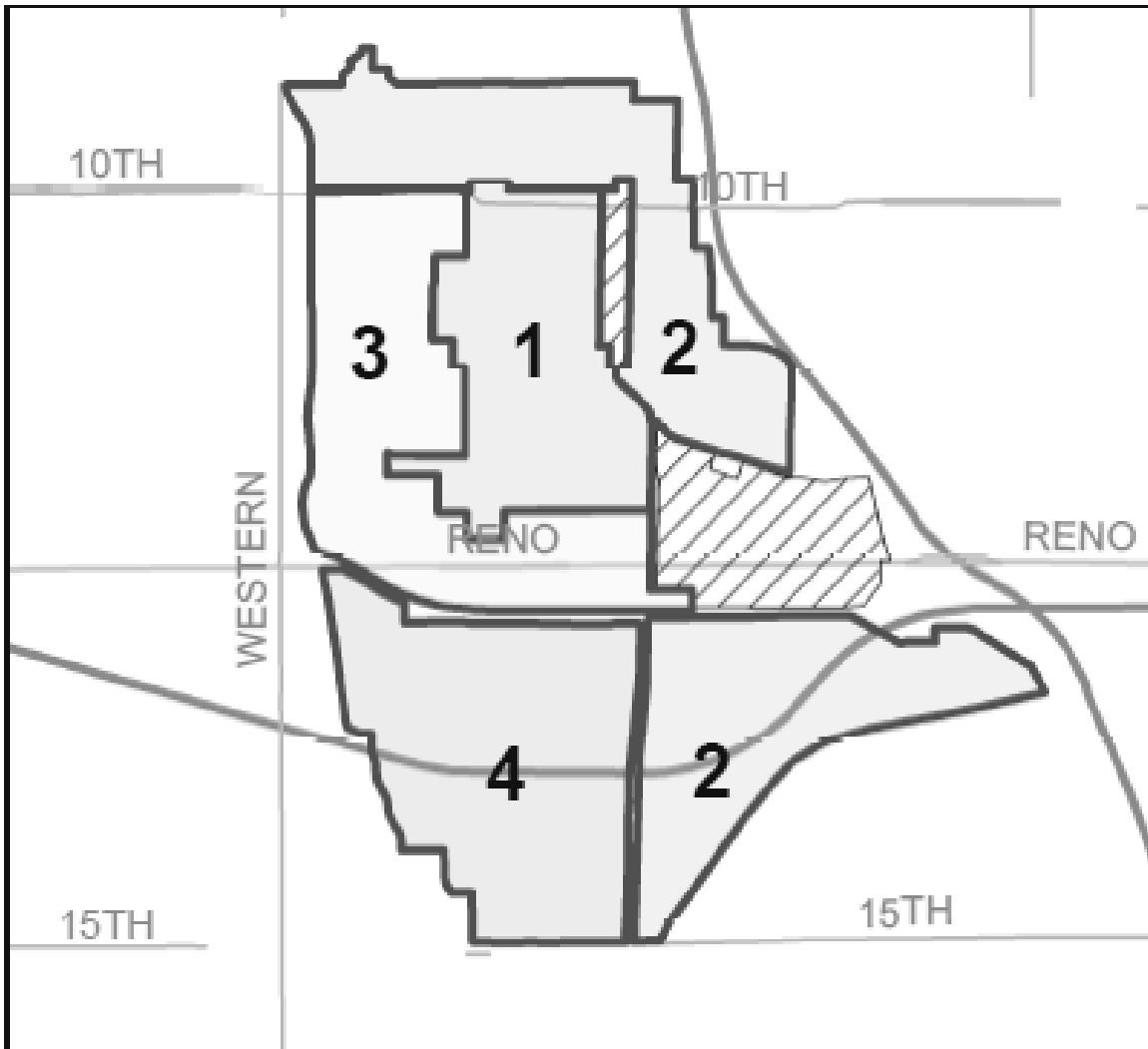


CITY OF OKLAHOMA CITY
INTENSIVE LEVEL SURVEY OF DOWNTOWN:
EXECUTIVE SUMMARY AND CONSOLIDATION REPORT



*Compiled from Phases 1-4 by
Oklahoma City Planning Department
Historic Preservation Commission Staff*

CITY OF OKLAHOMA CITY

INTENSIVE LEVEL SURVEY OF DOWNTOWN:

EXECUTIVE SUMMARY AND CONSOLIDATION REPORT

Compiled from

Intensive-Level Survey of Downtown Oklahoma City, Phases I-VI
Completed 2009-2012

By

City of Oklahoma City
Planning Department
Historic Preservation Commission Staff

September 2013

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ABSTRACT

This report is a consolidation of the findings of an intensive level survey of downtown Oklahoma City, conducted in four phases between 2009 and 2012. The first phase of survey was undertaken by Sally Schwenk Associates, Inc., Preservation Professionals, of Kansas City, Missouri. The remaining three phases were undertaken by URS Corporation of Dallas, Texas.

This report provides an analysis of the surveys' findings, with descriptions of the resources identified as having the potential to be eligible for the National Register of Historic Places, either individually or as contributing resources within a historic district. The four phases of survey inventoried 1082 resources; of these, 44 individual properties and two districts are currently listed in the National Register of Historic Places. The survey identified an additional 100 properties as potentially eligible for individual listing in the National Register, and 25 potentially-eligible historic districts. The Survey identified eleven properties as warranting further study to determine eligibility, and eight properties were recommended for reconsideration upon reaching 50 years of age. Remaining resources were not considered eligible at the time of the Survey because of their age (less than 50 years old), or because they do not appear to retain enough integrity to be eligible for listing in the National Register.

The historic context used for determining eligibility is summarized herein. In addition, the four phases of the survey each include a full historic context, description of methodology, and survey results section and are attached as appendixes to this report.

EXECUTIVE SUMMARY

By national standards, Oklahoma is a young state and its capitol, a young city. But by Oklahoma standards, Oklahoma City has a long and fascinating history, born at the start of the 1889 Land Run. More than century of rapid growth, interspersed with cycles of economic booms and busts, has led to many reinventions of the City's downtown, with varying amounts of built fabric remaining from each era and identity. Those remaining historic resources, comingled with more modern structures and ongoing new development, give residents and visitors a tangible sense of the City's unique character.

