype. The planning principles embodied in the Boulder City Plan included separation of business, residential and through streets; provisions for off-street parking in all areas of the town; the classical division of functions with business, residential and industrial zones; direct access from all residential areas to the business district; a civic center as a community focal point; and greenbelts to buffer the fluctuating size of the town from the desert. Additional considerations for recreation, public buildings and parks, schools, and the general safety of the residents were also drawn from the Radburn idea and included large residential superblocks with internalized parks for each block and safe pedestrian access from one area to another. Schools were conveniently located near residential areas, and public and semi-public buildings were made integral parts of the city.

On the south-sloping site selected for the city, DeBoer's plan had as its key element a civic center of Government buildings at the crest of the hill, accessed by three radiating boulevards which extended southward forming the framework for the rest of the city's shape. A large informal park served as a focal point and reinforced the Beaux Arts setting of the formal Government building on the hilltop. The major components of the city, commercial zone, multi-family zone, and single-family zone, radiated respectively from the apex of the civic center. All three functions derive their shape from the superblock ideas, with internalized circulation and inward orientation of buildings. The commercial zone featured three symmetrical superblocks transected by one north-south and one east-west traffic artery, which accessed internalized, landscaped parking plazas. Arcaded business blocks were to surround these plazas with an emphasis on pedestrian movement from shop to shop. An east-west

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roadway separated the business section from the multi-family zone. That zone was composed of six superblocks designed almost identical to Stein and Wright's first experiments at Sunnyside Gardens in New York. A dual purpose greenbelt was planned to serve as a visual and recreational divider between the multi-family zone and the single-family area.

The single-family superblocks were bounded by curvilinear roadways and contained large internal common parks, emulating the Radburn design for its residential areas. Groupings of individual homes faced cul-de-sac-like roadways, and pedestrian access to each internal open space and other residential neighborhoods was accommodated by an extensive walkway system. This zone was intended to be a flexible element in view of the potential population fluctuations between the construction and post-construction phases of the city's life. A golf course was envisioned as a buffer between this zone and the desert beyond. An industrial zone flanked the western boulevard of the city, and single-family residential blocks intended for permanent government employees were contained between the eastern boulevard and the greenbelt.

DeBoer's plan was naive in many respects, but it also contained many elements then untested, which would later prove to be important parts of sound, contemporary community planning. Despite the omission or compromise of certain physical elements considered earmarks of the new towns which followed the Radburn plan, the Boulder City Plan created a successful community organism containing the essence of the most progressive city planning concepts of the time.

The Evolution of the Boulder City Plan - A Historical Perspective

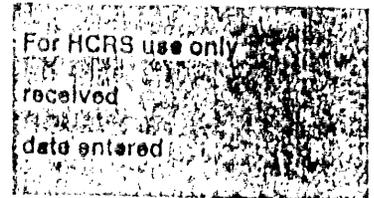
The development of Boulder City from 1931 until 1945 can be conveniently divided into two major phases which relate directly to the dual purposes for which the City was planned.

The construction phase, which extended from the first building efforts in the spring of 1931 until the termination of the contract with Six Companies, Inc., in March 1936, saw the most dramatic growth of the city. The population at the height of the construction period was estimated at between 6000 and 8000 persons, which then made Boulder City the third largest city in Nevada. The primary emphasis of the town's development during this time was to house, comfortably and economically, the men who would build the dam. During this period over 1500 permanent and temporary buildings were erected by the Bureau of Reclamation and the Six Companies, Inc., to accommodate those needs. In addition, the city's basic support systems: water, sewer, electricity, communications and roadways, were constructed. The social and civic structure of the town developed with the organization of churches, schools, fraternal and other groups, and private businesses were established. Governmental administration of the town was under the strict control of the Chief Construction Engineer for the Project and a city manager. In general, the period is characterized as a time of rapid decision-making and implementation, of orderly but phenomenal growth, and of developing a sense of "community".

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With the completion of the dam and its appurtenant works, the complexion of the town changed, not only in terms of a reduction in population, but in its functional aspects as well. The operations phase of Boulder City's development focused on the accommodation of permanent mixed-government and non-government-related activities. Additional Federal agencies, either directly or indirectly related to the project, established operations in the city. These included the U. S. Bureau of Mines Electrometallurgic Experimental Station, the U. S. Coast and Geodetic Survey, and the National Park Service. The Power Operators responsible for the distribution of electricity from the dams established both residential and administrative activities at Boulder City. As tourism increased (as well as Boulder City's popularity as a bedroom community for neighboring Henderson and Las Vegas), non-governmental businesses and residences also increased.

Governmental control shifted in 1936 when the National Park Service assumed control of all of the Project Reservation except Boulder City and the Dam. The stewardship of the city passed from the Construction Engineer - City Manager autocracy to a city administrative officer responsible to the Bureau of Reclamation's Director of Power. Other responsibilities formerly handled by the City Manager were delegated to other Reclamation agencies, thus broadening the base of administrative control. The reorganization of the Bureau of Reclamation into regional offices in 1943 significantly contributed to Boulder City's permanence. Boulder City was designated the headquarters for Region Three, covering parts of four states, and in addition, other offices related to Lower Colorado River planning were established in the town. Under the firm hand of government control, the town flourished during this period as a regional government center, a pleasant, civic-oriented residential community, and a focal point for tourism and recreation related to the dam and lake.

Throughout both of these periods the implementation of the Boulder City Plan and the subsequent development of the town was a complex, organic, decision-making process involving several groups with differing motivations, responsibilities, and objectives. The significant forces which shaped the Boulder City Historic District included not only the Federal government, but also the primary project contractors, the businessmen, and the residents of the town. The idea that Boulder City should be a "model town" was interpreted slightly differently by each group involved in its development. For the Federal government, it meant a town which should support the construction of the dam and its continued operation by providing for the health, safety and general welfare of its inhabitants while at the same time discouraging activities which were contrary to those objectives. This could be accomplished only through close administrative control by the government in the interest of protecting and preserving the rights of Boulder City's citizens. For the major project contractors, who were responsible for housing 80 per cent of their employees at the townsite, it meant a construction camp of large scale, built in the most economical manner, that would offer more than the average comforts in a hostile environment and thus enhance the efficiency and morale of their workers. For the businessmen who established themselves in Boulder City, it meant a new business opportunity, fostered by the government, with controlled competition, and insulated from the reality of the Great Depression. For the citizens of the town, Boulder City meant a unique community that they could identify as their own with

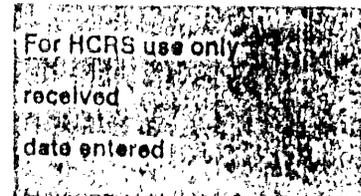
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pleasant, safe surroundings, complemented by social, religious, and educational activities more ideal than could be found in most American cities. It was a model town many believed was destined to become the first real All-American city.

Federal Government Influence

The Federal government was obviously the most dynamic force to affect the development of Boulder City. To ensure that their objectives for the new town were met, the Bureau of Reclamation took responsibility for acquiring complete control of project lands through executive action; insuring proper development of DeBoer's plan including architectural and zoning regulations by approving all construction efforts in the city; controlling the amount and types of commercial development through a permit-lease system; encouraging the development of social, religious and educational elements; and administering and enforcing the rules which governed the conduct of Boulder City's citizens.

The man chosen in July 1930 by the Bureau of Reclamation as Chief Construction Engineer to supervise the Boulder Canyon Project, including the construction of Boulder City, was Walker R. Young.

Young began his engineering career working summers from 1902 to 1909 as a chainman and surveyor while completing his bachelor of science degree in mining engineering at the University of Idaho in 1908. Born in Indiana in 1885, he spent the majority of his life working on reclamation projects in the west. From 1909 to 1911, he engaged in surveying, mining, and assaying, joining the Reclamation Service in 1911 as assistant engineer for Arrowrock Dam in Idaho. He moved to Denver in 1916 as an assistant and engineer in the Bureau of Reclamation Chief Engineer's office. From 1921 to 1924, he worked as the engineer in charge of investigations for the Colorado River and Boulder Dam site, participating in the first geologic drillings and evaluations of dam sites along the Colorado River. He served as engineer in charge of investigations for San Francisco Bay and the Sacramento Valley from 1924 to 1926, and as construction engineer for the Kittitas Division of the Yakima Project in Washington from 1925 to 1930.

One of Young's most important jobs was as construction engineer for the Bureau of Reclamation in charge of construction of Boulder Dam, the power plant and appurtenant works from 1930 to 1935. He was awarded an honorary doctorate of engineering in 1935. Following Boulder Dam, he was construction engineer in charge of California's Central Valley Project, which included Shasta Dam, Friant Dam, and 150 miles of main canals. Young was appointed Assistant Chief Engineer of the Bureau of Reclamation in 1940 and Chief Engineer in 1945. He resigned from the Bureau in 1948 to enter private practice as an engineering consultant, and became president of Thompson Pipe and Steel Company, retiring in 1964.

The unique conditions under which the Bureau of Reclamation acquired jurisdiction of the project lands had significant impacts on the development of Boulder City, and indirectly, on its success as a new town. On January 4, 1930, using the authorities

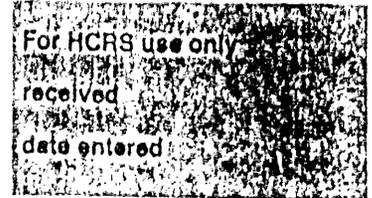
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granted by the Reclamation Act and the Boulder Canyon Project Act, Secretary of the Interior Ray Lyman Wilbur withdrew from the public domain all lands upon which the dam and the city were to be built. This drew sharp criticism from Nevadans who wanted Boulder City under the jurisdiction of the state, subject to taxation but providing its residents with the benefits of state citizenship, including voting rights. Although the government withdrew the public lands, that action only gave them developmental control of the townsite and not jurisdictional control.

The Department of the Interior resolved this problem on May 26, 1931, by redesignating the Boulder Canyon Project lands as a Federal Reservation, using the authority of existing state and Federal Indian reservation legislation which required that only Federal law could govern such lands. This also eliminated the democratic process from the governmental structure of the town. Its citizens could not vote, but paid no taxes. The Federal government would maintain complete control of the town, which was created for the benefit of its citizens, and argued that proper administration would enhance rather than limit their freedom.

This condition would continue until 1960 when the government relinquished jurisdiction of the townsite lands and Boulder City was incorporated. The 30-year tenure of government control was the longest such period for any new community or new town the Federal government created in the twentieth century. The government's responsibility for administration of Boulder City's development also assured a certain continuity in the planning process, a significant factor in the success of the city as a new town.

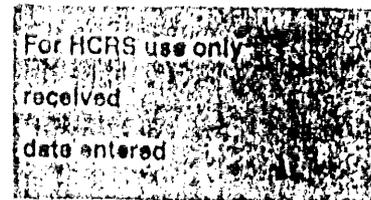
As with other aspects associated with the development of the model city, the administrative structure was still being formulated when construction on the town was begun. In late 1930, an Office Engineer, Field Engineer, and Chief Clerk were appointed by the Bureau of Reclamation as department heads to assist Walker Young in administering the entire project. In April, 1931, in response to the accelerated construction time frame for the city, the Secretary of the Interior temporarily appointed Louis C. Cramton as special attorney in charge of Boulder City. Cramton had served as a member of Congress from Michigan from 1913 to 1921 and was active in the expansion of the National Park System, development of Indian health and education service, and education of blacks. At Boulder City, he was responsible for issuing the first permits and leases to the original businesses and residents of the city.

In September, 1931, Cramton recommended that the city's administration should be a branch department under the supervision of the Construction Engineer with a city manager as its department head. A town committee consisting of two members of the Bureau and one representative from the Six Companies, Inc., would be appointed to act in an advisory capacity to the city manager. On October 1, 1931, Sims Ely was appointed Boulder City's first city manager. Ely, who held that powerful position until his retirement in 1941, contributed significantly to the development of Boulder City during the construction period and laid the groundwork for the following twenty years of government control of the town.

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Sims Ely's long career in public service began with his ownership of the Hutchinson, Kansas, Democrat, from 1885 to 1892, and his position as secretary to a U. S. senator from Kansas in 1892. In 1895, as secretary-treasurer of the Hudson Reservoir Company, he came to Arizona to plan a dam and irrigation project for the Salt River Valley. With the passage of the Reclamation Act, the locations Ely investigated were incorporated into the Roosevelt Dam Project. He again served as an official's secretary, first to Arizona Governor Murphy from 1898 to 1902, and later to Governor Joseph H. Kibby (famed for his decision on water rights), from 1905 to 1909. Subsequent positions he held included territorial auditor and bank comptroller, chairman of the Board of Equalization, and member of the Board of Control and Arizona Railway Commission. In 1907, he became editor and manager/owner of the Arizona Republican, selling his interests in 1911.

Based on his experience with water management, and in conjunction with his positions as Executive Secretary of the Arizona Resources Board (1919-1922) and special secretary to Arizona Governor Thomas E. Campbell, Ely cooperated with the governors of the seven Colorado River basin states in settling policies for flood water storage for the Boulder Canyon Project. He also served as a specially-appointed advisor to the governors in 1920 when allocation of floodwaters among the seven states was decided. Following this, he was instrumental in assuring passage of necessary legislation both in the states and in Congress, which ultimately led to the construction of Boulder Dam. In 1922, he was appointed chief clerk and administrative assistant to the Department of Justice, and served as a director and treasurer of the Federal Land Bank and Federal Intermediate Credit Bank from 1923 to 1930. The Secretary of the Interior appointed Ely as City Manager of Boulder City in 1931. After his retirement in 1941, he joined his son's Washington, D. C., law firm. In 1953, he published a book covering his 50 years of research into the Lost Dutchman gold mine. Ely died in Maryland in 1954 at the age of 92.

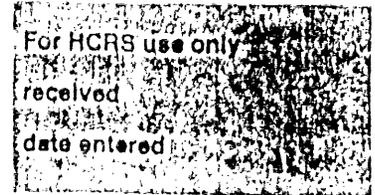
Authority of the city manager was far reaching, and was intended so, to carry out the government's policies of close control of civic affairs and townsite activities. City Manager Ely was responsible for reviewing and issuing the permits for private commercial and residential building efforts, collecting city revenues, overseeing the public works and maintenance of the city, and monitoring the public health and general welfare of the residents. The city manager was responsible for law enforcement as well, and persons caught violating rules, including gambling or alcoholic possession or consumption, were answerable directly to Sims Ely. Boulder City evolved as a well-insulated, closely-governed community during that time which resulted in the stabilization of the town's social structure and contributed significantly to the continued development of Boulder City within the framework of the new town concepts.

Construction activity throughout the development of Boulder City is the most comprehensively-documented of any town in the United States. Building efforts by the federal government during the construction period totaled more than \$1.2 million and included permanent dwellings (Groups A through I, and O), an Administration Building (#501), a Municipal Building (#549), one permanent dormitory (#502), one temporary dormitory (demolished), warehouses, garages and other structures.

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The Bureau of Reclamation engineer most responsible for implementation and supervision of those construction efforts was the Office Engineer for the Project, John C. Page.

Page was a career construction engineer who was born in Nebraska in 1887. After graduating from the University of Nebraska in 1908 with a BS degree, he worked briefly as a topographer for the Bureau of Reclamation. From 1909 to 1910, he was assistant city engineer for Grand Junction, Colorado. Following graduate work at Cornell University in 1910 and 1911, he became a junior engineer with the Bureau of Reclamation. From 1925 to 1930, he was superintendent of the Grand Valley, Colorado, Project. Page's association with Boulder Dam was as Office Engineer in Boulder City from 1930 to 1935. In this capacity, he frequently escorted visiting businessmen, bureaucrats and government officials and dignitaries on tours of the construction sites. After the death of Commissioner of Reclamation Elwood Mead in 1936, Page was appointed Acting Commissioner for 1936-1937. The appointment was made permanent in 1937, and he served in this office until his resignation in 1943.

An important aspect of the Bureau construction efforts was its attempts at standardizing housing types and construction efficiency without creating the monotony of similar houses on the same street. The first request for bids for the initial government dwellings (Group A and B) was developed by Bureau Engineers at the Denver office and showed two different floor plans in four styles and with six different construction systems. The most cost-efficient construction type was chosen, rowlock brick; and the houses were located on alternating sites, which would be infilled later with houses of a different design to avoid the "company town" look. Other housing efforts by the federal government during the construction period used similar rationale. The designs, maintainability, and costs of all of the Bureau's 1931-1945 standard housing types were then re-evaluated in 1952 as part of the Region 3 Housing Evaluation Survey.

In addition to housing their engineers, the Bureau of Reclamation built, through various construction contracts, all roads, curbs and gutters, water, sewer, electrical and telephone systems. The most exemplary construction effort associated with the construction of the city was the domestic water system. As the best alternative, water was delivered to Boulder City from the Colorado River and required a twelve-inch water main six miles in length and rising 2000 feet in elevation. The condition of the water required a pre-sedimentation plant at the river, and the elevation change necessitated four pumping stations and five water tanks (#575, #576, in district). An efficient filtration plant (#333) was constructed at the city to purify and soften the water before its distribution.

Landscaping was also a major component in the development of Boulder City. S. R. DeBoer's original studies for the new town included an investigation of soil types, necessary additives, and a suggested list of appropriate plants. In late 1931, Congress authorized a special appropriation for landscaping and the Bureau of Reclamation hired Oregon landscape architect, Wilbur W. Weed, to design and field-supervise the installation of landscaping along all streets, parks, and around public buildings.

Weed studied landscape architecture at Oregon Agricultural College (now Oregon State University) and graduated in 1921. After working with his father in Weed's Landscape Nursery in Beaverton, Oregon, he joined the Bureau of Reclamation and came to Boulder City

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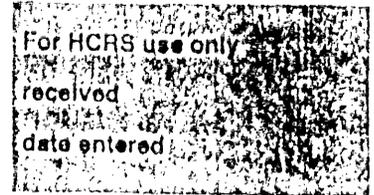
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in December of 1931. After weeks of investigation into suitable plants for the desert conditions of Boulder City, Weed selected the plant varieties and, in early 1932, nursery companies bid for the delivery. Within months large areas of Boulder City were transformed from desert to green lawns and gardens, requiring watering several times each day. During his years in Boulder City, Weed tended the trees and lawns, supervised additional plantings and replacements, and monitored the success of plant varieties in the arid climate. He continued his work with the Bureau of Reclamation on projects in Nevada and California and served in World War II before joining the University of Oregon in 1951 as a nurseryman. He was named landscape architect in 1953, and served as superintendent of the University Physical Plant from 1958 until his retirement in 1966.

The mature landscaping of Boulder City resulting from Weed's original planned efforts to beautify the city and provide relief from the sun and winds has made an important contribution to the town's contemporary identity. More importantly, the well-landscaped parkways and parks completed during this time are important components which contribute to the original city plan's "Garden City" concepts including unity and focal points for recreation and leisure.

The relationships between the original General Plan for Boulder City prepared by S. R. DeBoer and the Plan of the town as executed during the construction phase best illustrates the interaction of the different forces in the decision-making and planning process from which the town of Boulder City was created.

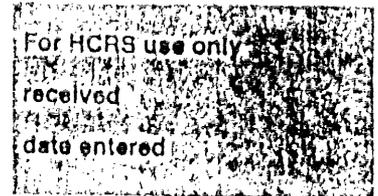
The General Plan for Boulder City was submitted to the Commissioner of Reclamation in December 1930 while the Bureau was rapidly assembling plans and documents for the entire project which would be submitted for bidding in January 1931. At the time, several factors concerning the composition of the town were still unknown, such as the actual number of workers required to construct the dam and live at Boulder City, and how much of the town should be built at once. In December, 1930, a Bureau of Reclamation survey crew began laying out DeBoer's plan and recommending changes to reduce costs or ease immediate construction efforts. In February, 1931, DeBoer's plans were approved, but with the deletion of the curvilinear superblocs reserved for construction workers' single-family duplexes. By May, when the Bureau completed its final survey plan, it included the second changes in the original plan, such as a rotation of the north-south axis of the town which reduced grading and drainage costs, and also the platting of seven blocks of additional residential lots west of the Nevada highway and up the Watertank Hill. Aside from increasing the southern exposure for most of the town's buildings, this change enhanced DeBoer's Plan by creating residential neighborhoods on both sides of the civic center and commercial district.

Six Companies, Inc. Influence

The Six Companies, Inc., as general contractors for the huge project, were responsible for several portions of the construction of the town and played an important role in shaping its present environment.

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Six Companies, Inc. was organized and incorporated for the specific purpose of building the Boulder Canyon Project. The partnership continued after the completion of Boulder Dam, building Bonneville Dam and powerhouse, Grand Coulee Dam, and the piers of the San Francisco Bay Bridge. After 1942, the various companies expanded into other areas, and the original conglomerate re-organized and diversified beyond earth-moving projects into steel, ship-building, magnesium processing, oil refining, and military construction contracts.

