

Citywide Historic Context for Reno, Nevada

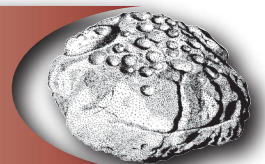
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Cover photo is of the Reno Arch and North
Virginia Street at night, ca. 1960s.

Frontpiece illustration, in
lower right corner, is of a
pecked and grooved saurian effigy head
discovered in an Archaic site
in the South Truckee Meadows, Nevada.
Illustration by J.W. Oothoudt

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TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 PREFACE	1
1.2 PROJECT SCOPE AND PURPOSE	1
1.3 PROJECT TEAM AND ACKNOWLEDGEMENTS.	1
1.4 SUMMARY OF PREVIOUS HISTORIC DISTRICTS AND REPORTS	3
1.5 REPORT OUTLINE.	3
2.0 METHODOLOGY	5
2.1 CONCEPTUAL, TEMPORAL, AND GEOGRAPHICAL LIMITS	5
2.2 LITERATURE REVIEW	5
2.3 RESEARCH METHODS	5
2.4 OUTREACH METHODS	6
3.0 EVALUATION FRAMEWORK	7
3.1 HISTORIC DISTRICTS.	7
3.2 NATIONAL REGISTER OF HISTORIC PLACES	7
3.3 NEVADA STATE REGISTER OF HISTORIC PLACES	10
3.4 RENO CITY REGISTER OF HISTORIC PLACES	11
4.0 HISTORICAL OVERVIEW	13
4.1 SETTLEMENT AND EARLY DEVELOPMENT (1868-1900)	13
4.2 COMMERCE AND CONTINUED GROWTH (1901-1945)	14
4.3 THE POSTWAR ERA (1946-1969)	16
4.4 RENO AFTER 1970	18
5.0 THEMES, SUBTHEMES, AND PROPERTY TYPES.	19
5.1 CONTEXT: EARLY SETTLEMENT AND AGRICULTURAL DEVELOPMENT.	19
5.1.1 Theme: Early Settlement and Associated Agricultural and Commercial Development, 1850-1868	20
5.2 CONTEXT: RESIDENTIAL DEVELOPMENT AND SUBURBANIZATION.	22
5.2.1 Theme: Urban Residential Development, 1868-1889.	22
5.2.2 Theme: Residential Development, 1890-1940	23
5.2.2.1 Subtheme: Single-Family Residential.	23
5.2.2.2 Subtheme: Multifamily Residential	25
5.2.3 Theme: Residential Development, 1941-1980	27
5.2.3.1 Subtheme: Single-Family and Multifamily Residential Infill	27
5.2.3.2 Subtheme: Suburban Developments.	28
5.2.3.3 Subtheme: Multifamily Residential	29
5.2.3.4 Subtheme: Mobile Home Parks	30
5.2.4 Significant Individuals in Residential Development	31
5.3 CONTEXT: COMMERCE	31
5.3.1 Theme: Wedding and Divorce Trade	31
5.3.2 Theme: Gambling	33
5.3.3 Theme: Tourism and Hospitality	34
5.3.4 Theme: Entertainment and Recreation.	35
5.3.5 Theme: Banking and Finance.	37
5.3.6 Theme: Wholesale, Retail, and Service	38
5.3.7 Theme: Warehousing.	39
5.3.8 Significant Individuals in Commerce	40

5.4	CONTEXT: PUBLIC AND PRIVATE INSTITUTIONAL DEVELOPMENT	40
5.4.1	Theme: Government Services and Civic Institutions	40
5.4.1.1	Subtheme: Public Services	40
5.4.1.2	Subtheme: Legal Institutions	42
5.4.2	Theme: Infrastructure	43
5.4.2.1	Subtheme: Utilities	43
5.4.2.2	Subtheme: Water Management	45
5.4.2.3	Subtheme: Waste Management	46
5.4.3	Theme: Cultural Institutions	47
5.4.3.1	Subtheme: Libraries	47
5.4.3.2	Subtheme: Museums	48
5.4.3.3	Subtheme: Public Facilities	49
5.4.4	Theme: Educational Development	50
5.4.4.1	Subtheme: Private Education	50
5.4.4.2	Subtheme: Public Education	51
5.4.4.3	Subtheme: Post-secondary Education	52
5.4.5	Theme: Media and Journalism	53
5.4.6	Theme: Parks and Recreation	55
5.4.7	Theme: Healthcare and Medical Institutions	56
5.4.8	Theme: Private Institutional Development	58
5.4.9	Theme: Religious Institutional Development	59
5.4.10	Theme: Cultural Landscapes	60
5.4.10.1	Subtheme: Cemeteries	60
5.4.10.2	Subtheme: Conservation, Parks, and the River	61
5.4.10.3	Subtheme: New Deal Projects	62
5.4.11	Significant Individuals in Public and Private Institutional Development	63
5.5	CONTEXT: ETHNIC AND CULTURAL HERITAGE	64
5.5.1	Theme: Cultural Communities	64
5.5.2	Theme: Ethnic Religious and Social-Cultural Institutions	67
5.5.3	Significant Individuals in Ethnic and Cultural Heritage	68
5.6	CONTEXT: SOCIAL HISTORY	69
5.6.1	Theme: Civil Rights and Segregation	69
5.6.2	Theme: Women's Rights and Suffrage	70
5.6.3	Theme: LGBTQ Rights	72
5.6.4	Significant Individuals in Social History	74
5.7	CONTEXT: AGRICULTURE	74
5.7.1	Theme: Ranching and Farming	74
5.7.2	Theme: Water Control and Irrigation	76
5.7.3	Significant Individuals in Agriculture	78
5.8	CONTEXT: TRANSPORTATION	79
5.8.1	Theme: Overland Trails and Wagon Roads	79
5.8.2	Theme: Railroad	80
5.8.3	Theme: Streetcar	82
5.8.4	Theme: Automobile	83
5.8.5	Theme: Aviation	86
5.8.6	Significant Individuals in Transportation	87
5.9	CONTEXT: INDUSTRY	88
5.9.1	Theme: Manufacturing and Distribution	88
5.9.1.1	Subtheme: Ice and Beverage Production	88
5.9.1.2	Subtheme: Meatpacking and Food Production	89

5.9.2 Theme: Lumbering	91
5.9.3 Theme: Mining	92
5.9.4 Significant Individuals in Industry.	94
5.10 CONTEXT: MILITARY	94
5.10.1 Theme: Military Development, 1942-1980.	95
5.10.2 Significant Individuals in Military	96
5.11 CONTEXT: ARCHITECTURE AND DESIGN	96
5.11.1 Theme: Designers and Builders.	97
5.11.1.1 Subtheme: Notable Architects	98
5.11.1.2 Subtheme: Notable Builders	107
5.11.2 Theme: Victorian Styles (1860-1910)	107
5.11.2.1 Subtheme: Greek Revival	108
5.11.2.2 Subtheme: Gothic Revival	108
5.11.2.3 Subtheme: Italianate	109
5.11.2.4 Subtheme: Second Empire	110
5.11.2.5 Subtheme: Queen Anne	111
5.11.2.6 Subtheme: Shingle Style	111
5.11.2.7 Subtheme: Folk Victorian	112
5.11.3 Theme: Arts and Crafts Movement, 1895-1935.	113
5.11.3.1 Subtheme: Craftsman.	113
5.11.3.2 Subtheme: American Foursquare	114
5.11.3.3 Subtheme: Prairie School	115
5.11.4 Theme: Period Revival (1895-1945)	115
5.11.4.1 Subtheme: Classical Revival/Neoclassical Revival	116
5.11.4.2 Subtheme: Colonial Revival	117
5.11.4.3 Subtheme: French Eclectic.	118
5.11.4.4 Subtheme: Italian Renaissance/Mediterranean Revival.	118
5.11.4.5 Subtheme: Mission Revival	119
5.11.4.6 Subtheme: Spanish Colonial Revival	120
5.11.4.7 Subtheme: Tudor Revival.	121
5.11.5 Theme: Early Modernism (1920-1945)	122
5.11.5.1 Subtheme: Art Deco.	122
5.11.5.2 Subtheme: Streamline Moderne	123
5.11.5.3 Subtheme: Minimal Traditional	124
5.11.6 Theme: Postwar Modernism and Later Styles (1945-1980)	125
5.11.6.1 Subtheme: Transitional Ranch	125
5.11.6.2 Subtheme: Ranch Style	126
5.11.6.3 Subtheme: Split-level	127
5.11.6.4 Subtheme: Mid-Century Modern	128
5.11.6.5 Subtheme: Contemporary.	129
5.11.7 Theme: Other 20th Century Styles.	130
5.11.8 Theme: Vernacular and Eclectic Resources	132
5.11.8.1 Subtheme: National Folk.	132
5.11.8.2 Subtheme: Decorative Brick.	133
5.11.8.3 Subtheme: Vernacular Stone	133
5.11.8.4 Subtheme: Kit Houses	134
5.11.8.5 Subtheme: Mobile Homes.	135
6.0 SUMMARY AND CONCLUSIONS	137
7.0 BIBLIOGRAPHY	139

LIST OF FIGURES

Figure 1.1 Map of Reno City Limits and Wards 2

LIST OF TABLES

Table 1.1 Historic resource reports commissioned by the City of Reno after 2023 3

Table 3.1 The Seven Aspects of Integrity According to the National Register 9

1.0 INTRODUCTION

1.1 PREFACE

This document is a citywide historic context for Reno, Nevada from 1868 through 1980. The Nevada State Historic Preservation Office (NSHPO) received federal funding through the National Park Service's Historic Preservation Fund Grant Program for this project. The City of Reno, the subgrant recipient, selected Kautz Environmental Consultants Inc. (KEC) as the consultants for this project.

1.2 PROJECT SCOPE AND PURPOSE

The project scope is to create a citywide historic context statement that identifies and describes Reno's development periods, relevant associated historical themes, and associated property types from Reno's founding in 1868 through 1980. Generally, historic context statements describe the broad patterns of historical development and connect the history of an area with the built environment. A comprehensive historic context guides the identification, evaluation, and treatment of historic properties. Historic contexts are distinct from other narrative histories, as they identify significant historical themes in relation to existing historic resources or associated property types. They do not provide a comprehensive history of a given community or locale, instead focusing on how a community's history is conveyed through existing historic resources.

This report complies with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*, as well as guidance from the National Register of Historic Places (NRHP). Previous historic context statements were reviewed and synthesized into a high-level narrative describing the broad sweep of the city's history. From there, KEC developed a set of contexts and themes associated with Reno's development, as well as relevant property types for each.

The purpose of this document is to provide a general narrative of Reno's history in order to guide future eligibility evaluations for historic-age properties throughout the city. This will help codify and streamline the future identification of significant historic resources. The context identifies important patterns, events, trends, and persons over the course of Reno's 158-year history. It does not provide an exhaustive account of the entire history of Reno.

In addition to identifying themes and periods of development to provide a framework for evaluating the significance of historic resources, this context identifies sub-themes that are sufficiently documented in the historical record. It includes identification and definition of property types that best express these themes and subthemes important to Reno's history. A general map of Reno (Figure 1.1) is included in this document for reference.

1.3 PROJECT TEAM AND ACKNOWLEDGEMENTS

The KEC team for this project consists of ZoAnn Campana (Architectural Historian and Project Manager) and Kristen Brown (Architectural Historian and Preservation Specialist. Both meet the Secretary of the Interior's Professional Qualification Standards (36 CFR 61) for Architectural History and History.

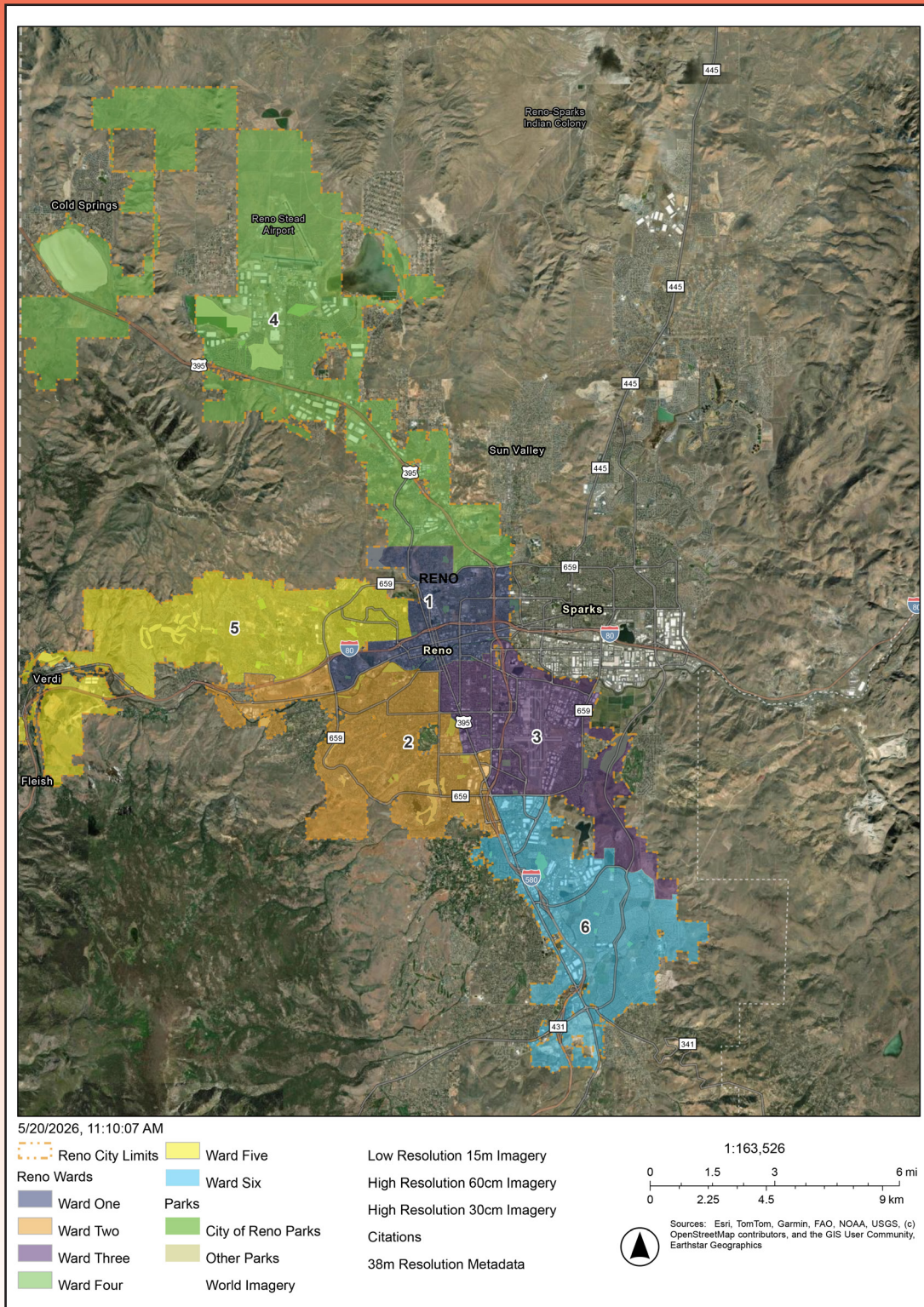


Figure 1.1 Map of Reno City Limits and Wards

Dr. Alicia Barber of Stories in Place served as a technical advisor and contributor to the project. As a Reno-based professional historian and author who has extensively researched and written about Reno, Dr. Barber provided invaluable guidance that ensured the finished report accurately reflected the layered history and themes of the city.

Melissa Hafey, Arts and Culture Management Assistant with the City of Reno, assisted with this project. The Nevada State Historic Preservation Office and Nevada Historical Society provided invaluable research assistance. Community members and local preservation organizations, notably the Historic Reno Preservation Society (HRPS), contributed greatly to this project by providing suggestions and other guidance regarding themes. In particular, gratitude is due to Mella Harmon and Deborah Hinman for sharing their expertise about Reno's history.

1.4 SUMMARY OF PREVIOUS HISTORIC DISTRICTS AND REPORTS

Historic Districts

Reno contains three historic districts listed in the National Register of Historic Places: University of Nevada, Reno Historic District (NRIS #87000135), Newlands Historic District (NRIS #16000912), and E. Fourth Street Historic District (NRIS #100012968). In addition, the City of Reno has established two local conservation districts: Powning Conservation District and Wells Conservation District.

Previous Surveys and Reports

A previous HPF grant-funded project collected all prior surveys conducted in Reno and compiled them into a catalog (Campana 2024). This project identified 234 historic resource reports representing a range of types, including but not limited to architectural surveys; Section 106 reviews; historic contexts; national, state, and local historic register nominations; historic structure reports; and mitigation documentation. Since the catalog was completed in September 2023, the City of Reno has commissioned four historic resource projects:

Table 1.1 Historic resource reports commissioned by the City of Reno after 2023

REPORT TITLE	AUTHOR	DATE
An Architectural Survey of Downtown Reno	ZoAnn Campana	April 2024
An Architectural Survey of East 4th Street in Reno, Nevada	ZoAnn Campana	August 2024
The History and Heritage of the African American Community of Northeast Reno, 1900-1979	Alicia Barber and ZoAnn Campana	March 2026
Powning Conservation District Survey	Alicia Barber and the City of Reno	In Progress – 2026

1.5 REPORT OUTLINE

Chapter 1 introduces the project scope, purpose, and project team, and summarizes previous survey and context reports. The methodology used to create the historic context is described in Chapter 2. Chapter 3 discusses historic preservation regulations, historic property registers, and significance criteria for designating historic resources at the national, state, and local levels. A brief historical overview of Reno, which focuses on trends and events that influenced the built environment over time, is presented in Chapter 4. Specific contexts, themes, and sub-themes are identified,

described, and analyzed in Chapter 5, which additionally defined property types and periods of significance. Chapter 6 summarizes the project and its conclusions. The bibliography is contained in Chapter 7. A list of known builders and a list of additional architects who practiced in Reno, but are not discussed in Section 5.11, are located in Appendix A.

2.0 METHODOLOGY

2.1 CONCEPTUAL, TEMPORAL, AND GEOGRAPHICAL LIMITS

As mentioned in the Introduction, the purpose of this document is to provide a broad historical overview of Reno's development with an emphasis on outlining historic contexts, themes, and sub-themes, as well as identifying property types associated with each. The purpose of this document is to guide the identification and evaluation of potentially significant historic resources in Reno. It is not a comprehensive history of the city and it should not be used as one.

While this context provides a brief background of the Truckee Meadows before the transcontinental railroad arrived in the area (pre-1868), it largely focuses on the time period spanning from 1868, when the City of Reno was established, until 1980. Geographically, the context encompasses the present-day City of Reno, as defined by its city limits in 2026.

2.2 LITERATURE REVIEW

KEC conducted a preliminary literature search to identify relevant primary and secondary sources related to Reno's history. Identified sources include books, articles, prior studies, inventories and surveys, oral histories, and other literature relevant to Reno's history and development. Selected primary sources, if referenced in this document, are also listed in the bibliography.

A source of particular note is the *City of Reno Historic Resource Survey Catalog* (Campana 2023), which provides an index of historic resource surveys and other relevant reports conducted within the city limits of Reno, Nevada. This reference document served as a critical resource for KEC to locate previously completed historic contexts about the city and some of its neighborhoods. The Reno Historical website, with its narrative documentation of a number of significant local resources, was another indispensable reference for this context. Articles published in the Nevada Historical Society's *Quarterly* journal and the Historic Reno Preservation Society's *Footprints* publication were especially helpful in developing the context and related themes for this project.

2.3 RESEARCH METHODS

Starting with preliminary research, KEC reviewed references for relevant information. Because Reno's history is documented through numerous sources, exhaustive archival research was not required for this project. Instead, the research largely focused on relevant existing literature identified in the literature search, verified online sources (e.g., Reno Historical, Nevada Online Encyclopedia, etc.), and existing historical and architectural documentation accessed via the State Historic Preservation Office (SHPO), the Nevada Cultural Resource Information System (NVCRIS), and the National Register of Historic Places database.

Archival research was used selectively to verify the accuracy of the history documented in these sources, as well as to fill any research gaps. This limited primary source research included searches of historical newspapers and relevant archival records, focusing on processed collections with finding aids.

Specific publications, repositories, and organizations consulted by KEC include:

- Nevada State Historic Preservation Office
- Nevada Historical Society
- Washoe County Assessor
- Washoe County Recorder
- Published local histories
- Completed and in-progress historic resource reports
- *FootPrints* publication of the Historic Reno Preservation Society
- Local and regional newspaper archives
- *Nevada Historical Society Quarterly* publication
- Reno Historical (www.RenoHistorical.org)
- Relevant academic theses and dissertations

2.4 OUTREACH METHODS

As with any preservation planning endeavor, stakeholder outreach and participation was a critical component of this project. Outreach for this project integrated the views of various organizations and individuals, which in turn informed project goals and priorities, research activities, and associated property identification. Project stakeholders included historical experts and historic preservation groups identified in Chapter 1.

3.0 EVALUATION FRAMEWORK

Reno's historic resources fall within the jurisdiction of three levels of government. The National Historic Preservation Act of 1966, as amended (NHPA) is the principal Federal regulation pertaining to historic resources, providing a framework for identifying, evaluating, treating, and otherwise considering these resources. On the state level, Chapter 383 of the Nevada Revised Statutes (NRS) is dedicated to historic preservation and archaeology, which includes establishing the State Register of Historic Places (NRS 383.085) and requiring intergovernmental cooperation for preservation of historic and cultural resources (NRS 383.121). Reno Municipal Code Chapter 18 (RMC 18) is the city's historic preservation ordinance, establishing a local historic register and the Historical Resources Commission.

As it pertains to this project, relevant preservation laws are those that provide for local, state, and national registers that recognize significant historic properties. These are described in further detail in the following sections of this chapter. All levels of historic registers require a historic context to ascertain, and contextualize, the importance of a property being nominated for designation. Historic contexts provide a framework to evaluate the significance of historic resources and to determine whether they are eligible for listing in local, state, or national historic registers.

3.1 HISTORIC DISTRICTS

The National Register of Historic Places, Nevada State Register of Historic Places, and the Reno Register of Historic Places all recognize historic districts, which consist of both contributing and non-contributing properties. Historic districts possess a concentration, linkage, or continuity of objects, structures, buildings, and sites that are united historically or aesthetically, either by choice or by the nature of their development. Properties in a historic district need not be individually eligible for listing in any of the three historic registers, but rather contribute to an eligible whole.

National Register Bulletin 15 (National Park Service 1995:46) provides guidance for assessing the integrity of a potential historic district, which applies to the state and local registers as well:

For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance [...] When evaluating the impact of intrusions upon the district's integrity, take into consideration the relative number, size, scale, design, and location of the components that do not contribute to the significance. A district is not eligible if it contains so many alterations or new intrusions that it no longer conveys the sense of a historic environment.

3.2 NATIONAL REGISTER OF HISTORIC PLACES

Guidelines for the evaluation of properties and eligibility for nomination to the National Register of Historic Places (National Register; NRHP) are very specific, and each property must meet at least one of four criteria by being associated with an important historic context and retaining historical integrity of those features necessary to convey its significance (36CFR, Part 60). A discussion of the NRHP criteria and integrity is provided below.

NRHP Eligibility Criteria and Criteria Considerations

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

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

Ordinarily not considered eligible for the National Register are cemeteries, birthplaces, or graves of historic figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years. However, such properties may qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories called Criteria Considerations:

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- d. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- g. a property achieving significance within the past 50 years if it is of exceptional importance.

Integrity

Integrity is the ability of a property to convey its significance. The evaluation of integrity may appear to be a subjective judgment, but it always is grounded in an understanding of a property's physical features and how they relate to its significance. To contribute to the significance of a larger historic district, a property—even if individually

undistinguished—must add to the district’s historic character, and the property must possess integrity. According to National Register Bulletin 15A (National Park Service 1995):

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district’s integrity (5).

A component of a district cannot contribute to the overall district’s significance if it has been substantially altered since the period of the district’s significance, or if it does not share the historic associations of the district (46).

The National Register recognizes seven aspects of integrity as shown in Table 3.1.

Table 3.1 The Seven Aspects of Integrity According to the National Register

LOCATION	Location is the place where the historic property was constructed, or the place where the historic event occurred.
DESIGN	Design is the combination of elements that create the form, plan, space, structure, and style of a property.
SETTING	Setting is the physical environment of an historic property.
MATERIALS	Materials are the physical elements that were combined or deposited during a particular period of time, and in a particular pattern or configuration to form a historic property.
WORKMANSHIP	Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
FEELING	Feeling is a property’s expression of the aesthetic or historic sense of a particular period of time.
ASSOCIATION	Association is the direct link between an important historic event or person, and a historic property.

The individual aspects do not receive equal weight during the integrity evaluation process. *National Register Bulletin 15* advises that recording historians identify which of the seven aspects are most important to the particular property under consideration. For architectural properties, the relative weight of the integrity aspects may, in part, depend on the building’s area of significance. *National Register Bulletin 15* states that buildings significant under National Register Criterion A or B must retain *some* features of all seven aspects of integrity. Integrity of design and workmanship, however, might not be as important to the significance. In contrast, for buildings significant under Criterion C, retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association.

3.3 NEVADA STATE REGISTER OF HISTORIC PLACES

The Nevada State Register of Historic Places (SRHP) recognizes places, buildings, structures, districts, and objects that are important to Nevada history and culture. Established by the State legislature in 1979 through NRS 383.085, the SRHP is Nevada's official list of historical and archaeological resources worthy of preservation.

In order to be eligible for listing in the SRHP, a property must demonstrate historical or cultural significance under one or more of five criteria. The first four criteria (A-D) reflect those of the NRHP, and the fifth criterion (E) is specific to the Nevada SRHP only:

- a. Associated with events contributing to the broad patterns of the state's history and culture (Criterion A);
- b. Associated with historically important people (Criterion B);
- c. Embodies distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master (Criterion C);
- d. Has the potential for yielding important information in Nevada's history or prehistory (Criterion D); or
- e. Property reflects cultural traditions important to historic or pre-historic peoples of Nevada (Criterion E).

As with the NRHP, there are certain types of properties considered categorically ineligible for listing in the SRHP unless certain conditions apply. These criteria considerations are as follows:

1. Religious Properties – Religious properties are not eligible for the SRHP unless they meet at least one of the following conditions:
 - a. The property is primarily significant for its architectural distinction.
 - b. The property is the only remaining or best remaining resource from an historic community.
 - c. The property is a contributing part of an historic district.
2. Reconstructed Properties – Properties that have been reconstructed are not eligible for the SRHP unless they meet ALL of the following conditions:
 - a. The reconstructed property is an accurately executed reconstruction of the original property.
 - b. The reconstructed property is located in an environment that replicates its historic setting. Reconstructed properties that are older than fifty years may be exempt from this consideration as they can be evaluated under the five criteria listed above for the reconstruction's significance to preservation history in the period it was constructed.
3. Properties Achieving Significance in the Past Fifty Years – Properties that have achieved significance in the past fifty years are ineligible for the SRHP. Part of evaluating historic significance involves consulting recognized scholarship, which generally takes some time to identify historic contexts and articulate which

trends and events are most significant within that context. However, a property achieving significance in the last fifty years may still be eligible if it meets one of the following conditions:

- a. The property is rare or exceptional.
- b. The property is a contributing element in an historic district whose period of significance begins more than fifty years ago, and in which the majority of contributing elements achieved significance more than fifty years ago.

Properties eligible for the SRHP must retain a certain level of integrity to their historic period. In particular, the nominated resource must convey its historical significance through integrity of design and association with its historic period, as defined below:

Integrity of Design: A property must retain the primary design features that defined it during its historic period. These features can include primary architectural features such as scale, massing, and window patterns. It can also include landscape elements and/or natural systems and features.

Integrity of Association: A property must still show clear association, through its physical features, with the historical, cultural, or architectural reasons for which it is considered significant.

Moved resources can be eligible for the SRHP if they still retain integrity of design and association. Sites where standing resources used to exist but are no longer present are not eligible for the SRHP unless they possess data potential under Criterion D.

3.4 RENO CITY REGISTER OF HISTORIC PLACES

The City of Reno's local register of historic places is the official list of historically significant properties in the city that have gone through the nomination process. Chapter 18 of the Reno Municipal Code, also known as the Historic Preservation Ordinance, established the city register when the ordinance was passed in 1993.

Resources listed in the local register achieve a certain level of protection, in that: 1) a Certificate of Appropriateness (CoA) must be issued by the Historical Resources Commission before a significant exterior alteration can occur to a listed property, and 2) demolition applications for listed properties may be delayed for up to 120 days. Another benefit is that a locally designated resource may be eligible for alternative uses other than the use designated by its underlying zoning district, as well as having some protection from development on adjacent parcels if that development has the potential to adversely affect the historic character or integrity of the historic listing.

The ordinance identifies nine criteria under which a property (i.e., building, structure, object, or district) can be eligible for the register. They are as follows:

- A. Listed on the National or State Register of Historic Places; or
- B. Associated with events that have made a significant contribution to the broad patterns of local, county, state or national history; or
- C. Associated with the lives of persons who contributed significantly to the community, county, state or country; or

- D. Embody the distinctive characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials; or
- E. Represent the work of a master builder, architect, landscape architect, artist, engineer or other design professional whose individual work has influenced the development of the community, county, state, or country; or
- F. Embody elements of design, detailing, materials, or craftsmanship that render it architecturally significant; or
- G. Represent a particularly fine or unique example of a utilitarian structure, including, but not limited to, farmhouses, gas stations, or other commercial structures, with a high level of integrity or architectural significance; or
- H. Have yielded, or there exists very strong evidence that the resource may be likely to yield, information important in Reno prehistory or history; or
- I. Possess a significant concentration or continuity of areas of land use, landscape, buildings and structures, and/or heritage and cultural characteristics.

In order to be eligible for the Reno City Register, a property must retain physical qualities that date to its period of significance. Integrity is based on the degree to which a property retains all or some of the seven qualities listed above in Table 3.1. All seven qualities need not be present for a property to be eligible, as long as the resource retains sufficient integrity to convey an overall sense of past time and place. For archaeological sites, integrity is determined based on the degree to which remaining evidence can provide important information.

4.0 HISTORICAL OVERVIEW

This chapter presents the broad sweep of Reno's development patterns and built environment from 1868 to 1980.

4.1 SETTLEMENT AND EARLY DEVELOPMENT (1868-1900)

The cool waters and verdant meadows of the Truckee River originally supported the Washoe and Paiute peoples, who inhabited the lands along the river and valley prior to the arrival of white explorers and settlers in the nineteenth century. The first non-native explorers passed through the Truckee Meadows during the early to mid-1840s, soon followed by waves of California-bound emigrants. Eventually, a few enterprising people settled in the valley, offering food and supplies to travelers and hay for their animals (Connelly et al 2011; Harmon 2013; McCarty et al 2009; Rowley 1984:8).

The Transcontinental Railroad is largely credited with the founding of Reno. In his book *Tough Little Town on the Truckee*, John Townley writes that "In early 1868, Truckee Meadows awaited the railroad like Cinderella her Fairy Godmother's Wand" (1983:65). Central Pacific Railroad (CPRR) surveyors arrived in the valley by 1863, completing their right-of-way surveys by 1866. CPRR officials gave much consideration to selecting a site for their "Virginia Station." Superintendent of construction Charles Crocker determined that the ideal site would be in the valley, west of the marshy river bottoms to the east but far enough from the hills to the west to allow locomotives to gain speed to ascend the eastern slope of the Sierra Nevada. The station's location would also need to easily connect with the proposed Virginia & Truckee Railroad (V&T), which would eventually link the booming Comstock Lode with the Transcontinental Railroad (Townley 1983:65-66).

By March 1868, CPRR officials chose a station site near a river crossing owned by Myron C. Lake, known as Lake's Crossing (present-day Virginia Street at the Truckee River). Lake owned land on both sides of the river surrounding his crossing, and he sold 160 acres of it to the CPRR for \$200. The Central Pacific platted the Reno townsite on the north side of the river with the railroad station at its center and the developing commercial district surrounding it. The townsite was generally bounded by Fifth Street to the north, Valley Road to the east, Ryland Street to the south, and Arlington Avenue to the west. Initially called Argenta in a nod to the Comstock's nearby silver mines, railroad officials renamed the town Reno after Union Army General Jesse L. Reno (Barber 2008:14; Connolly et al 2011; Harmon 2013; Townley 1983:65-67).

On May 9, 1868, the Central Pacific hosted an initial public auction of around 400 townsite parcels on Virginia Street and Commercial Row. In the following months, houses and businesses spread out along the railroad corridor with most of the growth along the north side of the river and the railroad tracks. The first businesses were built for expediency, primarily consisting of low, wooden, false-front buildings. Most of these were destroyed by fire. After two especially devastating fires in 1873 and 1879, new commercial buildings were built of fire-resistant brick or stone (Connolly et al 2011; Harmon 2013; McCarty et al 2009; Townley 1983:69-70).

Reno became an important crossroads with ties to San Francisco and Sacramento. It served as a hub for the distribution of beef to western slaughterhouses and markets, while goods from those urban centers flowed back to the Comstock and nearby ranches. The construction of the V & T Railroad between 1869 and 1872 established essential ties to Virginia City, the Comstock mines and mills, Carson City, and Washoe Valley. Reno's location on the Central Pacific was integral to the region and solidified the town's importance in Nevada. By 1871, the Washoe County seat was moved

from Washoe City to Reno. Myron Lake donated land on the south side of the river for the new courthouse, which was built in 1873 (Connolly et al 2011; Harmon 2013; McCarty et al 2009; Townley 1983:72).

During the late nineteenth century, Reno's core included an approximate 21-block area within the bounds of West and East (Record) streets, and the Truckee River and Fourth Street. On either side of the railroad right-of-way, between Plaza and Commercial Row and stretching from Sierra Street to present-day Wells Avenue, was an industrial district comprised of railyards, warehouses, and corrals. The business district centered on Commercial Row, with most commercial buildings located along the Row and East Fourth Street—and to a lesser degree, Virginia Street. Residential development radiated outwardly from the commercial core (Connolly et al 2011; Harmon 2013; McCarty et al 2009; Townley 1983:73).

In spite of a series of local and national economic panics, characterized as depressions, that occurred during the last third of the nineteenth century, the rough and tumble railroad town continued to expand. In the 1870s and 1880s, landowners platted new tracts to the north, south, and west of the 1868 townsite. D.N. Haskell created the residential Western Addition in 1876, which extended six blocks north from the rail corridor between West and Vine streets. The Evans brothers platted their Evans North Addition from Fifth Street north to the English Mill Ditch between Sierra and Record streets in 1879. Myron Lake's estate subdivided his land south of the river to Liberty Street, and later California Avenue, between Arlington Avenue and Holcomb Avenue (Lake's Addition) in 1887 (Connolly et al 2011; Harmon 2013; McCarty et al 2009; Rowley 1984:22; Townley 1983:74; Washoe County Assessor).

The arrival of the state university in 1885 further legitimized the developing town. Although the legislature initially established the Nevada State University in Elko in 1874, local leaders successfully campaigned to relocate the institution just north of Reno's center. By 1889, the university offered instruction in the education, agriculture and mining, and commercial fields. By the turn of the century, the hillside campus consisted of 11 buildings overlooking Reno (Barber 2008:34; Rowley 1984:27).

4.2 COMMERCE AND CONTINUED GROWTH (1901-1945)

As the new century started, gold discoveries in Tonopah and Goldfield broke the cycle and funneled wealth into Reno. By 1900, Reno had surpassed the population of Virginia City to become Nevada's largest and most prosperous city. Reno was incorporated in 1903, with the imposition of municipal services that included flood control, water and other utilities, taxing functions, education, and a formal legal and political apparatus. Accordingly, Reno's population grew from about 4,500 in 1900 to roughly 11,000 by 1910, 18,000 by 1930, and 21,300 by 1940. This population increase resulted in inevitable suburban expansion. Along with renewed mining and irrigation development projects, a series of socio-political, natural, and economic factors stimulated Reno's growth during the twentieth century. These include transportation, the divorce trade, gaming, and tourism—all of which are inextricably linked (Connolly et al 2011; Harmon 2013).

By the early twentieth century, the rise of automobile travel contributed to Reno's development. The Lincoln Highway provided a continuous improved highway from New York to San Francisco. Federal aid for road construction was awarded in 1916, and the route—which passed through Fallon, Sparks, and Reno en route to California—was set by 1921. Another branch led south through Reno to Carson City and the communities along the Lake Tahoe shore. The Victory Highway was organized in 1919 by northern California and Salt Lake City tourism interests, combined with a group of people in Kansas wishing to build a memorial highway to honor the veterans of World War I. The Victory Highway followed the Humboldt River Route, converging with the Lincoln Highway in Sparks. Reno celebrated the completion of both transcontinental automobile roads with the Transcontinental Highway Exposition, held at Idlewild

Park in 1927. Reno's first arch was erected and lit with incandescent bulbs on Virginia Street to commemorate the exposition in 1926, and the City Council opted to keep the arch as a permanent fixture after the exposition closed. Mayor E.E. Roberts held a contest to suggest a slogan for the arch. G.A. Burns of Sacramento came up with the winning catchphrase, which would become the city's famed nickname: "Reno, the Biggest Little City in the World" (Ainsworth 2023; Connolly et al 2011; Harmon 2013).

With the establishment of the highways, automobile tourism became an economic force in the region. Drawn by gambling, divorce, and a beautiful natural setting, tourists flocked to the area, and businesses catering to the automobile tourist emerged. Early facilities included tourist camps or auto camps, followed by cabin courts or auto courts, then followed by roadside motels (Connolly et al 2011; Harmon 2013).

Reno also benefitted from the introduction of a trolley service around the turn of the century. In 1904, the Nevada Transit Company created an electric streetcar system that connected Reno with neighboring Sparks to the east. In Reno, the route traveled west along Fourth Street to Sierra Street, then south to Second Street, east to Virginia Street, and south again to the Truckee River. The Reno Traction Company took over the line in 1906, eventually expanding the service north to the university. Another company, the Nevada Interurban, built a line along Plumas Street to access Moana Hot Springs to the south. While the streetcar did not affect tourism, it provided much-needed public transportation to local residents. Streetcar service declined and ultimately ended in 1927 when bus service between Reno and Sparks was initiated (Barber 2023b; Rowley 1984:45).

Between roughly 1900 and the late 1960s, Reno was renowned as the divorce capital of the world. Reno's divorce trade began in 1906 when the wife of William Corey, president of United States Steel Corporation, came to the city for a scandalous and much publicized divorce. A six-month residency period was mandatory at the time. By 1909, Reno had become the country's "new divorce headquarters." Early newspaper articles promoted Reno's hotels along with plentiful residential accommodations where one could satisfy the residency requirement. Homeowners became eager participants in the trade by providing lodging to the temporary residents. Following a brief and unpopular Progressive-era attempt at lengthening the divorce residency period, the 1927 Nevada Legislature reduced the residency requirement to three months. Reno continued to profit off the migratory divorce trade. Then, in response to the stock market crash of 1929 and resulting economic depression, the Nevada legislature boldly passed the most lenient divorce law of any state in the Union in 1931, reducing the residency requirement to six weeks. This largely kept Reno's economy afloat in the 1930s, an era the embodies the city's divorce heyday despite widespread economic ruin. During that decade more than 30,000 divorces were granted at the Washoe County Courthouse. Hotels, boardinghouses, divorce ranches, auto camps, and private residences provided housing for divorce seekers. While some viewed Reno as decadent, it remained an enticing vision for others and a universally acknowledged destination for quick divorces until the late 1960s. The divorce trade affected Reno's permanent residents, and it left a mark on the town's residential and commercial architecture and its growth and development (Harmon 2008a).

The gambling industry also profoundly shaped Reno's economic development. It proliferated in Reno from its earliest days until 1909, when Progressive interests pushed the legislature to outlaw it. In the ensuing years, however, the legislature proceeded to relax the prohibition, making exceptions for slot machines that dispensed cigars and drinks; social games (e.g., bridge), games of skill (e.g., poker); and racetrack parimutuel betting in 1915. This paved the way for card and poker parlors to reopen in the back streets and alleyways of downtown Reno. Pure games of chance, like faro and roulette, continued to be illegal, but games were easily found in the speakeasies and clubs of 1920s Reno attracting tourists, divorce-seekers, and local residents (Barber 2023a; Rowley 1984:39).

Along with the divorce trade, gambling would help carry Reno through the Great Depression. The Nevada Legislature re-legalized gambling in 1931, seeking to mitigate the effects of the nationwide economic slump. Within a week, 21 clubs in Reno applied for gaming licenses, among them the Owl Club, Bank Club, Rex Club, and Waldorf Club. However, legalization did not impact the local economy overnight, nor did the earliest legal gambling houses emit a glamorous air. These establishments remained dark and seedy, “serving a cheerless male clientele,” many of which were still located in the back streets and alleys of the city – Douglas Alley in particular (Barber 2023a; Rowley 1984:57-59).

Gambling’s reputation improved as the decade wore on, gaining respectability as a genuine form of entertainment. Harolds Club, headed by father “Pappy” Smith and sons Harold and Raymond, invited the American public to come have fun in Reno. Their “Harolds Club or Bust” campaign was wildly popular, attracting a middle-class clientele and transforming Reno’s gambling reputation from sordid and depressing to wholesome and fun. The long-established migratory divorce trade fed the gambling business through its first decade. Gambling clubs offered affordable packages to patrons that included top-name entertainment, overnight accommodations, and quality food and drinks. According to Rowley (1984:65), “This was the magic formula for attracting crowds to Reno.” Gaming in downtown Reno drove the tourist industry and brought economic vitality to the community. A new design for Reno’s famous Virginia Street arch, this time crafted with neon, appeared in 1934. It would become a symbol of Reno’s vibrant economy (Barber 2023a; Connolly et al 2011; Harmon 2013; McCarty et al 2009; Rowley 1984:61-62).

While the Second World War stymied the tourist trade, a new local military presence kept downtown businesses afloat and prompted continuing suburban growth. The Reno Army Air Base (later Stead Air Force Base) and Fallon’s Naval Air Station delivered droves of military personnel to Reno’s doorstep to enjoy its many leisure activities. In 1942, open prostitution would be removed from the list of local entertainments, as the federal government threatened that local servicemen would be banned from visiting Reno unless all the city’s brothels were closed. This effectively crippled the red-light district, which was loosely concentrated along the eastern periphery of the downtown core. By the end of the war, Reno’s reputation for “good, clean gambling fun” was cemented by the stories of returning servicemen and nationwide advertising campaigns. Some military personnel who experienced Reno during their time in the service returned to Reno after the war, this time to settle in its rapidly expanding residential neighborhoods (Barber 2019; Rowley 1984:64).

4.3 THE POSTWAR ERA (1946-1969)

By the end of World War II, easy automobile access to Reno’s gambling halls thrust that industry into the forefront of local and state economy. Reno changed between the 1940s and 1960s as the gaming industry expanded, and a commercial core became evident. In his 1945 literary meditation on Reno, *The City of Trembling Leaves*, author Walter Van Tilburg Clark insisted on the existence of two distinct Renos: the “treeless center of the city” or “ersatz jungle” that tourists experienced in downtown gambling halls and hotels, and the titular “city of trembling leaves” characterized by “green trees, bright sunlight, and majestic mountains” (Rowley 1984:64).

As with other western cities, Reno experienced increased urbanization and residential expansion after the end of World War II. Returning servicemen sought housing for themselves and their growing families, which would be readily financed by the G.I. Bill of Rights. Developers platted large suburban tracts along the edges of the city, filling them with similar Minimal Traditional and Ranch houses. Commercial development, including shopping centers and strip malls, appeared in these suburban areas to serve the needs of their new residents.

While modest motels and restaurants were built along Fourth and Virginia streets, laws defining the core gaming district shaped the design of high-rise hotel-casino properties beginning in the late 1940s. In 1947, the City Council

adopted a master plan that confined unlimited gaming to an area south of the railroad tracks and north of Second Street, generally between Sierra Street and Lake Street. In spite of these “red line” restrictions, a number of new hotel-casinos were built in the period that followed World War II. The Mapes Hotel, built in 1948, was the prototype of the modern high-rise hotel-casino and symbolized a new phase of Reno’s economic growth following the Second World War. Others followed, including the Nevada Club, Harrah’s, Primadonna, and Club Cal-Neva. Entertainment became a central focus of hotel-casinos in the 1950s. Properties constructed elegant showrooms, such as the Mapes Sky Room and El Cortez Trocadero Room, where attendees could be dazzled by a performance while they enjoyed dinner. The Riverside Hotel expanded with additional rooms, a pool, a dance floor, banquet facilities, and theater-restaurant (Barber 2008:171, 187-189; Barber 2023a; Rowley 1984:66).

In spite of the lively atmosphere, downtown Reno did not welcome everyone. Racial segregation remained in full swing until state and federal legislation on integration passed in the 1960s. Black entertainers could perform at but not patronize most hotel-casinos in Nevada. Minority community members operated their own casinos and clubs in Reno, including the New China Club and Club Harlem, both of which are just east of the survey area (Barber 2008:172).

A series of disasters swept downtown Reno in the 1950s, but the city remained undaunted. Following four days of rain in December 1950, the Truckee River overspilled its banks and inundated the downtown area. Floodwaters smashed plate glass windows, and downtown stores sat in three feet of water. Additional floods followed in 1952 and 1955. The U.S. Army Corps of Engineers responded by constructing reservoirs upriver in the mountains, but occasional floods would continue to plague the city after periods of excessive rain or snowmelt. In 1957, a gas explosion and fire would destroy several historic buildings near First, Sierra, and Virginia streets, in addition to killing five people and injuring more than 100. In spite of these calamities, the gambling and tourist trades remained strong as ever (Ceveri 1981:153; Rowley 1984:69).

In the late 1950s, the city prepared for the arrival of the 1960 Winter Olympics to nearby Squaw Valley. With the assistance of the National Defense Highway Act of 1956 and pressure from “Pappy” Smith of Harolds Club, Highway 40 expanded into four lanes over the Sierra and into Reno. New businesses, notably motels to accommodate the influx of Olympic tourists, materialized in preparation for the event (Barber 2008:173-174; Rowley 1984:69).

As the statewide power dynamic began to shift in favor of the rapidly expanding city of Las Vegas to the south, continued development of Reno’s downtown area occurred throughout the 1960s. This included a new Reno arch. A coalition of six downtown casinos funded the \$100,000 replacement of the Reno Arch in 1964, with the new arch reflecting modernist aesthetics. Architect Hewitt C. Wells designed the new Washoe County Public Library (1966) and City Hall (1965), both on Center Street. The First National Bank of Nevada tower, designed by architect Robert Langdon, changed the Reno skyline in 1963 as the tallest building in the state. The golden geodesic dome of the Pioneer Theater and Auditorium arose on Virginia Street in 1967. Reno’s population continued to grow, and multi-family residential towers including Park Tower and Arlington Towers were added to the Reno skyline to accommodate residents seeking an urban lifestyle (Harmon 2010; Rowley 1984:73-74).

Reno’s downtown landscape began changing drastically in the late 1960s and early 1970s as casino owners embarked on major expansions, beginning with Bill Harrah’s 24-story hotel addition to Harrah’s Club in 1969—a tower that claimed the title of Nevada’s tallest building. The 1960s also marked a shift in the gaming economy as corporate interests became involved in the casino business. The Nevada legislature passed bills in 1967 and 1969 permitting out-of-state corporations to acquire gaming licenses. Reno’s casinos, owned and operated by well-known members of the community, were poised to go corporate (Barber 2008:187-189; Connolly et al 2011; Rowley 1984:66, 77).

4.4 RENO AFTER 1970

In May 1970, casino operators celebrated the Reno City Council's decision to abolish the red line restrictions that previously confined gaming to a four-block area south of the railroad tracks downtown, clearing the way for large-scale casino properties to span large swaths of the city. Established casinos completed massive expansions. Harrah's, the Cal-Neva, and Fitzgerald's grew outward and upward. New hotel-casinos arrived on the scene, including the Circus Circus, Eldorado, Kings Inn, and Sahara Reno (Barber 2008:187-189; Connolly et al 2011; Rowley 1984:76).

The completion of Interstate 80 in 1974 altered Reno physically as well as commercially. After much debate, a route was selected between 7th and 8th streets, bisecting one of the earliest residential neighborhoods just south of the University. Interstate construction resulted in the demolition of innumerable historic residences and businesses dating to the late nineteenth and early twentieth centuries. In addition, the route effectively severed the University from Reno's downtown core. In some ways it bolstered tourism, allowing travelers easy and quick access from points east and west. However, it bypassed local business districts that had developed along the Lincoln and Victory highways. Many of these businesses, including motels and service stations, relied on highway traffic and ultimately suffered after the interstate's arrival (Barber 2011; Ross-Hauer et al 2017:14).

The City of Reno annexed sizeable portions of surrounding areas between the 1970s and 1990s, accelerating residential and commercial growth. This is evidenced by the construction of the Interstate 580/U.S. 395 freeway through the North Valleys and South Meadows in the mid-to-late 1990s. Annexation additionally fostered the emergence of neighborhood including Somersett, Caughlin Ranch, Hidden Valley, Damonte Ranch, Double Diamond, and Arrowcreek housing developments, as well as large suburban commercial developments.

From the 1970s into the new millennium and beyond, Reno's changing landscape experienced large-scale demolition and redevelopment efforts. Blocks of old downtown buildings were cleared to make way for new and enlarged hotel-casinos, parking garages, a new movie theater, and other commercial developments. In 2000, the city demolished the archetypal Mapes Hotel. The same year another iconic building, the Riverside Hotel, experienced the opposite fate when it was adaptively reused into artists' lofts with a ground floor restaurant. The area along the Truckee River experienced beautification campaigns, most notably the development of the Riverwalk and the Truckee River Whitewater Park. Between 2002 and 2006, the Union Pacific Railroad moved their right-of-way underground between Keystone and Wells avenues, constructing a 1.75-mile-long trench for trains traveling through town. In 2015, the famed Virginia Street Bridge was demolished and replaced the following year in accordance with a new flood control plan. Reno celebrated its sesquicentennial in 2018: more than 150 years after its founding as a railroad town, it continues to grow, develop, and evolve (FHWA 2023; Harmon 2010; Harmon 2023; Rowley 1984:76-79).

5.0 THEMES, SUBTHEMES, AND PROPERTY TYPES

This chapter presents a framework of contexts and themes that convey Reno's historical development as reflected in the built environment. This framework was developed through archival and secondary source research, as well as recent surveys and the project team's deep knowledge of the city's historic resources. It is an essential component of this project, as these contexts and themes will provide a blueprint for future identification and evaluation of significant historic resources and districts.

The following framework is organized by context, and each context is broken down into themes and, when applicable, subthemes. This organization allows for a detailed, analytical discussion of significant historical trends, events, and influences that shaped Reno's development. The purpose of this framework is to establish the significance of properties associated with a given context and/or theme. Periods of significance and associated property types are presented for each theme.