The Intensive Level Survey of Downtown Oklahoma City, conducted in four phases, is intended to identify and evaluate the historic and cultural resources present in Oklahoma City's downtown core. This evaluation provides recommendations on the potential eligibility of individual properties and historic districts for listing in the National Register of Historic Places.

However, the Survey is not the final word on Oklahoma City's historic resources: it is a snap shot in time, recording what is present at the time of the Survey. The Survey's content provides a baseline of information, but is also intended to be a living document, continually reevaluated as the downtown rapidly evolves. Currently, private development and public investment in much of the City's downtown equates to constant and rapid change, and this change must be taken into account in the evaluation of historic resources. As properties are altered or demolished, individual eligibility or the cohesiveness of a district may be lost. In fact, numerous properties identified as potentially eligible in the early phases of the Survey have already been, or are slated to be, demolished. As properties pass 50 years of age or are sensitively rehabilitated, they may gain in significance and become eligible or listed. Already, several properties included in the survey have gone on to be formally listed on the National Register in anticipation of certified rehabilitation projects.

The Survey, and its recommended listings, also is not the only tool in the toolbox of revitalization and rehabilitation. Local design review and historic designation allows for flexibility in recognizing and protecting what the City identifies as historically or culturally significant. Properties not recommended as eligible for the National Register in the Survey may still have enough historic significance to warrant local designation as a Historical Landmark or Legacy Resource, or inclusion in a local historic district or other special zoning. Beyond local zoning or other protections, the Survey provides information and guidance useful for the City's long-term planning efforts, including an anticipated City-wide Preservation Plan.

Identification and protection is not the only anticipated outcome of the Intensive Level Survey. The catalytic effect of National Register listing can already be seen in areas like Midtown, where state and federal rehabilitation tax credit projects abound, and in Automobile Alley, the state's largest concentration of certified rehabilitation projects and a National Register district since 1999. By identifying additional National Register-eligible (and therefore tax incentive-eligible) properties and districts, the Survey can be used as a powerful tool for spurring revitalization and reinvestment throughout the Downtown. The redevelopment of these areas, incorporating the rehabilitation and adaptive reuse of historic properties, has obvious economic benefits for the City and state in the form of construction and rehabilitation work. That economic impact continues after the project has finished in the form of previously under- or unused buildings returned to use, filled with businesses and jobs. Areas with rehabilitated structures also become destinations, attracting residents and visitors alike through their interesting mix of properties and distinctive character.

The Intensive Level Survey of Downtown Oklahoma City should not be viewed as a finite, and now complete, task, ready to check off a to-do list. Instead, it should be seen as a comprehensive and informative starting point for the ongoing consideration of the City's history and the resources that represent it. The Survey is a key resource in the effort to guide Oklahoma City's growth and development so that the City's unique identity and distinctive character can be appreciated for generations to come.

PROJECT OBJECTIVES

The Intensive Level Survey of Downtown Oklahoma City was initiated as part of Oklahoma City's Certified Local Government program in 2008. The City of Oklahoma City identified a need for expansion of the existing preservation program beyond residential, historic neighborhoods to include consideration of significant non-residential buildings. This need was highlighted by the prior year's expansion of design review to include significant portions of the downtown and surrounding area, as well as the City's adoption of the Core to Shore Plan, which included significant changes in and near the downtown. These additional levels of review and extensive planning projects made obvious the need for accurate, current, and comprehensive documentation of the City's historic and cultural resources to be used in evaluating proposed projects and new development.

Divided into four phases due to the scope of the project, the Survey documented the entire Downtown Business District and Downtown Transition Districts, containing approximately 1,700 buildings, at the intensive level. The Survey was conducted in accordance with the *National Register Bulletin No. 24: Guidelines for Local Surveys: A Basis for Preservation Planning*, which describes an intensive-level survey as providing a precise and complete look at each historic resource in the survey area, including "detailed background research, and a thorough inspection and documentation of all historic properties in the field." Intensive-level surveys "should produce all the information needed to evaluate historic properties and prepare an inventory." According to the *Secretary of the Interior's Standards and Guidelines for Identification*, an intensive-level survey should document:

- The kinds of properties looked for;
- The boundaries of the area surveyed;
- The method of survey, including an estimate of the extent of survey coverage;
- A record of the precise location of all properties identified; and
- Information on the appearance, significance, integrity, and boundaries of each property sufficient to permit an evaluation of its significance.

In addition to the objectives of documentation and evaluation as described above, the Survey is intended to provide a basis for nominating eligible properties and districts to the National Register of Historic Places, and for developing and implementing local efforts to regulate or incentivize the preservation and revitalization of historically significant properties.

Each of the four phases of the Survey, attached as appendixes to this Report, includes detailed information about the objectives, research methodologies, field survey techniques, historic contexts, and database development, as well as detailed recommendations for National Register of Historic Places eligibility and other future preservation efforts.

RESEARCH DESIGN

Each phase of the Survey sought to address several goals identified for the project. These included the identification of National Register-eligible, or potentially-eligible, properties and districts; compilation of data necessary to establish preservation and revitalization priorities; creation of a database to be used by planning department and other city staff and commissions in review and planning activities; increased awareness of historic properties in the public and private sectors; identification of possible changes to existing historic district boundaries; and identification of properties and districts potentially eligible for some type of local designation.

The Survey was completed in conformance with *National Register Bulletin 24: Guidelines for Local Survey: A basis for Preservation Planning* and with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Each phase of the Survey also utilized the Oklahoma State Historic Preservation Office, Oklahoma Historical Society (OK SHPO)'s "National Register Preliminary Opinion on Eligibility Instructions," as well as instructional material for consistency in architectural style terminology and other formatting issues.

In addition to extensive field work, each phase of the Survey utilized previous documentation and primary sources in the research and evaluation of properties. The report for each phase includes a bibliography, but key resources for all four phases include:

Reconnaissance Level Survey of a Portion of Central Oklahoma City (1992)

Reconnaissance Level Survey of Portions of Oklahoma City, Northeast, Northwest, and South (1994)

Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009)

Thematic surveys including industrial structures, WPA resources, and school buildings

Existing National Register nominations

Sanborn Fire Insurance Maps

Other historic maps and aerial photos

Historic documents, newspapers, and city and county records

Each phase of the Intensive-Level Survey of Downtown Oklahoma City, attached as appendixes to this Report, includes a detailed section on the objectives, research design and methodologies, field survey techniques, historic context, and database development, as well as detailed recommendations for National Register of Historic Places eligibility and other future preservation efforts.

