National Park Service
Cultural Landscapes Inventory

2021



Temple Bar Developed Area

Lake Mead National Recreation Area

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Temple Bar Developed Area

Resource Classification: Cultural Landscape

CLI Identification Number: 725267

Parent Landscape: 725267

Inventory Status: Complete

Park Information

Park Name: Lake Mead National Recreation Area

Alpha Code: LAKE

Park Organization Code: 8360

Park District: LAKE

Region: Pacific West

Restricted: Yes

Landscape Description:

Located in Arizona on the south shore of Lake Mead, across from Temple Bay, Temple Bar lies approximately 64 miles east of Boulder City, Nevada, within Lake Mead National Recreation Area (NRA). Lake Mead NRA is located in southeastern Nevada and northwestern Arizona. Composed of 1.5 million acres, the NRA follows the Colorado River corridor from Grand Canyon National Park to just north of the cities of Laughlin, Nevada and Bullhead City, Arizona. It includes Lake Mead and the smaller Lake Mohave, reservoirs of the Hoover Dam (1931) and Davis Dam (1942), respectively. Three of America's four desert ecosystems – the Mojave, Sonoran, and Great Basin – meet in the NRA. The Temple Bar Developed area is laid out in a wash that gently slopes northeast towards a protected harbor, with relatively flat and sparsely vegetated surrounding areas.

Temple Bar is an excellent example of National Park Service Mission 66 development and is one of the most intact examples of a Mission 66 developed area in Lake Mead NRA. Largely constructed between 1947 and 1967, Temple Bar contains the elements of a Mission 66 developed area, including a visitor center, employee housing, a utility area, and a campground, as well as concession facilities such a trailer village, motel complex, and restaurant/store.

Landscape Hierarchy Description:

The Temple Bar Developed Area is an individual landscape with no parent or component landscapes.

Landscape Type:

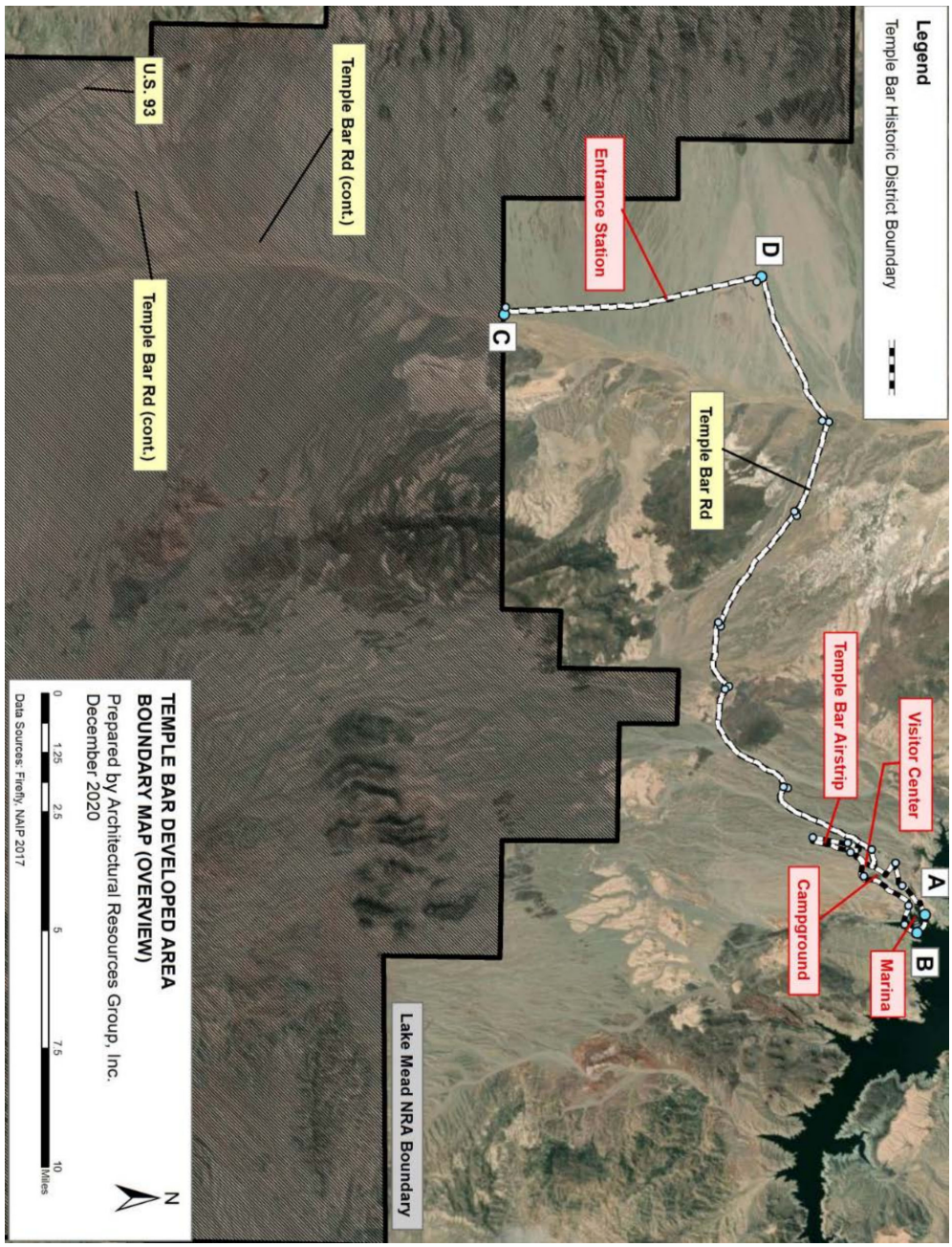
Historic Designed Landscape

Other Names:

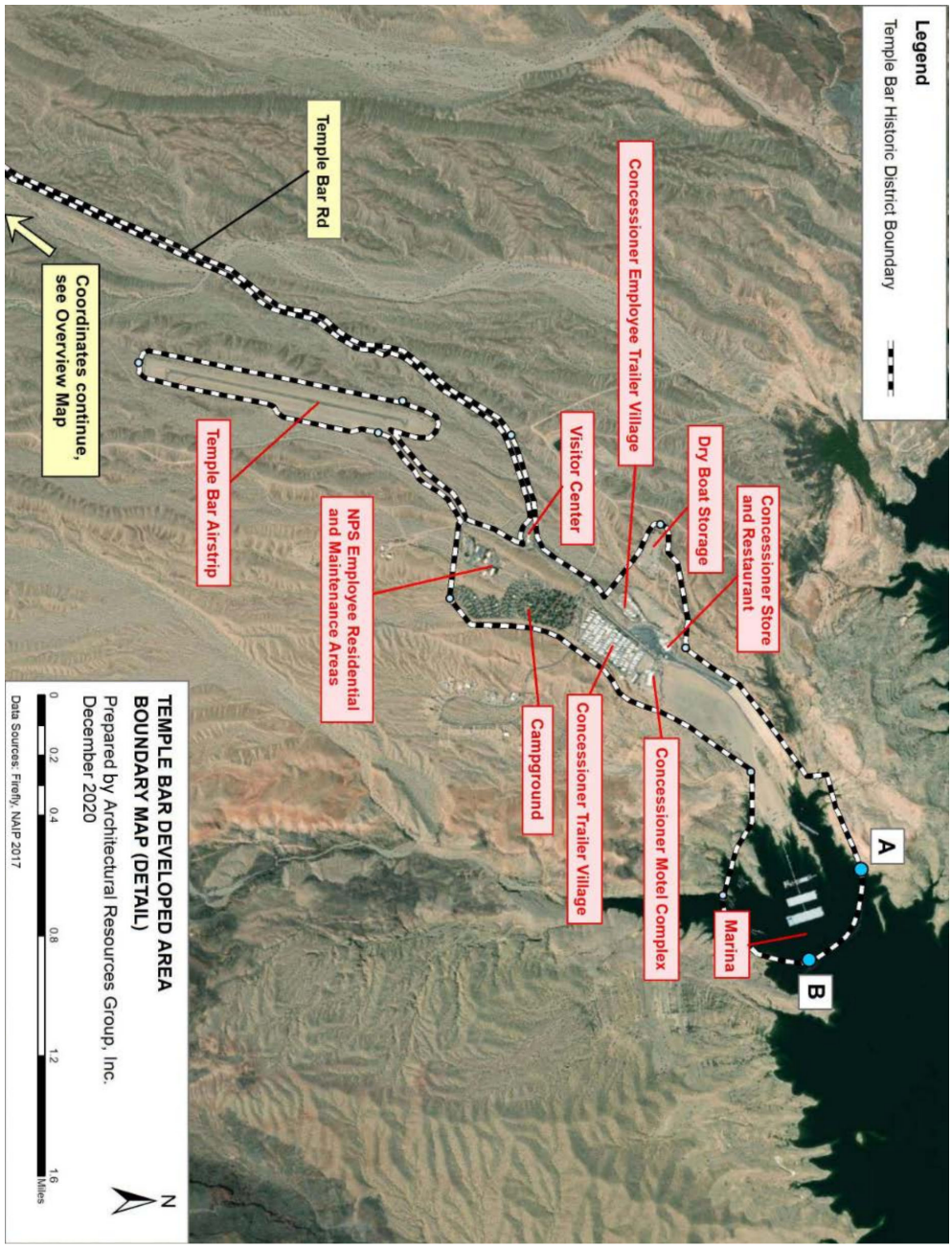
Other Name: Mission 66 Historic District
Temple Bar