The nucleus of Six Companies, Inc. was the Utah Construction Company and the Morrison-Knudsen Company. The Wattis brothers, W. H. and E. O., founded Utah Construction Company in 1900. Their major business was construction work for the Union Pacific Railroad. Harry Morrison and Morris Knudsen formed their company in 1912 in Idaho and began a fierce competition with Utah Construction Company that ended with their partnership in 1922. In 1928, the partners decided to bid on the Boulder Canyon Project but found their companies unable to finance the project alone. With the assistance of their construction superintendent, Frank Crowe, they put together the conglomerate that became Six Companies, Inc.

The first addition was the J. F. Shea Company, Inc., of Los Angeles, a 1914 partnership between J. F. Shea and his son, Charles A. Shea. Charles Shea was known for tunnel and sewer work, and became the only partner to remain on the dam site during the entire construction period. Shea's previous alliance with the Pacific Bridge Company of Portland, Oregon, brought in the fourth company. Pacific Bridge Company, founded in 1869, was famous for its underwater work.

Next to join was the firm of MacDonald and Kahn, Inc. of San Francisco, formed in 1911, and experts in building industrial plants and large buildings. Felix Kahn was an engineer and became one of the Six Companies four field personnel who dealt directly with the dam construction and problems at the site.

The final member of the conglomerate was the partnership of the W. A. Bechtel Company of San Francisco and the Henry J. Kaiser Company of Oakland, associates since 1921. W. A. Bechtel's Company was founded in 1900 and also competed in railroad and highway construction with Utah Construction Company. Kaiser, who formed his company in 1913, became a protege and partner of Bechtel in building highways and pipelines, and specialized in quarrying and hauling sand and gravel.

Incorporated only two weeks before bids were due to be submitted, Six Companies, Inc. elected W. H. Wattis as President, W. A. Bechtel as first vice president, E. O. Wattis as second vice president, Shea as secretary, and Kahn as treasurer. W. H. Wattis died six months after the dam was bid. W. A. Bechtel died in 1933 during a trip to Russia, where he had gone on the invitation of the USSR government to inspect their dams and subways. Bechtel's son, Stephen, became head of W. A. Bechtel Company, and was on the Six Companies executive committee for Boulder Dam. E. O. Wattis died in 1934.

The combination of firms comprising Six Companies, Inc., not only provided sufficient capital to finance a bid on the Boulder Canyon Project, they represented

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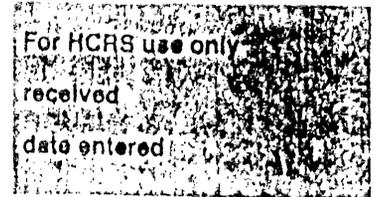
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sufficient diverse capabilities to enable them to bid successfully on the project and complete it with skill and efficiency. Under the expert guidance of Frank Crowe, general construction superintendent on the project, the Six Companies not only completed the monumental dam 22 months ahead of schedule, with a high safety record, but built the majority of the company town.

Frank T. Crowe, considered one of the most competent construction engineers to work in reclamation, was superintendent of construction of Boulder Dam for Six Companies. Crowe, born in 1882, began his career as a civil engineer with a B.S. degree from the University of Maine in 1905. He worked with the Bureau of Reclamation from 1905 until 1925, with dam construction his specialty, building nineteen dams during his career and resigning as general construction superintendent. He was construction engineer for the Jackson Lake Dam in Wyoming, McDonald Lake Dam, and Tieton Dam on the Yakima Project, assistant general superintendent of the 349-foot high Arrowrock Dam in Idaho, and project manager of the Flathead Project in Montana. Other dams he supervised include Guernsey, Combie, Deadwood, Gene Wash, and Copper Basin. Working for a partnership of Utah Construction Company and Morrison-Knudsen Company, Crowe, determined to build Boulder Dam, proposed a partnership of several companies of various construction specialties to bid on the project. Through carefully calculated underbidding, Six Companies, Inc. was awarded the contract and Crowe was put in charge of construction. Due to his skillful management and his ability to inspire men to their fullest working abilities, Crowe was able to complete the dam 22 months ahead of schedule. After Boulder, he went on to supervise construction of Parker Dam and, finally, Shasta Dam. Crowe's reputation as a master builder was exceeded only by his reputation as an honest, hard-working person admired and loved by the people who worked for him. He died in 1946.

When Six Companies, Inc. was awarded the contract in March, 1931, they immediately sent Crowe and several others to the site to begin their portion of the construction work at Boulder City. The contract required that the contractor provide housing, boarding and other support facilities for at least 80 per cent of their employees at Boulder City.

The Bureau provided the city plan and would build the roads and install the utilities. Between March and April, 1931, the thrifty Six Companies executives and field engineers successfully convinced the Bureau Engineers to alter the type of housing they were required to provide in the designated multi-family sections of the planned community. They argued that since they were responsible for constructing housing for their married employees, they shouldn't be restricted to DeBoer's costly duplexes with attached garages. Furthermore, the central parks in each block were an unnecessary cost since the housing was intended to be temporary, and later the Bureau could build any required permanent housing in that area using DeBoer's scheme. They argued that the required number of houses could still be constructed in the same area if the blocks for the Greenbelt were also used. Under pressure for speeding up construction of the town, and in review of the additional costs, both parties agreed to the changes, subject to approval of the proposed house designs.

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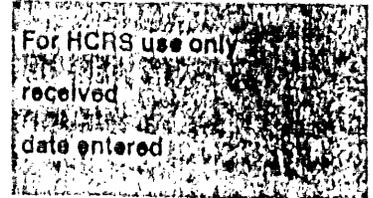
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What resulted were slightly narrower superblocks with tightly regimented single-family cottages on individual lots. With less density than DeBoer's intentions for this area and without any internal open space, the Six Companies' residential area still conveys a sense of scale for this zone as designed in the original plan. More importantly, the area illustrates the successful attempts by the Six Companies to develop and build over 650 low-cost housing units, designed for comfort in the desert environment, and in a very short period of time, all of which contributed to the efficient construction of the Dam project.

One aspect of Six Companies involvement in the construction of the town, and a significant part of the heritage of Boulder City's construction period, was the monumental task of housing, feeding, selling merchandise, and providing recreation facilities for over 4000 workers living at Boulder City. In the area west of Nevada Highway, reserved for later residential use, the Six Companies erected a large complex of temporary buildings to accommodate those needs. The Boulder City Company was organized in July, 1931, as a subsidiary of Six Companies, to administer their Boulder City responsibilities, which included building ten large dormitories equipped with plumbing and air conditioning, a complete kitchen and mess hall with a capacity of 1200 people, administrative offices, storage warehouses, a recreation hall and a huge company store. The construction of these structures along with the large number of single-family cottages was under the direction of Boulder City Company construction superintendent Charles A. Williams. He was most responsible for the phenomenal rate at which the workers' accommodations were built. Estimates ranged from one and a half to two houses being constructed per day, and the extensive dormitory and administrative complex of buildings were built in eight months, from April to December, 1931, at a cost in excess of \$600,000.

After the Six Companies completed the contract for the dam, all structures were removed from the temporary location west of Nevada. The Power Operators built residences for their employees (Groups J, K, and L) in 1937 and 1939 in that area as previously designated on the Bureau's 1931 plan.

Private Business Influence

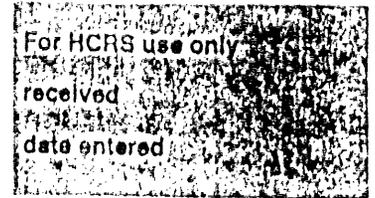
An important part of the development of Boulder City's commercial district was the unique permit-lease system developed by the Bureau to accommodate independent businesses. The permit system was intended to control the types and quantities of businesses in Boulder City to ensure fair competition, diversity of services and goods, and elimination of questionable enterprises.

Four classes of businesses were developed from which applicants would be classified, their qualifications evaluated, and selections made. Over 300 applications were evaluated between April and July, 1931, and by October, 133 permits were granted and leases negotiated for locations within the business area for each enterprise, although not all were operational businesses.

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As originally envisioned in the city plan, the business district was composed of internal parking plazas surrounded by arcaded commercial blocks at the center of the town. Some commercial leasers objected to being restricted to the business district's then "isolated" location, fearing that competition from the Boulder City Company Store, located on Nevada Highway near the concentration of construction workers' houses, would affect their businesses. Louis Cramton, acting as administrator for the permits and leases in the early months, agreed to allow some businesses to locate on Nevada Highway between Birch Street and Arizona Street, thus permanently affecting the evolution of the town's commercial district.

In the 1930s, commercial buildings were erected along Nevada Highway and Arizona Street and around portions of two of the original commercial plazas accessed from Arizona Street. The original plan's scheme for complete off-street parking in central plazas was partially disrupted by this shift, but the concept of the commercial superblock is still a key element in Boulder City's central district. In addition, the community planning theories that local shopping districts be centrally-located in the community, easily accessible by pedestrian and vehicular traffic, are adhered to in Boulder City, further contributing to its success under those progressive planning principles.

Businesses developed in the Boulder City commercial district included a variety of enterprises specifically chosen for local or tourist needs. By 1932, Boulder City boasted 100 businesses including restaurants, drugstores, barber shops, men's and women's clothing stores, apartment houses and auto courts, gasoline stations, a newspaper, entertainment establishments and professional offices. Key commercial buildings in the district include the Boulder Theater (#527), which also housed the Boulder Dam Tourist Service Bureau; the adjacent Uptown Hardware Store and Apartments (#528); the Bank of Nevada and Nevada Drug Building (#524); and the Boulder Dam Hotel (#529). Others such as the Ida Browder Cafe (#368), Roy Fairbank's Men's Store (#301), A. C. Grant's Boulder City Motors (#291) and Laubach's Recreation Palace (#302) are evidence of the pioneering efforts of the city's first businesspeople.

Citizen Influence

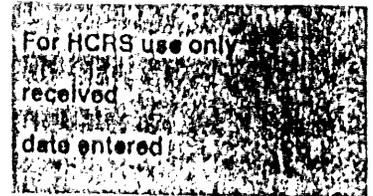
The residents of Boulder City provided the unifying force which allowed realization of the model town concept; planned and controlled by the government, built and supported by the contractors, and served by the businessmen and commercial interests. The town has been dynamic through time, fluctuating in population, altering in function, yet retaining its original basic configuration, concept, and population composition. Several factors have contributed to the ability of Boulder City to successfully maintain its stability, including the sense of community focus built into the original design, government control of the economy, and feeling of belonging promulgated by well-developed religious and social institutions drawing members from all levels of the population.

Boulder City, although functionally conceived as a construction camp, was carefully designed to concur with the community planning synthesis concept, and from its beginning was perceived as a complete community, an entity to itself, requiring little outside

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conomic stimulus for survival or growth. The city plan incorporated all facilities and amenities necessary for a self-sufficient community, and provision was made for the later addition of social institutions on leased land. The original plan included two schools, two churches, a hospital, a hotel, and an auditorium, thus providing the basic institutions necessary for a complete community. Prompt construction of streets, sidewalks, street lighting, and telephone service contributed significantly to the perception of an established and permanent town, rather than camp. The business core was physically bounded and located to be accessible to surrounding neighborhoods. Residential areas were composed of housing for specific categories of project workers, creating distinct neighborhoods for the Six Companies, the Bureau of Reclamation, the Power Operators, and other contractors. Bureau of Reclamation and Six Companies management personnel, the hospital staff, and Boulder City administrators were placed in housing separate from workers' neighborhoods.

Although these neighborhoods were somewhat status-differentiated, they provided a strong sense of community cohesion and kindred spirit, and fostered immediate social networks. The permanence of the homes and long tenure of the project encouraged home beautification and landscape improvements and promoted a sense of pride in neighborhood attractiveness. The isolation of the community, strict prohibition of liquor, and restriction of outsiders by the reservation gate instilled a feeling of safety and security. For Boulder City residents, their planned city was unique in its concept and design; supplied them with all their social, economic, religious, educational and health needs; stimulated community cohesion; and provided a serene, pleasant and permanent environment for the future.

Strong federal control of business and a stable employment base provided by the presense of the Bureau of Reclamation permitted Boulder City's economy to develop steadily, independent of external economic conditions and without speculative investments. Prudent granting of permits in the initial phase of city planning controlled business competition, assuring a maximum chance of success for each privately-owned enterprise and providing a broad range of all necessary services for residents. This completeness of business services eliminated the necessity of having to leave Boulder City to purchase anything and further established the town as a whole and permanent community with a strong sense of its own identity.

Perhaps the most compelling force behind Boulder City's successful history is the strong loyalty and deep attachment of the people to the town. The ideal community envisioned by Bureau of Reclamation Commissioner Mead and City Planner DeBoer was expressed by the economic and social mix of people and neighborhoods (which has continued to the present) and by the city-wide support of religious and social institutions which were established during the town's construction. These institutions were based upon the presense of families in the town, unusual in a construction context, and the high number of armed services veterans, who were given preferential employment on the project.

By late 1931, groundwork had been laid for nearly all of the major churches and social organizations eventually established in Boulder City. Under the guidance of "Parson Tom" Stevenson, a representative of the inter-denominational Home Mission Council, church and Sunday school services were begun for all Boulder City residents, meeting

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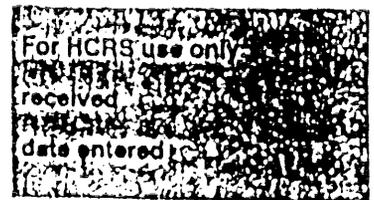
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first in the Six Companies messhall and in private homes. This ecumenical movement culminated in the completion of Grace Community Church in early 1933. Three other churches were built during 1932: St. Andrew's Catholic Church, St. Christopher's Episcopal Church, and the Church of the Latter Day Saints. Concurrent with the building of churches was the formation of adjunct social groups supporting the religious institutions. Sunday schools, summer Bible schools, and women's groups were the basis of this social organization, which sponsored musical and entertainment programs celebrating religious holidays. The early establishment of these churches provided the first focus for family social activity in Boulder City and set the pattern for community involvement and identification.

The dominant fraternal organization in Boulder City was the American Legion. As early as August, 1931, a Boulder City Legion Post was planned. Members were veterans from all employment levels in the town, including Stephen and Warren Bechtel, Jr., sons of one of the Six Companies partners. By mid-1932, a Legion Hall had been constructed and American Legion Post 31 boasted the highest membership - over 400 - of any post in Nevada. The formation of a women's Legion Auxiliary in early 1932 confirmed the Legion organization as the primary social focus in Boulder City. A Legion band was formed, which played at their weekly dances, and frequent meetings and parties cemented social ties. During this same period, a Masonic Lodge was organized in Boulder City and a Masonic Temple built to house their meetings. Women of the Order of the Eastern Star met in Las Vegas with their affiliates.

Miscellaneous but important social activities further welded the people of Boulder City. Several card clubs were formed for weekly parties, usually on a neighborhood or work-related basis. Bridge was a popular pasttime participated in by many women in town. Red Cross activities were organized and staffed by volunteers in 1931.

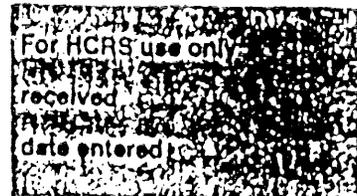
A circulating library of donated books was gathered and managed by the Legion Auxiliary. In September of 1932, it was named the Marbus Browder Memorial Library, in remembrance of Ida Browder's (#368) son who died of spinal meningitis that summer. In 1933, the library was increased by a donation of 3000 books from the Library of Congress, and was permanently located in the basement of the Municipal Building (#349).

In addition to the American Legion band, an orchestra of Boulder City musicians, led by Chip White, played for parties and dances. Both musical groups were composed of experienced and expert musicians and were popular attractions in the early years of the town. A volunteer fire company, under A. J. Kaminsky, competed with the Bureau of Reclamation fire company under R. C. Thaxton; both companies had their own firetrucks and firehouses.

As families settled into Boulder City, the need for school facilities became apparent. Most of the men working on the dam were young; those who were married had many school-age children among them. The first school was private in nature, beginning with a mother, Mrs. Zella Larson, teaching her own and several other children in her home. Within months, there were five such schools, staffed by ex-teachers, sharing playground equipment built by the Boulder City Company, and teaching regular academic courses. The Boulder City Company donated buildings and made classroom furniture and classes were held

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regularly. A Parent and Teacher Association was quickly formed, taking charge of procuring facilities and hiring teachers. Parents paid \$5 per month for each student and bought their children's books; teachers paid for supplies. By early 1932, grades 1 through 8 were being taught, as well as a private kindergarten and a private nursery school. Older students traveled to Las Vegas for high school classes.

That summer, construction began on the first elementary school in Boulder City, a controversial project. As Boulder City was within a Federal reservation, its residents were tax-exempt, creating a problem in the building, furnishing, and operation of a public school. In the spring of 1932, Congress appropriated \$70,000 for the construction and operation of a school in Boulder City; this amount proved adequate only for the construction of the building. As most of the children were from Six Companies' families, the company agreed to finance the operation of the school and pay teachers' salaries. The new elementary school (#572) opened with eleven teachers on September 26, 1932, with older pupils still attending school in Las Vegas, even though three rooms had been set aside for a high school in the new building. In October, a gift from the Babcock and Wilcox Company paid for additional teachers, and a high school was established in the school, providing tuition-free education for all Boulder City students.

The importance of establishing educational facilities was a unifying factor for Boulder City parents. Building a school was a high priority goal and one that aroused keen community interest. The success of their efforts resulted not only in a model school building and excellent teachers, but in a strong community spirit and a profound sense of "home", enhancing Boulder City's permanence as a town and increasing its desirability as a place to live.

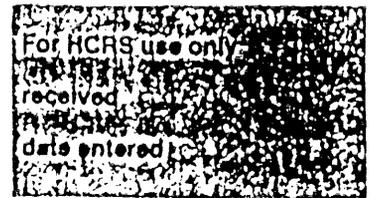
Reinforcing the developing sense of community was the Boulder City Journal, a newspaper first established in 1931 as a few columns, then as a page, of the Las Vegas Evening Review Journal. Soon the Boulder City Journal became a separate newspaper, with Elton Garrett moving from Las Vegas to Boulder City as managing editor. The paper was filled with local news, from a column on American Legion doings to social events to dam news and Boulder City want ads. The paper fulfilled the final requisite to making Boulder City a true community, serving the town with its own news.

All of the social, religious, and educational activities in Boulder City contributed to the development of a viable community, creating a town with vigorous social links within and between the different economic and residential groups. Although neighborhood ties were strong, community ties were stronger. Within a very few months, the town had developed from a collection of strangers to a cohesive unit working as a whole to make their community a successful and beautiful place to live. Community pride was high, most residents believed they were privileged to live in this special place, and life in Boulder City was very pleasant. The long-term success of Boulder City can be largely attributed to the interest and enthusiasm of its residents, their loyalty to the town's institutions, their investment in its future, and their determination to perpetuate their ideal community.