AREA SURVEYED

The Intensive Level Survey of Downtown Oklahoma City covers all portions of downtown Oklahoma City zoned as “Downtown Business District” and “Downtown Transition District” (DTD-1, including Cottage District, and DTD-2). This area is generally bound by NW 13th Street to the north, Classen Boulevard to the west, the Oklahoma River to the south, and Interstate 235/Interstate 35 to the east. Omitted from the Survey is the Automobile Alley National Register District, listed in 1996. The boundaries of each phase are described below and a map showing the survey area and boundaries of each phase is attached as an appendix to this Report.

Phase I Survey Area

The Phase I Survey Area is generally bound by North Walker to the west, West Sheridan Avenue to the south, North Broadway to the east, and Northwest 10th Street to the north.

Phase II Survey Area

The Phase II Survey included two non-contiguous areas. Area “A” is generally bound to the north by the half-block north of Northwest 13th Street; on the west by North Classen Boulevard between Northwest 13th Street and Northwest 10th Street; and North Broadway Avenue between Northwest 10th Street and Robert S. Kerr Boulevard; on the south by Northwest 10th Street and West Park Place between North Classen Boulevard and North Broadway Avenue and the railroad tracks south of Northeast 1st Street and Northeast 2nd Street between North Broadway Avenue and North Russell M. Perry Avenue; and on the east by Highway I-235.

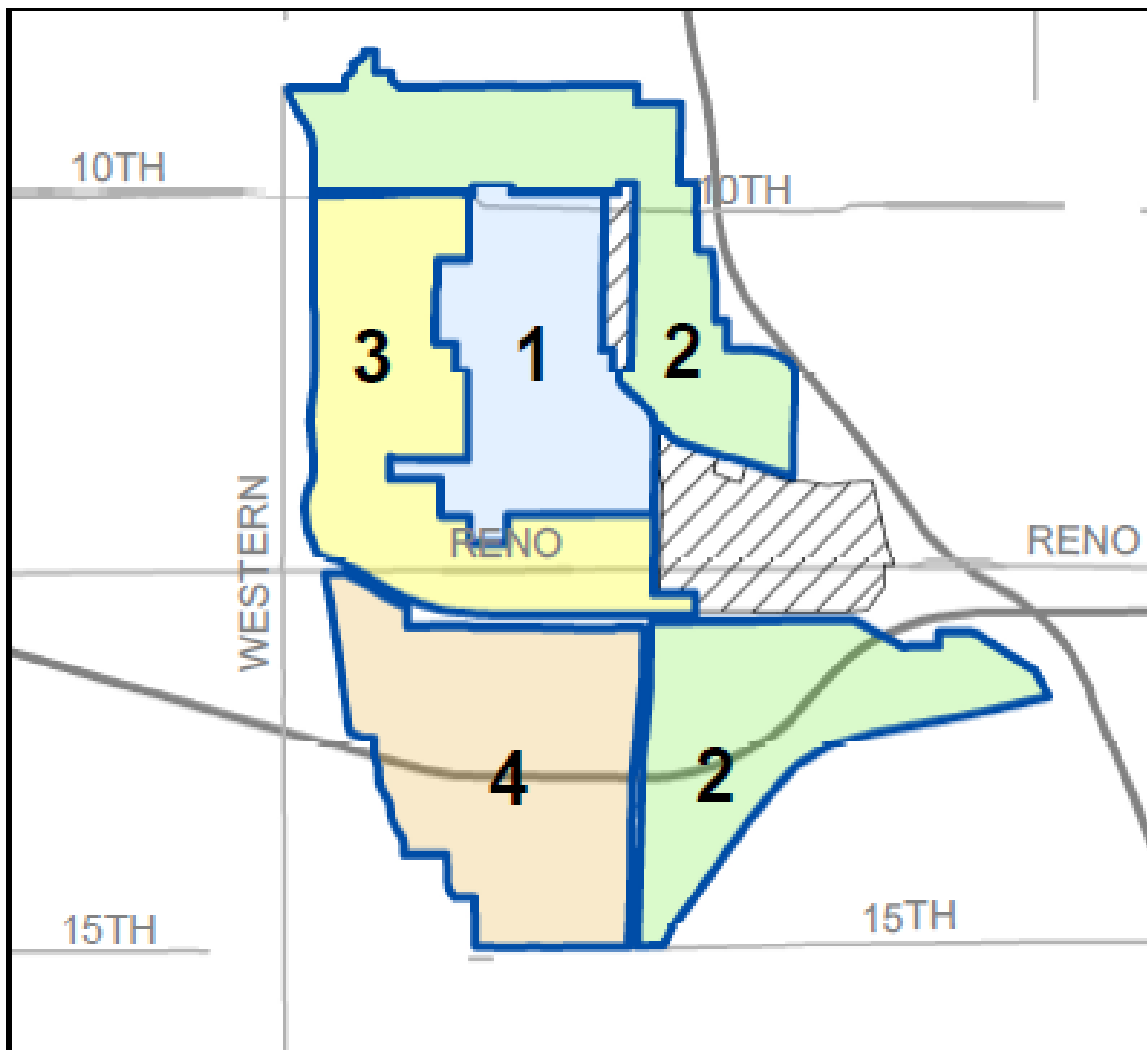
Area “B” is generally bounded by Interstate 40 to the north; South E.K. Gaylord Boulevard to the west; the Oklahoma River to the south, and Interstate 35 to the east.

Phase III Survey Area

The Phase III Survey Area is generally bound to the north by Northwest 10th Street; to the west by North Classen Boulevard; to the south by Interstate 40; and to the east by North Oklahoma Avenue for on block to Southwest 2nd Street; then Southwest 2nd Street west to the railroad tracks; then the railroad tracks north to West Sheridan Avenue; then west to North Hudson Avenue; then south to West California Avenue; then west to North Walker Avenue; then north to West Sheridan Avenue; then west to North Dewey Avenue; then north to West Main Street; then west to ½ block west of North Lee Avenue; then to Colcord Drive; then east to North Walker Avenue; then to Northwest 4th Street; then west to North Dewey Avenue; then north to Northwest 8th Street; then east to North Walker Avenue, and then north to Northwest 10th Street.

