HUGH E. TAYLOR,

LAS VEGAS MID-CENTURY ARCHITECT

Hugh E. Taylor Research and Paradise Palms Units 1 & 2 Historic District Inventory and Survey

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Cover Photo: 1634 Pawnee Drive in the Paradise Palms Survey Area. Photo by Michelle Larime, Nevada Preservation Foundation, 2015.

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INTRODUCTION

Until recently, little has been known about the prolific Nevada architect Hugh E. Taylor and his contributions to Las Vegas. Early in 2014, Taylor donated his architectural collection to Nevada Preservation Foundation (NPF), and after an initial review of the collection, it is clear that Taylor is one of Las Vegas' most significant mid-twentieth century architects. His architectural drawing collection consists of over 1,000 building projects within the Las Vegas Valley and spans a time frame from the mid-1950s through the late Twentieth Century, well into the 1980s.

Post World War II saw significant growth in population and development in the Las Vegas Valley. Defense-based industry and a growing interest in gaming and tourism brought new inhabitants to Las Vegas in the years just after the war, and the demand for new housing was high. Modern architectural influences were seen throughout the American West region, including Los Angeles, Palm Springs and Las Vegas, and the Taylor Archives provide documentation of these principles. It was during this time that Hugh E. Taylor established himself in the City of Las Vegas. The majority of Taylor's projects were residential, both custom and track home designs. Taylor's Archives provide a substantial collection of the type of modern architecture that influenced the building practices of Nevada's post-war boom in commercial and residential development.

It was in this collection that NPF discovered construction documents for a portion of single family residences located in Units 1 and 2 of Paradise Palms. To this point, Hugh E. Taylor has never been mentioned or documented as having been involved in the development of Paradise Palms in any capacity. The discovery of Taylor's drawings raises new questions concerning the housing tract's origins and the role Taylor may have played in it. Subsequently, the State Historic Preservation Office (SHPO), in collaboration with the Nevada Preservation Foundation (NPF), provided support in February 2015 to conduct research into the history of the career of Nevada architect Hugh E. Taylor and his role in the development of the Paradise Palms subdivision. In addition, the project included a survey of the architectural resources constructed using the plans found in the Taylor

Archives. The number and type of resources selected for recordation was determined by mutual agreement between the SHPO and the NPF. This report serves as a final summary of the findings as a result of this survey and research. It will also serve as an aid for further research into the career of Hugh E. Taylor and the architecture and history of Paradise Palms.

METHODS

Michelle Larime served as the sole surveyor and author of the Architectural Resource Assessment (ARA) forms, as well as the primary researcher and author of the accompanying report. Larime has a Bachelor of Architecture, served as the interim executive director for Nevada Preservation Foundation (NPF), volunteers on NPF's communication and program committees, and is currently pursuing a Master's in urban planning.

Early in 2014, a local Las Vegas architect by the name of Hugh E. Taylor donated his architectural collection to the Nevada Preservation Foundation. While the collection is still early in the process of being curated, an initial drawer survey of the architectural drawings shows that Taylor's contributions to the built landscape of Las Vegas are quite substantial. Primarily known for his design of the now destroyed Desert Inn Hotel and Casino, the sheer volume of Taylor's collection reveals that he was one of the most prevalent architects within Las Vegas, especially during the mid-Century development boom that followed World War Ⅱ. The majority of Taylor's projects were custom-built and tract single family homes and are a reflection of the modern style of residential architecture. Taylor designed the bulk of his collection between 1955 through the late 1960's coinciding with the peak of the Modern movement's popularity in American West regions, including Las Vegas, Los Angeles and Palm Springs. It was during NPF's initial drawer survey that construction documents (CDs) were found for Units 1 and 2 of Paradise Palms, a mid-century residential tract development located within the central Las Vegas valley. According to the CDs drawn by Taylor, the homes built in Paradise Palms Units 1 and 2 were designed and built in 1960 and 1961 and are modern, post-and-beam, Contemporary-style Ranch homes. The discovery of the construction documents offered a unique opportunity to compare the existing properties against their original Taylor designs.

The historic architectural survey of Paradise Palms Units 1 & 2 took place between September 12, 2015, and September 17, 2015, with follow up visits during the months of October 2015 and November 2015. The survey was completed using information taken from the Clark County Assessor's Office and website, and pedestrian observations noting

architectural style, architectural details, and modifications made to each property. The survey was completed for the purpose of evaluating the neighborhood for its eligibility for listing in the National Register of Historic Places, using the ARA forms provided by the State Historic Preservation Office (SHPO). Digital photographs were taken of each property using the surveyor's Olympus EM-10 and were captured in jpeg format. The field survey was conducted in an orderly fashion, starting on the north end of the survey area on Arapaho Circle and Seminole Circle, wrapping down to the south with Pawnee Drive, following on Aztec Way, Chikasaw Way and Cayuga Parkway, and finishing on Oneida Way. The ARA forms, however, are ordered in a different manner as they are grouped by elevation types which were drawn in the CDs of Paradise Palms by Taylor. Ten elevation categories correspond to the elevation types drawn in the CDs.

The primary focus of the research and historical survey was to evaluate whether or not Units 1 and 2 of Paradise Palms were built according to Taylor's CDs. Up until the recent donation of Taylor's archives, the original architecture of the residential tract development has been attributed solely to the Californian architects Dan Palmer and William Krisel. The observations made during the pedestrian survey focused on comparing the existing properties to the specified elevation types within Taylor's CDs to further identify if Hugh E. Taylor is in fact the original architect hired to design Paradise Palms. The CDs drawn by Taylor include a master plan which shows the siting and elevation type of each residence within Units 1 and 2 of Paradise Palms. Each residence was identified by a number and lettering system that identified the floor plan type, which direction the entrance faced, the elevation type, and the service yard wall material. The surveyor observed each residence for evidence of these elements as identified by Taylor's site plan and elevations. In almost every case, there was enough evidence to identify the residence as a match for Taylor's design.

In addition to evaluating the properties against the Taylor drawings, the surveyor made initial assessments of the historical integrity of each residence and their contributing status to a potential historic district. Integrity was evaluated using the seven aspects of integrity as defined by the National Historic Register of Places (NHRP): location, design, setting, materials, workmanship, feeling and association. In evaluating the properties

against Taylor's drawings, design was the primary area of concern in determining the historical integrity of the property. Materials and workmanship were also key areas of focus in determining eligibility. In order to evaluate whether or not the residence remained true to the original architecture, special attention was paid to the spatial relationships, massing and architectural details of the street facing elevation of the property. Although Taylor provided ten different elevation styles as part of his CDs, each residence had the common features of a primary residence; enclosed, open air service yard, and adjacent carport, which defined the massing and spatial relationship of the residence on its site. In order to qualify for individual eligibility, these spatial relationships must remain intact. In addition, Taylor's elevations share common materials, roof lines, window placements and architectural details, all of which can be observed in Taylor's CDs. Individually eligible properties were recommended only when these qualities were observed to be preserved with very little to no modification.

In evaluating the contributing status of eligible properties to a potential historic district, however, equal weight was given to all of the seven aspects of integrity and in many cases the feeling and association of the property contributed heavily toward its contributing status. Many of the residences have had modifications made, which is expected for properties that are now over fifty years in age. Contributing status was determined by whether or not modifications to the property enhanced or compromised the original character of Taylor's design. The modifications range in scope from new roofs and carport conversions to new exterior siding materials. All of these types of modifications can have some effect on the original integrity of the residence. However, in many cases the modifications that were made did not appear to have an adverse effect on the historic integrity of the property's key features. In this way, feeling and association were just as important in evaluating the integrity of a contributing property. In general, if the original roof line and massing of the residence was left intact, a house that had received a carport conversion into a garage or inhabitable space could be considered a contributor. In some cases, significant changes in roof lines and massing were acceptable as contributors because the workmanship and design were carried out according to Modern principles as implemented by Taylor's design. Modifications to material was also considered acceptable insofar as the new material evoked the same general feeling of

Taylor's design. Common replacement materials that were accepted in evaluating integrity were wood siding, stucco, stone veneer and brick and CMU type block.

Throughout the year 2015, archival research was conducted as necessary to define the historical context of the surveyed area, as well as to collect additional evidence of Hugh E. Taylor's involvement (or lack of) in the design and construction of Units 1 & 2 of Paradise Palms. This research included visits to the Nevada State Museum where the *Las Vegas Review-Journal* archives are housed, visits to the University of Nevada, Las Vegas Lied Library and Special Collections, and visits to the Clark County Building Department as well as the Clark County Assessor's Office. In addition, the Hugh E. Taylor oral history and drawing archives were consulted, made available through Nevada Preservation Foundation. Several websites were also consulted. Most notable the Clark County Assessor's site provided early owner as well as current owner information, the USGS site for current and historic map information and Earthpoint for calculating the UTM location of the residences. Several interviews were also attempted with identified players of the development of Paradise Palms. However, most of the individuals were reluctant to meet with the researcher, resulting in little information from these sources.

A few discrepancies and limitations should also be noted as they no doubt affect the results of the research and survey. Most notably, no building permits could be located to confirm the actual date of construction. As a result, the researcher considered the dates of construction recorded from the Clark County Assessor's website as generally correct and entered onto the ARA forms. Also, many of the interviewees who were contacted were not only reluctant to meet with the researcher, but also denied Taylor having made any contributions to the design of Units 1 and 2 of Paradise Palms, despite being presented with contradictory information. In most cases, only the street facing facade was visible, although a handful of properties were situated on a corner or sited in such a way that one of the side elevations was also visible. No other elevation outside of these were visible and therefore not included.

A reconnaissance survey was preformed for all 75 properties located within Units 1 and 2 of Paradise Palms. The survey showed that of the 75 properties, three had been converted

to commercial zoning and 72 remained single-family. Initial observations included whether or not the property matched the elevation type listed in Taylor's construction documents, any noticeable alterations, the overall condition of the property and an eligibility recommendation towards a NRHP Historic District. Overall, 36 properties were found to be either individually eligible for listing in the National Register, or as a contributing resource towards a NRHP Historic District. A district form was completed detailing the findings of this reconnaissance survey and recommends Units 1 and 2 of Paradise Palms as eligible for listing in the NRHP as an historic district. The district boundaries, however, have been modified to exclude properties on the fringe that have lost a significant amount of integrity. After removing these properties from the district, it was found that 35 properties out of 61 total properties were contributing. This brought the integrity percentage of contributing properties in the neighborhood up to 57 percent.

Due to limited time and resources of the surveyor, separate ARA building forms were completed only for the 36 properties that were found to be either individually eligible for listing with NRHP or as a contributing resource towards a NRHP Historic District. The 36 properties were chosen because these served as the best example of Taylor's design and feature the modernist architectural design principles which coincide with the subject of this study. These properties also showcase the likelihood that Taylor is in fact the original architect and designer of Paradise Palms. A large majority of the remaining properties showed evidence of Taylor's design as well, but did not present the level of integrity that the chosen properties include.

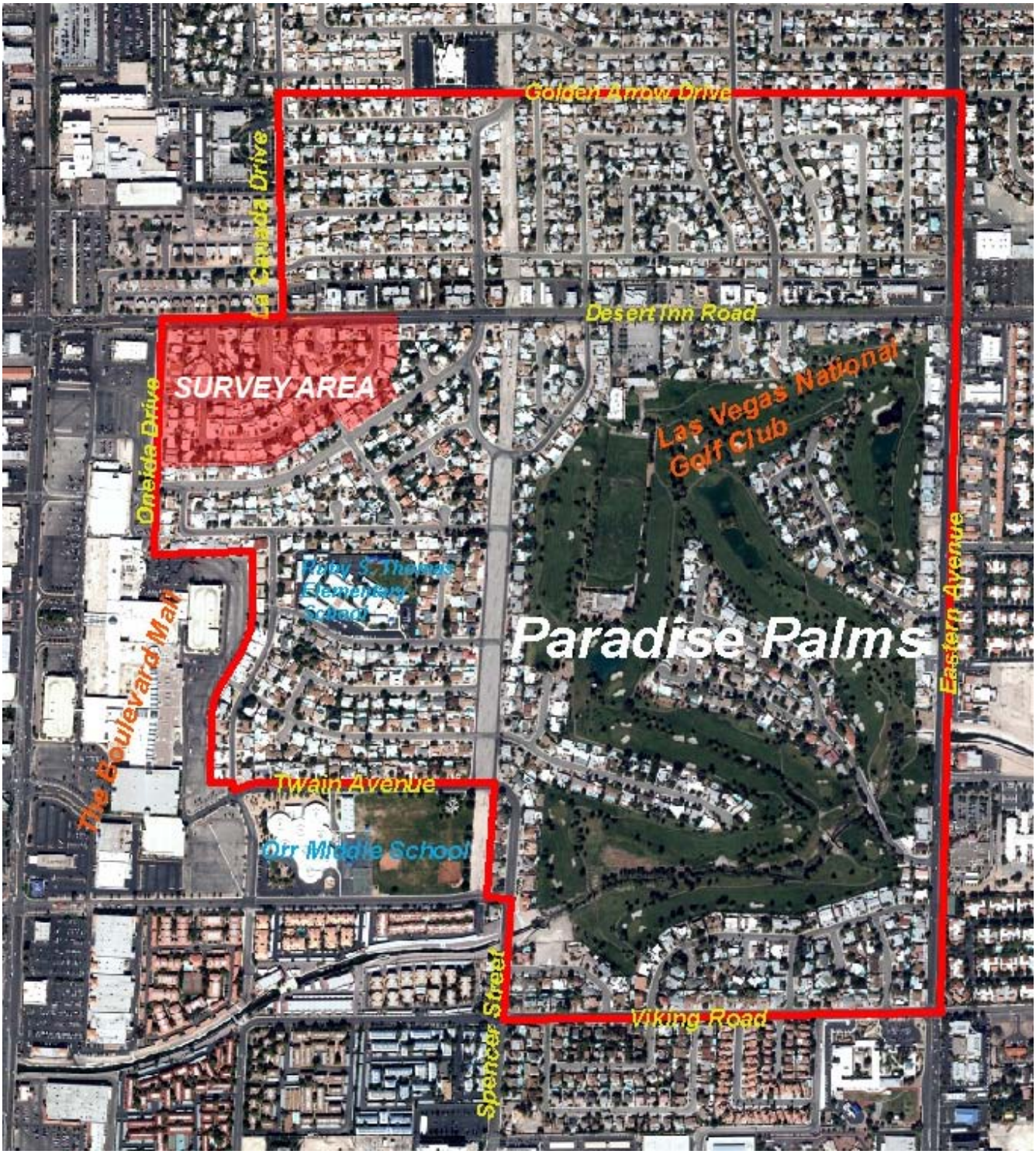

Figure 2.1 Paradise Palms subdivision boundaries and survey area.

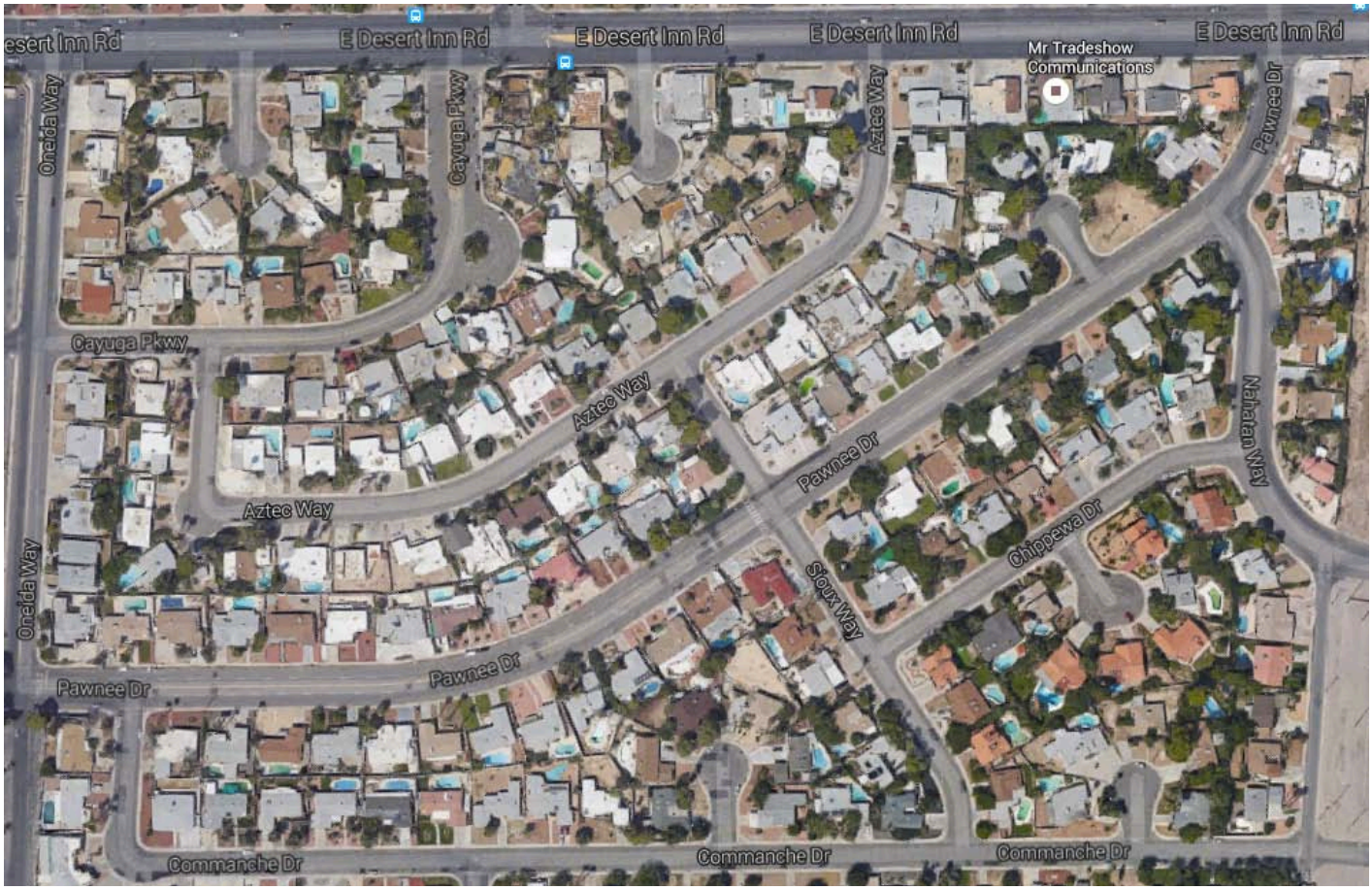

Figure 2.2 Google Earth image showing satellite imagery of housing and siting.

HISTORIC CONTEXTS

The Paradise Palms residential subdivision consists of approximately 1800 single family homes, located on 720 acres of land within Paradise Valley under the jurisdiction of Clark County. The subdivision consists of 15 units, the majority of which were developed during the 1960s and are representative of the post-war housing boom in the City of Las Vegas, Clark County and the development of the suburbs that formed the metropolitan area of Las Vegas today. The focus here is primarily on Units 1 and 2 of Paradise Palms, which served as the original residential development for the large scale master plan that makes up the entirety of Paradise Palms. The architecture of the original units is in many ways unique from its neighboring units, although the entire subdivision is a prime example of the mid-century Contemporary Ranch type of domestic architecture. The Ranch type housing was introduced just before World War II, incorporating elements of the Contemporary style that was popular in Southern California after the war. This style is attributed to modern, California-based architects such as J.R. Davidson, Richard Neutra, Charles Eames, and Eero Saarinen, among many others, whose ideas were spread throughout America via the case study houses published by Arts & Architecture between 1945 and 1965. Also popular in Palm Springs, the Contemporary Ranch hybrid style was ideal for hot, arid desert climates and is also known as Desert Modernism among mid-century enthusiasts in the American West. Mid-century architects, like Nevada architect Hugh E. Taylor, incorporated this style into their own work, inevitably shaping both residential and commercial development during much of the post-war construction boom during the 1950s and 1960s of Las Vegas History.