5.1 CONTEXT: EARLY SETTLEMENT AND AGRICULTURAL DEVELOPMENT

Early non-indigenous settlement in the Truckee Meadows is closely associated with emigrant trails, agriculture, and commerce. Explorers passed through the Truckee Meadows as early as the 1830s and into the 1840s without leaving much of a trace. Emigrant parties traveling to what would later become California followed. In 1844, the Stevens-Murphy-Townsend Party was the first to follow the Truckee River through the meadows to the river canyon and over the Sierra Nevada, after which emigrants became frequent travelers through the Truckee Meadows. Their numbers increased after the discovery of gold at Sutter's Mill in 1848 triggered the California Gold Rush. The California Trail through the meadows is represented by multiple routes that shifted over time, often to avoid marshy wetlands, but generally ran west from Wadsworth through Verdi (Brock 2000; Dodd 2004; Fey et al. 2002:66; Harris 1986:15-21).

Non-indigenous settlement of the Truckee Meadows began in the 1850s. As emigrants continued to pass through the area on their way to and from California, some decided to linger, and even remain, on the eastern side of the Sierra. Some settled there with express intention, including members of the Church of Jesus Christ of Latter-Day Saints, historically referred to by others and themselves as Mormons, who established Mormon Station at present-day Genoa in 1851. For the next six years, Mormon settlers and traders extended their land holdings in western Nevada – then part of Utah Territory – from the Carson Valley north to the Truckee Meadows. There, they made a mark on the landscape, building communities and farms with log and stone buildings and a network of irrigation ditches. All this came to naught when, in 1857, Mormon leader Brigham Young recalled the faithful to the Salt Lake area to help defend against what he thought was an impending confrontation with the U.S. military. The response from Mormons along the eastern Sierra front was immediate, and most of them picked up and left after they received the call (Angel 1881:624; Francaviglia 1970; Green 2015:73; Kautz and Spidell).

Aside from the transitory Mormon settlement, there were only a handful of full-time residents in the area. Although the Truckee River Route was a popular trail for California-bound emigrants, prior to the 1859 "Rush to Washoe" (i.e., the Comstock Lode), the Truckee Meadows hosted a largely transient population. Those who did establish long-term residency in the Truckee Meadows made a living, directly or indirectly, by provisioning or accommodating travelers. After 1859, these enterprising settlers shifted their focus to supplying the Comstock with agricultural goods, in addition to running river crossings and hotels for the latest wave of travelers heading to and from California.

5.1.1 Theme: Early Settlement and Associated Agricultural and Commercial Development, 1850-1868

The establishment of the California Trail through the Truckee Meadows was the impetus for initial settlement in the area. The trail brought settlers to the meadows and also prompted them to establish waystations and farms to supply the steady stream of travelers to and from California. Some travelers along the trail elected to stay in the meadows rather than crossing the Sierra Nevada mountains.

The earliest settlers of the Truckee Meadows included H.H. Jamison, William Anderson, George F. Stone, Charles C. Gates, Richard Martin, George Norton, Granville W. Huffaker, Watson P. Sturtevant, J.H. Sturtevant, Henry Miller, L.C. Savage, L.P. Drexler, and Peleg and Joshua Brown, as well as their wives, families, and a few all-but-forgotten residents. Most of them catered in one form or another to travelers passing through the meadows.

Among the best-known trading posts were Jamison's Station (likely in present-day Sparks, not extant), established in 1852, and Junction House (present-day intersection of South Virginia Street and Peckham Lane, not extant), established in 1853 and later renamed Anderson's. These waystations provided goods and services to travelers, including the riders for Chorpenning's Utah-California mail service who traversed the valley monthly (Townley 1983:40-41).

River crossings were also essential to those traveling through the valley. Stone and Gates established their crossing of the Truckee River in 1857 near present-day Glendale in Sparks. In 1859, Charles William Fuller established a crossing further upriver, in present-day downtown Reno. By the spring of 1860, he completed construction of a bridge and modest hotel, which Myron Lake acquired in 1861 and renamed Lake's Crossing (not extant). Granted an exclusive 10-year toll franchise for his crossing from Nevada's new territorial legislature, Lake used his riverside location to power a grist mill on the north side of his bridge in 1867 and purchased a large swath of land adjoining his original holdings. In 1860, a squatter named George Stout constructed a bridge even further upriver on the western end of the Truckee Meadows along Henness Pass toll road (not extant). John Hunter built a hotel near the bridge in 1861 (not extant). Swept away by floodwaters in 1862, the bridge was rebuilt and renamed Hunter's Crossing, then Mayberry Crossing (not extant) (Hinman 2022:2; Townley 1983:52-54, 59).

Early settlers introduced commercial agriculture into the area in the form of stock-raising and dairying. Peleg and Joshua Brown, brothers, arrived in 1857 with a herd of cattle bound for California when they stopped in the Truckee Meadows to rest and water their livestock. With its abundant grasses and water, the area impressed the brothers as "splendid country for cattle," and Joshua subsequently purchased three claims including a stone house and 1,000 acres for \$250. The following year, Peleg purchased land to the south and established a successful ranching operation where he was among the first to grow alfalfa and irrigate the meadows. He built a Greek Revival ranch house there in 1864 (NRIS #94001471) (Harmon 2026b; Spidell and Kautz). In 1858, Granville W. Huffaker similarly arrived with a herd of cattle, establishing his Truckee Meadows ranch in 1859 (Townley 1983:44).

In late 1858, on the cusp of the Comstock discovery, about 25 primarily male residents populated the Truckee Meadows. Most settled in native hay meadows and focused their efforts on breeding stock and churning butter, which they sold to prospectors in Gold Canyon and more established settlers in the Carson Valley, or traded for supplies in the gold camps of California. Ever ready to strike out onto a newer, better frontier, most of these pioneers were unconcerned with establishing permanence in the valley. They did not till or irrigate the land, nor did they build enduring residential structures (Townley 1983:44, 47-50).

This changed after the Comstock Lode was discovered in Virginia City in 1859, and the Truckee Meadows became a beneficiary of the bonanza, first by supplying the Comstock with agricultural products and later as the major entrepôt

serving the region. The nearby mining communities of Virginia City, Gold Hill, and Silver City lacked a natural water source and relied heavily on goods from elsewhere, an economic pattern common to Western boomtowns. This included beef raised and slaughtered in the Truckee Meadows, as well as other perishable foods like milk, butter, and vegetables produced there. An 1860 census recorded 543 permanent residents in the Truckee Meadows, an exponential population increase. As land in the meadows became increasingly scarce, ranchers staked their claims, transitioning from living and working on the open range to maintaining dedicated farms in proximity to the Comstock. Before long, wild forage diminished, forcing the herdsmen to move further in the direction of agricultural permanence by fencing, leveling, plowing, and irrigating fields to raise non-native grain and hay (Fockler 1997:79; Townley 1983:44-51).

Early agriculturalists were quick to study the hydrology of the area, and beginning in the late 1850s, a period of intensive ditch construction began in the Truckee Meadows. Their construction usually was managed by a private ditch company or association formed to share the cost and labor of construction and maintenance. Among the many area residents with abundant expertise in related work included many Chinese workmen who had dug miles and miles of ditches in California's gold country. Irrigation and ditch history is discussed in more detail under the Agriculture context in section 5.7 (JRP and Caltrans 2000:31-53; Meisenbach 1989; Paul 1947:64; Townley 1981:122).

Scattered settlements sprang up in the Truckee Meadows in response to the increased traffic and trade brought about by the Comstock Lode. By the 1860s, Huffaker's Station (not extant) was home to most of the valley's activity as a stage and freight center, and remained the area's central hub until the arrival of the transcontinental railroad several miles to the north in 1868. Fortuitously located at a three-way crossroads of the Henness Pass Road from Sacramento, the road from the Carson River to Honey Lake, and the Geiger Grade trail to Virginia City, Granville Huffaker's village offered hotels, stables, hay yards, and blacksmith and wagon shops. Stages stopped there daily, and stagecoaches and freight wagons packed with goods and people embarked from there to the Comstock. Holidays were celebrated at Huffaker's for locals as well as visitors, and at its peak in the mid-1860s, as many as 300 residents populated the busy village, while the surrounding fields were planted with alfalfa hay. It was rivaled only by the settlement surrounding Stone and Gates' Crossing, which became Glendale, in the current heart of present-day Sparks. Other hamlets were located at Charles H. Eastman's sawmill (1861) near the present-day Grand Sierra Resort (not extant); the mining camp and sawmill at Galena (not extant); and the English Mill ore reduction plant and associated Auburn Townsite near present-day Sutro Street and Wedekind Road (not extant) (Townley 1983:54-55, 60-61). By the time Nevada became a state on October 31, 1864, the Truckee Meadows was home to hundreds of residents.

Summary Statement of Significance: Resources evaluated under this theme are significant for their association with early, non-indigenous settlement of the Truckee Meadows and related agricultural and commercial development before the town of Reno was established in 1868. Settlement before the 1859 Comstock Lode was focused on opportunistic ranching, as well as trade with emigrants traveling through the valley on their way to and from California. After 1859, settlers shifted their efforts to provisioning Comstock communities with food and supplies, in addition to supporting stagecoaches and other travelers making their way to and from the mines. This gave rise to homesteads, river crossings, hotels, hamlets, and industrial complexes throughout the Truckee Meadows.

Period of Significance: 1850-1868

Period of Significance Justification: The period of significance begins when early settlers began arriving in the Truckee Meadows until the arrival of the Central Pacific Railroad and official establishment of the City of Reno in 1868.

Criteria: NRHP A, D; SRHP A, D; Local B, H, I

Associated Property Types: Eligible properties under this theme might include single-family residences (e.g., ranch houses), commercial properties, agricultural properties (e.g., barns, ranches, fields), or industrial properties (e.g., mills or mines). Other properties might include irrigation and water-distribution features such as ditches and their associated features (e.g., culverts, dams, locks, gates); wells, springhouses, and pumphouses; or livestock watering structures like stock ponds and troughs. Some associated properties may be in a ruined state and considered archaeological in nature, such as bridge footings or mill remnants. Properties associated with this theme are located throughout Reno.

5.2 CONTEXT: RESIDENTIAL DEVELOPMENT AND SUBURBANIZATION

5.2.1 Theme: Urban Residential Development, 1868-1889

Reno's first urban residential development was concentrated within the original Reno Townsite lots laid out by the Central Pacific Railroad. Following a public auction of 160 acres on May 9, 1868, houses and businesses began to spread out along the railroad corridor with most early growth along the north side of the river and the railroad. By 1870, the population reached 1,000, although it would grow by only 300 residents over the next decade. Because of recurring fires, including devastating ones in 1873 and 1879, most of the first wooden buildings did not survive (Barber 2008:20, 27; Townley 1983:66-74).

In contrast to its status as a hectic railroad hub attracting a continuous stream of workers and fortune-seekers, Reno did not convey the sense of a permanent settlement for much of the 1870s. According to Townley (1983:74), Reno remained "a house built on wheels." The town's frenetic pace and prosperity resulted from the wealth coming from the Comstock, but the fear that the mines would bust—a tendency on all mining frontiers—made citizens reticent to invest much money into real estate improvement. Despite this reluctance, the constant influx of people required housing, and real estate and construction were second only to transportation as mainstays of the new community. Between 1880 and 1890, the local population grew from 1,302 to 3,500 residents. Larger houses were built by prominent families on West Street between First and Fifth streets. Working-family homes and tenement housing were built on the cheapest lots near the railroad tracks and yards, including along High and Park Streets. Absent of an official plat, Chinatown had previously emerged along the eastern edge of town on the north side of the Truckee River on East First Street. Reno's Chinatown burned down in 1878 and was rebuilt farther east on First Street between Lake Street and Evans Avenue (formerly East Street) (Barber 2008:27; Rowley 1984:28; Townley 1983:66-74).

By the end of the 1880s, landowners subdivided tracts on the fringes of Reno, increasing the size of the city on all sides. The Western Addition (1876), Marsh's Addition (1876), Hatch's Southeastern Addition (1876), Haydon & Shoemaker's Southeast Addition (1878), and Evans North Addition (1879) paved the way for residential development radiating outwardly from the commercial core. The completion of the Virginia & Truckee Railroad in 1872, with its Holcomb Avenue right-of-way running south from downtown Reno, paved the way for developing neighborhoods near its tracks. In 1887, Myron Lake's estate officially platted Lake's Addition, opening additional lots south of the Truckee River just west of Virginia Street. The same year, Christopher Columbus Powning filed a plat map for his Powning's Addition immediately west of the original townsite and south of Commercial Row down to the river (Barber 2026b:10-11; Connolly et al 2011; Harmon 2013; McCarty et al 2009; Ross-Hauer and Sigler 2014:10; Townley 1983:73-75; Washoe County Recorder).

In the 1880s, the residential landscape was primarily dominated by one-story and two-story dwellings. In the original Reno townsite, houses were everywhere except for the densest commercial blocks along the Third Street between Sierra and Virginia and Virginia Street between Second and Third Streets. West of the townsite in the Western Addition tract, dwellings lined the north side of Fourth Street, as well as Chestnut, Nevada, and Ralston Streets. Most were built

with wood, although a few brick houses were scattered throughout town. Lot size and house arrangement varied, though generally dwellings were widely spaced within the blocks. Housing styles reflected what was nationally popular at the time, including National Folk and its decorated cousin, the Folk Victorian, as well as Gothic Revival and Italianate. Single-family dwellings far outnumbered multifamily residences such as boarding houses. The boarding and lodging houses that did exist appeared near the commercial core along Center, Lake, and 3rd Streets. Hotels were also used as semi-permanent lodging during this early and transient period of Reno's history (Townley 1983:74-75; Sanborn 1885).

Summary Statement of Significance: Resources within the theme of urban residential development in this period are significant examples of the pattern of the original townsite formation and its early subdivisions, low-density land use and residential development, and characteristics of its first homes. These patterns are typical of western railroad towns of the mid-nineteenth century, and they also reflect the ambitions and cultural attitudes of Reno's early residents and boosters.

Period of Significance: 1868-1889

Period of Significance Justification: The period of significance begins with the Central Pacific Railroad's establishment of the Reno Townsite in 1868 until 1889, when Reno's residential development shifted away from the townsite center and its immediate environs to more suburban areas.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include single-family residences or lodging houses and their ancillary structures. Historic districts may also be associated with this theme. Properties associated with this theme are most likely to be located throughout the city with concentrations in and near the original townsite and its earliest subdivisions.

5.2.2 Theme: Residential Development, 1890-1940

5.2.2.1 Subtheme: Single-Family Residential

Reno's suburban residential development accelerated after 1890. Earlier tracts established in the 1870s and 1880s continued to fill with new houses during this era. New neighborhoods spread outward in all directions from the urban core of the original townsite, also filling with new residences. Modern innovations in transportation, first the streetcar and then the automobile, fueled this expansion, as did various landholders and boosters who saw the potential growth and profit of developing suburban tracts.

When new mineral riches were discovered in Goldfield and Tonopah, the resultant wealth funneled into Reno. This spurred prominent Renoites to construct houses in new, fashionable neighborhoods adjacent to downtown. Senator Francis G. Newlands and his Newlands Company developed several of these neighborhoods between 1890 and 1927 on 300 acres of land surrounding Newlands' 15-acre estate on "Rattlesnake Point." The desolate, sagebrush-choked bench on the south bank of the Truckee River transformed into a cluster of City Beautiful-inspired suburbs with landscaped avenues and homes ranging from palatial mansions to modest bungalows (Campana 2016a).

As it moved passengers throughout Reno from 1904 until 1927, the streetcar prompted new residential suburbs. Streetcar lines ran along Fourth Street and West Second Street, connecting the western edge of Reno to the new

town of Sparks; Sierra Street, connecting downtown with the University of Nevada; and Plumas Street, connecting downtown with Moana Hot Springs to the south. New tracts near these streetcar lines included the Chism Addition (1904), University Heights (1907), the Marker Tract (1907), and the Morrill-Smith Addition (1904) (Barber 2011; Ross-Hauer and Sigler 2014: 11; Washoe County Recorder).

Reno experienced a building boom during this period due to a number of factors. In addition to bringing renewed wealth to Reno, the Goldfield and Tonopah mining bonanzas between 1900 and 1910 reaffirmed the town's importance as a transportation hub, contributed to the rise of its banking industry, and introduced new and influential residents – among them mine owners, bankers, and political kingpins like George Wingfield and his associates – to Reno's shifting landscape. These wealthy residents lived alongside the workers who manufactured and transported goods back to the central Nevada mining camps (Barber 2008; Harmon 1998; Ross-Hauer et al 2017:13).

By the 1920s, the divorce trade contributed to residential growth, the influence of which continued into the 1930s. The divorce trade, combined with the legalization of wide-open gambling and Reno's location along the transcontinental highway, meant that the town prospered. This continued prosperity drew new permanent residents in addition to the tourists and divorce-seekers. Small one- and two-bedroom houses, ideal for the single divorce-seeker, were constructed alongside larger single-family residences. After the Great Depression halted most home construction elsewhere in the country in the 1930s, Reno's residential construction continued at a rapid pace throughout the decade. Between 1920 and 1940, the population rose 43 percent from 12,016 to 21,317. Construction of new dwelling units outpaced population growth, increasing by 64 percent from 2,617 in 1920 to 7,309 in 1940, likely due to the temporary lodgings sought by divorce-seekers at the height of the trade (Campana 2016:93; Harmon 1998:86-89; Ross-Hauer et al 2017:13).

Residential neighborhoods in these early Reno suburbs generally reflected high-density development patterns with more than eight houses per acre. Most suburbs were platted with rectilinear blocks divided into small lots, a layout that was especially efficient when oriented toward a streetcar corridor. Some included alleyways running between the streets. Houses were set back to include ten to fifteen-foot front yards and always included a backyard as well. Tonier areas, such as the north side of California Avenue in Newlands Heights, placed large single-family dwellings on irregular, estate-sized parcels along curvilinear streets. Neighborhoods platted after the streetcar's decline and abandonment were farther from the city center, on winding streets with larger lots, signaling the newfound preference for automobiles over walking and public transportation (Campana 2016a:94; Ross-Hauer et al 2017:14).

Popular styles in these neighborhoods reflected national trends. Queen Anne, Folk Victorian, and Colonial Revival styles appeared in the earliest neighborhoods, and were later joined by Craftsman bungalows, various Period Revival cottages, and large Neoclassical and Period Revival homes. At the turn of the century, architectural designs circulated via construction pattern books and builder publications. Some were designed and built by local architects and contractors, while others were assembled from house kits that arrived by railcar. As automobiles became popular, detached garages were built alongside dwellings.

During this era, platting a new tract was relatively straightforward and did not require major capital investment. A developer acquired land, created a subdivision map laying out streets and house lots, filed that map with Washoe County, and built one or two model homes to attract buyers. In many cases, they also imposed deed restrictions that regulated lot sizes, setbacks, design guidelines, and minimum values. Some restrictions went so far as to ban certain ethnicities, religions, and economic classes from homeownership. Developers did not build houses on all the parcels in the subdivision, and as a result dwellings populated the subdivision slowly and irregularly, with some

subdivisions taking a decade or more to fill up completely. This resulted in heterogeneous neighborhoods displaying a combination of different types and styles of housing (Campana 2016a:90-94; Ross-Hauer et al 2017).

Summary Statement of Significance: Resources significant within the subtheme of single-family residential development in this period exemplify the continuing residential growth and development of Reno through the subdivision of tracts in the decades prior to World War II. Infill construction contributed to increased density of pre-1890 neighborhoods surrounding the urban core. Eligible resources embody the pattern and form typical of early-to-mid-twentieth century development.

Period of Significance: 1890-1940

Period of Significance Justification: The period of significance begins with the uptick in suburban development away from the urban core in the 1890s and continues as these neighborhoods grew through the 1920s and 1930s, ending at the start of the Second World War.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include single-family residences and their ancillary structures. Historic districts may also be associated with this theme. Properties associated with this theme are most likely to be located near the city center.

5.2.2.2 Subtheme: Multifamily Residential

During this era of rapid suburban development and population growth in Reno, multifamily housing became common in both downtown and suburban areas. Single-family residences and some small hotels were converted to boarding houses for temporary residents, whereas other lodging houses were built as such. Small multifamily dwellings like duplexes and triplexes, and even ancillary rental units behind primary residences, appeared in nearly every neighborhood in Reno. Apartment buildings emerged in and near the original townsite to accommodate permanent and temporary residents of various circumstances (Hinman 2015:1-3).

Nevada's adoption of lenient divorce laws with a six-week residency requirement stimulated a thriving migratory divorce trade which had a small but noticeable impact on multifamily residential development during this period. New subdivisions of this era saw an increase in multi-family housing developed with short-term residency in mind. Builders began constructing small multiplexes amid typical single-family suburban housing. This represented a shift in market demand (Campana 2016a:95).

The duplex is the most prominent example of early multifamily housing in Reno, which appeared as early as the turn of the century and continued through the 1930s and beyond. Purpose-built duplexes were common resources in early suburbs; even upscale neighborhoods like Newlands Heights included handsome Period Revival or Craftsman style duplexes, often built with brick. Also common to this era's subdivisions were duplexes and other rental units built facing an alley or over a garage (Campana 2016a; Hinman 2016:1-3; Ross-Hauer et al 2017:14)

Some large single-family residences constructed around the turn of the century were divided into flats and operated as rooming houses. These include the Tyson House (1905, 242 W. Liberty Street, NRIS #83001123) and the Nortonia Boarding House (c.1900, 150 Ridge Street, NRIS #83001121). A "Boarding House Row" emerged on the 600 block of

Center Street (not extant) after single-family residences built between 1885 and 1918 were converted into lodging houses in the 1930s. Many other boarding houses were scattered throughout town, some in similar converted single-family houses, others in commercial buildings above businesses or in former hotels (Campana 2016b:4-5; Harmon 2026e; Harmon 2026f).

While detached apartment courts were relatively rare as a multifamily housing types in Reno, the 1937 El Reno Apartments were a notable exception, consisting of 15 Paul Revere Williams-designed steel cottages arranged around a courtyard on South Virginia Street between Arroyo and Pueblo. By the late 1940s, the individual units were sold and relocated to various locations around Reno (Harmon 2026a; Hinman 2016:1-3).

Apartment buildings proliferated during this period, offering rentals of furnished and unfurnished units. Anywhere between four and 50 units were contained within a unified edifice that ranged in size and decoration. Many of these buildings were variations on Classical Revival styles constructed with Reno's ubiquitous red brick, while others were Period Revival or Art Deco structures clad with stucco. Near downtown Reno were the Colonial Apartments (1907, 118 West Street), the Gibson Apartments (c.1917, 441 W. Second Street), the California/Vacchina Apartments (1922, 45 California Avenue, NRIS #86002258), the Holesworth Apartments (1922, 440 Ridge Street), the Belmont Apartments (1929, 400 Arlington Avenue), and the Ambassador Apartments (1932, 623 W. Second Street). Farther afield, though not far from downtown, were the Alta Vista Apartments (c.1923-1930, 1130-1158 California Avenue), the Del Rio Apartments (1932, 208-216 Marsh Avenue), and Loomis Manor (1939, 1041 Riverside Drive) (Barber 2026b; Hinman 2015:1-3).

In commercial districts, multistory mixed-use buildings were built with storefronts on the ground floor and residential units in the upper story. Examples include the Giraudo Building (1928, 717 South Virginia Street) and the Crider Building (1937, 211 W. First Street), both two-part blocks adorned with decorative brickwork (Barber 2026c; Barber 2026d).

Summary Statement of Significance: Resources significant within the subtheme of multifamily residential development in this period represent the evolution of Reno's residential growth and development to address the need for ready housing for temporary and permanent residents. Eligible resources embody the pattern and form typical of early-to-mid-twentieth century multifamily housing types including duplexes, triplexes, boarding houses, and apartment buildings.

Period of Significance: 1890-1940

Period of Significance Justification: The period of significance begins with the uptick in suburban multifamily development throughout Reno in the 1890s and continues as these property types proliferated through the 1920s and 1930s, ending at the start of the Second World War.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include multifamily residences including duplexes, triplexes, apartment buildings, and commercial buildings with multiple residential units on the upper floors. Single-family residences converted into boarding houses may also be eligible under this subtheme.

5.2.3 Theme: Residential Development, 1941-1980

5.2.3.1 Subtheme: Single-Family and Multifamily Residential Infill

Reno continued to experience growth during World War II, though at a slower pace than during the prewar years. In spite of a nationwide shortage of building materials and a local moratorium on residential building, infill residences appeared in established neighborhoods throughout Reno between 1941 and 1946. Most were small Period Revival and Minimal Traditional cottages. In 1942, the government established the Reno Army Air Base (later named to Stead Air Force Base in 1951) approximately ten miles north of Reno, which operated throughout World War II. It is not clear if the presence of the air base directly affected Reno's wartime development directly, but it did contribute to the town being a weekend destination for servicemen stationed at the nearby Stead, Hawthorne, Herlong, and Fallon bases. Reno hosted many servicemen and women during the war, allowing for expansion in local business and potentially for some of those entrepreneurs to construct new homes in local subdivisions (Campana 2016:96).

Infill construction in Reno continued as the postwar housing shortage created an acute need to build new homes for returning servicemen and their growing families. Ranch and Midcentury Modern style houses, in addition to Minimal Traditional dwellings, filled previously vacant lots throughout Reno's established neighborhoods. Some lots were further subdivided to accommodate second houses and rental units (Campana 2016a:7; Ross-Hauer et al 2017:35).

In addition to single-family infill, multifamily infill trickled into Reno's existing subdivisions. This trend is especially apparent in the area surrounding the University of Nevada, Reno, where property owners built multiplexes and apartments buildings to provide additional housing for students. Small-scale apartment buildings, duplexes, triplexes, and other multifamily housing types also infilled established areas in Reno's center, such as the riverside Regina Apartments (1941, 260 Island Avenue), as well as older tracts in its northeast, northwest, southwest, and southeast quadrants. This accelerated in the 1950s and 1960s, continuing through the 1970s and beyond (Hinman 2015:1-3; Ross-Hauer and Sigler 2014:73; Ross-Hauer et al 2017:21).

Demolition, in contrast to infill, also affected Reno's established neighborhoods in the 1960s and 1970s. Reno's only urban renewal project began to take shape in the late 1950s, funded by federal Urban Renewal funds. City Council approved a plan to clear 99.1 acres of a longstanding neighborhood bounded by E. Ninth Street to the north, Wells Avenue to the west, the south side of E. Fifth Street to the south, and Sutro Street to the east. As with similar urban renewal projects around the country, the proposed clearance area was culturally diverse, and racial prejudice informed what was considered "below standard" housing to be targeted for clearance. By 1966, more than 100 families were displaced after their residences were demolished. These included National Folk, Folk Victorian, Craftsman, and Period Revival residences (Barber and Campana 2026:91-99).

Interstate construction also negatively impacted local neighborhoods. Completed through Reno in 1974, Interstate 80 destroyed large swaths of historical residential areas near Seventh and Eighth Streets. In addition to demolishing numerous homes dating from the 1880s to the 1920s, the interstate bifurcated these previously continuous neighborhoods, visually and functionally cutting them off from one another. Along the university corridor, specifically between Wells Avenue and Keystone Avenue, the interstate was constructed below street level and crossed by overpasses at major streets (e.g. Evans, Center, Virginia Sierra, Ralston), creating a concrete chasm where a contiguous historic neighborhood once stood. East of Wells Avenue, the interstate was elevated to create a monolithic wall dividing a similar historic neighborhood (Barber 2008: 196-197; Barber and Campana 2026:99-101).

Summary Statement of Significance: Resources within the subtheme of single-family infill development in this period may be significant as representations of changing neighborhood character, intensifying land use, and increasing density to address wartime and postwar needs for additional housing in existing neighborhoods.

Period of Significance: 1941-1980

Period of Significance Justification: The period of significance begins with the United States' entry into the Second World War, signaling the establishment of a local military base and housing. It ends in 1980, the closing date for this document.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include single-family and multifamily residences. Properties associated with this subtheme are found throughout Reno.

5.2.3.2 Subtheme: Suburban Developments

After World War II, Reno entered a new phase of growth, symbolized by the 1947 construction of the Mapes Hotel, Nevada's first casino-resort (listed in the National Register in 1993, and demolished in 2000). As a whole, the United States experienced a postwar housing shortage and subsequent building boom because of wartime restrictions on new construction easing, population growth, and veterans returning home to start their own families. Hordes of servicemen migrated to the American West, and by the 1950s, Nevada was the fastest-growing state in the nation. Between 1940 and 1950, Reno's population increased by more than 52 percent, from 21,317 to 32,492.

After World War II, suburban development shifted to builders platting tracts and subsequently building all the houses in those new tracts at the same time, as opposed to the prewar subdivisions where developers platted tracts to sell individual lots. This created large, homogenous suburban neighborhoods of houses similar in size and stylistic detail, as opposed to the unique assortment of dwellings in prewar neighborhoods that slowly developed over time. Mass-produced suburbs sprang up all over the United States, made possible by streamlined production processes utilizing mass production techniques and standardized building materials. In addition, many new home buyers took advantage of the federal government's Veteran's Administration mortgage guarantees (part of the G.I. Bill of Rights) and FHA mortgage insurance. By the mid-1950s, these large tracts dominated suburban development. Mass scale suburban tracts continued to be built in Reno through the 1970s and beyond.

Reno's residential expansion entailed the conversion of agricultural land into suburban tracts. Ranchers and farmers sold their acreage to developers, or in some cases, like that of the Casazza Ranch, their children developed the farms they grew up on into neighborhoods. This resulted in growth in all directions from Reno's prewar boundaries, expanding into ranchlands immediately north, south, east, and west of established neighborhoods. Generally, new tracts in the northwest, northeast, and southeast consisted of modestly sized Ranch and Minimal Traditional style homes, whereas many – though not all – of the new suburbs to the west, south, and southwest were platted with larger lots, as well as more spacious custom and semi-custom residences in the Ranch, Midcentury Modern, and Contemporary styles (Campana 2016; Ross-Hauer et al 2017).

Summary Statement of Significance: Resources within this subtheme exemplify the postwar development of new suburban tracts, including both custom-built and mass-produced dwellings, to satisfy the growing need for housing

after the war ended. This represents Reno's large-scale suburban expansion in all directions from the established city limits.

Period of Significance: 1941-1980

Period of Significance Justification: The period of significance begins with the United States' entry into the Second World War, signaling the establishment of a local military base and housing. It ends in 1980, the closing date for this document.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include single-family residences. Custom-built dwellings may be individually eligible, whereas mass-produced tract homes would be contributing resources to a historic district. Properties associated with this subtheme are found throughout Reno.

5.2.3.3 Subtheme: Multifamily Residential

The continued growth of Reno after the Second World War stimulated construction of multifamily housing including multiplexes and apartment buildings. As new residents arrived in Reno in search of affordable housing options, developers built a variety of multifamily housing developments. This accelerated in the 1960s as the first baby boomers came of age and left their parents' households, seeking smaller units of affordable housing easily provided by multifamily housing types. During this era, Reno saw the construction of larger apartment complexes and high-rise residential towers alongside the more familiar, smaller-scale duplexes and multiplexes that had characterized the built environment since the early twentieth century.

Apartment buildings are typically divided into two categories: elevator and walk-up. Elevator apartments, as the name implies, are generally more than three stories in height and require elevator access. They are more common in dense urban areas where development pressures have rendered land scarce and expensive. Walk-ups, also known as garden apartments, are typically one to three stories in height, and upper-story apartments are easily accessible by "walking up" a set of stairs, thereby not requiring an elevator to be installed in the building. Historically, garden apartments were typically built in more suburban areas where land is inexpensive and plentiful. These buildings tend to be low-slung with a horizontal emphasis and arranged around a shared landscaped area or lawn. Architectural details are in scale with those of single-family residences. In general, garden apartment units are accessed directly from the outside, although they may also be entered through a common stair hall. The ranch-style Regina Marie Apartments are one local example, consisting of three two-story buildings opening onto landscaped courtyards (1951, 1133-1143 Jones Street) (Paul 1967: 44-48; 108-109).

By the late 1960s and early 1970s, multifamily housing began to encompass large, multi-unit apartment, condominium, and townhouse developments with shared grounds and common facilities like club houses and swimming pools. Similar to the garden apartment, but larger in scale, these complexes appeared in suburban areas with large tracts of available land. The 39-building, 312-unit Smithridge Park Townhouses (1970, various addresses, Smithridge Park Drive and Filbert Road) are a local example of this property type (Richey and Rathbone 2017).

High-rise residential towers also appeared in Reno during this period. In the 1950s and 1960s, an emerging demographic of single professionals without children increased interest in high-rise living. Two such buildings were constructed downtown: the 17-story Park Tower (1962, 280 Island Avenue) and the 22-story Arlington Tower (1965-

66, 100 N. Arlington Avenue). A pair of 11-story condominium towers were also built west of downtown Reno along the river at 1200 Riverside Drive in 1973. Low-rise townhouses and condominium developments also appeared throughout Reno from the 1960s through the 1970s and beyond.

Summary Statement of Significance: Resources significant within this subtheme represent the pattern of providing multifamily housing to satisfy housing demand while increasing land use density. Several property types developed, including lower-density duplexes and triplexes, garden apartments, condominium/townhouse/apartment complexes, and high-rise towers.

Period of Significance: 1941-1980

Period of Significance Justification: The period of significance begins with the United States' entry into the Second World War and continues through the housing boom of the 1950s and 1960s. It ends in 1980, the closing date for this document.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include multifamily residences including duplexes, triplexes, apartment buildings, multi-unit apartment/condominium/townhouse complexes, and high-rise residential towers. Properties associated with this subtheme are located throughout Reno.

5.2.3.4 Subtheme: Mobile Home Parks

Mobile home parks as dedicated residential developments emerged in the 1940s as people elected to live in trailers as a form of affordable housing near national defense projects. By the time soldiers returned from the war and the postwar population boom occurred, trailers were widely available and seen as viable options for affordable housing, especially of a temporary, transitional nature.

As trailers became larger and their design evolved, the terminology also changed from "trailer" to "mobile home." First introduced in 1955, the revolutionary "Tenwide" trailer cemented the idea of trailers as more permanent living quarters with public and private spaces. Mobile homes are built on a permanent chassis that is designed for travel to a permanent home site where the wheels could later be removed and/or hidden behind foundation skirting. Mobile home parks added shared amenities such as clubhouses and pools, and lot sizes increased to accommodate carports and patios. The mid-twentieth century saw an enormous boom in the number of mobile homes in the United States – by the late 1960s six million Americans lived in mobile homes (Fowler et al 2016:5-11).

In Reno, mobile home parks initially appeared on the fringes of town. Even today, none are in what would be considered "downtown," with many appearing west of Keystone Avenue along the Truckee River and West Fourth Street, south of Plumb Lane clustered near the airport.

Summary Statement of Significance: Resources within this subtheme may be significant for their association with the trend of mobile home park development as an affordable and community-centered alternative to detached suburban single-family homes.

Period of Significance: 1941-1980

Period of Significance Justification: The period of significance begins in 1941 when mobile home parks emerged to house wartime employees and continues through the heyday of mobile home parks in the 1950s and 1960s. It ends in 1980, when the advent of modular homes largely replaced mobile homes as affordable housing options.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include mobile homes as contributing resources to historic district and mobile home parks. Properties associated with this subtheme are located throughout Reno.

5.2.4 Significant Individuals in Residential Development

Throughout Reno's history, many significant individuals have fostered residential development. These include landowners, developers, and planners who have made important contributions to residential development of the city. Properties may be individually eligible for their association with a significant individual under the themes/subthemes most closely related to their contributions to history.

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to residential development in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Residential Development and Suburbanization context, or other properties (e.g., residences, offices) most representative of the significant individual's contributions residential development during their productive period.

5.3 CONTEXT: COMMERCE

5.3.1 Theme: Wedding and Divorce Trade

For more than half of a century, Reno was known as the divorce capital of the world. Journalists, gossip columnists, and popular culture referenced the city as the "Great Divide," where divorce seekers could take "the cure," get "Reno-vated," and according to legend, walk out of the Washoe County Courthouse and throw their wedding rings into the Truckee River from the Virginia Street "Bridge of Sighs." The economy of Nevada in general, and that of Reno in particular, relied heavily on the divorce trade between 1906 and 1970.

During the early part of the twentieth century, most states were adopting more stringent divorce laws in conformity to Edwardian concepts of morality. Nevada, on the other hand, provided liberal divorce laws creating a flourishing industry centered on serving the needs of a transient population that temporarily relocated to Nevada to take advantage of the state's (and city's) reputation as a divorce center. This migratory divorce trade began in 1906 when Laura Corey attracted global attention as she arrived in Reno to divorce her husband, William Corey, president of the United States Steel Corporation. At the time, a six-month residency period was required. By 1909, Reno had become the country's "new divorce headquarters" (Harmon 1998).

Satisfying the residency requirement was the key to how quickly a divorce decree could be obtained. Newspaper articles promoted Reno's hotels, along with plentiful residential lodgings. Some homeowners provided lodging to the temporary residents, thereby reaping the rewards of Nevada's lenient divorce law. While there was brief and unpopular Progressive-era attempt at lengthening the divorce residency period, ultimately after World War I, Americans were ready for increased access to quick and easy divorces. In 1927, Nevada reduced its residency requirements from six months to three months. As the primary "big city" in Nevada with transcontinental rail and automobile connections to the East, Reno cornered the divorce market, and its economy prospered as a result. Just two years later, the 1929 stock market crash propelled the country into a widespread economic depression (Harmon 1998).

In an effort to mitigate the economic crisis and retain the state's long-held title of Divorce Mecca, the Nevada legislature passed the most lenient divorce law in the country in 1931. The new law reduced the residency requirement from three months to six weeks. This bold move carried the state through the Great Depression in better condition than most areas of the country. The 1930s were Reno's divorce heyday, and the city gained a national reputation as the premier divorce destination with more than 30,000 divorces were granted at the Washoe County Courthouse in that decade alone. Hotels, apartments, boardinghouses, guest ranches, and private residences provided housing for divorce seekers. The Riverside Hotel (1927, 17 S. Virginia Street, NRIS #86002256) is perhaps the most prominent example of a hotel during this period, in part to accommodate divorce-seekers. The Reno divorce trade continued through the 1960s when other states adopted increasingly liberal no-fault divorce laws (Harmon 2008a).

Beginning in the late 1920s, dude guest ranches or divorce ranches appeared in Nevada. By 1931, 36 ranches were operating in Washoe County catering to the trade. Development of divorce ranches continued into the 1940s-50s. These rustic outdoor settings became popular places for divorce-seekers to wait out the residency period and, in some cases, hide out until they secured their decree. Existing agricultural farms leveraged the divorce trade to their own advantage, offering accommodations to divorce-seekers. The WPA's guide to Nevada observes, "US 395 goes south through the fertile Truckee Valley with signs on both sides of the road advertising "Guest Ranches" for divorce-seekers who prefer the moonlight and tree toads and the smell of the countryside to the gay spots of the Biggest Little City in the World" (WPA 1940). Early dude ranches often evolved from working ranches, adapting existing buildings as needed. Over time, additional cabins, rooms, and kitchen/eating areas frequently were constructed to accommodate the increasing number of guests. Later divorce ranches were constructed primarily as business ventures with horses provided for recreation. Several ranches also had swimming pools and large outdoor barbecue hearths for more luxurious entertainment and relaxation (Harmon 1998, 1999; McGee and McGee 2004).

The vast majority of divorce seekers were middle or working class. Consequently, much of the housing in the downtown area during the 1930s and 1940s reflected this reality. New, moderately priced apartments and hotels were constructed, while numerous single-family homes were modified to add a "sleeping room" to rent, or the entire residence was converted into multiple apartment units or boarding rooms (Harmon 1998).

While primarily known as a destination for quick divorces, Reno also allowed for quick marriages. In 1927, California passed its "anti-gin" law, which required a three-day waiting period between issuing a marriage license and holding the wedding ceremony. The state later added a required blood test and medical exam, making Nevada's comparatively lenient marriage laws even more appealing. Reno's marriage trade never had quite the same physical or economic effect as the divorce industry, however. When the Park Wedding Chapel (not extant) opened across from the Washoe County Courthouse in 1956, it was the first of its kind in Reno. It inspired the establishment of other chapels along Fourth Street, Interstate 80, and downtown, within proximity to the courthouse and casinos. Few wedding chapels remain within the built environment (Harmon 2026g; Harmon 2026h).

Summary Statement of Significance: Quick marriages and, especially, the divorce trade, brought a transient and tourist-based economy to Reno from the 1910s through the 1960s. The divorce trade defined the city for decades, leaving an enduring impression on the town's residential and commercial architecture, as well as its growth and development. Resources significant for their association with the wedding and divorce trade represent the various commercial enterprises catering to the divorce and marriage tourist in Reno.

Period of Significance: 1906-1970

Period of Significance Justification: The period of significance begins with Laura Corey's high-profile 1906 divorce in Reno and ends when California and other states reformed their divorce laws to accommodate no-fault divorces.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include boarding houses, duplexes, apartment buildings, and other multifamily resources that catered to divorce-seekers. Buildings on guest ranches, as well as entire guest ranches, qualify as well. Other associated property types might include commercial buildings, such as divorce attorney's offices and wedding chapels, as well as institutional properties like the Washoe County Courthouse. Historic districts may also be associated with this theme. Properties associated with this theme are located throughout Reno.

5.3.2 Theme: Gambling

Gambling has powerfully affected Reno since the early twentieth century, although it was mostly prohibited between 1910 and 1931. Gambling was popular in Reno from its earliest days until 1909, when the legislature outlawed it under pressure from Progressives. The legislature proceeded to relax the prohibition over subsequent years. By 1915, the law allowed cigar- and drink-dispensing slot machines, social games like bridge, games of skill like poker; and racetrack parimutuel betting in 1915. This facilitated the reopening of poker and card parlors in the back streets and alleyways of downtown Reno. Pure games of chance, including faro and roulette, continued to be illegal, but games were easily found in Reno's 1920s speakeasies and clubs, which catered to tourists, divorce-seekers, and local residents (Barber 2023a; Rowley 1984:39).

After the state legislature re-legalized gambling in 1931 to ease the effects of the Great Depression, the established divorce trade fed the gambling business through its first legal decade. Although legalization did not boost the economy overnight, within its first legal week, 21 clubs in Reno applied for gaming licenses. These included the Owl Club (not extant), Bank Club (not extant), Rex Club (not extant), and Waldorf Club (not extant). These first legal gambling establishments were not glamorous, but dark and seedy male-dominated spaces in downtown back streets and alleys – Douglas Alley in particular. Many early hotels and commercial buildings were retrofitted to accommodate gambling. The Riverside Hotel (NRIS #86002256), built in 1927, added a casino to the ground floor and built a major expansion in 1950 (Barber 2023a; Rowley 1984:57-59).

As the decade passed, gambling became increasingly regarded as a genuine, respectable form of entertainment. Harolds Club (not extant) contributed to this shift when it was established in 1935. Helmed by father "Pappy" Smith and sons Harold and Raymond, Harolds Club invited the American public to come have fun in Reno with their cartoonish "Harolds Club or Bust" campaign, which attracted a middle-class clientele who regarded gambling as wholesome and fun. Throughout the 1930s and beyond, casinos offered affordable packages to patrons that included top-name entertainment, overnight lodging, and quality food and drinks (Barber 2023a; Connolly et al 2011; Harmon 2013; McCarty et al 2009; Rowley 1984:61-62).

In the post-World War II period, new hotel-casinos were built in the downtown area. A notable example was the Mapes Hotel (not extant), the prototype of the modern high-rise hotel-casino, built in 1947. Other casinos followed, including the Nevada Club (not extant), Harrah's, Primadonna, and Club Cal-Neva. The downtown Reno casinos were vital to the local economy, driving the tourist industry and contributing to the expansion of residential subdivisions in all parts of the city (Barber 2008:171, 187-189; Barber 2023a; Koval and Boyne 1993:10; Rowley 1984:66).

A "red line" zoning restriction adopted after World War II created a core gaming district and influenced high-rise hotel-casino design. In 1947, the City Council adopted a master plan that confined unlimited gaming to an area south of the railroad tracks and north of Second Street, generally between Sierra Street and Lake Street. The character of Reno changed between the 1940s and 1960s as the gaming industry expanded and larger casino properties were built downtown (Barber 2008:171, 187-189; Barber 2023a; Rowley 1984:66).

The built environment of gambling in Reno would change again in May 1970, when the City Council's abolished the red line restrictions that previously confined gaming to a four-block area south of the railroad tracks downtown, clearing the way for large-scale casino properties to span large swaths of the city. Established casinos embarked on massive expansions, with Harrah's, the Cal-Neva, and Fitzgerald's growing outward and upward. New hotel-casinos were built, including the Circus Circus, Eldorado, Kings Inn, and Sahara Reno (Barber 2008:187-189; Connolly et al 2011; Rowley 1984:76).

Summary Statement of Significance: Legalized gambling raised Reno's national profile and transformed the city into a tourist destination. Resources evaluated under this theme are significant for their association with the legalization and development of the gambling industry in Reno during the period of significance.

Period of Significance: 1931-1970

Period of Significance Justification: The period of significance begins with Nevada's legalization of wide-open gambling in 1931 and ends in 1970 when relaxed local zoning laws changed the scale and character of casino properties.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme are commercial buildings that contain, or formerly contained, casino floors for patron gambling. Landscapes such as Douglas Alley might also be eligible under this theme. These resources are concentrated in downtown Reno.

5.3.3 Theme: Tourism and Hospitality

Due to its founding as a railroad junction in 1868, Reno's hospitality industry began early. Clustered near the railroad depot were small hotels that catered to both travelers and long-term residents. Reno's tourism trade began in earnest in the 1910s with the rise of the migratory divorce trade, which attracted large numbers of temporary visitors who required lodging at various income levels and other amenities. Boarding houses and rooming houses often catered to divorce-seekers, with some operated by and for African Americans due to Reno's longstanding de facto segregationist practices.

The arrival of the automobile introduced auto camps and auto courts, which soon gave way to motels and motor lodges with amenities including swimming pools and coffee shops. As more tourists came to Reno after World War

ll, more lodging facilities were needed to accommodate them. Motels with bright neon signs lined Reno's primary thoroughfares such as Virginia Street, Fourth Street, and Second Street. Some early casinos incorporated hotels, but most of Reno's casinos did not include lodging until the 1950s. In anticipation of the 1960 Olympics at Squaw Valley, motels like the Olympic Motel on Second Street were constructed to lodge the expected influx of tourists. High rise hotel towers began to appear in the 1970s as additions to existing casinos and as a central component of new hotel-casinos like the Eldorado, Circus-Circus, Comstock, Pioneer (not extant), Sahara Reno, and MGM Grand (Barber 2011; Brown and Campana 2026; Rowley 1984).

Restaurants and saloons were part of Reno's landscape from its founding. An early "Gambler's Row" of saloons was located on Commercial Row opposite the primary railroad depot. Hotels often operated their own restaurants and bars. As time went on, bars and eateries continued to populate Reno's blocks, concentrated in and near commercial corridors along Virginia Street, Fourth Street, and Alameda (Wells) Avenue. These catered to locals as well as tourists, representing a diverse array of establishments serving various cuisines, from Basque and Italian to Mexican and Chinese. Steakhouses proliferated during the mid-twentieth century, many offering mahogany broiled steaks, which became something of a local specialty. Bakeries and donut shops, cafes, and diners were common. Beginning in the 1950s, many casino restaurants introduced all-you-can-eat "chuck wagon buffets," including the Holiday Hotel and the Riverside Hotel (NRIS #86002256). Around the same time, as suburbanization occurred, restaurants and cocktail lounges filled new shopping centers and strip malls (Barber 2014; Brown and Campana 2026; Reno Historical; Sanborn 1918; Sanborn 1949; Sanborn 1955).

Summary Statement of Significance: Hospitality-centered businesses have been an important part of Reno's economy and development since the town's 1868 founding. These enterprises drew tourists and locals into a vibrant social and culinary scene. Resources significant for their association with this theme represent local trends in tourism and hospitality during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the founding of Reno in 1868 and continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme are commercial buildings including hotels, motels, lodging houses, bars/saloons, and restaurants/cafés. They might also include storefronts within larger shopping centers. These resources are concentrated in downtown Reno as well as near commercial thoroughfares throughout the city.

5.3.4 Theme: Entertainment and Recreation

As with any growing settlement, Reno required places for entertainment and recreation. In the town's earliest years, these venues largely consisted of standalone halls as well as social halls located on the upper floors of commercial buildings. The Alhambra (not extant), on the southeast corner of First and Virginia Streets, established a multipurpose upstairs hall hosting holiday celebrations and balls as early as 1869. Others followed throughout the nineteenth century, including Peters' Pioneer Hall (not extant), Dyer's Theater (not extant), McGinley's Reno Opera House (not extant), and Reno's Pavilion (not extant). Of these early entertainment venues, only one still exists: the dance hall on

the second floor of the Byington Building, known alternately as Armory Hall, Eagle's Hall, and Wheelmen's Hall (1872, 201 N. Virginia Street). These venues hosted parties, dances, lectures, musical and theatrical performances, and other community meetings and events (Hinman 2008:1-4).

Newer and larger halls began to appear in the late 1880s and into the new century. McKissick's Opera House opened in 1887 (not extant), and a standalone Wheelmen's Hall opened in 1896 (not extant). Vaudeville arrived in Reno in 1904, three new theaters arose to host the new entertainment: the Grand Theater, the Vitagraph, and the La Petite (all not extant). The Grand was eventually adapted to screen films, and was joined by dual-purpose live action and movie theaters including the Wigwam (1908, not extant), the Majestic (1910, not extant), and the Rialto (1915, not extant). These were remodeled, better adapted to motion pictures, and renamed as time went on. Frederic DeLongchamps gave the Majestic a Moorish Revival makeover in 1925. The Rialto experienced a remodel the following year and renamed the Granada. The Wigwam was extensively remodeled and became the Crest in 1948. to better adapt it to screening movies. As the divorce trade picked up in the 1930s, additional movie theaters opened, including the Reno Theater (not extant), the State/Roxie Theater (not extant), and the Tower Theater (not extant). Community-oriented theaters and performance spaces also existed in Reno and are discussed in Section 5.4 (Barber 2026e; Hinman 2008:1-4).

Other entertainment venues centered on live music and dancing, which gained popularity in the twentieth century. Early resorts and roadhouses on the outskirts of town served this purpose. Rick's Resort was a well-known local getaway established on Mayberry Drive in 1909. It survived Prohibition when Bill Graham and Jim McKay transformed it into the Willows (not extant), a glamorous gambling house and speakeasy catering to both Renoites and visiting tourists until it burned in 1932. Locals and tourists also descended on ballrooms like Tony Pecetti's El Patio Ballroom (1924, not extant) to dance and enjoy live music (Barber 2026g; Lowndes 2016).

Outdoor recreational spaces were popular in Reno throughout the twentieth century. These included Belle Isle in the middle of town, which began in 1911 as a pleasure resort with a dance hall, theater, roller skating rink, and boat rentals, and would become Wingfield Park. Between Reno and Sparks, Wieland Park had been established in 1904 as a commercial attraction with a dance pavilion, bandstand, and artificial lake. Other resorts emerged around the area's many natural springs including Steamboat Springs, Moana Springs (not extant), Lawton (Laughton) Springs (not extant), Reno Hot Springs (not extant), and Mt. Rose Springs (not extant) (Barber 2026f; Caparso and Barber 2026; Lowndes 2016).