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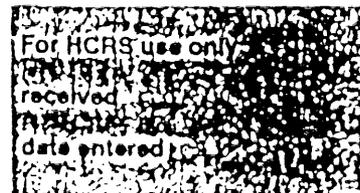
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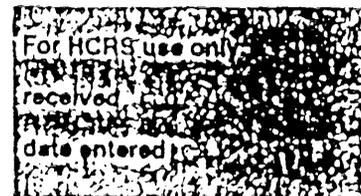
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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

BOULDER CITY HISTORIC DISTRICT

CONTINUATION SHEET

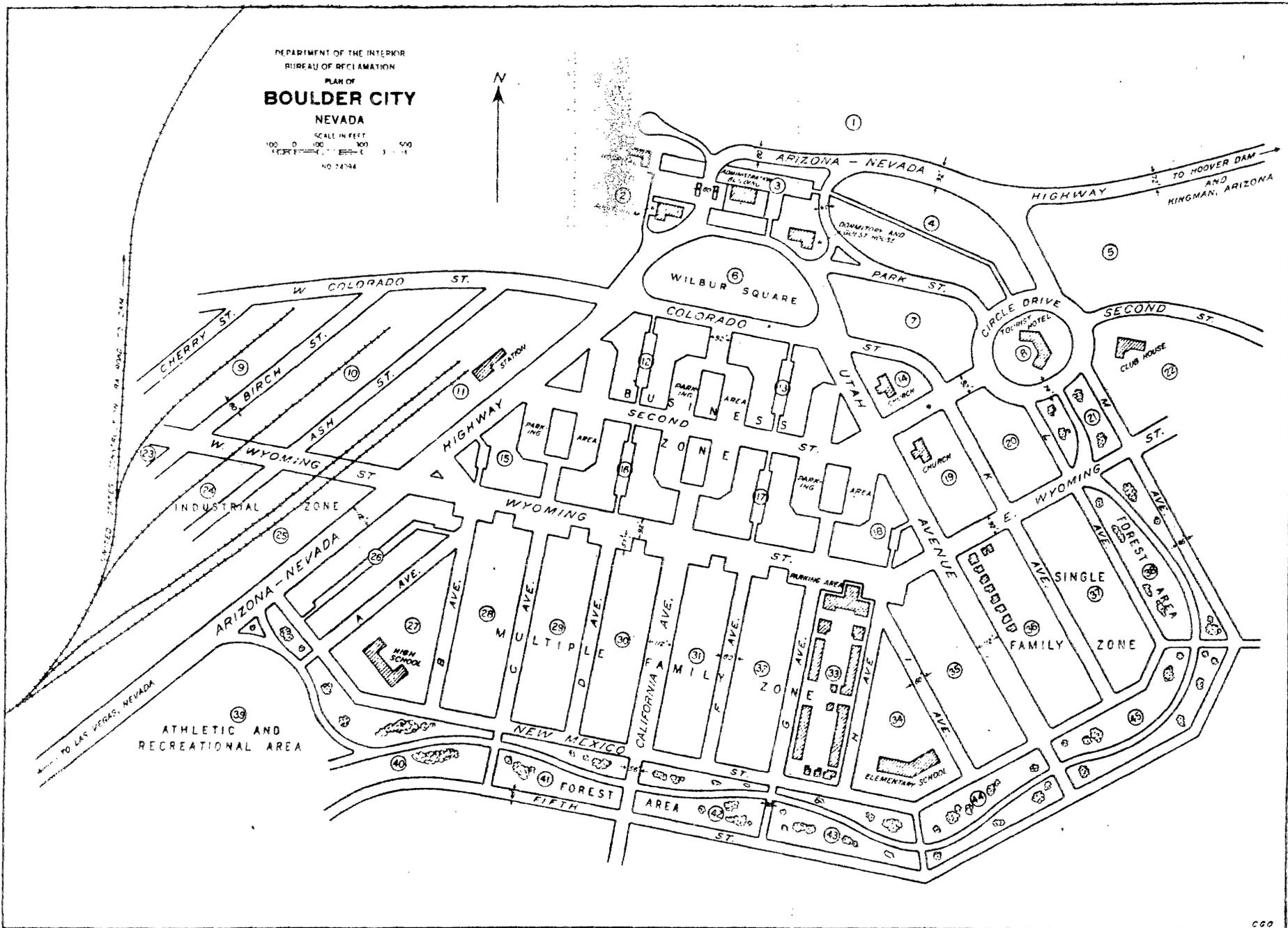
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VERBAL BOUNDARY DESCRIPTION

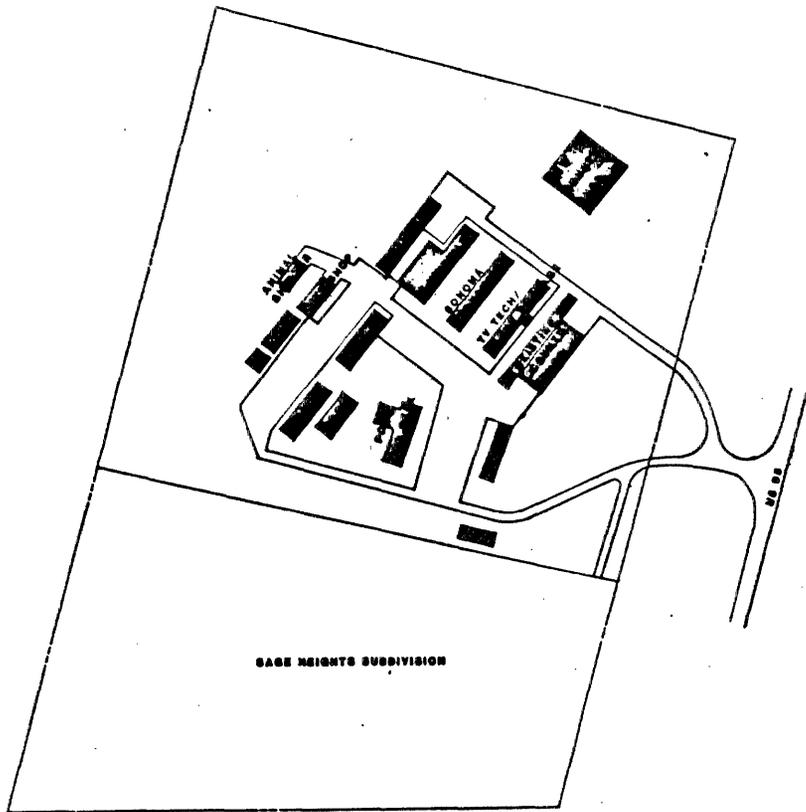
Beginning at a point on the west boundary, Block 3, 60 feet east of the NE corner of Lot 1, Block 2: thence westerly 350 feet along the southern line of Mt. View Place, a dedicated roadway: thence westerly 200 feet to a point on the east boundary of the City of Boulder City Water Tank Track; thence north along said boundary line 250 feet to the northeast corner of said Tract; thence westerly 300 feet along the northern boundary of said tract; thence southerly 150 feet along the east boundary of Tract 149 to the southeast corner of said Tract; thence westerly 230 feet along the northern boundary line of Tract 2, Block 2 to the northwestern corner of said Tract; thence southerly 120 feet along the western boundary of Tract 2, Block 2 to the southwestern corner of said Tract; thence westerly 170 feet along the southern boundary of Tract 69 to the southwestern corner of said Tract; thence northwesterly 60 feet along the western boundary of Tract 69 to the northeastern corner of Tract 2, Block 1; thence westerly 300 feet along the northern boundary of Tract 2, Block 1, to the northwestern corner of said tract; thence southerly 75 feet along the western boundary of Tract 2, Block 1 to the southwestern corner of said Tract; thence easterly 100 feet along the southern boundary of Tract 2, Block 1; thence southerly 450 feet along the western boundary of Tract 4 to a point on the western line of Birch Street; thence southeasterly 300 feet along the western line of Birch Street; thence southwesterly 410 feet along a property line to the northeastern boundary of the M.J. Sweeney Substation #1; thence southeasterly 140 feet along said line to a point on the northern line of Railroad Avenue; thence southwesterly 400 feet along the northern line of Railroad Avenue; thence southwesterly 270 feet along a property line; thence southerly 220 feet along a property line to the northwestern corner of Lot 21, Block 48; thence easterly 210 feet along the northern boundary of Block 48 to a point on the western boundary of Block 10: thence southerly and southeasterly 720 feet along the western boundary of Block 10 to the southwestern corner of Block 40A; thence northeasterly 400 feet along the western boundary of Block 40A to the northwestern corner of said block; thence easterly 70 feet to the southwestern corner of Block 27: thence southeasterly 780 feet along the southern boundary of Block 27 to the southwestern corner of Block 29: thence southerly 280 feet along the western boundary of Block 41 to the southwestern corner of said block; thence easterly 875 feet along the southern boundary of Block 41 to the southeastern corner of said block; thence northerly 280 feet along the eastern boundary of Block 41 to the southeastern corner of Block 31; thence easterly 500 feet to the southeastern corner of Lot 17, Block 33: thence northerly 990 feet along the western line of the alley of Block 33 to a point on the southern boundary of Lot 28, Block 21; thence easterly 1120 to the southeastern corner of Lot 10, Block 24: thence northerly 470 feet along the western line of the alley of Block 24 to the southeastern corner of Lot 2, Block 24; thence easterly 440 feet to the southeastern corner of Lot 19, Block 25; thence northerly 180 feet to a point on the southern boundary of Lot 11, Block 5; thence easterly 140 feet along the southern boundary of Block 5 to the southeastern corner of Lot 13, block 5; thence northerly 120 feet to the northeastern corner of Lot 13, Block 5; thence westerly 400 feet along the northern boundary of Block 5 to a point on the northern boundary of Lot 6, Block 5; thence northerly 50 feet to the northeastern corner of Lot 14A, Block 5; then westerly 400 feet along the northern boundary of Lot 14A and 14, Block 5 to a point on the eastern boundary of Block 8; thence northerly and northwesterly along the western line of Avenue I; thence westerly along the southern line of the Nevada Highway to the P.O.B., the whole comprising 182 acres more or less.

DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
PLAN OF
BOULDER CITY
NEVADA

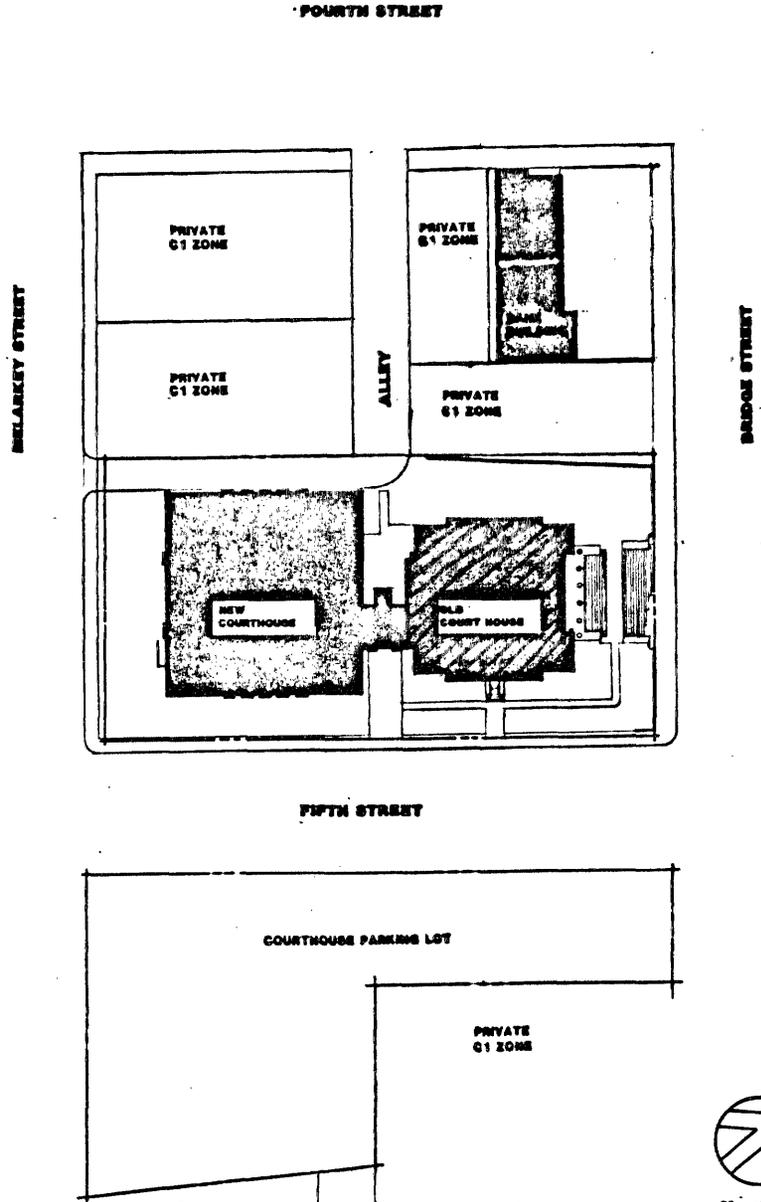
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1" = 100'
NO. 14794



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SAGE HEIGHTS - EXIST. CONDITIONS 1" = 100'



SITE PLAN - EXISTING CONDITIONS 1" = 30'

DC WEST
 DESIGN CONCEPTS WEST
 1000 1st St. Ste. 1000
 San Francisco, CA 94104
 Tel: 415.774.1100
 Fax: 415.774.1101
 www.dccw.com

HUMBOLDT COUNTY COURTHOUSE

Project Name:	Humboldt County Courthouse
Client:	Humboldt County
Architect:	DC West
Scale:	1" = 30'
Date:	10/10/00
Sheet No.:	1 of 1

WINNEMUCCA HISTORICAL
SURVEY PROJECT, HUMBOLDT COUNTY, NEVADA

PROPERTY NAME:

historic
see preceding page

common:

LOCATION:

street address:

city:

county:

CURRENT OWNER:

name

address

city

state

zip

FORM PREPARED BY:

name

date

address

phn#

city

state

zip

Property information:

hist. use:

current use:

lot

architect/bldr:

construction date(s):

location:
W. corner Bridge & 5th

inventory no.
WNN-24

supplementary photo

class.

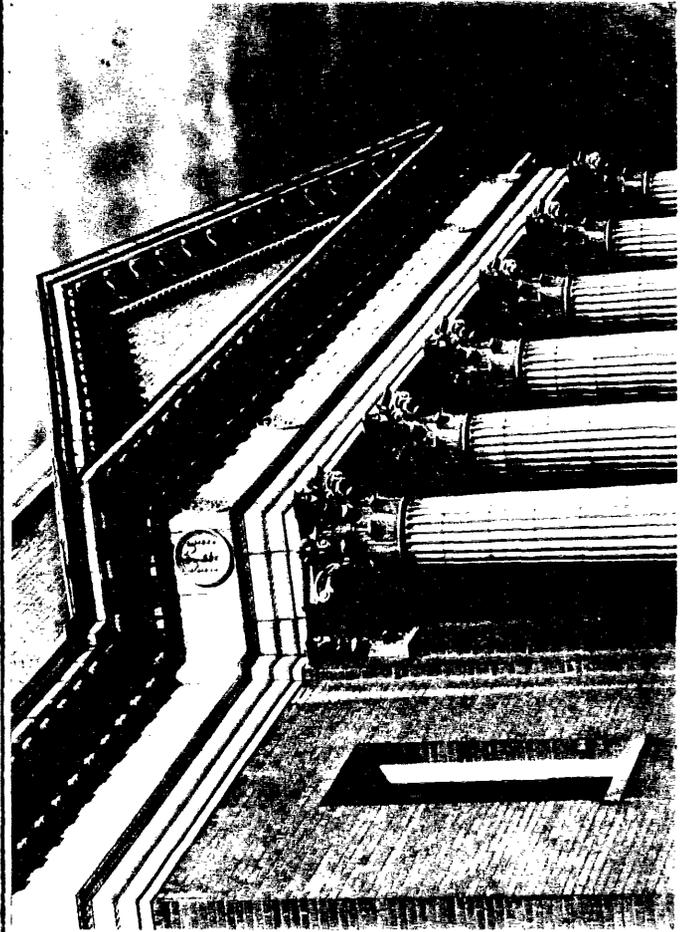


photo by:
Martin Stupich

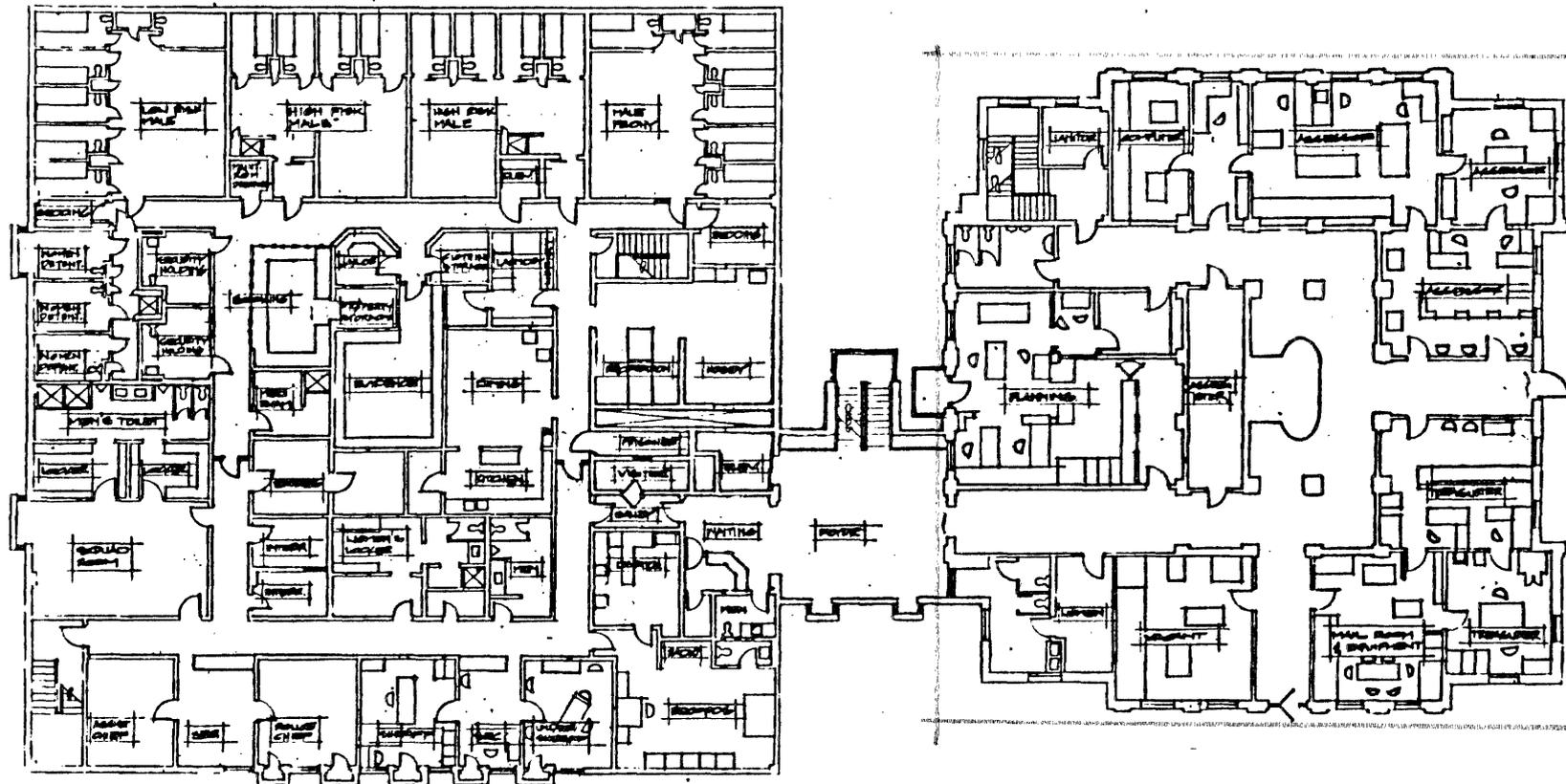
date:
May 1982

orientation:

PHYSICAL DESCRIPTION:

Detail of portico
(above)
Detail of frieze
(right)





FIRST FLOOR PLAN - EXISTING CONDITIONS

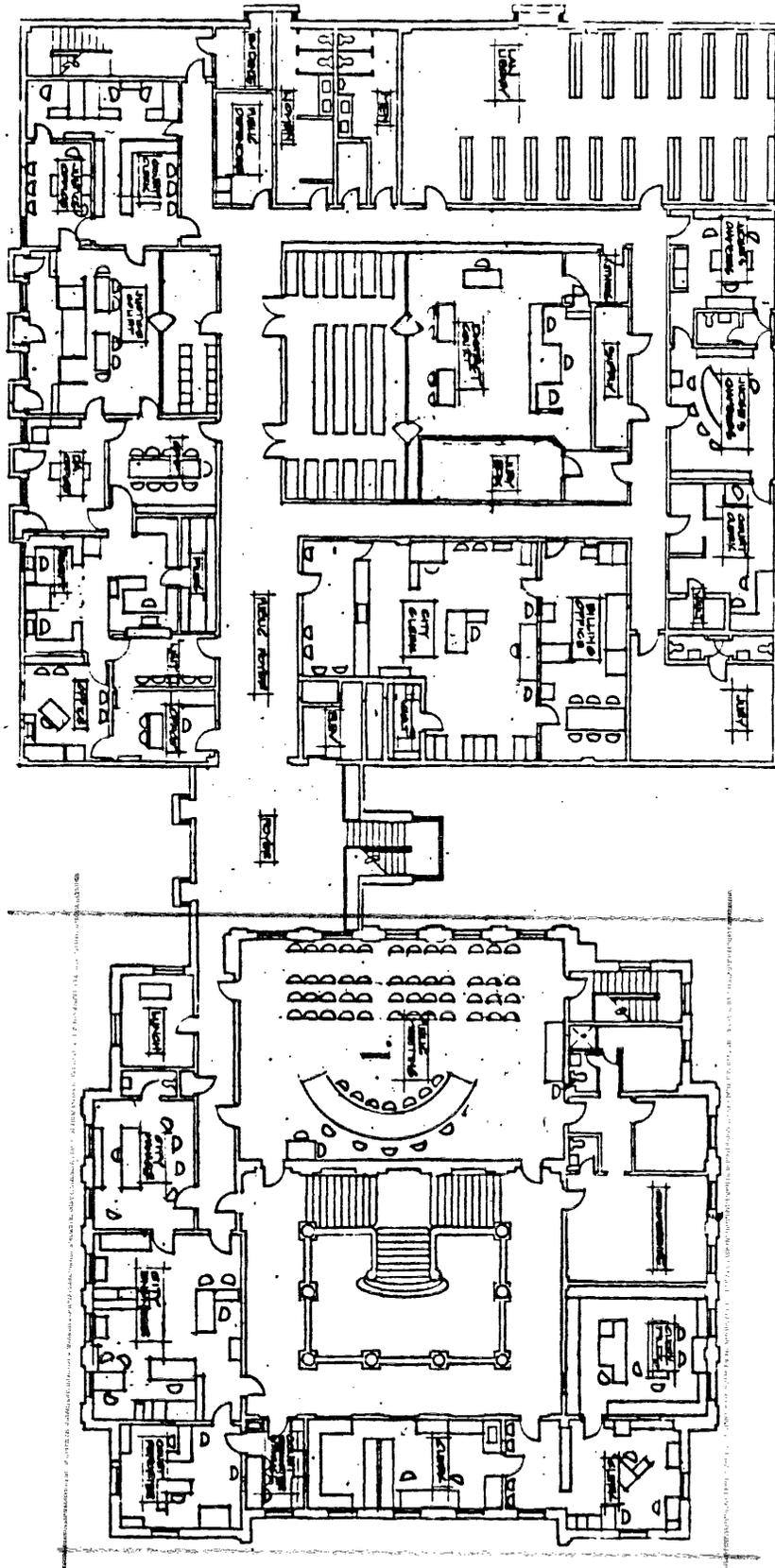
NOMINATED PROPERTY



1/8"