Historic Townsite Development of Las Vegas

Las Vegas has long been heralded as the oasis in the desert. Prior to the nineteenth century, the natural valley primarily served as a rest stop for early explorers, missionaries and travelers alike. The fertile meadows and natural springs of the valley attracted many indigenous people, the most well known being the Paiute, a Native American tribe with roots in Nevada, Utah, Arizona and parts of California (Moehring and Green 2005). The

first non-native people to happen upon Las Vegas were Spanish missionaries who looked to forge a route between New Mexico and California, making their way through Utah and what are now parts of Nevada. This early exploration established portions of what is now known as the Old Spanish Trail. In 1826, American fur trapper Jedediah Smith altered the Spanish path and blazed new trails through northern Arizona and southwestern Utah, through what would eventually become the Nevadan gateway to southern California (Moehring 1989). A few years later in 1829, Antonio Armijo and his party followed the new trail laid by Smith and the pursuit of water eventually led them into the Las Vegas Valley (Paher 1971). Known as the Muddy Las Vegas Amargosa River route, the trail was not heavily traveled until after explorer John C. Fremont documented his 1844 trip through Las Vegas in a best-selling report (Scumacher 2015). Fremont was the first to record Las Vegas on an American map, naming it "The Meadows" in Spanish (Scumacher 2015).

By 1854, Congress established a monthly mail run from Salt Lake City to San Diego, passing through Las Vegas and San Bernardino, which allocated federal funds towards widening and grading the trail for travelers including troops, horses and freight wagons (Moehring 1989). The first Euro-American settlers who arrived in Las Vegas were a group of Mormon missionaries sent in 1855 by Brigham Young. Having settled south in San Bernardino a few years earlier, the settlement was part of Young's plan to extend the Mormon religion into the southwest region. The group established a small fort and mission and offered a safe haven for traders and mail riders while serving the church's mission to convert native people to the Mormon religion (Schumacher 2015). The fort was quickly abandoned, however, due to difficulties with agricultural and the native people. Octavius Decatur Gass acquired what remained of the fort in 1865, where he operated a successful cattle ranch for several years (Moehring 1989). The ranch, named "Los Vegas Rancho", reestablished Las Vegas along the popular trail. Gass, however, was eventually forced to leave the ranch after defaulting on loans and it was acquired by Archibald and Helen Stewart in 1882. Archibald died soon after the acquisition, but Helen continued to operate the ranch with her children for almost two decades. After learning of plans for a railroad, Helen sold the majority of the ranch to Montana Senator William Clark, retaining ownership of 160 acres where she lived as one of the first settlers of the Las Vegas of today. Helen was an early member of the women's organization the Mesquite Club, and

eventually earned the title of the "First Lady of Las Vegas" for her role as a prominent figure in Nevada's history (Moehring and Green 2005).

William Clark purchased the Stewart ranch with the sole intention of establishing a railroad line connecting Salt Lake City, Utah to Los Angeles, California. Clark was an entrepreneur who not only had the funds to start a railroad, he recognized the growing market of Southern California and realized that Las Vegas was the ideal stopping point between the two cities. In addition, the previous trade and mail route between the two cities made the existing trail via the Las Vegas Valley the most cost-efficient route. Lastly, Clark knew that Las Vegas provided enough water to not only sustain a town, but to service the locomotive industry as well (Moehring 1989). Clark formed the San Pedro, Los Angeles, and Salt Lake Railroad in 1900 and began construction in Las Vegas as early as 1904. Workers constructed a tent camp on the west side of the tracks which served as the first twentieth century settlement within Las Vegas.

Before selling her land, Helen Stewart had her ranch surveyed by John T. McWilliams who acquired 80 acres west of the planned railroad by the government, which included the area of the railroad construction camp site. After surveying the land, McWilliams established the townsite of Las Vegas in 1904 and began the sale of his speculative lots (Rayle and Ruter 2013). At about the same time, the Las Vegas Land and Water Company, a subsidiary of the railroad, surveyed its own land on the east side of the tracks and recorded the area as "Clark's Las Vegas Townsite" in 1905. Clark's townsite was aligned to the northeast-southwest line set by the railroad line which was shifted 27 degrees off north to allow for the straightest run of track through the flat valley (Hess 1993). In contrast, McWilliam's townsite was aligned to the typical north-south line and consisted of about 150 buildings including saloons, businesses, boarding houses and homes. Meanwhile, Clark had his land staked into lots which consisted of 80-foot wide streets bounded by Fifth Street and Main Street (east and west respectively) and Stewart Avenue and Garces Avenue (north and south respectively) (Rayle and Ruter 2013). After overwhelming interest in Clark's land, he held a public land auction while McWilliam's townsite dwindled, losing favor due to Clark's townsite's proximity to the railroad.

At this point, Clark's townsite was located in southern Lincoln County, but due to the growth and development of the railroad town, Nevada's Legislature passed a bill in 1909 to create Clark County, with Las Vegas chosen as the county seat. Las Vegas continued to grow and incorporated into the City of Las Vegas in 1911. Fremont and Main Streets served as the town's main commercial arteries while the majority of Main Street, which ran parallel to the rail tracks, consisted of businesses dedicated to the railroad. Fremont Street was the primary town center, and the remaining blocks were Las Vegas' first, exclusive residential area. Development within Clark's townsite continued to flourish until 1921, when Clark sold his interest in the San Pedro, Los Angeles, Salt Lake City Railroad to the Union Pacific Railroad Company. Strikes by the union employees of the railroad eventually led to many of the services being relocated to Caliente, which stagnated the previously flourishing economy (Moehring and Green 2005). Simultaneously, the Las Vegas Land and Water Company refused to make upgrades to the infrastructure of the city, which further hindered additional growth in the 1920's.

In an effort to combat the recession, Las Vegans turned to Tuscon and Palm Springs for inspiration and began to look for ways they could turn the year round sunshine into economic opportunity. A two hour drive from Los Angeles, Palm Springs began developing into a resort city in the mid-1920s, which caught the eye of many of Vegas's entrepreneurs (Hess 1993). Investors looked toward building varying tourist destinations, including a dude ranch for vacationers and prospective divorcees as well as a high class resort. Local workers had dug twin lakes for boat sports and swimming and had also begun to work on a dance hall and tavern. In 1927, Las Vegas began development on its first golf course where the Westgate (formerly the Las Vegas Hilton) stands today (Moehring 1989). While these efforts were unsuccessful, they marked the city's desire to expand their economy beyond a railroad town.

It wasn't until the "Reclamation Era" and the Boulder Canyon Progress Act that was passed in 1928 that the Las Vegas economy began to recover and experience another boom in growth and development. The Act funded the construction of a dam to regulate water from the Colorado River to Southern California. The site chosen for the dam was approximately 50 miles southeast of Las Vegas, and while the site was too far for daily commuter work, Las Vegas served as the shipping point for materials and supplies. Work

on the massive construction project began in 1931 and an estimated $19 million was invested into the local Las Vegas economy as a result (Moehring 1989). In addition, Roosevelt's New Deal pledged even more millions into upgrading the city of Las Vegas with new streets, sewers, and other infrastructure improvements.

Tourism finally began to take hold of the local economy as people came from all over the American West to see the construction of what was one of the largest engineering feats of the time. Concurrently, the Nevada legislature legalized gambling in 1931, leading to the development of casinos along Fremont Street. And as other American West cities cracked down on illegal gambling, gamblers fled to Vegas on their weekends to avoid the law of their home states. In addition, the divorce laws were also relaxed, shortening residency requirements from three months to only six weeks, further enhancing the growing tourism economy. The divorce of movie star Clark Gable brought national attention to the relaxed divorce laws and people came from all over wanting to be divorced "at the same place where Ria and Clark got theirs" (Moehring 1989: 30).

The onset of World War II (WWII) brought even more federal money to Las Vegas as defense development made its way to Las Vegas. Basic Magnesium, Inc. opened a factory to the southeast of Las Vegas in what is Henderson today. The factory opened in 1941 and quickly became one of the largest manufacturers of metallic magnesium, a key component in weaponry manufacturing. The magnesium plant alone was responsible for growing Las Vegas' population by 15,000 people (Rayle and Ruter 2013). In addition, the federal government allocated more than 3.5 million acres for military land and established the U.S. Army gunnery range to the north west of Las Vegas. The Las Vegas Bombing and Gunnery Range, as it was called, opened in 1941 and shuffled upwards of 4,000 students every six weeks through the program during the height of WWII (Moehring 1989). After the war, the Basic Magnesium Plant and the gunnery range closed, however state officials worked with the federal government to establish a permanent military base on the site. Nellis Air Force Base was opened in 1950 as a result, which led to the "Atomic Age" of Las Vegas, as a portion of the base was dedicated to the testing of nuclear bombs (Moehring and Green 2005). Further adding to the growing tourism aspect of Las Vegas, the city took advantage of nuclear testing on the base, inviting tourists to stay and watch the blasts. All night parties with drink specials and other attractions exploited the test site

blasts and "Atomic" became the word of the day for Las Vegas businesses in the early 1950s. These early efforts towards tourism, coupled with the desire to rival Palm Springs as a resort destination, fueled the majority of mid-century growth as Las Vegas developed into the tourism mecca it is today.

Commercial Development in Las Vegas

As previously mentioned, early commercial development was primarily centered around the railroad where Fremont Street housed the majority of local businesses, and grew as the town center for most of the early part of the twentieth century. Early road improvements in the 1920s focused on routing motor traffic towards downtown Las Vegas. State officials lobbied for the alignment of what was the U.S. 91 highway (now Las Vegas Blvd) to be parallel to Fremont Street, although this also proved to be the most cost efficient solution as the railroad tracks and earlier trails of the Spanish and Mormon settlers had already paved the way. Paving of the U.S. 91, however, significantly increased motor traffic from Southern California into the Las Valley, just in time for the Boulder dam project of the 1930s. In addition, Fremont Street between Main Street and Fifth Street was paved in 1925, significantly increasing traffic and tourist access to the growing business-minded Fremont Street corridor (Moehring and Green 2005). Once the Boulder Canyon Project passed in 1930, the Boulder Canyon Highway was developed to link the dam construction site and government city camp to the downtown business center, specifically because the railroad was still the main source of supplying the construction materials necessary for the dam construction. The New Deal put into action by President Roosevelt helped to fund not only the Boulder Canyon Highway, but further infrastructure improvements throughout the Las Vegas townsite. It is estimated that the federal government invested in excess of $23 million in improvements to Las Vegas between 1930 and 1939, the majority of which was spent on the Boulder dam, which would ultimately be re-named to Hoover Dam (Moehring 1989). The development of the Boulder Canyon Highway further fueled the growing tourism economy of the emerging casino industry on downtown Fremont Street, as dam workers and tourists of the construction site now had easy access to take advantage of the newly legalized gaming industry that

grew in the early casinos on Fremont Street. Fremont Street continued to experience most of the economic growth within the city of Las Vegas up until the early 1940s, when the opening of the Basic Magnesium plant and the Las Vegas Bombing and Gunnery Range began to influence the first commercial shift away from the downtown Fremont Street area (Rayle and Ruter 2013).

Unlike other Southwestern cities of the twentieth century, Las Vegas experienced most of its growth around the periphery of its downtown core, primarily fueled by the Basic Magnesium plant and Gunnery Range located in the outskirts of the city townsite. The Basic Magnesium plant was located southeast of Fremont Street, almost halfway between the dam construction site and the downtown core of Fremont Street. Meanwhile, the Gunnery Range was approximately nine miles north. By 1941, the communities of Henderson and North Las Vegas were already well underway and began competing with Fremont Street for residents and businesses. Fueled by their location as major employment centers, these suburban developments began to develop their own urban cores and saw an increase in commercial development and population.

The early 1940s also saw early development south of Fremont St along the U.S. 91 Highway, just outside of the city limits of Las Vegas. Casino development looked to capitalize on the advantages of developing on county land, avoiding the taxes and stricter regulations of the city of Las Vegas (Schumacher 2015). What is now known as "The Strip" began with the opening of the El Rancho Vegas in 1941, the first casino developed outside city limits along the newly paved U.S. 91 Highway, which was quickly taking the common name of the Los Angeles Freeway. The El Rancho was quickly followed by the Last Frontier, and in 1946 the Flamingo opened. Sensing an alarming trend in county development along the highway, the city attempted to annex the unincorporated county area of the Strip in 1946, and again in 1950, but failed as the casino hoteliers lobbied for the creation of the Paradise Township, which, once passed, could not be annexed without approval of the newly formed County Commission. By 1952, a total of ten casinos had popped up along what's now known as the Las Vegas Strip, and downtown Fremont Street began to lose its stronghold on tourism, greatly affecting its presence as a downtown urban core. Although Strip development benefited downtown in the short term with new business servicing the El Rancho just north of San Francisco Street (now Sahara

Blvd), the long term affects saw growth continue to expand away from the downtown core, which ultimately fueled the suburban developments of the city and county today.

Outside of casino development, the 1950s also saw other commercial development within unincorporated Clark County which greatly fueled suburban development away from the downtown Fremont Street core. The first was the decision to locate McCarran Airport near the south end of the Strip rather than closer to downtown Fremont Street. McCarran opened in 1948 with 12 commercial flights per day, setting the stage for a jet setter trend in tourism that would rule the 1960s (Schumacher 2015). The southern Strip location meant tourists never saw the north end of the city or downtown Las Vegas. The second was the construction of the Convention Center, which opened in 1959 just east of the Strip on Paradise Road (Moehring 1989). The location immensely favored the Strip casinos. The 1960s saw an increase in convention business, which invariably boosted the number of guests traveling through the Strip casinos and fueled further development both on the Strip and along its neighboring streets as suburbs began to develop to support the employment core of the hotel industry. Downtown continued to feel the negative effects of Strip development, and tourists and locals alike had less and less reason to travel into the old city center. At the same time, the federal government's new interstate highway program again favored Strip development over downtown as plans for the Interstate 15 (I-15) surfaced in the 1950s (Rayle and Ruter 2013). Plans were prolonged by arguments between the city and county, both lobbying for road exits that would enhance their economic interests, but construction in the 1960s favored the Strip casinos, as a number of exits were built which put motorists back onto Highway 91, immediately in the vicinity of Strip casinos. The interchange at Charleston Boulevard was completed in 1967, but the exit which now accesses Fremont Street wasn't completed until 1971, contributing to the economic decline of downtown and the rise of Strip casino development (Moehring 1989). Once completed in 1974, the U.S. 91 was decommissioned and the road was renamed to its current one: Las Vegas Boulevard.

Outside of the Strip, the development of Maryland Parkway, which parallels then US 91 and Paradise Boulevard, by local developers Irwin Molasky and Merv Adelson encouraged the trend of southward commercial development and spawned new suburban residential developments all along the east side of the Strip. Recognizing the trend in development

patterns, partners Molasky and Adelson developed most of Maryland Parkway under their company name Paradise Development Corporation. Funded by the controversial mob man Moe Dalitz, who was also a partner of Paradise Development Corporation, Molasky and Adelson developed Sunrise Hospital, four professional office buildings and the Boulevard Mall, a large scale shopping mall, during the span of 1959 through 1967 (Schumacher 2015). The opening of the University of Nevada, Las Vegas (UNLV) in 1957, also located at the south end of Maryland Parkway, contributed to successful development of Maryland Parkway. By the 1970s, downtown Las Vegas and Fremont Street were facing major economic decline while the Strip and its surrounding area thrived and grew in support of the new resort corridor.

Residential Development in Las Vegas

The first residential subdivision in Las Vegas was platted by Peter Buol in 1905, east of Clark's Las Vegas Townsite just prior to the Clark's land auction. Buol sold the lots just after, capitalizing on the investor demand created by the railroad, and thus created the first residential district known as Buck's Addition (Rayle and Ruter 2013). The subdivision extended the northeast-southwest grid developed by Clark and represented early subdivision planning practices known as "horizontal development" in which an investor/developer would purchase land, install basic utilities and minor infrastructure such as roads and sidewalks, and then sell the land to buyers who would have to construct their own homes. Residential growth was slow in the early twentieth century, as most could not afford to construct their homes. Most early residents lived in workers tent camps or in apartment buildings, although these were still few in number. By 1930, the population of Las Vegas stood at just over 5,000 (Rayle and Ruter 2013). However, federal spending on the Boulder Canyon Dam Project and other infrastructure improvements kept the city's population growing. As part of the Boulder Canyon Dam Project, the government built housing for the workers directly next to the construction site as they feared that the loose atmosphere and legalized gambling of downtown Vegas would provide too much distraction and damage the project's success. The government-built housing eventually developed into its own small town which has grown into Boulder City

today (Schumacher 2015). Coupled with the legalization of gambling, the relaxed divorce laws and the federal projects set into motion by Hoover and Roosevelt, the population of Las Vegas grew to 8,400 by 1940 (Rayle and Ruter 2013).

In addition to dam and infrastructure projects, Franklin Roosevelt's New Deal programs created the Federal Housing Administration (FHA) in 1935, which significantly impacted the future of residential building on a national level. The FHA was put into place to make home ownership more affordable for the average working American and created initiatives for financing home purchases, as well as home improvements and the refinancing of existing mortgages. In addition, the FHA also standardized guidelines for subdivision development and issued "desirable standards" which promoted the adaptation of the subdivision to topography, adjustments of the circulation systems to local traffic needs, elimination of sharp corners and dangerous intersections and the creation of long blocks which eliminated unnecessary streets. These standards resulted in the curvilinear over the rectangular grid and the creation of cul-de-sacs within residential development (Rayle and Ruter 2013). With the onset of World War II, the building industry saw a major decline due to the rationing of materials and subsequently the influence of the FHA guidelines were not immediately realized. However, Roosevelt signed an amendment to the Federal Housing Act know as the Title IV measure, which stipulated that the FHA would provide financing for homeowners and developers in locations that were deemed "critical defense areas" (Rayle and Ruter 2013).

With the defense industry booming in Las Vegas because of the Basic Magnesium plant and the Las Vegas Gunnery Range, Las Vegas' population continued to grow during wartime, creating a shortage of housing with Las Vegas. The FHA agreed that Las Vegas was in fact a "critical defense area." As a result, the Biltmore, Huntridge and Mayfair subdivisions were developed under the Title IV measure. Evidence of the FHA guidelines and desirable standards are evident in the design and layout of these subdivisions, with curvilinear streets, central circulation and long roads with limited access from major thoroughfares (Rayle and Ruter 2013). The largest of these subdivisions, the Huntridge, boasted a major thoroughfare which connected the new residential neighborhood to the downtown commercial core at Fremont Street. In contrast to the earlier form of horizontal development, these subdivisions were among the first in Las Vegas to reflect a shift to

"vertical" development, in which the developer not only subdivided the land and created the infrastructure, but designed and constructed the homes as well (Rayle and Ruter 2013). This method of development became the dominant form of residential home construction, exemplified by the housing boom of post WWII America, and continues to be so today.

A total of 17 residential subdivisions were platted between 1940 and 1949 in the Las Vegas area, reflecting the need for housing to supplement the population growth due to the defense-related industries. Even after the war was over, casino and resort growth in the downtown and Strip locations created another local source of employment and the population continued to rise in Vegas. The population of Las Vegas tripled between 1940 and 1950 to 24,624 (Rayle and Ruter 2013). Early development predominantly occurred to the east and north of the original townsite, infilling areas between downtown and the gunnery range, and downtown and dam town. However, Las Vegas did not have a formal development plan, which resulted in large expanses of undeveloped land between developments. Because of this, city services and infrastructure improvements were difficult to extend to the various subdivisions, and the growing divide between city and county land only made the problem worse. After unsuccessful attempts to annex county land south of the original townsite, more and more development occurred outside the city boundaries, as developers sought lower taxes and lesser restrictions, making it ever harder for the city to provide infrastructure on a budget that did not keep pace with the growing population.