Commercial entertainment became a central focus of many hotel-casinos in the 1950s. Properties constructed elegant showrooms, such as the Mapes Sky Room (not extant) and El Cortez Trocadero Room (NRIS #84002078), where attendees could be dazzled by a performance while they enjoyed dinner. The Riverside Hotel (NRIS #86002256) expanded with additional rooms, a pool, a dance floor, banquet facilities, and theater-restaurant (Barber 2008:171, 187-189; Barber 2023a; Rowley 1984:66).

Summary Statement of Significance: Commercial entertainment has been an important part of Reno's economy and development since the town's 1868 founding. Tourists and locals were attracted to the performances, social events, and other recreational opportunities provided by these enterprises. Resources significant for their association with this theme represent local trends in commercial entertainment and recreation during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the founding of Reno in 1868 and continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme are commercial entertainment venues including hotels, hotel-casinos, dance and lecture halls, theaters, and hot springs resorts. These resources are located throughout the city.

5.3.5 Theme: Banking and Finance

Prior to the twentieth century, Reno's banking industry operated quietly and out of commercial necessity. D.A. Bender operated Bender and Company Bankers from 1871 to 1880 (not extant). Between 1896 and 1903, Reno had no national bank after the First National Bank of Reno merged with the Washoe County Bank. The Farmers and Merchants National Bank (not extant), helmed by Richard Kirman, filled that void beginning in 1904 and would be joined by the Nixon National Bank of Reno (not extant) in 1906 (Honig-Bear 2026; Rowley 1984:44).

Reno became the financial heart of Nevada during the early part of the twentieth century. This is due in large part to George Nixon and George Wingfield, who entered into a mining partnership with the Goldfield Consolidated Mining Company in the early 1900s before each building their own empire in Reno. The partners reinvested the wealth they acquired during the Goldfield mining boom into financial and development projects in northern Nevada, including the Nixon National Bank of Reno (not extant). When Nixon died in 1912, Wingfield acquired Nixon's banking interest and ascended to the Reno bank's presidency. It was renamed the Reno National Bank in 1915 (Honig-Bear 2026; Rowley 1984:44).

The Reno National Bank (1915, 206 N. Virginia Street, NRIS #86002257), designed by Frederic DeLongchamps, is considered one of Wingfield's most important contributions to Reno. He worked out of the second floor of the building, where his offices became known as "the cave." Called a both a "sagebrush caesar" and "Nevada's friend," Wingfield rose from a humble birth in Arkansas to become a nationally known political manipulator and financial czar who gradually reshaped Nevada to his own personal tastes and economic interests. He controlled twelve banks in the state until the banks collapsed with the onset of the Great Depression. Although he accumulated another fortune in gold, he never again recovered the political and financial power that he wielded during the early decades of the twentieth century when his personal fortune shaped downtown Reno. Wingfield died in 1959 with the knowledge that he helped Reno achieve a successful tourist-based economy with a distinctive downtown area that he helped finance (Honig-Bear 2026; Rowley 1984).

Summary Statement of Significance: Commercial banking and finance shaped Reno's development and contributed to its position as the state's financial headquarters during the early decades of the twentieth century until the onset of the Great Depression. Resources significant for their association with this theme represent local trends in banking and finance during the period of significance.

Period of Significance: 1906-1929

Period of Significance Justification: The period of significance begins with the arrival of the Nixon National Bank of Reno in 1906 and ends with the stock market crash of 1929.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme are commercial bank buildings. These resources are concentrated in downtown Reno but may also be located throughout the city.

5.3.6 Theme: Wholesale, Retail, and Service

As with any growing city, Reno's commercial development involved various wholesale, retail, and service businesses to serve local citizens and enterprises. During the early period between 1868 and mid-1950s, most businesses operated out of commercial blocks on major thoroughfares like Fourth Street, Virginia Street, and Wells Avenue, where wholesale and retail distributors were established in one-part and two-part commercial blocks. Products for sale varied widely, from glass and building materials to farm equipment and vehicles to paper and stationery. Grocery stores also did business along these corridors as well as in neighborhoods, serving as mom-and-pop corner stores. Drug stores also proliferated throughout the city, as did various shops selling clothes, shoes, housewares, and other items. Service businesses like beauty and barber shops, laundries and cleaners, cobblers, and tailors opened in commercial areas (Barber 2011; Barber 2025a; Sanborn 1949; Sanborn 1955).

When Congress repealed the Volstead Act in 1933, beer and liquor wholesaling experienced a resurgence throughout the United States, and Reno was not immune to this trend. Established businesses, such as the Nevada Packing Company, expanded into the liquor business, and new enterprises sprung up alongside them to supply the revived demand for alcohol. Reno's prominent retail and wholesale distributor Sierra Wine and Liquor was one such upstart, opening in April 1934 on the heels of the repeal. According to Pete Barengo, the company's president, "It was phenomenal. The day liquor was finally legal, the line of customers stretched around the block. Everyone paid cash." Luce and Son was another prominent beer and liquor wholesaler and distributor which started doing business at the end of the Second World War. These distributors supplied stores, bars, casinos, and other businesses around town. Facilities for beer distribution demanded more than those solely dealing with liquor and wine distribution. Wine and liquor needed only be kept at cool room temperature, whereas beer required refrigeration. Therefore, a modern beer operation required cooling equipment, cold boxes, kegs, and a refrigerated facility. Businesses willing to invest in this additional equipment gained a market edge over competitors who did not (Campana 2017).

Following the completion of the Lincoln Highway and Victory Highways through Reno, automobile service-oriented businesses appeared along and near those highway corridors on Fourth, Second, and Virginia Streets. These included oil and gas suppliers, service stations and repair shops, truck stops, and automobile sales offices and showrooms (Barber 2011; Brown and Campana 2026).

As Reno experienced increased suburbanization after World War II, shopping centers sprang up adjacent to the new subdivisions. The Village Shopping Center, on Booth Street and California Avenue (1955), was the first. The next year, Chet and Link Piazza's Plaza Shopping Center was built at Fifth and Vine Streets. The Plaza was representative of midcentury shopping centers of the time, designed by Frank Green with 200 parking spaces, landscaping, and individual storefronts for Washoe Supermarket, Sprouse Reitz, Hansel and Gretel, cleaners, barber shop, gift shop, shoe shop, beauty salon, and the Town Talk bar. Other prominent midcentury shopping centers included the Casazza family's Shoppers Square on the corner of Plumb Lane and South Virginia Street (1964-1965), the Piazza Brothers' Lakeside Shopping Center on the corner of Plumb Lane and Lakeside Drive (1966). Generally developed by local entrepreneurs, the shopping centers advertised extensive parking spaces, distinctive signage, and a diverse array of tenants to serve every need of nearby suburbanites – from cocktail lounges and eateries to banks and supermarkets. While these early shopping centers remain extant, many have been significantly altered and modified, excepting

their building footprints, layout, and parking lots (REG 11/23/1956:23; NSJ 11/5/1964:7; NSJ 2/28/1965:27; NSJ 2/17/1966:20).

Summary Statement of Significance: From Reno's founding, wholesale, retail, and service-oriented commercial enterprises catered to both locals and tourists. As the town grew, so did these businesses, reflecting a vibrant commercial economy and mirroring the city's suburban expansion. Resources associated with this theme may be significant for their association with wholesale, retail, and service-based commerce in Reno during the period of significance.

Period of Significance: 1860-1976

Period of Significance Justification: The period of significance begins with Reno's establishment as a town in 1868 and continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme are commercial buildings and complexes including one-part and two-part commercial blocks, office buildings, stores, service bays, gas stations, and shopping centers.

5.3.7 Theme: Warehousing

Warehousing emerged in Reno as early as the turn of the century. As a hub on the transcontinental railroad line, and later the transcontinental highway, Reno's access to transportation networks made it a logical place to store freight and other goods. Patrick Flanigan's warehouse at 701 E. Fourth Street (contributing to NRIS #100012968) is among the oldest and best-preserved in the city. He initially built his warehouse in 1901-1902 to store wool from his sheep grazing lands to the north, shipped to Reno via the adjacent Nevada-California-Oregon Railway, as well as by the nearby Central Pacific Railroad, which operated one block south of Flanigan's warehouse and meat processing facility. Flanigan Warehouse Company expanded to accommodate wholesale distribution, the transfer of freight, and the storage of household goods, merchandise, and other implements. Other warehouses followed, storing everything from liquor, groceries, and produce to construction materials, hardware, and paper (Barber 2025a; Campana 2017; Sanborn 1918; Sanborn 1949; Sanborn 1955).

Beginning in the 1960s, Interstate Highway 80, the former Victory Highway, expanded across northern Nevada. Although the interstate bypassed towns and depleted business on the old Lincoln Highway, it increased the benefit of Nevada's Freeport privilege, a law dating to 1949 that provides a tax exemption to warehoused and locally manufactured goods. Then, in 1968, Nevada voters approved a Freeport exemption on personal property in transit. These laws incentivized the storage of inventoried goods and resulted in additional growth of Reno's warehousing industry (Harmon 2008b).

Summary Statement of Significance: As a significant transportation hub with important links to rail lines and highways, and later the interstate, Reno developed a warehousing industry that was crucial to its commercial development and prosperity. Resources within this subtheme may be significant for their association with warehousing goods produced locally as well as those shipped from other places.

Period of Significance: 1901-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno's preeminent warehouse by Patrick Flanigan. It continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme are warehouse buildings and associated resources like spur lines and loading docks. Early examples are likely to be found near railroad and highway corridors, whereas later examples are proximal to exits along Interstate 80 in industrial areas.

5.3.8 Significant Individuals in Commerce

Throughout Reno's history, many significant individuals contributed to commercial development. These include entrepreneurs, financiers, and other individuals who have made important contributions to commercial development of the city. Properties may be individually eligible for their association with a significant individual under the themes/subthemes most closely related to their contributions to history.

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to commercial development in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Commerce context, or other properties (e.g., residences, offices) most representative of the significant individual's contributions residential development during their productive period.

5.4 CONTEXT: PUBLIC AND PRIVATE INSTITUTIONAL DEVELOPMENT

5.4.1 Theme: Government Services and Civic Institutions

5.4.1.1 Subtheme: Public Services

Before its formal incorporation as a City, Reno was subject to the oversight of the Washoe Board of County Commissioners. After several attempts, Reno's permanent incorporation as a city was approved by the state legislature in 1903 (Moreno 2015:51). The new city government consisted of an elected Mayor and five elected City Councilmembers representing defined wards along with a city court, city engineer, city clerk, city auditor, treasurer, chief of police, captain of police, eight policemen, an assessor, city attorney, superintendent of streets, coroner, and public administrator (Rowley 1984:32).

After initially meeting in a one-story brick building, city officials decided in 1905 to construct a new City Hall, which opened on the northwest corner of Front and N. Center Streets in 1907 (not extant). The two-story building with a clock tower originally included offices for the mayor, city clerk, chief of police, city Judge, city attorney, and city engineer. It also housed the Board of Health, a reading room, library, council chamber, emergency hospital, court

room, a jail for men, and separate jail quarters for boys and women. After almost 60 years in the building, city government moved into a new City Hall designed by Hewitt C. Wells at 490 S. Center Street in 1965 (Barber 2026).

The constant threat of fire made firefighting an essential component of municipal government in Nevada (Bertolini 2017: Section E, p.9). Reno's firefighting efforts began as did many nascent towns, with citizen bucket brigades. The Reno Hook and Ladder Company organized in 1873, after a serious fire in October destroyed more than 100 buildings. Engine Company No.1 was formally established in 1875 after the purchase of an old hand engine from the Virginia City Fire Department. Reno experienced a devastating fire in 1879, which destroyed ten downtown blocks, prompting additional investment in firefighting capabilities. By 1882 the city had constructed six cisterns at sites throughout the town center and established a second fire engine company. In 1888, the Town Board, authorized by the Board of County Commissioners, passed an ordinance that created the Reno Fire Department along with the paid positions of engineer and steward and authorized two or more companies of "not less than seven no more than fifteen members each, and such Hook and Ladder and Hose Companies as may be deemed necessary by the Board of Trustees; one Chief and one Assistant Chief Engineer." The companies still relied on volunteer firefighters and funding remained sporadic until the formal organization of a new Engine Company No.1 by 1891 and a new spacious firehouse that was completed in 1900 (not extant). After the city's incorporation in 1903, the volunteer companies were all disbanded and by 1904 were replaced with full-time, paid firefighters. Motorized apparatus were first introduced in 1917, and ancillary stations were established as the city expanded, beginning with the first South Side Fire Station at Center and Liberty Streets (1908, not extant) and two bungalow-style stations – the South Side and North Side stations, respectively – on S. Virginia Street (not extant) and E. Fourth Street (1917, 624 E. Fourth Street, contributing to NRIS #100012968). Reno's postwar growth spurred the construction of more stations to serve outlying neighborhoods, including the Russell Mills-designed station on at 495 Morril Avenue (1947, contributing to NRIS #100012968) (Bertolini 201: Section E, p.19-22)

Overland mail service to California was introduced by the U.S. government and its contractors in 1851. The completion of the transcontinental railroad line in 1869 brought a swift end to overland mail service by wagon, although the rural expanses of Nevada continued to rely on stagecoach and wagon freight companies for mail delivery until the widespread adoption of the automobile after 1910 (Kolva and Franks 1990a: Section E, p.21). Reno's residents originally retrieved mail at a small post office located near the railroad depot on Commercial Row between Virginia and Center Streets (not extant). The town's buildings were first numbered in 1891 and mail delivery to individual homes began a decade later (Townley 1983:237). Eleven post offices were constructed in Nevada between 1891 and 1941. A series of congressional appropriations beginning with the first "Public Buildings Omnibus Act" in 1902 provided federal funding for Reno's first federal building and post office (not extant), which opened on Virginia Street between First Street and the Truckee River in 1909 (Kolva and Franks 1990a: Section E, p.4, 24). A new Post Office and Federal Building designed by Frederic DeLongchamps (NRIS #90000135) opened on the south bank of the Truckee River in 1934 and included offices for the Department of Agriculture, Bureau of Reclamation, Public Works Administration, Veterans Administration, Weather Bureau, Federal Bureau of Investigations (FBI), Internal Revenue Service (IRS), Social Security Administration, the Marine and Navy recruiting stations, and other federal agencies (Harmon 2026). In the mid-1970s a new main post office opened on Vassar Street and the 1934 building became known as the Downtown Station (Kolva and Franks 1990b: Section 8, p.2).

As Reno grew, offices for federal bureaus and agencies required more space than that available in the 1934 Post Office and Federal Building and moved into offices throughout Reno and Carson City. In an attempt to better consolidate these disparate agencies into one location and provide courtroom space, a new Federal Building and U.S. Courthouse (NRIS #100006290) funded through the 1959 Public Buildings Act was constructed at 300 Booth Street in 1965. Upon its completion, its occupants included offices for the Bureau of Land Management, Internal Revenue Service, GSA,

Department of Agriculture, Civil Service Commission, Department of Commerce, Department of Health, Education, and Welfare's Indian Health division of the Public Health Service, Department of the Interior's Fish and Wildlife Service, Immigration and Naturalization Service, FBI, Department of Labor, Treasury Department, Selective Service System, and Congressional offices (Horak and Ringhoff 2020:Section 8, p.14, 20).

After decades of operating out of the county courthouse and other scattered locations, various Washoe County offices moved to a master-planned county building complex on a portion of the fairgrounds at E. Ninth Street and Wells Avenue. The county clerk, assessor, treasurer, recorder, welfare, finance, and other offices opened there beginning in 1978 (Barber and Campana 2026:110; Washoe County 2026c:115-117)

Summary Statement of Significance: The introduction of government-provided public services, including city governments, fire services, and the postal service, made an indelible mark on Reno's built landscape. Resources significant for their association with this theme represent these varied services during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include institutional properties associated with public services, such as city halls, fire stations, post offices, and other government buildings. Properties associated with this theme are located throughout Reno.

5.4.1.2 Subtheme: Legal Institutions

As a governmental center, Reno has long had courthouses and law enforcement agencies related to all levels of government—city, county, and federal. Upon its founding, Reno's permanent location on the line of the Central Pacific Railroad ensured its stability as well as its future growth, prompting immediate calls to move the seat of Washoe County to Reno from declining Washoe City. In 1871, Governor Lewis R. Bradley signed the bill formalizing the change. At first county offices were scattered around town but in 1873, a two-story brick county courthouse was built on the south side of the Truckee River, on land acquired from Myron Lake (not extant). Its first floor housed an eight-cell jail and offices for county officials, with judges' chambers and courtrooms on the second floor (Moreno 2015:28-29).

A new Washoe County Courthouse designed by Frederic DeLongchamps was constructed on the same site using part of the original structure and opened in 1911 (NRIS #990107). Additions designed by Frederic DeLongchamps and completed in 1946, 1949, and 1963 included expanded courtroom and jail facilities along with other county offices.

Prior to 1900, Reno elected a constable every two years to help keep the peace along with two or three on-call deputies. An elected sheriff who had jurisdiction over county offenses had offices on the county courthouse, while an elected justice of the peace ruled over the Reno Township's Justice Court (Townley 1983:246). With the city's incorporation in 1903 came the establishment of a Police Department. The 1907 Reno City Hall (not extant) included offices for the Chief of Police and jail facilities for boys and women, with a "dungeon for unruly city prisoners" in the basement (Barber 2026).

A new police and city jail building was dedicated on E. Second Street in 1949 and included a municipal court room and municipal judge's office, as well as offices and classrooms, a second-floor jail with a capacity for 105 men, and separate quarters for detaining women and juveniles (not extant) (NSJ 12/30/1949:6). It was expanded in the 1960s.

After World War II, the federal government embarked on a massive construction effort that resulted in the construction of a new Federal Building and U.S. Courthouse (NRIS #100006290) at 300 Booth Street in 1965.

Summary Statement of Significance: The government-provided legal apparatus legitimized Reno's law enforcement and justice system, significantly affecting the city's institutional landscape. Resources significant for their association with this theme represent Reno's legal apparatus during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with the government's legal apparatus, such as courthouses, jails, and police stations. Properties associated with this theme are located throughout Reno.

5.4.2 Theme: Infrastructure

5.4.2.1 Subtheme: Utilities

As to utility infrastructure, Reno's first municipal concern was water supply. Initially, residents got their water from the Truckee River or nearby irrigation ditches. As the town grew, some residents dug wells, while others purchased bottled water. However, the majority continued to obtain untreated water from either the Truckee River or from irrigation ditches. The first municipal system was built in 1870 by Smith Hill. It supplied water to Commercial Row and Virginia Street businesses and hotels, along with a few families who subscribed to the service. In 1874, Hill's Water Company extended this service to include neighborhoods located outside of the town core to the north of the railroad tracks. Anyone living south of the river continued to obtain water however they could. In 1879, the Evans brothers purchased the Reno Water Company, along with the Highland Ditch, extending water service to neighborhoods not previously connected to the system, including those located from the south side of the river to Mill Street. The water system inaugurated by the Evans Brothers is the basis of the system still in use (Townley 1983:80-81).

Gas utilities were also added in the 1870s. M.G. Elmore of San Francisco constructed a gas works with funding from Myron Lake and C.A. Bragg. Elmore's crews laid pipe throughout downtown and erected a gas plant near the river. The first gas jet was lit in 1876, and by the next year a small collection of streetlamps illuminated downtown Reno (Townley 1983:81).

Power plants in Nevada were first constructed to power commercial and industrial operations, including machinery and pumping equipment used in mines and mills. Electricity surplus at the mines could be used to light nearby communities. One of the first electricity companies in Nevada was established in Reno in 1882. Power was frequently

generated using water, and the first hydroelectric plant built on the eastern slope of the Sierra was constructed at Floriston on the Truckee River in 1900. A hydroelectric plant was constructed at Mogul in 1905. By the mid-1900s, Nevada had 19 generating stations: nine were hydroelectric, six were oil and gas, and four were steam powered (Fowler 1923; Sierra Pacific Power Company 1995).

In 1909, Sierra Pacific Electric Co. was formed by Stone & Webster (then Stone & Webster Corporation) to acquire the various small hydroelectric systems along the Truckee River (Fowler 1923:834–850). These companies included the Truckee River General Electric Co., Union Light & Water Co., California-Nevada Electric Power Co., Loon Lake Water & Power Co., Carson City Coal Gas Co., and Beno Power, Light, Water Co. Washoe plant, Washoe Power & Development Co. and Washoe Deep Well Water Co. The Sierra Pacific Electric Co. was the holding company, and The Truckee River General Electric Co. and Reno Power, Light & Water Co. were the operating organizations for the entire electric business of Reno, Sparks, Virginia City, Carson City, and the surrounding territory in western Nevada (Fowler 1923; Sierra Pacific Power Company 1995).

Communications utilities were introduced to connect Reno with the outside world. As one of the first companies to use railroads to establish their lines, Western Union cornered the telegraph market. Railroad companies provided a protected route for telegraph lines while using the system to promote safe travel. In exchange for free, prioritized transmission of railroad messages, the railroads laid telegraph lines along their routes and provided a chain of Western Union offices to house the telegraph equipment at all their major stations. These offices were eventually linked to Western Union's central offices in nearby towns, thus providing nationwide telegraph service. The Central Pacific Railroad route became the main line in Nevada, with Reno serving as one of Western Union's major communication hubs in the West (Johnson 2006:23).

Telephones soon followed the telegraph. Alexander Graham Bell's cousin Frank Bell introduced the telephone to Nevada. Working as a telegraph line construction supervisor in Reno, Frank Bell received two telephones from his soon-to-be famous cousin and subsequently showed them to mine operators in Virginia City. This led to the Consolidated Virginia Mine installing the first telephones in Virginia City in 1877, with lines connecting underground levels to surface offices. Shortly thereafter, lines connected other mines to Lake Tahoe, from Carson City to Glenbrook and Marlette Lake, and across the Sierra Nevada portion of the Central Pacific Railroad. Reno's first exchange was set up in the 1880s. By 1896, a long-distance line crossed the Sierra Nevada to Reno and extended to Virginia City, Carson City, and Wadsworth. The number of telephone systems in Nevada had increased to 15 by 1907, with service dominated by non-rural areas and businesses rather than individual residences. The need for a transcontinental telephone line was apparent, and survey crews for the Bell Telephone Company began staking out the Nevada portion of the line in November 1913. Additional lines were constructed to connect into this transcontinental line (Johnson 2006).

In Reno, Frank Bell and Jane and Charles Lake operated competing telephone exchanges. The Lakes acquired Bell's interest of 250 customers, continuing their service until 1897, when Sunset Telephone and Telegraph Co. took over the franchise. By 1907, Pacific Telephone acquired Sunset, operating Reno's telephone service until Bell of Nevada took over in 1913. Bell dominated Reno's phone service for decades, building a Frederic DeLongchamps-designed headquarters at the corner of North Center and East First Streets (not extant). It was outfitted with a business office, public telephones, a third-floor switchboard, and Nevada's first direct dial system office. Expanded phone services were needed as Reno grew, and the Nevada Bell building was enlarged with two additional stories in 1954, then a toll and tandem building was added next door at 195 E. First Street in 1959. The building ushered in the new direct distance dialing technology, whereby customers could place long-distance calls without operator assistance. As the telephone industry continued to grow, the company constructed another building at 645 E. Plumb Lane in 1964, added two more stories to the toll and tandem building in 1966, and in 1968 the company changed its name to

Nevada Bell. Acquisitions and mergers would follow in the 1990s and 2000s, when finally in 2005 Nevada Bell began doing business as AT&T, Incorporated (Hinman 2024:1-3).

Summary Statement of Significance: The introduction of public utilities made an indelible mark on Reno's built landscape, in addition to providing the town's residents with reliable and safe water, power, and communication links. Resources significant for their association with this theme represent local utility infrastructure during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with the public utilities, such as water systems and treatment plants, power plants, and utility lines. Properties associated with this theme are located throughout Reno.

5.4.2.2 Subtheme: Water Management

The Truckee River is central to the origin and subsequent development of Reno, and control of its waters has been equally important to the city's history. The construction of ditches, bridges, dams, tributary modifications, and floodwalls along the river's course through Reno reflect more than a century of attempts to harness, control, and otherwise manage the waters of the Truckee River. Reno's agricultural ditches—among them the Cochran, Steamboat, Highland, and others—are discussed in Section 5.7. Reno installed masonry walls along both riverbanks from the 1920s to the 1940s. A systematic relationship exists between these modifications: as street improvements responded to construction, improvements to the floodwalls resulted. Similarly, as the park infrastructure expanded with improvements such as vehicular access to Belle Isle/Wingfield Park in 1921, the retaining walls along the river were accordingly improved. Thus, each facet of the complex system that comprised Reno development during the critical years of growth between 1910 and 1960, impacted other aspects so that development, population, economics, and infrastructure were spiraling in an interconnected complex that has resulted in the face of modern downtown Reno (Koval and Boyne 1993:14).

Bridges appeared as downtown Reno's infrastructure grew to accommodate the expanding community. Lying along a river corridor, bridges were necessary structures to help link the city on opposite banks. Early on, the community and the railroad constructed bridges, the first being Lake's crossing in the 1860s, which was later replaced by a toll-free iron bridge. The V&T Railroad initially constructed a wooden Howe Truss bridge in 1871 between Second Street and Kuenzli Street which was replaced by an iron bridge in 1894. This bridge was destroyed in the floods of 1955 and never re-built. Other bridge crossings in Reno include those at Keystone Avenue, Booth Street, Arlington Avenue (not extant), South Arlington Avenue (not extant), Sierra Street, Virginia Street (not extant), Center Street, Lake Street, and the Wells Avenue Bridge. Most of these either replaced late nineteenth century structures or were built during the first half of the twentieth century. Since that time they have undergone various levels of reconditioning, repair, and wholesale replacement, frequently as a result of flood damage and in the interest of flood prevention (Koval and Boyne 1993).

Summary Statement of Significance: Water management is a critical component of Reno's history that has shaped its built landscape. Resources significant for their association with this theme represent water management infrastructure along the Truckee River during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with water management infrastructure, such as floodwalls, bridges, and dams. Properties associated with this theme are located throughout Reno, concentrated near the Truckee River.

5.4.2.3 Subtheme: Waste Management

Individual homes in early Reno had privies located in the rear of each lot. Because of Reno's high groundwater levels, privies dug to a certain depth could contaminate groundwater that was often the same water drawn from wells. Businesses and other commercial buildings had indoor plumbing that was discharged into the Truckee River via sewer lines. The earliest sewer lines were built in 1868. When the river was running with enough water to remove the raw sewage, it was not noticeable. However, during the summer the low level of the river created an unhealthy cesspool between West and Lake Streets. Unfortunately, this practice continued into the early twentieth century. Neighborhoods with sewage pipes fared little better. Pipes went directly to either the privy or the curb. Many of the streets had deep ditches on either side where the waste collected. Clean-up occurred only after a nearby irrigation ditch was turned into a street (Townley 1982:82).

A new modern sewage treatment plant opened along the Truckee River one mile east of the city in 1931. Located near the present-day Grand Sierra Resort, the plant was designed to serve a population of up to 34,000 people. Despite its 1950 expansion, the treatment plant was often overwhelmed by high flows, and in 1959, engineer John A. Carollo recommended construction of a new plant to improve performance and accommodate excess water. To address this, the cities of Reno and Sparks combined their separate wastewater plants into one large, modern plant. The Truckee Meadows Water Reclamation Facility was constructed in Sparks between October 1964 and February 1967 (City of Sparks 2026; REG 7/11/1931:14).

The City of Reno established its first city dump in 1905 on ten acres of land at the north end of what would become Sutro Street, east of the University of Nevada. Some of the garbage hauled there was buried and some burned, but it drew constant complaints regarding the order, and many residents continued to dump trash in other illegal locations that drained into the Truckee River and various irrigation ditches. Scott Island, a privately owned island in the Truckee River, was also used for dump purposes. The city considered purchasing an incinerator many times between 1907 and 1950, although it was always dismissed as too expensive. The city dump near Sutro Street was expanded in 1941 and in 1952 officially stopped burning garbage and became a landfill. It closed permanently in 1959 and by 1968, the Truckee Meadows had six sanitary landfills, none within Reno city limits (Cox 2013:1-2).

Garbage hauling in Reno began as early as 1905, with the city transporting garbage to the dump. While other cities relied on residential incinerators or burn barrels to minimize household garbage, there is no evidence that this occurred in Reno. Coinciding with a 1921 city ordinance that required garbage to be picked up from businesses daily and from residences weekly, Reno contracted with a private operator to pick up and haul garbage until the contract expired in 1936. The city took over trash service until the Reno Scavenger Company took over the city's garbage and salvage franchise that August. This ended in 1942 after the Reno Scavenger Company went out of business, at which point the city once again handled garbage collection. This continued into the 1950s, when residents paid one dollar per month for a 37-gallon can of garbage to be collected every two weeks. The Sanitation Department began to differentiate between trash (e.g., bundled paper, yard waste, household items) and garbage, and used two collection trucks – one for trash and one for garbage. Mandatory pickup by the Reno Disposal Company began in Reno in 1967, necessitated by a new ordinance requiring all homeowners to have garbage collection service (Cox 2013:1-2).

Summary Statement of Significance: The development of a safe and effective waste management system is an important aspect of Reno's history that has shaped its built landscape. Resources significant for their association with this theme represent waste management systems and infrastructure during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with waste management infrastructure, such as sewer systems and sewage plants, garbage facilities, and associated offices. Properties associated with this theme are located throughout Reno.

5.4.3 Theme: Cultural Institutions

5.4.3.1 Subtheme: Libraries

Calls to establish a library in Reno began within decades of the city's founding, but the town government was unwilling to finance one, and a series of private efforts proved unsustainable. In 1876, the Reno Library and Social Club was established with 120 members but was forced to close its rooms to the public after it was overrun by "non-contributing free-loaders." Another reading room opened to the public in 1889 but closed within a year (Townley 212-213).

The Nevada State Legislature authorized public libraries to be financed through tax dollars in 1895 and increased the tax authority for libraries in 1897. In 1901, led by state assemblyman Frank Norcross, they authorized the county board of education for any county numbering at least 7,000 people to appoint a library board. Washoe County was the only qualifying county (Harmon 2004:17-18). Norcross then appealed to millionaire steel magnate and philanthropist Andrew Carnegie to fund a library for Reno through his generous library funding program and the city was awarded \$15,000. Reno's Carnegie Library (not extant) opened on the south bank of the Truckee River across from the Riverside Hotel in 1904 (Barber 2026). The library was well stocked, providing 1600 books to a town with a population of seven thousand. The holdings quickly outgrew the available space and in 1930 the collections were

moved into the nearby State Building (not extant). Again, the library outgrew its building and in 1965, a spacious new library designed by local architect Hewitt Wells opened on S. Center Street (NRIS #13000011), just across from the then-Reno City Hall (Trexler 2012:8).

The University of Nevada has had a series of libraries since its establishment in Reno, beginning with a small library located in the very first campus building, Morrill Hall (NRIS #74001152, contributing to NRIS #87000135). A new building today known as the Jones Center (contributing to NRIS #87000135) was constructed in 1914 to serve as a temporary library and was used for that purpose until the construction of the Alice McManus Clark Memorial Library (now Clark Administration Building) in 1927. In 1962 the main collection was again moved, this time into the modern Noble H. Getchell Library (not extant) (Hamby and Sikes 1986: Section 8, p. 14, 21-23)

Summary Statement of Significance: The introduction and development of public library facilities influenced the cultural and built landscape of Reno. Resources significant for their association with this theme represent library planning, development, and programming during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with public libraries, including libraries and associated offices. Properties associated with this theme are located throughout Reno.

5.4.3.2 Subtheme: Museums

Reno's museums have been founded and operated by private entities and under the auspices of local and state government and the University of Nevada. Nevada's oldest cultural institution, the Nevada Historical Society, was founded in 1904 at a meeting of the Social Sciences Committee of the Nevada Academy of Sciences. The university's professor of History, Jeanne Elizabeth Wier, agreed to lead the organization as its initial Secretary. Upon its founding, the society's mission was to preserve the memory, artifacts, and records of the state's earliest pioneers. The acquisition of collections began immediately and in 1913, the Nevada state legislature appropriated \$5000 for the purchase of land on N. Center Street to construct a temporary facility to house a museum and library. The building at 844 N. University Avenue (as it was then known) opened in 1913 (not extant). From 1927-1966, the Nevada Historical Society was located in the State Building south of the river that had been constructed for the 1927 Transcontinental Highways Exposition (not extant). In 1968, it moved into a new building designed by Ray Hellman on the north side of the University of Nevada campus in 1968. In 1979, the Nevada Historical Society became part of the Nevada Department of Museums and History (Bandurraga 2004:3-5, 7, 11, 13).

A geology museum was established in the west wing of the Mackay School of Mines Building (NRIS #82003258, contributing to NRIS #87000135) on the University of Nevada, Reno campus in 1906 to display mineral specimens. Patterned after Columbia University's Minerals Museum, it gained a mezzanine floor in 1926 but has been altered very little since 1940 (Fowler et al 1982:Section 7, p.2).

Other local museums were the product of private initiatives. Dr. James E. Church founded the Nevada Art Gallery in 1931. It acquired its first building in 1949. In 1978, it moved into the Hawkins House at 549 Court Street and adopted the name of the Sierra Nevada Museum of Art (NRIS #79001465, contributing to NRIS #16000912). The museum moved into a building on West Liberty Street in 1989 (Nevada Museum of Art 2026).

Summary Statement of Significance: The introduction and development of public museums impacted the cultural and built landscape of Reno. Resources significant for their association with this theme represent museum planning, development, and programming during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with public museums and exhibits, including museums, galleries, and associated offices. Properties associated with this theme are located throughout Reno.

5.4.3.3 Subtheme: Public Facilities

Reno's growth in the postwar era spurred the construction of a number of public facilities intended to cater to Reno residents as well as tourists. Some of these improvements were funded with the help of philanthropic foundations established by individuals who had moved to Reno for its tax advantages, or their descendants.

One such individual was Max C. Fleischmann, a yeast and gin industry tycoon, who moved to Nevada from California in 1935 to avoid income and inheritance taxes and further his philanthropic activities. Following his death in 1951, through 1980, the Max C. Fleischmann Foundation funded over \$19 million in building projects on the University of Nevada, Reno campus alone, named in honor of Fleischmann's parents according to his wishes (University of Nevada, Reno 2026).

These projects included the world's first atmospherium/planetarium, The Fleischmann Atmospherium Planetarium (NRIS #94001148), designed by Raymond Hellman and opening on the north side of the University of Nevada, Reno campus in 1963.

In the 1960s, Reno joined the many cities across the country that were constructing public facilities to cater for the growing convention industry. Encountering vocal contingents who disagreed on whether to build a new convention center downtown or on an expansive site south of Reno, the Washoe County Fair and Recreation Board decided to do both and approved the construction of two buildings. The Pioneer Center Theater-Auditorium (NRIS #4001528) was constructed on the former site of Powning Park, across Virginia Street from the Washoe County Courthouse. It opened in 1967 with a performance space and meeting rooms intended to attract conventions (Harmon 2004: Section 8 p.5). Meanwhile, the large convention facility named the Centennial Coliseum to commemorate Nevada's 1964 centennial opened on S. Virginia Street, three miles from downtown, in 1965 (Moehring 2014:18).

In 1968, Washoe County began construction of new facilities at the county fairgrounds that included a 19,200-square-foot livestock pavilion with a 1,200-seat arena, concession areas, and office and storage rooms along with two cattle barns, four horse barns, and restrooms. It was completed in 1969 (REG 8/27/1968:6).

Summary Statement of Significance: The introduction and development of public facilities to host events and other programming influenced the cultural and built landscape of Reno. Resources significant for their association with this theme represent facility planning, development, and programming during the period of significance.

Period of Significance: 1960-1976

Period of Significance Justification: The period of significance begins with the drive to establish public event spaces in the early 1960s and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with public facilities, including performance halls, auditoriums, event centers, and other venues. Properties associated with this theme are located throughout Reno.

5.4.4 Theme: Educational Development

5.4.4.1 Subtheme: Private Education

Private educational institutions appeared in nineteenth-century Reno under the auspices of religious organizations. Episcopal Bishop Ozi W. Whitaker opened a boarding and day school for girls on a six-acre plot on the northwest side of Reno in 1876 (not extant). With room to house forty boarding students, it offered an exclusive education from a well-credentialed staff for those young women whose families could afford it. The school closed in the 1890s (Townley 1983:86-89).

Mother Dolores O'Neill, originally from Wilmington, Delaware, founded a Catholic girl's school called Mount Saint Mary's Academy (not extant) on Fourth Street between Center and Lake Streets in 1877, and it operated there until 1892. Mother Dolores then departed, but two of her novices, Sisters Antoine and Vincent, opened another Catholic school on Sixth Street near Chestnut (not extant). In 1908, that school was converted into a hospital, which became the roots of St. Mary's Hospital (Rowley 1984:115).

St. Thomas Aquinas Cathedral opened a parochial grammar school in a new building constructed behind the cathedral in 1931 (NRIS #100007430). After serving as Reno's only parochial grammar school for two decades, it was joined by Our Lady of the Snows Catholic School, which opened in 1952. In 1955, St. Albert the Great School opened in old Northwest Reno, and in 1962, Little Flower opened in southeast Reno (Campana 2022:Section 8, p.33).

Bishop Manogue Catholic High school was the only Catholic high school in Reno when it opened in 1948 on land along the Truckee River east of Sparks, part of the former Flick Ranch (not extant). The school moved to a new campus northeast of the University of Nevada in 1957, where it remained until a new school was built in south Reno in 2004 (Bishop Manogue 2026).

Summary Statement of Significance: The introduction and development of private schools made a significant impact on the educational and built landscape of Reno. Resources significant for their association with this theme represent private education during the period of significance.

Period of Significance: 1876-1976

Period of Significance Justification: The period of significance begins with the establishment of the first private school in Reno in 1876 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with private education, including school campuses, schools, and their associated facilities like gyms and offices. Properties associated with this theme are located throughout Reno.

5.4.4.2 Subtheme: Public Education

The first public building erected in Reno was a school that opened on the north side of First Street between Sierra and West Streets in 1868, the year of Reno's founding (not extant). A new Reno school was built at Fifth and West Streets in 1880 to house intermediate and high school (not extant), while the older school became Reno Primary. With the expansion of town southward, the first, wood frame Southside School opened in 1881 (not extant), and kindergartens were added to the public offerings around 1900. At this time, each town in Washoe County had its own school board, and in the earliest years these included Reno, Glendale, North Truckee, Brown's, Anderson, and Huffaker's. The schools in the small communities around Reno were one-room schoolhouses serving all grades (Townley 1983:210-211) The Babcock Memorial Kindergarten opened on Sixth Street in 1901 (not extant) and a new multi-story brick Southside School opened on the site of the original wood building in 1903 (not extant) (Hinman 2011:3).

Beginning in 1887, County Superintendents, a position long filled by district attorneys, had oversight over education. In 1907, the Nevada state legislature passed the Reorganization Act which reformed the state school system by eliminating the County Superintendent position and creating five supervisory districts, each directed by a salaried Deputy Superintendent. These new positions were salaried and required professional expertise in education (McBride and Bedeau 2008: Section E, p.7).

By 1909, Reno's continued growth and expansion warranted the construction of more elementary schools. Four Mission Revival style elementary schools designed by local architect George Ferris and known as the "Spanish Quartet" opened between 1909 and 1912. A new Reno High School followed in 1912 (not extant). Two Junior High Schools opened in 1924 and 1930, followed by Veteran's Memorial Elementary in 1948, and a new Reno High School on Booth Street in 1951 (Moss et al 2012:11-12).

Prior to the creation of the Washoe County School District in 1955, there were as many as seventeen separate school districts throughout the county. On March 17, 1955, these districts were consolidated into one school district per county when the Nevada State Legislature passed Senate Bill 267. Trustees of the county's disparate districts elected the first temporary Washoe County School Board in May 1955, and its members were chosen in the General Elections beginning in November of 1956 (Moss et al 2012:13).

Reno and Sparks were experiencing rapid suburban expansion in the 1950s and 1960s, as reflected in the number of school projects that were undertaken. Between 1955 and 1965, 24 new elementary schools were built to accommodate the baby boom generation. Nineteen of these 24 followed plans prepared by the architectural firm of David Vhay and DeWitt Grow (which was dissolved in 1959), and no fewer than 11 of the 19 were Basic Elementary School No. 2. All 11 of the Basic Elementary School No. 2 are still in use as elementary schools. Several have been added onto, such as Lincoln Park, Jessie Beck, and Alice Maxwell.

Summary Statement of Significance: The introduction and development of public school facilities made a significant impact on the educational and built landscape of Reno. Resources significant for their association with this theme represent public education during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with public education, including school campuses, schools, and their associated facilities like gyms and offices. Properties associated with this theme are located throughout Reno.

5.4.4.3 Subtheme: Post-secondary Education

When Nevada achieved statehood in 1864, its constitution provided for the establishment of a state university “which shall embrace departments for agriculture, mechanic arts, and mining, to be controlled by a Board of Regents, whose duties shall be prescribed by law” (National Register of Historic Places 1973). The first iteration of the University of Nevada appeared in Elko in 1874 under the Morrill Land Grant Act of 1862, which provided 90,000 acres of public land for the establishment of an agricultural and mechanical college. In 1885, the Nevada legislature opted to relocate the university to Reno, as enrollment at the college in Elko never exceeded 30 students. Reno had grown into Nevada’s second-largest town at the time, trailing only Virginia City in population. The Board of Regents selected a hill north of town as the site of the university, and its first building, Morrill Hall (NRIS #74001152, contributing to NRIS #87000135), was subsequently constructed in the Second Empire style. The university purchased fifteen additional acres in 1895, expanding its western border to Virginia Street and constructing two dormitories, Manzanita Hall (contributing to NRIS # 87000135) and Lincoln Hall (contributing to NRIS #87000135) (Campana 2018).

The university experienced its first major period of growth during the early years of the twentieth century when Clarence and Mary Louise Mackay—heirs to the Comstock’s “Silver King” John Mackay—donated a number of monetary gifts to the school, which resulted in the construction of the Mackay School of Mines in 1906 (NRIS #82003258, contributing to NRIS #87000135), the Mackay Science Hall in 1930 (contributing to NRIS #87000135), and a number of other buildings. Clarence Mackay retained control over campus architecture, overseeing the construction of Manzanita Lake and hiring a landscape architect to design the university’s quadrangle. The quadrangle and its associated buildings were inspired by the University of Virginia and thus constructed in the Jeffersonian Revival style. Mackay purchased ten additional acres for the school, which included Evans Field, a natural hollow on the corner of North Virginia and 9th streets now known as the Manzanita Bowl. Mackay’s ambitious building campaign continued

until his death in 1938, by which time 21 buildings stood on campus. As the campus grew, so did enrollment. Between 1913 and 1941, the student population jumped from less than 500 to more than 3,000 (National Register of Historic Places 1987; 2003).

The University of Nevada campus has steadily expanded to the north since Mackay's death. A gymnasium and engineering building were added to the campus by 1945 (both contributing to NRIS #83000135). The 1950s ushered in an era during which Modernist buildings proliferated across campus, including the Contemporary style Jot Travis Student Union (1952-1963), Ross Hall (1957), White Pine Hall (1960), and Juniper Hall (1962). Fleischmann Atmospherium Planetarium (NRIS #94001148)—the first of its kind in the world—was constructed in 1963 at the north end of campus (National Register of Historic Places 1987).

The City transferred 320 acres of the deactivated Stead base to the University of Nevada in August 1966. Officially named the Nevada Technical Institute, but nicknamed the Stead Campus, the school offered vocational programs until it was turned over to the community college system in 1971. The school closed in 1973 (Kimball and Kautz 2003:38-39).

The Nevada State Legislature established a community college system in 1968. In Carson City and Reno, it operated as the Western Nevada Community College, with its primary campus in Carson City and an ancillary campus on the old Stead Air Base, which previously operated as the Nevada Technical Institute. In addition to the Stead campus, classes were held on public school campuses in Washoe County. In 1976, Western Nevada College constructed the first phase of a standalone Reno campus on Dandini Boulevard. The Board of Regents named the Reno campus Truckee Meadows Community College in 1979, divesting it from Western Nevada Community College (TMCC 2026).

Summary Statement of Significance: The introduction and development of university and community college campuses made a significant impact on the educational and built landscape of Reno. Resources significant for their association with this theme represent public education during the period of significance.

Period of Significance: 1885-1976

Period of Significance Justification: The period of significance begins with the establishment of the University of Nevada at Reno in 1885 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include institutional properties associated with post-secondary education, including university and college campuses, educational buildings, and their associated facilities like gyms, laboratories, and offices. Properties associated with this theme are located on the University of Nevada, Reno and Truckee Meadows Community College campuses.

5.4.5 Theme: Media and Journalism

The first newspaper published in Reno was the *Reno Crescent*, inaugurated in July 1868 by John C. Lewis, who had previously published the *Eastern Slope* in Washoe City. It was joined in November 1870 by the *Nevada State Journal*, which was acquired by Christopher Columbus (C.C.) Powning in 1874. The *Crescent* ceased publication in 1875 and was replaced in 1876 by the *Reno Evening Gazette*, whose editor, Robert Lardin Fulton, purchased it in the late 1870s (Moreno 2015:24-25).

After beginning operations on Virginia Street, the *Journal* moved into a new two-story brick building at 26 W. Second Street in 1876 (Barber 2026). The *Reno Evening Gazette* constructed a four-story building on N. Center Street (not extant), on the north side of Reno City Hall, in 1908 (REG 1/13/1908:6). In 1939, the competing papers were both purchased by Merritt C. Speidel, who consolidated their business operations and turned the *Journal* into a morning paper while the *Gazette* came out in the evening. They both operated from the building on N. Center Street although with separate editorial staff and positions (Moreno 2015:25). In 1960, the entire operation moved into a new large newspaper plant on W. Second Street (not extant). The two newsrooms were consolidated in the early 1970s, relocating to a new building on Kuenzli Street, and in 1977 the Speidel Company became part of the Gannett Company, which in 1983 merged the two papers into the *Reno Gazette-Journal* (Moreno 2015: 25).

Some amateur radio stations began to operate in Reno prior to 1920, but the first to broadcast regularly was KDZK, which began broadcasting music from the Majestic Theater (not extant) in downtown Reno in 1922, followed soon thereafter by KFAS in Reno and KFFR from Sparks. The city's first successful commercial radio station was KOH, which received an FCC license in 1928 and broadcast from a studio in the basement of the Elks Lodge (not extant). The station was purchased by the McClatchy Company, owners of the Sacramento Bee, in 1931 (Moreno 2015:84-85).

University of Nevada president Charles J. Armstrong approved the establishment of a radio station on the university's campus in 1962. The station, KUNR, began broadcasting from the Church Fine Arts building on October 7, 1963. In 1981, the station became an affiliate of National Public Radio, qualifying it for funding from the Corporation for Public Broadcasting, which was authorized by the Public Broadcasting Act of 1967 (KUNR 2026).

Reno's first television station, KXTV Channel 8, began broadcasting from a studio at 770 E. Fifth Street on September 27, 1955 (not extant). Its owners were Al Cahlan and Don Reynolds, respectively the general manager and owner of the Las Vegas Review-Journal. Reynolds then purchased Reno's KOLO radio station and in 1956 changed the call letters of the television station to KOLO-TV. It was joined in 1962 by KRCL-TV Channel 4 (changed to KRNK in 1990) and in 1967 by KTVN-TV Channel 2. More television stations followed in the 1980s and 1990s (Moreno 2015:122-123). The public television station KNPB Channel 5 (now PBS Reno) launched in 1983 (PBS Reno 2023).

Summary Statement of Significance: Journalism in Reno, beginning with local newspapers and continuing with radio and television news media, has been instrumental to the community's development and built environment. Resources significant for their association with this theme represent the local media and journalism landscape during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the founding of Reno's first newspaper, the Reno Crescent, in 1868, and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with local journalism and media, including office buildings, newspaper buildings and printing plants, and television and radio stations. Properties associated with this theme are located throughout Reno.

5.4.6 Theme: Parks and Recreation

In May 1903, Reno's city council passed City Ordinance No. 2, which authorized the appointment of a Superintendent of Streets and Alleys, Sewers, and City Parks with a monthly salary of \$80. According to the ordinance, the superintendent's responsibilities included the preservation and improvement of city parks. By 1909, the city employed a caretaker for its handful of municipal parks. In July 1909, the city engineer appointed Charles R. Schmidt as Reno's parks caretaker. Parks continued to develop slowly in Reno throughout the teens, including the improvement of Riverside Park in 1916. As early as 1919, the city council had a parks committee. This committee recommended landscaping improvements in Riverside and Powning parks, as well as the Reform-era construction of benches, a playground, and a restroom at Riverside Park (Campana 2016c:8).

The 1920s marked a period of rapid park development, during which city engineer Harry Chism planned the development of Idlewild, Newlands, and Wingfield parks. Throughout the 1930s, several Reno parks benefited from Depression-era Public Works Administration (PWA) and Works Progress Administration (WPA) funding. By 1937, the city boasted "six beautiful public parks," many of them to the credit of PWA and WPA projects. WPA-specific projects completed between 1930 and 1940 include the development of Virginia Lake Park (including the pond, inlet, retaining walls, bridges, and guardrails), Plumas Park's river-rock walls and stairs, Stewart Park's terraced walls and restroom building, Idlewild Park's barbecue pit and restroom building, and Whitaker Park's retaining wall and rock bridge railing (Campana 2016c:8-9).

In 1944, the city established a recreation commission comprised of citizen-advisors in an effort to guide activities of the city recreation department, which was rapidly expanding as it added supervised playground programs in the summer to its bevy of youth baseball leagues, community dances, and activities for senior citizens. Until the late 1940s, the parks department was nestled under the wing of the city engineering division, operating separately from the city's recreation department. In April 1949, the city elected to combine the previously separate Parks and Recreation departments. The merger made financial and administrative sense, and the city hoped to keep department costs under the \$85,000 that it was incurring annually to maintain separate divisions. The city also hoped that the creation of a single parks and recreation department would bolster community use of existing parks, create closely coordinated parks and recreation activities, and unburden the overworked engineering department (Campana 2016c:9-10).

In 1959, the recreation department moved from the northwest corner of Liberty and Center Streets—the current location of the Washoe County Library—to the Southside School building on the southwest corner of Liberty and Sinclair streets. Throughout the 1950s and 1960s, the parks and recreation department offered a number of programs, including community dance classes, arts and crafts programs, summer programs for children including supervised playgrounds, supervised ice skating on park ponds (specifically at Idlewild, Lake, and Virginia Lake parks), and supervised swimming in the municipal pool at Idlewild (Campana 2016c:10-11).

Following the Second World War, in December 1945, Keston and Carlisle Ramsey opened the Sky Tavern Ski Resort to promote skiing in the Reno area. To attract skiers, they built a four-story lodge, with hotel rooms, restaurants, and a bar. The lodge at Sky Tavern served hearty meals and chilled drinks, and also offered dancing, and a small gambling casino run by Bill Harrah. Ski facilities included a t-bar lift, three rope tows, and several one- to three-mile long downhill runs. Initially, the resort had electric power supplied by a gasoline generator. All day tickets sold for \$2.50. In 1946, Hall Coddington came to Sky Tavern from Sun Valley, Idaho, and formed a ski school. Sky Tavern soon became a destination resort for celebrities, including movie stars, socialites, and famous personalities (Campana 2016c:24).