Architect:	DC West
Project Name:	Humboldt County Courthouse
Project No.:	
Scale:	1/8"
Date:	
Sheet No.:	
Total Sheets:	

SECOND FLOOR PLAN - EXISTING CONDITIONS



ADMITTED PROPERTY

1/8"



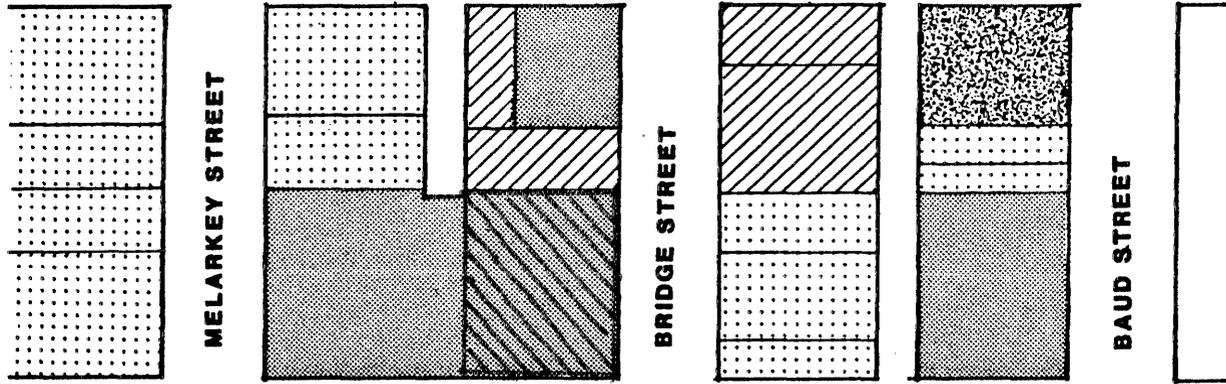
Job Number	_____
Date	_____
Drawn by	_____
Checked by	_____
Reviewed by	_____
Approved Date	_____
Approved Sign	_____

HUMBOLDT COUNTY COURTHOUSE

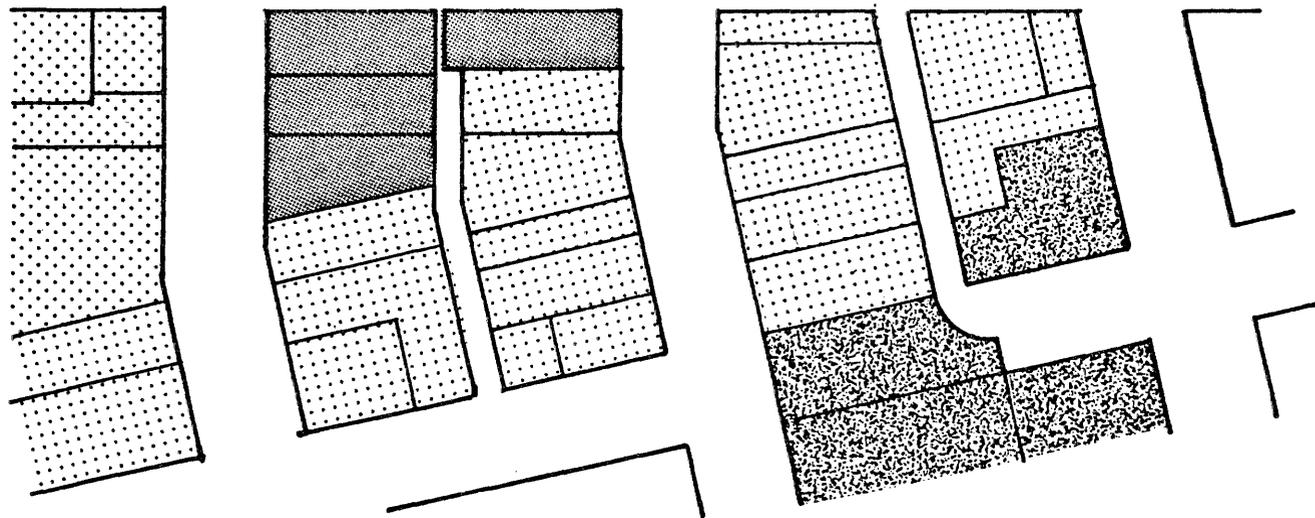
DC WEST DESIGN CONCEPTS WEST

7700 65th Street
 P.O. Box 1077 West, Nevada 89410

FOURTH STREET

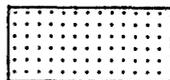


FIFTH STREET



ADMINISTERED PROPERTY

DOWNTOWN ZONING



C-1



R-3

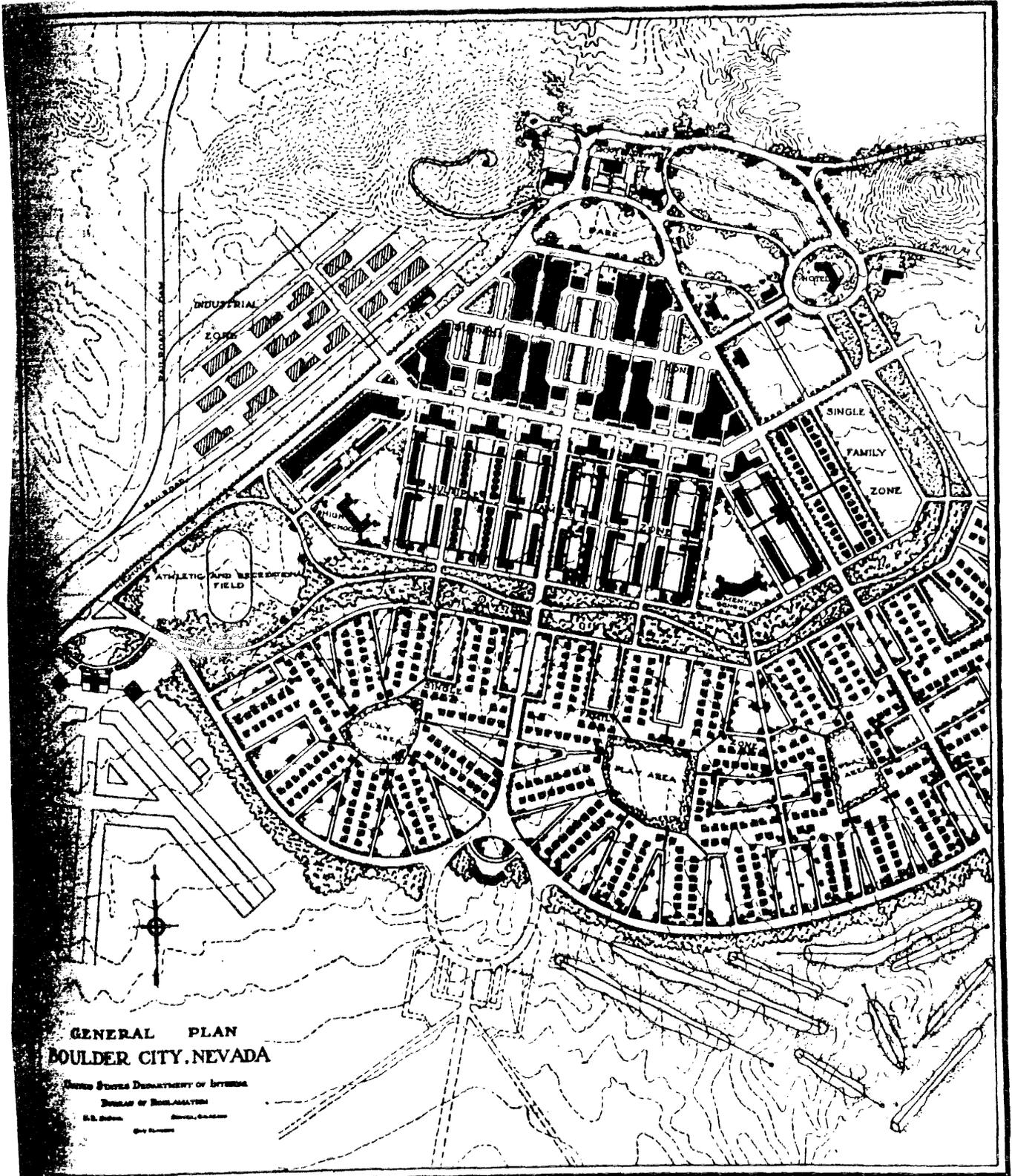


C-2



CITY/COUNTY PROPERTY

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**GENERAL PLAN
BOULDER CITY, NEVADA**

UNITED STATES DEPARTMENT OF INTERIOR
BUREAU OF RECLAMATION
R. B. BROWN GEORGE C. BROWN
CHIEF ENGINEER ASSISTANT CHIEF ENGINEER

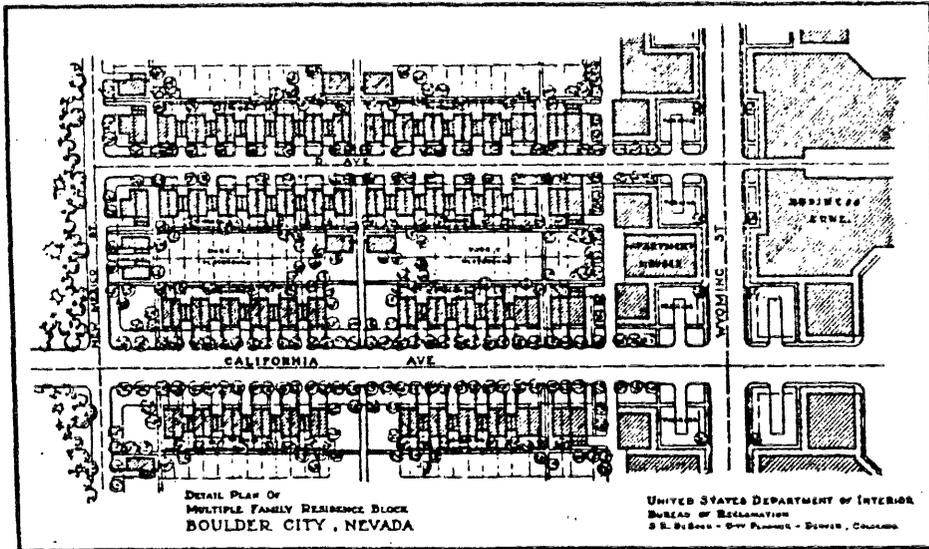


Figure 3
 Detail plan of multiple family residence block.

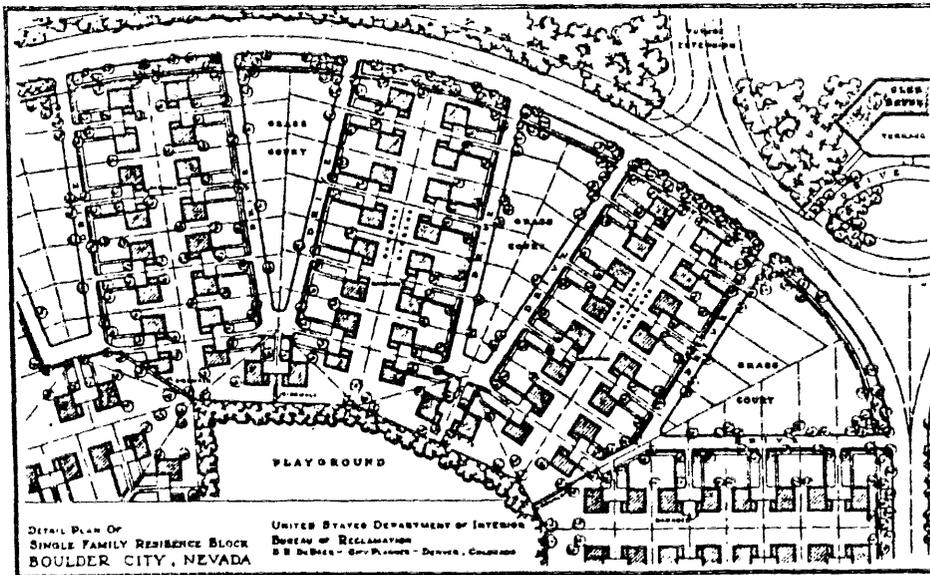
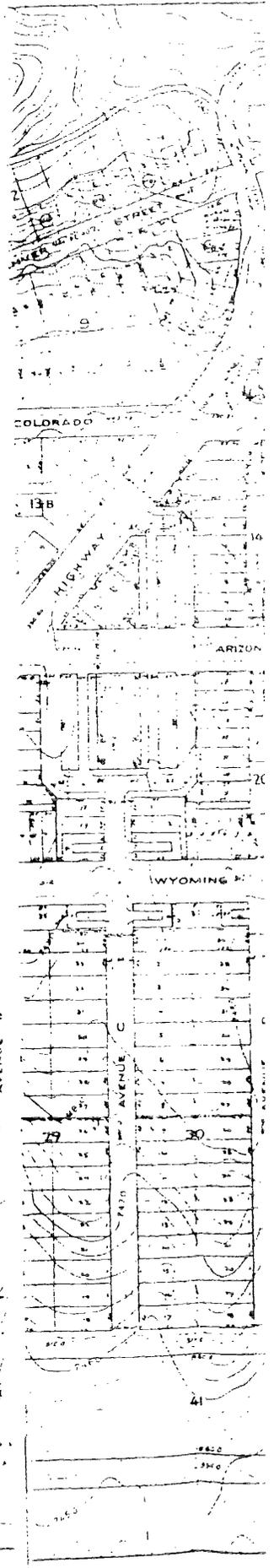
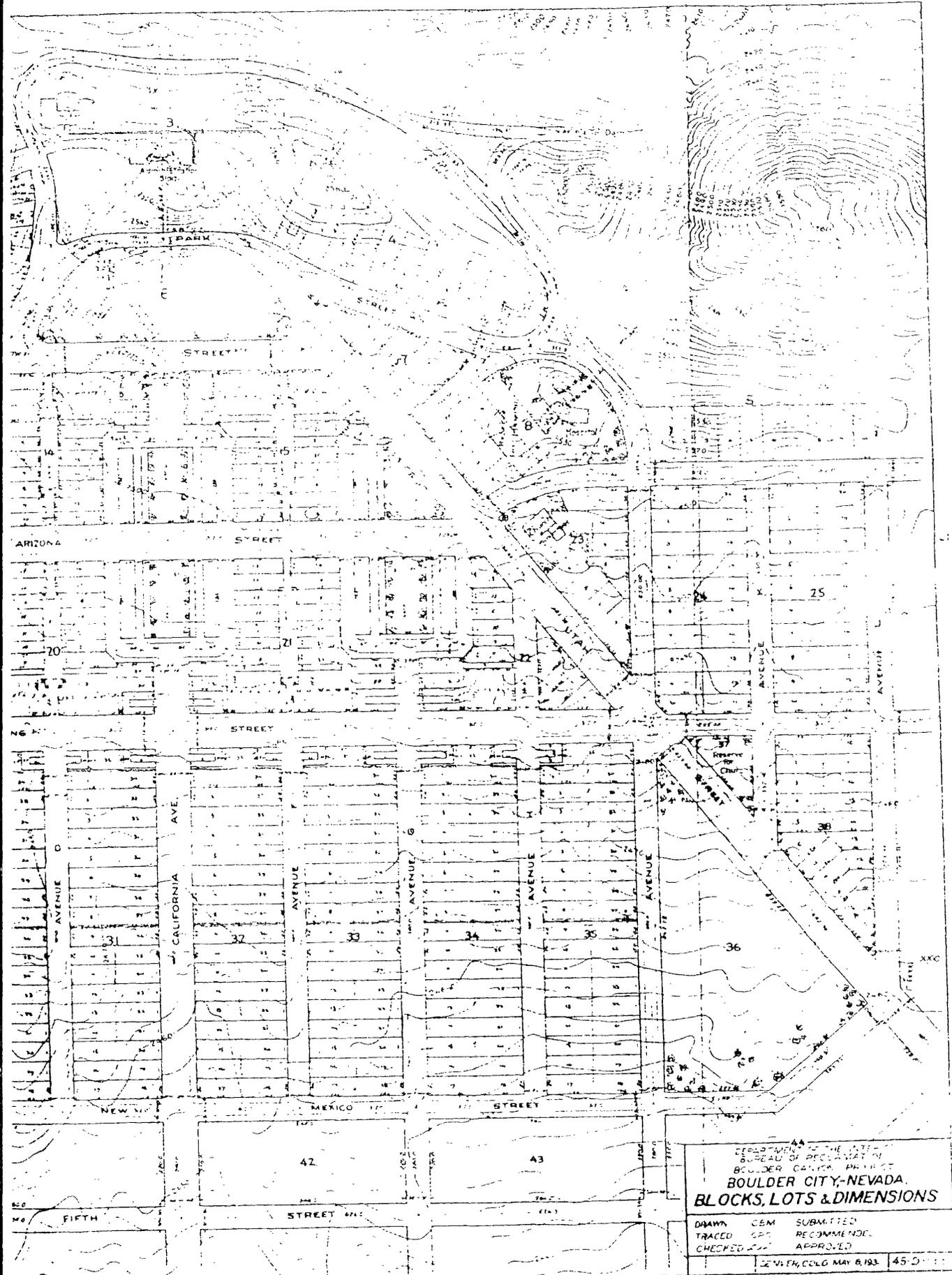


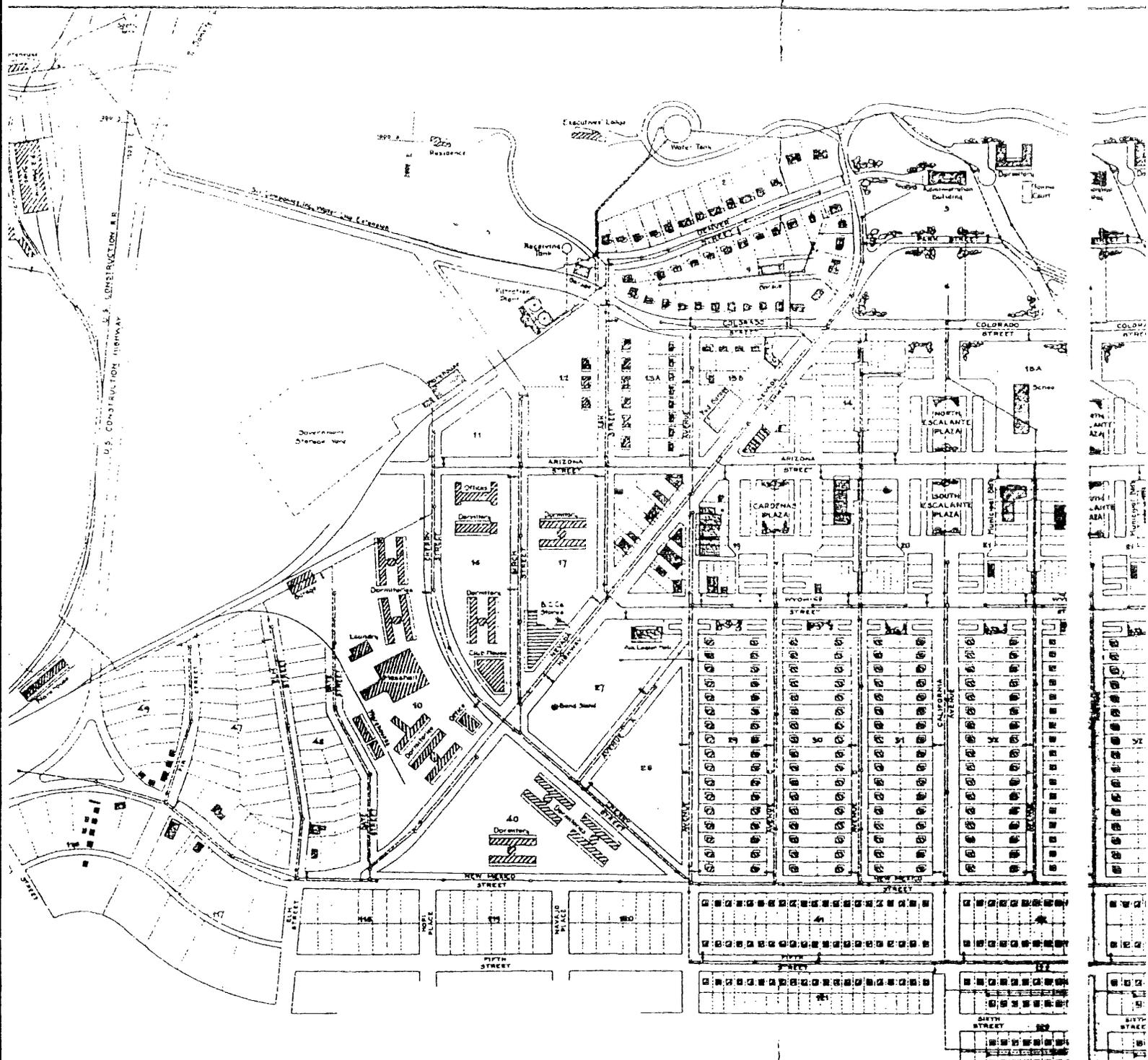
Figure 4
 Detail plan of single-family residence block.