By the 1950s the resort growth of the Strip was fully underway, and the population reached 64,605 by the end of the decade (Rayle and Ruter 2013). Coupled with the growth of county development as well as the cities of North Las Vegas and Henderson, the greater metropolitan Las Vegas area totaled 127,016 by 1960 (Moehring 1989). Residential subdivisions began to pop up in checkerboard-like fashion throughout the Las Vegas Valley, with many of these new developers platted in close proximity to the emerging casino core along US 91. The success of Wilbur Clark's Desert Inn casino largely influenced these off-Strip residential developments, as the golf course at the Desert Inn casino became the backyard of some of the city's wealthiest players who built custom homes in what became the Desert Inn Estates behind the Desert Inn. Following suit, the

Las Vegas Country Club and Paradise Palms modeled themselves after the golf club atmosphere of the Desert Inn Estates.

The Desert Inn and Architect Hugh E. Taylor

One of the more influential Strip casinos that greatly influenced building patterns of suburban growth in Las Vegas was the Desert Inn Casino and Hotel. While the Flamingo was the first of the high-end resorts, reflecting the elegance and extravagance of Beverly Hills and Hollywood, the Desert Inn looked directly to Palm Springs for inspiration. Entrepreneur and gambler Wilbur Clark fled to Las Vegas in 1938. An early investor in the casino industry, Clark eventually bought land on the Strip and began building the Desert Inn with architect Wayne McAllister. However, after some initial financing issues, Clark decided to hire Hugh E. Taylor based on a recommendation from his builder Stan Harris, who knew Taylor from the Los Angeles building community. Then only twenty-five, Taylor was not yet a licensed architect, but had designed and drafted multiple apartment projects for Harris while apprenticing with a Los Angeles based firm (Taylor Oral History, 2015; Hess 1993).

Clark wanted his hotel and casino to rival the elegance of the newly completed Flamingo and other high end resorts in tourist locations. Clark and Taylor toured various resorts including the Desert Inn in Palm Springs, the Beverly Hills Club in Cincinnati and other Beverly Hills resorts for inspiration in completing the Desert Inn of Las Vegas (Hess 1993). Jac Lessman was hired as an interior design consultant. Clark, Taylor and Lessman worked together in completing the casino, rearranging and enlarging the original plans created by McAllister. According to Taylor, very little of the design was ever set in stone and the three worked directly on-site with the construction crew, drawing directly on the floors and posts and beams of the building (Taylor Oral History, 2015). After a visit to the Mark Hopkins Hotel in San Francisco, Clark requested that Taylor incorporate a Top of Mark inspired lounge, which ultimately took shape as the Sky Room, capping the Desert Inn's three-story street facade (Hess 1993). The Sky Room was decidedly modern and unmatched in other Strip resorts, offering a panoramic view of the desert through the

tilted glass walls of the lounge.

Like other resorts of this time, the Desert Inn was designed for the car and took full advantage of its prime location along the US 91. A large, circular driveway led to the entrance of the casino, while a fountain and grassy, park-like setting surrounded the center of the driveway. Guest wings were interspersed with parking lots and ringed the pool behind the main casino, a layout typical of motor courts of the time. According to Hess, Taylor "never considered the Desert Inn a motor per se because of its luxurious appointments, but really eighty to ninety percent of the clientele came by car" (Hess 1993: 49). In addition, Taylor confided in Hess that his design for the Desert Inn was inspired by the architecture of Frank Lloyd Wright in Arizona, leading to the use of native stone and redwood, clean lines, wide eave overhangs and porches with inviting living space (Hess 1993). The Desert Inn opened on April 24, 1950, and was an immediate success. Soon after its opening, Clark added the Strip's first and only golf course, which featured the 1953 Tournament of Champions professional tournament (Schumacher 2015). The residential area known as the Desert Inn Estates began to populate the empty space around the golf course and one of Vegas's first, high-end custom residential neighborhoods was born. Unfortunately, the golf course land was coveted by many later developers of the Strip and ultimately led to the demise of the hotel and residential area. The Desert Inn casino was demolished by Steve Wynn between 2001 and 2004, who purchased the land in order to build the Wynn and Encore resorts. Although the golf course remains as a feature of these properties, the residents were forced to sell their homes in the land purchase as well. The Desert Inn remains one of Taylor's greatest architectural achievements and one of the first early, prominent examples of Desert Modernism in Las Vegas.

Hugh E. Taylor and Residential Architecture of Las Vegas

Until recently, little has been known about the prolific Nevada architect Hugh E. Taylor and his contributions to Las Vegas. After the donation of his architectural collection to Nevada Preservation Foundation in 2014, it became clear that he was one of the most

influential architects and designers of Las Vegas' post-war building boom, which lasted from approximately 1946 through 1964. Taylor's architectural drawing collection consists of over 4,000 drawings for approximately 1,000 projects within the Las Vegas Valley. The majority of these projects are residential, both custom and track home design.

Taylor was born on September 24, 1924, in Milford, Utah, but moved to Los Angeles, California, at a young age with his mother and brother after his parents divorced. Taylor's career of architectural practice began with high school drafting classes. In an oral history with Taylor in January of 2015, Taylor comments that three of his high school classes during his last semester were dedicated to drafting, two in architectural drafting and one in mechanical drafting. After finishing high school, Taylor enlisted in the military during World War II and eventually earned his pilot's license, learning to fly P-51s. After the war ended, Taylor returned to Los Angeles in September of 1945 but remained a member of the military reserves. Taylor found work as a draftsman in a father-and-son owned architect's office, the latter of whom was named Vernon Welborn.

A few years later, the office closed and Taylor and another fellow draftsman decided to venture out on their own, drafting mostly residential plans for real estate and development offices. It was during this time that Taylor was introduced to Wilbur Clark by Stan Harris, a builder who Taylor was designing apartment buildings for at the time. Clark flew Taylor to Las Vegas to discuss the possibility of taking over as architectural designer on the Desert Inn Casino. As previously discussed, Taylor and Clark eventually formed a partnership, which would be the beginning of Taylor's prolific career in Las Vegas. On July 5, 1949, Taylor, his wife Charlotte and their two children permanently relocated to Las Vegas. The onset of the Korean War, however, briefly halted Taylor's practice as he was recalled to service as a member of the reserves, and was deployed to Korea and then Japan until returning to the U.S. on December 7, 1954 (Taylor Oral History, 2015).

Upon returning to Las Vegas, Taylor opened his own practice and eventually obtained his architectural license after some hardship with the licensing board. As discussed in articles found in the *Las Vegas Review-Journal*, the Nevada board of architects refused to let Taylor take the licensing tests because he did not have a college degree in architecture. After filing a petition with attorney Calvin Magleby, Taylor was eventually allowed to take

the required tests. Taylor received his architectural license in early 1960, but had already completed hundreds of projects within Las Vegas before actually being licensed. With professional ties to Wilbur Clark, Taylor was introduced to many of Las Vegas' early developers, including Merv Adelson and Irwin Molasky of Paradise Construction Corporation. Taylor acted as their preferred architect on numerous building projects, including many professional office buildings and Sunrise Hospital on Maryland Parkway (Taylor Oral History, 2015).

While Taylor designed buildings of all types, residential architecture was by far his most prevalent building type. Taylor embodied modernist architectural principals in his residential work that he designed in Las Vegas throughout the 1950s and 1960s. The Taylor Archives reveal that Taylor employed modernist principles early in his career, even while practicing in Los Angeles. A couple of drawings to note are the Mr. and Mrs. Beaird Residence and an office building designed for Kaufield and Son. Both projects are dated from 1948 and showcase features of post-war architectural modernism including clerestory windows, large, plate glass picture windows, asymmetrical shed roofs and wide eave overhangs. These features continue to show up in Taylor's residential work throughout the 1950s and 60s (See Figures 3.1 and 3.2).

Taylor's residential work in Las Vegas includes numerous individual residences throughout the greater Huntridge neighborhood, including residences in Beverly Green, the Scotch Eighties and Rancho Circle neighborhoods. Some of Taylor's most prestigious homes however were in the Desert Inn Country Club Estates, located just behind the Desert Inn casino and surrounding the golf course that was part of the hotel resort. Development of the Desert Inn Estates grew in piecemeal fashion during the late 1950s, as some residences were built by developers while other homeowners purchased the land and custom built their homes with an architect. The Taylor Archives show that Taylor designed a large portion of the residences in the Desert Inn Estates and worked with both types of clients. Many of the residences in the Taylor Archives were designed for Adelson and Molasky of Paradise Construction Corporation, who built semi-custom, high-end tract models sold to wealthy buyers such as Eddie Fisher and Elizabeth Taylor (Modernism at Risk Exhibit). Other residences in the area were custom designed for prominent Vegas figureheads, including the residence of Wilbur and Toni Clark, although the plans for this

home are not included in the archives.

The residences of the Desert Inn Estates, like the Desert Inn Casino, were demolished in the land purchase by Steve Wynn, who turned the golf course into a private resort course reserved only for guests of the Wynn and Encore. One Taylor residence, however, survived the demolition. The Morelli House, designed by Taylor for Antonio R. Morelli and his wife Helen was purchased and preserved by the Junior League of Las Vegas. Originally located on the Desert Inn Estates, the residence was relocated to 861 E. Bridger Avenue in September of 2001 (Morellihouse.org 2015). The house was built in 1959 by Antonio Morelli, the orchestra conductor and musical director for the Sand's Hotel and Casino Copa Showroom from 1954-1972 and is a pristine example of post-war Modern residential architecture that was prevalent in Las Vegas during the time. Morelli hired Taylor as the architectural designer, as Taylor was the most prominent architect of homes within the Desert Inn Estates. The house features a flat roof line covered in crushed white rock and redwood beams that support a wide eave overhang. The exterior wall finish is stucco and several areas are screened with decorative concrete block. Clerestory windows can be seen above the block screen. The rear facade consists of floor to ceiling glass. The house is on three historic registers: the Nevada Register of Historic Places (2001), the City of Las Vegas (2007) and the National Register of Historic Places (2012) for both its architectural significance and Antonio Morelli's important contributions to the community of Las Vegas as music director of The Sands. It is believed that Taylor designed a large majority of the residences within the Desert Inn Estates, but until the Taylor Archives are fully curated it is impossible to confirm exactly how many homes.

In addition to individual residences, Taylor designed many residential tract developments. The Taylor Archives show that Taylor designed three tract plans for a developer by the name of Schroder and Associates during 1958 and 1959, before designing Units 1 and 2 of Paradise Palms in 1960. Schroder's developments consist of about 60 homes and are laid out in a grid-like pattern. While these earlier tract plans are not as detailed as the construction documents for Paradise Palms, the floorplans and siting strategies for the neighborhoods are very similar to Taylor's Paradise Palms plans, which is discussed in more detail below.

Paradise Palms Residential Tract Development

Paradise Palms is one of the more well-known mid-twentieth century neighborhoods within Las Vegas, located between Golden Arrow Drive and East Viking Road to the north and south respectively, and Eastern Avenue and Maryland Parkway to the east and west respectively. The entire development consists of fifteen housing tracts which were primarily developed by Merv Adelson and Irwin Molasky of Paradise Homes between 1960 and 1967. The neighborhood consists of more than 1800 homes on 720 acres of land and is one of the largest existing collections of mid-Century residential architecture within Las Vegas and Clark County.

Until now, Hugh E. Taylor has not been associated with the design or building of Paradise Palms. Existing documentation of the housing tract records Dan Palmer and William Krisel, Palm Springs architects whose office was named Palmer and Krisel, as the primary architects for the residential development. Palmer and Krisel are world famous modernist architects who designed some of the most coveted mid-century homes in Palms Springs and Los Angeles. The Taylor Archives, however, as well as the research uncovered in conjunction with this survey has uncovered new information which contradicts some of the previous records. While it does appear that Palmer and Krisel are the architects of the residences located within Units 3 through 11 of Paradise Palms, evidence as a result of this survey supports that Taylor is in fact the designer of Units 1 and 2 of Paradise Palms, making Taylor the first architect to be involved with the residential tract development.

The Taylor Archives uncovered a construction drawing set for Units 1 and 2 of Paradise Palms, including a site map of the area, floorplans, sections, elevations and details for various residential designs within Units 1 and 2. Supplemental evidence in the form of newspaper articles, oral histories, and survey observations support that the construction documents are a legitimate recordation of the residential architecture that was built in Paradise Palms Units 1 and 2. There is, however, some disagreement on this discovery. Both Irwin Molasky and William Krisel were approached with questions about Taylor's involvement in the building of Paradise Palms, and both sources denied the validity of

such a claim. The researcher contacted Barbara Molasky, who responded via an e-mail dated March 3, 2015, with a comment from Irwin Molasky:

> Per your request, Hugh Taylor, to my knowledge, was not involved in the designs of any Paradise Palms homes. They were all designed by Dan Palmer and Bill Krisel. Hugh Taylor did much excellent work for me at Sunrise Hospital and medical buildings. He is a talented, nice man who cares about his design and was a pleasure to work with.

After finding further evidence showing that Hugh E. Taylor designed the original units 1 and 2 of Paradise Palms, the researcher followed up with Molasky, who further denied the claim. The researcher also contacted William Krisel, who recalled that Molasky was good friends with Palm Springs builder Bob Alexander and that after seeing the firm's 1955 tract plans Molasky hired them to build something similar in Las Vegas. Krisel stated there was no previous architect to his knowledge, and that all the design drawings for Paradise Palms was done at their office in Southern California. After noting that the first two subdivisions were not on the Palmer & Krisel site plan, Krisel asserted that the drawings looked to be a replica of the Bob Alexander homes from 1955 and may have been duplicated from their firm's design without his knowledge.

It is important to note that the case study houses, published intermittently in *Arts and Architecture* between 1945 and 1966 widely popularized the modern style of architecture and encouraged architects across the country to use the building information from the publications in their own design. Many prominent features from Taylor's design for Paradise Palms can be seen in the case study homes, including the open floorplan and minimal use of walls, the service yard space and decorative block screens, the various types of roof lines and the use of large glass openings and skylights for natural lighting. It is not surprising that Palmer and Krisel's and Taylor's designs are similar as Modern design draws from guidelines and principles established and made mainstream by the case study homes. Construction details are also somewhat standard and were available via the case study publications as well. Although further research into Krisel's claim is warranted, the evidence available at this time suggests that Taylor designed Units 1 and 2 of Paradise Palms from his own imagination, although certainly influenced by the Modern principles that were popularized by the case study houses.

Paradise Palms Units 1 and 2 Survey Area

Units 1 and 2 of Paradise Palms consist of 75 single family homes collectively and are located between Desert Inn Road and Pawnee Drive to the north and south respectively and Oneida Drive and Aztec Way to the east and west respectively. Paradise Palms Unit 1 was filed with Clark County by Merv Adelson in January of 1960, and Unit 2 was filed in October of 1960, also by Adelson. Lot sizes vary, but are generally at least 85 feet wide by 100 feet deep. Lots are oriented around curvilinear streets and cul-de-sacs distinctive of post-war planning trends of residential tract divisions. (See Figure 3.3)

An article in the *Las Vegas Review-Journal* stated First Western Savings and Loan agreed to lend planners and developers Irwin Molasky and Merv Adelson (of Paradise Development Corporation) $8 million dollars for the development of a 300 home, residential tract community to be located near the corner of Desert Inn Road and Maryland Parkway. The article advertised that four model homes were planned for construction to be immediately followed by another 60 homes that would be available for occupancy in the fall of 1960 (*Las Vegas Review*-Journal 21 March 1960, 3:3-5). A subsequent article, published May 4, 1960, in the *Las Vegas Review-Journal* stated the model homes would be open to the public June 15. Prices for the homes started at $25,000 with a down payment as low as $995.00. At the time, Paradise Palms was to be one of the largest residential tract home developments planned for Southern Nevada and Paradise Valley. Senior Vice President Harry Lahr of First Western is quoted as saying "First Western considers 'Paradise Palms' estates to be a major home building breakthrough. It will open up the Maryland Parkway Strip for development from San Francisco St [now Sahara Ave] to Bond Road" (*Las Vegas Review-Journal* 4 May 1960, 40:1-2).

According to the construction documents found in the Taylor Archives, homes built in Paradise Palms Units 1 and 2 are Modern, post-and-beam, Contemporary-style Ranch homes. The plan layout reflects the modernist principles of mid-twentieth century architectural design with open, flexible living spaces that flow into one another without walls while a central hallway allows access to private bedrooms located on the opposite side of the house. Taylor's drawings show two types of floor plans available, either 3 or 4 bedroom, all of which contained kitchens with built-in appliances and cabinetry, a master

and secondary bath, and CMU block fireplaces. Another article in the *Las Vegas Review-Journal* describes the interiors of homes with a central hall plan, giving access to any room without having to pass through another, and kitchens complete with built-ins including an oven and range, hood, dishwasher, garbage disposal, and breakfast bar. Sliding glass doors open to private terraces and backyards large enough to incorporate swimming pools, which were completed with a masonry block wall around each residential property. Construction details included rock wool insulation in both the walls and ceilings, acoustical tile board ceilings, Carrier heat pump cooling and heating system, and wall to wall carpet outside of the kitchen and bathrooms. Irwin Molasky is quoted in the article saying Paradise Palms is "designed for [a] better life" and that the development places a "new and higher standard of living within the reach of the vast majority" (*Las Vegas Review-Journal* 8 May 1960, 4:4-8). The description in the article matches the interior details of the construction documents found in the Taylor Archives.

On July 3, 1960, the *Las Vegas Review-Journal* published an advertisement for the grand opening of the Paradise Palms Estates development. The headline reads "step up to a better way of living... Paradise Palms Estates, luxury homes without the luxury price tag"(*Las Vegas Review-Journal*, 3 July 1960 PP 11-12). The advertisement showcases ten completely different models with custom exterior trims and finishes and eight different interior plans to choose from. Custom features include wood burning fireplaces and spacious, double carports with an outside storage wall. The bathrooms feature artistic, mosaic tile Pullmans and flooring as well as a sunken tub in the master, while the kitchen was specifically designed from the "women's point of view" with built in appliances, a formica covered breakfast bar and an easy to clean, vinyl asbestos floor. In addition, emphasis is placed on the beautiful palm tree landscaping and wall-to-wall deep-pile wool carpeting. The advertisement also states the homes are "designed for gracious modern living by Hugh Taylor" (*Las Vegas Review-Journal*, 3 July 1960 PP 11-12) (See Figure 3.4).

The advertisement is accompanied by an article providing further information on the grand opening of the Paradise Palms subdivision. The article again credits Hugh E. Taylor as the designer of the homes. The article stresses that visitors will be impressed by the architecture and floor plans. "Taylor, who was given carte blanche by the builders, has

created veritable dream homes not only designed to please the eye but to afford the maximum in convenience and comfort. As Mr. Taylor puts it, 'every woman dreams of having plenty of closet space, and plenty of built-in conveniences which make up the modern home. In Paradise Palms Estates we have tried to provide all of these things" (*Las Vegas Review-Journal*, 3 July 1960 PP 11-12).

In addition, the article explains the unique low-pressure sales style led by Ashcraft Realty. The tour through the model homes was completely self-guided, as visitors followed signs and funny characters through the homes, pointing out the unique features of the Paradise Palms Estates development. The sales company was owned by Boyd Ashcraft who offered that Paradise Palms would be "luxurious living in a luxury town" (*Las Vegas Review-Journal*, 11 May 1960 7: 5-6). Boyd Ashcraft himself lived is a custom home designed by Taylor in 1958 (Hugh E. Taylor Archives, 1 May, 1958).