Phase IV Survey Area

The Phase IV Survey Area is generally bound to the north by “old” Interstate 40; to the west by South Classen Boulevard to the railroad tracks on the south end, then east for one block to South Shartel Avenue, then south on South Shartel Avenue to Southwest 12th Street, then east to South Dewey Avenue, then south to a point about halfway between Southwest 13th and Southwest 14th Street, then east to South Walker Avenue, then south to the north bank of the Oklahoma River, on the south by the north bank of the Oklahoma River, and on the east by South Shields Boulevard.



METHODOLOGY

The Intensive-Level Survey of Downtown Oklahoma City was undertaken as part of Oklahoma City's participation in the Certified Local Government program, and was done in accordance with state and federal standards, developed over decades of historic preservation efforts, for the documentation, research, analysis, categorization, and assessment of historic resources.

Each phase of the Intensive-Level Survey of Downtown Oklahoma City was conducted in accordance with *National Register Bulletin 24: Guidelines for Local Survey: A Basis for Preservation Planning*, and significance of resources evaluated in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. These publications include detailed instructions for the types of documentation and information to be included in an intensive level survey, the techniques for assessing a structure's integrity and eligibility for the National Register of Historic Places.

In addition, consultants utilized publications by the Oklahoma State Historic Preservation Office, Oklahoma Historical Society, including "National Register Preliminary Opinion on Eligibility Instructions" and supplemental material and architectural style terminology. Architectural descriptions and categorizations were further standardized through the use of Lee and Virginia McAlester's *A Field Guide to American Houses* for residential structures, and Richard Longstreth's *The Buildings of Main Street: A Guide to American Commercial Architecture* for commercial structures.

Field work for each survey phase included the photographic documentation and physical investigation of each surveyed property to assess its condition, structural methods, materials, and integrity. City and County records, historic publications such as newspapers and directories, historic maps, and previous surveys were used to supplement field work and to verify dates of construction.

Data collected in the field and through additional research was then entered into a database and Historic Resource Identification Forms created. The database and related maps were used to further analyze each structure and survey area in relation to its surrounding area, to other similar building types, and to relevant historic contexts and themes identified in the Survey. Analysis included evaluation of each property's "integrity," which includes a property's location, design, setting, materials, workmanship, feeling, and association as defined in *National Register Bulletin 15*, and each property's eligibility for the National Register of Historic Places, individually or as part of a district, as defined in *National Register Bulletin 24*.

Note: Each of the four phases of the Survey, attached as appendixes to this Report, includes detailed information about the research methodologies used in that phase.

RESULTS

Each individual phase of the Intensive-Level Survey of Downtown Oklahoma City contains its own detailed discussion of the survey phase's results, including property types identified, patterns observed, and recommendations for National Register listing. Presented here is an overview of those results.

The Intensive-Level Survey of Downtown Oklahoma City reveals a rich collection of historic resources, many not previously identified. In total, 1082 resources were documented as part of the Survey. 44 properties and two historic districts were already included on the National Register of Historic Places, and one individual property (Riverside School) and one district (Riverside Historic District) were already determined eligible. The Survey identified 25 additional potential historic districts and 100 individual properties as potentially eligible for listing in the National Register of Historic Places. Eleven properties were identified as warranting further study to determine eligibility, and eight properties were recommended for reconsideration upon reaching 50 years of age. The Survey also recommended the expansion of one existing National Register District.

In addition to individual properties and districts, the Survey identified two potential thematic nominations, or Multiple Property Submissions, and encouraged the use of this type of nomination as a way to recognize many types of properties beyond those specifically recommended. Multiple Property Submissions are a way to nominate contiguous or non-contiguous properties or districts that share a common theme. A historic context and parameters for assessing integrity are established, and then additional properties that fit the requirements can be added subsequently.

Across the entire Survey, several issues were identified that affected the results. The bombing of the Murrah Building in 1996 caused significant damage to a large number of downtown buildings, much of which is still visible in the form of window replacements and other repairs. These alterations bear a relationship to a nationally significant event, and must be viewed with that in mind when evaluations of eligibility and integrity are made.

An interesting trend noted in the Survey was the extensive and comprehensive "re-cladding" of historic structures, mostly dating from the 1950s through the 1970s. Older buildings were covered with modern looking "skins" of glass and steel in order to update their appearance. While this practice was common across the country, Oklahoma City's downtown includes several particularly well-executed and high-style re-claddings, as noted in Phase I of the Survey.

In residential areas, consultants noted that some alterations, such as the installation of asbestos siding, are evidence of the evolution of a property or neighborhood over time. These alterations should be considered as a part of the property's history and do not necessarily constitute a lack of integrity.

Also noted throughout much of the Survey area was the impact of widespread demolition, much from Urban Renewal efforts. Some areas of downtown Oklahoma City include large swaths of vacant land, isolating neighborhoods and individual structures and making the observation of historic patterns of development, and the formation of cohesive districts, difficult.

KINDS OF PROPERTIES PRESENT

Each individual phase of the Intensive-Level Survey of Downtown Oklahoma City contains its own detailed discussion of the types of properties identified in that survey phase, including detailed descriptions of architectural styles and patterns observed. Presented here is an overview of those results.

Property types and architectural styles

Given the large area included in the Survey, it is not surprising that a diverse assortment of property types were identified. Multiple waves of redevelopment and some extensive demolition make it difficult in some areas to observe patterns of development, but even isolated structures reveal connections to the history of Oklahoma City's development and the historic contexts as described in each Survey phase.

Residential

Relatively few single-family properties remain in much of the Survey Area, with the rare extant properties serving as evidence of the residential neighborhoods that used to surround the downtown core. The prevalence of single family properties increases around to the edges of the Survey area, as it nears established residential neighborhoods. Architectural styles are varied, but include National Folk and Folk Victorian, facilitated by the availability of affordable, machine-made decorative millwork shipped in by rail, and later Craftsman and Revival styles.