Other Name Type: Historic

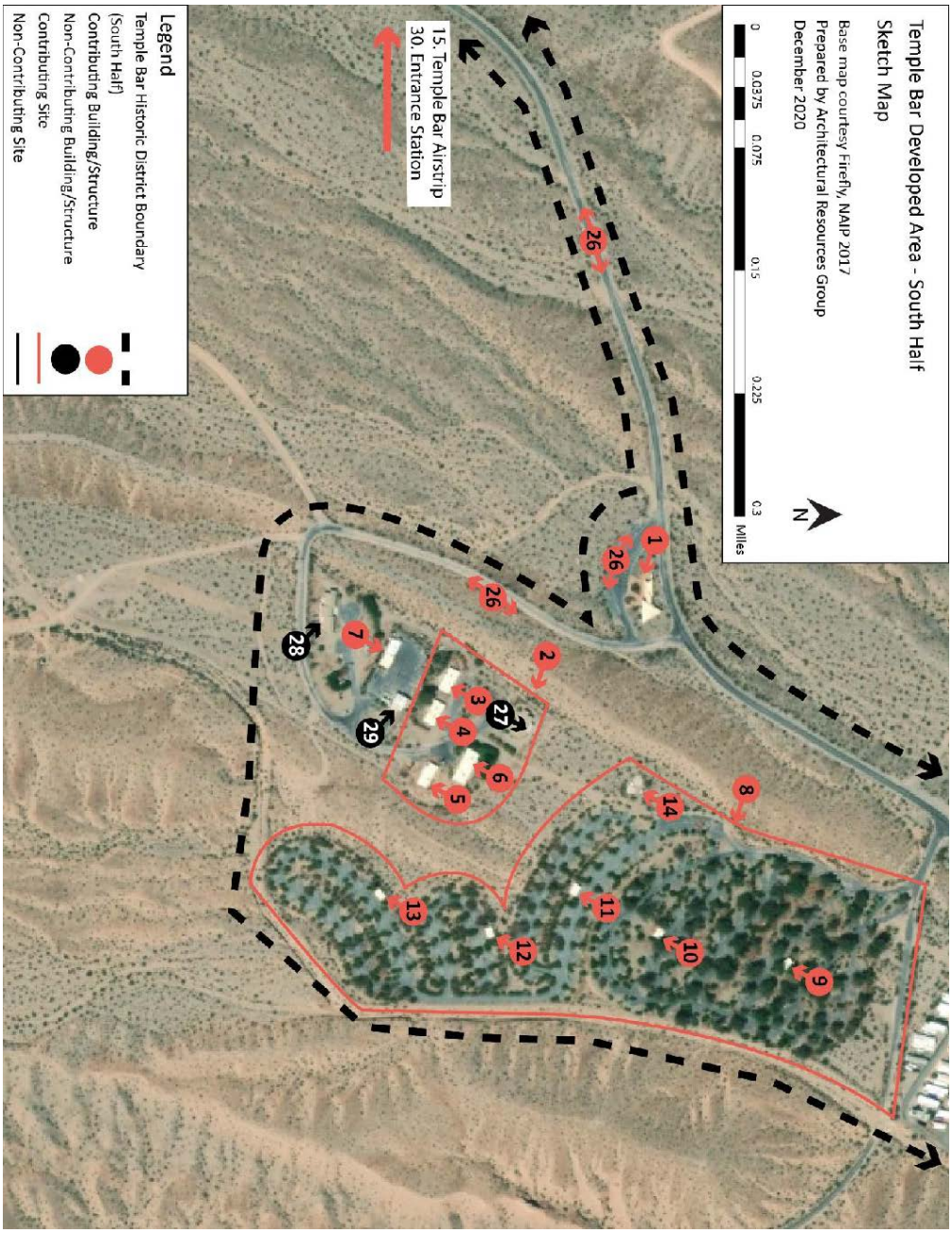
Site Plan



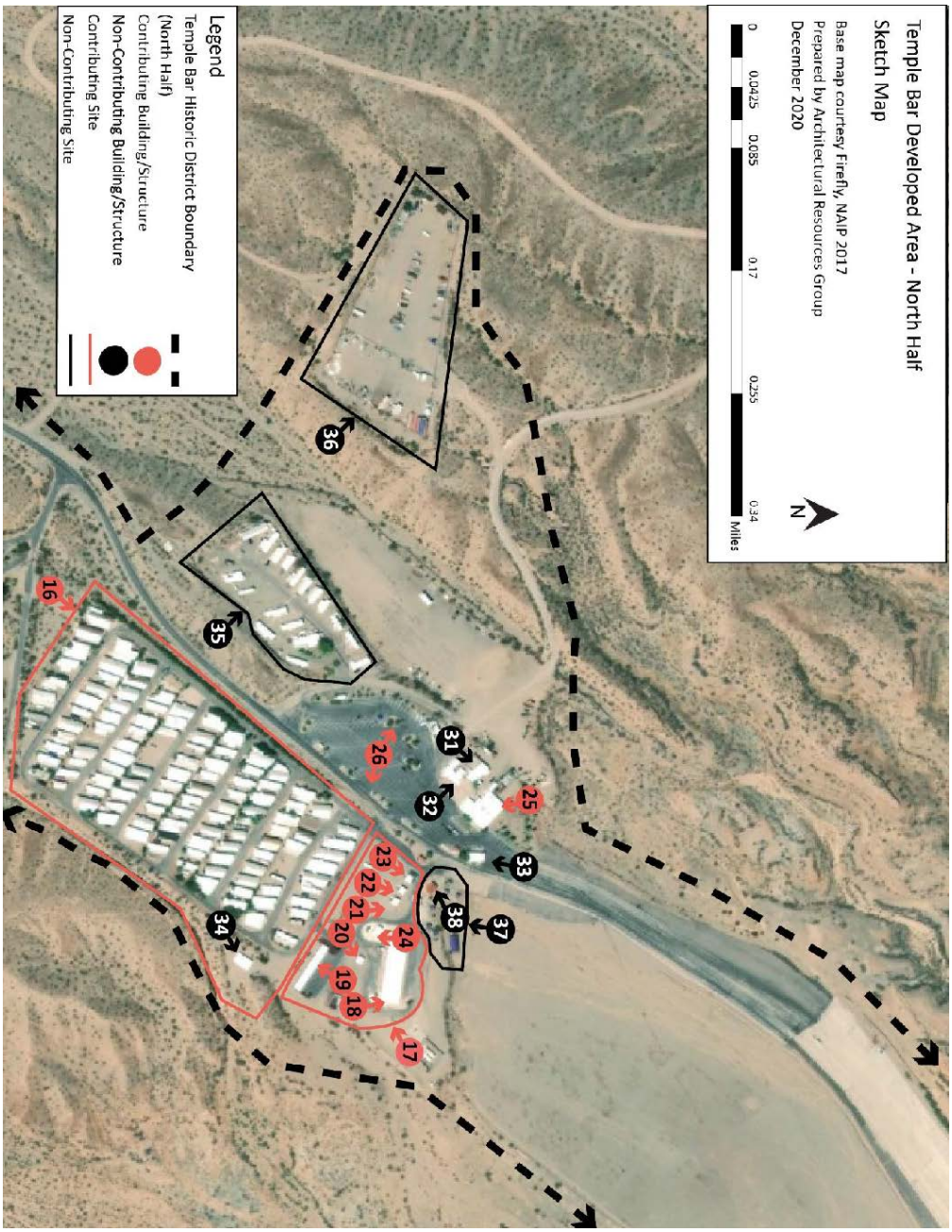
Site Plan 1


Legend
Temple Bar Historic District Boundary
Concessioner Store and Restaurant
Dry Boat Storage
Concessioner Employee Trailer Village
Visitor Center
Temple Bar Airstrip
NPS Employee Residential and Maintenance Areas
Campground
Concessioner Trailer Village
Concessioner Motel Complex
Marina
A
B
Temple Bar Rd
Coordinates continue, see Overview Map
TEMPLE BAR DEVELOPED AREA
BOUNDARY MAP (DETAIL)
Prepared by Architectural Resources Group, Inc.
December 2020
0 0.2 0.4 0.8 1.2 1.6 Miles
Data Sources: Firefly, NAIP 2017
N

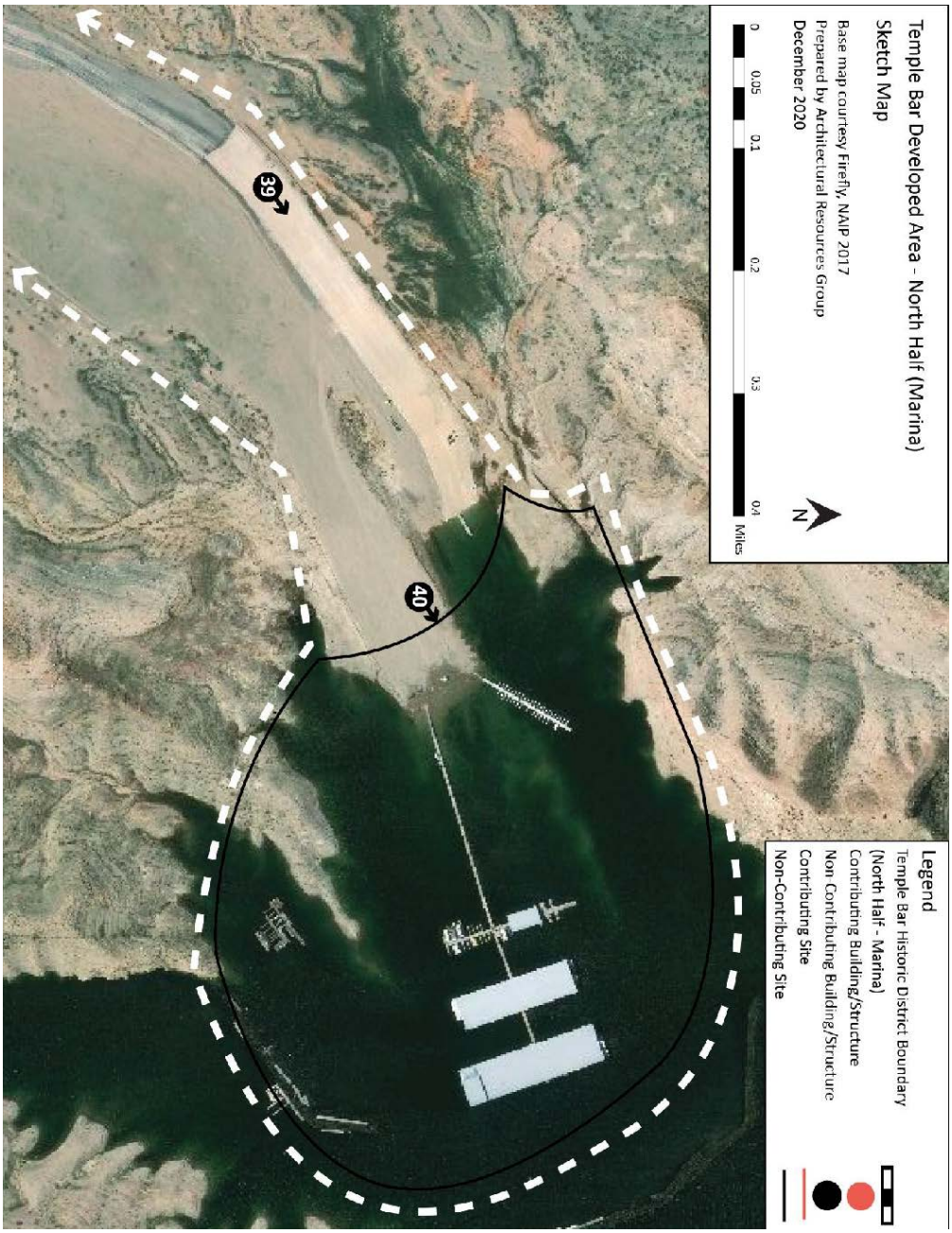
Site Plan 2


Temple Bar Developed Area - South Half
Sketch Map
Base map courtesy Firefly, NAIP 2017
Prepared by Architectural Resources Group
December 2020
0
0.0375
0.075
0.15
0.225
0.3
Miles
N
Legend
Temple Bar Historic District Boundary
(South Half)
Contributing Building/Structure
Non-Contributing Building/Structure
Contributing Site
Non-Contributing Site
15. Temple Bar Airstrip
30. Entrance Station

Site Plan 3


Temple Bar Developed Area - North Half
Sketch Map
Base map courtesy Firefly, NAIP 2017
Prepared by Architectural Resources Group
December 2020
0
0.0425
0.085
0.17
0.255
0.34
Miles
N
Legend
Temple Bar Historic District Boundary (North Half)
Contributing Building/Structure
Non-Contributing Building/Structure
Contributing Site
Non-Contributing Site
16
17
18
19
20
21
22
23
24
25
26
31
32
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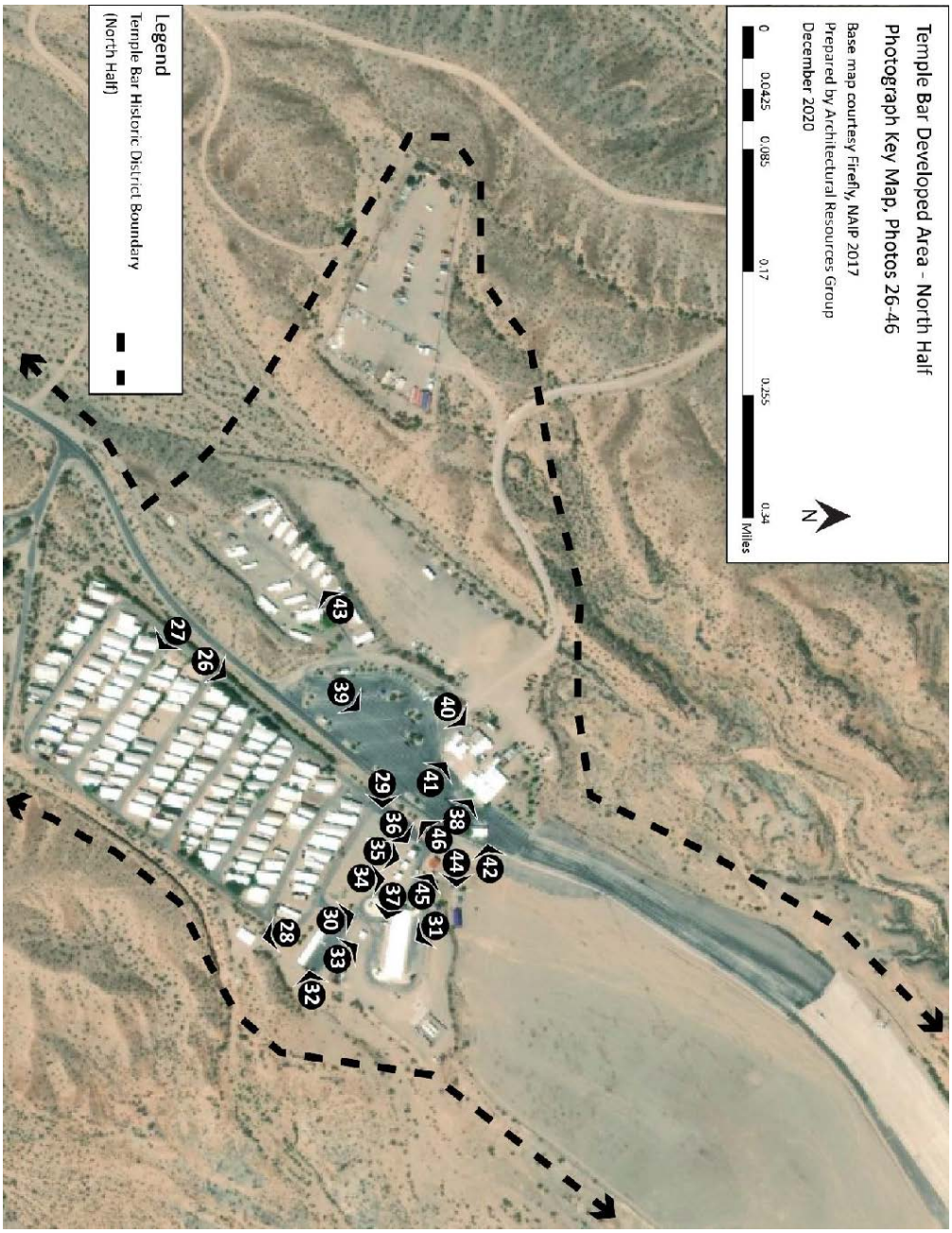
Site Plan 4


Temple Bar Developed Area - North Half (Marina)
Sketch Map
Base map courtesy Firefly, NAIP 2017
Prepared by Architectural Resources Group
December 2020
0
0.05
0.1
0.2
0.3
0.4
Miles
N
Legend
Temple Bar Historic District Boundary (North Half - Marina)
Contributing Building/Structure
Non Contributing Building/Structure
Contributing Site
Non-Contributing Site
39
40

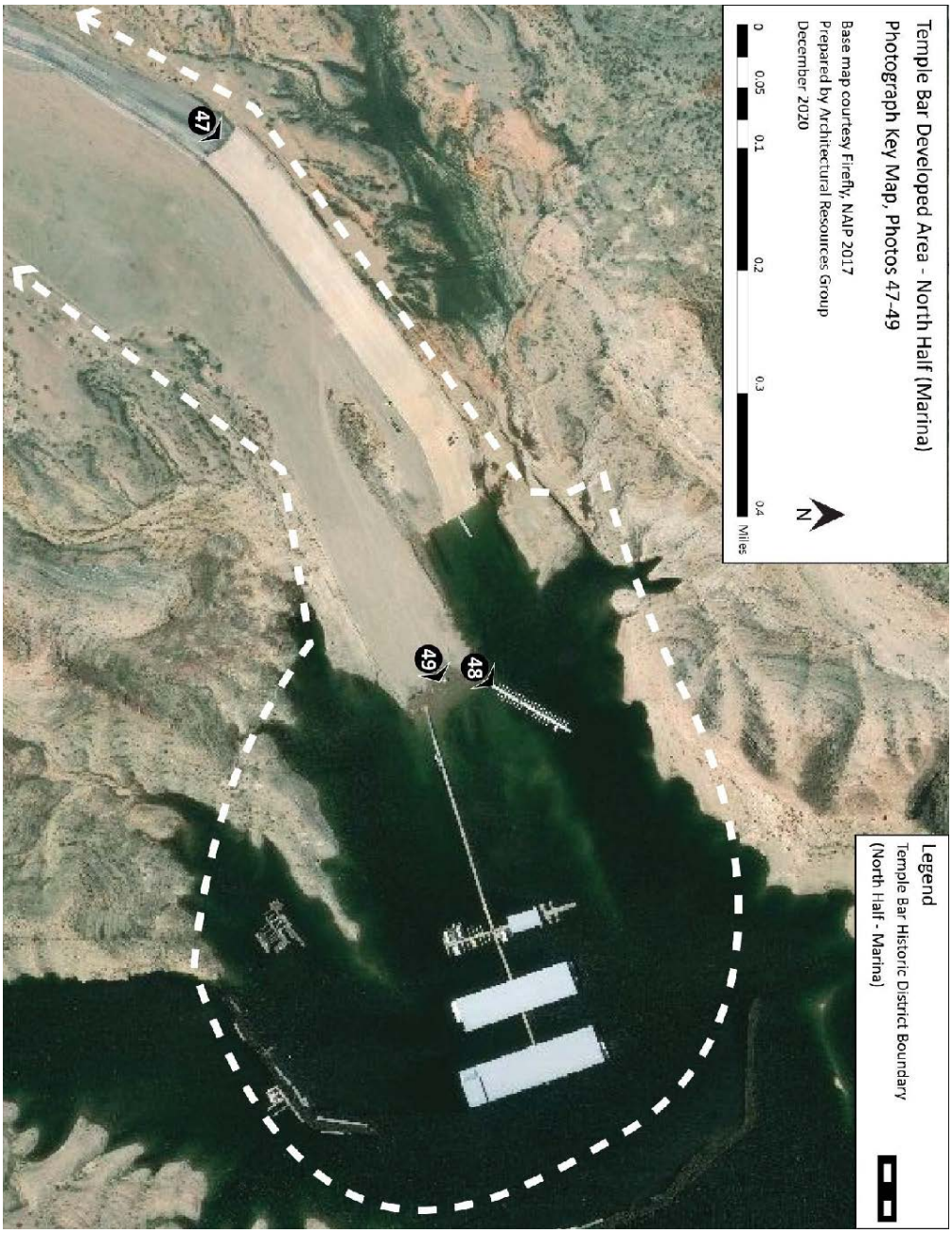
Site Plan 5


Temple Bar Developed Area - South Half
Photograph Key Map, Photos 1-25
Base map courtesy Firefly, NAIP 2017
Prepared by Architectural Resources Group
December 2020
0
0.0425
0.085
0.17
0.255
0.34
Miles
N
Legend
Temple Bar Historic District Boundary
(South Half)
24. Temple Bar Airstrip
25. Entrance Station

Site Plan 6


Temple Bar Developed Area - North Half
Photograph Key Map, Photos 26-46
Base map courtesy Firefly, NAIP 2017
Prepared by Architectural Resources Group
December 2020
0 0.0425 0.085 0.17 0.255 0.34
Miles
N
Legend
Temple Bar Historic District Boundary
(North Half)
43
27
26
39
40
29
41
36
38
46
44
42
35
34
37
45
31
28
30
33
32

Site Plan 7


Temple Bar Developed Area - North Half (Marina)
Photograph Key Map, Photos 47-49
Base map courtesy Firefly, NAIP 2017
Prepared by Architectural Resources Group
December 2020
0
0.05
0.1
0.2
0.3
0.4
Miles
N
Legend
Temple Bar Historic District Boundary
(North Half - Marina)
47
48
49

Site Plan

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/29/2021

Completion Status Explanatory Narrative:

A Determination of Eligibility was completed for the Temple Bar Developed Area in 2020. Regional office staff converted the DOE to a CLI in 2021.