It is important to note at this point that the construction documents found in the Taylor Archives align with the information advertised. Taylor's drawings do in fact provide eight different floor plans. It is actually just two primary designs, a three bedroom and a four bedroom plan. Each plan is mirrored and/or rotated with minor modification in window placement to provide eight different plans that have each been uniquely sited on their specific locations within Paradise Palms Estates. Further details in Taylor's construction documents also coincide with the published information seen in the *Las Vegas Review-Journal* archives, including the built-in kitchen appliances, the sunken tubs in the master bathrooms, wall-to-wall carpet and mosaic tile bathroom pullmans and kitchen backsplashes.

Additionally, Taylor's drawings show ten different elevation types to create variety among the street views, adding to the overall aesthetics of the subdivision. Common materials and features that are used across all the elevation types include 8x8 concrete masonry block (CMU), masonite (wood) paneling, decorative concrete block, clerestory windows, picture windows and glass walls. Roof lines vary between low pitch, gable roofs, asymmetrical, low-sloping shed roofs and flat roofs. Every house is sited with a carport and service yard, situated either to the right or left of the house. The service yard is open to above, while the materials of the service yard fences vary depending on the elevation

type. There are three variations of service yard fencing: straight uninterrupted decorative block, masonite panels between post and beam construction, and decorative block with post and beam construction.

Elevation type 1 (See Figure 3.5) consists of a large, front-facing gabled roof with a low pitch and wide eave overhang. Clerestory windows sit directly under the gable and span almost the entire length of the front facade. The front entry faces the street and sits just off the middle of the facade. To one side of the entry is an exposed wall clad in a wide expanse of masonite paneling, while to the other side of the entry the enclosed, open-air service yard covers the front facade from view. Only the decorative block and or masonite paneling of the service yard is visible from the street, although the clerestory windows are also visible above the service yard walls. One detail in particular that occurs in the construction documents is the exposed masonite wall extending beyond the building line and roof overhang. The carport is sited directly adjacent to the service yard.

Elevation type 2 (See Figure 3.6) consists of large, side-facing gabled roof with a low pitch and wide eave overhang. Large picture windows divide the front facade into two asymmetrical faces. The wider expanse is built of 8x8 CMU block, while the narrower face is clad in masonite paneling. The windows and masonite paneling sit behind a decorative block privacy screen, shielding the inhabitants from onlookers from the outside while still allowing natural light into the residence. The entrance to the residence is on the side of the house, where clerestory windows sit below the large gabled roof. The service yard wall is set back behind the entry porch and is less prominent than the residences designed with front facing entries. The large block wall of the front facade again extends beyond the building line and roof overhang. The carport is sited directly adjacent to the service yard.

Elevation type 3 (See Figure 3.6) consists of a large, flat roof with wide overhangs. Masonite panels hang off the roof fascia and extend down over the front facade, creating a wide band along the top of the front facade. Large picture windows again divide the front facade, this time more equally. The entire front facade consists of 8x8 CMU block. A decorative block privacy screen shields the windows from the street. The entrance to the residence is on the side of the house and the service yard wall is set back behind the

entry porch. The block wall of the front facade extends beyond the building line to the edge of the elongated roof fascia. The carport is sited directly adjacent to the service yard.

Elevation type 4 (See Figure 3.7) also consists of a large, flat roof with wide overhangs and clerestory windows that sit right under the roof fascia, spanning the entire length of the front facade. The front entry faces the street and sits just off the middle of the facade. To one side of the entry is an exposed wall built of 8x8 CMU block, while to the other side of the entry the enclosed, open-air service yard covers the front facade from view. Only the decorative block and/or masonite paneling of the service yard is visible from the street, although the clerestory windows are also visible above the service yard walls. One detail in particular that occurs on the construction documents is that the CMU block wall extends beyond the building line and roof overhang. The carport is sited directly adjacent to the service yard.

Elevation type 5 (See Figure 3.7) consists of a large, asymmetrical, low-sloping shed roof with wide eave overhangs on one side and a flat roof with wide eave overhangs on the opposite side. Clerestory windows sit directly under the roof shed and span almost the entire length of the facade directly under the shed. The front entry faces the street and is located just off of the middle of the facade, directly underneath the highest point of the roof shed. The facade under the flat portion of the roof is an exposed wall built of 8x8 CMU block. On the other side, only the decorative block and/or masonite paneling is visible from the street, although the clerestory windows are also visible above the service yard walls. One detail in particular that occurs on the construction documents is that the CMU block wall extends beyond the building line and roof overhang. The carport is sited directly adjacent to the service yard.

Elevation type 6 (See Figure 3.8) consists of a large, flat roof with wide overhangs. The entrance is street-facing and sits off the center to one side. The entire front facade is finished with exterior stucco. A large redwood screen covers the top half of the larger side of the facade , shading windows behind it. To the other side of the entry only the decorative block and/or masonite paneling is visible from the street. The carport is sited directly adjacent to the service yard.

Elevation type 7 (See Figure 3.9) consists of a large, flat roof with wide overhangs. The entrance is located to the side of the residence and is not visible from the street. The front facade is broken into alternating finishes of exterior stucco and masonite paneling and repeats across the face of the front facade. The wood masonite paneling borders and frames out three large windows. The service yard wall is set back behind the entry porch and is less prominent than the residences designed with front facing entries. The carport is sited directly adjacent to the service yard.

Elevation type 8 (See Figure 3.9) consists of a large, side-facing gabled roof with a low pitch and wide eave overhang. The entrance is located to the side of the residence and is not visible from the street. Two-thirds of the front facade is covered by decorative block screen which shades windows that sit behind it. The remaining portion of the front facade consists of 8x8 CMU block which only covers the lower half of the wall. One detail in particular that occurs on the construction documents is that the decorative block screen extends beyond the building line and roof overhang. The top half of the wall is clad with masonite paneling. The service yard wall is set back behind the entry porch and is less prominent than the residences designed with front facing entries. The carport is sited directly adjacent to the service yard.

Elevation type 9 (See Figure 3.10) consists of a large, front-facing gabled roof with a low pitch and wide eave overhang. Clerestory windows sit directly under the gable and span about a third of the facade, sitting atop the entry way. The front entrance is street facing and sits off center towards one side of the facade. Directly adjacent to the entry is a small portion of masonite paneling and a large picture window. The picture window occurs directly under the gable at the center of the facade. Opposite the entrance, one side of the facade is constructed of 8x8 CMU block, which extends to the height of the roof gable. One detail in particular that occurs on the construction documents is that the CMU block wall extends beyond the building line and roof overhang. On the other side of the entrance, only the decorative block and/or masonite paneling of the service yard wall is visible from the street. The carport is sited directly adjacent to the service yard.

Elevation type 10 (See Figure 3.10) consists of a large, asymmetrical, low-sloping shed roof with wide eave overhangs on one side and a flat roof with wide eave overhangs on the

opposite side. The front entrance is street-facing and sits under the center of the shed roof. Only one clerestory window is present, directly above the front entrance. The rest of the facade underneath the shed roof is masonite paneling, most of which is covered by the decorative block and/or masonite paneling of the service yard wall. The facade sitting under the flat portion of the roof is entirely clad in decorative block screen, shading a window behind. One detail in particular that occurs on the construction documents is that the decorative block screen extends beyond the building line and roof overhang. The carport is sited directly adjacent to the service yard.

All the carports, regardless of elevation type, are designed with the same layout and elevation materials. The rear wall of the carport, which is visible from the street, is clad with masonite paneling with a storage door off to one side or the other. The floor plan reveals that an adjacent closet is accessible from the rear of the house, through the backyard. The side of the carport directly adjacent to the service year is open while the opposite wall is constructed so that the masonite paneling is staggered on either side of the studs, creating an undulating wall that is detailed in Taylor's drawings.

Accompanying the grand opening article in the *Las Vegas Review-Journal* is a rendering which matches the elevation type number 10 of Taylor's drawings (See Figure 3.4). The rendering clearly shows a large, asymmetrical, low-sloping shed roof with wide eave overhangs on the right and a flat roof with wide eave overhangs on the left side. One clerestory window sits under the shed and directly above the front door. The left facade is covered by a large decorative, block wall. The service yard is visible on the left, pictured with masonite panels interspersed between posts that are raised slightly higher than the wall. The open carport is also visible at the far left of the rendering.

The article also includes photos of the model homes. The photo shows the El Dorado model (See Figure 3.11). While not labeled as the El Dorado on Taylor's plans, the photo matches elevation style number 1. The photo shows a large, front gabled roof with a low pitch and wide eave overhang. Clerestory windows sit directly under the gable and span almost the entire length of the front facade. It is not clear what material the right side wall is from the photo, however, one detail in particular to note is how the wall panel extends beyond the roof overhang on the right side of the building, exactly as it is

detailed in Taylor's construction documents. The service yard is pictured on the left and is constructed of decorative block built between post and beam construction that extends slightly higher than the block wall. The caption of the photo also calls out a skylight in the guest bathroom, which is also a feature detailed on Taylor's plans.

Another photo from the grand opening article shows the backyard of the model homes, featuring children playing in their backyard pool. The photo shows a slight view of the back elevation of the house as well. The 8" x 8" block fireplace is noticeably placed between large expanses of glass, which corresponds to the three-bedroom floor plan found in Taylor's drawings. Taylor's plan shows 6'-0" sliding glass doors next to a stationary lead glass panel on each side of the fireplace as the exterior wall of the large combined dining/living room. These doors and glass panels are clearly seen in the photo in the background of the featured pool.

The grand opening publications are the only time that designer Hugh E. Taylor is ever mentioned for his involvement with the initial design of Paradise Palms Estates, however, given the details of the articles and the corresponding evidence found in Taylor's drawings, it is difficult to deny that Taylor was in fact the designer of the original portion, Units 1 and 2, of the Paradise Palms residential development.

The next article found in the *Las Vegas Review-Journal* was published shortly after the grand opening on July 22, 1960, and announced Harry Heath as the new sales manager for the Paradise Palms housing tract. The article states his background includes being general manager of Bing Crosby's Blue Skies Village in Palm Springs, California. Heath was reported to have promoted and developed Crosby's palatial "Waldorf Astoria of the desert" *(Las Vegas Review-Journal* 22 July 1960, 24: 1-2). This article marks the the first mention of influences from Palm Springs crossing state borders to assist with the development of Paradise Palms.

The next articles were not published until almost a year later on November 2, 1961. The article again advertises a grand opening of Paradise Palms. The font used for the Paradise Palms logo is different than used in the original 1960 advertisement and the suffix Estates has been dropped from the community name. A palm tree has also been added to the

Paradise Palms logo, which matches the logo used by Molasky and Adelson for their Paradise Homes development company. In addition, the slogan is changed to "the community planned for your future" (*Las Vegas Review-Journal* 2 November 1961, PP 6-7). The advertisement credits Los Angeles based architects Dan Palmer and William Krisel as the designers behind the new homes of Paradise Palms and claims 22 new award-winning designs by the duo (See Figure 3.12). The new homes were sited around a new, community club golf course called the Stardust Championship Golf Course and featured other amenities such as the Stardust Golf Club, the Paradise private park complete with recreation activities and school bus service. In addition, the location was advertised as close to Sunrise Hospital, shopping centers, churches, the University of Southern Nevada (now UNLV) and the Strip. Homes remained low in price, ranging from $20,650 to $33,500 and FHA or conventional financing was available with low down payments.

Following up the new grand opening, another article states the community is planned to eventually have 1800 homes developed on a 720 acre area, by far the largest residential development built by a single developer to date in Las Vegas and Clark County. By January 30, 1962, Paradise Homes was awarded "Total Community Concepts" award by the Regents of the Institute of Advanced Real Estate Research Studies. One of the main reasons for the award was the range in price as well as the sheer volume of the planned community. The article stated each home was an award winner and that the home designs of Paradise Palms are the most advanced in features for family comfort. The entire building project of the projected 1800 homes was estimated for a five year span of building.

Palmer and Krisel's contributions to Paradise Palms are well documented both in articles from the *Las Vegas Review-Journal* as well as in real estate brochures that are on file with Special Collections at UNLV's Lied Library. A master plan developed by Engineering Service Corporation for Paradise Homes clearly shows the boundaries of Palmer and Krisel's work (see Figure 3.13). The dark green boundary line follows the assessor's boundaries for Units 3 through 11 of Paradise Palms. The area circled in red corresponds to the survey area of Units 1 and 2, and is clearly not a part of the master plan developed by Engineering Service Corporation, further evidencing the area was previously designed and developed instead by Taylor and Paradise Homes in 1960. Subsequent articles in the

Las Vegas Review-Journal show that construction of Paradise Palms continued through 1967 and that other architects and builders outside of Palmer and Krisel and Paradise Homes were hired as early as 1962 to contribute to the design of homes within Paradise Palms. While Palmer and Krisel designed a majority of Paradise Palms, many other architects including Hugh E. Taylor contributed to the design and construction of the overall subdivision.

Taylor's contribution to Paradise Palms embodies modernist architectural principles in his design for Units 1 and 2 of Paradise Palms. His work in Paradise Palms is just a small sample of residences he designed during the post-war construction boom of the 1950s and 1960s of Las Vegas. The Taylor Archives show him to be one of the more prolific architects in Las Vegas during the mid-century development of the city, with hundreds of residential and commercial buildings throughout the Las Vegas Valley. Because of his many architectural contributions, Hugh E. Taylor is a significant figure in the development and growth of Las Vegas.

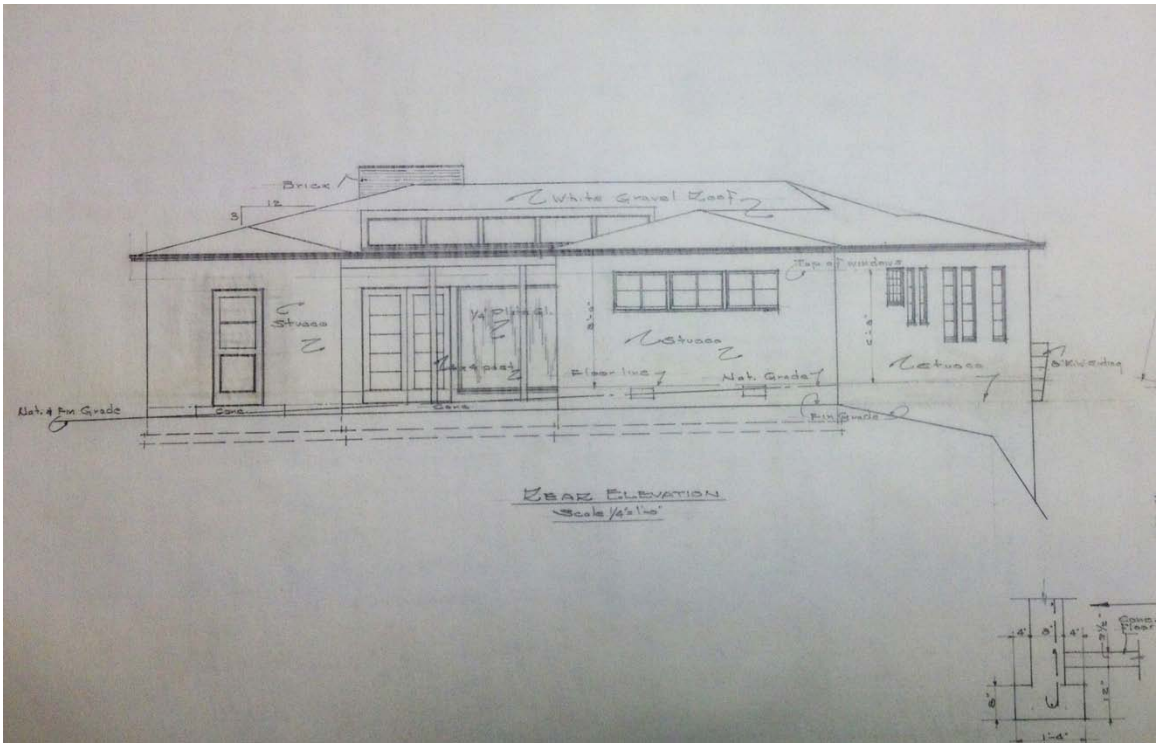

Figure 3.1 Mr. and Mrs. Beaird Residence Building. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 31 May, 1948.

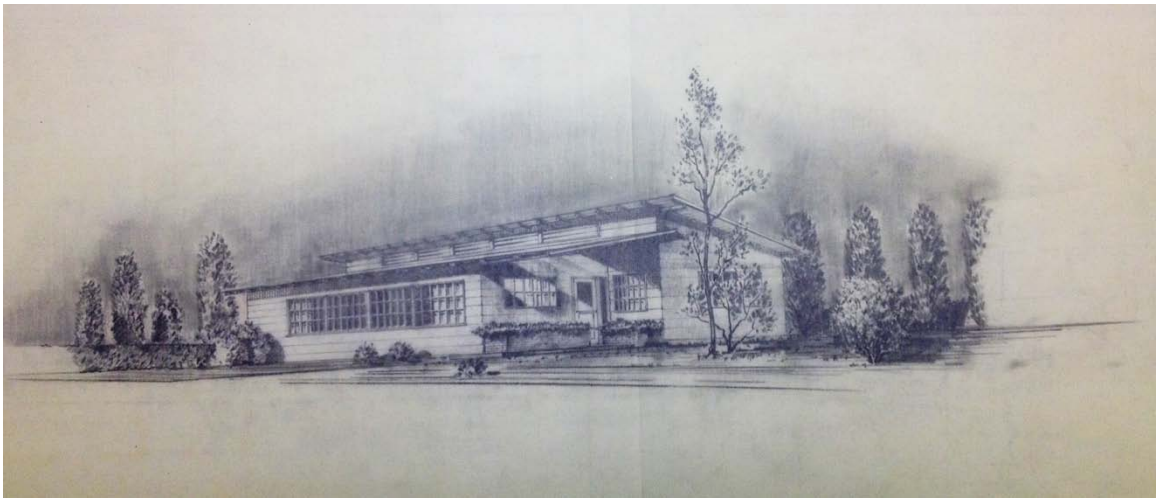

Figure 3.2 Office Building for Kaufield & Son. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 1949.