The Survey identified multi-family residences ranging from duplexes to apartment buildings and hotels, with larger structures generally closer to the downtown core. Smaller multi-family properties tend to follow the same architectural trends as single family properties of the same period, while the larger, "first tier" hotels in the downtown are identified as more refined, "high style" architecture.

Commercial, Industrial, and Manufacturing

The predominant property types identified in the Survey are commercial, industrial, and manufacturing, ranging from retail properties with storefront shops on main thoroughfares, to large commercial office building in the downtown core, to manufacturing warehouses following the historic railroad patterns.

Construction dates, and corresponding architectural styles, span nearly the entire history of Oklahoma City. Modest commercial block buildings, as well as many manufacturing or industrial properties that may have had some commercial or "front office" space, often display minimal ornamentation at the roofline and on piers that suggest an architectural style such as Art Deco. More substantial, freestanding commercial properties such as office towers exhibit more refined and full-fledged designs in the styles of their period, from revival styles to Modern Movement.

One interesting architectural treatment, if not a true style, identified in the Survey as rare or unique to Oklahoma City is that of the comprehensive alteration. While it was not unusual for commercial properties to be altered, rather than rebuilt, in order to look more modern, Oklahoma City possesses numerous examples of large, prominent buildings being comprehensively updated with particularly refined and high-style alterations that thoroughly and convincingly disguise the older, existing structure. Many of these alterations can be linked to the Urban Renewal efforts of the 1960s.

Institutional

Institutional properties identified in the Survey include civic and government buildings, churches and other religious properties, and educational facilities. A number of these properties are already listed on, or have previously been identified as eligible for, the National Register of Historic Places.

Many of the religious properties include historic portions dating from as early as 1904 with large 20th-Century additions. The predominant style is Gothic Revival. This category of property high appears to have the highest concentration of historic buildings.

Many civic and governmental properties were constructed through the WPA, and are stone-clad structures in the Classic Revival style. Many of these properties are already listed on, or have previously been found eligible for, the National Register.

Education-related properties vary widely, from the imposing, Tudor and Gothic Revival, limestone Central High School, listed on the National Register of Historic Places, to the modest, wood-frame Carter B. Woodson Elementary, built to house 140 African American students in the last years of segregation. The Survey identified Woodson Elementary as eligible for individual listing in the National Register.

HISTORIC CONTEXT

Each individual phase of the Intensive-Level Survey of Downtown Oklahoma City contains its own historic context, with information on the personalities, communities, economic factors, and historic events significant to specific areas of the Survey. A brief overview of the main historic themes identified as significant to this Survey is provided here.

In addition, several previous surveys and National Register nominations provide excellent historic context for the overall history of Oklahoma City, including:

WPA Structures Thematic Survey Phase III, W. David Baird, Oklahoma State University

Reconnaissance Level Survey of Oklahoma County Industrial Resources, Department of History, Oklahoma State University, 1991

Reconnaissance Level Survey of a Central Portion of Oklahoma City, Robison and Boeck Architects, 1992

Reconnaissance Level Survey of Portions of Oklahoma City: Northeast, Northwest and South, Oklahoma City Planning Department, 1994

Riverside Historic District Report, Parsons Brinkerhoff, Report for ODOT as Mitigation for MOA, 2001

Origins of Oklahoma City

Oklahoma City began as Oklahoma Station, a stage and cattle drive stop, and began to grow once designated as a railroad stop for the Atchison, Topeka, and Santa Fe railroad in 1887. Oklahoma City boomed with the Land Run of April 22, 1889, which opened portions of Indian Territory to settlers. Oklahoma City was officially incorporated just over a year later on May 23, 1890. A portion of the Survey Area, included in Phase IV, was initially incorporated as South Oklahoma City and annexed by Oklahoma City in the early 1900s.

Located in the center of the country, with rail lines converging on what would become the heart of the downtown, Oklahoma City was destined to become a hub for a variety of shipping, trade, and industry. The vote to move the State Capitol from Guthrie to Oklahoma City in 1910, and the discovery of oil in 1928 further cemented the City's status as a statewide and regional center for a diverse array of fields and industries.

Transportation

A key factor in the development and evolution of downtown Oklahoma City is transportation in all forms. As noted above, existing railroads led to the establishment of the City itself, and early founding fathers worked diligently to bring additional railroad lines through the City. The locations of the railroads and stations guided the development of the industries served by them, including the locations of properties associated with

manufacturing and shipping, and residential development to house the workers in those industries. The railroads also divided the City and downtown, creating neighborhoods defined by their boundaries and often their ethnicity, and contributing to traffic issues that would last for generations. Today, much of the function of the railroads is gone, but significant rail-related structures and properties with associated uses remain.

Whether development guided, or was guided by, the streetcar lines is difficult to say, as the developers of the city's growing neighborhoods were often intertwined with the companies building the streetcar lines to facilitate that same growth. With the population booming in the first two decades of the 20th century, Oklahoma City annexed land to be developed into residences and businesses. The first streetcars began operation in 1903, and by 1903 had carried over 3.5 million passengers. The streetcar lines and their developers influenced residential development, as well as the layout of new streets (still visible today), and other businesses and amenities served by the streetcar lines. Ridership began to decline in the 1920s as the streetcar ceded to the growing popularity of the automobile.

Automobile-related development also has had a significant impact on Oklahoma City. As early as the 1910s, automobile dealerships began locating along North Broadway; by 1921, there were 52 dealerships there. An industrial counterpart, termed "Hub Cap Alley," developed in the same time period on South Robinson.

As the population's love of automobiles facilitated the growth of this industry, it also spurred the development of new roads and highways through the City. Following in the footsteps of the railroads, the new highways connected the City to the rest of the country while dividing and demolishing existing neighborhoods in and near the downtown.

City Planning and Development

Another important aspect of Oklahoma City's history are the many efforts, some more successful than others, to shape, improve, and transform the City. From the private efforts of early founding fathers to build a new city, to the adoption and implementation of master plans by civic leaders, downtown Oklahoma City has been transformed again and again. Often, historic properties were lost and neighborhoods erased, while significant new properties and areas were created.

Much of the City's early development was led by private individuals with the resources to invest in construction, and with the entrepreneurial vision to see what they could make of a newly created city. They developed neighborhoods, with amenities to serve them and streetcars and roads to access them. Financial gain was certainly a goal, but so was the establishment of a first-class City, often guided by principles such as the City Beautiful Movement.