Geographic Information

State and County:

State	County
Arizona	Mohave County

Size (Acres): 1

Land Tract Number(s)

Boundary Description:

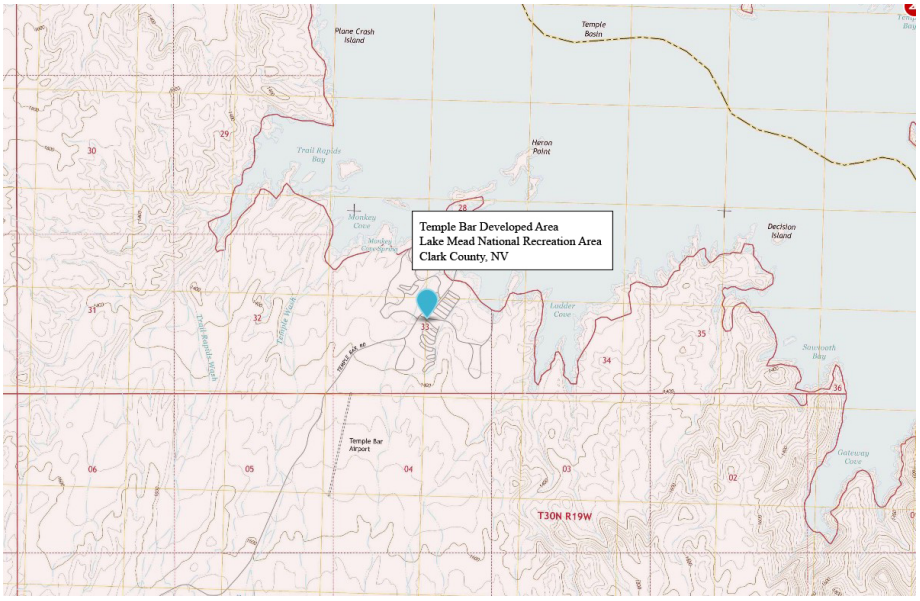
Temple Bar Developed Area sits in a broad wash that generally runs northeast-southwest and is oriented towards the Colorado River and Temple Bay. It is surrounded by low-lying sparsely vegetated hills. Some cut and fill was necessary to provide for level surfaces for building. However, development was largely determined by the natural topography of the site, with most construction occurring in the flatter areas of the wash. Falling water levels have left the site on the edge of a narrow inlet.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Point	36.042847	-114.312017	
	Point	36.041095	-114.307835	
	Point	36.037285	-114.310851	
	Point	36.038301	-114.316638	
	Point	36.02685	-114.325081	
	Point	36.023721	-114.333104	
		36.014901	-114.336204	
		36.024402	-114.334334	
		36.007533	-114.35205	
		35.993269	-114.382863	
		35.990322	-114.392478	
		36.011713	-114.438636	
		36.017868	-114.463964	
		36.001917	-114.507928	
		35.819833	-114.551983	
		35.820104	-114.552338	

		36.002128	-114.408364	
		36.018296	-114.46417	
		36.012159	-114.438306	
		36.008305	-114.432087	
		35.993567	-114.383034	
		36.00785	-114.351637	
		36.029141	-114.333125	
		36.03504	-114.328835	
		36.035793	-114.322836	

Location Map:



Location map

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/29/2021

Management Category Explanatory Narrative:

Temple Bar Mission 66 Historic District meets criteria for Category B - Should be Preserved and Maintained. The historic district meets National Register criteria, is compatible with the park's legislated significance "for the benefit and inspiration of the people," and has a continuing purpose that is appropriate to its traditional use or function.

Management Agreements:

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

All lands that contribute to the inventory unit are within the park boundary.

National Register Information

National Register of Historic Places

Documentation Status: Entered Documented

Documentation Narrative Description:

Temple Bar was determined eligible for listing on the National Register

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 04/29/2021

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Temple Bar Developed Area is eligible for listing in the National Register of Historic Places as a historic district. As described under its evaluation against National Register criteria, the developed area meets all of the characteristics outlined in the National Park Service Mission 66 Era Resources Multiple Property Documentation (MPD) for Mission 66 historic districts.58 Furthermore, all of its contributing resources meet the characteristics for associated property types as described in the MPD. Temple Bar's period of significance is 1947-1967, reflecting the time period during which all of its contributing properties associated with its Mission 66 development were constructed. The period begins with the 1947 construction of the airstrip and execution of the first NPS-concessioner contract; it culminates with the airstrip's paving and completion of development proposed under Temple Bar's Mission 66 master plan.

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

C - Embodies distinctive construction, work of master, or high artistic values

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1947 - CE 1967

Area of Significance:

Area of Significance Category: Architecture

Area of Significance Category: Landscape Architecture

Area of Significance Category: Entertainment - Recreation

NRIS Information:

State Register Documentation:

National Histric Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date: 03/29/2021

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE 6000 - 1800	Inhabited	native peoples “survived and occasionally flourished in the canyon country surrounding the Colorado River.”
AD 1770 - 1780	Explored	Spanish expeditions to the Great Basin
AD 1850 - 1860	Explored	Euromerican exploration of the region began in earnest
AD 1854 - 1857	Inhabited	brief occupation of the region by Mormon missionaries
AD 1860 - 1870	Explored	government-led explorations of the Colorado River commenced in the 1860s, most notably led by Major John Wesley Powell
AD 1869	Explored	Powell received funding from the Smithsonian Institution for the exploration and mapping of the Colorado River.
AD 1890 - 1929	Established	The Progressive Era (1890s to 1920s) represented a period of widespread political reform, during which the federal government played a significant role in shaping the everyday lives of Americans.
AD 1896	Established	California Development Company founded
AD 1902	Established	The creation of the U.S. Reclamation Service (later the Bureau of Reclamation) through the Reclamation Act established the federal government’s status as the purveyor of western water development
AD 1904	Destroyed	canal failure and subsequent flooding of the Imperial Valley
AD 1922	Established	The Colorado River Compact, an agreement between California, Wyoming, Utah, Colorado, New Mexico, Nevada, and Arizona to share the waters of the Colorado River, was created to ensure the upper basin states, which were developing at a much slower rate, could hold their share of the river waters for future needs
AD 1928	Established	The (revised) Boulder Canyon Project Act was signed; which included funding for dam construction
AD 1933	Established	The Bureau of Reclamation awarded the Boulder Canyon Dam contract to a consortium of six western-based companies, including McDonald & Kahn and Betchel (San Francisco Bay Area in CA), Morrison-Knudsen (ID), Kaiser Paving Company (Oakland, CA), Utah Construction Company (UT), J.F. Shea (Portland, OR), and Pacific Bridge (Portland, OR).
AD 1934	Planned	The NPS began a preliminary study of the nation’s recreational needs. That same year, Congress authorized federal agencies to work with states to develop recreation areas, and the NPS assumed a leadership role in these efforts.
AD 1936	Built	Hoover Dam opened and began producing electricity and was instantly hailed as “one of the wonders of the world and the greatest man-made structure on the planet.”

Year	Event	Major Event Narrative
AD 1936	Established	After intensive lobbying by the agency, Congress authorized the Park, Parkway, and Recreational Area Study Act, which allowed the NPS to conduct a more comprehensive survey of the country's recreational needs. The study determined that there was a great demand for recreation facilities in the U.S., and the NPS had positioned itself to lead the way in acquiring and managing lands for recreation.
AD 1936	Established	The NPS, through an agreement with the Bureau of Reclamation, began managing the first national recreation area in the United States—Lake Mead NRA.
AD 1936	Established	President Roosevelt signed Executive Order 7496, which granted the NPS authority over 46 new recreation sites.
CE 1947	Built	Temple Bar Airstrip was established.
CE 1950 - 1959	Built	Boat Launch was built in the 1950s.
CE 1950 - 1959	Built	Marina was built in the 1950s.
CE 1952	Established	Concessioner Trailer Village was established.
CE 1953	Built	Motel complex was established.
CE 1953	Built	Cabins 8, 9, 10, and 11 were built.
CE 1953	Built	Cabin comfort station was built.
CE 1953	Built	Store/Restaurant was built.
CE 1953	Built	Boat Shop was built.
CE 1956 - 1967	Built	Internal circulation and parking system was established.
CE 1958	Established	Campground was established.
CE 1959	Built	Comfort Stations 821, 822, 823, 824, and 825 were built.
CE 1958 - 1959	Built	Residences 801 and 802 were built.
CE 1958 - 1959	Built	Utility Building was built.
CE 1958 - 1966	Established	NPS Employee Residential Area was established.
CE 1961 - 1966	Maintained	Concessioner Trailer Village was maitained/improved.
CE 1962	Built	Duplex Residence 804/805 was built.
CE 1962 - 1963	Built	Visitor Center was constructed.
CE 1962 - 1963	Built	Comfort Stations 821, 822, 823, 824, and 825 were maintained/improved: walkways around buildings were repaved, door glazing at 822 and 824 were replaced/removed.
CE 1963	Maintained	Campground was improved/repaved.
CE 1963 - 1964	Built	Amphitheater was built.
CE 1963 - 1964	Maintained	Motel complex was improved/maintained.
CE 1963 - 1964	Built	South motel building was built.
CE 1965	Maintained	Cabins 8, 9, 10, and 11 were improved/maintained.
CE 1965	Maintained	Cabin comfort station was improved/maintained.
CE 1965	Maintained	Store/Restaurant was improved/maintained.
CE 1966	Built	Residence 803 was built.
CE 1966	Maintained	Motel complex was improved/maintained: plants were added, some curbs were replaced.

Year	Event	Major Event Narrative
CE 1966	Built	North motel building was built.
CE 1970	Maintained	Temple Bar Airstrip was maintained/improved.
CE 1970	Built	Boat Rental Office was built.
CE 1971 - 2021	Established	Employee Trailer village was established sometime after 1970.
CE 1980 - 1989	Maintained	Boat Rental Office was altered in the 1980s.
CE 1980 - 1999	Built	Ice House was built in between the 1980s and 90s.
CE 1983	Built	Dry Boat Storage was built.
CE 1986	Built	Fire Station was built.
CE 1991	Built	Trailer Village comfort station and laundry building were built.
CE 1991 - 1999	Established	Picnic Area was established.
CE 1992	Built	Residence 806 was built.
CE 1992	Built	Duplex residence 807/808 was built.
CE 1992	Expanded	One residence was added to the NPS Employee Residential Area.
CE 1993	Built	Picnic Area Comfort Station was built.
CE 2003	Maintained	Picnic Area was improved/maintained.
CE 2006 - 2007	Maintained	Marina was altered.
CE 2007 - 2010	Built	Entrance Station was built.
CE 2010	Maintained	Boat Launch was altered.

Physical History:

Pre-History and Early Settlement of the Colorado River's Black Canyon

The area that would become Lake Mead was originally occupied by the Patayan, Basketmaker-Pueblo, and Southern Paiute tribes who had spent centuries adapting to the Mojave Desert's harsh environment. Between 6,000 BC and 1800 AD native peoples "survived and occasionally flourished in the canyon country surrounding the Colorado River."59 Though Spanish expeditions to the Great Basin had occurred in the 1770s, it was not until the late 1850s that Euromerican exploration of the region began in earnest. Following a brief occupation of the region by Mormon missionaries in the mid-1850s, government-led explorations of the Colorado River commenced in the 1860s, most notably led by Major John Wesley Powell. In 1869, Powell received funding from the Smithsonian Institution for the exploration and mapping of the Colorado River. The result of his three-year-long expedition was a report describing the tremendous potential the Colorado River held as a water source for agricultural development in the western United States.

By the turn of the twentieth century, agriculture in the West was rapidly expanding. Before 1901, the California Development Company, a private company founded in 1896, had constructed a canal, diverting water from the Colorado River to the Imperial Valley and attracting thousands of homesteaders eager to plant crops in the region. The success of the company's canal was short lived, however, due to canal failure and subsequent flooding of the valley in 1904. In response, valley settlers, politicians, and developers looked for more reliable methods for controlling the river. The Progressive Era (1890s to 1920s) represented a period of widespread political reform, during which the federal government played a significant role in shaping the everyday lives of Americans. Consequently, "the idea of large-scale federally controlled reclamation projects in the American West fit neatly within the parameters of Progressive conservation..."61 The creation of the U.S. Reclamation Service (later the Bureau of Reclamation) through the Reclamation Act of 1902 established the federal government's status as the purveyor of western water development.

On November 24, 1922, the Colorado River Compact, an agreement between California, Wyoming, Utah, Colorado, New Mexico, Nevada, and Arizona to share the waters of the Colorado River, was created to ensure the upper basin states, which were developing at a much slower rate, could hold their share of the river waters for future needs. With the signing of the Colorado River Compact, the (revised) Boulder Canyon Project Act was signed in 1928; the act included federal funding for dam construction.63 On March 4, 1931, the Bureau of Reclamation awarded the Boulder Canyon Dam contract to a consortium of six western-based companies, including McDonald & Kahn and Betchel (San Francisco Bay Area in CA), Morrison-Knudsen (ID), Kaiser Paving Company (Oakland, CA), Utah Construction Company (UT), J.F. Shea (Portland, OR), and Pacific Bridge (Portland, OR). In 1936, Hoover Dam opened and began producing electricity and was instantly hailed as "one of the wonders of the world and the greatest man-made structure on the planet."64 The resultant reservoir, comprising 550 miles of scenic shoreline, was named Lake Mead after Bureau of Reclamation commissioner Elwood Mead.