During 1948, the first junior ski program was initiated by Marce Herz, and subsequently expanded through the 1950s. Newer, larger ski resorts, such as Squaw Valley and Heavenly Valley opened during the 1950s around Lake Tahoe, luring away many who had frequented the Sky Tavern. In 1959, the Ramseys sold the Sky Tavern. During 1968, the City of Reno purchased the 143-acre Sky Tavern Resort, exclusively for teaching school children how to ski, and eventually, to snowboard. New lifts were installed, and the lodge was remodeled to accommodate the Junior Ski Program (Campana 2016c:24).

Both the City of Reno and Washoe County operated various recreational facilities in Reno including community centers, recreational complexes, and the fairgrounds. In 1955, the City of Reno purchased the complex at Moana Springs that had first been established as a private resort in 1905. Most of the older structures were torn down, and a new municipal pool was built there in 1960. The complex included Moana Stadium, which was home to Reno's professional baseball teams from 1955 to 2009. The Traner Recreational Complex opened in northeast Reno in 1972, offering a swimming pool, football fields, baseball and softball fields, tennis courts, basketball courts, and a playground (Barber and Campana 2026:125; Culleton 2026).

Other recreational facilities in town were privately owned and operated. These included sports facilities like Jack Threlkel's Ballpark (not extant), which opened on E. Fourth Street in 1930 (REG 5/31/1930:6). Postwar recreational facilities included roller rinks like Skateland, which opened at 1465 W. Fourth Street in 1957 just west of the Union Ice Co. plant (REG 3/29/1957:12). Also proliferating throughout Reno after World War II were bowling alleys including the Town and Country Bowl on S. Virginia Street and the Starlite Bowl, which opened at Keystone and W. Sixth Streets in 1961 with sixteen lanes, a restaurant, cocktail lounge, snack bar, banquet rooms, and acres of parking (NSJ 12/10/1961:37).

Summary Statement of Significance: The development of parks and recreation facilities in Reno offered opportunities for community enrichment and beautification that have been critical to the city's development and built environment. Resources significant for their association with this theme represent public parks and recreation during the period of significance.

Period of Significance: 1903-1976

Period of Significance Justification: The period of significance begins with the founding of the city parks department in 1903, and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include properties associated with public parks and recreation, including parks, park buildings, community centers, ancillary park buildings and structures, swimming pools and associated buildings, playgrounds, sports fields, ski areas and associated resources. It also includes landscape elements such as gardens, fountains, walls, and other structures. Properties associated with this theme are located throughout Reno.

5.4.7 Theme: Healthcare and Medical Institutions

The small number of professional medical practitioners operating in nineteenth century Nevada mostly paid house calls to those in need of medical attention. Patients who could not afford a private doctor were served by public

hospitals, commonly referred to as “poor houses.” Doctors were appointed by the County Commission to serve terms as the County Physician and visited the designated county hospital as needed to provide care and furnish medicine.

Washoe County opened a few temporary public clinics prior to Reno’s founding to respond to occasional outbreaks of disease. An early facility near Second and Virginia Streets in Reno served as the county hospital until 1876, when a new county hospital (the “poor house”) and accompanying “poor farm” were constructed on a 40-acre piece of land near the current intersection of Mill and Kirman Streets (not extant) (REG 10/10/1876:3). A modern two-story brick hospital was constructed there in 1904 (not extant), replaced by a larger facility in the 1930s that became known as Washoe General Hospital. It was expanded with a \$21 million addition in 1973 (Rowley 1984:108-109).

The Dominican Sisters of San Rafael (California) opened Sisters’ Hospital in 1908 on the corner of Walnut and Chestnut Streets in a building that had formerly served as a Catholic school and convent (not extant) (Moreno 2015:62). In 1912 they constructed an additional building and changed the institution’s name from Sisters’ to St. Mary’s Hospital (not extant). A new building was constructed on the north side of W. Sixth Street in 1928. New wings were added in 1937, 1949, 1953, and 1965, with a north tower addition opening in 1982 (Rowley 1984:115).

Private hospitals and sanitariums also provided medical services. Cordelia Wentworth opened the Reno Private Hospital at 209 Virginia Street in 1901 (not extant) and then worked at the Reno General Hospital (also called the Reno Sanitarium) at Washington and W. Sixth Streets (not extant). She then co-founded Wentworth Hospital in a house at 308 Chestnut Street (not extant) and the Wentworth Sanitarium at 547 Ralston Street in 1908 (Banks 2020:4). Other early medical providers in Reno included the Crittenden Home, Mount Rose Hospital (not extant), and St. George Hospital (unknown location and status) (Rowley 1984:40).

Thanks to the dedicated lobbying efforts of Ioannis Lougaris and other local veterans, \$100,000 in federal funding for the construction of a VA hospital was approved in November 1936. The first building of the Veterans Hospital opened in 1939 with a capacity for 24 patients. It was expanded multiple times and officially named the VA Medical Center in 1978 (U.S. Department of Veterans Affairs 2026).

In 1905, the state of Nevada created a Board of Health in each of Nevada’s counties, composed of the county physician, sheriff, and board of county commissioners. The same year, the City of Reno created its own municipal Board of Health consisting of three local physicians to “look after the sanitary condition of the city” (NSJ 5/27/1905:5). Offices for boards of health were generally housed with other government offices. New offices for the Washoe County Health and Welfare Department were constructed at 10 Kirman Avenue in 1959 (REG 12/7/1959:14). Programs housed there included the City and County Health Department and Visiting Nurses Service.

From Nevada’s territorial period through the mid-1970s, justices of the peace also served as county coroners (REG 11/24/1905:1). The county coroner, usually a layman, investigated any deaths that might result in a criminal complaint (REG 6/6/1956:2). In the mid-1960s, the Reno Justice of the Peace and Reno Township Coroner remained a single position that prioritized investigative experience over medical expertise and required the appointment of a pathologist when an autopsy was required (NSJ 12/6/1964:24). In 1975, the Washoe County Commission passed an ordinance establishing a separate coroner’s position that centralized duties previously pooled together from justices of the peace, county health officials, and city and county police agencies (REG 7/24/1975:18).

Summary Statement of Significance: The development of medical and healthcare facilities in Reno was critical to the community’s health, wellness, and built environment. Resources significant for their association with this theme represent medicine and healthcare during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the founding of Reno in 1868, and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with healthcare and medicine, including hospitals and medical buildings, hospital campuses, coroner's offices, administration facilities for various boards of health, and other medical offices. Properties associated with this theme are located throughout Reno.

5.4.8 Theme: Private Institutional Development

Private social and service clubs, fraternal organizations, and veterans' groups have long offered Reno residents the opportunity to engage in public service activities, socialize, host talks and events, and gather together under the umbrella of shared interests, experiences, and goals.

The Grand Lodge of Free and Accepted Masons formed in Nevada in 1865, first assembling in Virginia City. Masonic Lodge No. 13 was chartered by Nevada's Grand Lodge in Virginia City in 1869 and in 1873 opened their own building at 98 Commercial Row, facing the railroad tracks (not extant). Commercial tenants on the ground floor provided income for the lodge activities, which took place upstairs (Barber 2026). In 1906, the lodge moved into a new Masonic Temple constructed for them on the north bank of the Truckee River at Virginia Street (not extant). A four-story expansion wing facing W. First Street opened in 1955. After a devastating fire in 1965, the lodge had this building razed and constructed a new building on the site that opened in 1967 (Harmon 2026).

The Independent Order of Odd Fellows (I.O.O.F.) was active in Reno from its earliest days. In 1876, Truckee Lodge No. 14 purchased a lot on Virginia Street and hired local architect John Sturgeon to design a building with lodge quarters and a large hall on the second floor and commercial space at street level. It opened in 1877 with the Reno Savings Bank occupying the primary ground floor space (Hinman 2019:1-2). In 1906, they purchased a lot on the southeast corner of Center and E. Second Streets and had a five-story commercial building constructed there (not extant). As before, the upper floors contained the lodge's facilities while the remainder was leased to tenants. The group sold the building in 1928 and moved again to quarters on Sierra Street (Barber 2026).

The Reno Elks Lodge of the Benevolent and Protective Order of Elks (B.P.O.E.) was chartered as Lodge No. 597 in 1900. After meeting for several years in the city's Investment Hall, they dedicated the Reno Elks Home at 50 N. Sierra Street, designed by architect Fred Schadler (not extant). It was destroyed in 1957 when a massive explosion across the street set it on fire. The lodge then met for several years in the Mapes Hotel (not extant) and Holiday Hotel Casino before moving into their new headquarters at 597 Kumle Lane in 1961 (Barber 2026).

Other organizations were formed by military veterans. Veterans of Foreign Wars (VFW) Post #207 was established in Reno in 1926, largely for veterans of World War I. In 1945 it merged with the new Post #9211, which had formed in 1944 to serve veterans of World War II, and together they built a hall at 301 Burris Lane (NRIS #8000511) that opened in 1946 (James 2008: Section 8, p.4-5).

The American Legion was founded in 1919 to assist veterans of World War I. Darrell Dunkle Post 1 of the American Legion was founded in Reno in August 1919 (Darrell Dunkle Post 1). The group was granted the California Building in Idlewild Park after the 1927 Transcontinental Exposition and gifted it to the City of Reno in 1938 (Harmon and Barber 2026). They occupied several other spaces including a building at 877 Ralston Street.

Reno's first women's club, the 20th Century Club, was founded in 1894. Part of a national organization, the group engaged in many social causes including education and city beautification and hosted forums for discussion of the arts, literature, current events, and more. Beginning in 1906, they utilized a clubhouse on Arlington Avenue (then Chestnut Street) first built for the Nevada Club. In 1925, they moved into a new building designed for them by architect Fred M. Schadler at 335 W. First Street (NRIS #83001113) (Harmon 2026).

Many other private clubs and institutions have operated in Reno through the years. Additional research may identify buildings including private residences that served as their meeting spaces.

Summary Statement of Significance: Private fraternal organizations, social and service clubs, and veterans' groups significantly offered Renoites the opportunity to engage in community service and socialization through shared interests and goals. Resources significant for their association with this theme represent these private institutions during the period of significance.

Period of Significance: 1873-1976

Period of Significance Justification: The period of significance begins with the 1873 founding of the first Masonic Lodge in Reno and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with private institutions, including clubhouses, meeting halls, and ancillary structures. Properties associated with this theme are located throughout Reno.

5.4.9 Theme: Religious Institutional Development

The religious institutions catering to Reno's original residents reflected their diverse national and international origins. The first to organize were the Methodists, who dedicated their own building in 1870. By 1879, local congregations also included Catholics, Baptists, Episcopalians, Congregationalists, Lutherans, and a Jewish Chebra B'rith Shalom society (Sievers 2004:2). Many of these congregations constructed larger churches and synagogues after 1900 as their numbers grew. New institutions like the Bethel African Methodist Episcopal (AME) Church, founded in 1907 with a building constructed on Bell Street in 1910 (NRIS #01000587), added to the religious diversity.

The early concentration of churches in downtown Reno, particularly on the west side of downtown, greatly influenced the architectural and aesthetic feel of the area. Examples include the Trinity Episcopal Church (1949, NRIS #100005599), located on Island Avenue, and Saint Thomas Aquinas Cathedral (1910, NRIS #100007430) on Arlington Avenue (Boghosian 1982b). The latter possesses Classical, Renaissance and Baroque design elements in a larger "campus" complex that includes a rectory and school. The First United Methodist Church (1925, NRIS #83001115) is a poured concrete Gothic Revival church designed by Wythe, Blaine, and Olson of Oakland, California with a connected Hall

and Parish House (1940) designed by Edward Parsons (Koval and Boyne 1993:11; Boghosian 1982a). Other churches that have also influenced the texture of downtown Reno include the First Church of Christ, Scientist on Riverside Drive (1939, NRIS #99000939) and the Lutheran Church of the Good Shepherd on California Avenue. Renovated and expanded in the 1940s, the Bethel AME Church (NRIS #01000587) became a downtown institution, home to religious, social, civic, and political activities for Reno's African American population.

In the twentieth century, many of the congregations that were originally based in central Reno moved to new churches and synagogues outside of downtown, including Temple El-Emanuel, First Baptist, St. Luke's Lutheran, and the First Church of Christ, Scientist. The Catholic Diocese of Reno was established in 1931, elevating St. Thomas Aquinas Catholic Church to the status of Cathedral, and as Reno expanded and its population grew, more Catholic parish churches were constructed throughout town including Our Lady of the Snows and St. Therese of the Little Flower.

Other congregations constructed their own buildings including a Greek Orthodox Church, St. John's Presbyterian, Temple Sinai, and the Church of Jesus Christ of Latter-Day Saints. The growth of Reno's African American population, especially after World War II, prompted the establishment of many Black churches including Second Baptist Church, Pleasant Grove Baptist Church, Mt. Zion Baptist Church, Pilgrim Rest Baptist Church, Greater New Hope Baptist Church, and Holy Temple, Church of God in Christ. Reno's diverse population has continued to support religious institutions of all denominations and sizes.

Summary Statement of Significance: Religious institutions were foundational to Reno's development and growth as a community. Resources significant for their association with this theme represent these religious institutions during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the 1868 founding of Reno and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B

Associated Property Types: Eligible properties under this theme include properties associated with religious institutions, including churches, synagogues, rectories, and social halls. Properties associated with this theme are located throughout Reno.

5.4.10 Theme: Cultural Landscapes

5.4.10.1 Subtheme: Cemeteries

Reno's first designated cemetery appears to have been established when undertaker, furniture maker, and coffin builder Wiltshire Sanders purchased 40 acres of land on a hillside north of the business district in 1875, naming it Hillside Cemetery. The first recorded burial there was in 1877. He soon subdivided the land, selling parcels to religious and fraternal organizations including the Hebrew Benevolent Society (1877), Amity Lodge, Knights of Pythias (1882) and General O.M. Mitchel, post No. 69, Grand Army of the Republic (1890) (Hinman 2006:1). All four of these original cemeteries still exist today.

The Odd Fellows and Masonic orders jointly established a cemetery west of town as early as 1870. Additional land was purchased in 1899 to expand Mountain View Cemetery to its present boundaries (Townley 1983:217).

The Catholic parish established a small burial ground between N. Sierra and N. Virginia Streets by the early 1870s (Townley 1983:217). A Catholic cemetery was founded in Reno in 1879 with the donation of a parcel of land to St. Mary's Parish. In 1927, the Mater Dolorosa (Mother of Sorrows) cemetery was established by the Diocese (Our Mother of Sorrows 2026).

Summary Statement of Significance: Cemeteries represent significant cultural landscapes that historically offered Renoites a place to memorialize their loved ones, in addition to creating designed landscapes that impacted the local built environment. Resources significant for their association with this theme represent these mortuary landscapes during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the 1868 founding of Reno and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A, D; SRHP A, D; Local B, E, I

Associated Property Types: Eligible properties under this theme include properties associated with cemeteries. Institutional resources include mausoleums and other cemetery buildings. Landscape elements include cemetery gardens and paths; fountains, obelisk, and other sculptures; and tombstones and above-ground tombs. Properties associated with this theme are located in historic cemeteries throughout Reno.

5.4.10.2 Subtheme: Conservation, Parks, and the River

In addition to lands designated as city parks, Reno contains a number of cultural landscapes created or designated to enhance the enjoyment of nature. These generally take the form of spaces planted, cultivated, and landscaped for purposes of aesthetic beauty, conservation, and nature study.

Reno leaders recognized early on that the Truckee River that coursed through the center of the city was a natural asset worthy of preservation. When he laid out the Powning's Addition housing tract on the north side of the river in 1887, C.C. Powning created Riverside Avenue (now Riverside Drive), which curved along the natural contours of the riverbank from one side of his addition to the other. Subsequent generations improved the experience along the river, planting hundreds of trees and building a pedestrian walkway separated from the street (Barber and Campana 2026:11, 16, 29).

Some of the larger city parks reflect significant landscaping intended to enhance an appreciation of scenic beauty and wildlife. Created from lands purchased by the city in 1921, the 49-acre Idlewild Park was first designed by landscape architect Donald McLaren for the Transcontinental Highways Exposition held there in 1927. Early components included a fish hatchery and zoo, as well as the existing engineering upper and lower ponds. A Municipal Rose Garden designed by landscape architect Warner Marsh replaced the zoo, opening in 1959. The Crooked Mile walking path, created in 1969, extends along the river (Campana 2016:10, 13-18).

Regional parks were founded, owned, and run by Washoe County but lay within the boundaries of the City of Reno. Rancho San Rafael Regional Park had its roots in the purchase of the Rancho San Rafael private ranch by the Nevada State Public Employees Retirement System (PERS) in 1979. The purchase held the land in trust until Washoe County could raise the funds to purchase it and develop it into a regional park (Washoe County 2026). A master plan was then put together and the first components to open in 1982 were twelve acres of picnic area, a fitness course, playground, and approximately one mile of a projected 3.2-mile recreational trail. In 1983, the Visitor Center was completed and the ranch house designed by Paul Revere Williams opened to the public. Construction of the Wilbur D. May Arboretum and Botanical Garden, funded by the Wilbur D. May Foundation, proceeded in stages, beginning in 1984. Large sections of the park were left in their natural state (RGJ 4/21/1985:3E).

Bartley Ranch Regional Park originated as part of the Wheeler Estate, a working farm and ranch. After the ranch ceased operation in 1985, it was sold to Washoe County, opening to the public in 1995 with multi-use trails, scenic pastures, horse arenas, the historic Huffaker School, an amphitheater, and other amenities (Washoe County 2026).

The University of Nevada, Reno campus was designated an official state arboretum by the Nevada state legislature in 1985 (University of Nevada 2026)

Summary Statement of Significance: Conservation efforts resulting in the creation of regional parks, arboretums, open space, and other places to enjoy the natural environment have been essential to Reno's landscape development. Resources significant for their association with this theme represent these landscapes during the period of significance.

Period of Significance: 1887-1976

Period of Significance Justification: The period of significance begins with the creation of a scenic riverside drive in 1887 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include properties associated with land conservation, scenic views, and open spaces. Institutional resources include regional park buildings and structures. Landscape elements include gardens, paths, and scenic drives. Properties associated with this theme are located throughout Reno.

5.4.10.3 Subtheme: New Deal Projects

New Deal-era work relief projects profoundly impacted the built landscape of the United States. President Franklin Delano Roosevelt introduced these programs to provide relief and a speedy recovery from the Great Depression. The Civil Works Administration (CWA), Work Progress Administration (WPA), Civilian Conservation Corps (CCC), and Public Works Administration (PWA) bolstered the 1930s economy, employing architects, planners, craftsmen, and workers to construct buildings, landscapes, and infrastructure.

New Deal projects were underway throughout the United States between 1933 and 1938, and in that time, Nevada received more federal money per capita from New Deal agencies than any other state, with 72% of that federal spending directed toward three agencies: the Bureau of Public Roads, the Civilian Conservation Corps, and the Bureau of Reclamation for the Hoover Dam/Boulder Canyon Project (Kolvet and Ford 2006: 2).

Reno buildings funded and constructed with the assistance of New Deal programs included the Downtown Reno Post Office and Federal Building (NRIS #90000135), constructed in 1933-1934 with the help of CWA relief workers; the Southside School Annex (NRIS #90333683), built with WPA funds and labor in 1936; and CWA-funded improvements to the Mt. Rose Elementary School (Living New Deal 2026).

Many Reno parks were improved through New Deal funding and labor. They included a WPA-funded cement wading pool at Evans Park in 1936; the PWA-funded construction of two swimming pools at Idlewild Park in 1937; the WPA-funded conversion of a city dump into Stewart Park in 1937; the WPA construction of Virginia Lake and the Virginia Lake Park in 1936-1938; and WPA improvements to Plumas Park, Whitaker Park, and Wingfield Park in the late 1930s. Work on the 18-hole Washoe County golf course on the site of Reno's original airfield began under FERA in 1935 and was completed by the WPA in 1936 (Living New Deal 2026).

The Lake Street Bridge and Sierra Street Bridge over the Truckee River were both built in 1937 with financial assistance from the PWA. Manzanita Lake on the University of Nevada campus was created by a concrete dam that was built by the WPA in 1940, along with the irrigation canal extending from the lake through campus (Living New Deal 2026).

Other retaining walls constructed with New Deal funds and/or labor were built along the Orr Ditch, alongside the Truckee River adjacent to Idlewild Park and Riverside Drive, and on N. Sierra Street. A short stone wall was built along University Terrace by the WPA (Harmon). Further research could confirm other projects in Reno that benefited from New Deal agency funding and labor.

Summary Statement of Significance: New Deal programs were critical to buoying Reno's economy in during the Great Depression, as well as making a significant impact on the local built environment as new parks, schools, and other infrastructure were constructed. Resources significant for their association with this theme represent New Deal projects conducted in Reno during the period of significance.

Period of Significance: 1933-1940

Period of Significance Justification: The period of significance begins with the creation of the New Deal agencies in 1933 and extends through the construction of the last-known agency-funded project in 1940, but the final date could be extended with further research.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include resources constructed by the WPA, PWA, and CCC. Institutional resources include regional park buildings and structures. Landscape elements include gardens, paths, fountains, retaining walls, guard rails, and other structures. Properties associated with this theme are located throughout Reno.

5.4.11 Significant Individuals in Public and Private Institutional Development

Reno's history features significant individuals in the area of public and private institutional development. Properties may be individually eligible for their association with a significant individual under the theme or subtheme most closely related to their contributions to history.

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to institutional development in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Public and Private Institutional Development context, or other properties most representative of the significant individual's contributions during their productive period.

5.5 CONTEXT: ETHNIC AND CULTURAL HERITAGE

Many ethnic and cultural backgrounds have been represented in Reno since its founding in 1868 and in the surrounding Truckee Meadows prior to that. The Washeshu (Washoe) and Numu (Northern Paiute) people have lived throughout the Truckee Meadows, Northern Nevada, and the Lake Tahoe Basin for thousands of years. Some Chinese laborers who had worked on the construction of the transcontinental railroad and in mining districts throughout the region settled in Reno where they immediately formed an early Chinatown that persisted for decades. Immigrants from many countries as well as ethnic groups found throughout the United States also made their homes in Reno from the nineteenth century onward. In fact, in 1880, Nevada had a higher percentage of foreign-born residents than any other state and retained one of the highest percentages in the country for more than 75 years (Shepperson 1970:14). These immigrant groups included significant numbers of Italians and Basques, who settled both within the town of Reno and on surrounding farms and ranches. Members of the Jewish faith and African Americans also had an early and enduring presence in the city. More recently, residents of Hispanic heritage have established a substantial community in Reno. More research should be conducted to document these and other communities throughout Reno's history.

5.5.1 Theme: Cultural Communities

Since Reno's founding, residents have formed physical communities based on a shared ethnic or cultural heritage. Some did so by necessity, spurred by prejudice and discrimination. Native Americans displaced by Euroamerican settlement generally lived on the outskirts of town until the establishment of the Reno-Sparks Indian Colony (RSIC) in 1917. A small Chinatown quickly formed on the south edge of the original Reno townsite, where it was largely destroyed in 1878 by a suspicious fire. Its residents then agreed to move just east of the business district, where Chinatown expanded to encompass several blocks before it was ordered to be razed as a health hazard in 1908. Several of its buildings endured including a Joss House (not extant), which was the last physical remnant of Reno's Chinatown when it was demolished in 1958 (Barber and Strekel 2026).

A combination of de facto segregation and restrictive racial covenants adopted in Reno from the 1920s through the 1960s discouraged anyone not of Caucasian heritage from residing in many housing tracts throughout the city. These discriminatory policies led to the concentration of most African American and Asian American residents on the east side of the business district in older tracts whose founding had predated the widespread adoption of such covenants.

Other city neighborhoods became associated with ethnic and cultural groups who willingly located near each other, including a large population of Italian Americans who established several "Little Italy" areas in different parts of town. Beginning in the late twentieth century, Reno's growing Hispanic population established a strong commercial presence along many commercial corridors including Wells Avenue and in residential and mixed-use neighborhoods throughout Reno.

Native Americans

The region in which Reno is located lies within the traditional lands of the Washeshu (Washoe) and Numu (Northern Paiute) peoples. Prior to the arrival of Euroamericans, an estimated 1,500 Washoe lived in the 4,000-square mile territory extending from Lake Tahoe on the west to the Pine Nut Mountains on the east and from Honey Lake on the north to California's Antelope Valley on the south (Hittman 2013:375). Traditional lands of the Northern Paiute included expanses of northwestern Nevada, southwestern Idaho, southeastern Oregon, and parts of eastern California (Hittman 2013:192).

With the advent of Euroamerican settlement in the Truckee Meadows beginning in the 1850s, many tribal members were displaced from their traditional homelands, and those not living on reservations were often referred to by U.S. officials as "scattered or homeless." Many in the Truckee Meadows lived on the outskirts of Reno but remained in the area for work, often finding employment on area farms and ranches (RSIC 2026).

In 1916, an Act of Congress authorized the purchase of lands for non-reservation Indians in the State of Nevada, and in 1917, the U.S. Indian Service purchased a 20-acre section of ranch land between Reno and Sparks with the stated intent of providing adequate living conditions for Washoe and Paiute families. This became the initial section of the Reno-Sparks Indian Colony (RSIC), a type of Indian territory unique to Nevada. An additional contiguous 8.28 acres expanded the colony in 1926. Federal funding for housing and agricultural tools and supplies were slow to materialize, forcing tribal members to construct their own homes using whatever was available. In 1920, a report from Malcolm McDowell of the Board of Indian Commissioners admitted that the RSIC, like other colonies in Nevada, was not intended by the federal government to become a community of self-sufficient farm owners, but to serve "as a village for laborers, who will have comfortable homes to come home to from their work" (Ford 1989:144; Harmon 2003:2-3).

The Bureau of Indian Affairs established its Field Matron Program in 1891 to provide tribes with instruction in hygiene and sanitation, prescribe medicine for minor illnesses, provide emergency nursing services, and speed the cultural assimilation of Indian girls by teaching them how to perform housekeeping and other household duties. A field matron was assigned to the RSIC by at least 1919, and a Field Matron's Cottage (NRIS #3000416) was constructed circa 1926 to serve as the matron's residence. By 1929, an unofficial census of the RSIC documented 164 residents, including 112 Paiutes, 48 Washoes, six Sioux, four Shoshones, three Mexicans, and one white (Harmon 2003:6).

The RSIC established its first formal council in 1934, adopted its constitution on December 16, 1935, and approved its charter on January 7, 1939. A government-run school operated at the colony from the mid-1920s through the early 1940s, when it was closed due to disrepair. From 1945 through 1975, elementary school-age children living at the colony primarily attended Orvis Ring Elementary School (not extant) in response to an invitation by principal Grace Warner. The arrangement ended in 1975, when a new policy required all students to attend the school closest to their residence. The lands of the Reno-Sparks Indian Colony now include 28 acres within Reno and approximately 15,000-acres in Hungry Valley, several miles north of the city (RSIC 2026).

African Americans

While African Americans were present in Reno since its founding in 1868, their numbers remained low for many decades. At the start of the twentieth century, Reno's Black population was less than 100, with most residents working in labor and service roles for the railroad, local hotels and restaurants, or in domestic service for white households. They rented and owned property throughout the original townsite and in the earliest housing tracts (Barber and Campana 2026:21-22). Between 1920 and 1940, their numbers grew due to the Great Migration and Reno's expanding

tourism and gaming industries. However, this growth coincided with an increase in racial discrimination in Reno's lodging and entertainment spaces and the introduction of restrictive racial covenants in many new housing tracts. These legal clauses in property deeds, combined with discriminatory lending practices advocated by the Federal Housing Administration (RHA), prohibited most non-whites from owning or living in many new subdivisions, effectively preventing Black residents from moving out of the older neighborhoods on the city's east and west sides where they had established an early presence (Barber and Campana 2026:47-50). Because Reno's mainstream casinos and restaurants practiced de facto segregation until the mid-1960s, members of its Black community established their own social clubs and restaurants, particularly along Lake Street and E. Douglas Alley (Barber and Campana 2026:70). They also operated rental properties and other small businesses there and in neighborhoods further east of downtown (Barber and Campana 2026:55-61).

The end of World War II brought a population boom to Reno that strengthened the local Black population and intensified local Civil Rights advocacy. After several decades of dormancy, the Reno-Sparks chapter of the NAACP was revived in 1945 (Barber and Campana 2026:80). Despite the 1948 Supreme Court ruling in *Shelley v. Kraemer* declaring racial covenants unenforceable, developers in Reno continued to add them to new deeds well into the 1950s; in fact, according to one analysis, 56% of the restrictive covenants adopted in Washoe County were filed after 1948 (Barber and Campana 2026:61). This solidified the residential concentration of African Americans in the city's northeast. The 1950 U.S. Census counted 365 African American residents in Reno, most of whom worked in the expanding service sector (Barber and Campana 2026:55).

Two massive federal projects in the 1960s and 1970s radically altered the landscape where Reno's Black community lived, worked, and gathered. Aimed at eliminating "blight," the Northeast Reno Urban Renewal Project resulted in the demolition of scores of homes and businesses in some of Reno's oldest housing tracts, disproportionately displacing Black families. The second project was the construction of Interstate 80, completed in the mid-1970s, which split many of the once-continuous and integrated neighborhoods of east Reno in half, displacing hundreds of residents (Barber and Campana 2026:89). These projects and the relocation activities that followed, combined with ongoing discriminatory real estate practices, pushed the Black population further north and east into what was described by some as a "ghetto," although residents preferred to highlight the area's vibrant diversity and community anchors, such as Pat Baker Park and newly constructed churches. By the 1970s, the community had made many gains in representation but continued to combat de facto housing and school segregation. In the latter part of the twentieth century, the expansion of downtown Reno's larger gaming properties and their eventual integration prompted the closure of many of businesses operated or patronized by African Americans (Barber and Campana 2026: 128). While many historic buildings related to Reno's historic Black community have been demolished, surviving homes, churches, rooming houses, boarding houses, parsonages, and schools remain as testaments to this heritage.

Italian Americans

A perusal of an 1899 map of the Truckee Meadows showing the names of landowners features very few that are recognizably Italian. However, the 1913 Truckee River Adjudication maps are peppered with Italian surnames. Italians had emigrated to the United States to escape the poverty they had endured at home and to seek a more prosperous life for themselves and their families (Geiger et al. 2006:1143). Many likely followed the others seeking their fortune in the western United States in the late 1800s. Having stockpiled the money they earned over the years, they were able to purchase land as the twentieth century wore on. Many Italian immigrants in the Reno area purchased substantial land holdings where they could apply the knowledge of intensive agriculture that they had learned in their native country. They also raised cattle and grew alfalfa and hay. In addition to farming and ranching, many Italian-Americans

were known for their cement, stone, and brick work. The Sierra Pacific Power Company was also known to hire Italian-Americans consistently (Geiger et al. 2006:1165; Reno and Furnis 2006).

Within town, several neighborhoods developed a sufficient concentration of Italian Americans to be given the appellation of “Little Italy.” These included the western side of Powning’s Addition as well as a residential neighborhood centered several blocks north, around Washington and W. Tenth Street. A significant commercial presence of Italian shopkeepers and hoteliers was found on and around Lake Street between E. First Street and E. Fourth Street for much of the twentieth century (Belaustegui 2000).

Summary Statement of Significance: Reno’s rich cultural heritage is represented by indigenous people, immigrants, and other ethnic groups who settled in the area. These groups created local residential communities concentrated in particular geographic areas resulting from government policies, racial covenants, de facto segregation, and a desire to build resilient, safe, and familiar communities. The presence of Native American, African-American, and – to a lesser extent – Italian-American residents in separate, well-defined areas has been an important factor that shaped Reno’s development. A resource or historic district evaluated under this theme is potentially eligible for its association with identified cultural enclaves during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the founding of Reno in 1868 and continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include properties in neighborhoods historically associated with a particular ethnic group. Property types are primarily residential, encompassing single-family and multifamily dwellings. These enclaves might include religious or institutional anchors associated with a particular community, as well as de facto segregated schools. Any of these types might contribute to a potential historic district. Properties associated with this theme are located throughout Reno with concentrations in the northeastern and eastern areas of the city.

5.5.2 Theme: Ethnic Religious and Social-Cultural Institutions

From the time of their arrival in Reno, members of various cultural and ethnic groups established their own religious institutions. These included places of worship including churches and synagogues as well as other centers of community.

Despite their modest numbers, the African American community established enduring religious institutions in Reno, beginning with the congregation of the Bethel African Methodist Episcopal (AME) Church, which was established in 1907 and constructed its first church in 1910 (Barber and Campana 2026:26). The church building was renovated and enlarged in the 1940s (NRIS #1000587). Other Black congregations formed in Reno in the following decades include the Second Baptist Church, Pleasant Grove Baptist Church, Mt. Zion Baptist Church, Pilgrim Rest Baptist Church, Greater New Hope Baptist Church, and Holy Temple, Church of God in Christ (Barber and Campana 2026:67-69). Several Black congregations including the Bethel AME Church and Second Baptist Church also owned parsonages to house their ministers.

Reno's Black churches also served as centers of social, cultural, and often political activity. Bethel AME Church was a longstanding location for meetings and activities of the Reno-Sparks chapter of the NAACP, which was founded in Reno in 1919 (Barber and Campana 2026:30). The Black community established many other social and cultural organizations throughout the twentieth century including the Reno Civic Club, Mizpah Lodge 206 of Prince Hall Masons, Bronze Matrons Progressive Club, and Society of Ebonettes (Barber and Campana 2026:39,77-78).

Jews were among the earliest residents of Virginia City beginning in the 1850s, with some moving to Reno after its founding in 1868. They included tailors, brewers, and dry goods merchants, many of whom helped establish Reno's Hebrew Cemetery in 1877 (Marschall 2008:43). By 1900, an estimated 140 Jews lived in the Reno area (Marschall 2008:52). After meeting in several temporary locations for years, the congregation of Temple Emanu-El, formed in 1917, opened a permanent synagogue in downtown Reno in 1922 (not extant). It became the hub of religious, cultural, and educational life for the Jewish community of Northern Nevada (Marschall 2008:185). The Temple Emanu-El congregation moved into a new synagogue in southwest Reno in 1973. Meanwhile, a Reform congregation named Temple Sinai dedicated a synagogue in northwest Reno in 1970 (Marschall 2008:189-190).

Summary Statement of Significance: Reno's ethnic communities established religious and social institutions to build community, deepen social bonds, and effect political change. This is particularly true for the local African American community, but also applies to the Jewish community, albeit to a lesser extent. Resources associated with this theme are significant as community anchors where ethnic groups could gather, worship, and plan for their future, represented by religious and social or cultural organizations during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the founding of Reno in 1868 and continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include churches or clubhouses historically associated with a particular cultural group. Both churches and clubhouses for social or cultural organizations might be housed in residential properties that were converted for that purpose, or served a dual residential and institutional purpose. Properties associated with this theme are located throughout Reno with concentrations in the northeastern and eastern areas of the city.

5.5.3 Significant Individuals in Ethnic and Cultural Heritage

Reno's history features many significant individuals in the area of ethnic and cultural heritage. These include people who have made important contributions to their specific cultural communities, churches, and other socio-cultural institutions. Properties may be individually eligible for their association with a significant individual under the theme or subtheme most closely related to their contributions to history. These could include social and community activists, business leaders, political figures, educators, and religious leaders who were also considered community leaders.

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to ethnic and cultural heritage in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Ethnic and Cultural Heritage context, or other properties (e.g., residences, offices, churches, ranches) most representative of the significant individual's contributions during their productive period.

5.6 CONTEXT: SOCIAL HISTORY

5.6.1 Theme: Civil Rights and Segregation

The history of civil rights and segregation pertaining to the African American community in Reno is a narrative of systemic exclusion countered by organized, persistent activism. Although the African American community remained small for much of the twentieth century, it faced a rigorous environment of institutionalized racism that largely dictated where Black residents could live, work, and recreate. The City of Reno commissioned a historic context study and survey, funded by the National Park Service's Underrepresented Communities Grant Program, which was completed in 2026. Titled *The History and Heritage of the African American Community of Northeast Reno, 1900-1979*, the document provides a thorough history of Reno's African American community, including segregation and civil rights activism (Barber and Campana 2026).

While a general sentiment of acceptance characterized the treatment of African Americans in nineteenth-century Reno, discriminatory practices and policies began to increase after 1900 (Barber and Campana 2026:27). In the 1920s, many developers began to incorporate restrictive racial covenants into property deeds, legally prohibiting non-whites from owning or leasing homes in new subdivisions like Newlands Terrace. From the 1930s forward, these covenants, combined with Federal Housing Administration (FHA) policies that granted favorable mortgage terms to "racially homogeneous" neighborhoods, effectively concentrated Black residence in the older, integrated neighborhoods of Reno's east side (Barber and Campana 2026:47-50).

As Reno's tourist industry surged after World War II, most mainstream casinos, restaurants, and hotels adopted policies of overt discrimination, often posting signs such as "No Colored Trade Solicited" or "No Negroes Allowed." In response, businesses and social spaces operated by and for the African American community began to proliferate on the east side of the downtown area. These included Club Harlem (not extant) and the New China Club (not extant), which explicitly welcomed minority patrons (Barber and Campana 2026:70-73).

In response to these conditions, Reno's African American residents built a robust network of civil rights organizations. Nevada's first NAACP chapter was founded in Reno in 1919 and was later reorganized in 1945 by Alfred O. Smith. The chapter led documentation efforts to record treatment at local restaurants and lobbied the state legislature for equal rights. The Bethel AME Church (NRIS #01000587) was established in 1907 and its church building dating to 1910 served as the primary meeting place for the NAACP and other political groups, providing both spiritual and social leadership. Other primarily Black churches, including the Mt. Zion Baptist Church led by Reverend David Meadows, also hosted civil rights-related meetings. The Bronze Matrons, an African American women's club, worked to improve housing conditions and bring nationally renowned Black performers to Reno (Barber and Campana 2026: 26, 36, 60, 78, 80-81).

Reno became a focal point for direct civil rights action during the 1950s and 1960s. Activists leveraged the international spotlight of the 1960 Squaw Valley Winter Olympics games to pressure Reno hotel and casino owners into a temporary agreement to integrate their facilities. Also in 1960, activists picketed the local Woolworth's store (not extant) for six

months in solidarity with southern protesters. In 1961, leaders including Bertha Woodard and William Bailey staged a sit-in at the Overland Café (not extant) after being refused service. In 1965, the Freedom Caravan motorcade drove to the State Capitol in Carson City to rally for the passage of a state civil rights bill prohibiting discrimination in public accommodations (Barber and Campana 2026:82-87).

The 1960s and 1970s brought new challenges as federal projects disproportionately impacted Black neighborhoods. The Northeast Reno Urban Renewal Project and the construction of Interstate 80 demolished scores of homes, businesses, and churches, displacing hundreds of Black residents. This displacement, combined with ongoing discriminatory real estate practices, concentrated the population into what some contemporary reports termed a “ghetto” in northeast Reno. This residential concentration led to de facto school segregation, prompting a short-lived program to bus Black students from Glenn Duncan Elementary to all-white schools in southwest Reno (Barber and Campana 2026:89,114).

The Black Student Union (BSU) at the University of Nevada, Reno, addressed the alienation and lack of resources for Black students on campus through a peaceful sit-in at the Jot Travis Student Union in 1971, which resulted in the arrest of 16 students and sparked further efforts for representation (Barber and Campana 2026:116-117). By the late 1970s, these decades of struggle resulted in greater representation on city boards and the passage of state fair housing laws in 1971 (Barber and Campana 2026:106, 133).

Summary Statement of Significance: Reno’s Black community faced discrimination beginning in the early nineteenth century that continued for decades, affecting access to housing, education, and recreation. In response, African American residents collectively organized civil rights action through groups like the NAACP, churches, and other community organizations. Resources significant for their association with this theme represent Reno’s anti-segregation and civil rights movements during the period of significance.

Period of Significance: 1919-1976

Period of Significance Justification: The period of significance begins with the establishment of a local NAACP chapter in 1919. It continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include residential, commercial, or institutional properties associated with anti-discrimination and civil rights activities. These encompass single-family and multifamily dwellings, businesses, churches, schools, and recreational facilities. Properties associated with this theme are located throughout Reno.

5.6.2 Theme: Women’s Rights and Suffrage

Reno served as a primary hub for women’s rights and suffrage activities in Nevada, fueled by its status as an early educational center and a growing metropolitan area. The city was home to the state’s first successful women’s clubs, significant suffrage headquarters, and prominent leaders like Anne Martin, Jeanne Wier, and Felice Cohn.

Reno’s influence on women’s rights began with education. Bishop Whitaker’s School for Girls (not extant), established in 1876, provided advanced education for affluent girls. The University of Nevada (now UNR) moved to Reno in

1885, becoming a nursery for “New Women”—independent, college-educated professionals who led the suffrage movement. Early faculty members like Hannah Clapp (the university’s first female instructor) and later Jeanne Wier and Anne Martin, used their positions to advocate for women’s public roles (Barber and Campana 2021:25, 28-29, 49).

The national Woman’s Christian Temperance Union (WCTU), founded in Cleveland in 1874, helped channel the energies of many reform-minded women into greater involvement in public life. An organizational meeting for a Nevada branch of the WCTU was held at the Reno Methodist Church in 1883 and attended by national leaders Frances Willard and Anna Gordon. The first state WCTU convention was held in Reno in 1885 (Campana 2021:31).

The Twentieth Century Club, founded in 1894 by Mila Tupper Maynard, was the first significant women’s club in the state. It modeled the “municipal housekeeping” approach, focusing on civic welfare. The club collaborated with the Reno Kindergarten Association to open a free public kindergarten in 1895 and built the Babcock Memorial Kindergarten in 1901 (Barber and Campana 2021:38-39). In 1909, the club successfully lobbied for the establishment of a juvenile court system in Washoe County. Reno women, including members of the Twentieth Century Club, formed the Women’s Civic Reform League in 1908 to lobby against gambling and campaigned against the migratory divorce trade (the “Reno cure”) to protect family stability (Barber and Campana 2021:47).

Reno was the strategic heart of the suffrage movement. The Nevada State Equal Suffrage Association was formed at a mass meeting in Reno in 1895 (Barber and Campana 2021:45). The Nevada Equal Franchise Society (NEFS) was founded at Reno’s Odd Fellows Hall in 1911. Under suffragist Anne Martin’s leadership, the NEFS operated from prominent Reno locations, including the Cheney Building and later the Washoe County Bank Building at Second and Virginia Streets. A striking suffrage float, adorned with yellow chrysanthemums and banner-clad women, won second prize in a 1914 Reno “carnival parade.” A large banner declaring “Votes for Women. Nevada Next” was suspended across Virginia Street near the NEFS headquarters (Barber and Campana 2021:50-51, 58-59).

Reno was also the center of anti-suffrage activity, largely funded by local liquor and gambling interests. The Nevada Association of Women Opposed to Equal Suffrage was founded in 1914 at the home of Ada Finlayson Lee on Court Street (not extant). However, suffragists were ultimately successful, winning the right to vote in Nevada in 1914, and nationwide when the eighteenth amendment passed in 1919 (Barber and Campana 2021:57).

After winning the vote, Reno women continued to break barriers. Washoe County’s Sadie Hurst became Nevada’s first female state legislator in 1918. The League of Women Voters and the YWCA were organized in Reno between 1919 and 1920 to educate women on responsible voting and provide social services (Barber and Campana 2021:65). With regard to labor, Harolds Club in Reno (not extant) pioneered the employment of women as card dealers in the 1940s, offering lucrative opportunities that were then unique to Nevada (Barber and Campana 2021:76).

Reno remained a focal point during the feminist movement of the 1960s and 1970s. Planned Parenthood of Washoe County opened its first clinic in Reno in 1971 (Barber and Campana 2021:96). The Rape Crisis Center was established at 325 Flint Street by 1974, providing emergency assistance and counseling. Northern Nevada leader Maya Miller worked with welfare rights groups, such as the Aid to Dependent Children (ADC) Mothers Club, to eliminate regulations they viewed as cruel. The Equal Rights Amendment (ERA) became a particular focus. Reno hosted various ERA rallies, including a 12-mile walk-a-thon in 1977 to support a citizens’ advisory referendum. Local chapters of the National Organization for Women (NOW) organized in Reno in 1973 to fight sex discrimination (Barber and Campana 2021:76-102).

Summary Statement of Significance: Reno was an important hub for women's rights and suffrage activities beginning in the 1870s, offering women unique educational opportunities, and access to social organizations focused on civic reform and community improvement. As the suffrage movement grew in the early twentieth century, Reno's suffragists organized events, lectures, and meetings to secure the women's vote in Nevada in 1914 and nationwide in 1919. Following suffrage, women's rights advocates continued to organize and agitate to improve the lives of women and children in Reno. Resources significant for their association with this theme represent the suffrage and women's rights movements in Reno during the period of significance.

Period of Significance: 1876-1976

Period of Significance Justification: The period of significance begins with the establishment of Bishop Whitaker's School for Girls in 1876. It continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include residential, commercial, or institutional properties associated with suffrage and women's rights activities. These encompass single-family and multifamily dwellings, businesses, churches, schools, clubhouses, and recreational facilities. Properties associated with this theme are located throughout Reno.

5.6.3 Theme: LGBTQ Rights

While the history of Reno's LGBTQ population warrants much more focused research, existing sources and studies have documented events, sites, and individuals with relevance to the LGBTQ community, the discrimination they experienced, and their efforts to secure equal rights and access.

Local references to the LGBTQ community were not overt through much of the twentieth century; however, from an early point, state and local statutes prohibited gendered behavior that was considered transgressive. State laws banning cross-dressing were enforced in Reno as early as 1882 (Auer 2016b:28-3). As Reno's tourist industry and its accompanying entertainment landscape expanded in the 1930s, cross-dressers appeared in cabaret shows at local nightclubs and resorts including Belle Livingstone's Cowshed on Reno's south side (not extant) and the Black Derby at 1410 E. Fourth Street (not extant) (Auer 2016b:28-7, 28-8).

The visibility of the LGBTQ community increased in the 1960s, as did the pushback. As the decade began, "underground bars" catering to homosexuals were located on the east side of Reno's downtown, around Lake and E. Second Streets, while some straight cowboy bars were also said to be accepting of gay patrons (Auer 2013a:19). In February 1962, a touring cabaret group of female impersonators known as the Jewel Box Revue booked to perform at Reno's Riverside Hotel met strong complaints from vocal community members. In response, the Reno City Council passed an ordinance prohibiting any local venues with liquor licenses from featuring performers who impersonated the opposite sex (Auer 2013b:28-10). The ordinance was lifted by 1975, when Harrah's Reno presented the "Frisco Follies Grand Illusion" drag show, which featured many members of Reno's gay male performers and appeared at the resort through 1981 (Auer 2013b:28-10, 28-11).

Reno's first dedicated gay bar is said to have opened around 1964, the same year that saw the debut of its first exclusively gay bathhouse, the Club Baths (Auer 2013b:28-13, 28-14). Dave's VIP Resort, a gay-owned combination

motel and bar catering to LGBTQ clientele, opened in 1965-1966 (Auer 2013b:28-18). By the end of the 1960s, Reno was home to two motels catering to the LGBTQ community, two gay bars, a mixed gay and straight bar, and a gay bathhouse (Auer 2013a:16). Additional gay bars opened in the 1970s.

As in other states nationwide, Nevada classified and prosecuted sodomy as a criminal act into the 1960s. By 1961, sex offenders in Nevada including those convicted of sodomy were required to register with the police when moving into a community (Auer 2013a:18). Nevada passed a law in 1963 requiring anyone convicted of crimes against nature and lewdness to obtain a physician-issued certificate stating they were “not a menace to the health, safety, or morals of others” (Auer 2013a:21). In 1967, the State of Nevada reduced the sentence for consensual sodomy from one year to life to 1-6 years and added new provisions banning “lewd or dissolute conduct” and loitering “in or about any toilet open to the public for the purpose of engaging in or soliciting any lewd or lascivious or any unlawful act” (Auer 2013a:26-27). Auer reports that the state strengthened its anti-sodomy laws in the late 1970s (Auer 2013a:22). Bathhouses were able to skirt anti-sodomy laws by registering as private clubs (Auer 2013a:23).

LGBTQ rights became the subject of dedicated local discussion and activism in the late 1960s. “Sex Week” programming at the University of Nevada, Reno in October 1969 included a talk about lesbianism by Rita LaPorte, then-president of the Daughters of Bilitis, the first national organization dedicated to civil rights for lesbians, which had been founded in San Francisco in 1955 (Auer 2013b:28-25, 28-26, 28-27). Publication of its newsletter, *The Ladder*, shifted to Reno from 1970-1972 (Auer 2013b:28-28).

Reno’s highest profile LGBTQ event, the Reno Gay Rodeo, was held at the Washoe County Fairgrounds in Reno from 1976-1984 (Auer 2013b:28-28). The event, Nevada’s first gay rodeo, attracted approximately ten thousand people in 1980 and prompted a backlash from local conservatives and officials who launched an unsuccessful attempt to prevent its return in 1981 (Auer 2013b:28-28 and 28-29). Their efforts were foiled as the Chief Deputy DA of Washoe County determined that denial of the group’s right to use the public fairgrounds would violate their rights to equal protection under the First Amendment. Continued homophobia and increasing hysteria about the spread of AIDS prompted additional attempts by the Pro-Family Christian Coalition, Patriots to Normalize Reno, and other conservative groups to oust the rodeo from Reno in subsequent years, with the last held in 1984 (McBride 2009).

Summary Statement of Significance: Reno’s LGBTQ community shaped the city’s cultural, economic, and built landscape. The nineteenth and early twentieth century history of the local LGBTQ community bears additional research. By the 1930s, the entertainment landscape of Reno featured cross-dressing cabaret performers. The community attained increased visibility in the 1960s with the establishment of bars, bathhouses, and motels catering to gay clientele. Visibility was met with legal and social pushback, spurring increased LGBTQ activism – and events like the Reno Gay Rodeo – through the 1970s and beyond. Resources significant for their association with this theme represent the LGBTQ community and its activism in Reno during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868, at which time LGBTQ individuals would have existed though not publicly. It continues into the nineteenth century, culminating with the increasing visibility of the local LGBTQ community in the early 1960s. It ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include residential, commercial, or institutional properties associated with the LGBTQ community and activism. These encompass single-family and multifamily dwellings, businesses, schools, and recreational facilities. Properties associated with this theme are located throughout Reno.

5.6.4 Significant Individuals in Social History

Reno's history features many significant individuals in the area of social history. These include people who have made important contributions to social equality as advocates for civil rights, women's rights, and LGBTQ rights. Properties may be individually eligible for their association with a significant individual under the theme or subtheme most closely related to their contributions to history. These could include social and community activists, business leaders, political figures, educators, and religious leaders who were also considered community leaders.

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to social history in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Social History context, or other properties (e.g., residences, offices, churches, ranches) most representative of the significant individual's contributions during their productive period.