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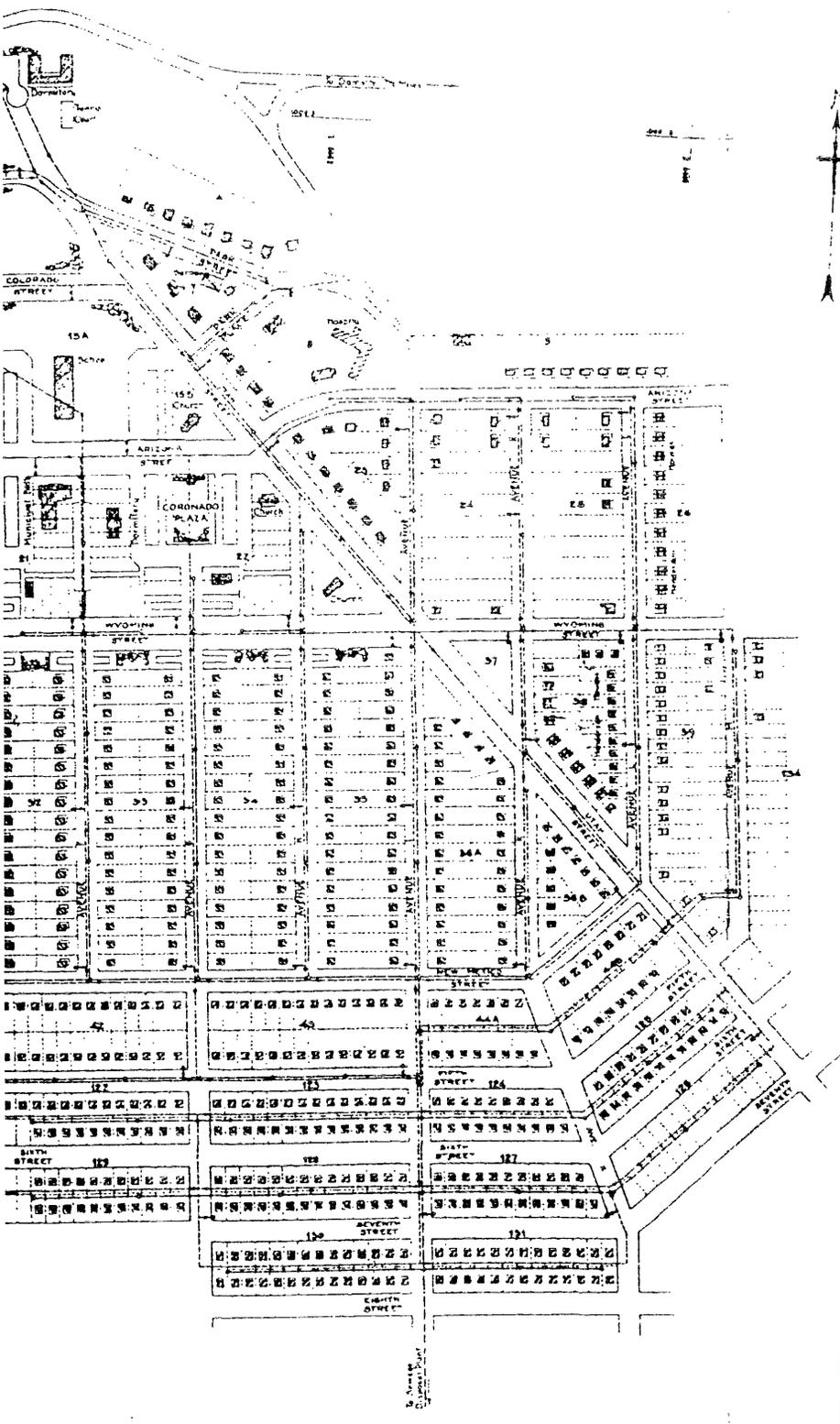
DEPARTMENT OF THE INTERIOR
 BUREAU OF RECLAMATION
 BOULDER CANAL DISTRICT
BOULDER CITY, NEVADA
BLOCKS, LOTS & DIMENSIONS
 DRAWN CEM SUBMITTED
 TRACED GPC RECOMMENDED
 CHECKED GPC APPROVED
 DENVER, COLO MAY 8, 1933 45-D



EXPLANATION:

-  Government Buildings & Residences
-  SJC Company, Inc., Buildings & Residences
-  Privately owned Buildings on Leased Ground; Industrial, Commercial & Residences
-  Water Supply System; Valves, Fire Hydrants
-  Sewerage System; Manholes

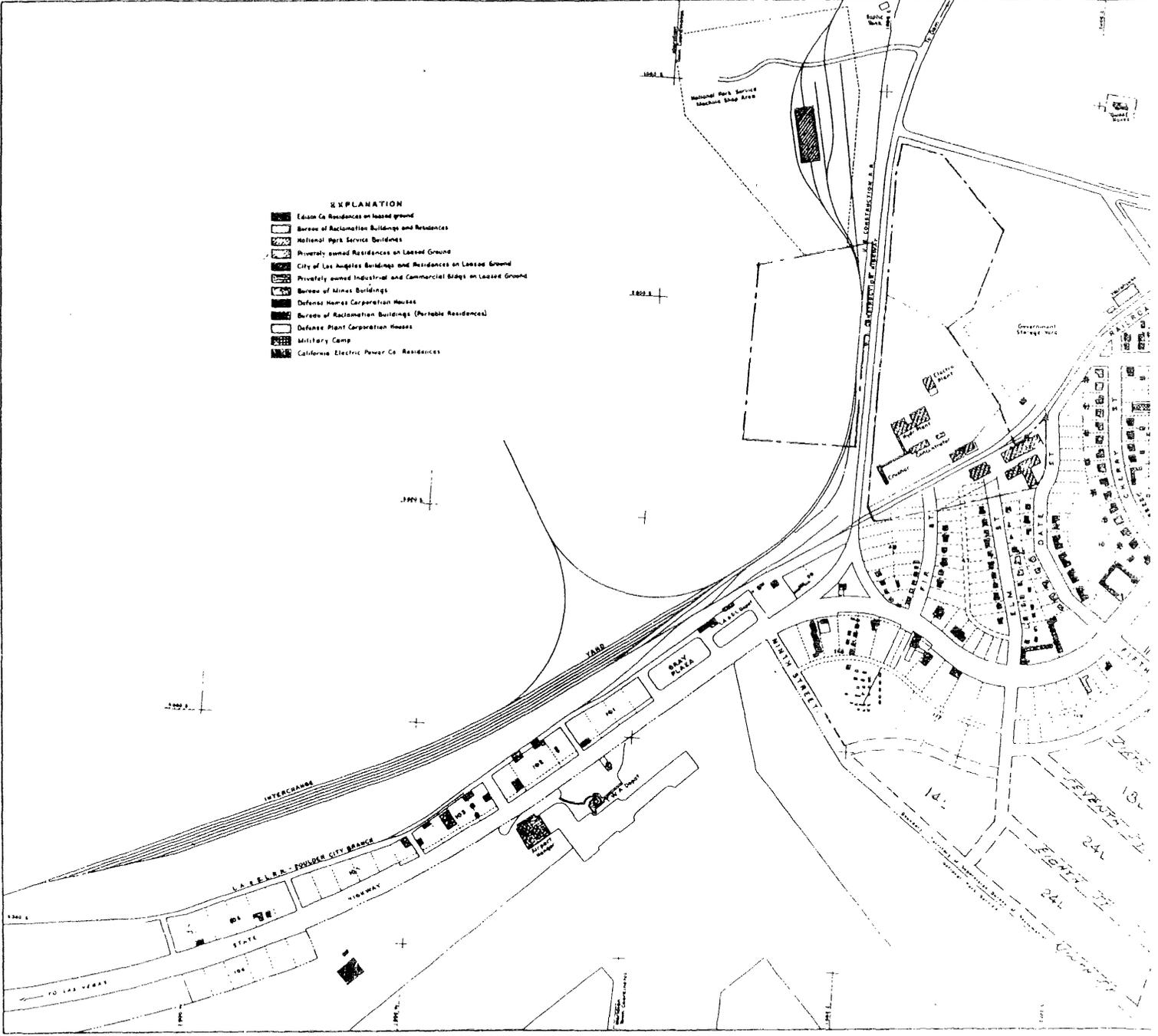




REFERENCE DRAWINGS
 D-1-2: Blocks, Lots & Dimensions

DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION BOULDER CANYON PROJECT-HOOVER DAM BOULDER CITY, NEVADA BUILDINGS - WATER SUPPLY - SEWERAGE SYSTEM			
DRAWN	... B.D.G.	SUBMITTED	<i>John C. Page</i>
TRACED	... B.D.G.	RECOMMENDED	<i>William R. Young</i>
CHECKED	... R.S.C.	APPROVED	
12.1-22	Boulder City, Nevada	July 1, 1952	45-D-1955

- EXPLANATION**
-  Edison Co Residences on leased ground
 -  Bureau of Reclamation Buildings and Residences
 -  National Park Service Buildings
 -  Privately owned Residences on Leased Ground
 -  City of Los Angeles Buildings and Residences on Leased Ground
 -  Privately owned Industrial and Commercial Bldgs on Leased Ground
 -  Bureau of Mines Buildings
 -  Defense Homes Corporation Houses
 -  Bureau of Reclamation Buildings (Portable Residences)
 -  Defense Plant Corporation Houses
 -  Military Camp
 -  California Electric Power Co Residences



Truck Route

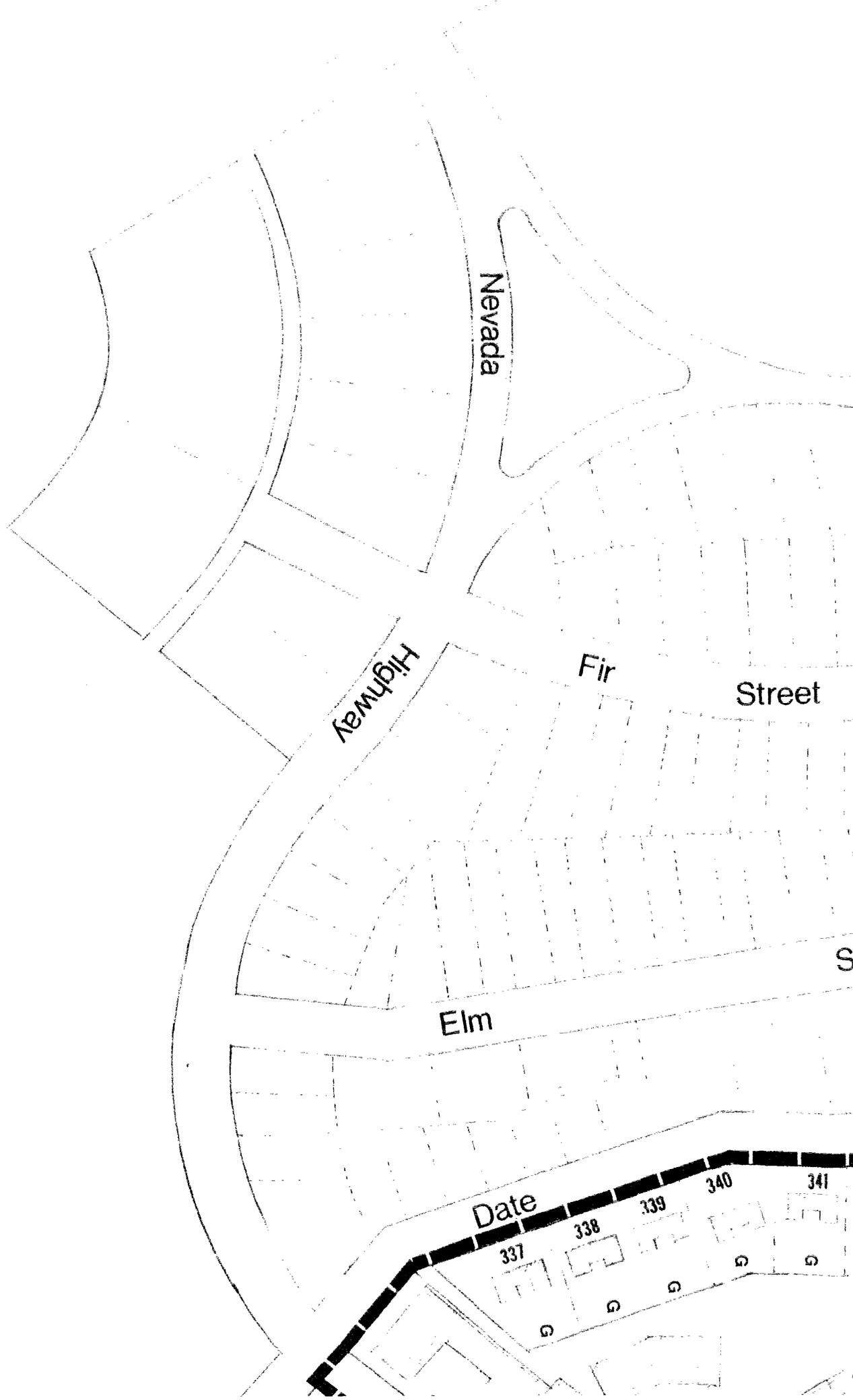
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336