Expanding the National Park Service Mission: The Creation of National Recreation Areas

Lake Mead NRA was created during a time when the NPS began to undergo dramatic changes in its mission and responsibilities. During the 1930s, and largely with money from New Deal programs, the NPS sought to expand the park system and make it more “accessible to and popular with” the American public.67 To this end, the agency delved into the business of recreation management. In 1934, the NPS began a preliminary study of the nation’s recreational needs. That same year, Congress authorized federal agencies to work with states to develop recreation areas, and the NPS assumed a leadership role in these efforts. The NPS successfully pushed for the development of recreational demonstration areas, sites that the agency would develop with campgrounds, boating facilities, and hiking trails, which would then be turned over to state and local governments. The agency also began studying the recreational potential of Lake Mead at this time. In 1936, after intensive lobbying by the agency, Congress authorized the Park, Parkway, and Recreational Area Study Act, which allowed the NPS to conduct a more comprehensive survey of the country’s recreational needs. The study determined that there was a great demand for recreation facilities in the U.S., and the NPS had positioned itself to lead the way in acquiring and managing lands for recreation.

In 1936, the NPS, through an agreement with the Bureau of Reclamation, began managing the first national recreation area in the United States—Lake Mead NRA. The agency soon took the lead in recreation planning for other reservoirs, such as Lake Roosevelt, created by Grand Coulee Dam in Washington State. That same year, President Roosevelt signed Executive Order 7496, which granted the NPS authority over 46 new recreation sites. By 1946, the NPS managed four recreation areas with reservoirs, and the management strategies they employed had been developed at Lake Mead NRA. However, these recreation areas were not designated as units of the national park system. Recreation areas generally were viewed as lacking historic, scenic, and scientific significance, and were therefore not worthy of inclusion in the national park system, which included only national parks and national monuments at this time.

The expansion and changes that occurred within the NPS during the 1930s were hotly contested. As historian Richard Sellars points out, “only twenty-three years after a bitter nationwide controversy over destruction of Yosemite National Park’s Hetch Hetchy Valley by construction of a dam and reservoir, the Park Service became a willing participant in the management of Boulder Dam (later Lake Mead) National Recreation Area.”70 Many saw recreation area management as a dilution of the agency’s mission and a conflict with the idea that the parks protected primal nature. Secretary of the Interior Harold Ickes, who served between 1933 and 1945, acknowledged the growing public demand for recreational facilities, but wanted to reinforce the distinction between national parks and other types of park facilities. He worried about overdevelopment in existing national parks in the pursuit of recreational facilities, as well as the impact of incorporating recreational areas such as reservoirs into the national park system. Secretary Ickes explained his opposition by stating, “‘An artificial lake is not a lake, after all. It is all right in a State park. But that is a different sort of thing.’”71 Conservationist Newton Drury, who would become NPS Director in 1940, warned that the NPS was becoming “a glorified playground commission.”72 The National Parks Association lobbied for separate management of recreation areas. Some, however, including landscape architect Conrad Wirth (who directed all of the Civilian Conservation Corps work in national parks, and who participated in the 1934 recreation survey) were enthusiastic supporters of recreation areas.73 By the early 1950s, despite significant opposition, the NPS mission had been expanded and diversified to include recreational facilities. In 1964, Lake Mead became the first recreational area to obtain status as an official NPS unit within the national park system.

Lake Mead NRA: The Oasis in the Desert

Only limited development occurred at Lake Mead in the 1930s and 1940s. Like other national parks, Lake Mead NRA benefitted from Emergency Conservation Work and Civilian Conservation Corps (CCC) relief projects during the Great Depression. In 1936, the NPS established a CCC camp at Hemenway Wash. Hemenway was the area closest to Boulder City, and it was easily accessible from Las Vegas. The CCC worked on projects in the Hemenway Wash area until 1942, and the site became the most developed part of the recreation area. By 1942, the site contained a small campground, an improved beach, utilities, landscaping, and some employee housing, in what would later become known as Boulder Beach Developed Area.75 In the late 1940s, the NPS extended and modestly improved the dirt-surfaced, narrow, and often winding roads that lead to lakeshore harbors at Boulder Beach, Las Vegas Wash, and Overton. However, the recreation area was vast, second in size only to Yellowstone, and the new developments and improved roads only provided access to a small portion of Lake Mead.

The postwar trends that led to overcrowding at national parks across the nation were particularly pronounced in the southwestern United States, including at Lake Mead NRA. The population of the cities and counties within a day's drive of the recreation area skyrocketed during this time. Between 1940 and 1950, the population of Clark County, Nevada nearly tripled, increasing from 16,414 to 48,289, then to over 127,000 by 1960. Los Angeles County's population increased by 50 percent between 1940 and 1950, to over 4,151,000.76 The City of Phoenix, only 250 miles from the recreation area, also grew tremendously during the postwar period; between 1950 and 1960, the city's population quadrupled to almost 440,000. Rising numbers of cars in these areas spurred increased visitation to Lake Mead. By the early 1950s, Californians owned more automobiles than residents of any other state, and Nevada became one of three states with the largest increase in automobile ownership during the early 1950s.

The public thought of the recreation area as an oasis in the desert, and the lakes, along with Hoover Dam, drew throngs of visitors. Public interest in the dam and in Lake Mead had been high even before the postwar travel boom; a one-day survey of the dam in 1940 drew 25,000 spectators.78Newspapers and magazines publicized the new reservoir during the late 1930s and 1940s, characterizing it as "a desert playground."79 Throughout the 1940s, public demand for facilities and services at Lake Mead grew, but low budgets, combined with the end of the federal relief programs of the 1930s, meant that the NPS invested little in the recreation area. Furthermore, since the NPS considered recreation areas inferior to national parks, development at Lake Mead remained a low priority.80 Fishing was the most popular recreational activity at the NRA in the 1940s, and concessioners operated fishing camps at Eldorado Canyon, Searchlight Ferry, and Willow Beach on Lake Mohave and Pearce Ferry on Lake Mead. Grand Canyon-Boulder Dam Tours opened a 36-room motel called Lake Mead Lodge at Boulder Beach in 1941, and the NPS operated a few facilities (such as a campground) at Boulder Beach. However, the recreation area remained largely undeveloped, with few points of access and very limited amenities.

After the war, visitation boomed as it did at national parks across the nation. Several new highways provided easy automobile access to Lake Mead NRA. U.S. Highway 93 had been extended from Southern California to Las Vegas and Hoover Dam in the late 1930s. Route 66 through Kingman, Arizona, provided a southeastern gateway to the Lake Mead area. In 1957, Interstate 15 offered an easy automobile route from the rapidly growing metropolitan areas of Los Angeles, Las Vegas, and Salt Lake City. Comfortable winter temperatures meant that the public could use park facilities year round. Furthermore, advances in boating equipment since the end of World War II resulted in more people owning boats and water sports equipment. The popularity of water skiing and pleasure boating grew tremendously; administrators noted that the number of boats on the lake had exploded. In addition, the Outdoor Writers of America ranked Lake Mead as one of the best freshwater fishing lakes in the nation in 1953. Annual visitation to Lake Mead increased to 2,051,000 in 1951, more than triple the amount that visited 11 years earlier.81 By 1952, Lake Mead ranked third in visitation among NPS units, only behind Great Smoky Mountains National Park and the Blue Ridge Parkway. By 1961, the number of visitors had increased to 4,597,000.

Once at the NRA, however, services and amenities were inadequate. Small contact stations served the public at Boulder Beach, Overton, and Katherine Landing, but other areas lacked any kind of information center.83 Boulder Beach campground, which was the only campground served with

potable water and modern comfort stations, frequently overflowed. The park's seven other existing campgrounds lacked utilities. Nonetheless, these campgrounds had become some of the most heavily used in the national park system by the mid-1950s. Boater and swimmer safety was compromised due to the lack of NPS staff to patrol and monitor activities on the water. The lack of parking lots meant that drivers simply drove their cars onto beaches and parked, often endangering sunbathers. Overnight accommodations near the park were scarce and frequently full. Boat ramps and park roads were unpaved. As visitation grew, the NPS urged concessioners to expand their facilities, but the lack of utilities hampered concession development since concessioners were reluctant to build facilities that could not be serviced. Most park developments had been built simply because there was existing road access, so they were not necessarily sited in locations that could best serve the public's needs.

Local business groups, chambers of commerce, and Nevada politicians all clamored for additional development. In 1945, the acting NPS director assured Senator Edward Carville (Nevada) that the agency would prioritize development at the recreation area. Senator Pat McCarran (Nevada) also complained to the director about the lack of boating facilities during this time. In 1956, Senator Alan Bible (Nevada) demanded to Director Wirth that the NPS build additional water sports facilities at Lake Mead NRA. The Boulder City American Legion drew up plans to build and operate a concession golf course, while the town's chamber of commerce lobbied for a hotel, boating facilities, and an amusement park. The Las Vegas Review-Journal reported on the need for additional public amenities at Lake Mead, especially concession buildings such as a lodge.

Park support services were also insufficient. Employee housing was a particular problem, and administrators reported that staff suffered from low morale as a result. A Department of the Interior report concluded that Lake Mead NRA was one of the parks in most need of staff housing.86 NearbyBoulder City was a government town, but most housing was occupied by Bureau of Reclamation employees. There was no government housing at all in the northern and southern parts of the recreation area. Safety was compromised because rangers had to travel long distances to respond to incidents outside their stationed locations. The park also lacked utility areas and maintenance buildings.

Roads, too, did not meet the park's needs. The park used exiting roads that followed old routes across the Colorado River. However, several roads were cut off with the creation of Lake Mead and Lake Mojave. The remaining spurs were used for lake access, which meant that facilities had sprung up with no logical development scheme. Only Boulder Beach and Las Vegas Wash were connected within the recreation area's boundaries; if a visitor wanted to reach all of the public use areas in 1960, the task would have required 1,200 miles of driving. The NPS classified many of these roads as "truck trails"—unpaved and often rough. Planners considered the desert and water scenery unparalleled, yet the landscape was largely inaccessible to autoists.

The National Park Service and Mission 66

The National Park Service's Mission 66 program had a tremendous impact on Lake Mead NRA. National park budgets had been cut drastically during World War II, and they remained at pre-World War II levels through the early 1950s due to the Korean War and the emphasis on Cold War defense spending. Existing facilities were often in poor repair, since many structures had been closed during the war.88 These poor conditions were compounded by the flood of visitors who inundated national parks as soon as war rationing and travel restrictions ended in 1945. Yet, park budgets had remained at or below prewar levels.89 Conrad Wirth, who had become NPS Director in 1951, summed up the problem in a 1956 speech, explaining, "In a large part visitors to the national parks today are not finding the satisfaction that they have a right to expect."90 Wirth pointed out that in 1955, America's national parks hosted 50 million visitors in a park system designed to accommodate only half that, and with fewer staff than the agency employed at the onset of the war.

Wirth had inherited the difficult task of managing a national park system with severely deteriorated conditions and rapidly growing visitation. Furthermore, outdoor recreation had grown in popularity during the postwar period, and the public now expected national parks to provide recreational facilities. Wirth became the first NPS Director to embrace the challenge of recreation management, and he concocted a far-reaching plan for upgrading the country's national parks.92 His plan, which became known as the Mission 66 program, would accommodate the estimated 80 million people who were anticipated to visit national parks by the 50th anniversary of the National Park Service in 1966. Ten years, he felt, struck the right balance between unacceptable short term planning and planning too far into the future. For older parks like Yosemite, Crater Lake, and Grand Canyon, this meant redevelopment, with upgrades to existing infrastructure and some new buildings, such as visitor centers. For parks like Lake Mead NRA, created in 1936 but left for the most part undeveloped, the Mission 66 program would provide the first large influx of funding and the opportunity to create and implement park-wide planned development.

President Dwight D. Eisenhower, an avid supporter of public works projects, personally endorsed the Mission 66 program, and in the spring of 1956, Congress indicated a willingness to go along with the $700 million budget for the ten-year program by increasing the agency's budget for fiscal year 1957 to $68 million (up from $32 million in 1955). Further increases led to annual budgets of over $100 million by 1962. Mission 66 proved to be the most effective means of increasing NPS appropriations since New Deal "emergency spending" legislation.

Mission 66 did not conclude in 1966 as the NPS intended. Though by 1966, Congress had spent about $1 billion nationwide on land acquisition, new staff and training, and construction projects in national parks under the program, there were still many projects that remained incomplete. As a result, the NPS initiated the program's third and final phase, "Parkscape USA" (1967-1972). In addition to completing program projects that were underway or planned in 1966, new parks, with an emphasis on national scenic riverways and trails, were introduced and incorporated into the national park system under Parkscape USA. The end of Parkscape USA coincided with the 100th anniversary celebration of Yellowstone National Park.

Under the Mission 66 program, the national park system grew by 70 park units, and the agency added entirely new categories of parks, including national recreation areas and national seashores. The NPS constructed or improved thousands of miles of roads and hundreds of miles of trails, as well as thousands of structures for visitor services or NPS support. Many parks received adequate water, sewer, and electric service for the first time. As historian Ethan Carr points out, "By the end of Mission 66, even the most remote parks enjoyed basic utilities, a visitor center, a maintenance yard, and standard housing for employees."96 The Mission 66 program had reinvented the national park system as well as the NPS itself in order to meet the demands of postwar American society.

Basic Elements of Mission 66 Park Development

Mission 66 architecture represented a departure from earlier styles in the national parks. During the previous major era of development in the 1920s and 1930s, architects designed rustic structures modeled after older hotels in the parks or inspired by the Arts and Crafts movement. By the 1950s, however, Modern architecture had emerged as the dominant aesthetic. NPS architects designed buildings that adapted various strains of postwar American modernism while also being mindful of the programmatic and aesthetic requirements of national parks.97 They used contemporary structures such as ranch houses as points of reference. Postwar park architecture made full use of steel, concrete, prefabricated elements, non-traditional fenestration, and climate control.98 Mission 66 buildings were utilitarian, functional, and without the historical references found in the preceding NPS Rustic style. Architects designed each visitor center individually. At Lake Mead NRA, all ranger stations also reflected their own unique designs. In contrast, employee residences, comfort stations, utility buildings, and other smaller/secondary buildings were often based on standardized designs to limit costs.

In order to provide centralized visitor services as well as expanded employee housing and support services, the NPS created new developed areas. By concentrating visitor services in a developed area, set away from sensitive natural features and historic sites, planners sought to mitigate the impact on resources as a whole.100 Each development usually contained three to four discreet functional areas: visitor services, visitor accommodations (including picnicking and camping), employee housing, and park support services. These functional areas typically were located in two distinct zones: visitor services and park support. Park support areas such as housing and maintenance yards typically were separate and screened from public view. Modern roads allowed vehicular access between these sites. Eight developed areas were constructed at Lake Mead NRA during Mission 66.