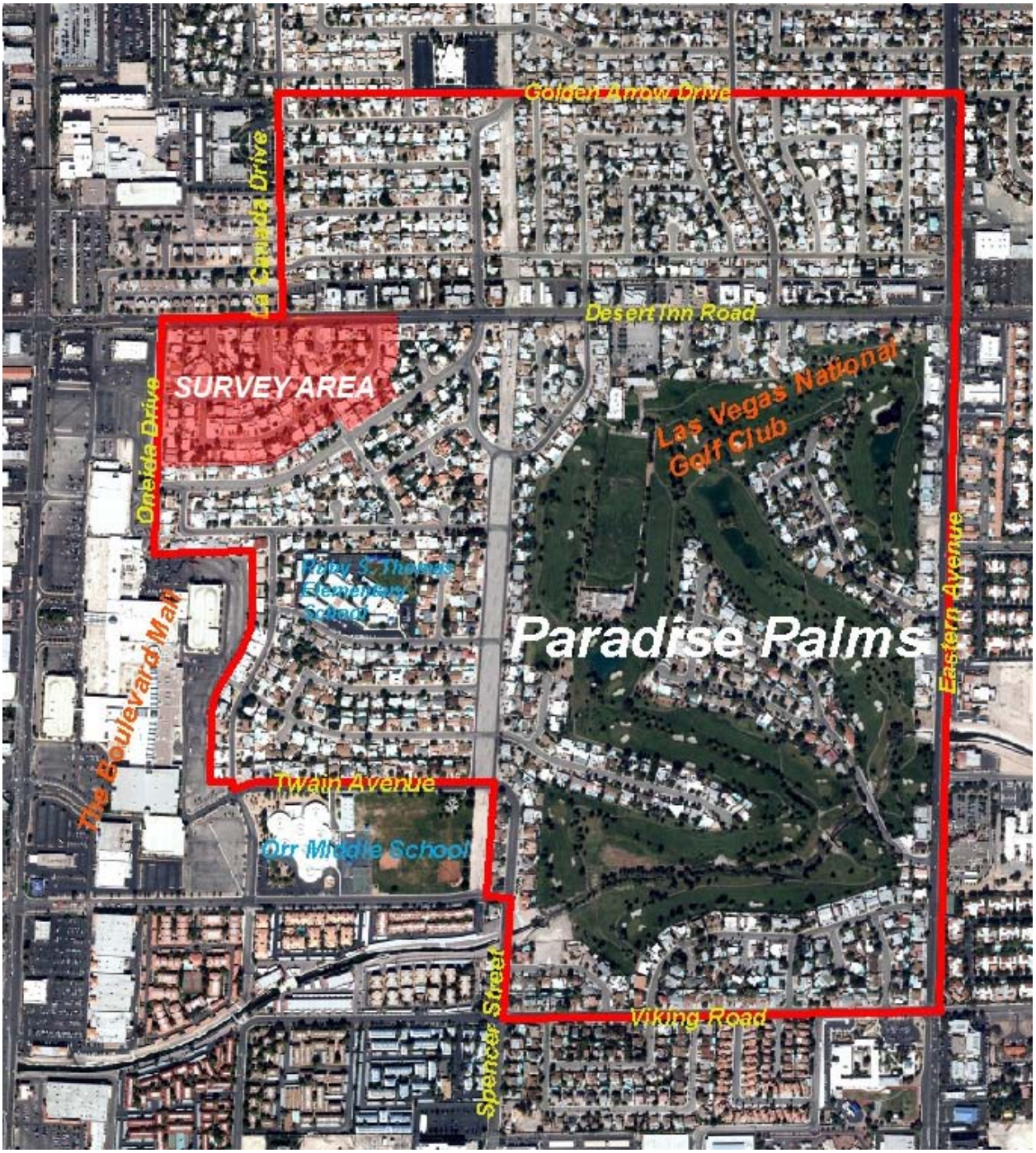

Figure 3.3 Paradise Palms subdivision boundaries and survey area.

Figure 3.4 Grand Opening: Paradise Palms Estates. *Las Vegas Review-Journal*, 3 July 1960 PP 11-12.

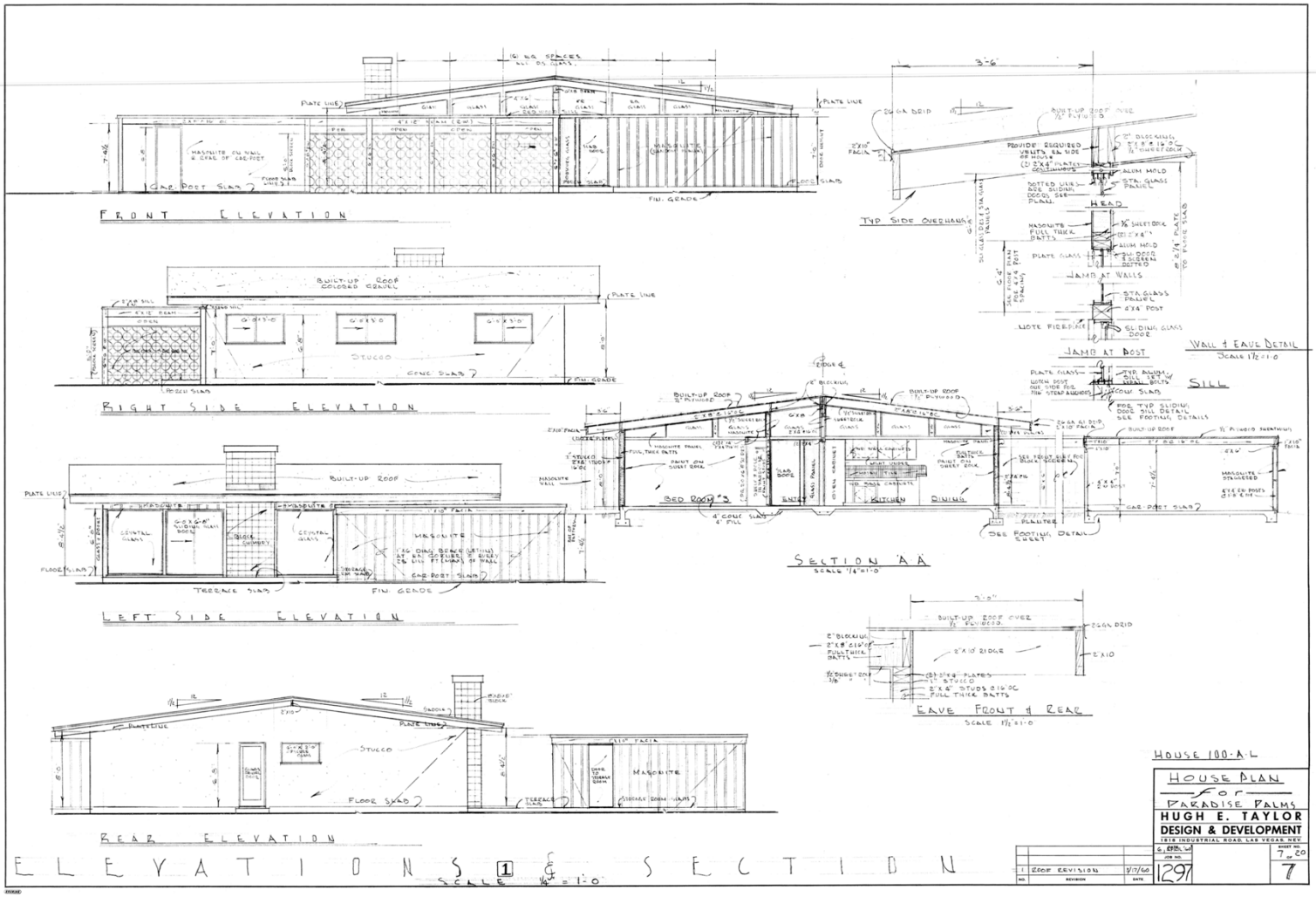

Figure 3.5 Elevation Type 1, 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

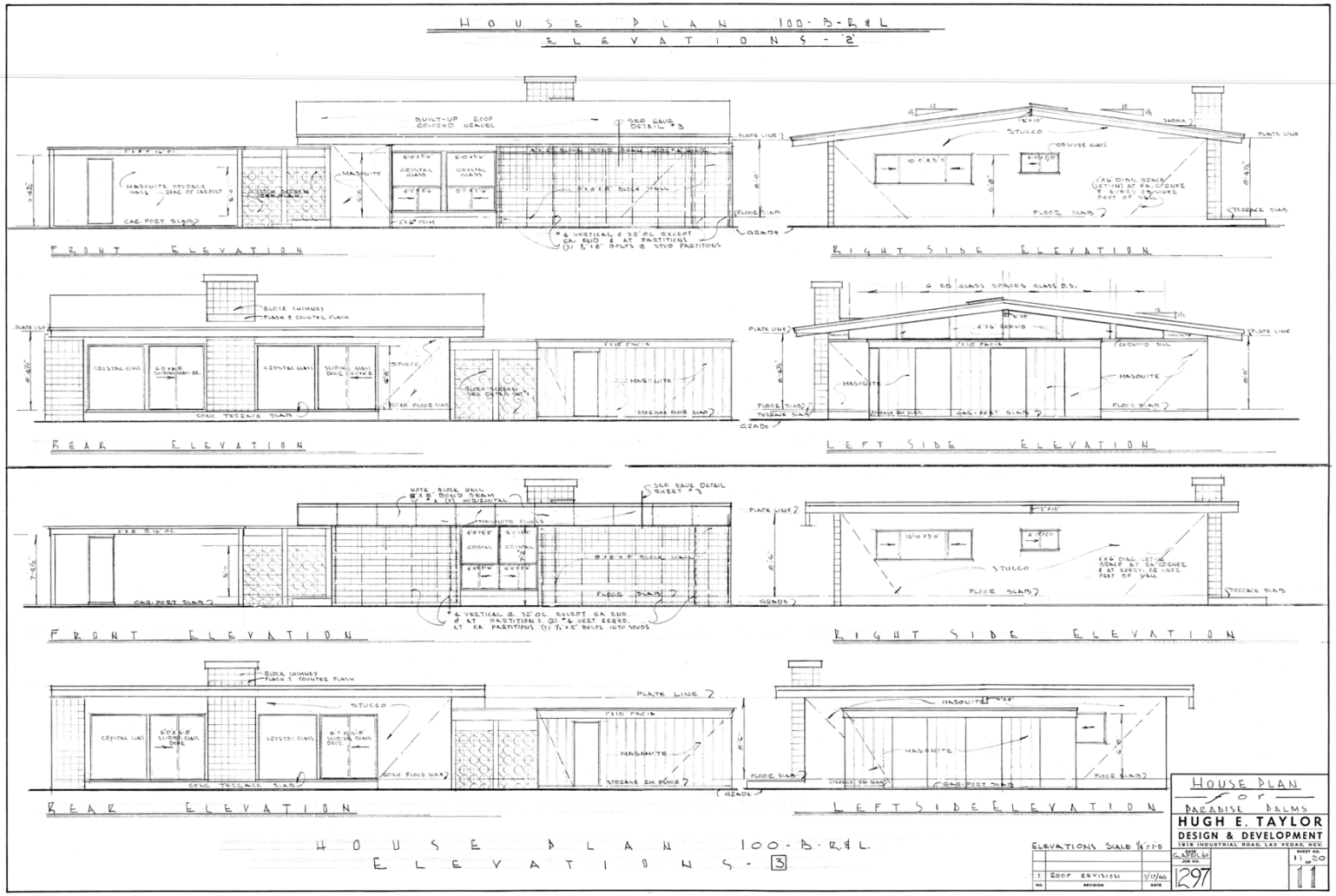

Figure 3.6 Elevation Type 2 & 3, 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

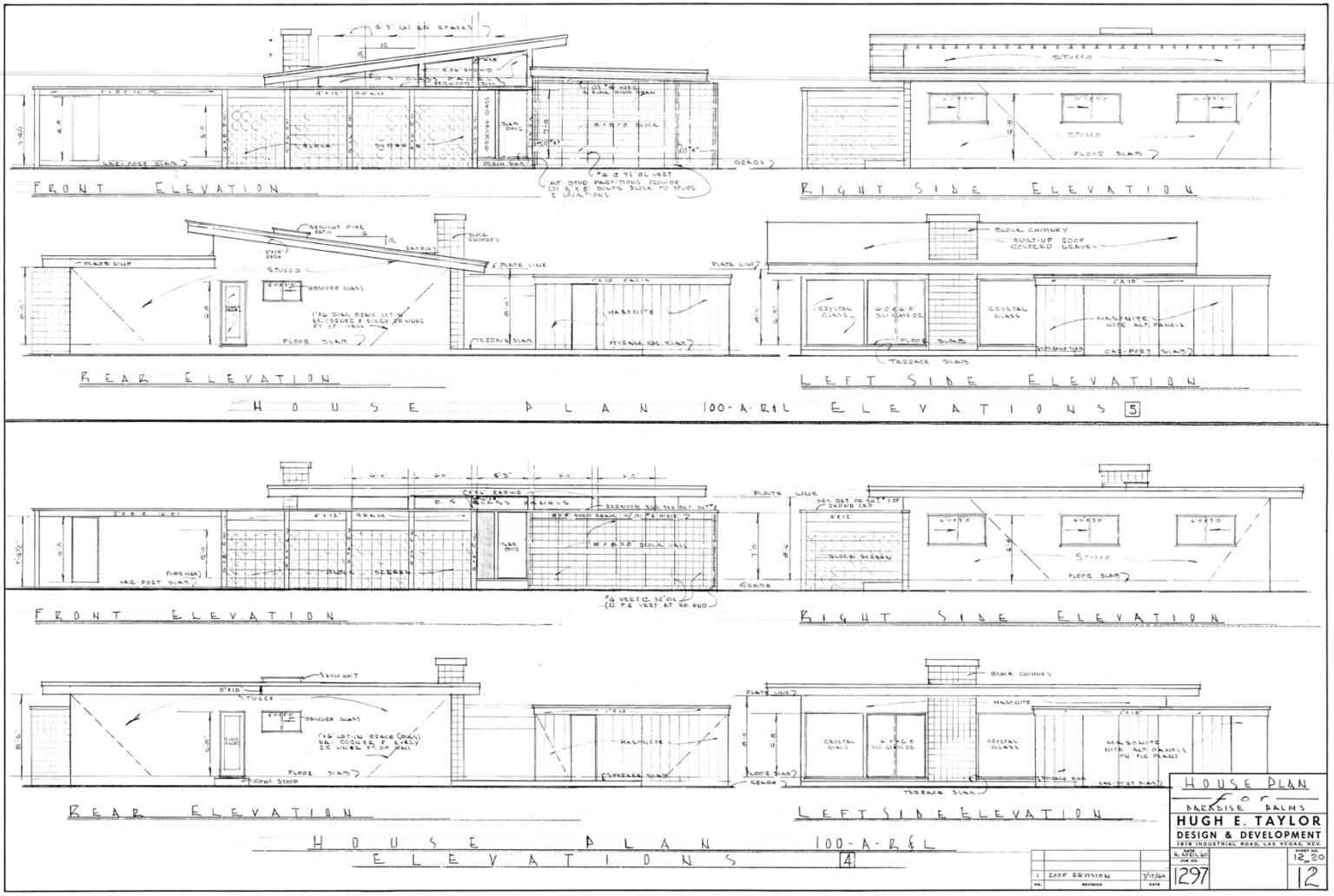

Figure 3.7 Elevation Type 4 & 5, 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

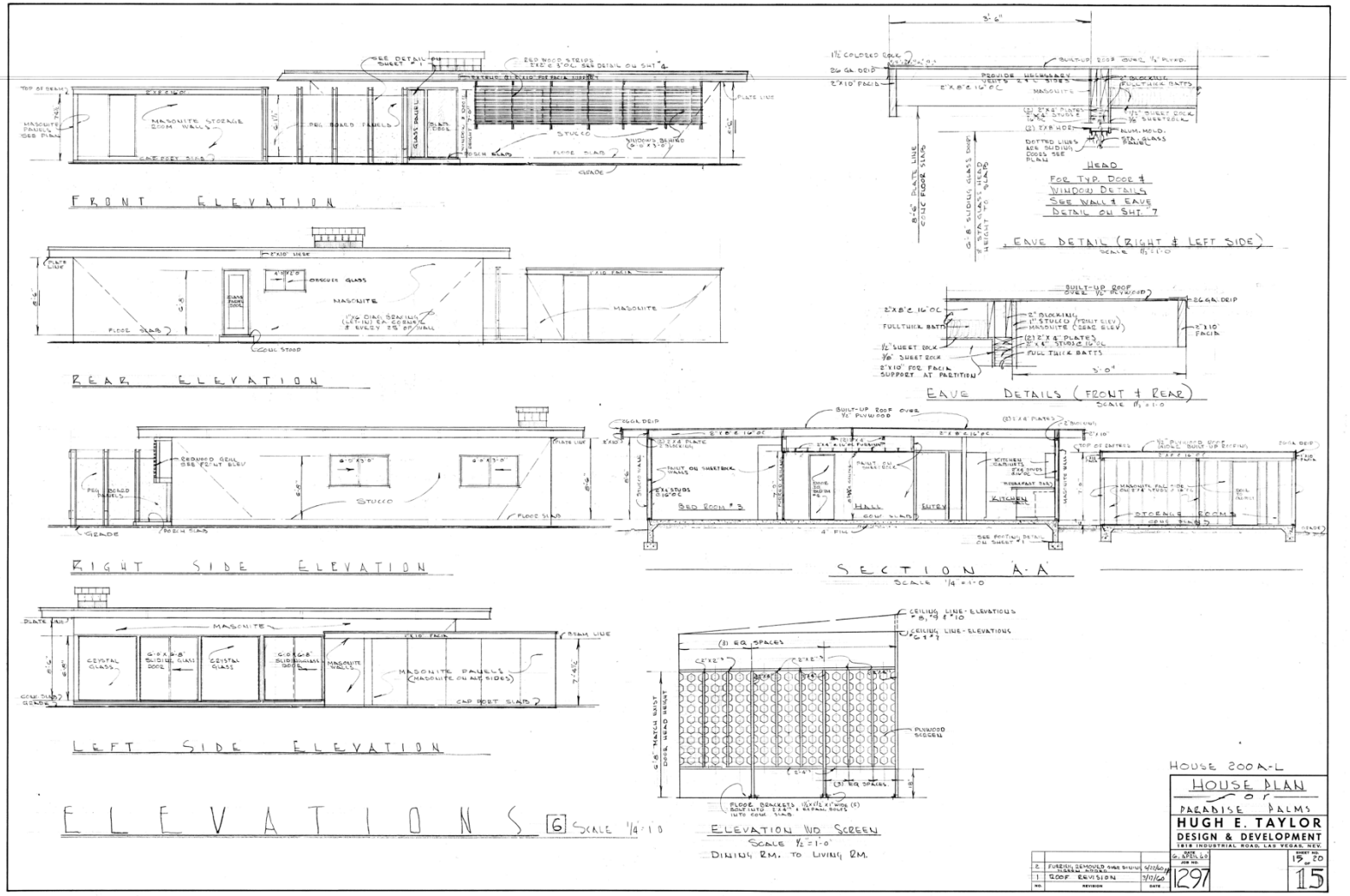

Figure 3.8 Elevation Type 6, 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

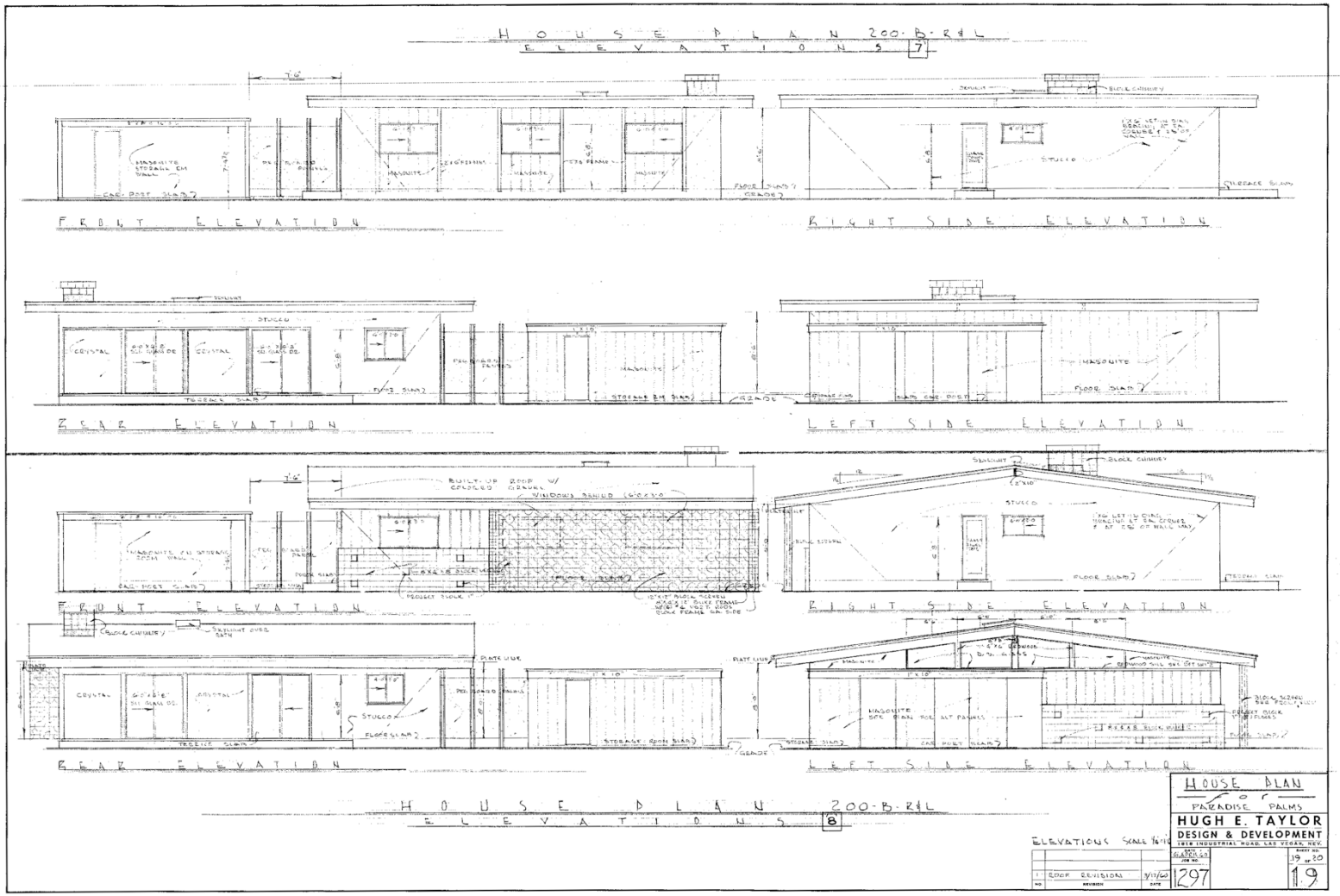

Figure 3.9 Elevation Type 7 & 8, 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