5.7 CONTEXT: AGRICULTURE

Dedicated commercial agriculture in the Truckee Meadows began in the 1850s as pioneer entrepreneurs arrived in the valley with herds of cattle. Realizing that the grassy, well-watered meadows south of the Truckee River were ideal for cattle raising, these ranchers stayed to cater to emigrants passing through the area and then supplied the Comstock mining communities with beef, milk, butter, and hay transported via stagecoach and freight wagon on toll roads and trails. As ranchers established homesteads and claimed lands for grazing and crop-raising, they developed a complex system of irrigation and drainage ditches. Haymaking, beef production, and dairying continued into the twentieth century, and sheep-raising followed. Beginning in 1868, access to regional and national rail networks facilitated transportation of local agricultural products. By the 1880s, local farms produced potatoes, wheat, vegetables, fruit, and poultry. Meatpacking and other food processing plants were established in Reno at the turn of the century to prepare a variety of products for national and local distribution. Truck farms emerged in the 1910s, further diversifying local agriculture until suburban expansion swallowed up the majority of Truckee Meadows ranchlands in the post-World War II era.

5.7.1 Theme: Ranching and Farming

The initial impetus to development of formalized agricultural production in the Truckee Meadows and adjacent areas was the Comstock mining boom, which began in 1859-1860. The sudden population explosion in Comstock-associated mill towns including Gold Hill, Dayton, and Washoe City, resulted in increased demand for animal feed and foodstuffs for human consumption. Settlers planted apple and peach trees, evidenced by the production of 6,000 bushels of apples in Washoe County in 1874. D.C. Wheeler further diversified Nevada's agricultural market when he introduced sheep to the state in 1867 (Koval 1989).

As intensified grazing depleted native grasses in the 1860s, ranchers began looking for an alternative. By the middle of the decade, after experimentation with Timothy grasses and a failed attempt to reseed native grasses, alfalfa was introduced into the valley. At least one source cites Peleg Brown as the first rancher to grow the crop beginning in 1863 and credits Ervin Crane with promoting it (Angel 1958:632). Regardless of who introduced it to the area, alfalfa, alternately referred to as “lucerne” or “Chile clover,” was well-adapted to the local environment, prolific, and easy to grow. Soon farmers were burning off the native sagebrush, leveling the land, and either flooding or draining the fields for alfalfa cultivation (Fockler 2007:81).

Hay farmers worried that the arrival of the railroad would crush the demand for hay, when in fact it opened new markets. While the transcontinental railroad did spell the demise of the wagon teamsters, the 1869 drought ruined cattle ranching in California, and the reliability of the Central Pacific Railroad for delivery of cattle and other livestock made natural business partners of Nevada farmers and ranchers and California slaughterhouses. In addition, Nevada ranchers as far east as Elko shipped their cattle by rail into the Truckee Meadows to winter over on Truckee Meadows alfalfa. Once fattened, the cattle were sent by train over the Sierra Nevada to Auburn, Sacramento, and San Francisco slaughterhouses. During the 1870s, alfalfa became the standard forage crop of Nevada, and Truckee Meadows alfalfa farmers began to depend upon winter-feeding agreements with cattle ranchers located throughout eastern and central Nevada (Townley 1983:123).

By 1876, all public land in the Truckee Meadows was claimed, and problems began to arise in the Nevada cattle industry. Farmers east of Huffaker’s were expanding and intensifying alfalfa agriculture, tripling their annual production from 5,000 to 15,000 tons by 1880. Expansion and intensification, however, could not solve problems posed by declining hay prices and diminishing productivity. Alkali poisoning, declining soil fertility, an insect infestation, and overproduction of alfalfa forced the next innovation in the Nevada beef business. This consisted of slaughtering cattle in Reno and shipping their halves to San Francisco utilizing the newly inaugurated refrigerated cars. Truck farms and orchards began to emerge with the goal of producing cash crops that could replace alfalfa production (Koval 1989; Townley 1983:132).

Despite mounting problems, local commitment to hay farming continued throughout the 1880s, with 5,000 to 10,000 cattle and 30,000 to 50,000 sheep fed from December to May each year. Throughout the latter part of the nineteenth century, and well into the twentieth, some residents proposed dividing large farms in the Truckee Meadows into smaller, California-like parcels for production of vegetable crops, especially potatoes, dairying, and honey production. Some diversification did happen, albeit on a small and inconsistent scale. By the 1880s, ranchers were beginning to supplement their alfalfa crops with wheat, potatoes, vegetables, fruit, berries, and poultry. Entrepreneurs established mills to process flour, including H.H. Beck, whose Riverside Mill flour took first place at the 1893 Chicago World’s Fair. Dairy operations appeared in the area in the 1890s; soon thereafter, the emergence of the milking machine in 1902 modernized the dairy industry. However, the considerable economic and political power accumulated by ranchers and hay farmers of the Truckee Meadows allowed them to largely resist agricultural diversification. The result was the eventual failure of grazing productivity of the Truckee Meadows due to soil mineralization, salt grass encroachment, and topsoil loss (Koval 1989; Townley 1983:132-140).

Although intensive alfalfa farming negatively affected soils in the Truckee Meadows, there was enough productivity and diversification to make agriculture the largest industry in Washoe County by the turn of the century, with Reno the most populous town in Nevada. A wave of Italian immigrants migrated to the Truckee Meadows, developing truck farms on small plots of land and further diversifying agriculture in the area. The First World War boosted the farming industry nationwide and locally as demand for agricultural products skyrocketed, allowing farmers and ranchers to

weather the postwar recession. Farm acreage in larger Washoe County tripled between 1910 and 1925 from 195,286 acres to 607,502 acres (Fockler 1956; Koval 1989; Walker 1927).

Nevada agriculture remained strong throughout the 1920s, primarily producing sheep, cattle, and dairy products, and the industry continued to dominate the Truckee Meadows until urbanization and tourism in the area accelerated. Beginning in 1905 with the completion of the Derby Dam and approximately 32 miles of the Truckee Canal, the Newlands Project's widespread irrigation created new agricultural lands in Nevada, in particular the farming community of Fallon. While this affected Truckee Meadows agriculture, it ultimately proved to be an economic boon to Reno, which served as the supply center for these enterprises (Koval 1989; TCID 2026).

The prosperity of Nevada agriculture dipped between 1930 and 1932 due to a local drought and the worldwide depression; \$12 million in industry revenue was lost between 1929 and 1932. Several Nevada banks holding agricultural loans were forced to close in October 1932, bankrupting many local farmers and ranchers. By 1933, state and federal agencies assisted these farmers and ranchers in the refinancing of their loans. Relief from the drought arrived when water was pumped from Lake Tahoe into the Truckee River in 1934 (Koval 1989).

The Truckee Meadows experienced increased agricultural production during the Second World War, exporting dairy, alfalfa, grain, fruit, vegetables, hogs, cattle, sheep, and turkeys. However, agricultural enterprises in the area were beginning simultaneously to decline due to urban expansion and suburbanization. The number of farms in Washoe County peaked in 1925 at 566; by 1959, that number had reduced by more than half to 244. Since the 1950s, agricultural land in the Truckee Meadows has diminished significantly and steadily, as developers have purchased large swaths of former ranches and farmlands, subsequently subdividing and developing them into housing tracts and commercial centers (Koval 1989).

Summary Statement of Significance: Agriculture played an early and significant role in Reno's identity, economy, and land use. Resources evaluated under this theme are significant for their association with agricultural production and processing during the period of significance.

Period of Significance: 1868-1950

Period of Significance Justification: The period of significance begins with Reno's founding as a city in 1868. The end of the period of significance is 1950, when the majority of the City's former agricultural land had been developed for other uses.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include single-family residences (e.g., ranch houses) and agricultural properties (e.g., barns, stables, corrals, ranches, fields). Districts are possible in the form of ranches or farms and their various related resources. Properties associated with this theme are located throughout Reno.

5.7.2 Theme: Water Control and Irrigation

To support the growing agriculture in the Truckee Meadows, farmers and ranchers developed an extensive system of ditches to deliver water to – and drain water from – their land, principally for the benefit of agricultural fields and crops. The very first ditches of the 1850s were small, diverting water from the Truckee River to nearby farms. Not

limited solely to irrigation, early ditches and canals branched off the river to power lumber mills and stamp mills, and later to provide municipal electricity to Reno's inhabitants. These non-agricultural activities are discussed further under the Infrastructure theme in Section 5.4 and the Lumbering and Mining themes in Section 5.9 (Fockler 2007:83; Harmon 2004a:2).

Nevada's Truckee Meadows are somewhat unique because both water in (irrigation) and water out (drainage) were necessary to agricultural success. This is largely due to the adoption of alfalfa as the principal crop. Because alfalfa thrived in dry, sandy alkaline soils, ranchers developed an intricate system of discrete drainage ditches to remove surplus water from potentially arable areas and provide flood control, in addition to introducing irrigation ditches into the landscape to bring water from the Truckee River and ancillary streams to more arid areas. By the time Reno was founded in 1868, approximately 90,000 feet (17 miles) of irrigation ditches had been constructed (Sundstrand 2004:113-114).

By the end of the 1800s, a complex system of more than 100 ditches had been dug to irrigate and drain the Truckee Meadows. The major ditches in the Truckee Meadows include the Abbey, the Cochran, the English Mill, the Glendale, the Highland, the Indian Flat, the Lake, the Last Chance, the Mayberry, the North Truckee, the Orr, the Pioneer, the Scott Ranch, the Sessions, the Steamboat, the Sullivan and Kelly and the Truckee. Most were constructed in the 1860s and 1870s by ditch companies or cooperative groups of ranchers using Chinese and Indigenous labor, as well as out-of-work miners (Fockler 2007:75; Sundstrand 2004:114; Townley 1983:122, 137-138).

By the early 1900s, as the Newlands Project sought to "reclaim" the desert downriver from the Truckee Meadows as farmland, it became clear that the local water supply was not well understood and was, in fact, a limited resource. Disputes between the U.S. Reclamation Service and Lake Tahoe Protective Association, along with the realization that water usage in the Truckee Meadows was wholly unregulated, led to the Orr Ditch Case in 1913. The U.S. Government filed suit in Reno's federal court on March 3 to adjudicate existing water rights along the Truckee River and determine whether additional rights were available for reclamation projects. Parties seeking a claim along the river, including farmers and ditch companies who had been using Truckee River water for decades, were afforded the opportunity to do so. E.P. Osgood of the Reclamation Service arrived with a team of surveyors to measure flows and diversions that summer. After nearly 13 years of water measurements, analysis, arguments, and objections, the waters of the Truckee River were adjudicated, and the federal water master position was established in 1926. The final Orr Ditch Decree was issued in 1944 (Fockler 2007:161-165; Simmonds 2004:4).

As farms and ranches gave way to residential and commercial development, irrigation ditches that once watered orchards and fields throughout the Truckee Meadows were subsumed into the urban and suburban landscape, though they remained in use. Throughout their history, the open ditches posed a public safety hazard, especially early in the irrigation season when they were filled with rushing water. The threat became more acute by the 1920s, as the city expanded and ditches increasingly branched through parks (e.g. Idlewild, Virginia Lake, Whitaker), school campuses, and housing tracts. Children were especially attracted to exploring and playing in the ditches, which resulted in decades of tragic drowning accidents. Women's groups and local service clubs galvanized to completely fence the ditches, while ditch companies, local municipalities, and developers quibbled over who was financially responsible for making them safer, and how. Lawsuits and community meetings called for action, but progress was slow going. Multiple fundraisers over the years resulted in partial, ad hoc fencing of some of the ditches. The most impactful measure took place in 1963 when the Nevada State Legislature passed Assembly Bill 486 to authorize and fund health and safety projects related to ditches and other waterways (Fockler 2007:179; Sundstrand 2001:113-134).

Throughout their existence, and especially in the twentieth century, the Truckee Meadows ditches were deepened, cleaned, rerouted, dammed and otherwise modified. Some ditches were lined with concrete; others were covered. When the University of Nevada, Reno planned to change the course of the Orr Ditch in 1915, plans called for the new ditch to be lined with concrete. In 1917, a wooden flume carrying water from the river to the South Side Irrigation Canal was replaced by a concrete channel sprayed with gunite. In 1956, the City of Reno and ditch companies began eliminating unused ditch segments, starting with a stretch of the Sullivan-Kelly ditch. The ditches that cross the modern landscape represent this slow change over time, with lengths that are both earthen and concrete-lined, open and covered (Kennedy/Jenks Consultants 2003; REG 2/13/1915:3; REG 5/4/1917:8; REG 5/2/1956:13).

Summary Statement of Significance: Water control and irrigation were essential to Reno's land use, agricultural development, and industrial development. Resources evaluated under this theme are significant for their association with irrigation, drainage, and other agriculture-related water control activities during the period of significance.

Period of Significance: 1850-1950

Period of Significance Justification: The period of significance begins with the earliest irrigation and water control efforts made in the Truckee Meadows, and it ends in 1950, when the majority of the City's former agricultural land had been developed for other uses and practical use of the ditches declined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme might include canals, flumes, ditches, and their associated features (e.g., culverts, dams, locks, gates, reservoirs), as well as livestock watering structures like stock ponds and troughs. Properties associated with this theme are located throughout Reno.

5.7.3 Significant Individuals in Agriculture

Throughout Reno's history, many significant individuals have fostered agricultural development. These include ranchers and farmers who have made important contributions to agricultural development of the city. Properties may be individually eligible for their association with a significant individual under the theme most closely related to their contributions to history (i.e., ranching and farming or water control and irrigation).

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to agriculture in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Agriculture context, or other properties (e.g., residences, offices, homesteads) most representative of the significant individual's contributions to agriculture during their productive period.

5.8 CONTEXT: TRANSPORTATION

Of all the themes important to Reno's history, transportation is the most fundamental to its existence and success. The first non-native settlers of the Truckee Meadows arrived on trails leading to and from California, and they stayed to supply emigrants traveling through the valley on those same trails. More trails and roads would emerge as traffic increased to access the Comstock mines and supply their communities. When the transcontinental railroad arrived in 1868, it marked a pivotal moment for the Truckee Meadows, establishing Reno as a town and transportation hub. This role was amplified as additional railroads established themselves in Reno, connecting to the Central Pacific mainline as well as sprouting spur lines to and from various businesses. The next innovation, the streetcar, existed for a short period of time to transport residents throughout town until the automobile exploded in popularity. Automobile transportation would have as much of an impact on Reno as the railroad, transforming the city as it found itself once again an important crossroads on a transcontinental route, this time along the Lincoln and Victory highways, which would become Highway 40. Reno's position on these highways would further develop its varied tourist industries, as well as solidify its importance as a transportation center. When Interstate 80 bypassed the older numbered highways in the 1970s, it harmed the many roadside businesses that had developed along those corridors, although Reno persisted as a convenient stop for travelers, truckers, and goods along Interstate 80. Aviation is also significant to Reno's transportation story, figuring prominently in its role in the transcontinental airmail service, the development of airfields and airports, and later experimentation with aviation-related technologies.

5.8.1 Theme: Overland Trails and Wagon Roads

With the establishment of settlements in California and, later, Nevada, transportation networks through the region naturally developed. The California Trail served as the primary trail through the Truckee Meadows, although it is not represented by one single path. Rather, it comprised multiple routes that shifted over time, often to avoid marshy areas, generally traveling west from Wadsworth to Verdi and beyond. Following the 1844 establishment of the route over Donner Pass into California, emigration through the Truckee Meadows became more common. This route traveled west from Wadsworth, crossing the Truckee River at multiple locations before emerging out of the Truckee River Canyon at Vista, the easternmost reaches of the modern city of Sparks. Immediately after entering the Truckee Meadows, the trail turned south along the western foothills of the Virginia Range. Upon reaching the southeast corner of Hidden Valley, the trail swung northwest, heading along the foot of the north side of the Huffaker Hills and Rattlesnake Mountain into the east-central Truckee Meadows. Following the approximate current route of Peckham Lane, the trail continued past the present-day Atlantis Casino Resort and Reno-Sparks Convention Center, and passed through the current site of the Washoe County golf course west to the Mayberry Ditch. It then continued on to Verdi, where the trail left the Truckee River, following the less dangerous Henness Pass route through the eastern front of the Sierras to Donner Lake. This route of the Emigrant Trail across the Truckee Meadows avoided the extensive wetlands present along the lower portion of Steamboat Creek and the south side of the Truckee River (Fey et al. 2002:66, Map).

Research by Dodd (2004:7, Map) suggests a more direct California Trail route across the Truckee Meadows. Although the lower reaches of Steamboat Creek presented a difficult and often dangerous crossing, he proposes that during the period 1846-1849, the California Trail exited the Virginia Range and then followed the base of the hills along the northeast side of Hidden Valley. After crossing Steamboat Creek some distance below its confluence with the Truckee River, the trail continued west-northwest, more or less directly westward across the Truckee Meadows. By early 1852, the trail route had shifted, following a circuitous route around the Steamboat Creek-Truckee River marshlands, crossing the Truckee River approximately where the East McCarran Bridge is currently located. In late 1852, the trail followed a more direct east-west route just south of the Truckee River. Additional trails, including the Beckwourth Trail (1851) and Henness Pass Road (1850) connected to the California Trail through the Truckee Meadows.

These emigrant trails of the 1840s and 1850s soon gave way to a more complex system of wagon roads. In northern Nevada, for example, communication among growing population centers resulted in a network of roads, many of which were built by enterprising individuals who then charged a toll (Brock 2000; Dodd 2004; Fey et al. 2002:66; Harris 1986:15-21).

Improved upon the heels of the discovery of the Comstock Lode in 1859, the Virginia Toll Road served traffic approaching the Comstock from the north in the vicinity of the Truckee River. The Virginia Toll Road enjoyed a five-year period of popularity—from its construction in 1860 until 1865 when Geiger Grade siphoned off most Comstock stage and freight traffic. Located between Steamboat Creek and the Virginia highlands, Geiger Grade was the preferred route for stage traffic during construction of the Central Pacific Railroad. In 1862, Territorial officials granted Myron Lake an exclusive franchise for a different toll road, which began at an intersection with the Beckwourth Trail east of Peavine Mountain, traveling south across the Truckee River on Lake's bridge, and eventually meeting the Henness Pass Road at Junction House. Stages and wagons all but disappeared in 1872 with the completion of the Virginia & Truckee (V&T) Railroad section up to Reno, which provided a direct connection with the transcontinental railroad (Townley 1983:33, 53-57; Townley 1994:263).

Summary Statement of Significance: Trails and roads used by emigrants, freighters, fortune-seekers, and other travelers through the region led to the Truckee Meadows' status as an important crossroads even before the Central Pacific Railroad arrived in 1868. Ranches, waystations, trading posts, and other commercial ventures catering to travelers owed their existence to these early transportation networks. Resources evaluated under this theme are significant for their association with early trails and roads during the period of significance.

Period of Significance: 1844-1872

Period of Significance Justification: The period of significance begins with the first known emigrant party passing through the Truckee Meadows and over Donner Pass in 1844. It ends when the completion of the V&T Railroad in 1872 all but eliminated the need for these roads.

Criteria: NRHP A, D; SRHP A, D; Local B, H, I

Associated Property Types: Eligible properties under this theme might include road segments and elements associated with those segments (e.g., retaining walls, culverts, bridges, and footings). The majority of associated properties are likely to be in a ruined state and considered archaeological in nature. Properties associated with this theme are located throughout Reno.

5.8.2 Theme: Railroad

The arrival of the transcontinental railroad, along with the emergence of additional connecting railroads, spurred the founding and subsequent prosperity of Reno. Surveyors for the Central Pacific Railroad arrived in the valley as early as 1863, and by March 1868 railroad officials selected a site on the north bank of the Truckee River near an important river crossing owned by Myron C. Lake (Lake's Crossing) for the new station. This locale was chosen because it was distant from the foothills to the west—an important factor for locomotives gaining speed to ascend the eastern slope of the Sierra Nevada—but above the eastern marshes. It also was a suitable site for the junction with the proposed Virginia & Truckee (V&T) Railroad, joining the Central Pacific with the Comstock. The Central Pacific Railroad platted the Reno townsite on the north side of the river, fulfilling a deal they struck with Myron Lake, who owned much of the land on both sides of the river surrounding his crossing. Officials contemplated Argenta as the name of the town,

but it ultimately was named Reno after Union Army General Jesse L. Reno. The railroad bisected the town with the station at its center and the developing commercial district surrounding it. In 1885, the Southern Pacific Railroad took over the Central Pacific Railroad. Union Pacific would eventually acquire and fully control the Southern Pacific in 1999 (Barber 2008:14; Connolly et al 2011; Harmon 2013; Townley 1983:65-66).

Reno's location on the transcontinental rail line was integral to the region and helped establish its importance in Nevada. The railroad served as a lifeline for Reno, connecting it to the rest of the country through the transport of freight and passengers who fed the local economy, ultimately including its unique industries of legalized gambling and migratory divorce. Five train depots associated with the Central and Southern Pacific Railroads have stood on Plaza Street between Center and Lake Streets. The first four burned, and the fifth – constructed in 1926 during the Southern Pacific Railroad era – exists today (NRIS #12000929), along with the 1926 American Railway Express building across Lake Street and the 1931 Southern Pacific Railroad Freight House on Evans Avenue (Harmon 2026a; Harmon 2026c).

Reno quickly became a significant crossroads with important ties to San Francisco and Sacramento, serving as a hub for the distribution of beef to areas west, while goods from those urban centers flowed back to Reno, the Comstock, and nearby ranches. Essential ties to Virginia City, the Comstock mines and mills, Carson City, and Washoe Valley were accomplished with the construction of the V&T between 1869 and 1872. After its full extension to Reno in 1872, the Virginia & Truckee quickly attained prominence transporting freight, passengers, and mineral products to and from the Comstock. In addition to its Reno terminus, several V&T stations were present in the Truckee Meadows. From north to south they included Anderson's, Huffaker's, Brown's, Steamboat, Commonwealth, and Smith's. The railroad's period of greatest prosperity coincided with the Comstock Boom (1872-1880). Profitable freight and passenger operations continued until 1924, when the line experienced its first year without a profit. Faced with increasing competition from motor vehicles, declining use of freight and passenger services, and deterioration of its rolling stock and physical plant, the V&T abandoned the spur line from Mound House to Virginia City in 1938. The V&T line between Reno, Carson City, and Minden struggled on for another 25 years. Its last run was on May 31, 1950. Within a year, the railroad line was demolished and salvaged (Wurm and Demoro 1983).

The Nevada-California-Oregon Railway (the N-C-O, also known as the Nevada and Oregon, and the Nevada and California), was a narrow-gauge line built between 1880 and 1912 to transport timber, livestock, and passengers between Nevada and California. It connected Reno with various communities located to the north in eastern California (Susanville, Alturas) and southern Oregon (Lakeview). Its first depot (not extant) was constructed in the original Reno townsite directly east of the Central Pacific depot. In 1889, a brick machine shop (NRIS #83001120), turntable, and wooden roundhouse were constructed 1.5 miles away on E. Fourth Street west of Valley Road (Barber 2025a; Miramon 2002:6-8; Myrick 1992:354; Sanborn 1890).

As industry expanded in Reno, various rail lines connected businesses with the Central Pacific/Southern Pacific (CPRR/SPRR) and N-C-O railroads. In 1901, the N-C-O installed 1,500 feet of new track along Fifth Street as a branch line connecting to Patrick Flanigan's Nevada Meat Company, which fronted E. Fourth Street between Spokane and Alameda (Wells). At the time, the meatpacking operation also had a spur line that connected it with the CPRR/SPRR to the south. In 1903, the N-C-O built another secondary line north to provide passenger service to the racetrack and state fairgrounds (Miramon 2002:6-8; Myrick 1992:355; Sanborn 1890; Sanborn 1904).

The N-C-O outgrew its simple brick depot on the corner of Plaza and Lake streets, and in 1910, Burke Brothers Contractors built a stately, two-story Renaissance Revival style depot just west of the machine shop on Fourth Street (NRIS #80002469, extant). Designed by architect Frederic DeLongchamps, the new depot effectively created an N-C-O

campus on the corridor. Other changes occurred that decade, including a new grade through Lemmon Valley. In 1918, the 64-mile portion of the line between Hackstaff Crossing (now Herlong) in California to Reno was sold to the Western Pacific Railroad, which converted its segment to standard gauge, and realigned the line through the southern ends of Lemmon and Cold Spring Valleys. The last N-C-O train left Reno on January 30, 1918 (Barber 2025a; Miramon 2002:6-8; Myrick 1992:341-383; Sanborn 1918).

Built between 1906 and 1909, the Western Pacific Railroad (WPRR), connecting Oakland, California with Salt Lake City, Utah, was the last transcontinental line. Because of the maximum grade limit of 1%, the route of the Western Pacific went north from Beckwourth Pass to Hackstaff Crossing, continued northeast to Gerlach, and then went east to Winnemucca, resulting in an extra 150 miles of track. As mentioned above, the WPRR purchased the declining NCO route from Reno to Herlong in 1917. The line was standard-gauged soon thereafter, and WPRR utilized the Reno N-C-O depot as their west coast headquarters. The building continued to serve as the WPRR's passenger and freight depot until the railroad filed for bankruptcy in 1937. After restructuring, the WPRR maintained ownership of the depot, using it for company offices and also leasing it to other businesses. In 1983, the Western Pacific merged with the Union Pacific, which subsequently took over the Southern Pacific (Barber 2025a; Bridges 1983; Miramon 2002:6-8, 16; Myrick 1992:316-333, 357).

Summary Statement of Significance: Reno's owes its existence, development, and economic prosperity to the arrival of the Central Pacific Railroad and subsequent establishment of smaller railroads including the N-C-O and V&T. The city reaped economic benefits from the railroad in the areas of transportation and commerce, allowing the city to flourish without relying on the unpredictable mining industry. Resources evaluated under this theme are significant for their association with railroad history in Reno during the period of significance.

Period of Significance: 1868-1970

Period of Significance Justification: The period of significance begins with the arrival of the Central Pacific Railroad in Reno. It ends in 1970 as both passenger and freight trains declined in favor of automobile transport.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible resources under this theme might include railroad stations and depots, freight buildings, and shop buildings. They may also include the physical components of railroad rights-of-way and yards, such as berms and tracks, round tables, and bridges. Rolling stock such as railroad engines and cars may also be eligible as objects.

5.8.3 Theme: Streetcar

In the early twentieth century, cities adopted electric streetcar systems, which provided efficient public transportation and reflected the optimism of early suburban expansion. In 1904, as streetcar transportation exploded in popularity nationwide, the Nevada Transit Company established three miles of streetcar track to connect downtown Reno with the newly established railroad division point of Sparks. Opening that November, the line ran east from the intersection of Fourth and Lake Streets to the Southern Pacific roundhouse in Sparks. A car barn located on the northeast corner of E. Fourth Street and Morrill Avenue had the capacity to store up to six streetcars (not extant). The three-mile line spurred the development of streetcar suburbs that provided easy access to public transportation. In Reno, the Morrill-Smith Addition was platted north of the corridor the same year, encompassing seven blocks between Alameda (Wells) Avenue and Montello Street (Barber 2011; Barber 2024b; Miramon 2002:11-12; Rowley 1984:45).

The Reno Traction Company took over the line in 1906. Due to the success of the Reno-Sparks line, other trolley lines followed, connecting various neighborhoods and facilities throughout the area. This included a line that extended north on Sierra Street from downtown to connect with the University of Nevada. The Reno-Sparks line was extended west to Sierra Street, then south to Second Street, where it ran to Keystone Avenue on the western edge of town. A new trolley outfit, the Nevada Interurban Company, introduced a route traveling south along Plumas Street to the Moana Springs Resort, which prompted development of suburban tracts south of downtown. The Reno-Sparks line remained the most popular with 80% of the area's trolley ridership, transporting workers, shoppers, and other commuters (Barber 2011; Barber 2023b; Miramon 2002:11-12; Rowley 1984:45; Sanborn 1918).

As the automobile was increasingly adopted as the transportation mode of choice, the streetcar suffered. Combined with major track maintenance expenses, this spelled the demise of the streetcar in Reno. In 1919, the Reno Traction Company ceased service on all routes except the Reno-Sparks line. Intercity bus service between Reno and Sparks started in June 1927, and the Reno-Sparks streetcar ceased operations later that year (Barber 2011; Barber 2023b; Rowley 1984:45).

Summary Statement of Significance: The streetcar's 23-year run directly supported Reno's urban, suburban, and commercial growth, spurring the development of various housing tracts and businesses along various streetcar lines. Resources evaluated under this theme are significant for their association with Reno's streetcar system during the period of significance.

Period of Significance: 1904-1927

Period of Significance Justification: The period of significance begins with the operation of the first streetcar in Reno and ends in 1927 when all streetcar service ended.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible resources under this theme are likely to consist of commercial and residential historic districts that developed in response to the streetcar. Resources with a direct association to this theme, including track, trolley cars, and equipment barns would be eligible under the theme but are unlikely to be extant.

5.8.4 Theme: Automobile

By the early twentieth century, a new means of transportation was making an impact on the development of the Truckee Meadows. As the automobile became a major means of transportation and spurred interest in driving from one part of the country to another, highway construction accelerated. These highways incorporated many existing roads and trails into regional and nationwide networks. Through Reno, Second Street, Fourth Street, and Virginia Street would all be designated portions of early highways.

The first major transcontinental highway in the United States was the Lincoln Highway, named in commemoration of Abraham Lincoln. The Lincoln Highway was established in 1913 to provide a continuous, improved highway from New York to San Francisco. The route through western Nevada, passing through Fallon, Sparks, and Reno to the California state line, was completed by 1915. Federal aid for road construction was awarded in 1916 to fund road improvements. An alternate route, the "Pioneer Branch," led south through Carson City and the communities along the Lake Tahoe shore. Only half of the traffic going to California used the Verdi to Truckee route, partly because it was

not as well-improved as the southern route. However, it was considered adequate for inclusion as part of the Lincoln Highway (Davies 2002:76; Duncan 2001; Fey et al. 2002; Franzwa and Petersen 2004; Skorupa 2002b).

While work on the Lincoln Highway through Nevada was underway, a second major east-west highway also was proposed. This was the Victory Highway, honoring those who fought in World War I. Construction of this highway coincided with the Federal Highways Act of 1921. The act authorized highway construction throughout the country, providing funding for seven percent of the total mileage that was considered “primary” road. The route of the Victory Highway, generally the route of present-day Interstate 80, was selected as the federal highway through Nevada under the act and received federal construction funds. The Lincoln and Victory highways merged near Fernley to become a single, cosigned highway to Truckee, California, except for the southern “Pioneer Branch” portion of the Lincoln Highway (Brusca 2002a, 2002b; Davies 2002:76; Duncan 2002; Fey 1991:23; Franzwa and Petersen 2004; Lin 1996-98; Lincoln Highway Association 1995:21-26, 164-170; Skorupa 2002).

Various sources discuss the history of the Lincoln and Victory Highways, including Davies (2002), Earl (1997), Franklin Grove, Illinois (c. 2003), Franzwa and Petersen (2004), Jackson and Jackson (2003:58-59), Lin (1996-98a, 1996-98b, 1996-98c), the Lincoln Highway Association (1995), and Skorupa (2002a, 2002b). Other historical data on the Victory Highway and U.S. 40 is provided by Brusca (2002a, 2002b, 2002c), Duncan (2001), Fey (1991), Lin (1996-198d), the Lincoln Highway Association (1995), various local sources such as the Nevada State Journal, Sparks Tribune, The Silver State, and material from the archives of the Nevada Department of Transportation (NDOT). Recently, NDOT completed two draft Multiple Property Documentation Forms (MPDFs) for the Lincoln Highway (Borger et al 2020a) and Victory Highway (Borger et al 2020b) in Nevada.

To celebrate the completion of the cross-county highway system connecting the Atlantic and Pacific Oceans, highway and City of Reno officials held the Transcontinental Highway Exposition in June 1927 in Idlewild Park. Like other expositions and fairs of the era, it attracted tourists from all over the country. Landscape architect Donald McLaren designed the park’s grounds for the exposition, which included the Mission Revival style California Building (NRIS #92001257). The original Reno arch (Lake Street south of the Truckee River, extant) was installed to promote the event, which ran for five weeks. After the event ended, Reno City Council voted to keep the arch in place, and mayor E.E. Roberts held a public contest to suggest a town slogan for the sign. A. Burns of Sacramento provided the winning motto in 1929: Reno, Biggest Little City in the World.” It was updated with neon in 1934 (Ainsworth 2023; Boeger et al 2020a:59; Campana 2016c:13).

Reno’s first public bus service began in 1927, after local streetcar service ceased operations. Initially, there was only one bus route, which provided commuter service between Reno and Sparks. By 1941, local bus service expanded to include intercity lines that traveled north to the university campus, east to Sutro, south to Plumb, and west to Keystone. Bus service continued to expand from the 1950s through the 1970s, and into the present day. Cummings (2013) provides an in-depth analysis of Reno’s public transportation history between 1904 and 1990 (Cummings 2013:27, 44).

The Victory Highway was designated as U.S. 40 in 1927, incorporating it into the U.S. numbered highway system as a primary highway through Nevada. From 1927 until 1939, private interests promoted the highway while state and federal agencies funded improvements that would support its role as a primary interstate route. Through Reno, Fourth Street served as the primary route for U.S. 40, and Second Street was designated as an alternate route. The government designated U.S. 40 as one of two primary Nevada highways in its strategic network at the onset of the Second World War in 1939. The designation brought in federal dollars before, during, and after the war. Both the

war and postwar trends signaled the end of its association with the transcontinental highway after 1939, and the beginning of its role as a primary interstate route in northern Nevada (Borger et al 2020b:70).

The commercial and residential architecture of Reno began to reflect the increasing role of automobiles in accessing the community during the 1930s and 1940s. Automobile service, repair, and gasoline shops sprang up along these early highways. Also constructed were autocourts, tourist camps, and motels/hotels that became dominant along this corridor in the 1950s and 1960s.

Beginning in the 1960s, Interstate Highway 80, the former Victory Highway, expanded across northern Nevada. Although the interstate bypassed towns and depleted business on the old Lincoln Highway, it increased the benefit of Nevada's Freeport privilege, a law dating to 1949 that provides a tax exemption to warehoused and locally manufactured goods (Harmon 2008b).

For more than a century, Reno's most significant north-south transportation corridor was Virginia Street. Starting with its early life as a river crossing (Fuller's Crossing, then Lake's Crossing), the street was incorporated into the original Reno townsite. The Nevada Department of Highways designated Virginia Street north of downtown Reno as State Route 9, extending the road north through Lemmon and Cold Springs Valleys to provide a connection with northern California. South of downtown, the Department of Highways designated Virginia Street as State Route 3, an important regional corridor connecting Reno to the capital city. This southerly route served as the Pioneer Branch of the Lincoln Highway. By 1935, Virginia Street was cosigned as U.S. Highway 395, the result of a long-term dream of a continuous highway between Mexico and Canada. First declared as a numbered highway in 1926, the 395 used preexisting roads where possible, much like the Lincoln and Victory Highways. Nicknamed the "Three Flags Highway," it served as a primary transportation and commercial corridor through Reno serving tourists and locals. In the 1990s, an elevated raised freeway replaced South Virginia Street as the official route of U.S. Highway 395 (now Interstate 580). Nevertheless, Virginia Street continues to serve as one of Reno's primary commercial thoroughfares (Hansen et al 2021:20-21; HistoricAerials.com; Kimball and Kautz 2003:52-55, 59-60; Nevada State Department of Highways 1919, 1920, 1927, 1929, 1932, 1935, 1937, 1950; Trails West n.d.; Waechter et al. 1998).

After its establishment in 1917, the State of Nevada Department of Highways developed and improved state highways, several of which traveled through Reno. Geiger Grade was improved for automobile traffic and designated State Route 17 by 1937. It was redesignated as SR341 in 1976 when the state renumbered its highway system. The Mount Rose Highway was initially a forestry road linking Route 3 in Reno to the eastern shore of Lake Tahoe, and was designated State Route 27 in the 1930s. Graded and paved using federal forest funds, the "Lake Tahoe Highway," as it was commonly known, provided access to alpine recreational activities. Mount Rose Highway was redesignated as SR431 in 1976 (Smith 2012:7; Nevada State Department of Highways 1937).

Another local road of note is McCarran Boulevard, also known as the Ring Road. Initially proposed by the Reno Chamber of Commerce Highway Committee in 1955, the concept of a road circling the valley was recommended in two studies, including a master plan of Truckee Meadows streets and highways completed by Richardson, Gordon and Associates in 1958. The "outer limit highway" would link Reno-Sparks' primary highways and radial arterials along what was predicted to be the area's projected outer limits by 1980. Work began in 1967 in Sparks; by 1971 construction began on the road in Reno between Sutro Street and the present-day U.S.395/I-580. Work continued until the final section was completed in 1990. When completed, the road largely followed the route recommended by the 1958 study, connecting the suburbs, freeways, and commercial centers that had developed in the intervening years (Cox 2013a:4-5).

Summary Statement of Significance: With the establishment of early highways, automobile tourism became an economic force in the region. Local thoroughfares incorporated into the highway routes, including Fourth, Second, and Virginia Streets, flourished as commercial corridors serving travelers as well as locals. By the end of World War II, easy automobile access to Reno's casino establishments thrust that industry into the forefront of the local and state economy. Drawn by gambling, divorce, and a beautiful natural setting, tourists flocked to the area, and businesses sprang up to cater to the automobile tourist. The automobile facilitated the transport of goods to and through the region, further bolstering Reno's status as a warehousing and transportation hub. Resources evaluated under this theme are significant for their association with automobile transportation in Reno during the period of significance.

Period of Significance: 1913-1974

Period of Significance Justification: The period of significance begins when national automobile travel arrived with the Lincoln Highway in 1913 and ends in 1980, marking the significance cutoff for this document.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible resources under this theme might include roadbed segments, bridges, guard rails, and highway markers. Other eligible resources may include road-related buildings constructed to provide auto-related commercial services such as repair shops, gas stations, and car washes. Other road-related buildings serving tourists and travelers are more closely associated with the theme of Commerce.

5.8.5 Theme: Aviation

Reno's first airfield appeared at the location of the present-day Washoe County Golf Course on Plumas Street by 1918. Initially an unimproved municipal field, an airplane hangar was added in 1919 when the U.S. Post Office Department made Reno a stopping point along the transcontinental airmail service between Elko and San Francisco. The service operated from 1920 until 1927. When night flights commenced, a trail of concrete arrows and illuminated beacons served as navigation aids for the pilots, especially as they flew over remote areas. In August 1924, the City of Reno and Washoe County voted to rename the airfield Blanch Field after airmail pilot William F. Blanchfield who died in a tragic plane crash earlier that month. Charles Lindbergh landed his Spirit of St. Louis at the Blanch Field in September 1927, commenting that the field was too small for the larger planes that were being introduced at the time (Ainsworth 2024:1-2; Barber 2018; Dreiling 2015).

Apparently taking Lindbergh's comments to heart, Boeing Transport Service purchased a swath of land three miles to the east in 1928 to create a new, larger airfield that could accommodate their 12-seat passenger aircraft. Named Hubbard Field after a company executive, it supplanted Blanch Field, which became the Washoe County Golf Course by 1935. Boeing operated the airfield for mail and passenger service until 1937, when it sold the property to United Airlines. United operated the airport until the City of Reno purchased it in 1953. Almost immediately, the city leased part of the airfield to the Nevada Air National Guard, which relocated its operations to Hubbard Field from Stead Air Force Base. Then, prompted by the upcoming Winter Olympics in Squaw Valley, the City of Reno built the first terminal building in 1960. In 1977, the city turned over control of the airport to the Washoe County Airport Authority (later renamed the Reno-Tahoe Airport Authority). The airport was renamed Reno-Tahoe International Airport in 1994 (Barber 2018; Dreiling 2015; Lown et al 2018).

The City of Reno came to acquire another local airport in the 1960s. After Stead Air Force Base closed in 1964 due to federal budget cuts, Senator Howard Cannon drafted legislation to transfer the property to the City of Reno, at a cost

of \$1.3 million, for use as a municipal airport. In June of 1966, the air transportation facilities began operating as the Reno-Stead Airport (RTS). The National Championship Air Races first took place at the old airfield in 1964. Drawing a large crowd of dedicated fans for decades, the air races continued to be held there until 2023. By 1969, the AG Aviation Academy operated out of the airport (Brodhead 1989:271; Elliott 1987:312; Green 2015:257-258, 309; Hulse 1998:206; Kimball and Kautz 2003:35-39; Rashke 1985:298; Stead Air Force Base 1958:2).

American inventor and aviator William P. Lear purchased 2,081 acres of the former Stead base in 1968 for \$1.35 million. Lear constructed a hangar on the property in 1969, naming it the Lear Aircraft Service Center. The hangar served multiple purposes: in addition to servicing Lear Jets, it was also used to test Lear's other inventions. Lear developed the Learstar 600 business jet during this time, ultimately selling the production rights to CanadaAir. Although Lear's projects at Stead were innovative, very few were successful. In the late 1970s, Lear decided to focus his energy on developing a super lightweight business aircraft, the Lear Fan. After his death in 1978, his widow, Moya Lear, continued to oversee the development of the aircraft at Stead. The first prototype Lear Fan flew in 1981 but was ultimately declared a failure (Boesen 1971:162; McClellan 2006; NSJ 6/22/1969:56; NSJ 7/9/1970:13; NSJ 1/14/1973:28; Rashke 1985:298-328, 360; REG 7/11/1968:1; REG 7/12/1968:1).

Summary Statement of Significance: Reno's role along the transcontinental airmail route, as well as its establishment of municipal and international airports, are directly connected to the city's growth and development as a community. As Reno grew in size and importance, its aviation facilities expanded as well. Its position as a stopover on the airmail route reflected its overall significance throughout its history as a transportation center, and the establishment and expansion of local airports are indicative of Reno becoming a sought-after destination for tourists and other visitors. Its aviation history is further buttressed by the innovative work of inventors like William Lear, as well as the internationally recognized National Championship Air Races, which drew crowds for decades.

Period of Significance: 1918-1976

Period of Significance Justification: The period of significance begins when the first airfield appeared in Reno. It continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible resources under this theme might include aviation-related properties, including airplane hangars, runways, airfields, terminals, control towers, and other airport buildings and structures. Concrete airmail navigation arrows and beacons are also potentially eligible resources.

5.8.6 Significant Individuals in Transportation

Throughout Reno's history, significant individuals have influenced transportation. These might include boosters, officials, or other representatives of transportation agencies or companies who have made important contributions to local transportation development. Properties may be individually eligible for their association with a significant individual under the various Transportation themes (i.e., Overland Trails, Railroad, Streetcar, Automobile, and/or Aviation) between 1840 and 1980.

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to transportation in Reno.

Criteria: NRHP B; SRHP B; Local C

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Transportation context, or other properties (e.g., residences, offices) most representative of the significant individual's contributions to transportation during their productive period.

5.9 CONTEXT: INDUSTRY

Reno's industrial development was spurred by the various modes of transportation that connected the town with surrounding settlements and other distribution centers throughout the country. Reno's continual status as a crossroads, first on the transcontinental railroad, then the transcontinental highway and the interstate systems, made it a center of industry. Manufacturing and distribution of local products, mining, lumbering all contributed to its industrial development and resulting prosperity.

5.9.1 Theme: Manufacturing and Distribution

5.9.1.1 Subtheme: Ice and Beverage Production

Ice making, beer brewing, and soft drink production are deeply intertwined aspects of Reno's industrial history. As with other industries, Reno's ideal location along transcontinental rail lines and highways made for easy distribution of these products, which were also readily consumed by its own local population.

Commercial ice production began with ice harvesting along the Truckee River and Boca Dam in the last nineteenth and early twentieth centuries. By the 1920s, this shifted as large mechanical ice production companies established themselves in Reno. As early as 1904, the Nevada Meat Company (not extant) began producing its own ice sourced from an artesian well beneath the facility on E. Fourth Street. The Crystal Springs Ice Company did the same beginning in 1929, digging a well and building a commercial ice plant in the Southside Addition. Crystal Springs produced 20,000 pounds of ice per day with a storage capacity of 800,000 pounds of ice. Crystal Springs began bottling and delivering water in 1931. The company became Reno's major ice supplier, sending their products to the courthouse, jail, hospitals, casinos, and the V&T Railroad. Ice production and delivery peaked in 1945 and declined after the end of World War II when home refrigerators and freezers became common (Ainsworth 2026).

Reno also developed its fair share of breweries, many of which were along E. Fourth Street with access to the nearby rail lines, which brought in the corn, malt, and hops used in the brewing process. Early breweries in Reno included the Buffalo Brewing Company, Riter's Elite Steam Beer, and the Wield Brewing Company (all not extant). The Reno Brewing Company established itself on the corridor just west of Spokane Avenue in 1903. By 1907, the company offered three varieties of beer, and the plant expanded with a five-story brick tower (not extant). It grew into the state's largest brewery, again using the railroad to ship their product to places outside of the greater Reno area. Rainier Brewing Company, based in Seattle, constructed their local bottling and distribution works one block south of the Reno Brewing Company in 1905 (NRIS #80002470, contributing to NRIS #100012968). Conveniently situated on Spokane Street near the CPRR and N-C-O railroad lines, the plant was built with a loading platform from a spur track, cold storage, and barrel and keg storage (Barber 2011; Barber 2025a; Brown and Campana).

Most of these breweries weathered Prohibition by diversifying their product lines, shifting to production of seltzers, soft drinks, near-beer, and even maple syrup. After Prohibition, After Prohibition's repeal in 1933, Reno's brewers returned to their regular activities. Reno Brewing Company constructed a new bottling plant with curved glass walls next door to their production tower in 1940, a testament to their continued success (contributing to NRIS #100012968). The beer industry shifted in the 1950s to favor the national brands gaining popularity and preference among consumers, spelling the demise of local breweries (Barber 2011; Barber 2025a; Brown and Campana).

Reno produced soft drinks before, during, and after Prohibition. The Daudel Bottling Works began producing soda water and ginger ale in 1915, expanding in 1924 to distribute national soda brands like Eagle Punch and Bluebird Soda. By 1929, it became the Shoshone Soda Works and won the exclusive western franchise for bottling Coca-Cola. Ice cream maker Edward Chism installed a bottling machine at his plant in 1933, acquiring the franchise for 7-Up in 1936. Farther down South Virginia Street was the Dr. Pepper Bottling Company, built in 1939, which operated until 1950. In 1961, the Chism family built a new, modern bottling facility on Terminal Way, where they added more brands to their repertoire, including Hires Root Beer, Mission Orange, Royal Crown Cola, Ginger Ale, and sparkling water (Barber 2026h; Barber 2026i; Hinman 2014:5).

Summary Statement of Significance: Ice and beverage production was an important local industry that contributed to Reno's economic and built landscape. Resources significant for their association with this theme represent ice, soft drink, and beer manufacturing during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include industrial properties associated with local ice and beverage production, such as ice factories, breweries, bottling plants, and offices. Properties associated with this theme are located throughout Reno.

5.9.1.2 Subtheme: Meatpacking and Food Production

Meatpacking and food production in Reno arose from the local livestock industry and Reno's invaluable rail connections. In 1877, a group of Nevada ranchers and California financiers formed the California Fruit and Meat Shipping Company in order to increase profits for Nevada stockmen and disrupt the stranglehold of Bay Area-based wholesale butchers, in particular Miller and Lux, who effectively operated a monopoly over cattle raising and wholesale meat distribution in Northern California. By butchering animals in Nevada before sending the dressed beef to the Bay Area by rail, the newly formed enterprise saved stockmen on transportation costs, increasing the amount of beef that could be loaded into each refrigerated boxcar from 20 live animals to 70 beef halves (Campana 2017).

In addition to undercutting California's wholesale slaughterers, who had been purchasing Nevada's local stock throughout the 1860s and 1870s, the new corporation was able to market its own dressed beef directly to retailers. The California Fruit and Meat Shipping Company built a butchering and shipping plant just east of Reno on the north side of the Truckee River. The 32-acre complex included a killing floor, icehouse, corrals, and pens. A rail siding allowed

refrigerated cars to enter the icehouse for packing. The operation ran smoothly until Reno's summer heat spoiled meat in transit and stored at the plant in 1878. Routine summertime spoilage, difficulty in securing best-quality beef, and the Beef Bonanza of 1881 ultimately led to the demise of the plant, which was sold to Bailey and Company for a soap factory in 1881 (Campana 2017; Townley 1983:125-126).

The local beef industry rekindled in the 1890s as Midwestern markets increasingly purchased meat from Nevada. As the export of Nevada-raised cattle continued to grow, Reno's entrepreneurs rekindled their interest in local animal processing, and meatpacking plants began to emerge in Reno. Between 1902 and 1907, five meat wholesalers appeared in city directories: the Nevada Meat Company at Flanigan Warehouse (1902, contributing to NRIS #100012968), the Omaha-based Cudahy Packing Company at 24½ East Commercial Row (1906, not extant), the Tonopah-Goldfield Meat Company at 29 East 2nd Street (1906, not extant), the Reno Meat Company at 34 West Commercial Row (1906, not extant), and Chicago's Swift & Company at 530 ½ Commercial Row (1906, not extant). In 1907, the Humphrey Supply Company—which had operated a grocery store and retail butchery at 645 Sierra Street (not extant) before entering the wholesale meatpacking industry—built a slaughterhouse in the north extent of town near the racetrack (not extant) (Campana 2017).

The Nevada Meat Company emerged in 1902 as one of Reno's first full-scale meat-processing operations and represents the larger context of meatpacking and food production in Reno. Seeing an opportunity to create a local meatpacking industry "in the heart of a stock producing country," Patrick L. Flanigan and U.M. Slater established the slaughterhouse and processing plant on the lot directly east of Flanigan Warehouse, which was constructed the year before to facilitate wholesale trade, distribution, and storage. Flanigan and Slater sought to create a much-needed home market in which Nevada's livestock could be raised, slaughtered, processed, and distributed within the state's borders. The Nevada Meat Company embodied a modern and multifunctional animal processing facility. The plant further diversified its business for the distribution of wine, beer, canned goods, and eggs. An onsite ice plant pumped water from an artesian well 200 feet below ground level, froze it, and shaped it into blocks. In 1906 it reincorporated as the Nevada Packing Company (Campana 2017).

As the only slaughtering and packing institution in Nevada with interstate interests, it was the only facility in the state to operate under the supervision of federal inspectors. The plant continually expanded to include stockyards and corrals, a spur rail that connected the operation to the Nevada-California-Oregon and Central Pacific, a steam power plant, an onsite refrigerator plant with ice-making facilities, killing floors, butchering rooms, cold storage spaces, and onsite smokehouse and sausage factory, and an inedible department existed to store byproducts not fit for consumption in tanks, eventually rendering them into fertilizer. In 1917 a modern, four-story tank house (contributing to NRIS #100012968) was added to "care for all refuse from the packing plant." The facility closed in 1947, and everything but the tank house burned in a fire in 1950 (Campana 2017).