Implementing these plans meant revamping park road systems, and automobile travel emerged as a driving force behind park planning and design.101Mission 66 planners were charged with upgrading outmoded roads that had been designed for less traffic and had become badly congested, while simultaneously minimizing the impact of roads in sensitive areas.102 Park roads were widened, resurfaced, regraded, and realigned to accommodate the larger, faster, and more numerous vehicles of the postwar era. Planners also reconfigured parking lot design, layout, and flow. Increased vehicular traffic also influenced building placement and the design of some buildings, such as employee residences with attached carports.

The NPS also prioritized other projects that would either modernize park facilities or provide accommodations and recreational facilities. Accommodations, or the lack thereof, were a particular problem; rangers frequently found visitors sleeping on the ground or in their cars before Mission 66. The NPS developed policies to encourage new concession lodging, and the agency sought to provide free or low-cost options such as car and trailer campgrounds. The NPS added 17,782 campsites in new or expanded campgrounds under Mission 66, so that visitors of modest means could afford to vacation in the park. Concessioners were encouraged to build or expand trailer villages, and a total of 584 new comfort stations were added to provide visitors with modern sanitation. The agency also built ranger stations, picnic areas and shelters, boat launches, and bathhouses in order to serve visitor needs.

The NPS also sought to remedy deficiencies in employee housing and maintenance areas through Mission 66. Maintenance areas were critical for supporting the new, modern buildings and roads, and the agency built 218 new maintenance or utility buildings during this time. Utility areas were located out of public view, and were often near, but separate from employee residential areas. These areas included a shop, typically a rectangular building of standard design, as well as a paved yard enclosed by a wall or fence. Employee housing had long been insufficient both in quantity and quality of housing stock—most park housing had been built in the 1920s and 1930s, and sometimes lacked electricity and running water. The Mission 66 program intended to bring employee living standards up to par with what was available in a modern suburb (including streets and sidewalks). Architects designed standardized house plans, which were then used to build single-family residences and small-scale multi-family units during Mission 66. By 1966, the agency had built 743 single-family and 496 multi-family residences.

Mission 66 at Lake Mead National Recreation Area

Mission 66 brought a large infusion of capital, labor, and development to Lake Mead NRA, and for the first time, park planners were able to comprehensively address area development, management, and recreation planning. The NPS developed the first comprehensive master plan implemented at the NRA under Mission 66. While existing plans, such as the 1953 Lake Mohave Master Plan, were taken into consideration, the NPS reevaluated these plans and tailored them to fit the goals of the Mission 66 program.105 The first large appropriations came in 1958, when the park received $384,000 for roads and $402,155 for buildings and utilities. Spending reached its peak in 1963 at Lake Mead, when the NPS spent $729,000 on buildings and $778,000 on roads and trails.106 Eight developed areas, consisting of both public facilities and NPS and concessioner support facilities, were constructed along the shores of Lake Mead and Lake Mohave during Mission 66 and continuing through the 1970s under Parkscape USA. Boulder Beach, Echo Bay, Las Vegas Wash, Callville Bay, and Temple Bar developed areas were located along the shores of Lake Mead. Cottonwood Cove, Willow Beach, and Katherine Landing were located along the Lake Mohave shoreline.

The Mission 66 plan for Lake Mead NRA imparted similar patterns of development and circulation at each developed area. A highly visible and easily accessible visitor center or ranger station marked the entrance to the developed area. A long, paved access road, leading from a main road or highway toward the lake, ended at or near the boat launch and marina. Spur roads along the way led to distinct functional areas—NPS employee housing and utility/maintenance areas, concessioner public use and maintenance areas, and campgrounds. The configuration of each developed area was determined principally by the terrain and shape of the shoreline in each location. The designed landscapes at each area also shared common characteristics. These were characterized by geometric forms and paving patterns as well as the use of exotic vegetation (oleander, fan palms, olive, African sumac, and eucalyptus, among other species). Park planners considered trees and shrubs, which provided privacy screening and shade, an integral part of Mission 66 development at Lake Mead NRA. 107 The park installed irrigation systems to water the new vegetation.

The NPS sought to provide new facilities that would meet the demands of the public at Lake Mead NRA, particularly boaters and other water sports enthusiasts. To this end, park planners included new paved boat ramps, swimming beaches (segregated from boating areas for safety), new and improved roads, picnic shelters, and parking areas in their plans. The NPS sought to modernize and enlarge existing campgrounds and construct new campgrounds with campfire circles that could accommodate 200 guests for interpretive talks. Planners wanted to provide better visitor orientation and information through a new visitor center at Boulder Beach. They intended to build ranger-information centers at the smaller developed areas; these buildings would provide information to visitors and have at least one interpretive exhibit. Picnic facilities were to be upgraded or built. The NPS also sought to provide services to visitors who wanted to engage in hiking, rockhounding, and/or nature study, through better visitor information and orientation, interpretive signage, nature trails, and campfire circles.

In order to facilitate cohesive, logical development of the recreation area, road building became a priority under Mission 66. New roads would cut travel time for staff and search and rescue teams, and improved circulation patterns would facilitate park administration and use. Projects such as the road between Las Vegas Wash and Echo Bay opened previously inaccessible areas to the public. The NPS also sought new roads, in part, in order to make the park's desert and water landscapes more accessible to auto sightseers. They hoped these roads would give visitors "a feeling of solitude and an acquaintanceship with nature."

Employee housing was another priority. With increased staff and one of the largest parks in the system, the NPS thought it was necessary for both safety and practical reasons to build modern employee housing at each developed area.111 In addition, the NPS believed these sites needed multiple multi-family units for seasonal employees. Park planners sought to provide multiple housing units clustered together, so that rangers' families would not feel isolated or unprotected when the

employee was on duty.

As with parks throughout the national park system, planners made new concession facilities a key part of the development plan at Lake Mead NRA. At the recreational area, the NPS wanted the existing concessioners to expand or improve their marina and overnight facilities, and they wanted new concession developments at Echo Bay, Fire Mountain, and Callville Bay. The agency pushed concessioners to expand and improve trailer villages, since four times as many campers used recreational vehicles than tents. Overnight accommodations were frequently full, and the NPS hoped new accommodations would be built in eleven different locations, including all of the developed areas. Once the NPS installed new utilities, such as modern water and sewer systems and electricity, they expected that concessioners would invest in these new facilities. Concessioners, however, had trouble borrowing adequate capital to expand due to government contract restrictions.

The NPS prioritized recreational development at Lake Mead, but park planners had to balance the public's need for recreational facilities and other accommodations with the challenges of the desert environment. The harsh climate and steep topography of the area surrounding Lake Mead NRA produced unpredictable and dangerous conditions such as seasonal downpours, flash floods, and severe high winds. The rugged terrain limited patterns of development. Most developed areas had a single access road; the NPS took this into account and designed road and utility systems that would serve both concession and NPS facilities. Fluctuating water levels (due to variable energy and agricultural needs) on Lake Mead also posed challenges. For example, early Mission 66 plans included new marina facilities at Boulder Beach, but falling water levels left the location with inadequate water depth. Alternate plans were made to build the marina at nearby Hemenway Harbor, which was a less desirable location, but during the course of planning, water levels rose, and the Boulder Beach site again came into favor. Planners predicted that visitors might come to favor Lake Mohave over Lake Mead, since there was less fluctuation in water levels, as well as calmer winds and better harbors.

Like Mission 66 buildings at national parks across the nation, the new buildings at Lake Mead NRA embraced modern architectural trends. A subdued modernism, based on the use of typically non-standard concrete masonry units (often tinted red to blend in with the desert landscape), metal decking, I-beams, stamped metal channels and large expanses of glass for material expression, defined the Mission 66 building aesthetic throughout the park. Yet, the manner in which the materials were used varied from developed area to developed area. The variation was most evident in the custom designs for each of the visitor centers and ranger stations.

The Mission 66 program transformed Lake Mead NRA from a relatively undeveloped recreation area with few points of access into a recreational mecca for visitors and residents of the southwestern U.S. The program converted rustic fishermen's camps into full service developed areas with overnight accommodations, restaurants, marinas, campgrounds, and trailer parks. The NPS created new developed areas, expanded existing facilities, and connected previously isolated locations with improved, paved roads. Echo Bay, for example, was a barren spot with no road access, but during Mission 66, the NPS turned the location into a full-service facility with a motel, trailer village, campground, employee housing, restaurant, and store. Employee housing was built in all of the developed areas, and most of the developed areas received new campgrounds (with modern comfort stations and utilities), utility buildings, and either a visitor or ranger information center. The NPS installed new water and sewer systems at five of the sites and strung commercial electric lines into Cottonwood Cove, Echo Bay, Las Vegas Bay, and Willow Beach.

Implementation of the Mission 66 program and the intensified efforts leading to the designation of Lake Mead NRA as a unit of the National Park System were intertwined. While the NPS had managed Lake Mead NRA since its inception, the recreation area was not officially an NPS unit until 1964. Conrad Wirth identified the passage of legislation to formally establish Lake Mead National Recreation Area as one of his top priorities during Mission 66. In 1959, Wirth submitted a report to the Secretary of the Interior that linked the successful implementation of Mission 66 at the recreation area to Senate Bill 1060, which would give permanent status to Lake Mead NRA.116 Twenty-eight years elapsed between the creation of the first National Recreation Area and designation of this area as the first of its kind in the national park system. On October 8, 1964, Lake Mead National

Recreation Area officially became a National Park Service unit. Congress established official boundaries, ended the shared management arrangement with the Bureau of Reclamation (the bureau continued to operate Hoover Dam), and granted legislative authority to the NPS.

Temple Bar Developed Area

Temple Bar is one of the most remote destinations on Lake Mead, and the location included only a few facilities in the recreation area's early decades. Canyon-Boulder Dam Tours established a rustic fishing camp at Temple Bar in the late 1930s, but the operation closed during World War II. The company chose the site not because of any particular natural advantages, but because of the existence of a road that predated the reservoir. In 1947, the NPS awarded a concession contract to Temple Bar Fishing Resort, Inc., with the hope that the company would develop the site. The company constructed six rustic cabins and a dock with a small floating office and store.118 Temple Bar became a lightly visited fishing spot by the early 1950s, but facilities remained limited. The development could be accessed by boat, a 27-mile dirt road that led from Highway 93, or by air (a landing strip was built by Mojave County in 1947 and improved by the NPS in 1948).

Most early visitors to Temple Bar were fishermen who lived in Kingman, Arizona or Boulder City, Nevada. The NPS wanted the site to attract a broader spectrum of visitors, including sightseers, campers, and recreational boaters, but the agency considered Temple Bar's concession facilities inadequate to accomplish this task. NPS staff found the site unappealing in the early 1950s. Some fishermen had built illegal squatter's shacks. Recreational vehicle owners parked trailers and disposed of sewage haphazardly around the site. The NPS believed that a campground with restrooms and a concessioner-run trailer park would help solve the problem, but initial concessioner attempts to operate a trailer village were met with NPS disapproval. Trailers parked in a designated area, but without individual sites or utility hookups. This made the site appear chaotic, and problems with sanitation remained.

The NPS believed that the relatively flat topography of Temple Bar was well suited for development. A series of washes merged into a broad, level area, ideal for building, and a large harbor provided ample room for marina facilities. The NPS sought a concessioner who could capitalize on these natural advantages, and in 1952 the agency awarded a new contract to H.J. Reddy and M.D. Coggins. The contract stipulated that Reddy and Coggins build a new water and sewer system, power plant, comfort station, boat repair shop, café, and store, as well as additional overnight accommodations. By 1955, the concessioner operated harbor facilities with eight rental and charter boats and a dock; a building that contained a restaurant, store, and an apartment; six rustic cabins with a comfort station; a boat shop; and a trailer campground with utilities. However, due to financial constraints, the concessioner could not fulfill all of the requirements stipulated in the contract, including installation of a water and sewer system, and it sold the business in 1957. Temple Bar remained popular with fishermen who did not mind the rustic facilities, but other tourists rarely visited.

With the commencement of the Mission 66 program, park planners designated Temple Bar as one of several areas to either be constructed or further developed in Lake Mead NRA. Like many locations in the recreation area, Temple Bar had only a few concession facilities before Mission 66. Park managers intended to completely redevelop the site; plans called for water and sewer systems, a boat ramp, a 50-site campground, visitor center, utility building, and employee housing. Park staff designated the construction of trails, beach facilities, and a picnic area as desirable, but lower priority.

Mission 66 funding allowed the NPS to reconstruct and pave the road to Temple Bar in 1956. The new road was reconstructed along the route of the existing road (the NPS commonly built roads quickly and inexpensively under the Mission 66 program by using existing routes).

The NPS prioritized employee housing in the remote area so that rangers and maintenance staff could respond to problems without having to travel long distances. Two single-family employee

residences with carports were a couple of the first buildings to be constructed by the NPS at Temple Bar, in 1958-59. The houses were built from standardized plans and were typical of Mission 66 housing in the western desert parks. A six-bay utility building, also a standard Mission 66 plan type, and a paved maintenance yard soon followed.

Recreational facilities were also built or expanded in the late 1950s. The NPS extended the boat ramp in 1957. The agency constructed an 85-site campground with five paved loops and a comfort station in 1958. The comfort station exhibited the typical CMU construction that characterized most of Lake Mead NRA's Mission 66 buildings. Seven-hundred-and-fifty trees and shrubs were planted around the campground area in 1959, and the NPS added a second campground comfort station in 1962.

The NPS built a ranger station and visitor information center at Temple Bar in 1962-63. This building was intended to serve as a ranger office, visitor information center, and exhibit space. The building exhibited an unconventional (non-standard) Mid-Century Modern design, with a grid pattern of 30- to 60-degree angles, a roof that included both dramatically sloped and level sections, and painted, rather than red-tinted CMU walls. The building was located one-half mile south of the lake, at the entrance to the main developed area.

The NPS continued to expand or modify facilities at Temple Bar as demand increased. The new campground was frequently full, so the NPS added over 80 campsites and three comfort stations on three new paved loops in 1963 (for a total of 153 sites). Workers installed 1,445 trees and shrubs, such as oleander, mulberry, Shamel ash, olive, and eucalyptus, around the new campsites.128 In 1964, the NPS built a 150-seat amphitheater adjacent to the campground.

Falling reservoir levels posed challenges to administrators at all of the Lake Mead NRA developed areas. At Temple Bar, the NPS extended the boat launch ramp a number of times during the 1960s due to fluctuating water levels. In March of 1966, a new 1,100-foot boat ramp was constructed adjacent to the existing ramp. The ramp was extended another 300 feet soon thereafter, a result of falling water levels caused by the filling of Lake Powell, behind the newly constructed Glen Canyon Dam.

The two three-bedroom residences proved inadequate for NPS staff at Temple Bar, and in 1962, the agency constructed a duplex for employees just northeast of the two existing houses. In 1966, the NPS built one additional single-family residence, in order to provide housing for an additional ranger. Like the existing single-family residences at Temple Bar, this residence was based off of a standardized plan.