335

Street

41 342



Nevada

Highway

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Date

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338

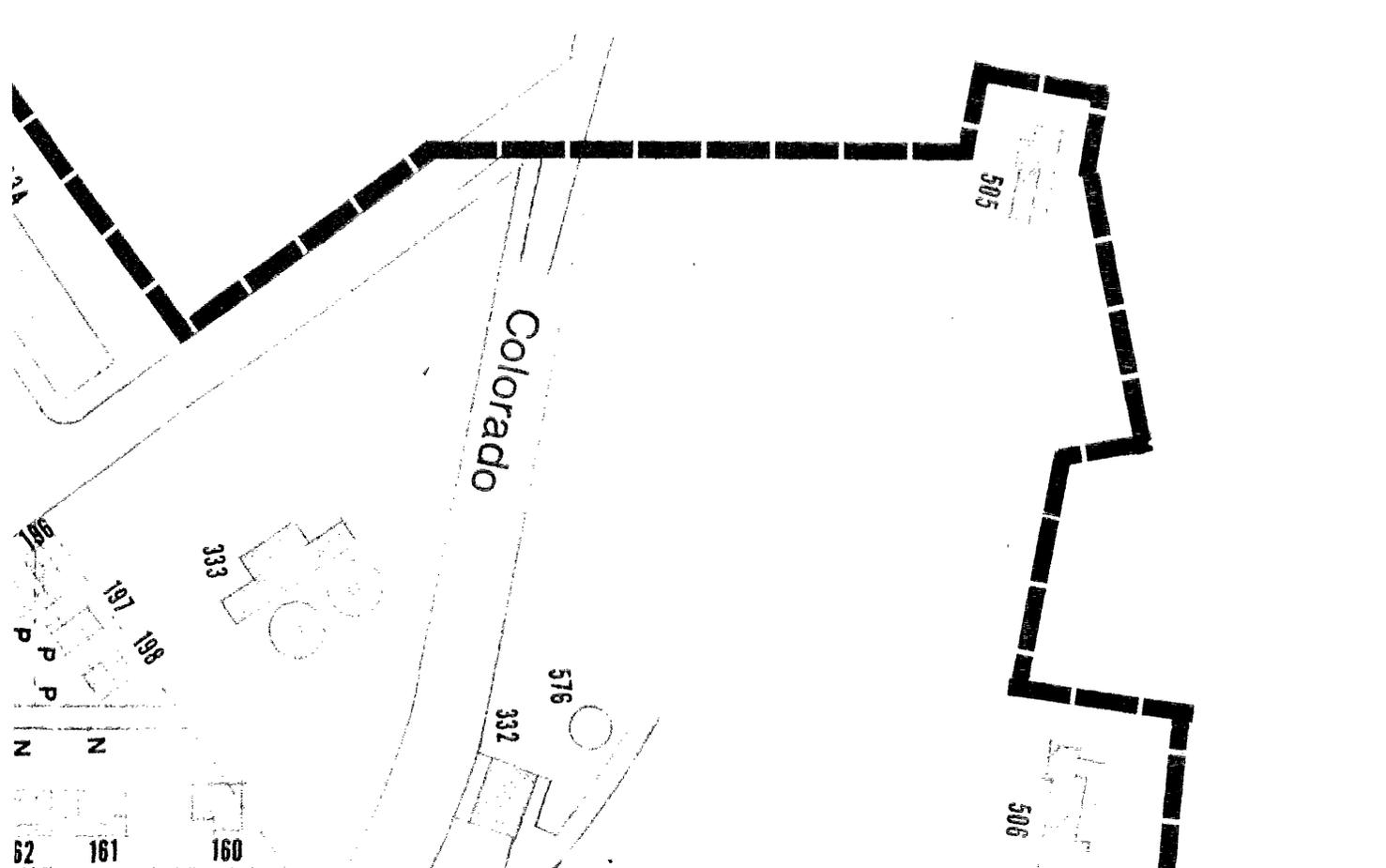
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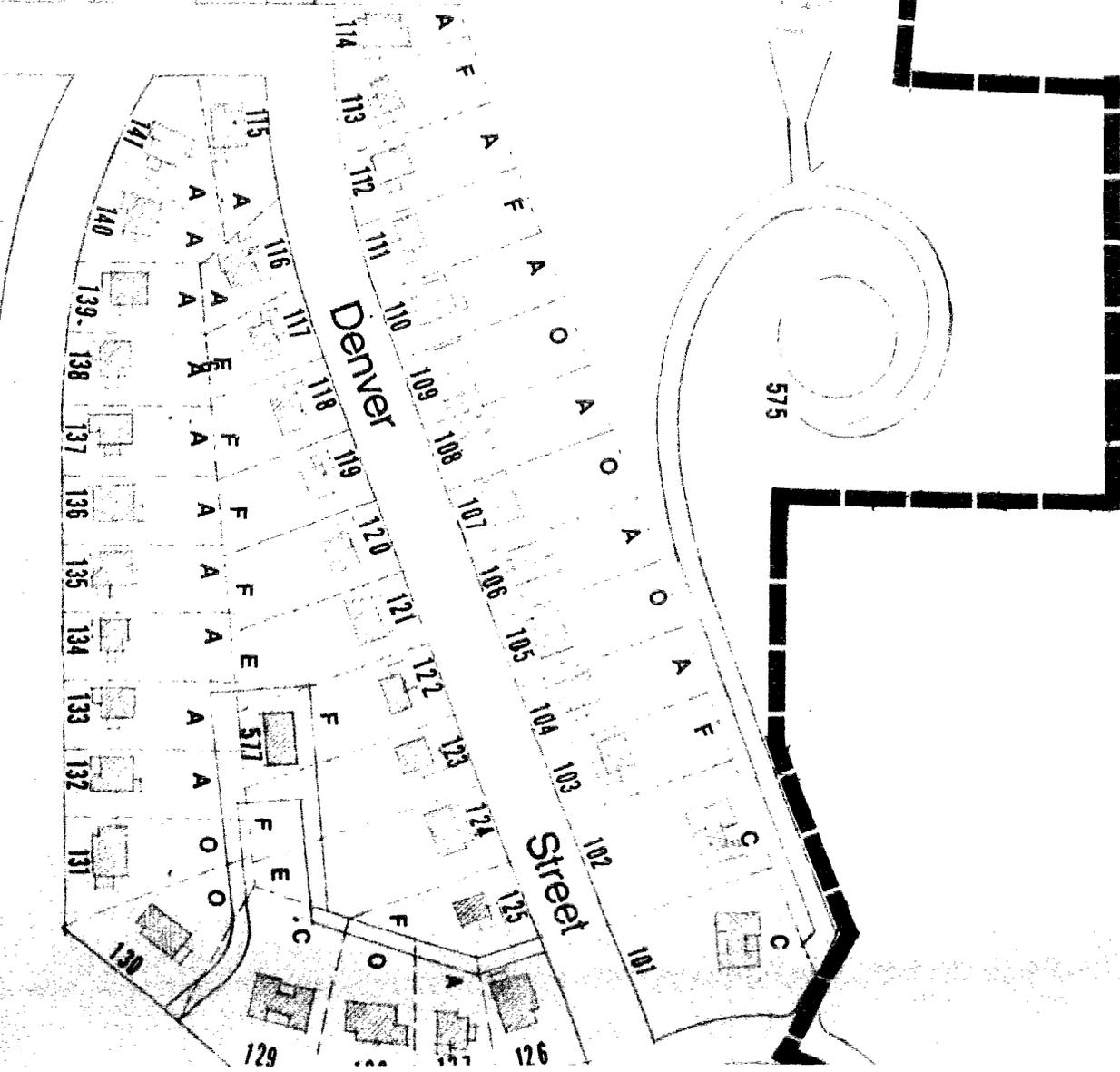
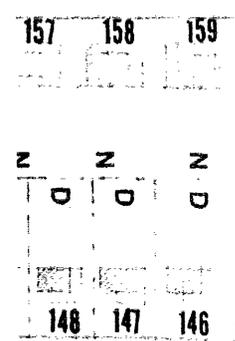
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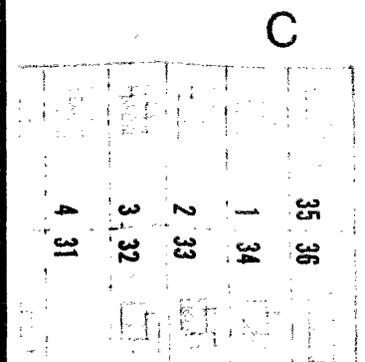
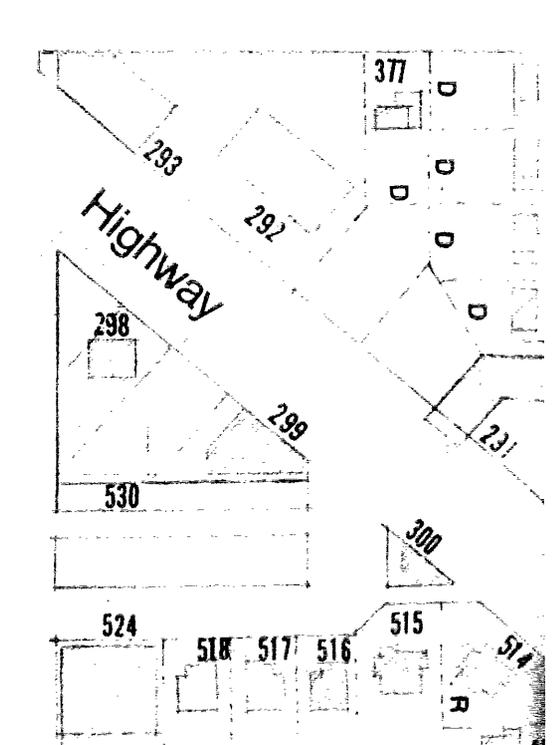
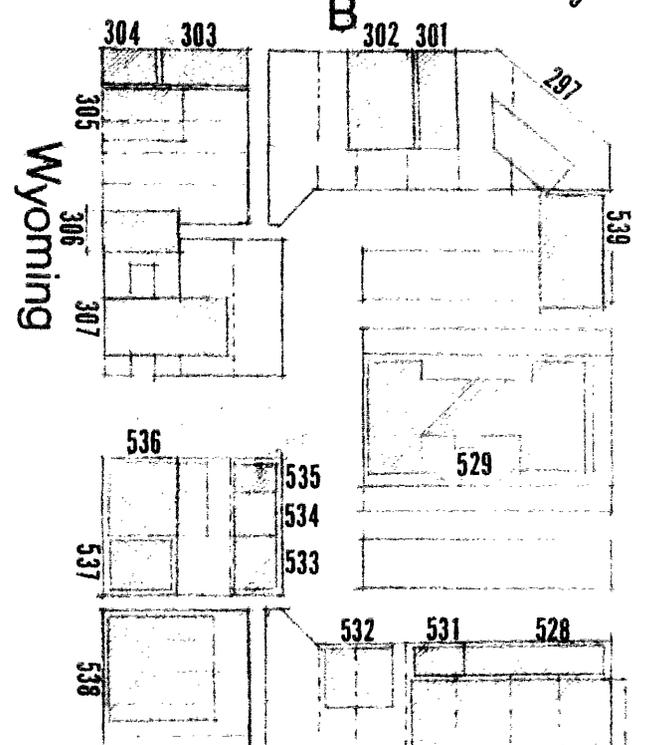
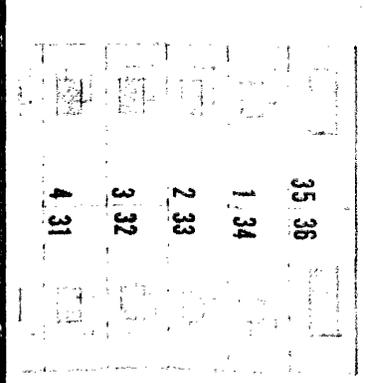
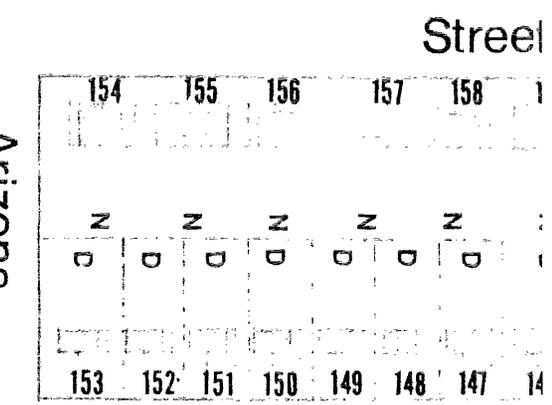
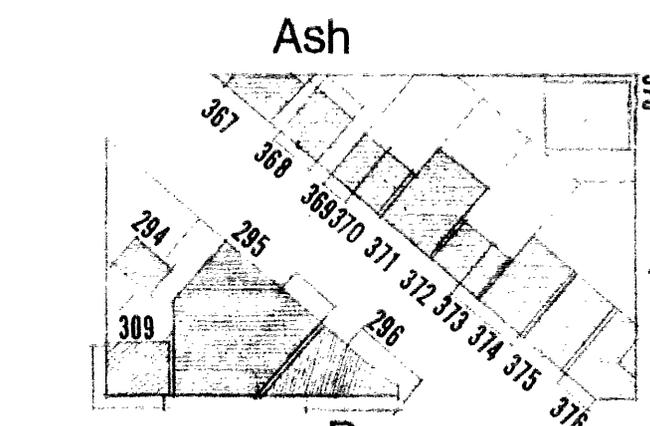
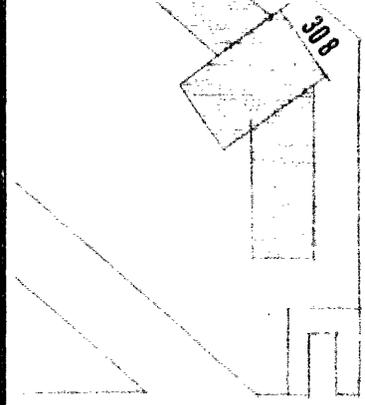
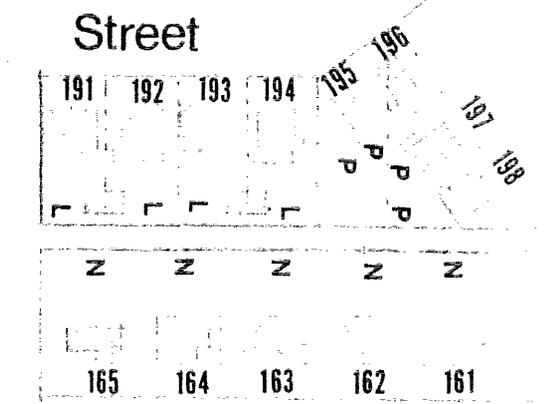
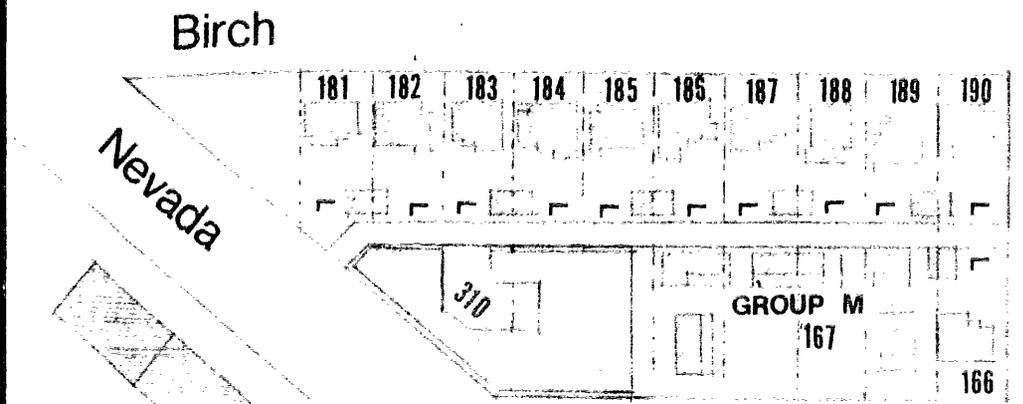
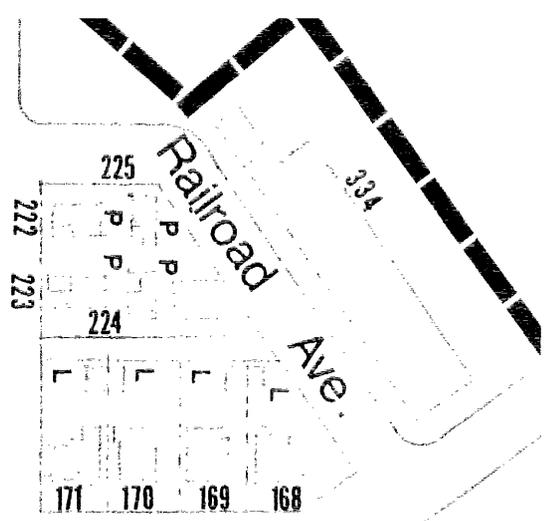
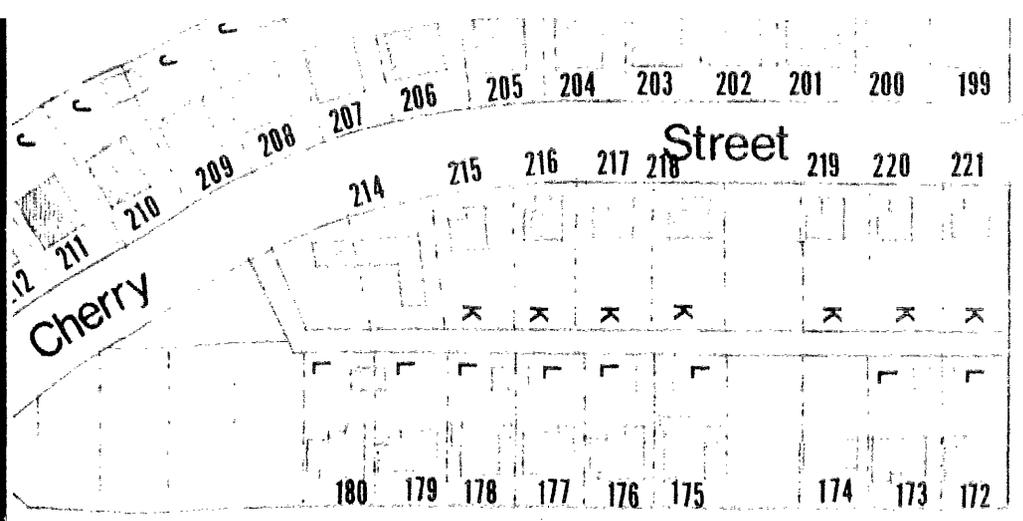
Janus
expanded services in architecture & planning
associates
Janus Associates Incorporated 2121 S. Priest Rd Suite 127 Tempe, Az

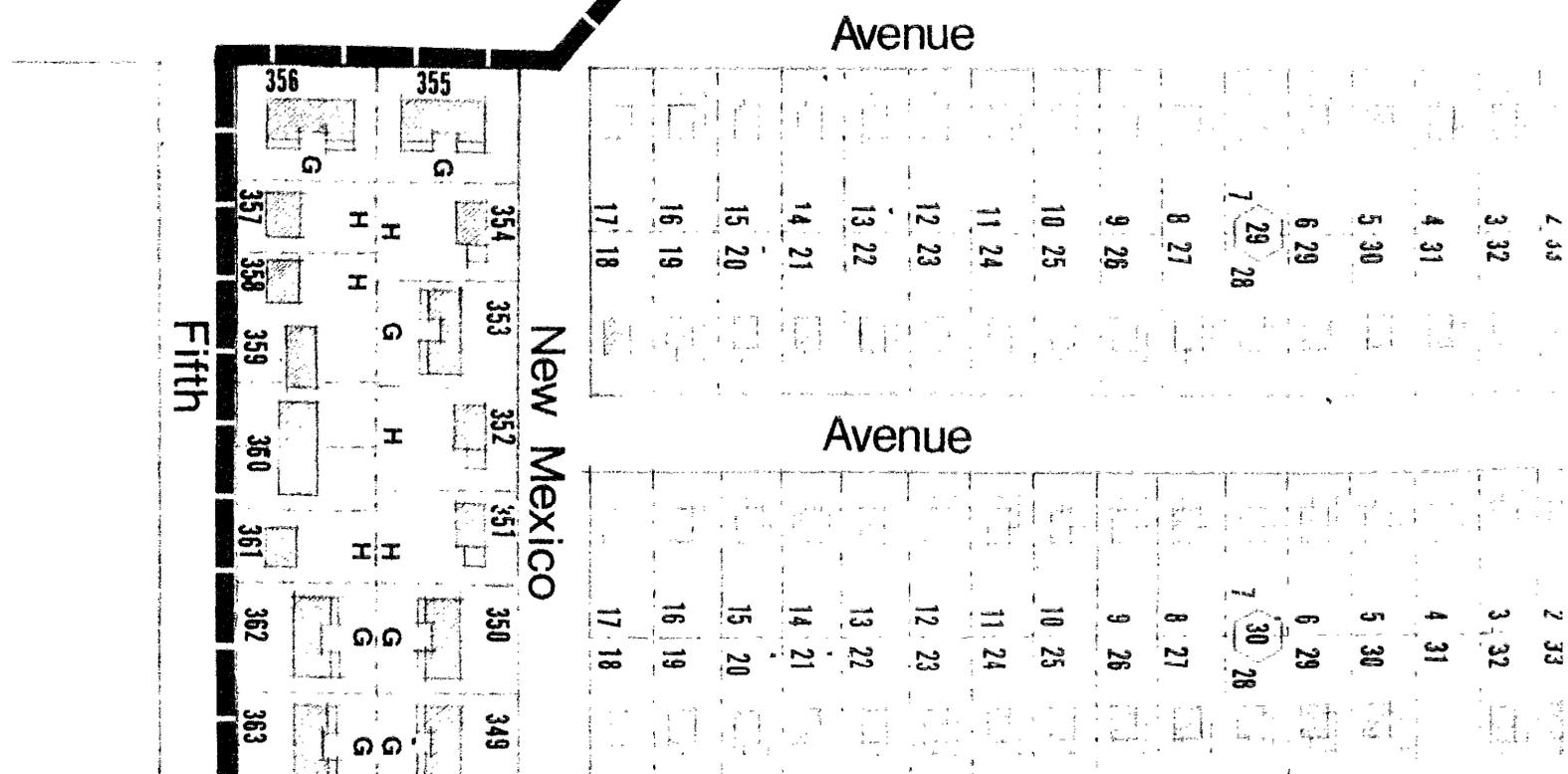
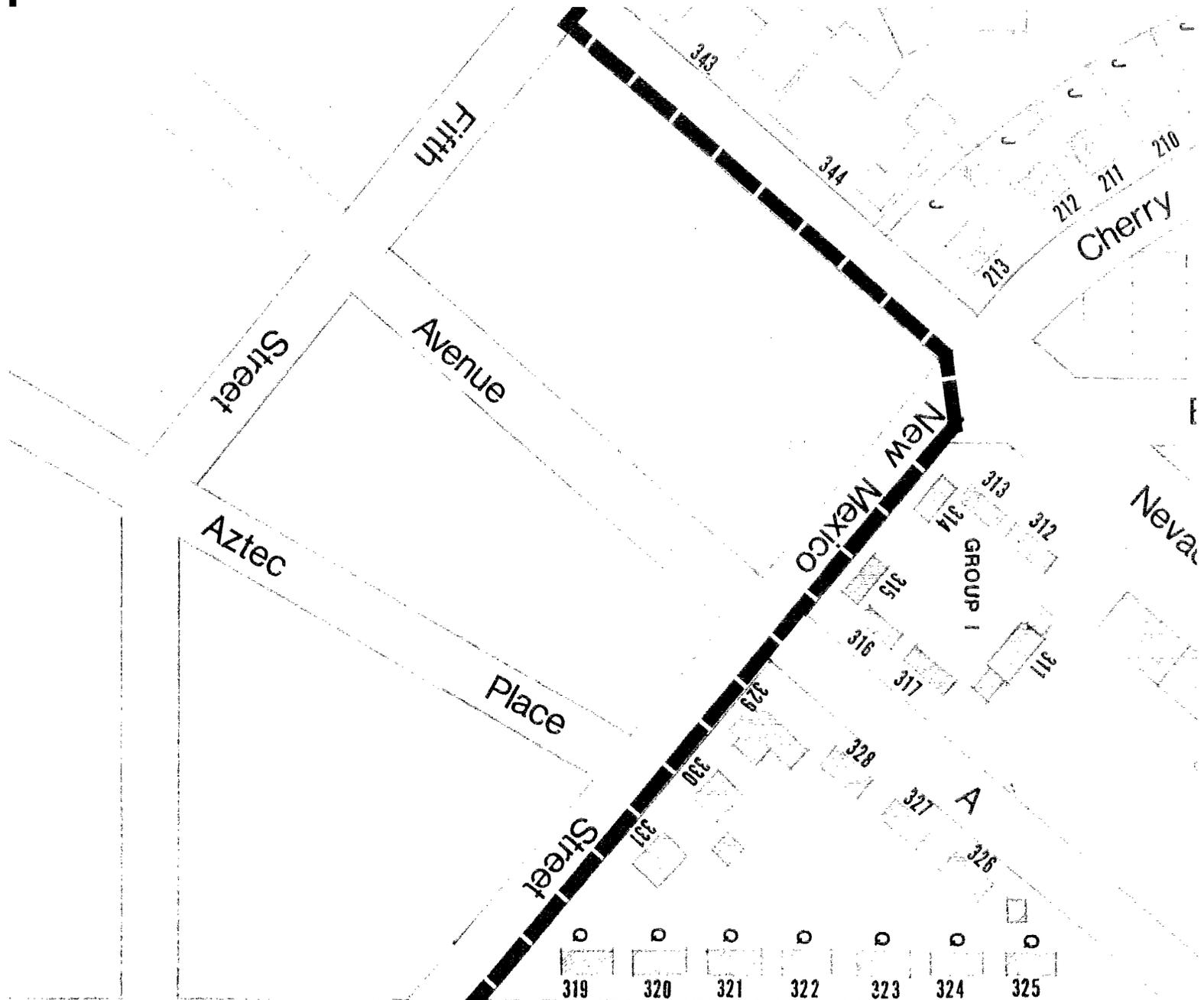
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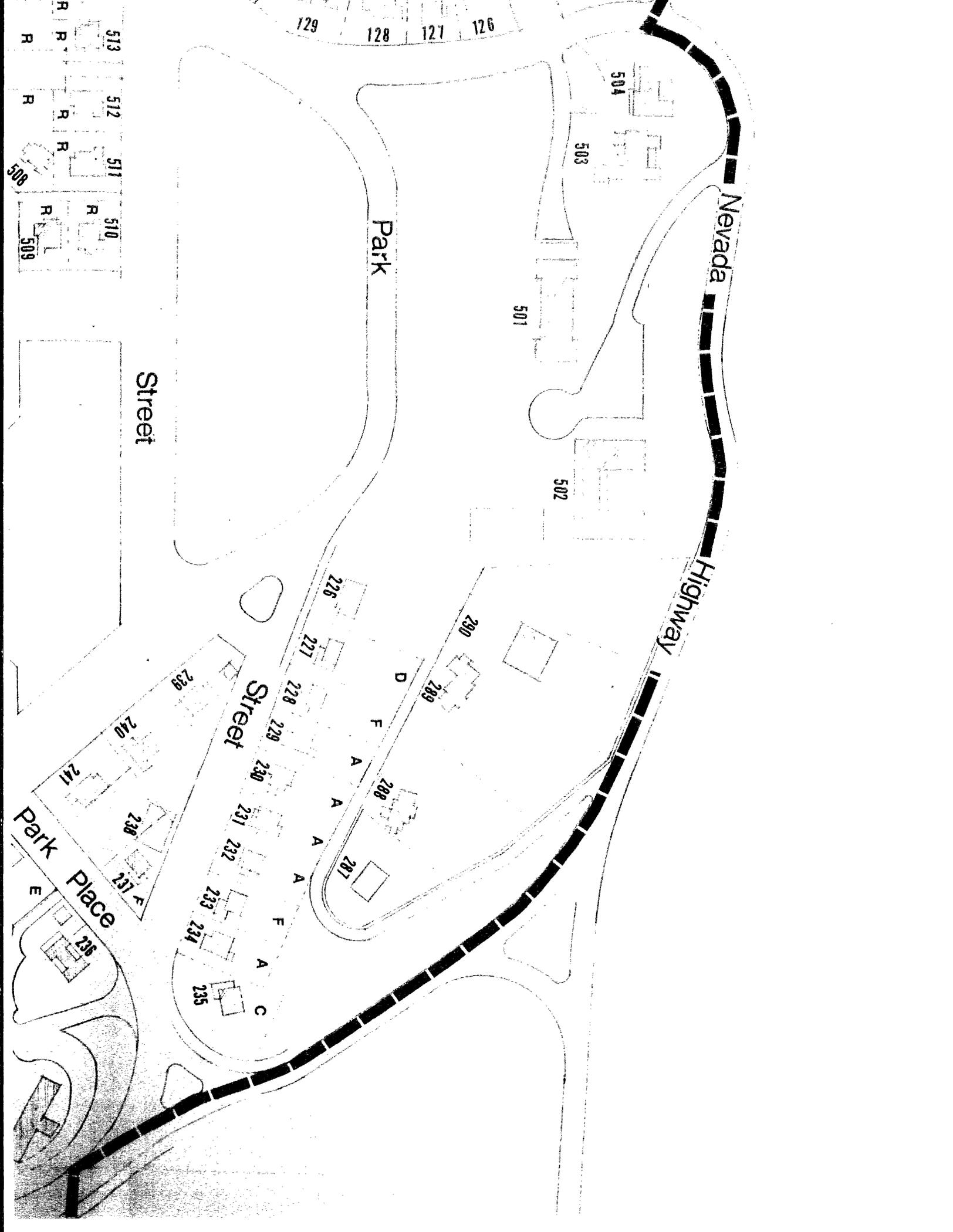
Street