Reno's agricultural character also led to the establishment of dairy manufacturing. Gardner and Alice Chism purchased a tract of land west of Keystone Avenue and transformed it into a dairy by 1890. In 1903, their son John founded Chism Creamery on the property, which became known as Crescent Creamery from 1912 to the 1950s. In 1905, John's brother Edward established an ice cream company, first operating out of the family milkhouse, and eventually building a production facility on West Street in downtown Reno. Chism Ice Cream produced more than 100,000 gallons of ice cream per year by 1921. John sold the dairy business to R.A. Shuey of Oakland in 1951, and Edward's family sold the ice cream business to Carnation in 1960. In 1962, Crescent Creamery merged with the Velvet Ice Cream Company, which had been founded by Peter Demosthenes in the 1930s. The companies became Velvet Crescent, Inc. and constructed a large plant between Kietzke Lane and Gould Street north of Mill Street (Hinman 2014:1-4; NSJ 2/24/1951; NSJ 9/30/1962:29).

Another dairyman, Charles W. Brooks, established Model Dairy in 1906 (not extant). Located in south Reno near Peckham Lane, the operation was the first to introduce motorized milk delivery in Nevada in 1914. In 1955, the dairy did away with its milk cows and began purchasing milk from other local producers. In 1961, it expanded with a new dairy processing plant. The original dairy farm was demolished in the 1980s to make way for an expansion of the Reno-Tahoe International Airport. Model Dairy remained in local hands for 90 years until it was sold to Dean Foods in 1996 (KTVN 5/30/2020; Nevada Historical Society Docent Council 2011).

Summary Statement of Significance: Reno's position as an agriculture and transportation hub gave rise to the meatpacking and food manufacturing industries that transformed the local economic and built landscape. Resources significant for their association with this theme represent meatpacking and food production during the period of significance.

Period of Significance: 1877-1976

Period of Significance Justification: The period of significance begins in 1877 when the California Fruit and Meat Shipping Company formed to process and distribute local beef and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include industrial properties associated with local meatpacking and food production. Properties associated with this theme are located throughout Reno.

5.9.2 Theme: Lumbering

Lumbering represented an important local industry to Reno in the nineteenth and twentieth century. Logging operations flourished in the foothills and mountains surrounding Reno since the prosperous days of the Comstock boom, and continued as communities in the Truckee Meadows grew, requiring lumber for literal town-building (Brown and Campana 2026).

Logging operations of the early 1860s initially relied on rugged mountain roads and ox teams to get wood products to mill and market. Soon technological advances, including the V-flume and the V&T Railroad, expedited logging and transformed the industry. By the mid-1870s, flumes were sliding lumber and un-milled wood eastward into the Truckee Meadows, Washoe Valley, and Eagle Valley. The flumes dropped off wood at various points for pickup by the V&T railroad for subsequent delivery to Virginia City. Cut timber was transported to the flumes by oxen or mule teams. They were operated by separate companies which held extensive timbered acreage in the mountains where each operated one or more sawmills (Lord 1959:256-258).

One of the most important lumber operations was that of the Pacific Wood, Lumber and Flume Company, operated between 1874-1875 and 1880. Four sawmills, cutting timber taken from 12,000 acres, supplied one to two flumes emanating from Hunter and/or Evans Creek, reaching a terminus at Huffaker's. The 15-mile flume carried around 500-1,000 cords of wood per day. At its peak, the company employed over 900 men for cutting, sawing, fluming, and loading wood. The daily cut was 70,000 board feet, and the payroll \$81,000 per month. During 1876, 15,000,000 board feet of lumber and 75,000 cords of wood were delivered to Huffaker's. By 1880, the Carson Range forests were denuded and lumbering ceased (Ratay 1973:354).

While logging took place in the higher elevations where trees were plentiful, the milling and storage of the lumber took place in the valleys below. The industrial areas skirting Reno were home to a number of lumber companies and their varied operations – including lumber yards and sheds, planing mills, door and sash factories, and millwork manufacturing facilities. In particular, lumber enterprises were arranged along and near the E. Fourth Street corridor. These included the Reno Mill and Lumber Company, which built a planing mill and sash and door factory (not extant). Its expansive lumber yards, with storage capacity of more than three million feet of lumber, were accessed by spur lines from the CPRR and N-C-O railroads. In 1913, the Verdi Lumber Company acquired the property, operating in much the same way until the company's complex in Verdi experienced a devastating fire, forcing it to sell the Reno property to A.T. Eveleth in 1928. He founded the Eveleth Lumber Company, which successfully operated for more than five decades (not extant). The Nevada Planing Mills Company also existed near E. Fourth Street, where it produced turned and scrolled woodwork, in addition to fruit and packing boxes beginning in 1904. The Reno Lumber Company acquired the facility by the 1940s, adding a cabinet shop to the complex (contributing to NRIS #100012968) (Barber 2025a; Brown and Campana 2026; Sanborn 1904; Sanborn 1918; Sanborn 1949).

While lumber dealers experienced successive acquisitions and ownership transfers over the years, these companies produced building materials that contributed to the physical construction of Reno. The Hobart Lumber Company, previously the Sierra Nevada Wood and Lumber Company, specialized in building materials (contributing to NRIS #100012968). Other lumber companies advertised a variety of construction materials in the newspaper, from doors and sashes to modern “insulated” windows (Barber 2025a; Brown and Campana 2026; Sanborn 1906; Sanborn 1918).

Summary Statement of Significance: Lumber production and manufacturing was an essential industry in Reno from its earliest days into the mid-twentieth century. Resources significant for their association with this theme represent the lumber industry during the period of significance.

Period of Significance: 1868-1976

Period of Significance Justification: The period of significance begins with the establishment of Reno in 1868 and ends in 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme include industrial properties associated with the local lumber industry, including yards, mills, shops, and offices. Properties associated with this theme are located throughout Reno with a concentration in historically industrial areas.

5.9.3 Theme: Mining

The Comstock mining boom (1859 to 1880) spawned a host of mining efforts in adjacent regions. The Galena mining camp, located a few miles southwest of Steamboat, was founded in 1860. Brothers R. S. and Andrew Hatch laid out the town and organized the mining district. The Hatch brothers built and operated a quartz mill and smelter, which were among the earliest erected east of the Sierra. Mining operations were ultimately unprofitable, as the local gold deposits contained a lead sulfide named “Galena,” which degraded the ore value. After mining ceased, the mills continued to operate, processing ores from the Comstock mines until the mid-1860s (Townley 1983:60-62).

Northwest of Reno was the Peavine Mining District, established in 1863. Mining on Peavine Mountain began as early as 1856, when independent prospectors from California started small placer operations in small canyons along Peavine's eastern slope. When these canyons dried up during the summer, most placer miners left the area, although local ranchers and settlers in the Truckee Meadows continued to work them through the 1860s. In 1862, Felix O'Neil, a freight station operator at Crystal Peak near Verdi, discovered copper outcrops on Peavine Mountain, and assayed his find in San Francisco. After a crude smelter was built and several mines worked, the mining of copper proved uneconomical. Other smelters also were used, as far away as Sacramento and San Francisco, with ore shipped overland to the railhead at Cisco. Earl (1992:59) notes an 1866 map drafted by a mining engineer that shows the location of 25 copper mines in the Peavine District. Ultimately, copper mining in the Peavine District was not profitable (Townley 1983:102-105).

Meanwhile, placer operations continued on the eastern slope of Peavine, with a minor boom occurring in 1872. John Poe, a Midwesterner who had promoted and operated mines in Nevada and California, opened a silver prospect and began the Poe Mining Company. Ores were processed at the English Mill and other mills that had been built in the Truckee Meadows over the years. Poe established the community of Poeville near his mining operations. A post office was established in 1874, when the town had a population of about 500 individuals, a business district, and a stage line that ran regularly to Reno. By 1876, the town had a school, and the community had a social scene similar to other Great Basin mining camps. As mining slowed, the population declined, and only 15 residents remained in 1880 (Earl 1992:59; Hummel 1888:17; Paher 1970:38-39; Townley 1983:108).

Earl (1992:60) notes two other small communities were founded on Peavine Mountain: Webster in 1873, and Brooklyn in 1875. Both failed following the collapse of the mining efforts associated with their development. During subsequent years, other investors tried to make mining profitable in the Peavine District. Although some production occurred, an admixture of arsenic, zinc, and antimony in most ores made them difficult to refine. During 1907-1908, a small oil boom occurred on the slopes of Peavine. This was heavily promoted by Mrs. Elizabeth Raynor, a Los Angeles geologist and promoter. However, in 1908 Robert Anderson of the U.S. Geological Survey investigated the claims and found no evidence of any oil in the region. The last recorded mineral production on Peavine totaled \$750 in 1957.

In 1878, Reno miners formed the Reno Mining District that ran north from the Truckee River to Lemmon Valley between Mayberry's and Glendale. It included the hills of Golden and Panther Valleys. There was enough speculation to finance a water-powered mill on the Highland Ditch near present-day Keystone Avenue and Peavine Road. However, the venture ended along with the rest of mining near Reno after the mines consistently failed to turn a profit, and miners left in search of better prospects (Townley 1983:112).

Summary Statement of Significance: Early mining efforts dotted the hills around Reno, inspired by the fabulous wealth of the nearby Comstock mines. Although these efforts were unsuccessful, they influenced the development of the town and its surrounding area. Resources significant for their association with this theme represent mining in and around Reno during the period of significance.

Period of Significance: 1856-1880

Period of Significance Justification: The period of significance begins with the first known prospecting activities in the Peavine Mining District and ends in 1880 when concentrated local mining efforts largely ceased.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible properties under this theme are industrial resources including mine shafts and adits, headframes, ore bins and chutes, mills, and other mining-related structures. Properties associated with this theme might be located throughout Reno and concentrated in the surrounding hills.

5.9.4 Significant Individuals in Industry

Reno's history features significant individuals in the area of industry. Properties may be individually eligible for their association with a significant individual under the theme or subtheme most closely related to their contributions to history.

Criteria: NRHP B; SRHP B; Local C

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to mining in Reno.

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Industry context, or other properties (e.g., residences, offices) most representative of the significant individual's contributions during their productive period.

5.10 CONTEXT: MILITARY

Military history in the Reno area had little impact upon the built environment until the Second World War brought about the establishment of the Reno Army Air Base. Local military history began in the 1860s-1870s with the Galena Guards, an organized militia in Washoe County. As state militias transitioned into National Guard organizations elsewhere, the popularity of militias tapered off in Nevada, and the handful of units still in existence by the end of the twentieth century had evolved into social organizations most visible in community parades and other ceremonial roles. No official National Guard corps would exist in the state until 1928 when the Fortieth Military Police Company was recognized as a unit of the Nevada National Guard, even though it was attached to the Fortieth Division of the California National Guard. The Nevada guard grew throughout the 1930s, and by 1940 there were three companies and a medical detachment of the Second Battalion of the 115th Regiment of Combat Engineers, which included a unit in Reno.

Reno also served as a training ground for would-be military officers. The National Defense Act of 1916, in part, established the Reserve Officers' Training Corps (ROTC) at land grant colleges such as the University of Nevada. This training program produced officers to lead defense forces in World War I, World War II, the Korean War, and the Vietnam War. High schools in Reno introduced both Junior ROTC and Naval Junior ROTC programs as early as the 1920s. Reno High School hosted their ROTC program by 1922, and as new high schools opened, they followed suit (Brodhead 1989:275; NSJ 3/14/1922:5; REG 4/1/1916:8).

World War II was the most significant impetus for an expanded military presence in Reno. The war introduced several military air bases to Nevada, including the Reno Army Air Base, which operated from 1941 to 1945, then reopened in 1948 as an Air National Guard station before fully reactivating as Stead Air Force Base during the Korean War. After World War II, local military programs proliferated in the Reno area, many of which continue to this day, including the Naval and Marine Corps Reserves, Army Reserves, and ROTC programs in local high schools and universities (Brodhead 1989:268-275).

5.10.1 Theme: Military Development, 1942-1980

On the heels of Pearl Harbor, the U.S. Army Air Corps constructed the Reno Army Air Base in Lemmon Valley in 1942. Throughout World War II, the facility was used to train signal companies and later became a center for radio and navigation schools. Soldiers stationed in Reno, as well as nearby bases in California, were attracted to downtown Reno's casinos, bars, and restaurants. Although the nearby base filled downtown establishments with military personnel, its existence also brought an end to Reno's longstanding red light district, which was eliminated on orders from the federal government. At the close of the war in 1945, the government deactivated the base (Barber 2008:164; Elliott 1987:312; Green 2015:257-258, 309; Hulse 1998:206; Kimball and Kautz 2003:35, 38-39; Rowley 1984:63-64).

In 1948, the 192nd Fighter Squadron of the Nevada Air National Guard reactivated the air base. It was renamed Stead Air Force Base in 1951 in honor of Croston Stead, who died in 1949 while participating in a mock dog fight with a P-51 Mustang. In 1952, the U.S. Air Force Survival School moved to Stead, citing the nearby Sierra Nevada mountains and forests as a desirable training ground for survival skills. From 1954 to 1964, the air base was a training facility for military pilots from all the services, and for many of the pre-1965 astronauts. Among other classes, they received survival training, with the surrounding mountainous terrain serving as a test of their classroom knowledge. The base established the Helicopter Pilot School onsite in 1958. In 1963, the base started its deactivation, closing in 1964 due to federal budget cuts. Senator Howard Cannon drafted legislation to transfer the property to the City of Reno, at a cost of \$1.3 million, for use as a municipal airport. In 1966, the handover was completed. The city leased ten acres to the Nevada Army Guard for \$1 per year beginning in 1968. Operated as Camp Stead, the military used the land until 2019, when it allowed the 50-year lease to expire (Brodhead 1989:271; Elliott 1987:312; Green 2015:257-258, 309; Hulse 1998:206; Kimball and Kautz 2003:35-39; Marcus 2019; McLane 1995:12; Stead Air Force Base 1958:2).

The Nevada Air National Guard relocated from Stead to Hubbard Field (later Howard Cannon Airport and now Reno-Tahoe International Airport) in the early 1950s. Its 75-year history includes three mission sets: fighter (1948-1961), piloted reconnaissance (1961-1995), and tactical airlift and unmanned reconnaissance (1996-present). In 1953-54, the Air Guard leased 29 acres from United Airlines, which owned the airfield, for a total of 25 years. After the City of Reno acquired Hubbard Field in 1956, the Air Guard added 35 acres and extended the lease until the year 2054. The 152nd Airlift Wing earned the nickname "High Rollers" in 1980 by *Airman Magazine*, and they continue operations at the airport to this day (USAF 2026; Brodhead 1989:274).

In the years following World War II, military reserve units emerged in the Reno region. The Navy established the Organized Naval Reserve Surface Division 12-49 in 1946, followed in quick succession by an officers' school, intelligence division, and Construction Battalion Division 12-7. The Naval Reserve Training Center was constructed on land leased from the University of Nevada, Reno, in 1948. In 1952, the U.S. Marine Corps established their 49th Special Infantry Company, and the facility was renamed the U.S. Navy and Marine Corps Reserve Training Center. A unit of the Coast Guard Reserve shared this building from 1958 to 1966. Then, in 1972, the Naval and Marine Corps reserve center moved to a new space at 4601 Cocoa Avenue on the former Stead Air Force Base. The center recently closed, relocating to Fallon. The Army Reserve also formed in Reno in 1946, on the heels of the Second World War. Beginning in 1959, local Army reservists operated out of the new Colonel James G. Scrugham U.S. Army Reserve Center at 685 E. Plumb Lane, which is still used by the Nevada Army National Guard in 2026. After World War II, Junior ROTC programs at local high schools proliferated, and UNR's ROTC program continued to operate. Both still exist at the present time (Brodhead 1989:274; *Nevada Appeal* 7/7/2021; NSJ 3/22/1959:10; REG 12/6/1946:21).

Summary Statement of Significance: Although Reno's earliest military associations begin in the nineteenth century with a small militia and continue into the 1920s and 1930s with the Nevada National Guard and officers' training

programs, local military activity did not achieve significance until the Army Air Base was established at Stead during World War II, transforming the region into a defense area with important connections to wartime and peacetime military activities. Reno's neighborhoods and commercial businesses developed and evolved in response to the increased military activity that came about in 1942 and continued through later decades. In addition, the effects of these trends remain present in the built environment. Resources evaluated for their association with this theme are significant for their association with military history in Reno during the period of significance.

Period of Significance: 1942-1976

Period of Significance Justification: The period of significance begins in 1942 when the Reno Army Air Base was established in present-day Stead. It continues through 1976, following NRHP guidelines for using a 50-year cutoff when activities continue to have importance and no more specific date can be defined.

Criteria: NRHP A; SRHP A; Local B, I

Associated Property Types: Eligible resources under this theme might include military properties, such as operational buildings and offices, barracks and other housing, training and recruitment centers, or airplane hangars and runways. Other properties might include objects like aircraft or vehicles.

5.10.2 Significant Individuals in Military

Throughout Reno's history, significant individuals have influenced military development. These include officers or other representatives of the armed forces who have made important contributions to local military development. Properties may be individually eligible for their association with a significant individual under the theme of Military Development between 1942 and 1980.

Period of Significance: Varies

Period of Significance Justification: The period of significance depends on the period of time during which the significant person was associated with the resource and made important contributions to the military in Reno.

Criteria: NRHP B; SRHP B; Local C

Associated Property Types: Eligible properties under this theme might include any of the types listed above for the themes related to Reno's Military context, or other properties (e.g., residences, offices) most representative of the significant individual's contributions to the military during their productive period.

5.11 CONTEXT: ARCHITECTURE AND DESIGN

Buildings or districts that express distinctive features of an architectural style or type, that have unique or innovative engineering qualities or methods of construction, or that are the work of important architects or builders, should be evaluated under this context.

Reno's architecture encompasses a variety of different building types and styles represented in both high-style and vernacular examples, reflecting popular aesthetic trends from the mid-nineteenth century through the late twentieth century. Reno's earliest architectural history adhered to that of western railroad towns, showcasing ubiquitous false-front commercial buildings and late-Victorian residences. As the city grew and tastes evolved, commercial buildings

were constructed with local brick in the Italianate and Classical Revival modes. Other commercial buildings were characterized by a decorative brick style with ornamental inlays, friezes, and other accents. Some commercial buildings were purely utilitarian with little to no ornamentation. Assorted Period Revival, Art Deco, and Streamline Moderne commercial buildings appear in the 1920s and 1930s. By the 1940s and 1950s, Modern Era buildings expressing International, Googie, and Mid-Century Modern influences begin to appear, continuing into the 1960s and 1970s. Minimal Traditional, Ranch, and Contemporary style residences are common throughout Reno's suburban areas.

Vernacular and eclectic resources have been constructed since Reno's founding, beginning with the simple, railroad-transmitted, wood-framed National Folk. As local brickyards were established, buildings became more fire-resistant and permanent, and brick masons developed their own decorative signatures in their work. Stonemasons and builders collected local fieldstone and river rock to construct dwellings throughout the city and its environs. Kit houses—ordered from catalogs, arriving in pieces from the railroad, and built onsite—also dot the landscape. Most of these reflect popular styles from the turn of the twentieth century. Local companies also would manufacture concrete bricks and blocks, including pumice bricks by the Ready-Mix company, to be used in buildings throughout the twentieth century. Finally, mobile homes arrived in the Postwar period, most of which are concentrated in dedicated developments, or “parks,” throughout the Truckee Meadows.

As with other communities, Reno was built by both notable and unknown architects, builders, and craftsmen. Frederic DeLongchamps is the most celebrated local architect, although many others made a profound mark on the built environment, designing residences, academic buildings, and commercial structures. Some grew up in Reno, whereas others ended up there later in life and made it home. In addition, luminary architects from other places, including Paul Revere Williams, traveled to Reno to design both seminal and ordinary community buildings. A cadre of local builders and craftsmen also contributed to the built landscape, although their lives and work are less well-known than those of architects. More research is needed to uncover, confirm, and evaluate the contributions of these individuals to Reno's built environment.

Notable architects and builders, as understood at this time based on existing knowledge, are discussed in this context. This project identified a working list of architects, builders, and craftsmen who worked in Reno, which is contained in Appendix A. Because it was beyond the scope of the project to conduct additional research on these individuals, the list provides a jumping off point for future researchers.

Registration Requirements

The themes within this context provide a discussion of notable architects, builders, and architectural types and styles that are found in Reno. For each identified style or type, the historical background and character-defining features are provided. Properties that are eligible under this context as an excellent example of a particular type or style must possess most, though not necessarily all, of the character-defining features of the style. They must also retain their overall historic appearance. A property with diminished historic materials or details can be eligible, provided it retains the majority of the features that express its style in regard to massing, spatial relationships, proportion, fenestration patterns, material textures, and ornamentation. If a property lacks most of the physical features that once characterized its style or construction technique, it is not eligible under this context (National Park Service 1997a).

5.11.1 Theme: Designers and Builders

Reno's architecture has been shaped by both locally and nationally or regionally prominent architects, contractors, and builders from the mid-1850s until 1980. This section provides a discussion of architects and builders significant

to Reno's designed landscape. It is not a comprehensive list, but rather a synopsis of notable designers and builders responsible for significant local buildings.

Appendix A contains a working list of known builders and craftsmen who contributed to Reno's built environment. It also includes a list of known architects not discussed in this section, as they require additional research to fully understand their significance within the context of Reno's development.

5.11.1.1 Subtheme: Notable Architects

Louis Armet (1914-1981) and Eldon Davis (1917-2011)

The Los Angeles-based architectural partnership of Louis Armet and Eldon Davis, established in 1947, created a number of iconic midcentury buildings. As prominent practitioners of the Googie style, their buildings melded futurism and car culture to create unique roadside architecture with dramatic angled and undulating roof forms, large expanses of glass, and eye-catching signage. Armet and Davis developed prototypes for large chains like Denny's and Bob's Big Boy, as well as designing buildings for small chains and individual businesses. They created iconic designs for L.A. coffee shops, including Norm's La Cienega, Pann's, and Mel's. The partners came all the way to Reno in 1960 to design the Stardust Bowl, which became the Starlite Bowl (REG 8/3/1960:7). The following year, they returned to design the Denny's Coffee Shop attached to El Rancho Motel No. 2 (777 W. Fourth Street, contributing to NRIS #100012968). With interiors by Helen Fong, the unique design differed from the Denny's prototype to accommodate the motel lobby and a cocktail lounge in addition to the standard coffee shop (Barber 2026; LA Conservancy 2026).

John Bozalis (1912-2002), Glenn D. Dickinson (1922-2002) & Robert B. Roloff (1924-2011)

Bozalis, Dickinson and Roloff is the Oklahoma City-based architectural firm that designed the Pioneer Center for Performing Arts (1967, 100 S. Virginia Street, NRIS #4001528). The firm specialized in ultra-modern buildings and designed Oklahoma City's Gold Dome (1958), another geodesic dome structure, as well as the space-age expressionist State Capitol Bank (1962), also in Oklahoma City.

Ralph Casazza (1926-2013)

Ralph Anthony Casazza was born and raised on a 140-acre ranch near South Virginia Street and Plumb Lane. He graduated from Reno High in 1946, then attended the University of Nevada, Reno for a year before setting up a local architectural practice. When the state began licensing architects in 1949, Casazza received the 37th license. He partnered with architect and engineer E. Keith Lockard beginning in either 1950 or 1951, before serving in the Korean War for two years. After his return, Lockard and Casazza designed many noteworthy local buildings until Lockard's death in 1968. They also formed a side firm with architects Edward Parsons and Russell Mills to secure large government contracts, which they named Lockard, Casazza & Parsons and Associates. This mega-firm designed the Federal Building and U.S. Courthouse in Reno (1965, 300 Booth Street, NRIS #100006290) in the Mid-Century Modern style with International and New Formalism influences (Horak and Ringhoff 2020:24-25).

Casazza's designs embraced the Mid-Century Modern style, moving into the Contemporary and even Brutalist modes as time went on. His commissions with E. Keith Lockard include the Our Lady of Wisdom Church (1950, 1101 N. Virginia Street), Anderson Elementary School (1955, 1055 Berrum Lane), Town and Country Bowl (1958, 3390 S. Virginia Street), Capocasa Office Building (1960, 222 California Avenue), Little Flower School (1962, 1300 Casazza Drive), and 225 Arlington Avenue (1963). After Lockard's death, Casazza formed Casazza, Peetz and Associates, which designed

Barbara Vuconovich U.S. Post Office (1975, 2000 Vassar Street), St. Therese Church of the Little Flower (1978, 875 E. Plumb Lane), and Lawlor Events Center at UNR (1983, 1664 N. Virginia Street). The firm also master-planned the Washoe County Administrative Complex and designed its first four phases of buildings (1978, 1001 E. Ninth Street) (Horak and Ringhoff 2020:24-25; Lockard and Casazza Architects 1962; REG 5/15/1963:16; RGJ 4/7/2013).

Frederic J. DeLongchamps (1882-1969)

Often cited as Nevada's preeminent architect, Frederic Joseph DeLongchamps was born in Reno in 1882. Inaugurated into the building trades by his carpenter father, Philease Delonchant, Frederic's architecture began when he won a design competition for the Washoe County Courthouse in 1909. During his career, DeLongchamps designed nine county courthouses including the Washoe County Courthouse (1910, 75 Court Street, NRIS #86002254), several buildings at the University of Nevada, the Reno National Bank (1915, 206 N. Virginia Street, NRIS #86002257), the U.S. Post Office – Reno Main (1934, 50 S. Virginia Street, NRIS #90000135), and the Riverside Hotel (1927, 17 S. Virginia Street, NRIS #86002256). Buildings designed by DeLongchamps received awards at the 1915 Pan-Pacific International Expositions in San Diego and San Francisco, and the State of Nevada promoted him to Nevada State Architect in 1919. Although other architects practiced in northern Nevada in the early twentieth century, DeLongchamps is the best known for being extremely prolific, and a driving force behind the popularity of Neoclassical and Period Revival architecture in the region. He partnered with George O'Brien in 1939, and the two retired jointly in 1965 (Harmon 2006:183-215; James 2006:175-181).

DeLongchamps was proficient in a variety of styles, evolving through the decades as popular architectural tastes shifted. His body of work includes details of the Zig-Zag Moderne, Colonial Revival, Art Deco, Neo-Classical, Tudor Revival, French Eclectic, Gothic, Italian Renaissance, Spanish Colonial Revival, Beaux Arts, International, and Mid-Century Modern styles. Important examples of DeLongchamps' public and commercial work were recognized as part of a thematic study approved by the National Register of Historic Places in 1987. His residential commissions in Nevada, as well as his later work performed in the 1950s and 1960s, are less well understood and deserve additional study. The prominence, high stylistic application, architectural diversity, and historic integrity of his commissions throughout Reno's neighborhoods make these significant reflections of his residential work. DeLongchamps is known to have designed 15 residences within Newlands, utilizing the Neoclassical Revival, Tudor Revival, Spanish Colonial Revival, and Ranch styles. Confirmed residential commissions include, but are not limited to, the prominent Gibbons-McCarran House at 401 Court Street (1913, contributing to NRIS #16000912), his own honeymoon cottage at 4 Elm Court (1919, contributing to NRIS #16000912), the Eccles House at 245 Lee Avenue (1930, contributing to NRIS #16000912), and the Nichols House at 1050 Sharon Way (1947, contributing to NRIS #16000912). Later commissions include the U.S. Bureau of Mines (1952, UNR campus) and Washoe County Health and Human Services Building (1958, 10 Kirman Avenue).

Graham Erskine (1911-1991)

Graham Erskine received his architecture degree from Columbia University. In 1946, he came to Reno for a divorce. While waiting out the six-week residency period, Erskine took a job with Lehman "Monk" Ferris, who hired him to work on the new Reno High School (1951, 395 Booth Street). Impressed with Erskine's work, Ferris asked him to come back to Reno and join his practice in 1947. In addition to his many commissions with Ferris, Erskine was instrumental in establishing a Nevada chapter of the American Institute of Architects in 1946. His architectural style embodied the clean lines, simplicity, and lack of ornament common to the Modernist modes popular during America's midcentury. The partners also designed the Jot Travis Student Union (1958, UNR campus), Earl Wooster High School (1962, 1331 E. Plumb Lane), and Proctor Hug High School (1959, 2880 Sutro Street) (Harmon 2006:207).

George A. Ferris (1859-1948)

George A. Ferris originally hailed from Philadelphia, attending college at Swarthmore and working at an iron works to learn steel construction techniques before moving to San Jose, California. He brought his family to Reno after the San Francisco earthquake of 1906, and they lived at 801 Lake Street (not extant). His first major Nevada commission was for the governor's mansion in Carson City in 1909. The same year, he designed the first of his "Spanish Quartet" schools in Reno. All styled after the Mission Revival mode, the schools included McKinley Park School (1909, 925 Riverside Drive, NRIS #85002406), Orvis Ring Grammar School (1910, not extant), Mount Rose Elementary School (1912, 915 Lander Street, NRIS #77000841), and the Mary S. Doten School (1912, not extant).

After World War I his son, Lehman "Monk" Ferris entered the practice, which became the firm of George Ferris and Son in the mid-1920s. Two of Ferris and Son's best-known designs include the Las Vegas High School (1930, NRIS #100007431) and the El Cortez Hotel (1931, 239 W. Second Street, NRIS #84002078), both outstanding examples of the Art Deco in Nevada. They also designed the Cladianos Building (1923, 100 W. Second Street) during their partnership. After they closed their firm in 1932, George went to work as state architect for the Federal Housing Administration (Ferris and Glass 1971:34, 41; Harmon 2006:191; James 1990:A29-A30).

Lehman A. "Monk" Ferris (1893-1996)

Lehman "Monk" Ferris was born in San Jose, California in 1893 and arrived in Reno with his family – including his father, architect George Ferris – in 1906. He studied electrical engineering at the University of Nevada, Reno but did not complete his degree. Before going to work with his father, he worked in Nevada as an electrician and draftsman, and he served in the First World War. After the war he worked as a specifications writer and superintendent of construction for his father and Frederic DeLongchamps. George and Monk partnered as Ferris in Son in the mid-1920s (see George A. Ferris, above). During this era, Monk designed the Alpha Tau Omega fraternity house in Reno (1929, 205 University Terrace, NRIS #3001508). They dissolved their partnership in 1932 in response to the Great Depression (Ferris and Glass 1971; Harmon 2006; James 1990).

During the early Depression years, Monk worked on the Hoover Dam and at the Nevada Highway Department, and in 1935 became Reno's first city building inspector. He was instrumental to Reno adopting a uniform building code and plumbing code in the late 1930s. While working for the city, he spent his evenings practicing architecture, eventually going back to architecture full time in 1945 and partnering with Graham Erskine in 1947 (see Graham Erskine, above). The two designed Reno High School (1951, 395 Booth Street), Jot Travis Student Union (1958, UNR campus) and Proctor Hug High School (1959, 2880 Sutro Street). Monk is also credited with the Civic Auditorium in Carson City, statewide First National Bank buildings, and several National Guard armories. By the 1960s, the firm added architect John H. Calef, becoming Ferris, Erskine and Calef. With Erskine and Calef, he designed Earl Wooster High School (1962, 1331 E. Plumb Lane) and the circular, Modern expressionist Sierra Pacific Power Company's Operations Center (1965, 1 Ohm Place). While Lehman was proficient in both Art Deco and Period Revival modes, his post-World War II work with Erskine and Calef is defined by the simple lines, sweeping glass surfaces, textural variation, and other idioms of the Modern Movement (*Architecture/West Magazine*, February 1965:34; Harmon 2006:191-192; James 1990:A30-A31).

Frank W. Green (1904-1976)

Born in Missouri, Frank Willard Green graduated from the University of Southern California's architecture school and opened a firm in the Los Angeles suburb of Glendale in 1931. Known for his hospitality-oriented architecture, he designed the El Rancho Grande Hotel in Brownsville, Texas, the Hotel Bahia in Ensenada, Mexico. He moved to Reno

in the early 1950s, where he remodeled the Riverside Hotel and the Mapes. He designed custom houses throughout town as well, though he specialized in hotels and casinos, including the Holiday Hotel (1956, 1 Lake Street), Continental Lodge (1963, 1885 S. Virginia Street), and the Nugget Motor Lodge (1960) (now Siegel Suites on Victorian Avenue in Sparks). He also designed the Plaza Shopping Center at the northwest corner of Fifth and Vine streets (1956). His Reno designs, embracing the Ranch and Mid-Century Modern styles, touted their earthquake resistance and fireproofing (Ancestry.com; Harmon 2006:208-209; NSJ 12/15/1956:10; REG 11/23/1956; REG 1/4/1960:17; RGJ 2014).

Elmer Grey (1863-1972)

Elmer Grey is a nationally recognized architect who is regarded as a pioneer in developing the new American architecture of the early twentieth century. Grey, who was born in Chicago in 1872 and raised in Milwaukee, did not attend college and got his start working at the Milwaukee architectural firm of Ferry & Class in 1887. In 1890, Grey won first prize in an architectural competition put on by a New York trade publication for his water tower and pumping station design. In 1905, Grey partnered with architect Myron Hunt, and the two designed high-profile residences for Pasadena's upper echelon. Hunt & Grey designed a grand Beaux Arts mansion for railroad baron Henry Huntington in San Marino (1911), as well as Throop Hall at the California Institute of Technology in Pasadena, the Beverly Hills Hotel, and the Huntington Library. Grey earned enough acclaim that the American Institute of Architects appointed him as Fellow. He died in Pasadena, California in 1963. In Reno, Grey designed the large Colonial Revival Hawkins House (1911, 549 Court Street, NRIS #79001465, contributing to NRIS #16000912).

Raymond Hellmann (1923-1997)

Raymond Hellman was born in Flushing, New York to the founder of Hellman's Mayonnaise, Richard Hellman, and his wife Nina. He received his architectural degree from Yale University in 1951, relocating to Reno to secure a divorce soon thereafter. Once in Reno, he worked for local firm Ferris and Erskine before opening his own firm. He returned to school in the 1970s, earning an advanced degree from the University of Utah in 1975 (Harmon 2006:209).

Hellman's commissions included libraries, schools, residences, and casinos. He is best known for his Populuxe style, hyperbolic paraboloid design of the Fleischmann Atmospherium-Planetarium on the University of Nevada, Reno campus (1963, NRIS # 94001148). He also designed the Recreational Therapy Building on the Nevada State Hospital campus (1961), the Lakeside Shopping Center (1964), Nevada Historical Society building (1968, UNR campus), Washoe County School District Administration Building (1968, 425 E. Ninth Street), the Reno Gazette-Journal newspaper plant (1981, 955 Kuenzli Street), Pine Middle School, Sun Valley Elementary School, and a variety of other commercial and residential structures. Although he specialized in the Midcentury Modern style, along with other Modernist styles of that era, his work is distinguished by imaginative expressionism balanced with a graceful sophistication (Harmon 2006:209; RGJ 2014).

Daniel Kirkhuff (1889-1958)

Daniel R. Kirkhuff was born in Illinois. He served in France during the First World War, and his final months there in 1919 were spent studying architecture. The designs he produced throughout his career would be heavily influenced by the French buildings he experienced overseas. He partnered with another architect to form Kirkhuff and Schaaf in the 1920s, a firm based in Santa Barbara, California. Janet Newlands Johnston and her husband, William B. Johnston, commissioned Kirkhuff to design the French Chateau-style houses along Newlands Circle in 1922 (1, 2, and 3 Newlands Circle, respectively, contributing to NRIS #16000912) during which Kirkhuff had a drafting room in the Nixon Mansion, where Johnston resided. She also hired him to design her Reno "guest house," a palatial French Renaissance Revival

residence in Newlands now known as “The Castle” (1930, 825 California Avenue, contributing to NRIS #16000912). Kirkhuff worked as an architect in developing Chevy Chase Village in the 1930s and 1940s, as well as the Hamlet development Washington, D.C., designing houses in both tracts. He worked for Paul Revere Williams’ architectural firm before his death in 1958 in Los Angeles (Barber and Campana 2020:3; Campana 2016:112; St. Ambrose University 2026).

Robert E. Langdon, Jr. (1918-2004)

Born in Council Bluffs, Iowa, Robert E. Langdon, Jr. attended Yale University before receiving his architecture degree from the University of Southern California (USC) in 1944. He worked as a draftsman and designer for James T. Allen, then worked for USC as an assistant architect during the campus expansion program from 1946 to 1951. In 1949, he partnered with Ernie Wilson to form Langdon and Wilson Architects, which incorporated with high-profile architect Claud Beelman from 1953 to 1961. With Beelman, Langdon and Wilson acquired unmatched experience with large office buildings, and in the early 1960s they went off on their own, becoming well known for their commercial and public architecture. Their 27 office buildings constructed along Wilshire Boulevard in Los Angeles included the CNA Park Place Tower (1972), one of the first all-reflective glass skyscrapers in U.S. They also designed the J. Paul Getty Museum (1973). In Reno, Langdon designed the First National Bank Building, now Reno City Hall (1963, 1 E. First Street). The International style skyscraper was built with a steel frame hung with smooth glass walls of heat-absorbing, glare-reducing solar windows. It won the AIA Award of Merit in 1965. Langdon counted 31 major design awards during his career. He died in Pasadena in 2004 (Campana 2026; *L.A. Times* 8/25/2004; PCAD 2006a).

E. Keith Lockard (1892-1968)

Born in Santa Ynez, California, Earl Keith Lockard received his bachelor’s degree in architecture from the University of California, Berkeley in 1916. Lockard worked for Loughhead Aircraft Manufacturing Company in Santa Barbara before establishing his own architecture practice in 1922. He moved to San Francisco in 1942 to join firm of Blachard and Maher, where he focused on war-related construction work. He moved to Reno in 1945 to establish a satellite office, and in 1948 he was named as successor of the firm. Also a registered engineer, Lockard formed a partnership with Ralph Casazza in 1951. Lockard was proficient in the Spanish Colonial Revival style, as evidenced by his 1930 design for the Unitarian Church #2 in Santa Barbara (1930). After he moved to Reno and partnered with Casazza, he became well-versed in modernist architecture (see Ralph Casazza, above). In 1959, Lockard and Casazza partnered with Edward Parsons and Russell Mills to form Lockard, Casazza, Parsons and Associates in order to secure large government commissions, including the Federal Building and Courthouse in Reno (1965, 300 Booth Street, NRIS #100006290) as well as other massive military and industrial facilities throughout Nevada. Lockard died in Reno in 1968 (Horak and Ringhoff 2020:24; OAC 2026; PCAD 2026b; REG 7/5/1968:22).

Russell Mills (1892-1959)

Born in Chicago in 1892, Russell Mills was educated at the University of California, Berkeley from 1913-1915. In 1927, Mills relocated to Reno, where he served as chief draftsman for Frederic DeLongchamps’ architectural firm until 1935. In 1936, he started his own architecture and engineering firm based in Reno. He was proficient in a number of styles, including the Period Revival, Ranch, and Mid-Century Modern. He designed a number of whimsical residences in southwest Reno, including his own Period Revival cottage at 803 Nixon Avenue (1928, contributing to NRIS #16000912) and the Tudor Revival Bofinger House (1932, 1000 LaRue Avenue, contributing to NRIS #16000912), both of which feature Mills’ handcrafted woodwork and distinctive brickwork. His signature eclecticism and charm are showcased in the Oriental Revival Hart House (1938, 1150 Monroe Court), Colonial Revival Armanko House (1936, 1035 La Rue

Avenue, contributing to NRIS #16000912), and Tudor Revival Herd House (1937, 781 Manor Drive, contributing to NRIS #16000912). He designed the J. Clarence Kind House, a masterpiece, with fellow architect Edward Parsons (1934, 751 Marsh Avenue, NRIS #5001121, contributing to NRIS #16000912). Later residential commissions applied charming storybook details like dovecotes and carved brackets to Ranch houses (1959, 1091 Skyline Boulevard).

Mills is also known for his application of the Art Deco and Moderne styles to public buildings, especially in his designs for Sparks City Hall and Firehouse (1940), Veterans Memorial School in Reno (1949, 1200 Locust Street), and the Fire Station #2 at 495 Morrill Street (1947, contributing to NRIS #100012968). He also designed the Jeffersonian Revival style Palmer Engineering Building on the UNR campus (1941, contributing to NRIS #87000135). In 1959, Mills partnered with E. Keith Lockard, Ralph Casazza, and Edward Parsons to form Lockard, Casazza, Parsons and Associates. Mills died in Reno later that year (Bertolini 2017:22; Harmon 2006:203; Horak and Ringhoff 2020:24; Simone n.d.).

Richard Neutra (1892-1970)

Born in Vienna in 1892, Richard Neutra attended the Vienna University of Technology from 1910 to 1918, studying under Adolf Loos and Otto Wagner. After working in Europe, including an apprenticeship with Erich Mendelsohn, he moved to the United States in 1923, where he worked at Taliesin East for Frank Lloyd Wright for a year. He left for California to work with fellow Austrian-American architect Rudolf Schindler. The two were collaborators and rivals, partnering on designs until their split in 1930. The Lovell Health House (1929, Los Angeles), the first steel-framed residence built in the International style in the U.S., kickstarted his American modernist career. He was prolific, designing more than 300 residences between 1927 and 1969, all characterized by technologically modern buildings that eschewed extraneous ornamentation. Arguably, his most famous work is the Kaufmann Desert House in Palm Springs (1946). He and Robert Evans Alexander entered into a partnership in 1949 with the agreement that Neutra would design residential commissions himself while larger institutional or commercial commissions would be joint projects. Their firm dissolved in 1959. Neutra went on to form a partnership with his son, Dion, in 1965, which continued until his death. In Reno, Neutra designed the Church Fine Arts Building (1960, UNR campus) and contributed to the design of the Centennial Coliseum (1965, 4590 S. Virginia Street, now the Reno-Sparks Convention Center) with Lockard, Casazza and Parsons and Associates. Both buildings have been heavily modified since their construction. Neutra died in Germany in 1970 (Harmon 2006:210; US Modernist 2026).

George L.F. O'Brien (1887-1983)

George L.F. O'Brien was born in San Francisco in 1887 and attended the Mark Hopkins Institute of Art and San Francisco Atelier Arts Society. He started his career soon before the 1906 earthquake, apprenticing under Coxhead and Coxhead, Architects. He began a professional association with Frederic DeLongchamps in 1916, before serving in the Army Corps of Engineers from 1918 to 1919. O'Brien received his California architectural license in 1920 and immediately opened his own practice in Oakland. It was during this time that he designed the Green Shutter Hotel (NRIS #04000594) and the old Post Office Building (977 C Street), both in Hayward. When the Great Depression slowed down architectural work in the Bay Area, O'Brien moved to Reno with his family and rejoined DeLongchamps' firm. In 1939, DeLongchamps and O'Brien formed a long-running partnership that thrived with DeLongchamps maintaining creative control and O'Brien handling the practical aspects of the firm (see Frederic J. DeLongchamps, above). The two mutually retired in 1965, leaving the practice to partner Hewitt Wells who had joined the firm three years prior. O'Brien died in San Mateo, California in 1983 (Clayton 2004 7-4; Harmon 2006:186; James 2006:180).

Edward S. Parsons (1907-1991)

Born in Tonopah, Nevada in 1907, Edward Shier Parsons moved to Reno with his family in 1922. As a student at Reno High School, Dr. Effie Mona Mack recommended that he consider the field of architecture after reviewing his mechanical drawing skills. He received his architecture degree from the University of Pennsylvania in 1931, and when he could not find a job in Philadelphia, he relocated to San Francisco before returning to Reno. Over the next four decades, he would become one of Nevada's most significant and productive architects. Upon his return, Parsons worked for Frederic DeLongchamps' architectural firm, assisting with the design of the Art Moderne-style Reno Post Office (1932, NRIS #90000135). Parsons formed his own architecture firm in 1938, where he performed his own drafting, and he enjoyed a long, successful career. He was proficient in a number of styles, including the Period Revival, Contemporary, Art Deco, Mid-Century Modern, and Ranch (Parsons and Glass 1983).

His work includes residential, institutional, and military commissions. Residences include two stately "mansions on the bluff:" the Neoclassical Revival Dexter-McLaughlin House (1940, 775 California Avenue, contributing to NRIS #16000912) and Tudor Revival Payne House (1945, 745 California Avenue, contributing to NRIS #16000912). He also designed the Colonial Revival Luce House (1939, 1040 La Rue Avenue, contributing to NRIS #16000912), the redwood-clad, modernistic Goodwin House (1941, 700 St. Lawrence Street, contributing to NRIS #16000912), and his own split-level Ranch (1948, 950 Marsh Avenue, contributing to NRIS #16000912). He designed several Mid-Century Modern buildings on the UNR campus, including the Fleischmann Agricultural Building (1957) and Life Science Wing (1961), the Home Economics Building (1956-57, now Sarah H. Fleischmann Building), and the Orvis School of Nursing (1966). He also built the Mid-Century Modern tilt-up concrete Parish House for Reno's Trinity Episcopal Cathedral (1958, NRIS #100005599). Notably, he served as the state preservation coordinator for the American Institute of Architects and oversaw historic preservation projects on some of northern Nevada's most significant structures, including the State Capitol, Morrill Hall, Bowers Mansion, Lake Mansion, Fort Churchill, the Berlin Mill, and courthouses in Virginia City, Genoa, and Belmont (Parsons and Glass 1983).

In 1959, Parsons formed a partnership with E. Keith Lockard, Ralph Casazza, and Russell Mills to form Lockard, Casazza, Parsons and Associates in order to secure large government commissions, including the Federal Building and Courthouse in Reno (1965, 300 Booth Street, NRIS #100006290) as well as other massive military and industrial facilities throughout Nevada (Horak and Ringhoff 2020:24).

Fred M. Schadler (1866-1935)

Frederick Max Schadler was born in Gluckstadt, Holstein, Germany in 1866. In 1881, he immigrated to the United States with his parents, locating in Fort Bidwell, California before they ultimately settled in Reno in 1889. He attended the University of Nevada, and later completed architectural training in San Francisco, returning to Reno in the 1890s. He designed a number of significant buildings in a variety of styles, including the Mission Revival Humphrey House (1906, 467 Ralston Street, NRIS #83001118), the Prairie School and Classical Revival-influenced Twentieth Century Club (1925, 335 W. First Street, NRIS #83001113), the Prairie School H.E. Reid House (1922, 515 Court Street, contributing to NRIS #16000912), and the Colonial Revival Steinmiller/Parsons House (1921, 761 California Avenue, contributing to NRIS #16000912) (Adkins et al 1990:71; Harmon 2006:191; NSJ 11/7/1935:8).

George A. Schastey (1869-1933)

Born in New York in 1869, George Alfred Schastey studied at the École des Beaux-Arts from 1885 to 1891 before returning to New York to work as an architect under William Baumgartner. In 1905, the Fairmont Hotel in San Francisco

commissioned the firm to design the hotel's interior, and Schastey traveled to California to supervise the project. After the disastrous 1906 earthquake and fire, the Fairmont changed ownership to Herbert Edward Law, who hired Schastey exclusively to design the hotel's interiors. After moving his family to San Francisco in 1907, Schastey formed interior design partnership Shastey and Vollmer, which dissolved in 1910. When he moved to Reno in 1923, Schastey had been working as an independent architect in California, producing numerous designs for Herbert Law, among other clients. He worked with Frederic DeLongchamps on the design of the Arcade and Medical Building at 130 N. Virginia Street. In Nevada, Schastey also designed the Ralph Elsmen Hunting Lodge on Franktown Road in Washoe Valley (c.1925), and he served as lead architect on remodels of the Majestic and Rialto theaters in Reno. In Newlands, Schastey designed the William J. Graham House (1927, 548 California Avenue, NRIS #83001117, contributing to NRIS #16000912) (Campana 2016:105).

David Vhay (1908-1985)

David L. Vhay was born in Bloomfield Hills, Michigan in 1908 and grew up in Santa Barbara, California. He received his Bachelor of Science and Master of Architecture from Princeton University in 1933. With his mother, artist and architect Anna Louise Murphy Vhay, he wrote a book about Mexican architecture entitled *Architectural Byways in New Spain: Mexico* (1939). He moved to Reno in the late 1930s, whereupon he established an architecture practice. In 1954, he and M. DeWitt Grow entered into a partnership that lasted until 1959 when he formed Vhay Associates with Wallace J. Rabenstine, George M. Ferrari, and John B. Rix, Jr. By 1961, the partnership evolved into Vhay, Ferrari, and Widmer (1961-1964). David died in Reno in 1985 (OAC 2026b; RGJ 12/25/1985:41).

Vhay embraced the modernist aesthetic of the 1950s and 1960s. His designs include the El Rancho No. 2 motel (1954, 777 E. Fourth Street, contributing to NRIS #100012968); the original Reno airport terminal (1957), Silas Ross Hall (1957, UNR campus), and the Mack Social Science building (1967, UNR campus) on the University of Nevada, Reno campus; the Continental Lodge (1962, 1885 S. Virginia Street), and the Ranch style Regina Marie garden apartments (1951, 1143 Jones Street). With Grow, he designed a number of Reno elementary schools with clean lines and modernist simplicity, including Hunter Lake (1955), Peavine (1955), Libby Booth (1956), Echo Loder (1957), Elmcrest (1958), Jessie Beck (1958), Stead (1959), and Glenn Duncan (1963). He collaborated with Robert Alexander, Richard Neutra's former partner, on the exquisite Getchell Library on the UNR campus (1962, not extant), a Populuxe building with its distinctive folded plate roof (Barber 2026a; Harmon 2006:210-211; Moss et al 2012).

Hewitt C. Wells (1915-1989)

Hewitt Campau Wells was born in Washington, D.C. and received his architecture degree from Princeton in 1938. His first job was in Detroit with celebrated early modernist Albert Kahn, working on war preparedness as a supervising architect. He served in the U.S. Navy during World War II, then worked in San Francisco as an architect. During his time in California, he worked for Masten and Hurd Architects, designing the reinforced concrete and redwood Our Lady of Refuge church in La Honda (1954) in the rustic modern style. In the early 1960s, Wells relocated to Reno, and in 1962 DeLongchamps and O'Brien took Wells on as their third partner. He would inherit the firm after the two elder architects retired in 1965. Wells specialized in handsome, material-rich designs that explored the creative possibilities of modernism. His Reno buildings include the AAA customer service center, now Labels Consignment Boutique (1964, 601 W. First Street), Reno City Hall, now the Discovery Museum (1965, 490 S. Center Street), Clayton Middle School (1964, 1295 Wyoming Avenue), and the Washoe County Courthouse addition (1963, 75 Court Street). His crowning achievement is the Washoe County Library (1966, 301 S. Center Street, NRIS #13000011), a stately and thoroughly modern edifice that with a dramatic, gardenlike interior that fetched an Industrial Landscape Award from

the American Association of Nurserymen in 1968. Also an accomplished watercolorist, he died in Santa Rosa, California in 1989 (Harmon 2006:211; Trexler 2012).