In 1957, the NPS stipulated that the new concessioner add a seven-unit motel, a new dock and floating store, and additional trailer spaces. The concessioners almost immediately clashed with the NPS over utility connections, and they were unable to obtain a loan from the Small Business Administration due to NPS construction program stipulations. After failing to obtain the loan, the concessioners tried to scale back construction plans, but the NPS would not modify the contract. They were only able to build a new dock (without slips) and four cabins. Temple Bar changed hands again in 1961.1

When N.T. Gaylor purchased the business in 1961, the NPS required that he upgrade and expand the facility by 1963 or face termination of the contract. No major buildings, except for the café and store, had been constructed since the concession opened in 1947. The agency wanted a 24-unit motel, a remodeled dock, and a fenced utility area. Gaylor added 30 new trailer spaces, a new dock with 70 slips, and additional cabins at this time; he also removed at least two older cabins.133 By 1962, the site contained 12 cabins as well as a restroom and shower building, built in the years prior. Fishermen preferred the less expensive, older cabins, but most tourists wanted motel-style accommodations, and they continued to avoid the area. Despite the additions, Gaylor was unable to provide the amenities that the NPS wanted, and Temple Bar was sold yet again.

In 1963, a group of twelve Long Beach, California businessmen who organized as Temple Bar Marina, Inc. bought the facility, and the group immediately began expanding the site. They built a

motel (albeit a smaller motel than the NPS wanted), a service station, an office, and boat storage area, and expanded the trailer village; they also removed six of the older cabins. By 1964, the concessioner operated an 87-site trailer court with three comfort stations (not extant), a six-room motel, six cabins, a service station (not extant), a café and general store, a bait house, an office, a boat storage and repair area, a single boat dock, and a fuel dock.

Falling lake levels in 1964 and 1965 led to a drastic drop in business. Temple Bar Marina continued to enlarge the site, in the hopes that business would return after lake levels stabilized.136 In 1966, the company built a 12-unit motel and expanded the trailer village to 108 sites. The NPS had wanted the company to erect a 24-room motel, but they realized the hardship the concessioner faced as lake levels remained low, and they allowed the smaller project. The concessioner remodeled the existing six-unit motel and the restaurant as well. The agency still sought an air conditioned recreation center, 12 additional motel units, marina improvements, and another trailer village. However, the concessioner lost money between 1964 and 1969, and the new motel units and recreation center were never built.

In 1967, after years of complaints from pilots whose planes were damaged by rocks on the unpaved airstrip, the NPS finally agreed to pave the landing strip, probably using National Airport Plan funds.

By the late 1960s, the NPS had succeeded in transforming Temple Bar from a rustic fishing camp with limited access and facilities into a developed area with lodging, food service, visitor information, and staff support services. However, park management still hoped to expand the site, and in 1968, the NPS put forth plans to construct a large, master planned resort at Temple Bar and three other Lake Mead NRA locations. Plans for Temple Bar included hotels, condominiums, shops, art galleries, a health club, a golf course, and other amenities. However, low visitor demand could not justify the proposed development, and the resort was never built.

Few changes have been made at Temple Bar since the failed proposed expansion of the developed area in 1968. In the early 1970s, a concessioner employee trailer village was added to an area that had originally been proposed for dry boat storage under the Mission 66 master plan for the site.139 The existing boat storage area replaced the original water treatment ponds in the same location between 1981 and 1994.140 The marina and boat launch have been altered numerous times since their development under Mission 66, largely due to falling water levels. In 1973-74, the concessioner built a breakwater to protect the marina. In the early 1980s, the concessioner added a third dock structure. Temple Bar gained a second marina facility after half of the Overton Developed Area marina was moved to the site in 2007 due to low water conditions in the Overton Arm of Lake Mead. In 2011, one of the marinas was completely rebuilt. Extant marina resources include two marina structures with 171 slips and a courtesy dock, which may date to the Mission 66 period based on the appearance of its light fixtures. In the mid- to late 1990s to 2003, a new picnic area and comfort station were developed just north of the motel complex.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Outdoor Recreation-Other	Yes	Yes	Yes
Landscape	Functional Landscape	Vehicular Circulation	Yes	Yes	No

Public Access:

Public Access: Other Restrictions

Public Access Narrative:

The public can access the campground, hotel, store, and boat launch, while the NPS housing and maintenance facilities are restricted access.

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Temple Bar contains facilities operated by both the NPS and a concessioner. NPS facilities include a visitor center, a campground with comfort stations, an amphitheater, an employee residential area, a utility/maintenance area, and a picnic area. Concession facilities include a trailer village, a restaurant/store, boat

shop and boat rentals building, a motel complex, dry boat storage area, and marina. Access roads, parking, and an airstrip are maintained by the NPS. Homesites, leased from the NPS, are located east of and outside the developed area.

Vehicular access to the developed area is via Arizona Highway 93 to Temple Bar Road. Temple Bar Road is a paved, two lane road that extends northeast from Highway 93, through the developed area, and terminates at the boat launch. The visitor center, the first building encountered upon entering the developed area at Temple Bar Road, is 26 miles from the highway intersection. From the visitor center, development is evenly dispersed northward towards the marina, except for the airstrip (built in 1947 and paved in 1967) and water storage area which lie south of the visitor center and are accessible via unimproved roads.

To the south of the visitor center (built 1962) an asphalt-paved road provides access to the NPS employee residential area and utility/maintenance yard. From the spur road, the southernmost residential building is a post-Mission 66 duplex (built 1992), followed by the maintenance area, which includes a utility building (built 1958) and fire station (built 1986), and then finally four Mission 66-era residences and a 1992 residence grouped around a loop road. The concessioner campground (originally built in 1958 and expanded in 1963) and amphitheater (built 1963-64) are accessible to the east of Temple Bar Road via another asphalt-paved spur road. Directly north of Temple Bar Campground is the concessioner trailer village (originally developed in 1952 and expanded between 1961-66). Across Temple Bar Road to the west is concessioner employee trailer housing that postdates the Mission 66 era, as well as a dry boat storage area (1983) that comprises the westernmost extent of the developed area. The northern portion of the developed area consists of the concessioner motel complex (1952-1966), restaurant/store (1953, remodeled 1965), boat shop (1953), boat rentals building (1970s/80s), and ice house (1980s/90s). The developed area terminates at the north end at the boat launch (reconstructed in the 1950s and altered several times up to the 2010s) and marina (developed in the 1950s and last altered 2006-07).

The Temple Bar Developed Area retains historic integrity in terms of location, design, setting, materials, workmanship, feeling, and association, which together convey its significance as an intact NPS Mission 66 developed area.

Location
The developed area remains in its original location on the south side of Temple Basin on Lake Mead, in the Lake Mead NRA. It therefore retains this aspect of integrity.

Design
Some changes have occurred to the developed area's original design, including the addition of the concessioner employee trailer village, relocation of dry boat storage, and the redevelopment of the boat launch and marina area to accommodate falling water levels. Despite these changes, the spatial organization and relationship between developed sites, on either side of Temple Bar Road and separated by NPS and concessioner functions, as well as the overall configuration and profile of the internal roads/circulation are still intact. Furthermore, nearly all of the buildings constructed during the Mission 66 era at Temple Bar contribute to the developed area through their original design elements (as indicated in the above list of Character-Defining Features). Thus, the Temple Bar Developed Area retains this aspect of integrity.
Setting

The developed area remains in its original, isolated setting in a broad wash on the south side of Temple Basin on Lake Mead. It is sited in the Mojave Desert and continues to be surrounded by sparse native vegetation, which contrasts with the exotic species planted throughout the development during Mission 66 for shade and privacy screening. Thus, the developed area retains this aspect of integrity.

Materials
Though some of its original materials have been removed/replaced, such as the replacement original metal windows and flush doors with vinyl windows and paneled doors at employee residences; the re-cladding of the south motel building and cabins with wood shingles; and the replacement of some original bituminous and concrete curbs with new concrete curbs, the vast majority of the developed area's materials remain. The visitor center's fully glazed aluminum doors, aluminum windows, and painted CMU walls; the motel buildings' aluminum sliding windows; the store/restaurant's fixed windows with wood stops and vertical wood cladding; and the red-tinted CMU walls at the campground comfort stations, employee residences, and utility building are

all materials that date to Temple Bar's Mission 66 period of development. The developed area thus retains integrity of materials.

Workmanship
As described above, the developed area and its contributing buildings/sites retain most their original materials and continue to possess the physical evidence of the craftsmanship and labor associated with their construction during the Mission 66 period. Thus, the Temple Bar Developed Area retains integrity of workmanship.

Feeling
The Temple Bar Developed Area retains the feeling of a mid-twentieth century recreational development through its design, materials, and workmanship. It is easily recognizable as a Mission 66 developed area at Lake Mead NRA and thus retains this aspect of integrity.

Association
Because the developed area retains its historic character through its original location, design, materials, workmanship, and feeling, it maintains its association with the development of new and expanded recreation areas at Lake Mead NRA during the Mission 66 period.

Landscape Characteristic: Buildings and Structures-Buildings and Structures

1. Visitor Center (Contributing Building)
The visitor center (Photos 2-3) is located at the southwest end of the developed area. It is the first building that visitors encounter upon entering via Temple Bar Road and overlooks the rest of the developed area. The visitor center was completed between 1962-63. It was custom designed in the Mid-Century Modern style by a team of architects working out of the Western Office of Design & Construction (WODC) under the supervision of Sanford Hill, Thomas Vint, and Cecil Doty. Consisting of offices, interpretative space, and a comfort station, the visitor center was built to serve as the developed area's primary facility for visitor information and administration.

A large plaza surfaced in original red-tinted, diamond-shaped concrete pavers (some with exposed coarse aggregate) and inset planters of desert vegetation (Joshua trees, cacti, and ocotillo), gravel, and lava rock fronts the south (primary) façade of the visitor center. The outlines of this landscaping are delineated by original low sandstone seat walls. The seat wall at the center planter features an original inset drinking fountain, and the planter holds an original flagpole. Joshua trees, ocotillo, and prickly pear are planted in the unpaved periphery. Working planting plans from 1962 called for non-native plant species such as eucalyptus, olive trees, and oleander, as well as native ocotillo, prickly pear, and various types of cacti. It is unknown when non-native native plants were removed. However, additional native species may have been planted in the 1980s when plant ethno-botanical signs were installed.6 A semi-circular asphalt-paved parking lot bounds the southern edge of the landscape plaza. The parking lot is accessed from Temple Bar Road at the east end; the west end connects to the spur road leading to the NPS employee residential area and utility/maintenance yard. The parking lot's original curbs appear to be intact; a concrete accessible ramp was installed on the north side to access the plaza (date unknown).
The visitor center is a one-story painted, stacked bond concrete masonry unit (CMU), stucco, and flagstone building on a concrete foundation.7 It is composed of two portions: a flat-roofed rectangular volume to the west and a triangular volume with a dramatically sloped triangular roof to the east; roofing material is unknown. The building's eaves are either composed of wood trellises or are boxed and feature original globe light fixtures. The eaves at the west end of the flat roof terminate in a V-shape. Fenestration includes fully glazed aluminum doors, flush doors (material unknown), and fixed, sliding, and awning aluminum windows.

The building's primary façade faces south towards the original plaza. The building's main entrance sits at the southeast corner of the south façade, diagonally to the rest of the façade. The entrance comprises paired fully glazed aluminum doors surrounded by fixed windows. To the east of the main entrance, two stucco walls recede under overhanging wood eaves, each one inset with a full-height aluminum window. To the west of the entrance are two aluminum sliding windows with a flagstone base. At the west end of the façade, a CMU wall projects further than the east end and screens entrances to the restrooms, which sit perpendicular to the south façade.

The east façade is a windowless expanse of CMUs that support the east volume's canted/sloping roof. The west façade sits diagonal to the north and south façades and holds two flush doors. Along the north façade, a door cuts into more cascading stucco walls, which sit upon a flagstone base at the east end. Flush doors and fixed and sliding aluminum windows, some of which have reflective film, are located at the center of the north façade. Smaller aluminum clerestory windows are located at the west end.

With the exception of the addition of window film at the north façade and changes to the surrounding plantings, the visitor center appears largely intact from its original construction. It retains sufficient integrity to convey its historic appearance as a Mission 66 visitor center and contributes to the Temple Bar Developed Area.

3-4. Residences 801 and 802 (Contributing Buildings)
The two dwellings first erected in the residential area were Residences 801 (originally 710; Photo 6) and 802 (historically 711; Photo 7), constructed in 1958-59 by Tobler & Oliver Construction Co. They are identical and reflect standard Mission 66 residential plan types. Residences 801 and 802 are situated at the southwest end of the employee residential area, on the south side of the

residential loop road. The simple rectangular buildings are constructed of red-tinted, stacked bond, half-block (4x16x8) CMUs and rest on concrete foundations; they are capped with low-pitched gable roofs with rolled composition roofing and wide eaves that form prows at the gable ends. Mechanical units are located atop their roofs. At their east ends, both residences terminate in car ports supported by wood posts and storage sheds clad in vertical wood siding. The carports are accessed by asphalt-paved driveways.

The north (primary) façade entrances of both buildings are centered and recessed. The entrance at Residence 802 is fronted by an original red-tinted concrete patio with pavers separated by wood strips. Original paving has been replaced (date unknown) with a new concrete walkway leading to the entry of Residence 801. The original front doors of both residences have been replaced with non-compatible paneled doors (original doors were flush; replacement date unknown), but original doorframes with narrow sidelights remain. The north façades of both buildings are punctuated by incompatible vinyl windows within original window openings. The buildings' south façades are fronted by non-historic concrete patios. The façades have partially glazed doors, enclosed by non-original screen doors, and vinyl replacement windows. Small shed-roof utility rooms, covered in vertical wood siding are located on the south façades; the shed roof structure at Residence 801 has been altered with a replacement door (date unknown). At the east end of the south façade, a portion of the wall appears to have been re-clad in vertical siding on Residence 802. At the same location on Residence 801, the original door and paired windows have been replaced with fully glazed sliding doors surrounded by non-historic cladding (alteration date unknown). The west and east façade gable ends of both buildings are devoid of fenestration.
Although the buildings have experienced some alterations, including the replacement of windows and doors, both buildings, particularly at their primary and side façades, retain their overall design and many of their original features/materials (low-pitched gable roofs, carports, red-tinted CMU walls, recessed main entries). They retain sufficient integrity and contribute to the Temple Bar Developed Area.

5. Residence 803 (Contributing Building)
Residence 803 (originally 715; Photo 8), sits at the southwest end of the residential area. It is a one-story single-family dwelling, constructed using a standard Mission 66 plan type in 1966.12 A simple rectangular building with an attached carport, Residence 803 is topped by a low-pitched gable roof with rolled asphalt roofing and boxed eaves. Mechanical units are located atop the roof. Its walls are made of red-tinted, stacked bond, half-block CMUs; vertical siding clads the tops of the gable ends. The primary (south) façade is lined with incompatible vinyl windows within original window openings. A centered recessed stoop, accessed by a concrete walkway, contains a non-original paneled entrance door (replaced at unknown date). On the west end of the residence, a side-gable roof nested under the primary roof caps the carport. The carport is accessed by an asphalt-paved driveway. Wood doors cover storage space along the interior (east) wall of the carport. The west side of the carport has a paneled replacement door leading to the interior of the residence. The residence's west façade contains no fenestration; incompatible vinyl windows are located at the east and north (rear) façades.