BOULDER CITY HIS
Clark County,



Nevada Highway

Park Street

Street

Park Place

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503

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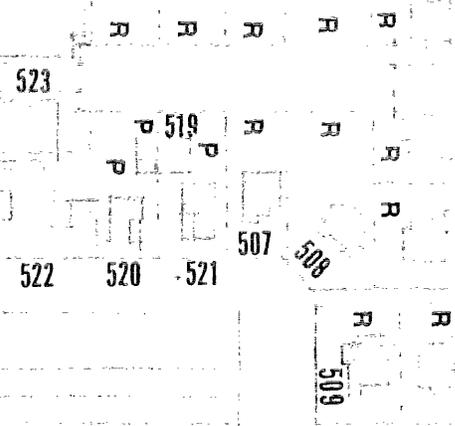
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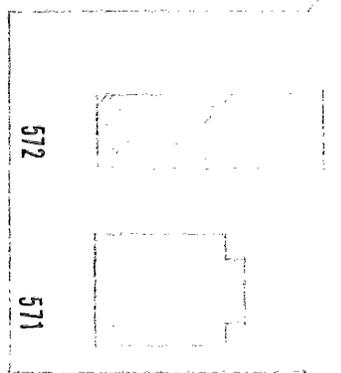
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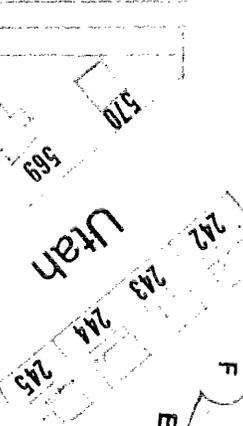
Street

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Park Place

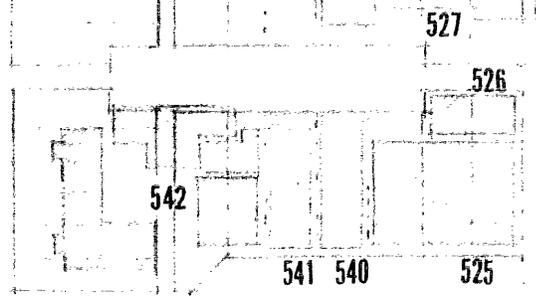


Arizona

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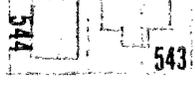
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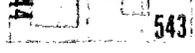
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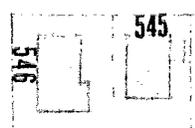
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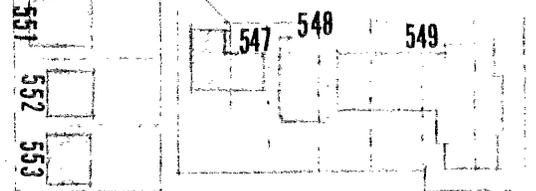
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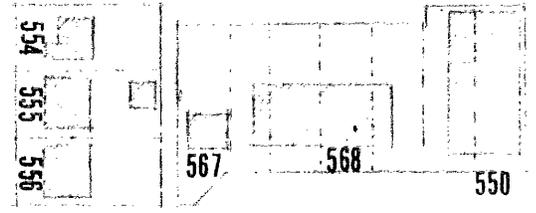
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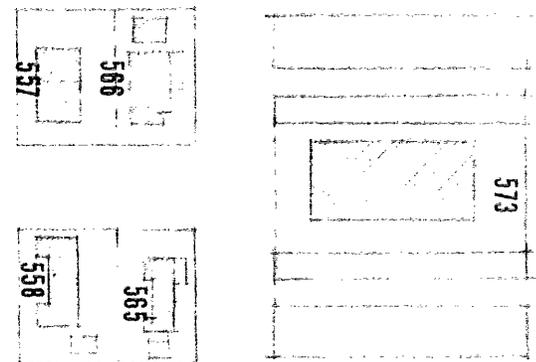
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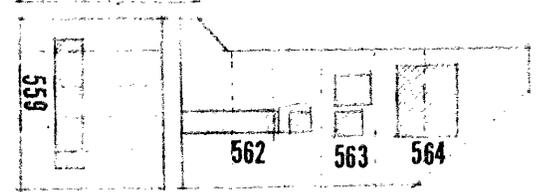
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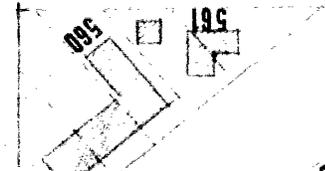
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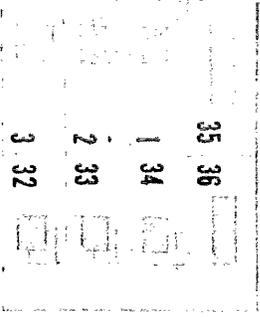
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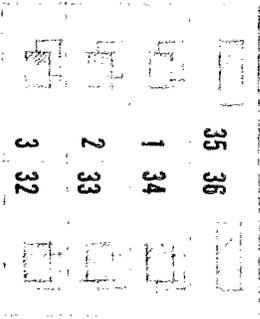
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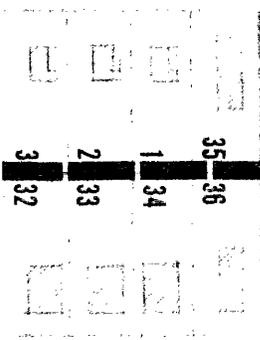
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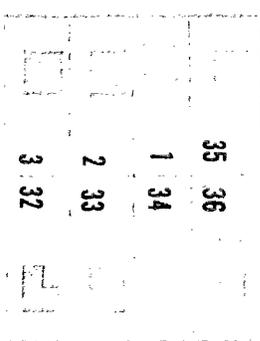
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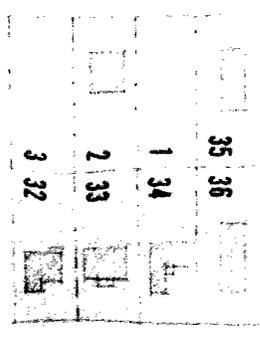
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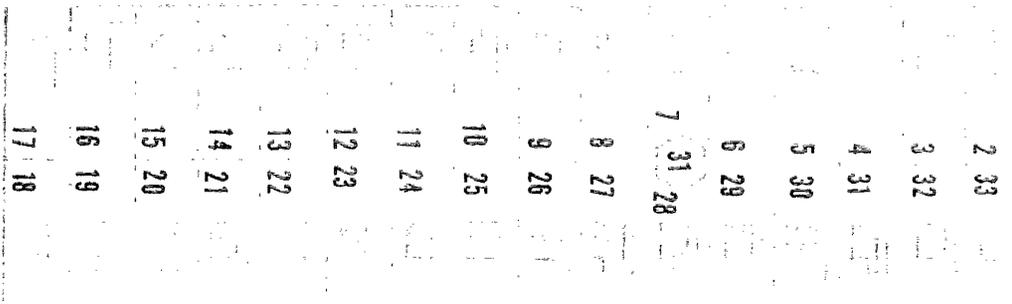


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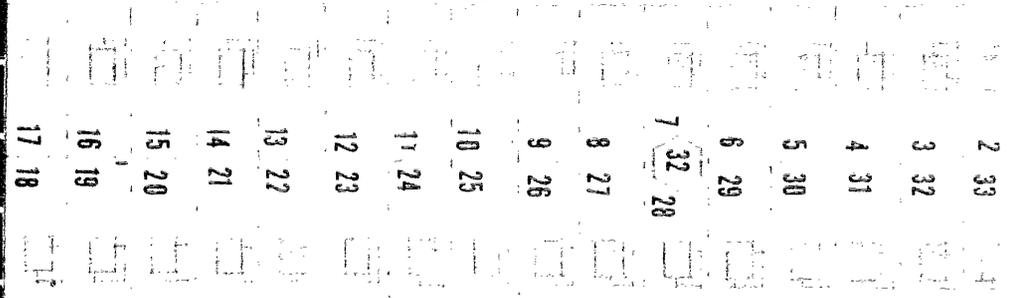


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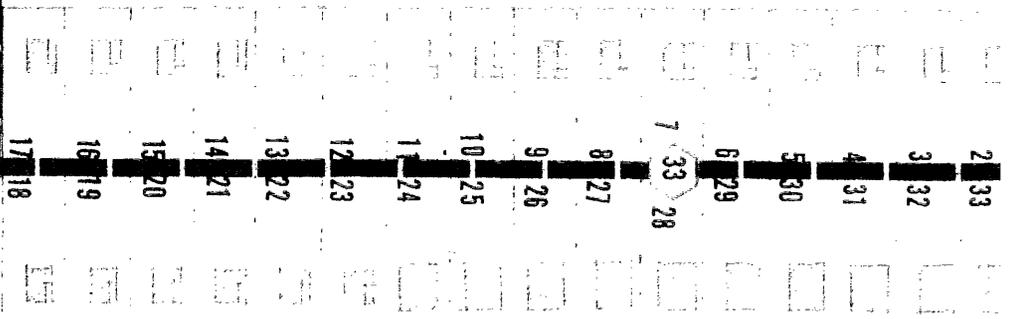


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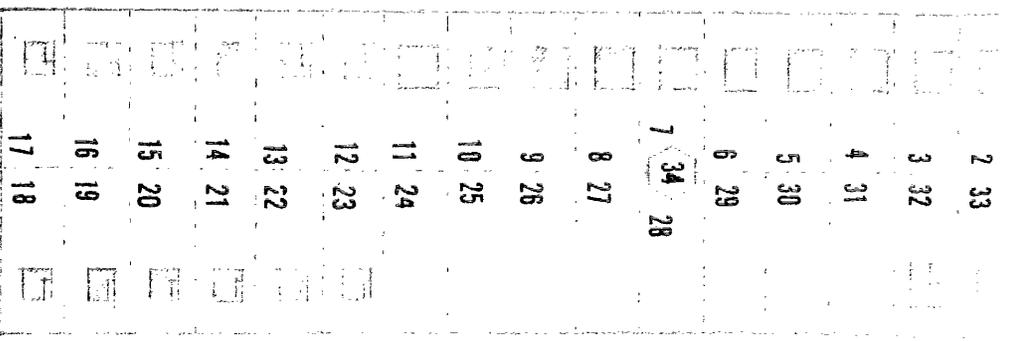
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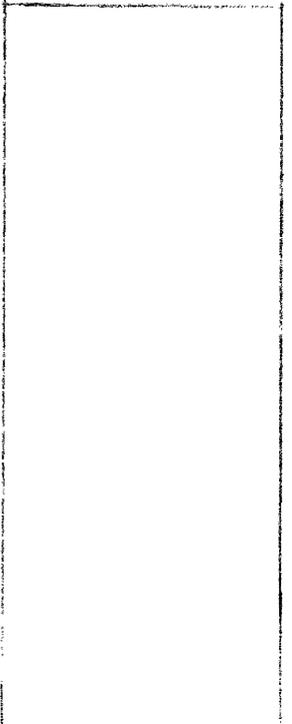
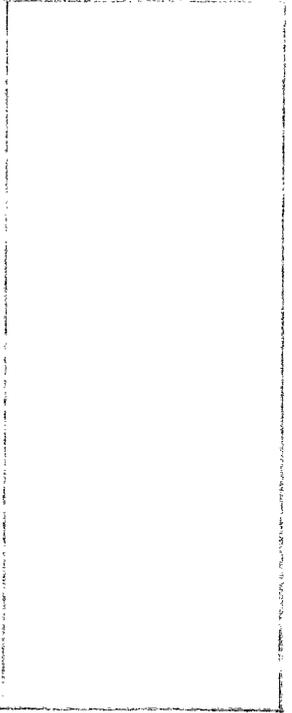
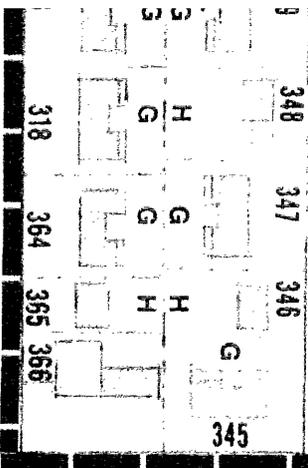
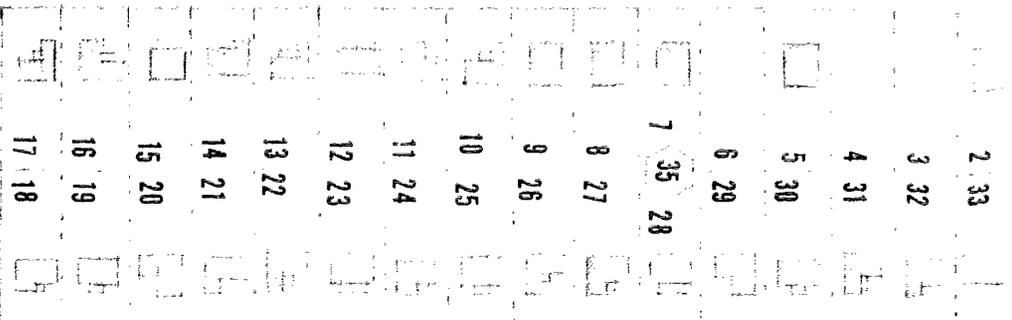
Avenue



Avenue



Avenue

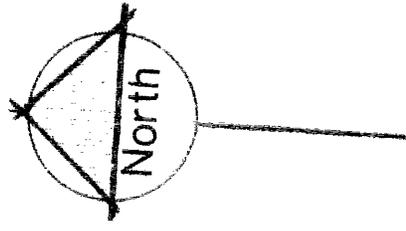
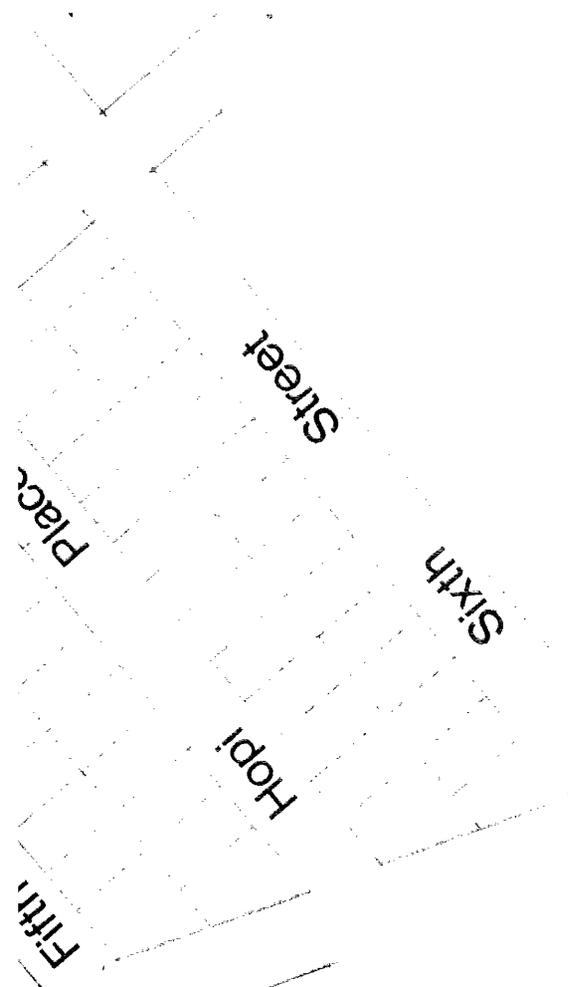


HISTORIC DISTRICT

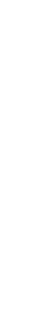
Nevada



Build
Grou
Lette



LEGEND

-  District Boundary Line
-  Building Reference Number
-  Building Group Letter
-  Building Reference Number

**PREPARED FOR THE CITY OF BOULDER CITY
APRIL 1983**

The preparation of this report was financed in part through a historic preservation survey and planning grant-in-aid from the National Park Service, U. S. Department of the Interior, under the provisions of the National Historic Preservation Act of 1966, as amended and as administered by the Nevada Division of Historic Preservation and Archeology.