In addition to private community leaders, civic leaders and elected officials quickly began to guide the development and growth of Oklahoma City through more formal means. As population and construction

boomed through the 1920s, the City developed its first comprehensive plan and zoning ordinance. Post-World War II changes, including the expansion of the federal highway system, were addressed by a new comprehensive plan in 1949, but perhaps the most significant development for Downtown came with the “urban renewal” efforts of the 1950s and 1960s and the implementation of the controversial master plan by architect I.M. Pei. Pei’s plan sought to revitalize Downtown through dramatic new projects, but also resulted in the demolition of a significant number of buildings. While some projects were realized, other sites remained vacant lots for decades after being cleared.

Religious institutions

Many of Oklahoma City’s religious institutions either already are listed on the National Register of Historic Places or have previously been determined eligible for the Register. Whether on “Church Row” near the heart of downtown, or serving the diverse ethnic populations that established themselves on the edges of the Survey Area, religious properties in the Survey area provide some of the City’s strongest and most refined examples of the architectural styles of their day. As some of the oldest properties remaining in the Survey area, these buildings continue to serve as community anchors and visual markers of the way their surrounding neighborhoods developed.

Individual neighborhoods/ethnic groups

While the Survey Area is a relatively small portion of what is today a very expansive urban area, it was once the core of a relatively small city, ringed by residential neighborhoods within walking distance of the Downtown’s businesses and industries. Diverse populations built their communities in the surrounding neighborhoods, complete with their own businesses and institutions. Some of these neighborhoods have been lost to urban renewal, highway construction, or other redevelopment efforts, but extant residential properties and religious and cultural institutions still provide an illustration of the residential developments that once surrounded the Downtown core. The individual phases of the Survey provide additional historic contexts on the neighborhoods and populations particular to the survey areas.

RECOMMENDATIONS

The following properties and districts were identified in the Survey as potentially eligible for the National Register of Historic Places. Properties are group by Survey Phase/area, and listed alphabetically; please see each phase, attached as appendixes to this report, for more detailed descriptions. In addition, several small districts were identified that potentially could be included in a Multiple Property Submission, which allows for nomination of non-contiguous properties of a shared theme. This identification means that, at the time of the Survey, these properties possessed the necessary aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association, and met one or more criterion of historic significance, including:

Criterion A: Association with events, activities, or broad patterns of history

Criterion B: Association with the lives of persons significant in our past

Criterion C: Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Have yielded, or be likely to yield information important in prehistory or history.

Inclusion in the Survey does not constitute any formal step toward or initiation of, or further consideration for, listing on the National Register of Historic Places; it merely provides information on a property's integrity and significance.

Conversely, properties not identified as potentially eligible for the National Register, or for inclusion in a National Register District, are not necessarily without historic or architectural merit. Resources may still have value to their community and be worthy of preservation, even though they did not meet the specific requirements for National Register eligibility at the time of the Survey.

Numerous properties within the Survey area already have been listed on, or officially determined eligible for, the National Register of Historic Places, either individually or as part of districts, or and are identified in the attached Survey Phase reports.

* *Property has been listed on National Register since survey phase was completed.*

** *Property has been determined Eligible (DOE) for inclusion on the National Register by NPS since survey phase was completed.*

+ *Property has been demolished since survey phase was completed.*

Individual Properties Identified as Potentially Eligible for the National Register

PHASE I—2009

Emerson School, 715 N. Walker Avenue, 1910/1949, c. 1952

Cline Hotel, 228-230 NW 10th Street, c. 1910

Downtown Library, 131 Dean A. McGee Avenue, 1952

Federal Building/US Courthouse, 200 NW 4th Street, 1959

First National Bank/First National Center, 120 N. Robinson Avenue, 1931/148/1957/1972

Kerr McGee Building, 135 Robert S. Kerr Avenue, c. 1924/1959 remodel⁺

Mager Building, 231 NW 10th Street, c. 1959*

Medical Arts Building, 100 Park Avenue, 1924-25

Memory Lane Apartments, 509 NW 7th Street, c. 1925

Oklahoma City Fire Station Number 3, 1111 N. Hudson, 1945

Perrine Building/Cravens Building, 119 N. Robinson Avenue, 1924-27

Petroleum Club Building, 120 Robert S. Kerr Avenue, 1957

Ramsey Tower, 204 N. Robinson Avenue, 1931/1951

Rockwall Hotel/Rockwall Apartments, 424 NW 6th Street, 1933

Security Federal Savings and Loan Building, 301 N. Harvey Avenue, c. 1959

Southwestern Bell Headquarters, 707 N. Robinson Avenue, 1958-59

Southwestern Bell Telephone Company Building, 405 N. Broadway, 1927-28

Sunrise Apartments, 516 NW 8th Street, c. 1960

Union Bus Station, 427 W. Sheridan, 1941

PHASE II—2010

213-215 N. Central Avenue, 1948

1329 N. Classen Drive, 1935

1415 N. Classen Drive, 1979

110 N. Oklahoma Avenue, 1930

1329 N. Shartel Avenue, 1935

205 N. Walnut Avenue, 1910

400 N. Walnut Avenue, 1925

14 NE Park Place, 1920

300 NE 1st Street, 1929

22 NE 2nd Street, 1920

314 NE 2nd Street, 2001

304 NE 3rd Street, 1915

905 NW 12th Street, 1920

908 NW 12th Street, 1920

515 NW 13th Street, 1910

814 NW 13th Street, 1905

900 NW 13th Street, 1920

901 NW 13th Street, 1920

910 NW 13th Street, 1920

915 NW 13th Street, 1907

200 SE 4th Street, 1946

Bricktown Auto Detail, 425 N. Walnut Avenue, 1935

Charity Outreach Baptist Mission, 910 N. Oklahoma Avenue, 1920

Claremont Apartments, 425 NW 12th Street, (no date)