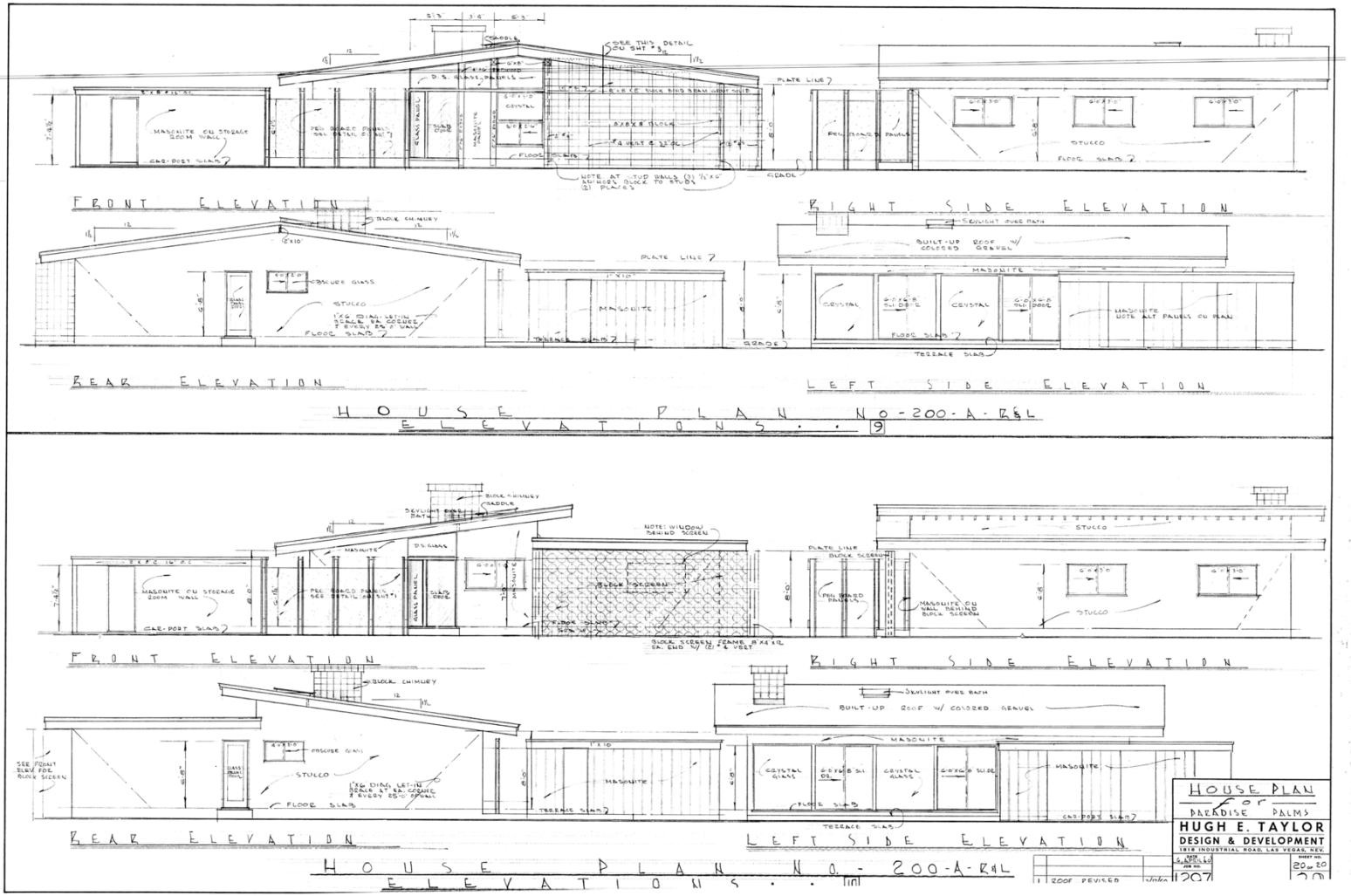

Figure 3.10 Elevation Type 9 & 10, 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

12 Las Vegas Review-Journal Sunday, July 3, 1960

Paradise Palms Estates Plan Grand Opening

Model Homes Open Sunday in New Tract

Paradise Palms Estates, Las Vegas' newest residential area, today celebrates its Grand Opening by placing on display four model homes. Located in Paradise Valley this planned community is situated on Desert Inn Road, near the intersection of Maryland Parkway and represents, according to its builders, Paradise Homes, Inc., a better way of living, offering luxury homes without the luxury price tag.

Visitors to the model homes will be particularly impressed with the architecture and floor plan by the well known designer, Hugh Taylor. Taylor, who was given carte blanche by the builders, has created veritable dream homes not only designed to please the eye but to afford the maximum in convenience and comfort. As Mr. Taylor puts it, "every woman dreams of having plenty of bedrooms, plenty of baths, plenty of closet space, and plenty of built-in conveniences which make up the modern home. At Paradise Palms Estates we have tried to provide all of these things."

Each home is located upon a beautifully landscaped estate size lot complete with majestic palm. Merv Adelson and Irwin Molasky, the principals of Paradise Homes, Inc. state that they have done everything within their power to make Paradise Palms Estates the most attractive new home offering ever presented to the residents of Las Vegas. "First of all," states Adelson, "we have arranged for what we believe is the lowest down payment of any fine home.

It is possible for a person to buy one of these 3 bedroom estate homes for as little as $995 down. Homes range in price from as low as $24,995 for a 3 bedroom home to $26,995 for a 4 bedroom home. Prices will vary slightly depending on the size of lot and location. There are ten completely different models with custom decorator-approved exterior trims and finishes and eight distinctive interior plans designed for luxurious living and easy maintenance. We have even arranged the easiest possible terms for the addition of a filtered swimming pool. Our home buyers can add a swimming pool at the time of purchase for as little as 30 cents per day."

ARTIST'S CONCEPTION OF LAS VEGAS' NEWEST RESIDENTIAL AREA. — Shown is a "birdseye" view of the completed Paradise Palms Estates subdivision, designed with cul-de-sacs and palm fringed streets for gracious living. Streets have been designed to offer maximum safety for the children of families living in the area. Present construction is but a part of the planned homes for this residential area; a planned community to encompass at least 300 homes.

School Bus Service Is Available

One of Nevada's finest elementary schools is the Paradise Valley Elementary School located close by the new Paradise Palms Estates.

This modern institution affords the children of the new estate homes the finest in educational facilities for the elementary grades.

Free bus service will be available to the new property owners in Paradise Palms Estates. Pupils will be picked up and brought home each day during the school term.

The modern school buildings will afford the youngsters comfort during school hours and the qualified teachers will gladly assist each pupil to keep up with his or her work.

Paradise Palms Estate developers feel that these school facilities will benefit both students and parents.

Visitors Will Enjoy Do-It-Yourself Tour

One of the unusual experiences to be enjoyed by visitors to Paradise Palms Estates is the Do-It-Yourself planned tour. Guided only by signs pointing out various features of the homes, a visitor will enter one of the model homes, passing through the various rooms, out through a passage way to the next home and so visit each of the four models without encountering salesmen. In this way each visitor can take as little or as much time as he desires to inspect each model. Humorous little figures in the shape of a magic genie point out various features in an entertaining and amusing fashion.

At the end of one's trip through the models, company personnel are available to answer questions and allow the visitor to register for the free swimming pool drawing.

Boyd Ashcraft, sales manager, states, "No one likes to be harassed by salesmen. Every visitor to Paradise Palms Estates is our guest and we want them to feel at home and enjoy their visit to the utmost. Our plan is to let them see the homes for themselves uninterrupted by any high-pressure sales talk and make it an enjoyable and rewarding experience."

Attractive young ladies will be present in the model homes to help answer any questions and to point out the many advantages of the new modern Paradise Palm Estates homes.

The public who will visit these new homes will be treated as friends of the developers. The many new devices will surprise those who visit the new homes.

THE GENIAL GENIE — Your guide on the Paradise Palfs "Magic Carpet" tour of the model homes will be this humorous far-Eastern type bell boy. He will be featured on signs throughout the area, explaining many of the features of the model homes and directing the flow of visitors.

COME ON IN, THE WATER'S FINE — The smaller members of the family are especially enthusiastic about the Paradise Fiberglass Pools that are made available to buyers of the Paradise Palms Estates Homes. The pool shown is the model that is to be awarded free to the lucky ticket holder, and installed on any lot in the Las Vegas area. Tickets are available to all visitors to the model home, with the drawing to be held on August 15.

Visitors To Paradise

The builders of Paradise Palms Estates are so proud of their new luxury home development that they want everybody in Las Vegas to pay them a visit. As a token of their appreciation they are giving away absolutely free and without obligation, a famous Universal Paradise filtered swimming pool which will be installed for the winner anywhere in the Las Vegas area. The only requirement is to register. Every visitor to Paradise Palms Estates will be given the opportunity to enter. At a date to be announced later above drawing will be held on television and the winner announced.

Model Homes Furnished By Famous Decorator

"Visitors to Paradise Palms Estates' model homes will have an opportunity to see the latest ideas in interior decoration," stated C. Tony Pereira, famous interior decorator. "Our organization has had the opportunity of furnishing many model homes in outstanding developments throughout the country," Pereira stated.

"We feel that the model homes at Paradise Palms Estates are one of our outstanding achievements. Nothing has been spared in the way of lavish furnishings to demonstrate the possibilities inherent with these beautiful estate homes. We have also been privileged to color coordinate all homes in the subdivision. The choice of floor coverings, wall paper ceiling and wall colors is of vital importance in making homes inviting and exciting.

"We [illegible] that the residents of Las Ve[illegible] will appreciate and be pleased with our efforts in this respect. Today color plays such an important part in our lives that we believe the developers of Paradise Palms Estates are to be congratulated in giving this vital matter the attention it needs and demands."

EL DORADO — One of the model homes open for inspection in the Paradise Palms Estates is this model El Dorado. With a three bedroom floor plan the El Dorado has 2 bathrooms, one off the master bedroom with a sunken tub and the other bathroom features a skylight. All homes will have 100% wool wall-to-wall carpeting throughout and landscaping included in the purchase price.

FINANCING FOR PARADISE PALMS — Al Neumeyer, President, and Harry Lahr, senior VP, of First Western Savings and Loan, point to some of the features of the new homes. Financing is being offered by First Western over a twenty-five year period.

Ashcraft Realty Firm Handles New Estates

SALES PLAN — Prospective buyer, Mrs. Leslie J. Ritchie, is flanked by Boyd Ashcraft (left) and Marshall Ashcraft, of Ashcraft Realty Co., as she inquires about the different floor plans available to buyers in the new subdivision. A total of ten different floor plans will be offered. During the Grand Opening, four model homes with both three and four bedroom floor plans and four different exteriors will be shown.

Second Half of 1960 Leans To Favorable Side

By ELMER C. WALZER
UPI Financial Editor

Hotpoint Appliances Are Featured In Model Homes

One of the highlights of the Paradise Palms Estates homes is the completely built-in natural ash kitchen, featuring color-coordinated Hotpoint cook tops, built-in oven and dishwashers. Miladys cooking is done at the simple touch of a finger with these latest of push-button appliances.

British Marine Makes Death Slide To Death

Twenty-Five Years of Financing Homes Now Offered by First Western

Figure 3.11 Grand Opening: Paradise Palms Estates. *Las Vegas Review-Journal*, 3 July 1960

PP 11-12.

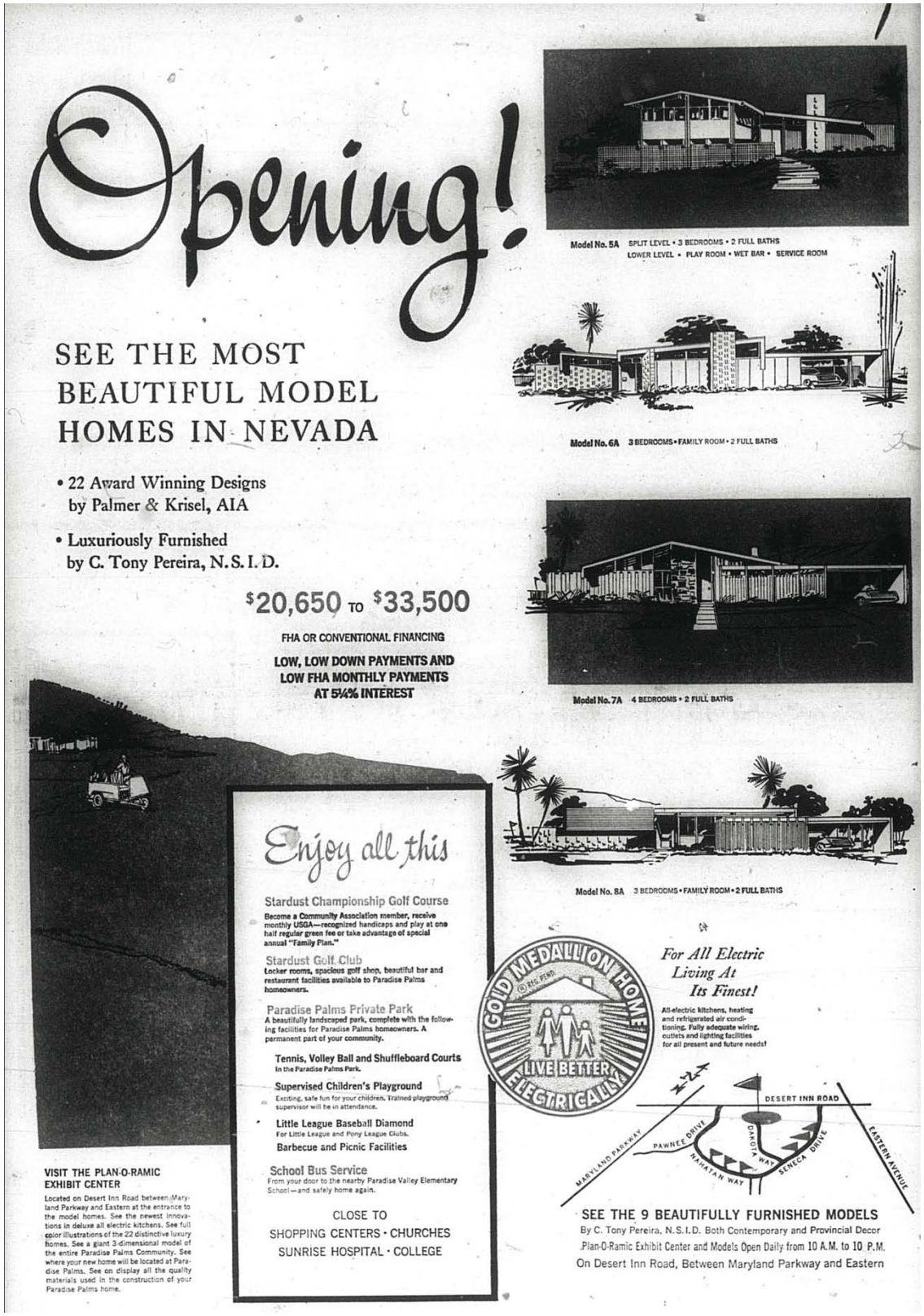

Figure 3.12 Grand Opening: Paradise Palms. *Las Vegas Review-Journal* 2 November 1961, PP 6-7.

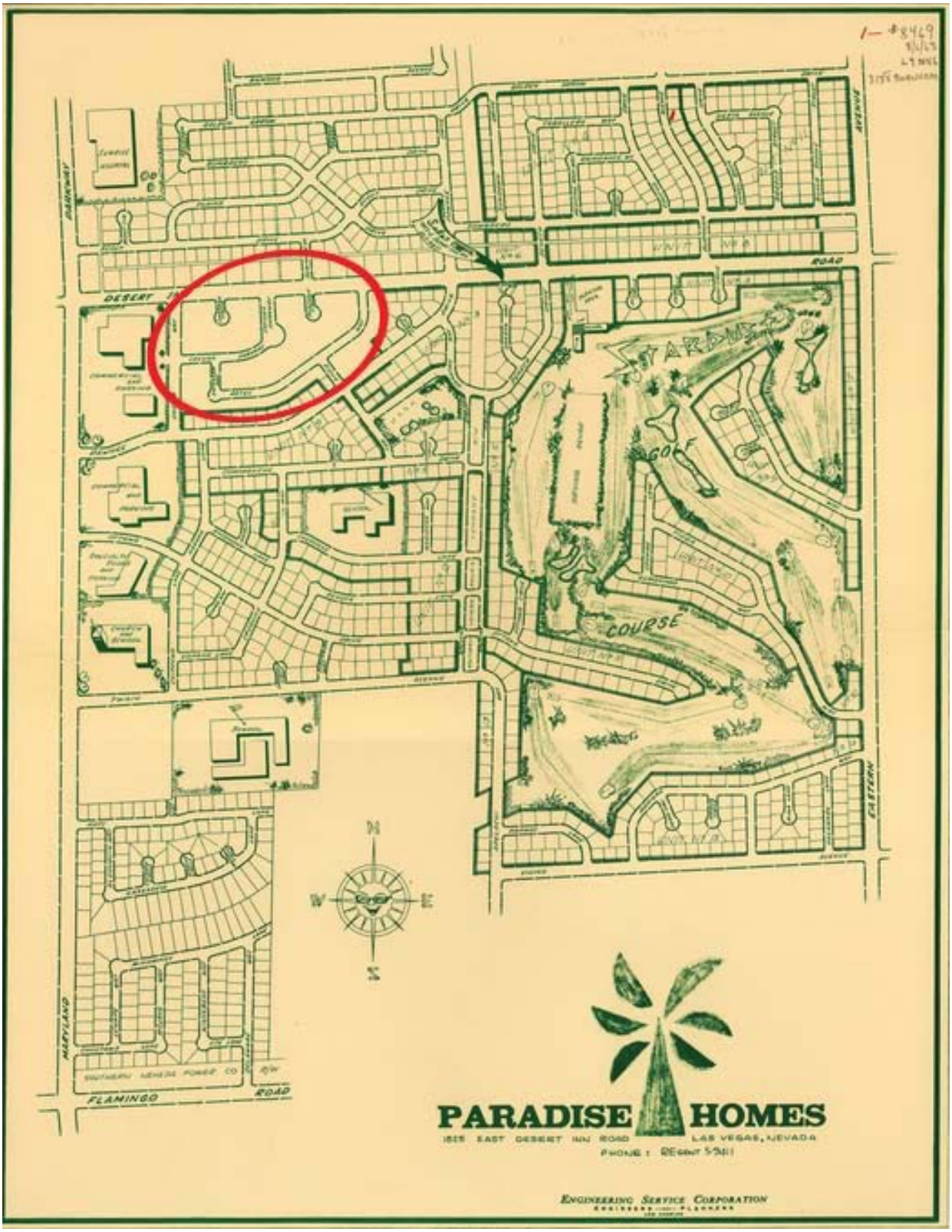

Figure 3.13 Paradise Palms Master Plan by Palmer and Krisel. "Paradise Palms." Paradise Palms. Accessed March 22, 2015. http://www.paradisepalmslasvegas.com/.