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Avenue

Avenue

Street

36B

Avenue

Avenue

Street

Street

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Place

Fifth

















































































































































































































































































































































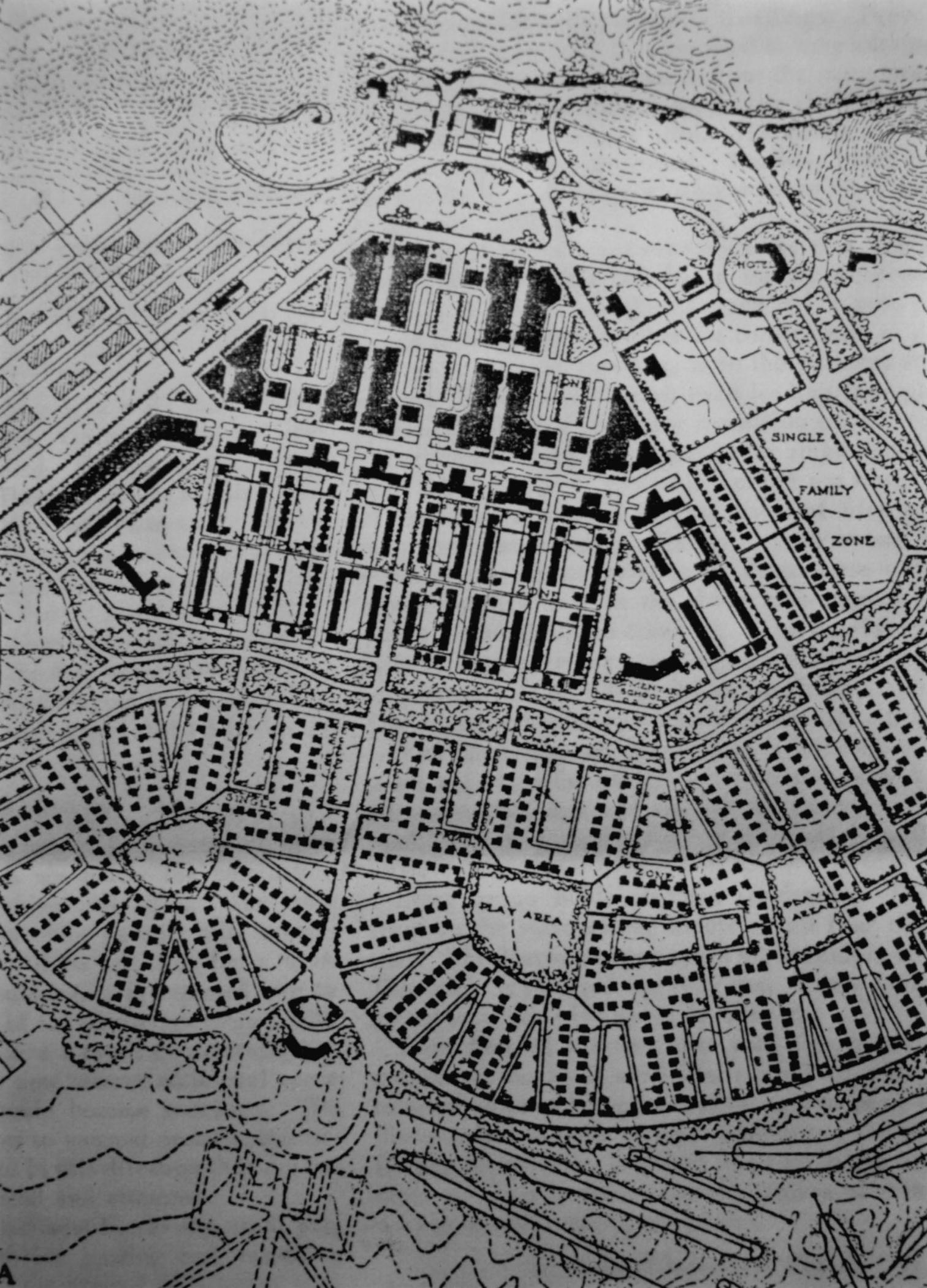






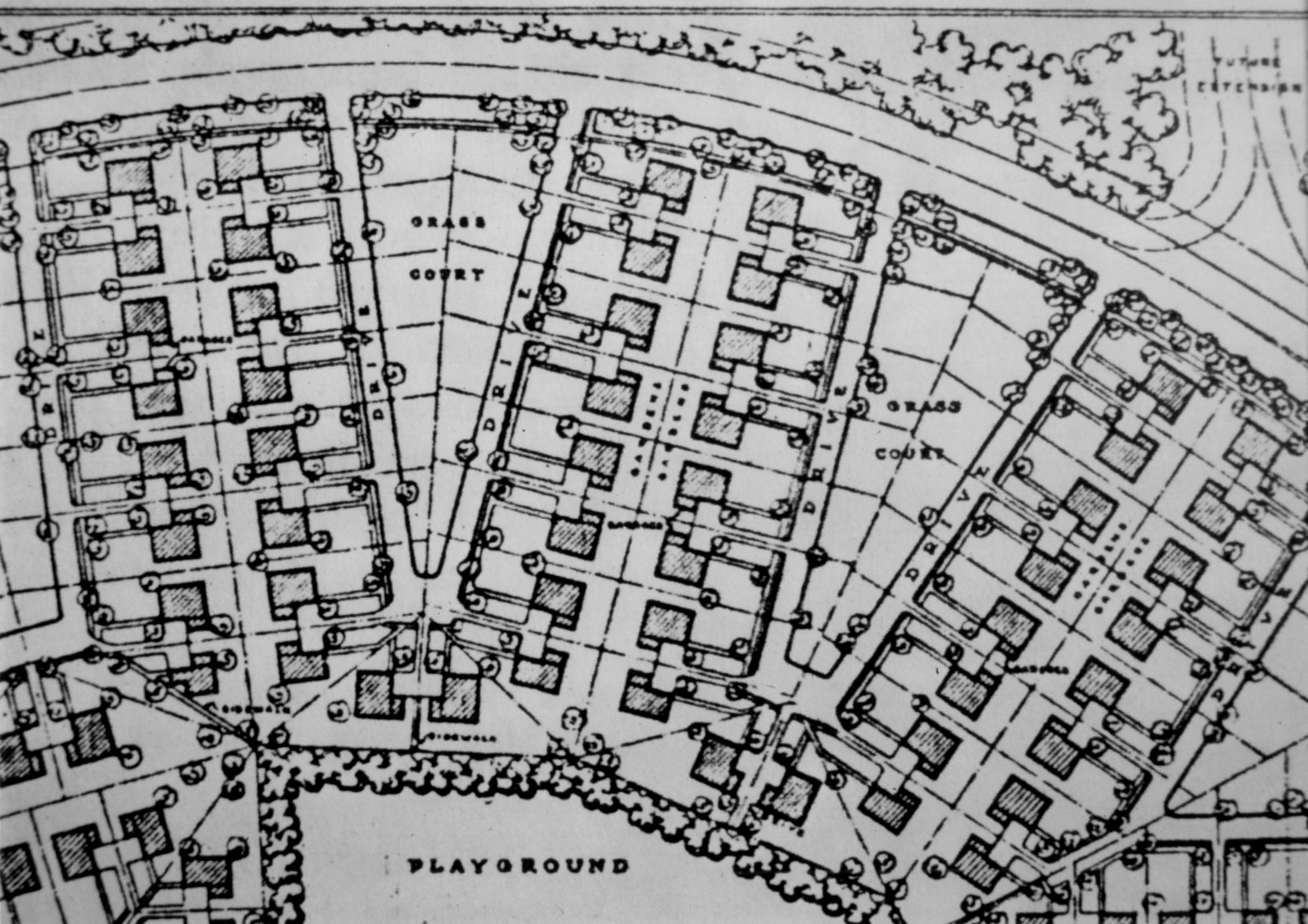


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Boulder City General Plan
S.R. DeBoer, City Planner
December, 1930

Neg: Janus Associates 1 of 17
602 N. 7th
Phoenix, AZ 85006



GRASS
COURT

GRASS
COURT

PLAYGROUND

FUTURE
CATCHING

SIDEWALK

LAWNS

LAWNS

LAWNS

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Boulder City General Plan
Proposed Single Family Area
December, 1930

Neg: Janus Associates 2 of 17
602 N. 7th
Phoenix, AZ 85006



OWEN AVENUE

HOWARD AVENUE

HIGH STREET

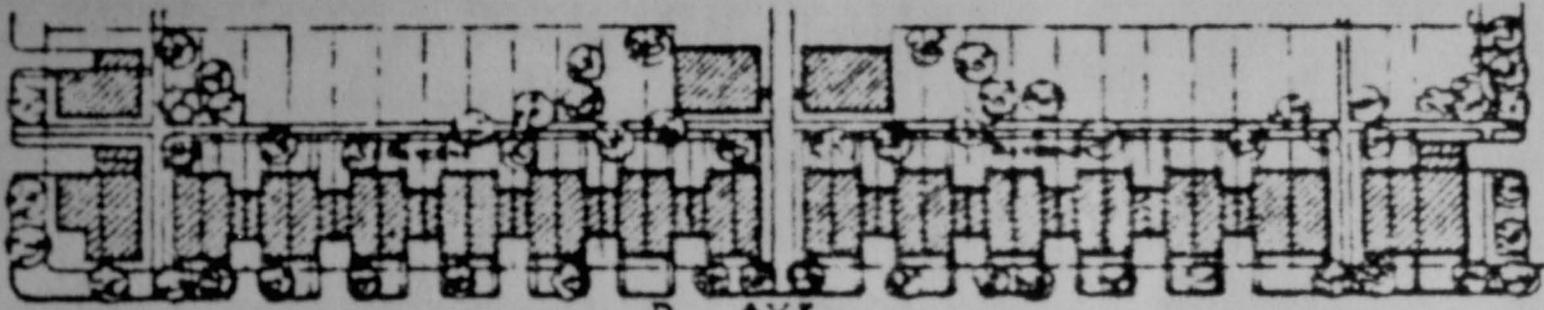
RADBURN AVENUE

RADBURN NJ

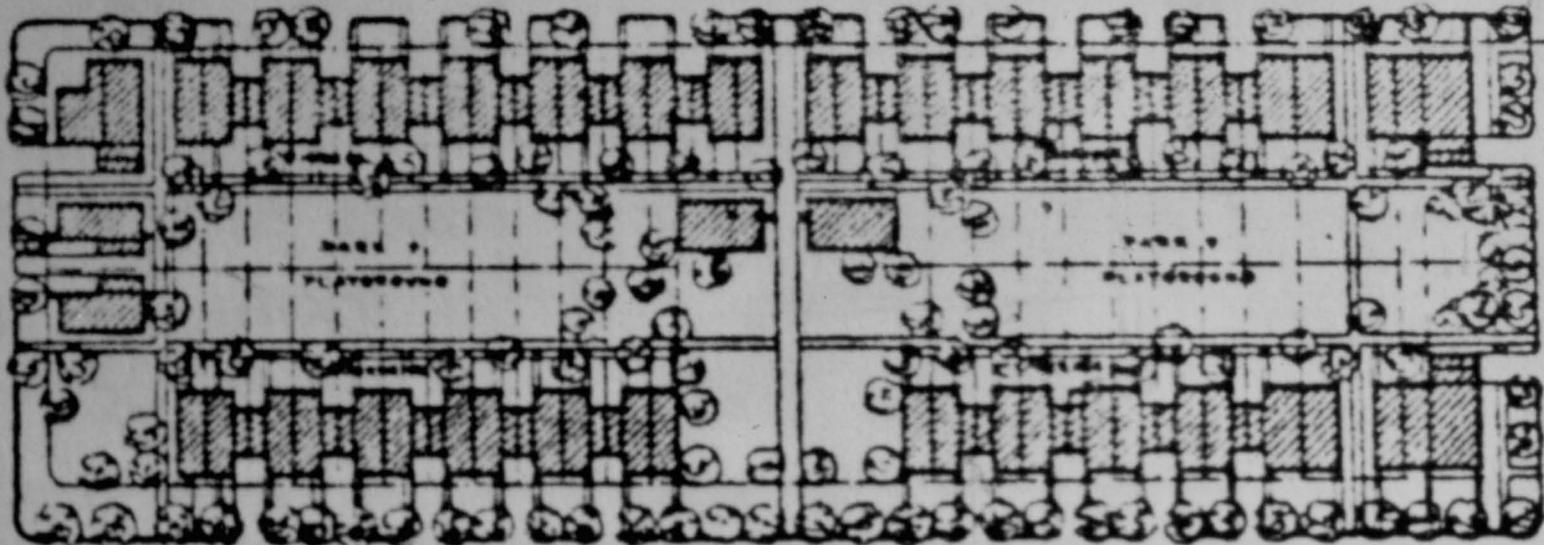
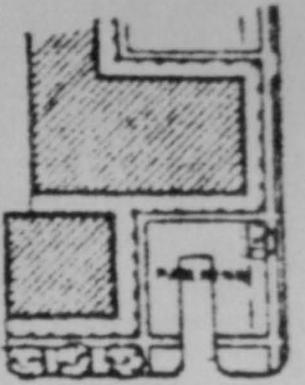
Radburn, New Jersey
First Unit
1929

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602 N. 7th
Phoenix, AZ 85006

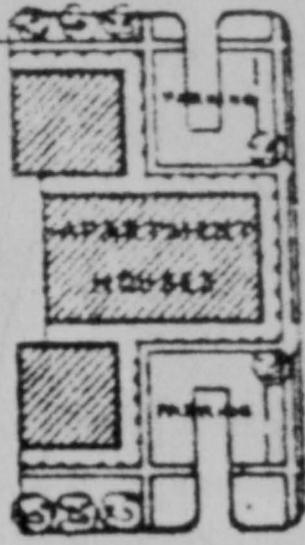
NEW MEXICO ST.



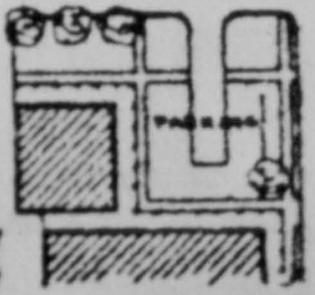
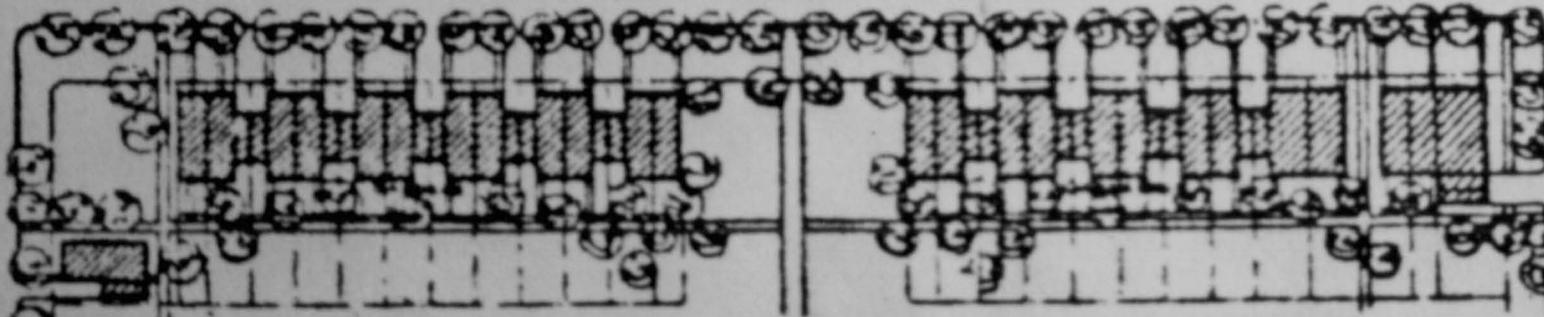
D AVE.



CALIFORNIA AVE.

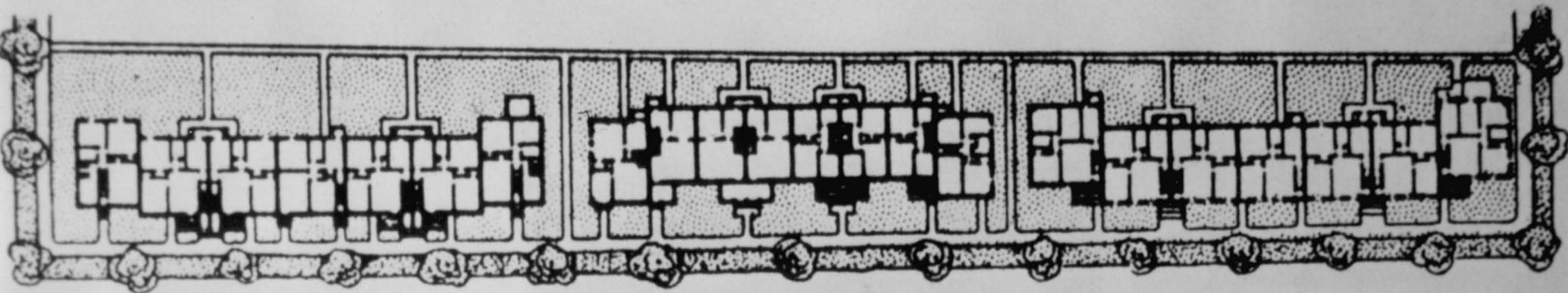


WYOMING ST.

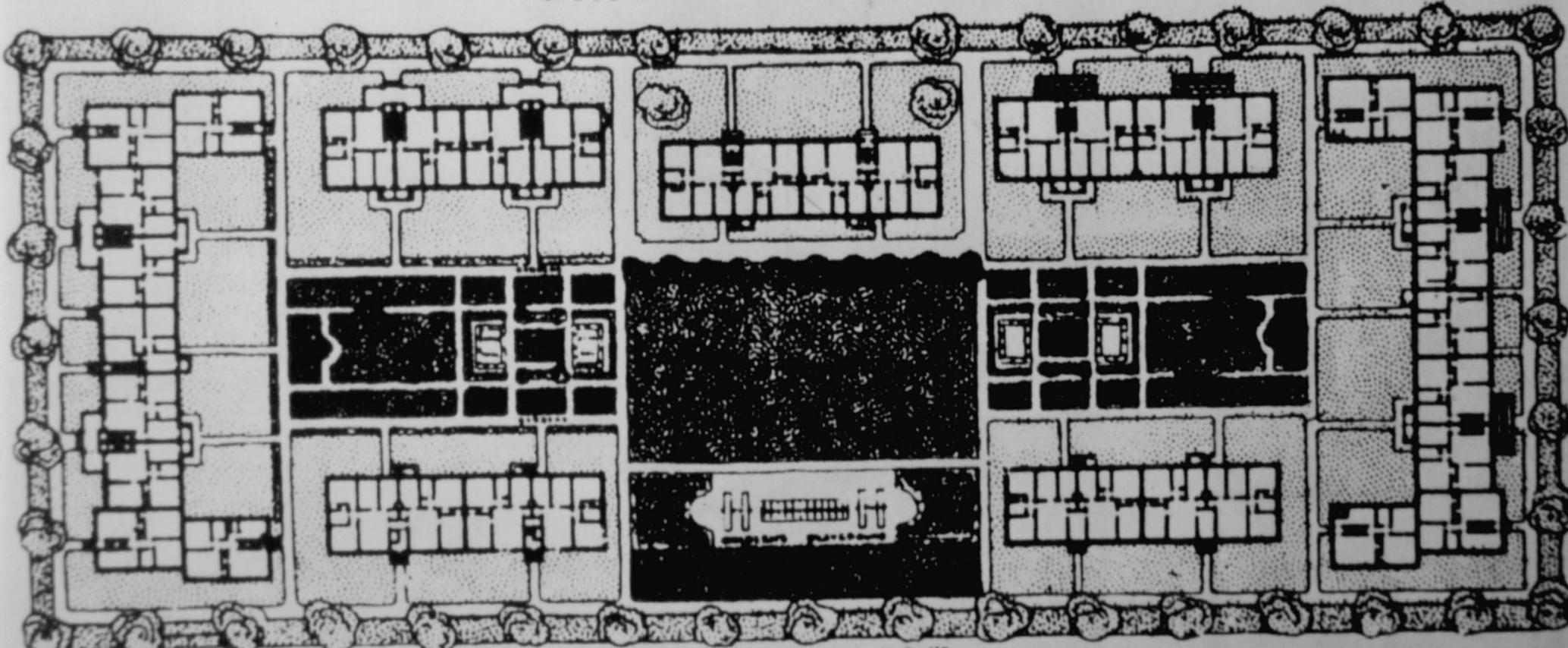


Boulder City General Plan
Proposed Multiple Family
Superblocks
December, 1930

Neg: Janus Associates 4 of 17
602 N. 7th
Phoenix, AZ 85006



CAROLIN STREET



COSMAN AVENUE

Sunnyside Gardens, NYC
Multiple Family Superblock
1924-1926

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602 N. 7th
Phoenix, AZ 85006



Boulder City General Plan
Rendering of Architectural
Style of proposed Commercial
Superblocks
S.R.DeBoer, City Planner
December, 1930

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Boulder Theater and Uptown
Hardware Building.
Looking West on Arizona Street.
Best examples of Commercial
Buildings which followed
architectural guidelines.
Ca. 1940

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602 N. 7th
Phoenix, AZ 85006



Boulder City, NV
Looking Northwest
1933

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Boulder City, NV
Looking Northeast
1936-1937

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Boulder City, NY
Looking East
1942-1945

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Boulder City, NV
Administration Building and
Wilbur Square
1933

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Boulder City, NV
Government Hill and
Wilbur Square
Looking East
1933

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Boulder City, NY
Looking South from Park and
Colorado Streets.
1933

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Boulder City, NV
Wilbur Square, USBR Residential
Area, Six Companies Sector
in Background.
Looking East
1933

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Boulder City, NV
Six Companies Dormitory Sector,
Six Companies Engineers Housing
Looking South
1933

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Boulder City, NY
Six Companies, Inc. Cottages
California St. Looking South
1931

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602 N. 7th
Phoenix, AZ 85006



BROWDER'S BEER

PARK
RESTAURANT
BEER

ING

BEAUTY SHOP

TOP OF THE YEAR
SHIRT SHOP

CAFE

RESTAURANT

DRUGS

RESERVATION
GRILL

COOLEST CAFE
IN TOWN

Boulder City, Nv
Nevada Highway, Looking
Northeast
1933

Neg: Janus Associates 17 of 17
602 N. 7th
Phoenix, AZ 85006