Paul Revere Williams (1894-1980)

Born in Los Angeles in 1894, architect Paul Revere Williams had an illustrious and prolific career in the building arts for which he received international acclaim. He is also considered one of the United States' best known and prolific African American architects of the twentieth century. Williams studied architecture at Los Angeles Polytechnic High School and the Beaux Arts Institute of Design in Los Angeles. The Institute awarded Williams the sought-after Beaux Arts medal in 1915, and he collected a number of additional design awards in national competitions during his time as a student. Williams earned his California architectural certification in 1915, after enrolling in an architectural engineering course at the University of Southern California, as well as studying design, color harmony, and rendering at three different art schools. Landscape architect Wilbur D. Cook hired Williams, and during his employment with Cook, the new employee achieved new skills in urban planning and integrative landscape building design. Soon thereafter, Williams took a job with Reginald D. Johnson, and then with John D. Austin. Throughout his early years as an architect, Williams regularly entered design competitions, and between 1920 and 1922, he won three consecutive competitions for small house designs. Williams earned a reputation as a small house specialist, forming his own architecture practice, and by 1929, he had earned an equal reputation for designing large estates. In 1931, Williams gained additional notoriety for designing automobile baron E.L. Cord's palatial Beverly Hills estate (Campana 2016:103-104).

Known as the "architect to the stars", Williams designed residences for Hollywood directors, producers, and film stars throughout the 1930s. Concurrently, he served as associate architect with the Federal Negro Housing Board in Washington, D.C. Williams worked on a number of federal housing projects, including the National Register-listed Langston Terrace Housing Project in Washington, D.C. (1936, with architect Hilyard Robinson; NRIS #87001851), the Pueblo del Rio in southeast Los Angeles (c.1940), and Carver Park in Henderson, Nevada (1942). During the Second World War, Williams served as an architect for the U.S. Navy, designing defense housing projects in the West. Through his own practice, Williams continued to design private residences and commercial buildings, schools, churches, hospitals, hotels, and restaurants. Williams was adept at many styles, favoring the Spanish Colonial and Tudor Revivals—which incorporated formal courtyards and gardens—at the beginning of his career, a likely result of his work with Wilbur D. Cook. By the 1930s, Williams drew inspiration from the Colonial styles, designing a number of Georgian and Regency Revival residences. A pioneer in architecture, Williams experimented with modern materials and styles, including the Art Deco, Ranch, and Mid-Century Modern styles. Williams is known to have designed at least 15 residences in Nevada between 1933 and 1963, including the Luella Garvey House (1933, 589-599 California Avenue, NRIS #03001510, contributing to NRIS #16000912), the Rafael Herman House at Rancho San Rafael Regional Park in Reno (1935, 1595 N. Sierra Street), the El Reno Apartments in Reno (1939, various addresses), Reno's First Church of Christ, Scientist/Lear Theater (1939, 501 Riverside Drive NRIS #99000939), and the La Concha Motel Lobby in Las Vegas (1961) (Campana 2016:103-104).

Summary Statement of Significance: Resources significant for their association with this subtheme must be a good representation of the work of a master architect. A historic district most likely would not be eligible under this subtheme.

Period of Significance: Construction year

Period of Significance Justification: For works of a master architect, NRHP guidelines recommend the construction date as the period of significance.

Criteria: NRHP C; SRHP C; Local E, F

Associated Property Types: Eligible properties under this theme could be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme could be located throughout Reno.

5.11.1.2 Subtheme: Notable Builders

The history and influence of Reno's builders are less well-understood than that of its architects, and this topic bears additional research. A working list of known builders is provided in Appendix B. Because this subtheme requires more scholarship, notable builders are not outlined and described in this section.

Summary Statement of Significance: Resources significant for their association with this subtheme must be a good representation of the work of a master builder. A historic district most likely would not be eligible under this subtheme.

Period of Significance: Construction year

Period of Significance Justification: For works of a master builder, NRHP guidelines recommend the construction date as the period of significance.

Criteria: NRHP C; SRHP C; Local E, F

Associated Property Types: Eligible properties under this theme could be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme could be located throughout Reno.

5.11.2 Theme: Victorian Styles (1860-1910)

Reno's earliest residential resources embody Victorian aesthetic sensibilities ranging from the Italianate and Queen Anne to the Folk Victorian. Victorian architecture is a blanket term used to describe the many ornate architectural styles that emerged during Queen Victoria's reign over the United Kingdom from 1837 to 1901. It is important to clarify that "Victorian" is a period, not a style. The Victorian era of architecture saw the rise of various styles, including Gothic Revival, Greek Revival, Shingle, Folk Victorian, Second Empire, Romanesque Revival, Italianate, and Queen Anne style. Most of these styles are romantic, nostalgic, and rooted in the Picturesque movement that originated in Europe. Although nationally Victorian styles were prominent between 1840 and 1910, they appeared in the Truckee Meadows slightly later, with the earliest known extant examples dating to the 1860s.

The ornate, layered ornamentation that defines later Victorian Era styles was made possible by the Industrial Revolution and completion of the Transcontinental Railroad in the United States following the Civil War. These technological advances allowed for the mass production and nationwide transport of dimensional lumber and architectural decorative elements, development of the balloon frame, catalog ordering of building materials, and widespread distribution of architectural plan books that made it possible for anyone to build a house in the latest fashion. Reno was exposed to these popular Victorian era styles largely through its connection to the national rail system, although the early pre-railroad residences of the Truckee Meadows were likely influenced by their builders' architectural experience and preference.

5.11.2.1 Subtheme: Greek Revival

Summary Statement of Significance: The Greek Revival style was popular in the United States from 1820 to 1860. It is not technically considered a Victorian style, but it is included under the Victorian theme based on its occurrence in the Reno area in the 1850s and 1860s, as the style was fading out elsewhere. Though it is considered a subset of the larger Neoclassical period, the style is distinctive for its Romantic nostalgia rather than Classical rigor. William Strickland's Second Bank of the United States (1824), with its Greek temple front, sparked the style's enormous national popularity. Because of the style's perceived strength and association with the Greeks' democratic ideals, it was quickly adopted by the U.S. government for use in public buildings and monuments. The style also spread throughout the country via pattern books and carpenter's guides. Simplified versions appeared in the West, creating a "Territorial" Greek Revival style.

The Greek Revival style evokes the sense of a Greek temple without adhering to rigorous proportions, reimagining the Classical reference rather than replicating it. Characteristics of the style vary depending on building type, but include a flat roof, or a low-pitched gable/hipped roof; a cornice emphasized by wide band of trim resembling a Classical entablature; temple front porches and porticoes; round or square columns with Doric, Ionic, or Corinthian capitals; details including pilasters, dentils, egg-and-dart & Greek key motifs; and doors with elaborate surrounds, including entablatures, sidelights, and transoms; windows with flat-head openings, six-pane glazing, and surrounds less elaborate than those for doors. Resources in this style are frequently painted white to mimic marble.

The Greek Revival style is rare in Reno since its popularity began to wane in the 1860s. One prominent example is the Peleg Brown ranch house, which the early pioneer constructed on his homestead in the south Truckee Meadows in 1864. It is a frame house with horizontal siding and is a simple and restrained representation of the Greek Revival style. That type of stylistic simplification was common for residences, especially in small communities and rural locations.

Period of Significance: 1860-1870

Period of Significance Justification: As a rare style in Reno, the period of significance begins with the earliest resources built in the Truckee Meadows and ends with the decline of the style.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme are primarily single-family residences. Properties associated with this sub-theme would be located in the oldest occupied areas of the Truckee Meadows.

5.11.2.2 Subtheme: Gothic Revival

Summary Statement of Significance: The Gothic Revival style emerged in the United States in the 1830s as part of the Romantic and Picturesque movements. Alexander Jackson Davis designed Baltimore's Glen Ellen as the first fully developed residential example of the style in 1832. Davis advocated the style in his *Rural Residences* pattern book, the first of its kind to be published in America, in 1837. His friend Andrew Jackson Downing republished Davis's plans in the widely circulated pattern books *Cottage Residences* (1842) and *The Architecture of Country Houses* (1850). Davis and Downing promoted the Gothic Revival as a rural style, and as a result it rarely appears in urban settings as a domestic building type. For residential buildings, the Gothic Revival style was popular from the 1840s through the 1870s. For religious building types, the Gothic Revival continued to persist into the mid-twentieth century and beyond, likely due to its evocation of a Christian, European past (McAlester 2013:267-280).

Characteristics of the Gothic Revival style include a steeply pitched gable roof, usually with cross gables and decorative vergeboards. The wall surface extends into the gable without a break, and windows extend into the gables as well. Another characteristic is pointed-arch window and door openings, often topped with drip moldings. Window tracery is also common. Domestic examples are typically two stories with a one-story porch. Crenellated parapets and towers are also elements of the style, although they are rare. The term “Carpenter Gothic” is sometimes used to describe the Gothic Revival style constructed and clad in wood.

In Reno, the Gothic Revival style is relatively rare among dwellings, due to its arc of popularity ending soon after Reno was founded. However, some local residences were built in the style into the 1880s. The 1875 Nystrom Guest House (NRIS #00000339) and the 1885 Borland-Clifford House (NRIS #83001114), both relocated from the 300-block of Ralston Street, are residential examples of the style, as is 547 Ralston Street (1899 Sanborn, built earlier). Religious buildings in the Gothic Revival style include the First United Methodist Church (1926, NRIS #83001115) and Trinity Episcopal Cathedral (1949, NRIS #100005599).

Period of Significance: 1858-1950

Period of Significance Justification: The period of significance begins with the earliest resources built in the Truckee Meadows when the style was at its peak for residential buildings, continuing into the twentieth century when the style dominated religious institutional architecture, and ends in 1950, when Gothic Revival/Neo-Gothic churches were replaced by more modernistic styles.

Criteria: Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single-family residences or religious resources. Properties associated with this sub-theme are located throughout Reno.

5.11.2.3 Subtheme: Italianate

Summary Statement of Significance: The Italianate style originated in England as part of the Picturesque movement, which reacted against the rational classicism and formality that had dominated architecture in post-Renaissance Europe. Inspired by informal Italian villas, the first Italianate houses in the United States were built in the 1830s. This style's popularity spread quickly across the country, partially as a result of newly available building pattern books, including Samuel Sloan's *The Model Architect*, Calvert Vaux's *Villas and Cottages*, and Andrew Jackson Downing's publications.

America took these Old-World prototypes and endlessly modified them into a nearly indigenous style. The Italianate style placed an emphasis on the vertical orientation of the building, as if someone was pulling the top of the building up. As it stretched upwards, the windows and door frames became tall and narrow. Italianate buildings, especially residential forms, were more playful and decorative than the earlier Greek Revival buildings with asymmetrical facades and floorplans. By the 1860s, the Italianate eclipsed the Gothic Revival in popularity. The style began to decline after the Financial Panic of 1873, although it endured into the 1880s in the West.

The Italianate Style is sometimes referred to as the American Bracketed style due to the large, ornate brackets that are a key stylistic element. The style was most commonly applied to residential and commercial building types, and the stylistic interpretation varied depending on the building's use, form, and materials. In general, the Italianate style is characterized by its cubic form, vertical proportions, and heavy cornices supported by large brackets. Though the

massing is simple, elevations are ornate. One-over-one or two-over-two sash windows are tall and often paired or tripled with arched, segmental, or flat heads. Windows and doors are elaborated by decorative surrounds, hoods, or pediments. Deeply projecting eaves are supported by ornate brackets, often paired. Often, horizontal bands visually separate the floors and quoins accentuate the building's corners. Italianate houses feature single-story porches with turned or chamfered posts, low-pitched roofs, and in many cases, a cupola.

In Reno, as in many western towns, the Italianate style was the preferred architectural mode of the late nineteenth century. Pioneer Granville Huffaker's ranch house (1859, 9825 S. Virginia Street), the Lake Mansion (1877, 250 Court Street, NRIS #72000767), and the Caughlin Ranch House (moved c.1900, 3636 Mayberry Drive) are three residential examples of the Italianate style. The 1876 Washoe County Bank/Oddfellows Lodge (195 N. Virginia Street) is an extant commercial example of the style. These examples have been either moved from their original location or experienced significant alterations.

Period of Significance: 1860-1880

Period of Significance Justification: As a relatively rare style in Reno, the period of significance begins with the earliest examples of the style and ends when later Victorian styles like the Queen Anne rose to prominence.

Criteria: Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme could be located throughout Reno.

5.11.2.4 Subtheme: Second Empire

Summary Statement of Significance: The Second Empire style is based on the second empire of Napoleon III (1852-1870) and was considered a modern style in the second half of the nineteenth century, as opposed to the historicist Gothic Revival and Italianate styles that were contemporaneously popular. Sometimes called the "General Grant" style in the United States, this Franco-Italian style is closely associated with the Italianate style. Popular from 1855 to 1890, the style is essentially Italianate with a mansard roof, elaborate dormers, and cast iron crestings. Like other Victorian styles, the Second Empire spread through pattern books, including Vaux's *Villas and Cottages*. Architect James Renwick, Jr. also helped popularize the style through his designs for the Corcoran Art Gallery (1859) and Charity Hospital (1858).

Character-defining features of the Second Empire style include a mansard (or dual-pitched) roof with dormer windows on its steep lower slope; molded cornices at the top and bottom of the lower roof slope; overhanging eaves supported by decorative brackets, often paired; segmental, arched, or flat-headed windows with ornate molded surrounds; and an Italianate style porch with turned or chamfered porch supports. Quoins are typical. Roofs may be convex or concave and are often covered with patterned, polychromatic tiles or shingles. Some variations include a tower or cupola topped with iron crestings. These crestings also might grace the roofline.

As with the Italianate, the Second Empire style was a popular style for the burgeoning settlements of the West, which were booming in the decades following the Civil War. In Reno, Morrill Hall (1886, NRIS #74001152), on the University of Nevada, Reno campus, is the best-known example of the style.

Period of Significance: 1860-1890

Period of Significance Justification: The period of significance begins when the Second Empire style first appeared in the region and ends when its popularity declined.

Criteria: Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme could be located throughout Reno.

5.11.2.5 Subtheme: Queen Anne

Summary Statement of Significance: The Queen Anne style was widely popular across the nation from the 1870s to the early 1900s. It was spread through pattern books and the first American architectural magazine, *The American Architect and Building News*. These buildings were characterized by a variety of forms with assorted roof shapes, prominent chimneys, irregular plans, and asymmetrical façades that emphasized embellishment and detail with projecting walls, oriel, bay windows, an assortment of textures (variable cladding), and ornament that may include spindlework, friezes, brackets, incised ornaments, patterned wood shingles, finials and pendants, gable ornaments, cresting, decorative panels, and patterned masonry or woodwork.

There are four principal subtypes of the style, which are distinguished by decorative detailing: Spindlework, Free Classic, Half-Timbered, and Patterned Masonry, of which the Spindlework and Free Classic are most common in Reno. The Spindlework subtype is characterized by turned porch balusters, spindlework porch friezes, and other delicate wood ornamentation made possible by machine lathes. The Free Classic subtype favors Classical details over lacy spindlework, including paired columns, dentilated cornices, Palladian windows, and swags and garlands. Queen Anne styles ranged from the elaborate and complex to simpler examples striving to project the ethos of the style in a more modest way (Carley 1994:154-162; McAlester 2013: 344-347).

In Reno, most residences constructed from the late nineteenth century into the first decade of the twentieth century evoke the Queen Anne style. The c.1905 Tyson House (242 W. Liberty Street, NRIS #83001123) and the c.1911 Gray House (457 Court Street, NRIS #87001472, contributing to NRIS #16000912) are local examples of the Free Classic Queen Anne. Examples of Spindlework Queen Annes include the c.1900 Nortonia Boarding House (150 Ridge Street, NRIS #83001121) and the relocated c.1914 Armstrong House (previously 821 N. Center Street).

Period of Significance: 1880-1915

Period of Significance Justification: The period of significance begins in 1880, when the Queen Anne style first rose to prominence, and ends in 1915 as the style waned in popularity.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences. Properties associated with this sub-theme could be located throughout Reno, especially in its older neighborhoods.

5.11.2.6 Subtheme: Shingle Style

Summary Statement of Significance: The Shingle style was a uniquely American adaptation of other traditions. It borrows its wide porches, shingled surfaces, and asymmetrical forms from the Queen Anne; gambrel roofs, Classical

columns, and Palladian windows from the Colonial Revival; and irregular, sculpted shapes and Romanesque arches from the contemporaneous Richardsonian Romanesque. It is an unusually freeform and variable style. Some examples are so different that they are identified as Shingle style only because of the unpainted shingle siding. Considered an architect's style, it remained high-fashion and was never widely adapted to mass housing like the contemporaneous Queen Anne.

Characteristics of the style include continuous wood shingle wall cladding and roofing, irregular shapes, uniform surfaces, an asymmetrical façade, and extensive porches. The roofline is irregular and steeply pitched, usually with intersecting cross-gables and multi-level eaves. Other details might include small, multipaned sash or casement windows and round or polygonal shingled towers. The Shingle style minimizes decorative detailing at cornices, windows, doors, porches, or on wall surfaces. Details are designed to either enhance the irregularity of the shape or the uniformity of the surface.

The Shingle style is extremely rare in Nevada. The 1890 Newlands House (7 Elm Court, NRIS #66000459, contributing to NRIS #16000912), a National Historic Landmark, is the best known, and possibly only remaining, example of the Shingle style in Reno.

Period of Significance: 1880-1910

Period of Significance Justification: The period of significance begins in 1880, when the style first gained prominence, and ends in 1910 as the style waned.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme are single-family residences. Properties associated with this sub-theme could be located throughout Reno, primarily in its older neighborhoods.

5.11.2.7 Subtheme: Folk Victorian

Summary Statement of Significance: The Folk Victorian style spread throughout the United States with the railroad. Both mechanization and the railroad made possible the development of heavy woodworking machinery and the widespread availability of decorative trim details inspired by the various Victorian styles, especially Italianate and Queen Anne. This new mass-production of wood decorative elements meant that owners and builders could embellish buildings with otherwise simple folk forms. These elements included open porches, either partial or full-width, with spindlework or flat, jigsaw-cut trim, and cornice brackets. The smaller scale, simple form, and simpler fenestration and decoration of the Folk Victorian house provide distinction from the more complex and ornate Queen Anne. Construction dates for this style generally range from the 1870s through the 1910s (McAlester 2013:398).

Examples of the Folk Victorian in Reno include the c.1898 Patrick Ranch House (1225 Gordon Avenue, NRIS #3000417), 121 Vine Street (c.1870), and the relocated c.1869 Benham-Belz House (previously at 347 West Street).

Period of Significance: 1868-1915

Period of Significance Justification: The period of significance begins in 1868, when the transcontinental railroad began arriving with Folk Victorian architectural elements and ends in 1915, when this style ceased to be popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences. Properties associated with this sub-theme could be located throughout Reno, especially in its older neighborhoods.

5.11.3 Theme: Arts and Crafts Movement, 1895-1935

The Arts and Crafts movement was an international trend in the decorative and fine arts that began in Britain and about 1880 and 1920 and emerged in Japan in the 1920s as the Mingei movement. English artist and designer William Morris helped found the movement, which was also espoused by art critic John Ruskin and historian Thomas Carlyle. Reacting against the Victorian Era ethos—including the Industrial Revolution, mechanized workmanship, and separation of labor—the Arts and Crafts movement emphasized beauty in craftsmanship, working with one's hands, art becoming useful, attention to design, and a return to detail and decorative arts. The movement insisted on hand techniques rather than assembly lines, borrowing aesthetic ideals from Medieval Europe and its guilds, Gothic and Islamic motifs, and Japanese architecture with its traditional wood joinery and incorporation of nature. In the United States, the movement led to development of the California Arts and Crafts, Craftsman, and Prairie School architectural styles. It also inspired American architects such as Louis Sullivan, Frank Lloyd Wright, Bernard Maybeck, and Julia Morgan.

Although the traditional Arts and Crafts movement and its proponents emphasized the handmade, many of the homes it inspired were machine-made. The traditional production methods touted by its proponents were so expensive that only the wealthy could afford them, leading to its decline. The movement would ultimately be repackaged for the masses with its most famous offshoot, the Craftsman style, which symbolized the working class, democratic, and mechanized architecture that still highlighted the relationship between design, nature, and quality of life.

In Reno, the influence of the Arts and Crafts movement is most strongly represented by the Craftsman style. While a couple of Prairie School style buildings exist locally, Reno's early twentieth century neighborhoods are filled with homes reflecting the Craftsman ethos.

5.11.3.1 Subtheme: Craftsman

Summary Statement of Significance: The Craftsman style in Reno is typically represented by the bungalow, a building type associated with this popular American style derived from the English Arts and Crafts Movement. Craftsman, principally an early-twentieth-century residential style, ranges from modest bungalows to larger, one- to two-story, "high-style" forms with more ornamentation. Both types were remarkably popular throughout the west from 1900 to about 1930, and by 1910, streets throughout California and the West were lined with variably styled bungalows (McAlester 2013:568-578; McCarty, Harmon, and Kimball 2009; Walker 1997:180-181).

In general, the Craftsman movement stressed utility, simplicity, and coziness. Bungalows were relatively inexpensive to build and maintain, largely due to their simple design. They were generally limited to one or one-and-one-half stories, and they had a simple plan with plumbing usually confined to one level with an absence of connecting corridors or halls. Interior built-ins, particularly in the living rooms and dining rooms, were features of the style. The box bungalow, often represented by mass-produced mail order homes, looked very similar and had fundamental bungalow traits – low form, compact plan, dominant roof eaves, and a prominent porch with tapered supports. In contrast, "artistic bungalows" or "picturesque" types vary widely in interpretation and organization of plan, form, and design details (Lancaster 1985:11; McCarty, Harmon, and Kimball 2009).

Attributes associated with this style include: low-pitched roofs that are usually front-gabled; occasionally hipped or side-gabled; wide, open eaves with exposed rafter tails; front entrance porches with distinctive pier/post supports (often battered or tapered); decorative false beams or exposed angle/knee braces or brackets under the eaves; double-hung windows with three or more divided lights over a single light; the use of roof dormers in more elaborate forms; and emphasis on overall simplicity (McCarty, Harmon, and Kimball 2009).

Reno embraced its own brick version of the Craftsman style, alternately constructed with red brick, buff brick, or both, which frequently employed the use of contrasting bricks laid in decorative patterns and was replicated in every neighborhood during the first four decades of the twentieth century. There was also a distinctive local variant of the Craftsman style employing the ubiquitous rounded river rock from the Truckee River. The style was wildly popular in Reno, and most local neighborhoods developed in the first three decades of the twentieth century are filled with Craftsman. The style remained locally popular until the Second World War, continuing for nearly a decade after its decline in other areas of the country.

Period of Significance: 1900-1940

Period of Significance Justification: The period of significance begins when the Craftsman style began to appear locally. The style remained popular in town throughout the 1930s.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.3.2 Subtheme: American Foursquare

Summary Statement of Significance: Though technically a house type, not a style, the American Foursquare nonetheless permeated American residential neighborhoods from the 1890s through the 1930s. The type is often associated with streetcar suburbs, largely because of the era during which it rose to prominence. A reaction to the ornate ornamentation of the Victorian Era, the Foursquare was a humble, boxy dwelling with simple details that made it easy and affordable to build. Its simplicity made it a popular design offered by mail-order catalogs (Ames and McClelland 2002:56).

The American Foursquare is named for its plan and massing. The house is typically 2.5 stories in height with a raised basement, one-story front porch, and hipped or pyramidal roof with dormers. Windows are often double-hung sashes. Entrances may be centered or set to the side. Its signature floorplan is square with four rooms downstairs and four rooms upstairs. Various styles may be applied to this type, most popularly Colonial Revival and Craftsman, although stylistic folk houses also embrace the American Foursquare plan.

In Reno, the 1917 W.E. Brown Home (604 Lander Street) is an example of the American Foursquare with applied Colonial Revival ornamentation (Ames and McClelland 2002:56; McAlester 2013:555).

Period of Significance: 1900-1935

Period of Significance Justification: The period of significance reflects the period during which American Foursquares were built in Reno.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.3.3 Subtheme: Prairie School

Summary Statement of Significance: The Prairie School style appeared in Chicago around 1895, defined by the work of young architects including Frank Lloyd Wright. These designers were inspired by the Arts and Crafts movement's emphasis on nature, simplicity, and craftsmanship. They were additionally influenced by the architect Louis Sullivan, who believed in creating a non-derivative, distinctly American architecture that balanced nature-inspired decorative motifs with modernity. Born in the Midwest, the Prairie School style celebrated the long, low landscape of the prairie by emphasizing horizontality to integrate the building with its natural setting. The style declined rapidly after 1915.

Prairie School buildings are defined by their horizontal emphasis, with flat or low-pitched hipped roofs, widely overhanging boxed eaves, windows grouped in horizontal rows, and bands of wood, brick, or stone across the wall surface. Some are constructed with thin Roman bricks, or incorporate cantilevered terraces, to enhance the overall horizontal effect. The style is further defined by solid construction, craftsmanship, and disciplined ornamentation. In Reno, a handful of buildings express the Prairie School style, though they were built after the style's popularity faded in other parts of the country. One is the Reid House (1922, 515 Court Street, contributing to NRIS #16000912), designed by Fred Schadler with a distinct horizontality, shallow hipped roof, and deep boxed eaves. Another is the Twentieth Century Club (1925, 335 W. First Street, NRIS #83001113), also designed by Schadler with a horizontal emphasis, flat roof, and Classical arched windows.

Period of Significance: 1895-1925

Period of Significance Justification: The period of significance reflects the timeframe during which the Period Revival style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, or institutional properties. Properties associated with this sub-theme could be located throughout Reno.

5.11.4 Theme: Period Revival (1895-1945)

Period Revival architecture refers to a variety of revival styles popular during the first half of the twentieth century. Several trends in art and architecture responded to the waning Victorian era. One notable architectural response was the "Academic Reaction" led by the influential New York architectural firm McKim, Mead and White. This approach sought to restore a formal, disciplined order to architecture and revive archaeologically correct interpretations of the Classical styles that had preceded the Greek Revival. This brought about renewed interest in historical European designs as well as a new interest in America's colonial past, which was bolstered by the nation's 1876 Centennial.

The early twentieth century saw a resurgence of interest in a variety of period styles that were "safe and conservative designs." These reflected European historical ancestors, including half-timbered cottages and manor houses of Medieval England (Tudor Revival), country estates of Normandy (French Eclectic), and the villas and palazzos of

Italy (Italian Renaissance and Mediterranean Revival). Other revival styles were inspired by new world architectural antecedents (Mission Revival, Monterey, and Spanish Colonial Revival). The wealthy were the first to embrace these styles, and they kept prestigious American architectural firms busy. Over the course of several decades, however, these popular revival styles spread to smaller towns and more modest suburban neighborhoods. Regional expressions developed as well, with Dutch Colonial in the East and Spanish Colonial in the West, until the 1920s when increased access to improved modes of transportation eliminated preexisting geographical constraints in the United States (Carley 1994:176; McCarty, Harmon, and Kimball 2009).

The term Period Revival is not universally employed when discussing the architecture of this era. John Milnes Baker (1994) refers to it as Reminiscent Styles. In contrast to Victorian excesses, World War I architecture sought to find “simple, direct, and logical solutions,” and “artistic skill combined with practical good sense.” Quoting from an architectural competition of 1916, Baker includes the following as an example of desirable characteristics: “A good common sense livable house should be simple and dignified, but full of charm,” and “A wise use of simple materials and simple forms is another sign of good taste which is rapidly coming into favor. The exterior is so quiet and so simple as to have the charm that goes with all restrained work.” Charm was clearly an important characteristic of these styles (Baker 1994:118; McCarty, Harmon, and Kimball 2009).

5.11.4.1 Subtheme: Classical Revival/Neoclassical Revival

Summary Statement of Significance: The Classical Revival/Neoclassical Revival style was inspired by the World’s Columbian Exposition in Chicago held in 1893, which promoted a renewed interest in Classical forms. Similar to the Colonial Revival style, which was popular in the same period, the Neoclassical Revival style was more formal and monumental in its design. However, it never matched the popularity of the Colonial Revival style for more common residential buildings. One of the most distinctive versions of the Neoclassical Revival style is a full height columned front porch, usually with massive classical Corinthian, Doric, or Ionic capitals topped by a Classical pediment. Other variations of this style may feature a rounded front portico with columns and a balustraded flat roof, or a flat-roofed, full or partial front porch with columns. The arrangement of windows and doors is formal and symmetrical, with the front door often flanked by pilasters or side lights and capped with a flat entablature, broken pediment or rounded fanlight. The Neoclassical Revival style is less ornate than and not as monumental as the Beaux Arts style, another Neoclassicist style popular from 1885 to 1930. The prominent architectural firm of McKim, Meade and White designed many buildings in the Neoclassical Revival style across the nation in the early years of the twentieth century (McAlester 2013:434-436).

Character-defining features of the Neoclassical Revival include a formal symmetrical design, usually with a central entrance; front façade columned porch; full height porch with Classical columns; front facing gable on the porch or main roof; a broken pediment over the entry door; decorative door surrounds, columns, or sidelights; side or front portico or entry porch; dentiled cornice; rectangular double hung windows; and sometimes a roof line balustrade. Non-residential examples might include a dome or belvedere.

In Reno, residential examples of the Neoclassical Revival include the Levy House (1906, California Avenue, NRIS #83001119) and the Dexter/McLaughlin House (1940, 775 California Avenue, contributing to NRIS #16000912). Colonial Apartments (1907, 188 West Street) are an example of a Classical Revival apartment building. High-style commercial and public examples of the style include the Mackay School of Mines (1908, UNR campus, NRIS #82003258, contributing to NRIS #87000135); Washoe County Courthouse (1910, 75 Court Street, NRIS #86002254), Reno National Bank (1915, 206 N. Virginia Street, NRIS #86002257), and First Church of Christ, Scientist/Lear Theater (1939, 501 Riverside Drive, NRIS #99000939).

Some local Neoclassical Revival/Classical Revival commercial buildings are less ornate, with Classical influences limited to a combination of detailed and molded cornices, raised brick corbeling, modillions, or pilasters, such as the Senator Hotel (1907, 136 W. Second Street), Royal Hotel/The Jesse (1907, 306 E. Fourth Street, contributing to NRIS #100012968), Cladianos Building (1923, 100 W. Second Street), and Hotel Richelieu/Louis' Basque Corner (1907, 301 E. Fourth Street, contributing to NRIS #100012968).

Period of Significance: 1895-1955

Period of Significance Justification: The period of significance begins when this style gained popularity in the late nineteenth century and ends when it fell out of favor in the mid-twentieth century.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme are located throughout Reno.

5.11.4.2 Subtheme: Colonial Revival

Summary Statement of Significance: The Centennial Exposition of 1776, marking the United States' centennial in Philadelphia, sparked a renewed interest in colonial architectural traditions. The Colonial Revival drew inspiration from Georgian and Federal precedents, and from the English Colonial to a lesser extent. In general, the Colonial Revival style did not produce true copies of earlier styles. It borrowed certain design elements – façade symmetry, entrance fanlights and sidelights, pedimented doorways, porches and dormers – and applied them to modern buildings. These colonial era details could be combined in a great variety of ways, creating many subtypes within this style (McAlester 2013:408-432).

In a very broad sense, examples from the earlier years of the style's popularity were more formal interpretations of colonial-era architecture. In those years the style was often applied to masonry buildings and larger buildings, including public buildings and mansions. In the 1920s, the style surged in popularity during the well-publicized restoration of Colonial Williamsburg. In the 1940s and 1950s, a more simplified version of the Colonial Revival style became popular for both frame and brick homes, usually one or two stories in height with a side-gabled or hipped roof, shutters, dormers, and classically inspired door surrounds and windows. Less common are examples of the Dutch Colonial Revival which are distinguished by a gambrel roof, and sometimes a shallow pent roof over the first floor. Likewise, there are fewer examples of the Colonial Revival style with a second story overhang inspired by the form of early English Colonial buildings. The Colonial Revival style remained popular for public buildings, applying common architectural details of the style to a larger form.

Character-defining features of the Colonial Revival include a columned porch or portico; front door sidelights and fanlights; pediments (sometimes broken) over doors, windows, and/or dormers; pilasters; a symmetrical façade; double-hung windows, often multi-paned; paired or tripled windows; wood shutters; and side gabled or hipped roofs.

In Reno, high-style examples of the Colonial Revival include the Steinmiller/Parsons House (1921, 761 California Avenue, contributing to NRIS #16000912), the Hawkins House (1912, 549 Court Street, NRIS #79001465, contributing to NRIS #16000912), and the Gibbons/McCarran House (1913, 401 Court Street, contributing to NRIS #16000912).

Other examples include 1035 LaRue Avenue (contributing to NRIS #16000912) and 832 Nixon Avenue (contributing to NRIS #16000912).

Period of Significance: 1880-1955

Period of Significance Justification: The period of significance begins when the style rose to prominence throughout the county and ends in the 1950s, when it was adapted to other modern styles, such as Colonial Ranch.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences and institutional properties. Properties associated with this sub-theme are located throughout Reno.

5.11.4.3 Subtheme: French Eclectic

Summary Statement of Significance: Inspired by the chateaux and farmhouses in rural France, the French Eclectic style became popular in the United States after the First World War. Architects and builders were among the American soldiers who served in France, admired its countryside architecture, and brought the style home with them. This primarily residential style remained popular into the 1920s, hitting its peak in the 1930s before falling out of favor in the 1940s (McAlester 2013:494).

As suggested by its name, the style borrows from varied French-inspired forms and details, all unified beneath a typical steeply pitched, hipped roof. Fenestration and massing may be symmetrical or asymmetrical, and there is a distinct towered subtype. Other character defining features include flared eaves; segmental-arched doors, windows and dormers; multipaned casement windows; brick, stone, or stucco cladding; and decorative half-timbering. Dormer windows are often present either in the roof plane or interrupting the cornice.

In Reno, the French Eclectic style is found in twentieth century suburbs developed from the 1910s through the 1930s with a high concentration of Period Revivals, especially fashionable areas such as the Newlands Historic District (NRIS #16000912). Examples include the Johnston House (1930, 825 California Avenue, contributing to NRIS #16000912), 570 Reno Avenue (contributing to NRIS #16000912), and 820 Marsh Avenue (contributing to NRIS #16000912).

Period of Significance: 1915-1945

Period of Significance Justification: The period of significance begins when the style gained popularity and ends when it fell out of favor for more modern residential styles.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.4.4 Subtheme: Italian Renaissance/Mediterranean Revival

Summary Statement of Significance: The Italian Renaissance Revival Style, sometimes called the Second Renaissance Revival Style or the Mediterranean Style, was inspired by fourteenth and fifteenth century wealthy Florentine merchant

buildings in Italy. Prior to the First World War, the style was employed for high-style landmarks such as the Villard Houses in New York City (McKim, Mead & White, 1883) and the Breakers (Richard Morris Hunt, 1895) in Newport, Rhode Island. By the 1920s, vernacular interpretations of the style spread to suburban neighborhoods, although it remained less popular than the contemporaneous Craftsman, Tudor Revival, and Colonial Revival styles. The style steadily fell out of favor through the 1930s (McAlester 2013: 498-508).

Typical examples of the style have a rectangular plan, usually with a symmetrical façade. Some have a flat roof, sometimes with short parapet walls or balustrades. The other typical roof form is low-pitched, hipped, and covered with tiles, featuring widely overhanging eaves supported by decorative brackets. Additional character-defining features of the style include stone, stucco, or brick cladding; round-arched doors, windows, and porches; and a Classical door surround with columns, pilasters, and/or pediments. Other elements might include elaborate string courses dividing the floors and defining the sills of windows; rows of round topped windows separated by a colonette; and a deep articulated cornice. The ground floor may be rusticated with quoining at the corners of the main facade. Ground floor windows tend to be more elaborate than upper story windows. Cast stone or terra cotta detailing is a common accent for exterior walls and window surrounds.

In Reno, the Italian Renaissance Revival style was used for large-scale public buildings and residences. Well known examples include the Southern Pacific Depot (1926, 135 E. Commercial Row, NRIS #12000929), the Nevada-California-Oregon Railroad Depot (1910, 325 E. Fourth Street, NRIS #80002469, contributing to NRIS #100012968), St. Thomas Aquinas Cathedral (1910, 310 W. Second Street, NRIS #100007430), the Nixon Mansion (1907, 631 California Avenue, contributing to NRIS #16000912), and the Muller House (1924, 725 California Avenue, contributing to NRIS #16000912).

Period of Significance: 1890-1935

Period of Significance Justification: The period of significance encompasses the timeframe during which the Italian Renaissance Revival was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single-family residences and institutional properties. Properties associated with this sub-theme are located throughout Reno.

5.11.4.5 Subtheme: Mission Revival

Summary Statement of Significance: The Mission Revival style was born in the early 1890s, when local architects championed it as California's own historically inspired brand of Colonial Revival. In 1893, the burgeoning style received national attention when the California Building at the World's Columbian Exposition was constructed in a style that recalled the Spanish mission architecture of California's past. Mission Revival architecture was further popularized in the following decades as the Santa Fe and Southern Pacific rail companies built depots, stations, and hotels in the style. The defining characteristics of the style are its Mission-shaped dormers or parapet walls and the addition of Islamic architectural details, which made its way into historic Mission architecture through the Spanish. The style fell out of favor after World War I, as the Spanish Colonial Revival emerged (McAlester 2013:512-518).

The simple, direct style is characterized by silhouetted shapes mirroring those of the old California Missions, particularly Mission-shaped dormers or roof parapets. Other characteristics include a low-pitched or flat tile roof; widely overhanging, and usually open, eaves; porch roofs supported by large, square piers; arched openings and

arcaded porches; smooth stucco cladding; and Islamic ornamentation. High style examples might also include bell towers (McAlester 2013:510-512).

The most famous Mission Revival examples in Reno are the two remaining schools of the so-called “Spanish Quartet” designed by George Ferris: McKinley Park School (1909, 925 Riverside Drive, NRIS #85002406) and Mount Rose Elementary School (1912, 915 Lander Street, NRIS #77000841). Another high-style example is Fred Schadler’s Humphrey House (1906, 467 Ralston Street, NRIS #83001118).

Period of Significance: 1890-1920

Period of Significance Justification: The period of significance encompasses the period during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences or institutional properties. Properties associated with this sub-theme are located throughout Reno.

5.11.4.6 Subtheme: Spanish Colonial Revival

Summary Statement of Significance: The Spanish Colonial Revival Style, sometimes called the Spanish Eclectic style, emerged in the early twentieth century after the Panama-California Exposition was held in San Diego in 1915. The exposition transformed 1,400 acres of park space into present-day Balboa Park with the help of architects Bertram Goodhue and Carleton Winslow. Inspired by traditional Spanish architecture built in Spain’s early colonies in the Americas, the Spanish Colonial Revival dominated the architecture of California, as well as much of the Southwest and Florida, into the 1930s. Elements traditionally used in the early Spanish missions, like clay tile roofs, round-arched openings, and carved wooden doors, are distinguishing features of the style. Ornamental details were inspired by other periods of Spanish architecture influenced by Moorish, Byzantine, Gothic, or Renaissance design (McAlester 2013: 520-534).

Spanish Colonial Revival architecture typically features a low-pitched roof, usually gabled, and clad in clay tiles. Wall surfaces are covered in stucco and extend unbroken into the gable. Other character-defining features include round arches at the entryway, porch or windows; porch arcades supported by columns; low-relief carvings at doorways, windows and cornices; elaborately carved wooden doors; decorative window grilles of wood or iron; spiral (Solomonic) columns; multi-paned windows; and balconies or terraces. Sometimes the façade is dominated by a curvilinear gable.

In Reno, the Spanish Colonial Revival style is seen on public, commercial, and residential buildings in urban and suburban areas. Examples include the California Building (1927, Idlewild Park, NRIS #92001257), the St. Thomas Aquinas School and Rectory (1931, 195 N. Arlington Avenue, NRIS #100007430), the Sutro Motel (1951, 1200 E. Fourth Street, contributing to NRIS #100012968), the Forest Eccles House (1930, 245 Lee Avenue, contributing to NRIS #16000912), and small cottages like Casa Del Rey (1930, 990 Joaquin Miller Drive, contributing to NRIS #16000912) and 544 Nixon Avenue (1929, contributing to NRIS #16000912) in the Newlands Historic District. There is also a distinct local brick version of the Spanish Colonial Revival, often found in early suburbs built with varied Period Revival residences. Some are built with buff or tan brick to echo the lighter hues of stucco, and others utilize red brick. They are small cottages with low-pitched gable roofs with little eave overhang, sometimes covered with tiles; an unbroken brick wall surface that extends into the gable; and round-arched windows, vents, doors, and porch openings. Two

examples include 640 Nixon Avenue (1929, contributing to NRIS #16000912) and 145 Mark Twain Avenue (1934, contributing to NRIS #16000912).

Period of Significance: 1915-1950

Period of Significance Justification: The period of significance encompasses the period during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, or institutional properties. Properties associated with this sub-theme are located throughout Reno.

5.11.4.7 Subtheme: Tudor Revival

Summary Statement of Significance: The Tudor Revival style is an eclectic adaptation of late Medieval and early Renaissance English architecture to create a picturesque, traditional visual effect. The revival of these styles began in England and traveled to the United States by the 1890s. The earliest examples of the style were architect designed and more closely followed Elizabethan and Jacobean precedents, sometimes referred to as Jacobethan style rather than Tudor Revival. By the early twentieth century, less ornate versions became popular for domestic architecture, spreading across the country through pattern books, builders' guides, and mail order catalogs. In the 1920s and 1930s, the style was second only to the Colonial Revival in popularity for residential buildings (McAlester 2013:448-466).

Tudor Revival houses can range in size from cottages to mansions. They were primarily constructed between about 1910 and 1940 and are characterized by steeply pitched roofs with a projecting or intersecting front gable or multiple gables; asymmetrical facades; multi-lite windows; entry porches or a gabled entry; prominent chimneys; and a mix of half-timbering and brick or stone on the exterior. Not all Tudor buildings have half-timbering, but all share similar massing and Medieval English decorative details. These details might include an overhanging gable or second story, decorative front or side chimney, diamond shaped casement windows, or an arched board-and-batten front entry door. Tudor houses are almost always of stucco, masonry, or masonry veneer construction, often with patterned stonework or brickwork. In some Tudor buildings the roofs curve over the eaves to imitate medieval thatching, or the roof line itself curves from peak to cornice to suggest a medieval cottage. Other details might include Tudor arches, or a parapeted or Flemish gable.

Examples of the Tudor Revival in Reno are found in suburbs that developed in the first three decades of the twentieth century. They vary in size and stylistic details. The Edward and Clara Chism House (1927, 575 Ridge Street, contributing to NRIS #16000912), Ginsburg House (1927, 543 Ridge Street, contributing to NRIS #16000912), and Payne House (1941, 745 California Avenue, contributing to NRIS #16000912) all illustrate the Tudor Revival style in the Newlands Historic District. More modest examples are found at 555 University Terrace (1936), 612 Quincy Street (c.1911), 660 LaRue Avenue (1942, contributing to NRIS #16000912), and 644 John Fremont Drive (c.1925, contributing to NRIS #16000912).

Another name used to describe a small house in the Tudor Revival mode is Cotswold Cottage, also called an Ann Hathaway or Hansel and Gretel Cottage. This type defines a low, asymmetrical style with a prominent brick or stone chimney in the front or side that appears to be very large in relation to the overall size of the house, a steep gable roof with complex lines, and an exterior of natural local materials like brick, stone, wood, or half-timbers. The style

claims roots in the Cotswold Hills of England around the time of the Norman conquest of 1066. The romantic revival of the style was popular throughout the U.S. in the 1920s and 1930s. The W. E. Barnard House (1930, 950 Joaquin Miller Drive, NRIS #2000874, contributing to NRIS #16000912) and Greystone Castle (1930, 970 Joaquin Miller Drive, NRIS #2000875, contributing to NRIS #16000912) in Reno's Newlands Manor subdivision are excellent examples of this subtype (Harrison 1973:122; (Baker 1994:118; McCarty, Harmon, and Kimball 2009).

Period of Significance: 1910-1945

Period of Significance Justification: The period of significance encompasses the period during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single or multi-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.5 Theme: Early Modernism (1920-1945)

European-influenced Modernism began to creep into American towns and cities while period revival houses dominated the American suburb. Seeking non-historical architectural expressions, European architects like Le Corbusier rejected ornament in favor of simple and functional buildings designed with the "machine age" in mind, kicking off the International style that would usher in the Modern Movement. European modernists began to arrive in the United States in the 1920s, among them Rudolf Schindler, Richard Neutra, and William Lescaze. They were soon joined by Bauhaus luminaries Walter Gropius, Mies van der Rohe, and Marcel Breuer in the 1930s. Their austere forms emphasized flat planes and steel skeleton frames beneath a "skin" of glass, expressions which were well adapted to the modern skyscraper and other commercial building types (McAlester 2013:548).

The International style led to additional and varied expressions of the modern aesthetic, most of which reintroduced decorative ornamentation, albeit in new and streamlined ways. Although the early, high-style International designs from the 1930s are not present in Reno, the style influenced Postwar International style high-rise commercial and residential towers here, as elsewhere. More common modes of Early Modernism in the area are the Art Deco, Streamline Moderne, and Minimal Traditional styles.

5.11.5.1 Subtheme: Art Deco

Summary Statement of Significance: The Art Deco style became popular in the 1920s after a decorative arts exhibition in Paris featured fresh, innovative designs that blended modern geometric and vegetal forms with new materials. It is a decorative style with a focus on aesthetics, and it extended not just to buildings but also to the decorative arts such as furniture, textiles, jewelry, fashion, and home goods. The highly ornamented, creative expressions of the style were in stark contrast to the stripped-down, minimalistic International style buildings of early Modernism.

Also called Zigzag Moderne or Jazz Moderne, Art Deco has a strong vertical emphasis that is well-adapted to skyscraper construction, although its decorative motifs are easily adapted to smaller buildings also. Art Deco is characterized by geometric patterns, stylized naturalistic and technological motifs, repeating patterns and lines, and shallow relief carvings. Art Deco materials include concrete, glass, terrazzo, and metal. Other common characteristics include stepped massing, a flat roof with an animated parapet, bold colors, and neon lights.

The WPA Moderne is an offshoot of Art Deco, also called PWA Moderne, Federal Moderne, and Classical Moderne. It is more restrained than traditional Art Deco, blending traditional Classical and Beaux Arts forms with those of the Art Deco. It features stripped-down ornamentation and stylized interpretations of Classical elements like columns. Motifs include heroic depictions of workers and industry.

Reno has a handful of Art Deco examples. The El Cortez Hotel (1931, 239 W. Second Street, NRIS #84002078) is an understated version with an animated parapet featuring stylized terracotta detailing. The Downtown Reno Post Office (1934, 50 S. Virginia Street, NRIS #90000135) embraces the Art Deco style with WPA Moderne influences. Other examples of the style are the original St. Mary's Hospital building (1935, 235 W. Sixth Street), the Ambassador Apartments (1939, 623 W. Second Street), and the Ioannis A. Lougaris Veterans' Administration Medical Center (1939, 975 Kirman Avenue).

Period of Significance: 1920-1945

Period of Significance Justification: The period of significance encompasses the period during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme are located throughout Reno.

5.11.5.2 Subtheme: Streamline Moderne

Summary Statement of Significance: The Streamline Moderne is a sleeker version of Art Deco, with less applied ornament and a greater focus on form and surfaces. It offers a dynamic functionalism guided by aerodynamics and hydrodynamics, with designs that resemble an abstraction of motion, inspired by technological advancements in aircraft and other vehicles. Streamline Moderne places an emphasis on the horizontal, so lends itself well to buildings such as airport and bus terminals, shopping centers, apartment buildings, gas stations, movie theaters, and houses. As with Art Deco, the Streamline style was applied to many things besides buildings. Streamlined designs and modern materials were applied to everything from trains to radios to toasters.

Characteristics of the style include horizontal emphasis, flat roofs, smooth stucco walls, curved volumes or rounded corners, horizontal ribbon windows, and very little ornamentation aside from simple details like horizontal stringcourses. Neon lights and nautical elements like porthole windows are common. Materials include terrazzo, glass blocks, chrome and stainless steel, plate glass, and metal windows.

Examples of the Streamline Moderne style in Reno include Loomis Manor (1939, 1045 Riverside Drive), Landrum's Diner (1947, 1300 S. Virginia Street, NRIS #98001303), and Veterans Memorial School (1949, 1200 Locust Street, NRIS #93000690).

Period of Significance: 1920-1950

Period of Significance Justification: The period of significance encompasses the timeframe during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, or institutional. Properties associated with this sub-theme are located throughout Reno.

5.11.5.3 Subtheme: Minimal Traditional

Summary Statement of Significance: This style of suburban or tract home typically represents a compromise style, born of the Depression and World War II eras, with construction dates ranging from the 1930s through the early 1950s. These dwellings reflect a period of financial constraint evidenced by the economical use of materials and labor, in addition to a lack of decorative detailing (McAlester 2013:587-589).

Minimal Traditional houses were popularized by federal housing initiatives such as FHA-insured loans, which had cost and affordability requirements. The house designs were developed to be as efficient and affordable as possible, and the style flourished in the years after the Great Depression through the immediate Postwar period when new homeowners sought the newly available FHA loans. In addition to being low-cost, the Minimal Traditional house was also easily reproduced by builders in the new automobile-focused subdivision tracts that were gaining in popularity. The style is characterized by a compact, efficient floor plan with few rooms, simple form and massing, and roofs with little to no eave overhang.

Characteristics of this style include wood framing with small, compact plan—mostly rectangular and one-story; simple roof forms of moderate or low pitch—usually hipped or side-gable; variable exterior cladding (wood, stone, brick, asbestos shingle, mixed); closed eaves with little to no eave overhang; a prominent exterior chimney; stylistic details were absent or extremely minimal, such as faux shutters at the windows; typically small windows, with the exception of a single picture window that was frequently incorporated; and the use of simple partial entry porches (i.e., covering only the front door). The World War II-era type may have windows that are wood-framed, double-hung or, later, aluminum casements or sliders, including pairing of windows at the corner of the house, creating a wraparound effect. Garages are typically detached, although attached, single-bay garages begin to be incorporated at the side and back from the house, often connected by a breezeway.

Minimal Traditional houses are found throughout Reno as infill for pre-1930s suburbs, as well as defining entire Depression-era and Postwar suburban tracts. 968 Melba Drive in the Washington Heights Addition and 15 Sunnycrest Drive in the New Sunnyside Addition exemplify the Minimal Traditional style (Ross-Hauer et al 2017:82-85).

Period of Significance: 1935-1950

Period of Significance Justification: The period of significance encompasses the timeframe during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme are single-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.6 Theme: Postwar Modernism and Later Styles (1945-1980)

After World War II, servicemen returned home and started families, ushering in the era of sprawling, mass-produced suburbs. These were made possible as the construction process was streamlined with standardized materials and components and assembly-line style building techniques. The typical suburban home gradually evolved, expanding on the affordable Minimal Traditional style and becoming larger and lower with a distinct horizontality and more open floor plan and more modern design elements. This ushered in the era of the Ranch house, as well as Contemporary and Midcentury Modern house styles and the Split-Level house form. Postwar suburbanization also introduced strip malls, shopping centers, and other conveniences constructed for the new class of suburbanites. Commercial and public architecture became increasingly expressive and modernistic, ranging from the Midcentury Modern to Googie styles. The International style was a popular choice for urban high-rise residential complexes and office towers. Schools and libraries built during this time also embraced the new Modern modes.

Modernist styles during the Postwar era vary widely in their characteristics, but they all have shared common traits: emphasized functionalism, lack of clear references to historical precedents, and an awareness of modernity. They also incorporate new technologies and materials of their period, among them concrete, aluminum, asbestos, and air conditioning. Large expanses of windows were a common feature. In Reno, brick continued to be a popular building material in this era (Campana 2020:5).