RESULTS & EVALUATION

A total of 75 buildings were observed and recorded during a reconnaissance survey of Paradise Palms Units 1 and 2 architectural survey. Of these buildings, 72 are residential properties and 3 have been rezoned and converted into commercial properties. The three commercial properties are located on the northern boundary of Unit 1 and have property frontage along Desert Inn Road. Thirteen properties are recommended as individually eligible for listing in the National Register of Historic Places (NRHP) and 35 properties are recommended as contributing to a potential NRHP historic district (See. Figure 4.1).

Residential Buildings

All of the 72 residential properties surveyed are Contemporary-style single family Ranch homes, which was a common architectural style during post-war building in Las Vegas. Although no building permits could be located at the Clark County Building Department, the date of Taylor's construction documents as well as the Clark County Assessor records shows that all of the residences were built in either 1960 or 1961. The Ranch style of housing dominated the domestic type of architecture in the American West from the early 1950s through the 1960s and is still quite popular today. The Contemporary style of modernism was especially popular in Western regions such as Los Angeles, Palm Springs and Las Vegas, and was the predominant building style in Las Vegas from the late 1950s throughout the 1960s.

County assessor records show that the Paradise Palms subdivision was built in various phases, with Units 1 and 2 of the surveyed area being the first phase of the construction development. Unit 1 consists of 60 residential properties recorded in December of 1959 (See Figure 4.2). Taylor's drawings of the homes are dated April 6, 1960, although his project log records the job as being received at the end of 1959, corresponding to the assessor's recordation. Unit 2 of Paradise Palms was recorded in October of 1960 according to the county assessor's records and consists of an additional 15 residential properties (See Figure 4.2). Taylor's plans show a revision date on October 16, 1960, when an additional 15 houses were added to the master plan. The additional lot numbers correspond to the lots within Unit 2 of Paradise Palms (See Figure 4.3).

The 72 residential properties documented during the survey match the information called out in Taylor's construction documents. No building permits or other information containing an architect of record could be found, however the completeness and details of the construction documents (CDs) obtained from the Taylor Archives, combined with the observations made during the pedestrian survey and other supporting evidence, show that Hugh E. Taylor is the designer and architect of the residences located in Paradise Palms Units 1 and 2.

Taylor designed all of the homes as post and beam single family dwellings which feature common materials that include 8x8 concrete masonry block (CMU), masonite (wood) paneling, decorative concrete block, clerestory windows, picture windows and glass walls. Roof lines vary between low pitch, gable roofs, asymmetrical, low-sloping shed roofs and flat roofs. Taylor's master plan shows the siting and elevation type for each residence as well. The master plan served as a guide for comparison during the survey. Taylor used a combined numeric and alphabetic coding to identify the type of floor plan, elevation type, and directional siting of the service yard and carport (See Figure 4.4). Every house is sited with a service yard and carport adjacent to one another, situated either to the right or left of the house. All of Taylor's elevation types were observed during the survey.

Individually Eligible Residences

Of the 72 residential properties that were surveyed, 13 are eligible for individual listing with the NHRP (See Figure 4.5). These 13 properties are not only built within the post-war modern period for historic domestic architecture, but retain the integrity of Taylor's original design and are excellent examples of the Contemporary Ranch home. The properties that have been recommended for individual listing have not been altered, with the exception of the enclosure of the carport into a garage in some cases. They have had no other alterations or additions that were observed during the survey. Most of the properties for recommendation are in excellent condition, however there are a few that have been neglected and are starting to deteriorate. Deteriorations include damaged and peeling paint, cracks and crumbling grout in decorative block walls, exposure damage to masonite paneling and cracks in stucco.

These 13 residences within the survey area were deemed eligible under Criteria A and C of the NHRP. Because the properties were developed within the subdivision of Paradise Palms, the themes of townsite/city planning and suburban development was the most appropriate context to evaluate eligibility under Criteria A. The scale of the Paradise Palms subdivision was unmatched at the time of residential building in Las Vegas. Furthermore, Merv Adelson and Irwin Molasky, the developers of Paradise Palms, also developed and greatly influenced the adjacent commercial development of Maryland Parkway, specifically The Boulevard mall, which was built in 1967 served as Las Vegas's first commercial indoor strip mall and was primarily marketed towards the residents of Paradise Palms. In addition, Adelson and Molasky had previously built Sunrise Hospital in 1958, which sits to the north east of Units 1 and 2 of Paradise Palms on Maryland Parkway. Taylor was also one of the primary architects used by Adelson and Molasky in the development of Maryland Parkway, designing Sunrise Hospital and multiple other professional office buildings near the subdivision. The subdivision's proximity to the casinos on Las Vegas Boulevard via Desert Inn Road was another feature of the strategic planning of Paradise Palms, as the Strip served as one of the primary employment corridors for the city of Las Vegas and Clark County. Because the development of Paradise Palms greatly influenced the development of Maryland Parkway and Desert Inn Road, these 13 residences in Units 1 and 2 are individually eligible for NRHP listing under Criterion A.

The 13 residences were also evaluated under Criterion C as being representative of the Contemporary Ranch single family home, a distinctive style and building type of post-war domestic architecture. In order to be eligible, the residence must retain all seven aspects of integrity including location, design, setting, materials, workmanship, feeling and association. The 13 residences of the survey area deemed eligible for individual listing occur in their original location, are excellent examples of Taylor's original design, showcase the materials and workmanship practices of their time, and embody the feeling and association of the modern architecture that was popular during the 1960s in Las Vegas and Clark County. Because these properties retain all seven aspects of integrity as defined by the National Park Service, the residences have been recommended for individual listing in the NRHP under Criterion C.

Contributing Residences

Of the 72 residential properties that were surveyed, 35 are considered contributing to a potential historic district (See Figure 4.6). Of these 35 properties, 13 of them are eligible for individual listing as described above. The remaining residences have experienced some level of alteration, but retain a recognizable resemblance to Taylor's original design and still retain architectural characteristics of the Contemporary Ranch home.

Within Units 1 and 2 of Paradise Palms, 35 properties were deemed as contributing to a historic district under Criteria A and C of NRHP. Because the properties were developed within the subdivision of Paradise Palms, the themes of townsite/city planning and suburban development was the most appropriate context to evaluate eligibility under Criteria A, as discussed previously with the individually eligible properties.

According to Fox and Jeffery's Arizona State Historic Preservation Office Carport Integrity Policy, carports converted to single car garages with compatible materials are considered a modification for properties within a historic district. In the absence of policy established by the Nevada SHPO, the Arizona SHPO policy has been applied to this survey. In evaluating building materials that have been replaced, compatible materials in place of materials that were found on residential drawings in the Taylor Archives were deemed acceptable. Such materials include stucco, CMU (solid or decorative), exterior stone or rock cladding, and wood or masonite siding. Roofline modifications were considered acceptable as long as the appearance of the original roofline and the original massing of the residence was intact. In many cases, the flat roof of the primary residence was extended towards the carport side of the residence, creating a covered area between the carport and main residence. In other cases, the carport roof was modified from a flat roof to a shed or gable. While these changes do impact the overall massing of the contributing properties, the impact is minor and are compatible with the design aesthetics and workmanship of Taylor's design. Materials that are considered temporary or impermanent such as security bars and metal sheathing were evaluated for comparability with Taylor's design. Security bars were generally deemed as compatible, as many are made of decorative metal which echos the design and repetitive nature of the decorative

block screens. The location and appearance of windows was also taken into consideration, however specific materials of the window frame were not detailed. If a window appeared to have been replaced, the property was considered for contributing status. If additional windows or entrances had been added, the property was generally not considered for contributing status.

It is quite common for residences over fifty years in age to have undergone some type of alteration or repair to the original structure. Alterations of contributing properties include the enclosing of the carport structure into either a garage or inhabitable space, the enclosure of the service yard into habitable space, building additions, roof modifications and building material replacements. Many of these modifications appear to have been made within the period of significance (1961-1965), however no building permits were consulted which can confirm this. Of the seven aspects of integrity defined by the National Park Service, contributing properties of the surveys occur in the original location, feature design, materials and workmanship of Taylor's design, and contribute to the feeling and association of the post-war architectural style that was popular in Las Vegas and Clark County during the late 1950s and early 1960s. Because these properties retain integrity of Taylor's design, the residences were considered as contributing to a historic district NHRP listing under Criterion C.

Historic District Summary and Recommendations

Units 1 and 2 of Paradise Palms is a subdivision designed by Hugh E. Taylor and developed by Adelson and Molasky of Paradise Homes Inc. All 75 properties within the proposed district were designed and built between 1960 and 1961.

Of the 75 residences, three have been rezoned and converted into commercial properties. Because of the change in use from the properties original purposes, as well as severe modifications made to the property and land use, it is recommended to omit these three properties from the proposed historic district. All three commercial properties are located on the northern boundary of Unit 1 and have property frontage along Desert Inn Road. It was also recommended to omit the properties adjacent to the commercial properties as these have also experienced a significant loss in integrity. These properties are at the

corners of Desert Inn Parkway and Seminole Circle, and also at the east most corner of Cayuga Parkway and Desert Inn Road. In addition, it is recommended to omit the residential properties on Oneida Way from the proposed historic district. Of the eight properties located on this street, only one is contributing and the other seven have been severely modified beyond recognition of Taylor's original design. By excluding the recommended properties, a total of 61 single family residences were considered in evaluating Units 1 and 2 of Paradise Palms. Of the 61 homes, 35 or 57 percent, are considered as contributing to a historic district.

The residences were built in the Contemporary-style Ranch type of domestic post-war architecture and portray rectangular footprints, low-pitched gable or shed, and flat roofs, and showcase building materials of the time such as decorative block, CMU and masonite paneling. In addition, the use of large expanses of glass in the form of clerestory windows, picture windows and plate glass sliding doors are exemplary of the modernist principles of blending the exterior, outside environment with the interior living space. Contributing properties are considered to be well-preserved examples of the type of architecture that was popular in the American West, specifically in Las Vegas and Clark County, during the late 1950s and early 1960s.

As it relates to the presence of a NRHP eligible district, Units 1 and 2 of Paradise Palms feature a significant concentration of dwellings unified historically by their role in Las Vegas' suburban development as well as their similarities of architectural design and indicative qualities of mid-century modern architecture. A significant portion of the homes within the Paradise Palms subdivision retain their integrity of location, design, setting and feeling, and are well documented through the construction drawings found within the Taylor archive. These reasons qualify Paradise Palms units 1 and 2 as a historic district NHRP listing under Criteria A and C as well.

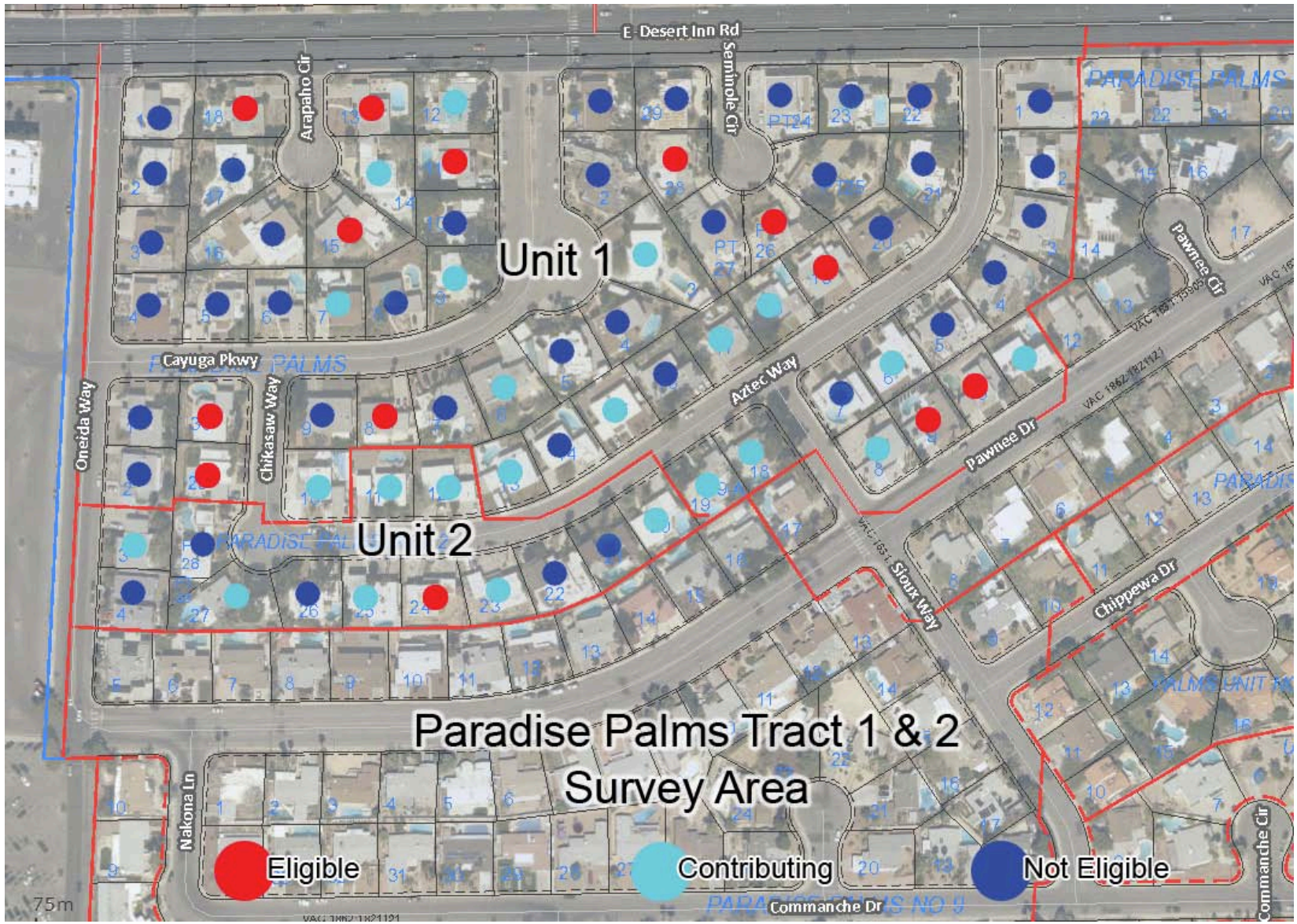

Figure 4.1 Paradise Palms Unit 1 & 2 Survey Map

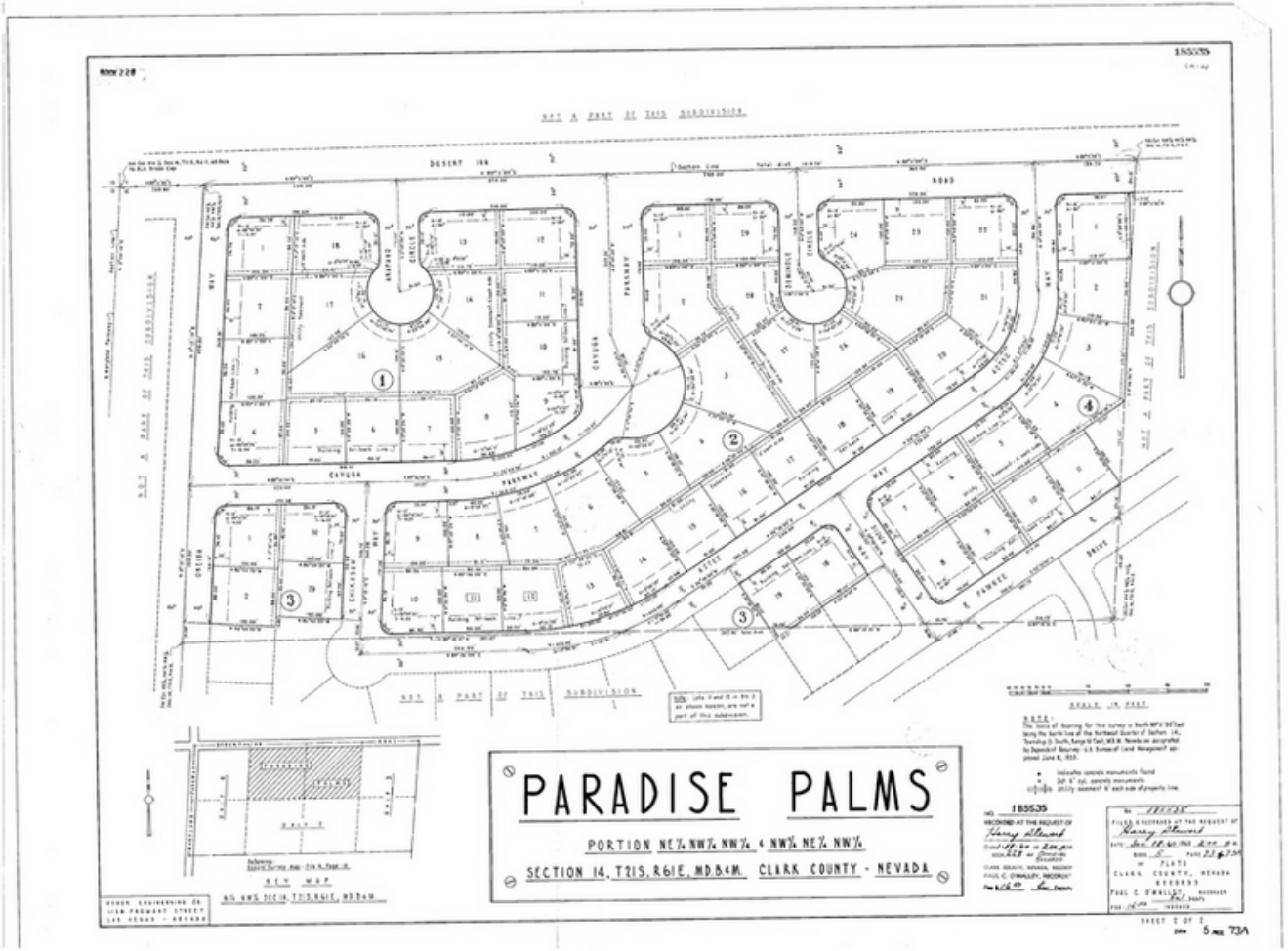

Figure 4.2 Paradise Palms Unit 1 Plat Map. "Paradise Palms." Paradise Palms. Accessed March 22, 2015. http://www.paradisepalmslasvegas.com/.