Although the building has experienced some alterations, such as the replacement of windows and doors, it retains its overall design and many of its original features/materials (low-pitched gable roof, carport, red-tinted CMU walls, recessed main entrance). The building retains sufficient integrity and contributes to the Temple Bar Developed Area.

6. Duplex Residence 804/805 (Contributing Building)
Constructed in 1962 by Mohave Construction Co. using a standard Mission 66 plan type, Duplex Residence 804/805 (originally 716/717; Photo 9) sits at the northeast end of the employee residential area, just north of the residential loop road.13 The building is rectangular in plan and sits on a concrete foundation. It is capped by a low-pitched gable roof with rolled composition roofing and boxed eaves. Mechanical units are located on the roof, and the building's walls are clad in stucco. A central two-car carport with a wood board-and-batten-enclosed laundry room separates the duplex residential units and is accessed by an asphalt-paved driveway. The south (primary) façade entrances are accessed by non-historic concrete walkways (replacement date unknown). The entrances at each unit have original wood doors framed on either side by incompatible vinyl

windows (one on the east side is boarded up; alteration date unknown).
Even though the building's original windows have been replaced, many of its original features/materials (low-pitched gable roof, stucco cladding, entrance doors, fenestration pattern) remain. The building retains sufficient integrity and contributes to the Temple Bar Developed Area.

7. Utility Building (Contributing Building)
The utility building (Photo 12) lies southeast of the visitor center in the utility/maintenance yard that transects the NPS employee residential area. The asphalt-paved maintenance yard is accessed via a paved spur road that connects to the south side of Temple Bar Road. The utility building sits at the southeast end of the yard; a non-historic fire station in the northeast corner accompanies the utility building, along with various temporary storage structures. The yard is surrounded by a chain link fence and a CMU wall at the north end; it is loosely screened by oleander and eucalyptus trees.

The one-story, six-bay utility building was constructed between 1958 and 1959 by Tobler & Oliver Construction Co. Its red-tinted half-block CMU exterior sits upon a concrete foundation and is capped by a flat roof (roofing material unknown).15 The building consists of two enclosed vehicular bays flanked by an office space to the east and four open bays comprising a storage area to the west.16 At the south façade, the vehicular bays are enclosed with original roll-up doors, and the office is accessed by two partially glazed doors. The building's windows are original, multi-light, and steel, and rectangular openings with a brise-soleil of red-tinted CMUs punctuate the south façade, at the storage area.

The building appears largely intact from its original construction. It retains sufficient integrity to convey its historic appearance as a Mission 66 utility building and contributes to the Temple Bar Developed Area.

9-13. Comfort Stations 821, 822, 823, 824, and 825 (Contributing Buildings)
Comfort Stations 821, 822, 823, 824, and 825 (originally 701, 702, 717, 718, and 719, respectively; Photos 17-21) are five identical comfort stations built in the Temple Bar campground during the Mission 66 era. Comfort stations 821 and 822 are located within the original boundaries of Temple Bar campground prior to its 1963 expansion. Comfort Station 821 is located at the center of the second loop south, between campsites 5 and 8, and Comfort Station 822 is located at the center of the fifth loop south, between campsites 51 and 54.20 Comfort Stations 823, 824, and 825 are located in the expanded campground, respectively in the center of the first loop (between sites 97 and 100), along the northern edge of the second loop (between sites 110 and 112), and along the northern edge of the third loop (between sites 129 and 131). Comfort Station 821 was constructed in 1958 as part of the original campground, with Comfort Station 822 added in 1962; both structures were built by Tobler & Oliver Construction Co. and reflect standard plan types used throughout the NRA and in western parks during Mission 66.21 The latter three comfort stations were constructed in 1963 by Del & Del Construction Co.

One story in height and rectangular in plan, all are capped by a low-pitched gable roof with wide eaves that form prows at the gable end, and they sit on concrete foundations.23 All of the comfort stations are composed of red-tinted, stacked-bond half-block CMU walls, except for Comfort Station 822 where the CMUs have been painted white. All retain original aluminum louver clerestory windows with obscure glass, and women's and men's restrooms accessed by flush metal doors, with utility rooms in between. The partially glazed utility room doors face the road, and asphalt sidewalks run the length of the buildings parallel to the road.

Minor alterations to the buildings include new asphalt paving around Comfort Stations 821 and 822. The glazing in the utility door of Comfort Station 822 has been replaced with wire glass and is completely missing on Comfort Station 824. With these exceptions, the comfort stations appear to be unaltered from their original construction and retain integrity. They all contribute to the significance of the Temple Bar Developed Area.

14. Amphitheater (Contributing Structure)
The amphitheater (Photos 22-23) is located directly west of the north loop of the 1963 campground expansion. It is accessed from an unpaved path that connects to a Mission 66-era paved parking lot

along a section of the campground connector road to the northeast. The amphitheater is surrounded on all sides by light vegetation including olive trees and California fan palms. Though historic documentation did not suggest original plant types, the existing plants are consistent with Mission 66-era plantings, and aerial photographs indicate that neither quantity nor placement of plantings has noticeably changed since 1980.

Constructed in 1964, the amphitheater consists of two sections of wood benches (nine rows each) on asphalt paving and separated by a central aisle arrayed in a wedge shape.25 The rows face a historic wood-framed projection screen on a concrete base with an inset planter. A historic metal projection shed with a concrete foundation, shed roof, and rear concrete stairs sits at the south end of the center aisle. A tall original metal light pole is situated at the southwest end of the amphitheater.

The amphitheater appears unaltered from its original construction. It retains integrity and continues to convey its historic significance and association with the Mission 66 development of Temple Bar. It contributes to the historic district.

15. Temple Bar Airstrip (Contributing Structure)

The Temple Bar Airstrip (Photo 24) is located approximately one-half mile south from the visitor center and is accessed by an unpaved road. Originally constructed in 1947 and paved in 1967, the airstrip comprises a narrow rectangular gravel landing strip with an approximately 3,500-foot asphalt-paved runway. The airstrip appears unaltered since its paving in 1967 and retains its historic integrity. It thus contributes to the Temple Bar Developed Area.

18. North Motel Building (Contributing Building)

Constructed in 1966, the north motel building (Photo 31) is surrounded by paved parking and original planters with non-historic concrete curbs. Non-historic concrete walkways and picnic areas, partially enclosed by CMU walls, have been added to the planters around the building (added at unknown date). The motel building is one story and rectangular in plan; it does not represent a standard Mission 66 design.30 It is capped with a low-pitched hipped roof with rolled composition roofing. The roof extends on all sides to form a covered walkway. Its walls are made of painted square CMUs laid in a stacked bond pattern. The building contains 12 units, which are accessed by flush doors (material unknown) on the north and south façades. Aluminum sliding and fixed windows, which appear to be original, also line these façades.

With the exception of the walkway and picnic additions surrounding the building, the north motel building appears to be intact from its original construction. It retains sufficient integrity to contribute to the Temple Bar Developed Area.

19. South Motel Building (Contributing Building)

The south motel building (Photo 32) is sited just north of the trailer village. It is fronted by a paved parking lot bounded by original planters. Constructed in 1963-64, the one-story building is rectangular in plan and does not represent a standard Mission 66 design.31 It has a low-pitched roof, which extends on the north side to shelter a concrete walkway; it is covered in rolled composition roofing. Its walls are clad in non-original vertical wood and wood shingles (original clapboard is visible under the new cladding where shingles are missing; re-clad at unknown date). Flush doors (material unknown) provide access to the building's six units at the north façade, and aluminum sliding windows, which appear to be original, line the north and south façades.

Though the building has been re-clad, most of its original features/materials (low-pitched roof, rectangular massing, aluminum windows and flush doors) remain. The south motel building retains sufficient integrity to contribute to the historic district.

20-23. Cabins 8, 9, 10, and 11 (Contributing Buildings)

Three concessioner cabins (Photos 33-36) are located on a large gravel site southwest of the north motel building, and one cabin is located on a separate gravel area directly south of the north motel building. From east to west, the cabins are labeled 8, 9, 10, and 11. The buildings appear to have been constructed around 1953 and have been in their current locations since 1965.32 The three west cabins are identical – they are one story, capped with gable roofs with rolled composition

roofing, and are clad in non-historic wood shingles (original clapboard is visible where shingles are missing; re-clad at unknown date). They are accessed from non-historic flush doors at their south façades. A multi-light double-hung wood window is located adjacent to each building's entrance, and paired multi-light double-hung wood windows are centered on the north façade. A multi-light wood hopper window is offset on the west façade of each cabin. The east cabin is nearly identical to the other four buildings; however, the double-hung windows at the north and south façades are single light as opposed to multi-light.

While the buildings have been re-clad in wood shingles and their entrance doors have been replaced, they retain their overall design (low-pitched roofs, rectangular plans) and some original materials (wood windows, wood clapboard beneath the shingles). Thus, they retain sufficient integrity to convey their significance and contribute to the historic district.

24. Cabin Comfort Station (Contributing Building)
The concessioner cabin comfort station (Photo 37) is just south of the large motel building, surrounded by a planter that bounds the west side of the building. The building appears to have been constructed around 1953 and has been in its current location since 1965.33 The one-story building has a rectangular plan and a low-pitched gable roof covered in rolled asphalt roofing. The building is clad in non-historic wood shingles (original clapboard is visible where shingles are missing; re-clad at unknown date). The north and south façades contain single flush doors that lead to the restrooms (the doors are likely replacements from 1980). The east and west façades have original multi-light wood hopper windows. Two windows (one at each façade) have been altered to hold air conditioning units, possibly in 2004.34 Though the building has been re-clad, two windows removed for AC units, and the doors replaced, the building retains its overall design (low-pitched roof, rectangular plan) and some original materials (wood windows, wood clapboard beneath shingle cladding). Therefore, it retains sufficient integrity to convey its significance and contributes to the historic district.

25. Store/Restaurant (Contributing Building)
The concessioner store/restaurant (Photos 38-39) is located on the west side of Temple Bar Road, at the north end of the developed area. To the north of the building is a sparsely landscaped area of gravel and cacti surrounded by palm trees. As the area was previously planted with an expansive lawn, none of the existing landscaping appears to be original.35 The east side of the building is bounded by a planter filled with gravel and edged with original concrete curbs. Constructed around 1953, the store/restaurant was remodeled around 1965, and a roughly T-shaped addition was appended to the west façade.36 The building is one story in height and sits on a concrete foundation. It is sheltered by a low-pitched gable roof with wide eaves, exposed purlins, and rolled composition roofing. Its walls are clad in vertical wood siding. The building is primarily accessed by a pair of fully glazed metal doors at the east façade, facing Temple Bar Road.37 To the north of the main entrance is a fixed window with wood stops. A secondary entrance, accessed by a covered walkway, consists of a single fully glazed metal door at the north façade, which overlooks the lake. The rest of the north façade is lined with grouped fixed windows with wood stops. The covered walkway at the north façade wraps around to the west façade and provides access to a covered seating area at the northwest corner. The center of the west façade projects further than the rest of the façade, and the majority of the façade features grouped fixed windows with wood stops. At the south façade, a small flat roof addition covered in different vertical wood siding was appended to the east end (date unknown). With the exception of a few flush doors, the south façade is devoid of fenestration.

The store/restaurant has undergone a few changes since its 1960s remodel, including the small addition at the east end of the south façade and the replacement of original glazed entrance doors with new compatible fully glazed doors. However, most of the building's historic features/materials (low-pitched roof, grouped fixed windows at the north/west façades, fully glazed doors, and wood siding) are intact. The building retains integrity and contributes to the Temple Bar Developed Area.

30. Entrance Station (Non-Contributing Site)
The Temple Bar entrance station (Photo 25) is located approximately 14 miles southwest of the developed area. It is sited on the east side of and adjacent to Temple Bar Road. The station

consists of two asphalt-paved lanes, an entrance kiosk, and a small parking lot. The entrance lanes are separated from Temple Bar Road by a sparsely landscaped island and a flat roof, concrete structure comprising the entrance station kiosk. The entrance station was constructed between 2007 and 2010 and does not contribute to the Temple Bar Developed Area.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Visitor Center	192388	Contributing	1169341				No
Residence 801	192389	Contributing	1169343				No
Residence 802	192390	Contributing	1169344				No
Residence 803	192391	Contributing	1169345				No
Duplex Residence 804/805	192392	Contributing	1169346				No
Utility Building	192393	Contributing	1169347				No
Comfort Station 821	192394	Contributing	1169348				No
Comfort Station 822	192395	Contributing	1169349				No
Comfort Station 823	192396	Contributing	1169350				No
Comfort Station 824	192397	Contributing	1169351				No
Comfort Station 825	192398	Contributing	1169352				No
Amphitheater	192399	Contributing	1169353				No
Temple Bar Air Strip	192400	Contributing	1169354				No
North Motel Building	192401	Contributing	1169357				No
South Motel Building	192402	Contributing	1169358				No
Cabin 8	192403	Contributing	1169359				No
Cabin 9	192404	Contributing	1169360				No
Cabin 10	192405	Contributing	1169361				No
Cabin 11	192406	Contributing	1169362				No
Cabin Comfort Station	192407	Contributing	1169363				No
Store/Restaurant	192408	Contributing	1169364				No
Residence 806	192409	Non contributing	1169366				No
Duplex Residence 807/808	192410	Non contributing	1169367				No
Fire Station	192411	Non contributing	1169368				No
Boat Shop	192412	Non contributing	1169370				No
Boat Rental Office	192413	Non contributing	1169563				No
Ice House	192414	Non contributing	1169484				No
Trailer Village Comfort Station and Laundry Building	192415	Non contributing	1169485				No

Dry Boat Storage	192416	Non contributing	1169487				No
Picnic Area Comfort Station	192417	Non contributing	1169551				No
Boat Launch	192418	Non contributing	1169552				No
Entrance Station	198982	Non contributing	1169369				No

Landscape Characteristic Graphics:



Temple Bar Developed Area, view northeast of Temple Bar Road with the visitor center in the background.



Temple Bar Developed Area, view north of the visitor center.



Temple Bar Developed Area, view northeast of the visitor center south (main) entrance.



Temple Bar Developed Area, view southwest of Residence 801.



Temple Bar Developed Area, view southwest of Residence 802.



Temple Bar Developed Area, view north of Residence 803.



Temple Bar Developed Area, view north of Duplex Residence 804/805.



Temple Bar Developed Area, view north of Residence 806.



Temple Bar Developed Area, view southwest of Duplex Residence 807/808.



Temple Bar Developed Area, view southwest of the utility building and yard.



Temple Bar Developed Area, view west of the fire station.



Temple Bar Developed Area, view north of Comfort Station 821.



Temple Bar Developed Area, view south of Comfort Station 822.



Temple Bar Developed Area, view southwest of Comfort Station 823.



Temple Bar Developed Area, view north of Comfort Station 824.