Classic Cars, 1225 N. Broadway, 1940

Cottage Antiques, 1305 1/2 N. Shartel Avenue, 1946

Dan Davis Law Firm, 525 NW 13th Street, 1905

Duncan's Bindery, 36 NE 10th Street, 1935

Florence Apartments, 429 NW 11th Street, 1928

Huckaby, Fleming, Greenwood and Olsson, 1215 Classen Drive, 1925

Law Office, 903 NW 13th Street, 1946

Lawyers Title Building, 1141 N. Robinson Avenue, 1930
Midtown Law Center, 512 NW 12th Street, 1926
Oklahoma Focus, 1319 Classen Drive, 1925
Osler Building, 1200 N. Walker, 1929*
Producers Cotton Cooperative, 425 S. Walnut Avenue, 1901
Reagan Smith Energy Solutions, 1219 Classen Drive, 1956
Rene Apartments, 1312 N. Francis Avenue, 1947
Robert G. Grove and Associates, 1319 N. Robinson Avenue, 1901
Sara Sara Cupcakes, 7 NW 9th Street, 1925
Thetford Law Offices, 1319 N. Shartel Avenue, 1925
Walford Building, 518 NW 12th Street, 1920
Western Claims, 119 North Robinson Avenue, 1920

PHASE III—2011

Altamere Apartments, 625 NW 6th Street, c. 1920
Century Hotel, 512 NW 9th Street, c. 1936
Christian Union Church and Annex, 730 W. California Avenue, 1928
First Church of Nazarene, 901 NW 6th Street, 1928
First German ME Church, 701 NW 8th Street, 1907
Ina Mae Apartments, 812 N. Lee Avenue, c. 1930
Santa Fe Depot, 146 South E.K. Gaylord Avenue, 1934**
Santa Fe Raised Railroad Tracks, at E.K. Gaylord and Reno, 1931
Townhouse Hotel, 627 NW 5th Street, 1933

PHASE IV—2012

423 SW 4th Street, 1920
427 SW 4th Street, 1915

311 A SW 5th Street, 1960

317 SW 11th Street, 1926

331 SW 11th Street, 1915

402 SW 11th Street, 1910

418 SW 11th Street, 1910

423 SW 12th Street, 1923

423 1/2 SW 12th Street, 1923

424 SW 12th Street, 1910

426 SW 12th Street, 1910

421 SW 13th Street, 1915

416 SW 13th Street, 1910

Agape/St. Mark's Methodist Church, 504 S. Dewey Avenue, 1945

Ark Ramos Foundry and Manufacturing Co., 1313 S. Walker Avenue, 1964

Ark Ramos Foundry and Manufacturing Co., 1321 S. Walker Avenue, 1935

Blumenthal Heavy Duty, 501 South Walker Avenue, 1966

Blumenthal Transmissions, 501 A South Walker Avenue, 1950

Blumenthal, 523 A South Walker Avenue, 1930, 1966

Brackett Billiard Supply, 700 S. Walker Avenue, 1935

Carter B. Woodson School, 300 SW 13th Street, 1949

C.C. Cooke Building, 512 SW 3rd Street, 1936

Cusack Wholesale Meats, 301 SW 12th Street, 1933

Salvation Army, 311 SW 5th Street, 1950

Service Master Professional Cleaning, 512 A SW 3rd Street, 1936

Districts Identified as Potentially Eligible for the National Register

PHASE I

Note: Phase I of the Survey does not “name” districts; only numbers are assigned. Please see Phase I, attached to this report as an appendixes for further description and maps of potentially eligible districts.

District One—Block of early twentieth century commercial buildings bounded by N. Hudson, W. Sheridan, N. Walker, and W. Main Street.

District Two—Early twentieth century commercial buildings on the north side of W. Main at N. Lee Avenue.

District Three—Buildings at the southeast corner of Robert S. Kerr and N. Robinson Avenues.⁺

District Four—Early twentieth century commercial buildings at the northwest corner of N. Broadway and Dean McGee Avenues.

District Five—Early twentieth century commercial buildings at the northeast corner of N. Walker and NW 4th Street.

District Six—Post-World War II commercial buildings at the northwest corner of N. Robinson Avenue and Northwest 6th Street

District Seven—Early to mid-twentieth century commercial resources in the 400 Block of NW 7th Street.

District Eight—Early twentieth century buildings at the southwest corner of N. Robinson and NW 9th Street.

District Nine—Early twentieth century buildings at 23 and 124 NW 8th Street.

District Ten—Modern Movement housing development at the northeast corner of N. Robinson and NW 9th Street.

District Eleven—Early twentieth century commercial resources at the southwest corner of N. Harvey Avenue and NW 10th Street.

District Twelve—Post-World War II commercial resources east of the intersection of NW 10th and Classen Drive.

PHASE II

Santa Fe Railroad Industrial District, between NE/NW 13th and NE 2nd, from Oklahoma Avenue to Broadway Drive and the alley east of Broadway Avenue. Early twentieth century-1960s.

Villa Teresa Convent and School—Religious/Educational campus at 1212-1300 Classen Drive, 1920-1933.

PHASE III

Civic Center District—including City Hall (already individually listed), Civic Center, and Police Headquarters, 1935-1937.

Ford Assembly Plant/Fred Jones Automotive District—Properties associated with Ford Motor Company and Fred Jones Dealership, between Main Street, Fred Jones Boulevard, W. Sheridan, and N. Classen Boulevard, 1930-1950.

Industrial District—Properties related to railroad development, roughly bound by Main Street,, Fred Jones Boulevard, California, and Shartel.

Residential Districts I and II—early twentieth century residential development south of St. Anthony's, between N. Classen Boulevard and N. Dewey and between NW 9th and NW 6th Street.

St. Anthony Medical District—Properties associated with St. Anthony's Hospital, between NW 11th Street, NW 9th Street, N. Dewey and N. Shartel, 1930s-1970s.

PHASE IV

Broadway Industrial District—industrial resources related to Risco railroad tracks, S. Broadway between SW 5th Street and SW 7th Street, 1900-1955.

Classen Industrial District—Railroad related resources near Classen, SW 2nd Street and SW 3rd Street, c. 1900-1933.

Hub Cap Alley District—Commercial/industrial properties, many associated with the automotive industry, on S. Robinson between SW 10th Street and SW 14th Street, 1900 to 1965.

Little Flower Church/Riverside School Historic District—Educational, religious, and residential resources centered around Little Flower Church, near SW 10th and SW 11th Streets, 1900-1965.

South Oklahoma/Orndale Additions Residential District—residential resources from the early to mid twentieth century, between SW 5th Street, SW 6th Street, S. Shartel, S. Lee, and S. Dewey Avenues.