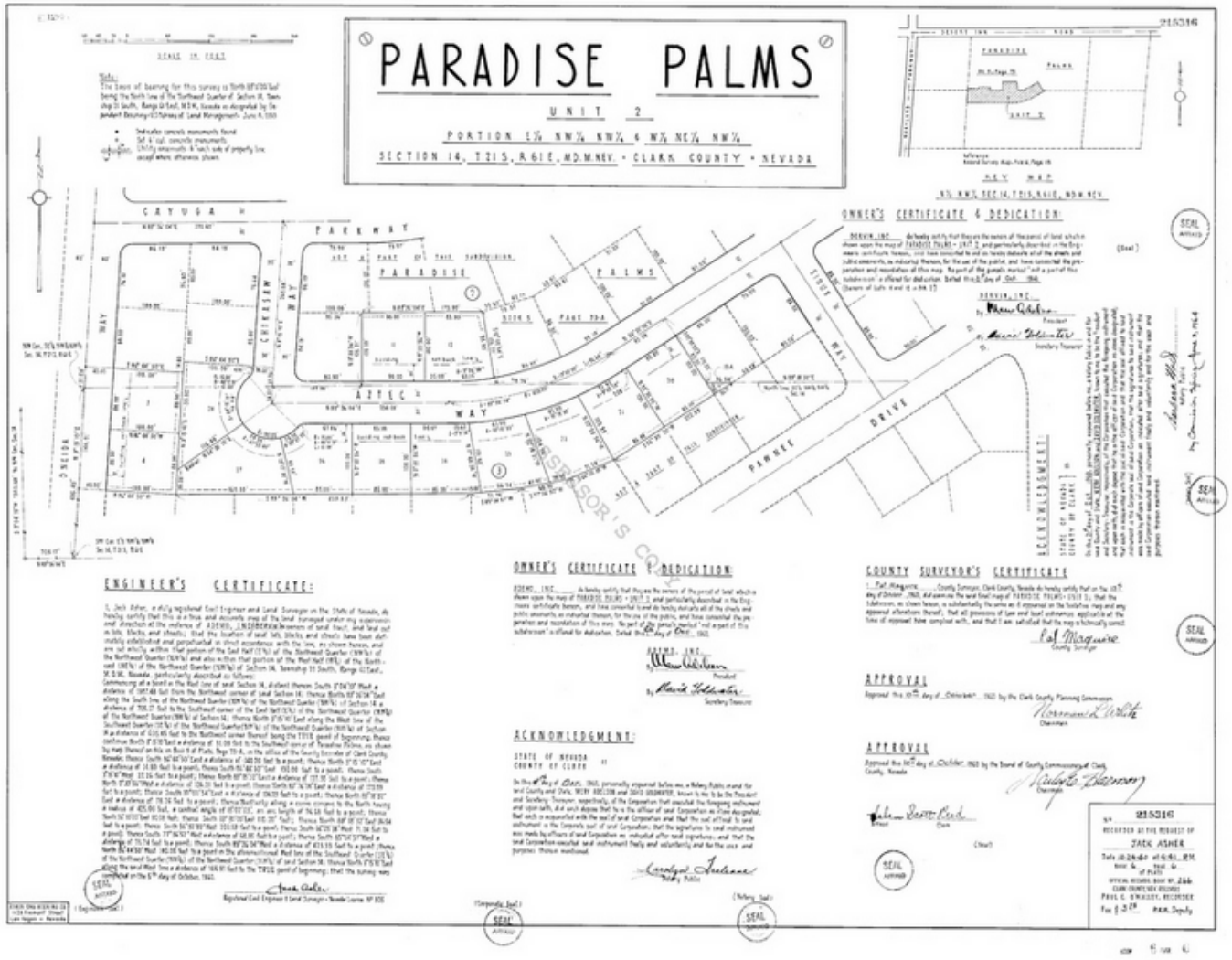

Figure 4.3 Paradise Palms Unit 2 Plat Map. "Paradise Palms." Paradise Palms. Accessed March 22, 2015. http://www.paradisepalmslasvegas.com/.

Figure 4.4 Paradise Palms Units 1 & 2 Master Plan by Hugh E. Taylor. 1297 Tract Plans for Irwin Molasky. *Hugh E. Taylor Archives.* Nevada Preservation Foundation. 6 April, 1960.

Address	Site Plan Code	Bedrooms	Entrance	Carport	Elev Type	Service Yard Fence Type	Eligibility Recommendation	Contributor/Non-Conributor to Historic District	Comments
3315 Arapaho Circle	100-B-R-3-Y	3 BED	SIDE	RIGHT	ELEV 3	MASONITE	Y (Criteria A and C)	C	Property is somewhat dilapidated but is in original condition. Decorative block screen in front of facade is missing, however exposed windows appear to be original. Carport is still intact. Service yard wall is visible, however original material of service yard is not. Has been covered with corrugated metal. Original massing of structure remains unchanged. Masonite roof fascia is no longer intact.
3334 Arapaho Circle	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	Property is slightly dilapidated but no alterations have occurred. Decorative block is mostly intact, service yard is visible and intact and carport remains in original condition.
3314 Arapaho Circle	200-A-L-10-Z	4 BED	STREET	LEFT	ELEV 10	BLOCK W/ POST	Y (Criteria A and C)	C	Alterations include enclosed carport into garage and front gate with brick columns added. Massing of original structure is intact as well as original building materials. Decorative block facade and service yard are in pristine condition. Clerestory window over entrance remains visible above gate addition.
1449 Cayuga Pkwy	100-B-L-2-X	3 BED	SIDE	LEFT	ELEV 2	STRAIGHT BLOCK	Y (Criteria A and C)	C	The carport has been enclosed as a garage otherwise the property is in original condition. The property is in good condition as well.
1517 Cayuga Pkwy	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	The roofline of the carport has been modified into a gable. Otherwise the property appears in original condition and also appears in good condition.
3327 Seminole Circle	100-A-L-1-Z	3 BED	STREET	LEFT	ELEV 1	BLOCK W/ POST	Y (Criteria A and C)	C	Alterations include enclosed carport into garage and a security gate has been added to entrance.Massing of original structure is intact as well as original building materials. Decorative service yard is intact. Clerestory windows are visible above service yard fence.
3334 Seminole Circle	100-B-L-2-X	3 BED	STREET	LEFT	ELEV 2	STRAIGHT BLOCK	Y (Criteria A and C)	C	Property is difficult to see due to fencing around the property.Property appears to be in original condition. Decorative block is intact, service yard is visible at back and carport is also intact. Property is somewhat dilapidated
3373 Chikasaw Way	100-A-R-4-Y	3 BED	STREET	RIGHT	ELEV 4	MASONITE	Y (Criteria A and C)	C	The carport has been enclosed into a garage and a clerestory window has been added above the service yard wall. Otherwise the property is in original condition and appears in excellent shape.
3385 Chikasaw Way	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	The service yard is no longer intact otherwise the property is in original condition. The property appears slightly dilapidated
1461 Aztec Way	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	There is a decorative metal gate surrounding the property and a security gate added to the front entry. The rest of the property is in original condition and appears in good condition.
1590 Aztec Way	200-B-R-8-X	4 BED	SIDE	RIGHT	ELEV 8	STRAIGHT BLOCK	Y (Criteria A and C)	C	The carport has been enclosed into a garage structure but otherwise the property is in original condition. The original building materials and massing are intact and the service yard wall is visible. The material of the service yard does not appear to be original but has been covered with wood paneling similar to masonite which matches the original building materials of the residence.The decorative block and cmu block are in pristine condition.
1620 Pawnee Dr	100-B-L-3-Y	3 BED	SIDE	LEFT	ELEV 3	MASONITE	Y (Criteria A and C)	C	Property remains almost entirely in original condition. Carport is intact and original building materials are still in place. Service yard wall has been replaced with decorative metal security gates, but the original function of the space still exists.
1634 Pawnee Dr	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	Property remains almost entirely in original condition. Carport is intact and original building materials are still in place. The service yard has been enclosed, but the original massing of the service yard is intact. The decorative block walls of the service yard are also still intact as well as the other original building materials. The original massing of the structure is also intact.

Figure 4.5 Individually Eligible Properties, Survey Notes.

Address	Site Plan Code	Bedrooms	Entrance	Carport	Elev Type	Service Yard Fence Type	Eligibility Recommendation	Contributor/Non-Conributor to Historic District	Comments
3404 Oneida Way	100-B-L-3-Z	3 BED	SIDE	LEFT	ELEV 3	BLOCK W/ POST	N	C	The carport has been enclosed as a garage. The service yard fence is no longer visible. The roof line of the primary residence has been extended to meet the garage to create a covered entry way. The primary residence shows the original building materials are intact. The original massing of the property is intact as well.
3315 Arapaho Circle	100-B-R-3-Y	3 BED	SIDE	RIGHT	ELEV 3	MASONITE	Y (Criteria A and C)	C	Property is somewhat dilapidated but is in original condition. Decorative block screen in front of facade is missing, however exposed windows appear to be original. Carport is still intact. Service yard wall is visible, however original material of service yard is not. Has been covered with corrugated metal. Original massing of structure remains unchanged. Masonite roof fascia is no longer intact.
3334 Arapaho Circle	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	Property is slightly dilapidated but no alterations have occurred. Decorative block is mostly intact, service yard is visible and intact and carport remains in original condition.
3326 Arapaho Circle	100-A-L-1-Y	3 BED	STREET	LEFT	ELEV 1	MASONITE	N	C	Original carport has been enclosed into living space. Original service yard has also been enclosed into living space adding significant mass to the front of the property. The additional wall has been clad in stone exterior not original to the Taylor design. A decorative block wall has been added which blocks most of the view of the remaining facade. A new car port has been added, composed of brick columns.
3314 Arapaho Circle	200-A-L-10-Z	4 BED	STREET	LEFT	ELEV 10	BLOCK W/ POST	Y (Criteria A and C)	C	Alterations include enclosed carport into garage and front gate with brick columns added. Massing of original structure is intact as well as original building materials. Decorative block facade and service yard are in pristine condition. Clerestory window over entrance remains visible above gate addition.
1438 Cayuga Pkwy	100-B-L-2-X	3 BED	SIDE	LEFT	ELEV 2	STRAIGHT BLOCK	N	C	The carport has been enclosed as a garage. The roof of the main residence has been extended over the service yard to create an enclosed living space. There appears to be an added living space between the carport and residence as well. Some of the decorative block is visible but most of the facade has been stucco'd over. The clerestories are visible on the side of the facade. The original massing of the structure is intact.
1449 Cayuga Pkwy	100-B-L-2-X	3 BED	SIDE	LEFT	ELEV 2	STRAIGHT BLOCK	Y (Criteria A and C)	C	The carport has been enclosed as a garage otherwise the property is in original condition. The property is in good condition as well.
1483 Cayuga Pkwy	100-B-L-3-Z	3 BED	SIDE	LEFT	ELEV 3	BLOCK W/ POST	N	C	The carport and service yard are no longer visible. A solid brick wall has been added in their place. The service yard appears to have been enclosed as living space and the entrance has been changed to front facing. Original windows and cmu block are visible on the primary residence. The original massing and roof line of the property are intact.
1490 Cayuga Pkwy	200-B-L-7-Z	4 BED	SIDE	LEFT	ELEV 7	BLOCK W/ POST	N	C	The carport has been enclosed as a garage and a security gate has been added blocking the entrance from the street. The service yard is no longer visible through the security gate. Otherwise the property is in original condition.
1516 Cayuga Pkwy	100-A-R-4-Y	3 BED	STREET	RIGHT	ELEV 4	MASONITE	N	C	The carport has been enclosed as a garage and the service yard has been enclosed as living space. The original material of the service yard is no longer intact however the original massing of the carport and service yard are still intact. The original building materials are visible on the primary residence. Clerestory windows are visible and the roofline and massing of the primary residence are intact.
1517 Cayuga Pkwy	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	The roofline of the carport has been modified into a gable. Otherwise the property appears in original condition and also appears in good condition.
1527 Cayuga Pkwy	100-B-R-2-Z	3 BED	SIDE	RIGHT	ELEV 2	BLOCK W/ POST	N	C	The carport has been enclosed as a garage and the roofline has been raised and extended to meet the primary residence to create a covered entrance way. The service yard is no longer visible. A lattice type structure seems to act as exterior siding. Original cmu block and windows are intact on the primary residence. Clerestory windows have been covered by corrugated metal on the side elevation. The roof line modification interrupts the original massing of the property.
3327 Seminole Circle	100-A-L-1-Z	3 BED	STREET	LEFT	ELEV 1	BLOCK W/ POST	Y (Criteria A and C)	C	Alterations include enclosed carport into garage and a security gate has been added to entrance.Massing of original structure is intact as well as original building materials. Decorative service yard is intact. Clerestory windows are visible above service yard fence.
3334 Seminole Circle	100-B-L-2-X	3 BED	STREET	LEFT	ELEV 2	STRAIGHT BLOCK	Y (Criteria A and C)	C	Property is difficult to see due to fencing around the property.Property appears to be in original condition. Decorative block is intact, service yard is visible at back and carport is also intact. Property is somewhat dilapidated
3373 Chikasaw Way	100-A-R-4-Y	3 BED	STREET	RIGHT	ELEV 4	MASONITE	Y (Criteria A and C)	C	The carport has been enclosed into a garage and a clerestory window has been added above the service yard wall. Otherwise the property is in original condition and appears in excellent shape.
3385 Chikasaw Way	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	The service yard is no longer intact otherwise the property is in original condition. The property appears slightly dilapidated
1409 Aztec Way	200-B-R-8-X	4 BED	SIDE	RIGHT	ELEV 8	STRAIGHT BLOCK	N	C	The carport has been enclosed into a garage but the original massing is still intact. The service yard walls are still visible and mostly intact although some decorative metal has been added. The decorative block and cmu block are still visible and the original massing of the property is intact.

1428 Aztec Way	200-A-R-10-Y	4 BED	STREET	RIGHT	ELEV 10	MASONITE	N	C	The carport has been enclosed into a garage and the service has been extended across the entry way to form a gated entry. The service yard walls have also been rebuilt in solid cmu block however the massing of both the garage and service yard remain original in form. The decorative block wall of the facade has been deconstructed although a small portion of it exists. The facade is clad in the original masonite material.
1443 Aztec Way	100-B-R-3-Y	3 BED	SIDE	RIGHT	ELEV 3	MASONITE	N	C	The carport and service yard are no longer intact. A open truss carport structure has been added which is higher than the original structure. The entrance has been changed to street facing and a marble like stone has been been added to this portion of the exterior. The primary residence is in original condition and the massing of the structure is mostly intact.
1444 Aztec Way	100-B-L-2-X	3 BED	SIDE	LEFT	ELEV 2	STRAIGHT BLOCK	N	C	The carport has been enclosed into a garage but the original massing of the structure remains intact. The front facade has been stucco'd over and the side of the property has been covered with wood sidiing. Clerestory windows are sill visible and the riginal roofline and massing of the structure is intact. A decorative block screen is also intact and in good condition covering a portion of the front facade.
1461 Aztec Way	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	There is a decorative metal gate surrounding the property and a security gate added to the front entry. The rest of the property is in original condition and appears in good condition.
1468 Aztec Way	100-A-R-4-Z	3 BED	STREET	RIGHT	ELEV 4	BLOCK W/ POST	N	C	The carport has been enclosed as living space. The service yard appears intact and the decorative block is in good condition. The original massing of the property is mostly intact but the clerestory windows are no longer visible and the original buildings materials have been covered by stone and wood siding.
1479 Aztec Way	100-A-R-4-X	3 BED	STREET	RIGHT	ELEV 4	STRAIGHT BLOCK	N	C	The carport has been converted into living space and stucco'd over with an entrance and window added to the exterior. The original massing of the structure remains intact. The service yard and primary residence are in original condition.
1490 Aztec Way	100-B-L-3-Y	3 BED	SIDE	LEFT	ELEV 3	MASONITE	N	C	The carport as been enclosed as a detached structure but the massing of the structure has been kept intact.The residence has been clad over in brick but the decorative bloc screen in front of the facade and the service yard walls are still visible. The masonite panels that extend down from the roof fascia are still intact and in good condition. The original massing of the property is intact.
1521 Aztec Way	100-A-L-1-Z	3 BED	STREET	LEFT	ELEV 1	BLOCK W/ POST	N	C	The carport remains in original condition. The service yard has been enclosed into living space and clad in masonite panels. The original massing of the structure is intact and a window has been added to the street facing facade. The primary residence is in original condition.
1526 Aztec Way	200-A-L-6-Y	4 BED	STREET	LEFT	ELEV 6	MASONITE	N	C	The carport has been enclosed into a garage and the service yard is no longer visible. The wood shading screen is still intact and in good condition. The facade has been stucco'd over which is in line with the original building materials. The window next to the entrance has been changed out and replaced with one broken up by mullion.s The original massing of the property is intact.
1535 Aztec Way	200-A-L-9-X	4 BED	STREET	LEFT	ELEV 9	STRAIGHT BLOCK	N	C	The carport has been enclosed as a garage and the service yard has been enclosed as living space. The service yard walls appear to have been stucco'd over. The original massing of the structures remain original. The primary residence appears to be in original condition. The clerestory windows and cmu block are visible, The roof line and massing of the residence are also original.
1549 Aztec Way	100-A-R-4-Z	3 BED	STREET	RIGHT	ELEV 4	BLOCK W/ POST	N	C	The carport has been enclosed into living space and a separate entry has been added. The service yard walls are still intact and the decorative block are in good condition. The service yard itself has been covered, which blocks the clerestories from the street view. Stone siding has been added over the existing building materials, although some of the cmu block was left exposed. The original massing of the property is mostly intact.
1558 Aztec Way	200-B-L-7-X	4 BED	SIDE	LEFT	ELEV 7	STRAIGHT BLOCK	N	C	The property is in good condition and appears mostly original. The carport is still open and the storage closets are visible at the rear. The decorative block screen of the facade and service yard walls are in pristine condition. Rock has been added to the exterior, but is minimal and coincides with modernist principles. The original rooflines and massing are intact.
1574 Aztec Way	200-A-R-10-Y	4 BED	STREET	RIGHT	ELEV 10	MASONITE	N	C	The original massing of the structure is in original condition. The carport is still open and the storage closets are visible at the rear of the carport. The service yard is also still intact, including what appears to be the original masonite panels. The house has been clad in wood siding.
1589 Aztec Way	200-A-L-9-Z	4 BED	STREET	LEFT	ELEV 9	BLOCK W/ POST	N	C	Carport has been demolished but storage closets at rear of carport remain intact. Service yard has been enclosed into living space and covered with masonite panels. Roof of service yard has been raised and follows line of primary residence's roof line, which remains original. Clerestories have been boarded up with masonite panels. CMU block is visible. Although altered, building materials and massing follow modernist principles.

1590 Aztec Way	200-B-R-8-X	4 BED	SIDE	RIGHT	ELEV 8	STRAIGHT BLOCK	Y (Criteria A and C)	C	The carport has been enclosed into a garage structure but otherwise the property is in original condition. The original building materials and massing are intact and the service yard wall is visible. The material of the service yard does not appear to be original but has been covered with wood paneling similar to masonite which matches the original building materials of the residence.The decorative block and cmu block are in pristine condition.
1606 Pawnee Dr	100-A-L-1-X	3 BED	STREET	LEFT	ELEV 1	STRAIGHT BLOCK	N	C	Carport roof line has been raised and storage closets at the back have been removed. Service yard is still intact and decorative block is in good condition. Stone cladding has been added to the exterior facade. Clerestory windows remain visible. Massing of original structure is intact.
1620 Pawnee Dr	100-B-L-3-Y	3 BED	SIDE	LEFT	ELEV 3	MASONITE	Y (Criteria A and C)	C	Property remains almost entirely in original condition. Carport is intact and original building materials are still in place. Service yard wall has been replaced with decorative metal security gates, but the original function of the space still exists.
1634 Pawnee Dr	100-A-L-5-Z	3 BED	STREET	LEFT	ELEV 5	BLOCK W/ POST	Y (Criteria A and C)	C	Property remains almost entirely in original condition. Carport is intact and original building materials are still in place. The service yard has been enclosed, but the original massing of the service yard is intact. The decorative block walls of the service yard are also still intact as well as the other original building materials. The original massing of the structure is also intact.
1648 Pawnee Dr	100-A-R-4-Y	3 BED	STREET	RIGHT	ELEV 4	MASONITE	N	C	Carport has been enclosed into a garage and a second story loft has been added on top. The service yard is no longer intact. The rest of the facade, however, remains in original condition. Clerestory windows are visible under flat roof line. Second story addition has altered massing of structure however facade details, window placement and roof line of addition follow modernist principles.

Figure 4.6 Contributing Properties, Survey Notes.

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