Temple Bar Developed Area, view northwest of Comfort Station 825.



Temple Bar Developed Area, view southwest of the amphitheater.



Temple Bar Developed Area, view south of the airstrip.



Temple Bar Developed Area, view southeast of the north motel building.



Temple Bar Developed Area, view southwest of the south motel building.



Temple Bar Developed Area, view northwest of Cabin 8.



Temple Bar Developed Area, view north of Cabin 9.



Temple Bar Developed Area, view north of Cabin 10.



Temple Bar Developed Area, view north of Cabin 11.



Temple Bar Developed Area, view northeast of the cabin comfort station.



Temple Bar Developed Area, view west of the store/restaurant.



Temple Bar Developed Area, view north of the boat shop.



Temple Bar Developed Area, view west of the boat rentals office.



Temple Bar Developed Area, view southwest of the ice house.



Temple Bar Developed Area, view west of the picnic area comfort station.



Temple Bar Developed Area, view north of the boat launch.

Landscape Characteristic: **Spatial Organization**

2. NPS Employee Residential Area (Contributing Site)
The NPS employee residential area (Photos 4-11) is located in the southeast end of the developed area, south of the visitor center, and is accessed by an asphalt-paved spur road to the south of Temple Bar Road. The area contains four Mission 66-era residences and one residence dating to the 1990s. The residences surround a small asphalt-paved loop road just north of the utility/maintenance yard; another 1990s residence is located outside of the residential area, south of the utility/maintenance yard. The overall circulatory and site plan of the employee residential area appears original according to a 1964 site plan.8 The center of the loop road contains a planter that is planted with desert vegetation including ocotillo and cacti, which are likely original according to Mission 66 project completion reports.

An original red-tinted, half-block CMU retaining wall stretches across the rear yards of Residences 801 and 802, separating the residential area from the utility/maintenance yard, and a red-tinted CMU pony wall divides the two residences. Retaining walls made of lava rock front Residence 803; historic documentation did not indicate whether these walls are original. Plant screening surrounding the sides and rear of Residences 801 and 802 and Duplex Residence 804/805 include eucalyptus, pepper, and palm trees and oleander, which may be original according to project completion reports. However, the exact placement of plants in unknown, and some of the plants have been removed/replaced. Aerial photographs from 1980 suggest the front and side yards were more lushly landscaped than they are currently, particularly at Residence 803.10 A planter containing native vegetation (cacti, ocotillo, Joshua trees), and edged with loose rocks and surrounded by gravel, fronts Residence 802.
Though some of its landscaping has been altered, the overall layout of the residential area, including its paved loop road surrounded by buildings, as well as some site features (CMU retaining walls) are intact. The employee residential area retains sufficient integrity to convey its significance

and contributes to the historic district.

8. Campground (Contributing Site)
Temple Bar Campground (Photos 14-21) is located northeast of the visitor center and employee residential area and is accessible from a spur road east of Temple Bar Road. The original campground was constructed in 1958 and consists of an asphalt-paved loop road traversed by four smaller roads that generally run east-west. This original portion historically and currently retains 71 campsites each with a paved parking space, concrete picnic table, and metal fireplace.17 The original campground section retains some historic screen plantings including Shamel ash trees and oleander bushes, which appear in Mission 66 working landscape plans. California fan palms and eucalyptus and olive trees have also been planted throughout the campground and may date to the Mission 66 period.18 Two Mission 66-era comfort stations (Comfort Stations 821 and 822) are located near the north and south ends of the main loop, respectively. The southern expansion of the campground was constructed in 1963; the campground connector road extends south to access three successive asphalt-paved loops containing 82 sites. The campground extension contains the same types of plant screening as the original campground, though the plants are in poorer condition.19 A comfort station from the Mission 66 era (823) is located in the northernmost loop, followed by two additional Mission 66-era comfort stations (824 and 825) on the northern periphery of the second and third loops.
The campground has its original loop configuration and site layout, as well as most of its original features, including five Mission 66 comfort stations, spur parking, and plant screening between sites. It retains sufficient integrity to convey its significance as a Mission 66 campground and contributes to the Temple Bar Developed Area.

16. Concessioner Trailer Village (Contributing Site)
The concessioner trailer village (Photos 26-28) is located on the east side of Temple Bar Road, just south of the concessioner motel complex. Originally constructed in 1952, the trailer village was expanded three times between 1961 and 1966 to approximately 108 sites.26 The trailer village consists of a rectangular-shaped area surrounded by an asphalt-paved road and traversed by five east-west paved roads that provide access to individual trailers. The site originally contained three comfort stations that were built around 1964.27 They are no longer extant, and a 1990s comfort station and laundry building is currently located at the northeast corner of the site. An original planter island with oleanders screen the trailer village from Temple Bar Road on the west side. Though historic documentation did not indicate the specific plant species that were planted in the island, oleanders were typical of the Mission 66 period and may be original. Drawings also called for two shade trees at each trailer site (species not specified). Palm trees and oleanders are located between individual trailers; however, landscaping within the trailer village is sparser than it was historically.

Though the trailer village has undergone some alterations, including the removal of original comfort stations and addition of a new comfort station and laundry building, its overall loop road configuration and some of its plant screening are still present. It retains sufficient integrity to convey its historic significance and contributes to the Temple Bar Developed Area.

17. Motel Complex (Contributing Site)
The concessioner motel complex (Photos 29-37) comprises two motel buildings, four cabins, and a comfort station that serves the cabins at the north end of the developed area. Whereas the motel buildings are fronted by asphalt-paved parking and bounded by planters, the cabins sit on large unpaved areas between the two motel buildings. The east gravel area, where three of the four cabins are located, historically contained additional cabins (removed in the 1960s during the Mission 66 development of the motel buildings). The cabins' shared comfort station sits within the planter area just south of the larger (north) motel building. An asphalt-paved road runs through the motel complex and connects the buildings. Original asphalt curbs are present along the road and at all planters, with the exception of those bounding the north motel building, where the original curbs were replaced with tinted concrete (date unknown). Based on original drawings, the site was historically and is currently sparsely vegetated; the few plants that are present (oleander, palm trees) do not appear to be original.29 Wood light poles with globe lights are located within the planters bounding the motel buildings. Research did not indicate whether the light poles are historic.

The motel complex, including its buildings, circulation, and parking, appear largely intact from the period of significance. It continues to convey its historic significance and association with the Mission 66 period and contributes to the historic district.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
NPS Employee Residential Area	192419	Contributing					No
Campground	192420	Contributing					No
Concessioner Trailer Village	192421	Contributing					No
Motel Complex	192422	Contributing					No
Marina	192426	Non contributing					No
Employee Trailer Village	192424	Non contributing					No
Picnic Area	192425	Non contributing					No

Landscape Characteristic Graphics:

Temple Bar Developed Area, view south of the NPS employee residential area and paved loop road.



Temple Bar Developed Area, view south of the NPS employee residential area original red-tinted CMU retaining walls.



Temple Bar Developed Area, view east of the campground.



Temple Bar Developed Area, view west of campsite 110, typical.



Temple Bar Developed Area, view northwest of campsite 59, typical.



Temple Bar Developed Area, view north of the entrance station.



Temple Bar Developed Area, view north of the concessioner trailer village.



Temple Bar Developed Area, view east of the concessioner trailer village.



Temple Bar Developed Area, view south of the trailer village comfort station and laundry.



Temple Bar Developed Area, view northeast of the motel complex cabins.



Temple Bar Developed Area, view northwest of the motel complex.



Temple Bar Developed Area, view south of the concessioner employee trailer village.



Temple Bar Developed Area, view east of the picnic area.



Temple Bar Developed Area, view south of the fish cleaning station near the picnic area.



Temple Bar Developed Area, view northwest of the marina small boat dock.



Temple Bar Developed Area, view north of the marina main docks.

Landscape Characteristic: Circulation

26. Internal Circulation and Parking (Contributing Structure)
Temple Bar Developed Area's original internal road system and parking (Photos 1, 4, 23, 39) were completed between 1956 and 1967.

Reconstructed between 1956 and 1957, during the Mission 66 development of Temple Bar, Temple Bar Road is the primary access road to and through the developed area.38 The approximately 27-mile-long road intersects Highway 63, outside of Lake Mead NRA. Once inside the NRA boundary, the road continues approximately 17 miles northeast to the developed area. Temple Bar Road is gently winding, generally following the natural topography of the region; it terminates at the boat launch ramp. It is a two-lane, asphalt-paved road; it is generally 20 feet in width (two 10-foot paved lanes) with four to five-foot gravel shoulders on either side.39 In comparing contemporary documentation with as-constructed drawings, the paved portion of the road has been reduced by four feet (originally, lanes were 12 feet wide), while the shoulders have been expanded by roughly one to three feet, depending on the area.40 However, the overall profile and road width (including shoulders) appears generally the same.

An unpaved gravel road provides access to the Temple Bar Airstrip. The road is located approximately one-half mile south of the visitor center, on the east side of Temple Bar Road. It is accessed from the spur road that also provides access to the NPS employee residential area. The road was likely constructed when the airstrip was initially developed in 1947, and it retains its alignment and profile from when the airstrip was paved in 1967.

Original circulatory and spur roads include those within and providing access to the employee housing and utility/maintenance yard, the trailer village, and the campground. These roads are primarily single-lane roads paved with asphalt and were developed during the Mission 66 construction of their associated sites.

Original parking areas include the parking at the visitor center, the parking lot to the south the concessioner restaurant/store and boat repair, on the west side of Temple Bar Road, the parking lot adjacent to the amphitheater, and the parking areas fronting the motel buildings. The parking areas were developed during the Mission 66 construction of their associated buildings/sites.

There have been a few changes to Temple Bar's internal circulation, including in-kind repaving as well as the replacement of original curbs at portions of the concessioner store/restaurant parking lot and around the larger (north) motel building with new concrete curbs (date(s) unknown). Additionally, there have been a few changes to the parking, including the addition of a small accessible parking area adjacent to the picnic area and comfort station in the late 1990s/early 2000s, and the addition of a large informal, gravel parking area to the east of the boat launch ramp.42 However, the roads and parking lots and their original features, including their overall configuration, and placement of curbs and planting islands, remain largely intact; they contribute to the Temple Bar Developed Area.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Temple Bar Road	192427	Contributing	1169365				No
Unpaved gravel road to Temple Bar Airstrip	192428	Contributing	1169365				No
Original Circulatory and Spur Roads	192429	Contributing	1169365				No
Original Parking Areas	192430	Contributing	1169365				No

Landscape Characteristic Graphics:



Temple Bar Developed Area, view south of the amphitheater parking lot.



Temple Bar Developed Area, view northeast of the store/restaurant parking lot.

Landscape Characteristic: **Vegetation**

Exotic plant species, including oleander, fan palms, and olive, which provide shade and privacy, particularly in the campgrounds, employee residential area, and trailer village

Visitor Center: Entrance plaza consisting of diamond-shaped, red-tinted concrete paving (some pavers with coarse aggregate); planters edged by low sandstone walls with an inset drinking fountain; and a flagpole

NPS Employee Residential Area: Exotic planting screening, particularly between the residential area and utility/maintenance yard (the original number/exact placement of plant species is unknown)

Campgrounds: Exotic screen planting between sites and along loop roads (the original number/exact placement of plant species is unknown)

Concessioner Trailer Village: Exotic plant screening along the west side of the trailer village and between sites (the original number/exact placement of plant species is unknown)

Motel Complex: Overall lack of vegetation/plant screening within the complex

Landscape Characteristic: **Natural Systems and Features**

Natural systems and features are the natural aspects that have influenced the development of a landscape.

Located in Arizona on the south shore of Lake Mead, across from Temple Bay, the Temple Bar Developed Area is laid out in a broad wash that gently slopes northeast towards a protected harbor, with relatively flat and sparsely vegetated surrounding areas. The site was chosen for its natural advantages, where a series of washes merged into a broad, level area, ideal for building, and a large harbor provided ample room for marina facilities The coarse alluvium of the soil and desert climate were augmented with irrigation during Mission 66. Screening and shade plants cultivated during the period include Shamel ash, eucalyptus, palm, and fig trees, and oleander. The developed area experiences mild winters and hot summers.

The developed area is sited in the Mojave Desert and is surrounded by sparse native vegetation, which contrasts with the exotic species planted throughout the development during Mission 66.

Hydrology

Upon construction of the Hoover Dam on September 30, 1935, Lake Mead was created from the Colorado River. It includes four large connected basins that cover the deep canyons and their steep walls along the historic Colorado River channel. Inflows to the reservoir are primarily received snowmelt from Wyoming, Colorado, and the Utah Rocky Mountains via the Colorado River and three smaller tributaries. Outflow from the reservoir releases through Hoover Dam, located off of the southwestern arm of Lake Mead, and serves the states of Nevada, Arizona, California, and Mexico. The elevation of the water level in Lake Mead varies, but the average from 1939 to 2003 has been 1,176 feet. Fluctuating lake levels have influenced the construction and management of recreation facilities at Temple Bar since the 1960s, including the addition of a second marina facility in 2007 when a portion of the Overton Developed Area marina was moved to the site due to low water conditions in Lake Mead’s Overton Arm. The area receives an average of five inches of rainfall annually.

Landforms

Lake Mead National Recreation Area spans two physiographic provinces, the Basin and Range and the Colorado Plateau. The area is characterized by alternating northward trending mountain ranges and intervening wide basins with low relief. The Colorado River has cut deep canyons through the mountain ranges where the historic river channel is bordered by steep, high-relief walls composed primarily of Precambrian to Tertiary Igneous and metamorphic rocks. Following the completion of Hoover Dam, the waters of the Colorado River began backing up, filling the narrow canyons and flooding the adjacent basins as the waters rose.

Flora

Flora within the Mojave Desert includes endemic species, as well as species from the Great Basin and Sonoran Deserts. Due to the extreme cold and heat from winter to summer, few plant species are endemic to the Mojave Desert as compared to the Sonoran. Creosote bush (Larrea tridentata) is common in valley floors, lower bajadas, and alluvial fans. Other common vegetation includes burroweed (Ambrosia dumosa), Mojave yucca (Yucca schidigera), various cacti, and assorted desert shrubs and annuals including . ocotillo, teddy bear cholla, buckhorn cholla, beavertail cactus, and Joshua tree. The sparseness of the vegetation and the type of vegetation leaves an open landscape that remains today. The light vegetation likely made road building an easier prospect, but meant that wooden building materials were limited and had to be moved in from long distances. In a response to the sparse low-growing native vegetation, Mission 66 landscape designs brought exotic species into the developed area to provide a more lush setting for visitors.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 10/31/2025

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 10/31/2019

Condition Assessment Explanatory Narrative:

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
Hahn, Sarah and Evanne St. Charles	Temple Bar Determination of Eligibility	2020		Report (Unpublished)		

Landscape Documents:

File Name:	Temple Bar Developed Area_100% Proof.pdf
Caption:	DOE for Temple Bar Developed Area
Alt Text:	
Date:	12/14/2020
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Source:	
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