The Modern Era was a time of architectural change in Reno. After a slowdown in growth and rationing of gas and construction materials during the Second World War, Reno experienced a sharp uptick in tourism, new construction, and residential population. Like other Western cities, it also witnessed the emergence of a fresh, modern aesthetic in architectural design. Some of these new buildings were Reno's first high rises, inspired by the International style. The Modern Era represented a golden age of travel, and local businesses sought to attract the eye of automobile tourists traveling along U.S. 40 with striking roadside architecture in the form of vibrant neon signs, Googie style diners, and themed motels. North of downtown, the University of Nevada, Reno campus embarked on a major building campaign in the 1960s, resulting in the construction of the Fleischmann Planetarium, Getchell Library, Church Fine Arts Building, and Jot Travis Student Union, among others. These buildings experimented with new forms and technologies, representing the cutting edge of architecture in Reno (Campana 2020:5).

5.11.6.1 Subtheme: Transitional Ranch

Summary Statement of Significance: Transitional Ranch houses bridge the gap between the Minimal Traditional and Ranch styles, sharing characteristics of each. Transitional Ranches were built from the 1930s until approximately 1960, but were particularly popular immediately after WWII since federal housing initiatives also favored this type of affordable design. Transitional Ranches are small, compact houses like the Minimal Traditional, but have the low, horizontal massing that would come to be exemplified by the Ranch house. They are one-story houses with low-pitched roofs, with or without eave overhangs. Siding is commonly horizontal wood or asbestos. Windows can be picture, double hung, or casement. Some have separate garage buildings, while others have carports or integrated garages.

In Reno, the transitional Ranch style appears as infill construction in older suburbs, as well as in Depression-era and Postwar tracts such as West Reno Heights (1948) and Elmcrest Heights (1951).

Period of Significance: 1935-1960

Period of Significance Justification: The period of significance encompasses the timeframe during which the style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme could be single-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.6.2 Subtheme: Ranch Style

Summary Statement of Significance: The Ranch style dominated residential architecture in the United States during the 1950s and 1960s. In 1950, the Ranch-style house accounted for 90 percent of houses built in the United States. This style of architecture is most closely associated with the architect Cliff May who worked in the San Francisco Bay Area. However, it was also influenced by Alfred Levitt's Levittown and the Usonian houses of Frank Lloyd Wright (Rybczynski 2007:207). Wright is most commonly known for his large and expensive homes. He was, however, also interested in developing low-cost housing, which was needed after the Depression. His first Usonian house was built in 1936. Levitt appears to be the first to have used large picture windows in his designs (McCarty, Harmon, and Kimball 2009; Rybczynski 2007:207; Sergeant 1984:16; Walker 1997:235).

The Ranch-style house of the 1950s fit perfectly into the modern development concept of the suburban housing tract. In his 2004 book, *The Ranch House*, Alan Hess describes this phenomenon:

As the nexus of post-World War II prosperity shifted into overdrive, the baby boom and the building and populating of the suburbs created the perfect moment for Ranch to make the cultural jump. Developers helped weld the style to the astonishing building systems and processes that emerged from rapid, large-scale defense housing developments—thus creating the ideal consumer housing product for the boom times of the 1950s. Ranches were not to be just another style alongside Colonial, Cape Cod, and Tudor. It was to be the perfect vehicle for the design of suburbia and the housing choice for its time (13).

Gottfried and Jennings (2009) describe the Ranch-style house as a “national tract house.” Ranch tracts were developed in two distinct ways: as large-scale subdivisions with slight variation in plan and detail, or as smaller niche tracts in which houses were distinguished by the exterior finish options afforded to their buyers. In either case, the economical and efficient Ranch style became the preferred mode of homes built in mid-century suburban America, meeting the era's significant housing demand (207-208).

The Ranch house was popular for many decades, gaining traction in the 1940s, evolving into its fully realized style in the 1950s, then experiencing a boom period through the 1970s. The term Ranch refers to both the building's style and its overall form. A typical Ranch style house is built low to the ground with a horizontal emphasis. It has a single story, an elongated and asymmetrical floor plan, and a low-pitched roof. The three most common roof forms are side-gabled, hipped, or cross-gabled, the latter representing either a shallow or a pronounced L-shaped footprint. Cladding usually consists of wood or brick, sometimes in combination, although asbestos and even stucco are also found. The houses were designed in part to integrate outdoor and indoor spaces, and often feature enclosed courtyards or patios at the rear of the house. By the 1950s, attached garages were ubiquitous and were either placed at one end of the house under the main side-gabled or hipped roof, or placed within a gabled or hipped front ell. Stylistic elements are

generally simple and include things like overhanging eaves, shutters, board and batten walls, shallow inset porches or small stoop roofs, and wainscot in a contrasting building material. Ribbon windows and large picture windows in living areas are common (McAlester 2013:597-603).

The Ranch house form and style lent itself to numerous stylistic variations that brought in design elements from historical styles such as Colonial Revival, Spanish Colonial, Swiss Chalet, Prairie, Tudor, and more. Those types of stylistic variations introduce design elements such as stucco exteriors, shutters, red tile roofs, ornate wrought iron porch posts, and more, depending on the style inspiration. Another stylistic variation is the Modern Ranch, which retains the floor plan and one-story, horizontal, asymmetrical form of the classic Ranch, but incorporates Modern design motifs such as corner windows, ribbon windows, wide chimneys, and deeper roof overhangs.

In Reno, the Ranch style is used for infill construction in older subdivisions, and it also fills entire suburban tracts constructed from the 1940s to the 1980s. These tracts include Clearview Heights (1946), Parkside Vista (1946), Connolly 1 (1954), Connolly 2 (1956), and many others. There are also examples of custom, high-style Ranch houses throughout the area.

Period of Significance: 1940-1980

Period of Significance Justification: The period of significance encompasses the timeframe during which this style was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, or commercial properties like motels. Properties associated with this sub-theme are located throughout Reno.

5.11.6.3 Subtheme: Split-level

Summary Statement of Significance: Split-Level houses were popular in the U.S. from about 1950 to 1975. The Split-Level is defined by its form and floor plan. Although one-story Ranch houses continued to dominate the landscape during this period, growing families created a desire for more square footage, and the increasing leisure time and acquired possessions such as televisions demanded separate spaces for different activities. The Split-Level house has two or three partial levels, with entrances that open onto either the middle level or into a small entryway between two floor levels. In a three-level house, the middle level would house the public areas such as living room, dining room, and kitchen. The family room for TV viewing and laundry or storage area were a half-level downstairs, and the private bedrooms and baths were a half-level upstairs. In a two-level house, the entrance foyer would immediately transition to two sets of stairs, one to take you up to the bedrooms and public living spaces, and one to take you downstairs.

Traditional Split-Levels have characteristics similar to Ranch houses, with low-pitched hipped or gable roofs, contrasting siding types, shallow projecting volumes, and faux shutters. Split-Level house forms can come in a variety of decorative styles, including traditional Ranch, Modern, and Contemporary.

Split-Level houses are found throughout Reno, particularly in Postwar housing tracts built from the 1950s into the 1970s that include houses with larger floorplans, such as the Amphitheater and Royal Heights subdivisions in the Northwest or the Huffaker Hills subdivisions in the Southeast. A high-style Mid-Century Modern example of a split level is 1155 Mark Twain Drive (1964, contributing to NRIS #16000912).

Period of Significance: 1950-1980

Period of Significance Justification: The period of significance encompasses the timeframe during which this housing type was popular.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme are single-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme are located throughout Reno.

5.11.6.4 Subtheme: Mid-Century Modern

Summary Statement of Significance: Mid-Century Modern is a term applied to a modernistic style that evolved after WWII and remained popular for buildings of all types and sizes until about 1970. The style was made possible by advancements in building technologies such as steel frames, aluminum, air conditioning, and insulated glass, and was a perfect fit for the Postwar optimism and newfound leisure time afforded by the brave new world of kitchen gadgets and streamlined vacuum cleaners. The Mid-Century style had myriad influences, including the European International Style and Bauhaus modernists who emigrated to the U.S. during WWII, Frank Lloyd Wright and his Prairie School and Usonian designs, and the countless architects who trained under their tutelage. As the style spread across the U.S., it took on regional variations based on the local topography, climate, and building materials. The style is most fully realized in custom, architect-designed homes and in larger buildings such as churches and public buildings. However, the elements of the style also translate well to more modest resources such as smaller homes and commercial buildings.

Hallmarks of the Mid-Century Modern style are clean lines, open floor plans, strong horizontal and angular lines, large expanses of glass, communication with the site with integration of the indoors and outdoors, clerestory windows, downplayed entrances, and asymmetry. Decorative details were kept to a minimum; instead, the architectural lines and the building materials were allowed to become the decoration. A blend of natural materials and modern materials was common, and a single building could contain finely detailed materials like wood, stone, aluminum, and glass. Commercial and civic buildings often featured steel and glass curtain walls, broad expanses of concrete or stucco, flat or unusual rooflines, large glass storefronts, and innovative materials.

The Case Study Houses program sponsored by Arts & Architecture magazine (1945-1966) introduced the style to a wider audience who saw gorgeous photographs of experimental, modern homes by notable architects, set among the palm trees and sunny skies of California. Because of this, the popularity of Mid-Century Modern residential buildings grew in the late 1940s and 1950s. The Mid-Century house style emerged contemporaneously with the Ranch style, but unlike with the Ranch, these more avant-garde homes rarely comprise entire subdivisions. This was because lending institutions tended to shy away from financing unconventional designs in favor of the widespread and well-established Ranch style. The FHA was prone to dismiss unusual roof forms, preferring homes with traditional features (e.g., gabled and hipped roof forms, shutters). However, a handful of passionate developers including Joseph Eichler, Charles M. Goodman, and Edward Hawkins did create successful Contemporary subdivisions in the United States (McCarty, Harmon, and Kimball 2009; McAlester 2013:628-646). The style became more widespread in the 1960s, and houses became larger, with even more cohesive aesthetics that integrated Mid-Century Modern furniture and other interior design elements.

It is important to note that many historians, including McAlester, define this house style as “Contemporary.” McAlester cites the following characteristics of a Contemporary house: a flat or low-pitched gabled roof; wide overhanging eaves; exposed roof beams; gable-end windows; broad expanses of uninterrupted wall surface; asymmetry; brises-soleils (sun-screens) of decorative concrete block; window walls; and wood, stone, brick, or concrete block wall-cladding (McAlester 2013: 628-646). The terminology has shifted since that definition, and today we more commonly consider those characteristics as belonging to the Mid-Century Modern style. The term Contemporary is now more commonly used to refer to a much broader range of modern styles, especially those from the 1960s and 1970s (see Contemporary subtheme below).

Public and commercial examples of the Mid-Century Modern style in Reno include the Washoe County Library (1966, Center Street, NRIS #13000011), Earl Wooster High School (1962, 1331 E. Plumb Lane), Labels Boutique (1964, 601 W. First Street), and the Scrugham Engineering Mines building (1962, UNR campus). Residential examples include Arlington Tower (1958, 100 N. Arlington Avenue), the Chet Piazza House (1963, 7777 Lakeside Drive), and 1075 Joaquin Miller Drive (1960, contributing to NRIS #16000912).

Period of Significance: 1945-1975

Period of Significance Justification: The period of significance begins at the end of World War II, when the style first came into being. It ends in 1970 as it was overtaken by newer styles.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme are located throughout Reno.

5.11.6.5 Subtheme: Contemporary

Summary Statement of Significance: Contemporary is a modern style built between approximately 1945 and the 1980s. The Contemporary style varies depending on the time period and region, and can best be described as a modern style that moved away from the stripped-down formalism of the International Style toward more experimentation. Like their early Modern precedents, Contemporary buildings embrace new technologies and building materials, open floor plans, and sensitivity to the environment. The term Contemporary can include subsets of modern house styles that do not neatly fit within other defined categories.

McAlester and other historians define c. 1940s and 1950s residential examples of the Contemporary style as houses with flat or low-pitched roofs, window walls, broad uninterrupted wall planes, exposed roof beams, clerestory windows, and overhanging eaves. The terminology surrounding this type of house has changed somewhat and today it is more common to refer to a house of that type as Mid-Century Modern. Regardless, Mid-Century Modern is still a Contemporary style, as those stylistic characteristics, materials, and forms fit within the broader category of Contemporary buildings.

A key characteristic of the Contemporary style is modernity, especially in its unconventional building forms. Contemporary includes custom homes by modern architects, and also styles such as: the 1960s and 1970s Neo-Mansard, which added a faux Mansard roof to the upper portion of otherwise plain walls to introduce visual interest; A-Frame, a playful building form first developed in the 1950s in which almost the entire interior space is housed within a single triangular shape under a large, steep, gabled roof; and “Dingbat,” an inexpensive type of small apartment

building with a boxy footprint that “floats” above inset parking spaces and features a front facade decorated with stylized Mid-Century Modern design motifs. However, today Contemporary is a term most commonly applied to the “Shed” style, which was popular from the 1960s to the 1980s. The Shed style is characterized by pronounced asymmetry, multiple building volumes with steep shed roofs, multiple stories, large windows, clerestory windows, and obscured entrances. Wall cladding is often flush board siding but can also be shingle or stucco. Note that much more recent architecture, including new buildings by notable working architects, is also often referred to as Contemporary, which further muddles the term.

In Reno, the Contemporary style is used for infill construction in older subdivisions. It is also found in Postwar suburban tracts constructed from the 1950s to the 1980s, although in general they are more custom, high-style examples and not mass-produced “tract homes.”

Period of Significance: 1945-1980

Period of Significance Justification: The period of significance encompasses the timeframe during which the style was popular, ending in 1980 with the 50-year cutoff.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences. Properties associated with this sub-theme are located throughout Reno.

5.11.7 Theme: Other 20th Century Styles

Summary Statement of Significance: Other modern and postmodern architectural styles developed and flourished in the 20th century. Styles that are found in Reno to varying degrees are outlined below.

The International Style (1920s – 1960s) was directly influenced by early modernism in Europe, when widespread innovation was occurring in art, architecture, philosophy, politics, economics, and more. The architecture and design movements in the early 1900s in Europe explored new theories about how buildings should work, and how to celebrate new technologies and materials. Historical styles were rejected in favor of celebrating function above form. The new design languages of these early modernists became more widely known after a 1932 Museum of Modern Art exhibition in New York featured architecture. The exhibit catalog, entitled *The International Style: Architecture Since 1922*, cemented the term. In the U.S., this architecture took hold when European modernists emigrated to this country. Architects like Rudolph Schindler, Richard Neutra, Walter Gropius, and Ludwig Mies van der Rohe soon solidified the style through their innovative designs for houses, university buildings, and skyscrapers. Common characteristics of the International Style include rectangular forms, flat roofs, flat planes and smooth wall surfaces, curtain walls of glass, cantilevered projections, ribbon windows, and lack of ornamentation and decorative details. The style enjoyed several decades of high-style designs from notable architects. It is commonly accepted that the style ended in 1970, although watered-down versions of the style are found to this day in ubiquitous “glass box” office buildings and the like.

Googie (late 1940s – mid-1960s) is an atomic-age style that uses bold, playful forms to evoke the space age. The style was born in southern California and was first applied to freestanding coffee shop buildings to attract the eye of passing motorists. The style then proliferated, and was soon applied to a wide range of commercial buildings such as drive-through restaurants, motels, gas stations, and bowling alleys. It also found a home in bold public spaces associated

with air travel, technological progress, and fun – such as in the Theme Building at the Los Angeles International Airport, the Space Needle built for the Seattle World's Fair, and the “Welcome to Las Vegas” sign. Hallmarks of the style include bold shapes such as sweeping boomerang curves or sharp angles, unusual geometric rooflines, cantilevered rooflines, large plate glass windows, neon signs and accents, bright colors, starburst and rocket motifs, and a mix of contrasting materials such as metal, plastic, glass and stone veneer.

Organic architecture (1930s – present) has its roots in the early 1900s writings and designs of Frank Lloyd Wright, but became recognizable as an architectural movement by the 1930s. Organic architecture is an architectural philosophy in which buildings are adapted to their specific environments and use nature-inspired forms and materials. The myriad interpretations of these ideals by architects working in varied climates and topographies, across different decades, resulted in a diverse mix of building forms instead of an easily defined “style.” A classic example is Wright's Fallingwater from 1935, which was oriented to maximize natural light, utilized local stone to harmonize with its environment, and used layered roof planes to both mimic and embrace the famous tiered waterfall at the site. Organic architecture became more widespread and popular in the 1960s and 1970s, then after that time became somewhat absorbed into the proliferation of contemporary and regional experimentations. However, Organic architecture continues to the present day in works across the globe. Key tenets of Organic architecture include integration with the landscape, natural and locally sourced materials, visual continuity of forms and materials, open and flowing interior environments, and transparency and visual connection between the indoors and outdoors.

New Formalism (mid-1950s – mid-1970s), sometimes called Neo-Palladianism, was a return to Classical motifs as a reaction against the rigidity and functionalism of the International Style. Architect Edward Durell Stone captured the sentiment succinctly in a 1958 interview when he stated, “What we need is to put pure beauty into our buildings” (DAHPP 2026). New Formalism blended Classical proportions and abstracted classical motifs such as columns, colonnades, and entablatures with technology and the modern aesthetic. This integration of the Classical lent a monumentality and gravitas that felt appropriate for government and university buildings, theaters, libraries, banks, and other institutions, while still being decidedly modern and forward-looking. Characteristics of New Formalism include Classical forms and proportions, symmetry, smooth wall surfaces, clean lines, projecting roof slabs, raised podiums and plinths, abstracted columns and colonnades, concrete used in unusual sculptural forms, and luxurious materials such as marble and travertine.

Postmodernism (1970s – 1990s) is another style that was a direct rejection of the austerity and perceived elitism of Modernism and the International Style. Postmodernism is more of a concept than a true style. Postmodernism is defined by the Merriam-Webster Dictionary as “being any of various movements in reaction to modernism that are typically characterized by a return to traditional materials and forms (as in architecture) or by ironic self-reference and absurdity (as in literature);” and “being a theory that involves a radical reappraisal of modern assumptions about culture, identity, history, or language.” In architecture, these ideas manifested as an eclectic, colorful mix of past historical styles, reinterpreted in unexpected ways. For example, traditional building forms might be deconstructed to their most abstracted shapes, or classical ornament and historic stylistic motifs might be exaggerated or layered atop one another. Postmodern attributes include playfulness and irreverence, a mix of past styles and decorative motifs, bright colors, a mix of contrasting building materials, and symbolism.

Period of Significance: Varies; 1920-1980

Period of Significance Justification: The period of significance begins with the rise of Modernist styles in the 1920s until 1980, which marks the 50-year cutoff for this context.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme are located throughout Reno.

5.11.8 Theme: Vernacular and Eclectic Resources

Some resources are significant for their design values but do not fit neatly into an established architectural style. Vernacular architecture reflects common regional forms and materials at a particular place and time, and represents the tastes and sensibilities of the folk, rather than the academic principles applied in high-style architecture. Vernacular architecture sometimes includes strong ethnic influences. It is usually modest in size and unpretentious in decoration, a mixture of traditional and more modern styles, or a hybrid of several styles. Vernacular houses were often built by owners familiar with native materials, the climatic conditions, and local building customs and techniques (Harris 1998: 350).

Vernacular buildings have been constructed throughout Reno's history, and they include residential as well as commercial types. Early residences embody the National Folk style. Decorative brick buildings are common, as are vernacular stone dwellings. Other eclectic architectural resources found locally include mobile homes and trailer parks, as well as kit or catalog houses.

5.11.8.1 Subtheme: National Folk

Summary Statement of Significance: The National Folk style expanded across the nation with the railroad. This type of vernacular architecture consists of modest dwellings, typically of wooden construction both in frame and siding materials. The date range for these buildings is 1850 through the 1890s, but they may also extend well into the early twentieth century. Six distinctive house shapes are identified with this category: The front-gable, gable-front-and-wing, side-gable, hall and parlor, I-house, and a simple pyramidal cottage. The latter is ubiquitous in Reno. Simplicity describes these dwellings best. They can be one or two stories high and range from narrow shotgun arrangements to wide rectangular-massed plans with cross-wings, all dependent on the size of the parcel. Most have simple porches on a least one elevation. Fenestration is consistently simple and restrained, and frequently symmetrical. The buildings are made from locally available materials (e.g., wood, stone, brick). Exterior walls are typically wood (frequently covered with siding from later periods, e.g., asbestos shingle siding), and they demonstrate little or no architectural detailing (McAlester 2013:136-147, 398).

Period of Significance: 1868-1920

Period of Significance Justification: The period of significance begins in 1868 when the railroad arrived in Reno and ends in 1920 when this type of house generally stopped being built locally.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme are single-family residences. Properties associated with this sub-theme could be located throughout Reno, most likely in the earliest settled areas of the region.

5.11.8.2 Subtheme: Decorative Brick

Summary Statement of Significance: This is a distinct Decorative Brick vernacular style that is found throughout Reno. This Decorative Brick style typically is found on one- and two-story brick masonry commercial buildings dating to the early twentieth century. It employs various decorative motifs in using bricks, including panels, basketweaves, and diamonds, either in contrasting colors or contrasting bonds. The contrasting brick may also define cornices, lintels, sills, and door surrounds.

Many Reno buildings were constructed with local brick manufactured by the Reno Press Brick Company near the corner of Fourth Street and Keystone Avenue. Charles Clough and Charles Gulling purchased the property, formerly the Ryland Brick Yard, in 1900 and began production soon thereafter. The company produced red bricks, based on the chemical composition of Reno's local clay. Yellow and buff bricks, by contrast, were imported from Sacramento and Salt Lake City. Reno Press Brick manufactured the bricks that built the Riverside and El Cortez hotels, much of the University of Nevada, Reno campus, and many local residences. The company ceased production in 1963 (Hinman 2006:1-3).

Decorative Brick examples in Reno include the Solari Building (1938, 1052 S. Virginia Street) and the Alturas Bar (1926, 1044 E. Fourth Street, contributing to NRIS #100012968). The Osen Motor Sales Company (1923, 600 S. Virginia Street) and 1303 E. Fourth Street (1940, contributing to NRIS #100012968) are decorative brick examples that have been painted, obscuring the vibrancy of their original brickwork.

Period of Significance: 1868-1960

Period of Significance Justification: The period of significance encompasses the timeframe during which decorative brick buildings were constructed in Reno.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme are located throughout Reno.

5.11.8.3 Subtheme: Vernacular Stone

Summary Statement of Significance: Reno's built environment includes distinctive stone vernacular buildings that generally date from the late 1910s to the early 1950s. This construction method consists of uncut rubble stone laid in various courses (i.e., regular, irregular, and uncoursed). The stone is colloquially referred to as "river rock," although it also includes locally sourced fieldstone. Stone houses were first built on the early ranches in the area, and both river rock and fieldstone continued to be used into the twentieth century as an affordable, abundant building material. Construction of stone houses in Reno peaked in the 1930s, perhaps inspired by similar construction techniques employed by the Depression-era Works Progress Administration (WPA), which constructed various local stone structures at Idlewild Park, Virginia Lake Park, and Stewart Park during this time. In addition, local stone was a cheap building material during the Great Depression, when thrift was a priority. Throughout Reno's history, however, the abundance of local river rock and fieldstone made it an inexpensive choice for construction (Harpster 2014:9).

Vernacular stone buildings in Reno include residences and their outbuildings. Many of these residences are built in a rustic or Craftsman-influenced style, with deeply overhanging roof eaves and generous porches, although others

reflect Period Revival attributes. A stately and well-known local example of this subtheme is the two-story Hill/Redfield Mansion at 370 Mt. Rose Street, which was built by August Hill and Sons circa 1927. Other river rock structures are exemplified by the 1930s Phillips Stone House at 1907 S. Arlington Avenue, which was constructed with rounded cobbles gathered from the building site. They are found throughout Reno but are concentrated in the “Old Southwest” near Plumb Lane (Lockett and Pierce 1984; Loomis, Moreland, and Hendrickson 2026).

Period of Significance: c.1910-1955

Period of Significance Justification: The period of significance begins in circa 1910, when stone vernacular buildings begin to appear on the landscape. It ends circa 1955, when the type generally disappears in favor of mass-produced materials. Because stone vernacular construction in the area has not been fully examined, future data may suggest that this period of significance be refined.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences, commercial, institutional, or industrial properties. Properties associated with this sub-theme could be located throughout Reno.

5.11.8.4 Subtheme: Kit Houses

Summary Statement of Significance: The expansion of the railroad and increased mechanization in the wake of the Industrial Revolution led to the development of kit houses, also called catalog, mail order, pre-cut, mill-cut, or ready-cut houses. Well-known brands that produced and sold these homes included Sears, Roebuck & Co. and Aladdin Homes. They offered houses in various plans and styles, from Craftsman bungalows to Colonial cottages, shipping the house components in a ready-to-build “kit” of lumber, windows, doors, hardware, and other elements. Once the kit arrived, the homeowner could put it together themselves or hire a contractor to do it for them. Reno developers and residents likely ordered and built houses from these catalogs, although more research needs to be completed to identify extant examples.

In addition to these larger national brands, Reno had a local pre-cut house company, the Nevada Portable House Company, which was a subsidiary of the Oakland-based Hubbard Company. In 1907, the company advertised their “ready made cottages” that ranged in size from one to ten rooms in local newspapers. The company offered to either deliver the house in pieces to its intended lot or build the house for the owner within two to three weeks’ time. The company partnered with the Borden-Shannon Construction Company in Reno. The homes at 768 Holcomb Avenue and 348 Wheeler Avenue in the Wells Avenue Conservation District are both likely Nevada Portable House Company homes (Ross-Hauer and Sigler 2014:18-20).

Perhaps the most high-profile kit homes in Reno are the El Reno Apartments. In 1936, Roland Giroux purchased eight adjoining lots in the Sierra Vista tract. He ordered 15 steel home kits from the Lea Steel Company of Los Angeles in order to build a semicircular auto court of rental homes. Lea Steel manufactured prefabricated steel components as an economical house kit, and they employed renowned African American architect Paul Revere Williams to consult on the homes’ design. Local contractors prepared the foundations, built the houses, and installed plumbing and electrical work under the supervision of the Lea Steel Company representatives. Giroux named the complex the El Reno Apartments, and they were popular rentals for both temporary and permanent residents. Giroux operated them for ten years before selling off the individual units, which were moved throughout Reno. A number of these, scattered around the city, are still standing, such as 711 Mount Rose Street and 115 Ridge Street (Hinman 2016:1-3; Harmon 2026a).

Period of Significance: 1907-1940

Period of Significance Justification: The period of significance begins in 1907 when Reno Portable Homes began advertising in the local newspaper, which coincides with the rise of national kit house manufacturers. It ends in 1945 when postwar housing transitioned to mass-produced, nationally sourced materials.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme may be single or multi-family residences. Properties associated with this sub-theme could be located throughout Reno.

5.11.8.5 Subtheme: Mobile Homes

Summary Statement of Significance: The mobile home park property type evolved from the tourist accommodations known as auto camps, or sometimes motor courts or auto courts. Auto camps were popular in the early days of the automobile as places to camp next to your car while on road trips. As early camping trailers were invented, they also provided a spot to park your trailer while traveling. Trailer design continually improved and soon offered very comfortable accommodations and amenities, such as found in the Airstream trailers that were invented in 1931. During the Great Depression, trailers were frequently used as living quarters for people traveling to WPA job sites across the country, and as the housing crisis of that era deepened, more and more people elected to live in trailers as a form of affordable housing. This continued into the 1940s as workers needed housing near national defense projects (Fowler et al 2016: 6). The federal government then strengthened the trailer industry by purchasing about 150,000 trailers as living quarters at its wartime bases (Fowler et al 2016: 5-7). By the time soldiers returned from the war and the postwar population boom occurred, trailers were widely available and seen as viable options for affordable housing, especially of a temporary, transitional nature.

As trailer design continued to evolve, trailers became larger. The revolutionary “Tenwide” trailer was first introduced in 1955 and cemented the idea of trailers as more permanent living quarters. It was ten feet wide instead of the usual eight feet, and has a hallway and the ability to separate the private bedroom from the more public living room space (Fowler et al 2016: 9). The terminology changed around this time period, with this new type of unit now known as a mobile home instead of a trailer home. Mobile homes are not intended for travel use by tourists, but rather are built on a permanent chassis that is designed for travel to a permanent home site where the wheels could later be removed and/or hidden behind foundation skirting. Mobile home parks began adding amenities such as clubhouses and pools, and lot sizes became large enough to add carports and patios. The mid-20th century saw an enormous boom in the number of mobile homes in the United States – by the late 1960s six million Americans lived in mobile homes (Fowler et al 2016: 11). In the 1970s, mobile homes became larger still, with the advent of modular homes, that could be manufactured in pieces and assembled on site. The design of modular homes was more akin to a small single-family house than the mobile homes from the 1950s and 1960s. The popularity of mobile homes and modular homes continued into the 1970s, then declined, becoming replaced by manufactured homes that are still popular today. Manufactured homes are even closer in appearance to stick-built dwellings, but are most often purchased for installation on a lot owned by the property owner, not arranged with others in a park setting as with mobile homes.

In Reno, mobile home parks initially appeared on the fringes of town. Even today, none are in what would be considered “downtown,” with many appearing west of Keystone Avenue along the Truckee River and West Fourth Street, south of Plumb Lane clustered near the airport.

Period of Significance: 1950-1980

Period of Significance Justification: The period of significance begins when mobile homes gained traction as permanent residences in the 1950s and ends in 1980 as they were replaced by manufactured homes.

Criteria: NRHP C; SRHP C; Local D, F, G

Associated Property Types: Eligible properties under this theme are single-family residences. Properties associated with this sub-theme could be located throughout Reno.

6.0 SUMMARY AND CONCLUSIONS

This historic context statement provides a general narrative of Reno's history in order to streamline future eligibility evaluations for historic-age individual properties and historic districts throughout the city. This document identifies 11 significant historical contexts, each with multiple themes and, in some cases, subthemes. Statements of significance, periods of significance, applicable criteria, and associated property types are provided for each context. Future high-level survey will establish integrity considerations and registration requirements for properties eligible under each theme or subtheme.

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APPENDICES

APPENDIX A
Reno Architects and Builders

Other Reno Architects

This list consists of architects known to have practiced in Reno between 1868 and 1980 but are not included in Section 5.11 of the report. This may be due to a lack of verified information about these architects, a lack of surviving designs, and/or unassessed significance of their contributions.

Alegre & Harrison

Albert W. Alegre and Weldon J. Harrison partnership

Works: Scrugham Engineering Building, University of Nevada campus (extant); Roger Corbett Elementary School, 1901 Villanova Drive, 1959 (extant)

References: Alegre and Harrison Architects Records, UNR Special Collections

Howard Henry Brandis (1912-1989)

Works: Welsh's Bakery, N. Virginia Street, 1952 (not extant); Donner Inn Motel, 1953 (not extant); Pincolini Building, 30 Mary Street, 1954 (extant); Nevada Catholic Welfare Bureau Building, 1966 (unknown location and status); the Tod Early Building, 1966 (unknown location and status)

References: Ross-Hauer et al 2017:42-43, 75

Morrill J. Curtis (1848-1921)

Works: Nevada State Hospital (not extant); Morrill Hall, University of Nevada campus (extant); first Reno City Hall (not extant); YMCA Building, E. First Street (not extant); Overland Hotel (not extant)

References: Adkins et al 1990:20-21

Fred O. Dolven

With Wilson Daniels and Walter Larson, acquired the interests of Theodore Selden and Maurice Nespor in 1976

Works: Unspecified

Caspar Ehmcke (1908-1995)

Works: 1960 Manzanita Lane residence, 1972 (extant); Lanz of California, Park Lane Centre, 1966 (not extant); Lanz Building (with Wacht), 221 N. Virginia, 1958 (not extant)

References: Smith 2026.

George Ferrari

Became partner with Vhay, Ferrari & Whidmer in 1961; Vhay & Ferrari, LTD in 1964; and then George M. Ferrari, AIA until 1994.

Works: Unspecified

References: *RGJ* 2/26/2023:6F

Lawrence Gulling

Works: Southside School Annex, 190 E. Liberty Street, 1936 (extant); Barnes Radio Service, 888 S. Virginia Street, 1940 (extant)

References: Barber 2026a; Harmon 2026a

George E. Holesworth (1854-1926)

Works: Temple Emanu-El, 426 West Street, 1922 (not extant); Platt-Sinai Building, Sierra Street, 1926 (not extant), private residences.

References: Adkins et al 1990:41; *NSJ* 1/9/1926:8.

George E. Koster (1890-c.1964)

Works: Lawton Hot Springs Swimming Pool, 1931 (not extant); Ray Kendell/Tuttle Hewitt House, 560 Marsh Avenue, 1932 (extant)

References: Architect and Engineer 1930; Campana 2016:105; *NSJ* 5/3/1931:10; *NSJ* 6/9/1932:8

Benjamin Leon

Works: Twaddle Mansion, 485 W. Fifth Street (NR #83001122, extant)

References: Adkins et al 1990:50

Donald McLaren

Works: Idlewild Park

References: Adkins et al 1990:55

Jack A. Means

Jack A. Means & Associates engineering contractor

Works: Various midcentury Washoe County elementary schools; Lawlor Events Center, 1983, extant)

References: *RGJ* 11/3/1983:25

William F. "Bill" Morris

Works: Sportsman store, W. Fourth and Vine Streets (not extant)

References: NSJ 5/19/1977:26

Maurice Nespor

Partner with Theodore Selden

Works: Stremmel Art Gallery, 1400 S. Virginia Street, 1979 (extant); worked on Roy Gomm Elementary School, 4000 Mayberry Drive (extant) and Smithridge Elementary School, 4801 Neil Road (extant)

References: NSJ 10/13/1979:25 (for Stremmel); NSJ 1/2/1972:14 (for schools)

Carl E. Olson

Works: Piazza Building; Empire Theater; Sutton Building

References: Carl E. Olson Architectural Drawings, UNR Special Collections, <https://archive.library.unr.edu/public/repositories/2/resources/4445#>

Peacock & Applebee (in 1876 newspapers)

Works: Unknown

References: Adkins et al 1990:64-65

William Pereira

Works: Greyhound Bus Depot, 155 Stevenson Street, 1975 (not extant)

References: NSJ 4/17/1975:16.

Theodore Selden

Partner with planner Allen J. Stewart, 1960 and later with Maurice Nespor as Selden-Nespor Associates.

Works: Ted Stern residence (location and status unknown); Desert Research Institute

References: NSJ 10/13/1979:25.

Rodger W. Simpson, Jr.

Works: Washoe Medical Center, ca.1967

References: REG 10/24/1967:13

Robert Simpson

Worked in office of Hewitt C. Wells

Martin Stern, Jr.

Works: MGM Grand Hotel, 2500 E. Second Street, 1978 (extant)

References: Martin Stern Architectural Records, UNLV Special Collections,
<https://special.library.unlv.edu/node/84967>

John S. Sturgeon

Works: IOOF Lodge/Reno Savings Bank, 195 N. Virginia Street, 1876 (extant); Lake Mansion, 250 Court Street, 1877 (extant)

References: Adkins et al 1990:78; Harmon 2026b; Honig-Bear 2026

Milferd R. Wheeler (1904-1968) and Robert E. Gray (1919-2003)

Works: Lambda Chi Fraternity House, 255 University Terrace, 1955 (extant); Byron C. Carlton Apartments (unknown location and status); Mountain View Mausoleum (extant); Walton Funeral Home, 875 W. Second Street, 1955 (extant)

References: Ross-Hauer et al 2017:75

Peter Wilday (1940-)

Works: 1745 Catalpa Lane, 1968 (extant); 1825 Catalpa Drive, 1969 (extant); 7240 Lakeside Drive, 1969 (extant); 2020 Manzanita Lane, 1970 (extant); 3487 San Mateo Circle, 1973 (extant); National Bowling Stadium, 300 University Way, 1994 (extant); Atlantis Hotel-Casino (extant); Peppermill Hotel-Casino (extant).

References: Peter Wilday research files on file at Kautz Environmental Consultants, Inc.

Richard Wood

Works: 1930 Manzanita, 1970 (extant)

References: RGJ Homes Showcase 6/21/2006:5.

Woodard and Comstock

Works: Royal Hotel, 306 E. Fourth Street, 1907 (extant)

References: Barber 2026b

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2026a Barnes Radio Service: An early radio entrepreneur on South Virginia Street. *Reno Historical*, accessed July 1, 2026, <https://renohistorical.org/items/show/151>.

2026b Royal Hotel: This 1907 hotel on East 4th Street and Evans Avenue profited from its proximity to three railroad lines. *Reno Historical*, accessed July 1, 2026, <https://renohistorical.org/items/show/86>.

Campana, ZoAnn

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Harmon, Mella

2026a Southside School Annex: Built in 1936 as additional space for the adjacent (since demolished) Southside School. *Reno Historical*, accessed July 1, 2026, <https://renohistorical.org/items/show/55>.

2026b I.O.O.F. Lodge/Reno Savings Bank: Built in 1877 for the Odd Fellows, who met upstairs, the ground floor housed a series of banks, a drug store, and a jewelers. *Reno Historical*, accessed July 1, 2026, <https://renohistorical.org/items/show/112>.

Honig-Bear, Sharon

2026 Lake Mansion: Built in 1877, the residence was home to Jane Lake and was famously moved across town twice. *Reno Historical*, accessed July 1, 2026, <https://renohistorical.org/items/show/34>.

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1926 "Reno Architect, Builder, Expires." 1/9/1926:8.

1931 "Architect Studied In Europe Cities." 5/3/1931:10.

1932 "Reno's Largest Home is Being Constructed." 6/9/1932:8.

1972 "Board Approves Multi-Purpose Rooms." 1/2/1972:14.

1975 "Reno's Greyhound Bus Depot Opens—No Problems," 4/17/1975:16.

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1967 "‘No-name Street’ is a Problem for County Officials, Architects." REG
10/24/1967:13.

Reno Gazette-Journal

1983 "Design Team." RGJ Special Advertising Supplement, Lawlor Events Center.
11/3/1983:25.

2006 "Southwest Home Feels Like a Sophisticated Forest Retreat." RGJ Homes
Showcase. 6/21/2006:5.

2023 "George Mingo Ferrari." RGJ 2/26/23:6F.

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Reno Builders, 1868-1980

Action Construction Co.

Works: Stremmel Gallery, 1400 S. Virginia Street, 1979 (extant)

References: NSJ 10/13/1979:25.

William Everett Barnard

Works: Casa de Rey, 990 Joaquin Miller Drive, 1930 (extant); Greystone Castle, 970 Joaquin Miller Drive, 1930 (NRIS #02000875, extant); W.E. Barnard House, 950 Joaquin Miller Drive, 1930 (NRIS #02000874, extant)

References: Campana 2016

John Barrett and Son

Marble and granite mason

Works: Hotel Richelieu, now Louis' Basque Corner, 301 E. Fourth Street, 1907 (extant); granite pillars at UNR entrance (extant); cemetery headstones

References: Barber 2026a

John Jacob Becker (1845-1900)

Works: Becker's Café and Becker's Soft Drink Parlor, 34 Commercial Row (not extant)

References: Adkins et al 1990:5

Isaac Theodore Benham

Professional stone mason

Works: Central School, West Street, 1880 (not extant)

References: Adkins et al 1990:6; Barber 2026b

Bevilacqua House Movers

A. Bevilacqua and Sons House Movers; J & D Bevilacqua House Movers

References: Hinman 2013: *Reno Gazette-Journal* 3/18/2003

Walker Boudwin Construction

Founded in 1920s by Walker J. Boudwin alone and later with son Rodney W. Boudwin, who took over in 1952 after his father's death and was joined by W.T. Donnels around 1962.

Works: Greyhound Bus Depot, 155 Stevenson Street, 1975 (not extant); Trinity Episcopal Cathedral, 200 Island Avenue (various dates, extant); Fleischmann Agriculture building, UNR campus (extant); Loomis Manor Apartments, 1045 Riverside Drive, 1939 (extant).

References: NSJ 4/17/1975:16 (for Greyhound Depot); Parsons 1983:116 (for Trinity Episcopal); Parsons 1983:127 (for Fleischmann Ag); Parsons 1983:75 (for Loomis Manor).

Ernest Bresson

Works: Residence, 320 E. Taylor Street, 1936 (extant); Residence, 324 E. Taylor Street, 1936 (extant); Residence, 328 E. Taylor Street, 1936 (extant); Residence, 316 E. Taylor Street, 1936 (extant); Bungalow court apartments, 511 Roberts Street, 1938 (extant); Residence, 511 Cheney Street, 1936 (extant); Residence, 523 Cheney Street (extant), 1936; Residence, 612 Cheney Street, 1936 (extant); Residence, 513 Thoma Street, c.1937 (extant); Residence, 541 Thoma Street, 1936 (extant); Duplex, 613 Moran Street, 1936 (extant); Duplex, 602-604 Roberts Street, 1936; Duplex, 618 Roberts Street, 1936 (extant).

References: Ross-Hauer and Sigler 2014:35

James and Peter Burke

Works: UNR campus buildings (unknown); first NCO Depot, 1880 (not extant), various houses

References: Adkins et al 1990:9

A.R. Burks

Works: Brick bungalows in the University Terrace Addition, including 960 Ralston Street (extant)

References: Ross-Hauer et al 2017:35-36

Henry F. Byars

Works: Two unknown residences on Vista Drive (now Genessee), 1937

References: Ross-Hauer et al 2017:37

James B. Caine

Partnered with architect Fred Schadler

Works: Flanigan Warehouse, 701 E. Fourth Street, 1907 (extant); St. Mary's Academy (not extant)

References: Adkins et al 1990:11-12

John Capurro

Works: Residence, 1024 Washington Avenue, c.1939 (status unknown)

References: Ross-Hauer et al 2017:29

Hans Christensen

Works: Christensen's Addition, 1928; Unknown homes in Christensen's Addition

References: Ross-Hauer et al 2017:36

Clock and Shea

Works: Royal Hotel, 306 W. Fourth Street, 1907 (extant)

References: Barber 2026c

Frank Clock (?-1934)

Works: Mackay School of Mines, UNR Campus, 1908 (extant); N-C-O Shops, 401 E. Fourth Street, 1899 (NRIS #83001120, extant), unknown Reno hotels

References: Adkins et al 1990:16

Charles Elmer Clough (1857-1932)

Reno Press Brick president

Works: Colonial Apartments, 1907 (extant); Masonic Temple (not extant); Grey Reid Wright department store (not extant); Masonic Temple (not extant)

References: Harmon 2026a

Del Acqua

Works: Residence, 905 Washington Street, 1938 (extant)

References: Ross-Hauer et al 2017:29

Felix DeLongchant (1851-1926)

Father of architect Frederic DeLongchamps

Works: Reno bridges (unknown what bridges or if they are still extant)

References: Adkins et al 1990:24

Leo Delucchi

Works: Delucchi building, 180 E. First Street (extant)

References: Honig-Bear 2026

Joe Dillard

Dillard and Kennedy Contractors

Works: Nevada Building and Washoe County Aquarium for Transcontinental Highways Exposition in Idlewild Park, 1926 (not extant); Reno Junior High School, 1923 and Gymnasium, 1924 (not extant); Golden Rule Store (not extant); various houses

References: Adkins et al 1990:24-25

W. Stewart Dinwiddie

Works: Coed Lodge, 1964 (not extant); Tiny's Motel (Sundance Motel), 1964 (not extant); Starlight Bowl addition (extant); Lamplighter Motel, Mill Street (status unknown); Hillsboro subdivision; Royal Heights subdivision

References: NSJ 11/24/1964; Ross-Hauer et al 2017:21

W.T. Donnels

Works: Swope Junior High (Middle) School sports complex, 1971 (extant)

References: REG 8/5/1971:11.

C.G. Elander

Works: Residence, 928 Evans Avenue, 1932 (not extant)

References: Ross-Hauer et al 2017:24

George Feuerstein (1910-1987)

Works: 799 Gear Street, 793 Gear Street, and 1020 Vine Street

References: Mella Rothwell Harmon, personal communication; *Reno Gazette Journal* 9/30/1987:32

E.K. Fowler

Works: UNR Women's Dormitory (not extant); unknown building at Second and West Streets

References: Adkins et al 1990:32

Andrew Frandsen (1859-1930)

Works: Frandsen Apartments (not extant)

References: Adkins et al 1990:33

Frank M. Frandsen (1894-19?)

Works: Residence, 41 E. Taylor Street (extant); Reno Sewage System

References: Adkins et al 1990:33

Charles Friedhoff**Friedhoff and Hoeffel**

Works: N-C-O Depot, 325 E. Fourth Street, 1910 (NRIS #80002469, extant)

References: Adkins et al 1990:34

W.R. Gilbert

Works: Bungalows and small cottages in the Meadow View Addition, Martin Tract, and Powning's Addition (specific examples unknown); possibly 824 Holcomb Avenue, 1907 (extant)

References: Ross-Hauer and Sigler 2014:33

William Hill (1894-?)

August Hill and Sons

Works: Hill Sierra Vista Castle/Redfield Mansion, 370 Mount Rose Street, 1919 (extant); Sierra Vista Tract

References: Adkins et al 1990:41; Harpster 2014

S.F. Hoole

Builder partnered with James Z. Kelly

Works: First Washoe County Courthouse, 1873 (not extant); unfinished Nevada State Prison in Reno (not extant).

References: Adkins et al 1990:43

Horton & Son

Works: Unknown, possibly 12 residences in the Wells Addition

References: Ross-Hauer and Sigler 2014:46

Robert F. Hoy (?-1908)

Pioneer Reno builder

Works: Unknown

References: Adkins et al 1990:44

Thomas K. Hymers (1833-?)

Works: Truckee Livery and Feed Stables, 1873 (not extant); Hymer House, Sierra Street, 1869 (not extant)

References: Adkins et al 1990:44

C.D. Jameson

Works: Luella Garvey House, 599 California Avenue, 1934 (NRIS #03001510, extant)

References: REG 6/23/1934; SHPO architect and builder files

Johnson and Boscovich

General Contractors.

Works: Century Apartments at 100 Ralston St, 1960 (extant)

References: NSJ 1/8/1961:21.

James Z. Kelly

Works: First Washoe County Courthouse, 1873 (supervising architect, not extant); Reno Woolen Mill (not extant); Reno Masonic Building (not extant)

References: Adkins et al 1990:47

Johnson and Mape Construction Co. (Palo Alto, Calif.)

Works: Park Lane Centre, S. Virginia Street and Plumb Lane, 1965 (not extant).

References: NSJ 11/6/1964:1.

Ed Lee

Works: Residence, 520 Burns Street, 1937 (extant); Residence, 641 Cheney Street, 1942 (extant); Residence, 651 Cheney, 1942 (extant); Residence, 805 Kirman Avenue (extant); Residence, 815 Kirman Avenue, 1942 (extant)

References: Ross-Hauer and Sigler 2014:47

Stewart Logan (ca.1854-1905)

Pioneer Reno builder

Works: Said to have worked on the 1905 Virginia Street Bridge and original Masonic Temple (neither extant)

References: Adkins et al 1990:51; NSJ 12/13/1905:1.

Arthur Mabson

Works: Frank E. Humphrey House, 1906 (NRIS #83001118, extant)

References: Adkins et al 1990:52

Ian MacSween

Works: Morrill Hall Remodel, University of Nevada campus, 1970s

References: NSJ 10/13/1979:25.

William G. McGinty

Works: Masonic Temple, c.1905 (not extant); UNR Electrical Building, 1910 (unknown)

References: Adkins et al 1990:54

Jacob McKissick

Works: Reno Opera House, 1887 (not extant); McKissick Hotel, 1908 (not extant)

References: Adkins et al 1990:55

George McNee

Pioneer Reno builder

Works: Unknown

References: Adkins et al 1990:56

M. Lee Miner

Works: Residence, 820 Vine Street, 1940 (extant); Residence, 817 Vine Street, 1940 (extant); Residence, 824 Whitaker Drive (extant), 1940;

References: Ross-Hauer et al 2017:43

James Mortensen

Works: Reno Oddfellows Building, 1929 (not extant)

References: Adkins et al 1990:59

Samuel Myers

Works: Unknown

References: Adkins et al 1990:60

George Panicari

Works: Regina Apartments, 260 Island Avenue (extant); 1010 Washington Avenue, 1942 (extant)

References: Hinman 2026; Ross-Hauer et al 2017:28

Andrew Paterson (1865?-1930) and Chester A. Paterson (1889-?)

Works: Unknown

References: Adkins et al 1990:63-64

J.F. Peacock and Scott

Works: Unknown

References: Adkins et al 1990:64-65

Marius Petersen (1879-?)

Works: Assorted early twentieth century brickwork on College Drive

References: Adkins et al 1990:65

Norman W. Prince (?-1930)

Works: Reno Oddfellows Hall (not extant)

References: Adkins et al 1990:66

George A. Probasco (1894-1984)

Ronnow and Probasco; Wiechmann and Probasco

Works: Unknown homes in New Sunnyside Addition, 1945 (Ronnow and Probasco); 79 identical residences in the University Park tract, 1948 (Wiechmann and Probasco)

References: Adkins et al 1990:66, Ross-Hauer et al 2017:43, 46; *REG* 2/1/1961:23.

Ramsey Brothers Builders

Keston Leland Ramsey, Duane Ramsey, Allan Ramsey, and Robert Ramsey

Works: Private residences throughout town beginning in 1940s

References: *RGJ* 2/7/2010: 7B.

T.E. Robb

Works: 606 N. Lake Street (extant)

References: Ross-Hauer et al 2017:21

Roush and Belz

Works: 20th Century Club, 335 W. First Street, 1925 (NRIS #83001113, extant)

References: Adkins et al 1990:70

Andreas Johannes Schadler (1835-1904)

Father of architect Fred Schadler

Works: Unknown

References: Adkins et al 1990:72

Self & Selman Mill & Building Co.

Works: Residence, 304 Roberts Street, 1906 (extant); Residence, 512 Holcomb Avenue, 1905 (extant)

References: Ross-Hauer and Sigler 2014:46

Calvin G. Selman (1873-?)

Works: Washoe County Courthouse, 75 Court Street, 1911 (NRIS #86002254, extant)

References: Adkins et al 1990:73

Preston B. Smith (1873-?)

Works: Residence, 729 W. Fifth Street (not extant)

References: Adkins et al 1990:76

Alfred Ward (1881-1959)

Operated William Ward contracting firm with brothers John and William Ward

Works: University of Nevada agricultural and science buildings (unspecified, according to obituary); Orvis Ring School (not extant); McKinley Park School, 925 Riverside Drive (NRIS #85002406, extant); St. Mary's Hospital, 235 W. Sixth Street (extant); Majestic Theater (not extant); Granada Theater (not extant)

References: Adkins et al 1990:83; REG 3/17/1959:11.

Ward Brothers and Calder

Works: Pincolini Hotel (NRIS #84000086, not extant)

References: Adkins et al 1990:84

David R. Williams (1871-?)

Stone cutter, Western Marble and Granite Co.

Works: Unknown

References: Adkins et al 1990:88

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