Potential Thematic Multi-Property Submissions

PHASE I

Phase I of the Survey identified numerous individual commercial properties, and several very small districts and groupings of commercial properties, and noted that an MPS focusing on early twentieth century commercial properties could be a useful tool for nominating properties of this type to the National Register.

PHASE II

Mid-Century Modern Thematic Multi-Property Nomination—medical facilities, office buildings, and other commercial structures in sub-area “A” of Phase II constructed between 1940-1975.

Religious/Church Thematic Multi-Property Nomination—religious properties located along and in the vicinity of N. Robinson Avenue, mostly from the very early twentieth century. (Also recommended in Phase III).

Phase III

Apartment Hotel Thematic Multi-Property Nomination—early 1920s small scale apartment buildings, identified in what was once zone an “apartment house district.”

Religious/Church Thematic Multi-Property Nomination—religious properties located along and in the vicinity of N. Robinson Avenue, mostly from the very early twentieth century. (Also recommended in Phase II).

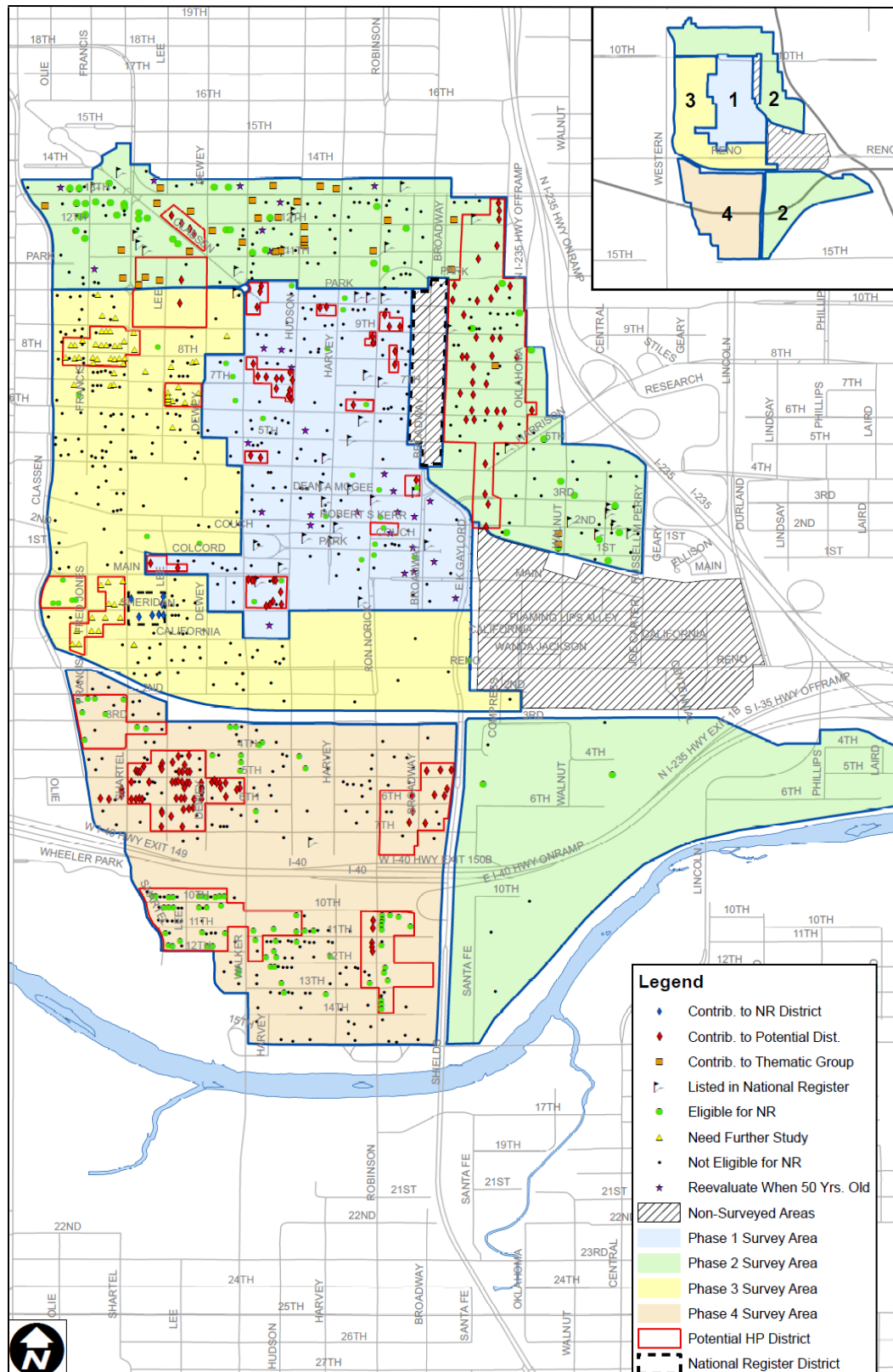
Potential Additions to Existing National Register Districts

PHASE II

Lyons/Luster House National Register District—recommended that the district be expanded to include 304 NE 3rd Street.

MAPS

*Please see each Survey phase, attached as appendixes to this report, for more detailed maps of Survey areas.



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January 1896

September 1898

June 1901

March 1904

1906

1922

1922-1949

1922-1950

1922-1955

NATIONAL REGISTER NOMINATIONS FOR THE FOLLOWING PROPERTIES:

Automobile Alley Historic District

Cain's Coffee Building

Calvary Baptist Church

Elks Victory Lodge/Ruby's Grill

Film Exchange Historic District

First Christian Church

First Church of the Christ Scientist

Heierding Building

Haywood Building

Heritage Hills Historic District

Littlepage Building

Luster House

Maney Historic District

Mid-Continent Life Insurance Building

Norton Johnson Buick

Overholser Mansion

Plaza Court

Seiber Grocery and Apartment Hotel

Union Station

APPENDIX A—PHASE I OF INTENSIVE LEVEL SURVEY

APPENDIX B—PHASE II OF INTENSIVE LEVEL SURVEY

APPENDIX C—PHASE III OF INTENSIVE LEVEL SURVEY

APPENDIX D—PHASE IV OF INTENSIVE LEVEL SURVEY
