

**CITY OF OKLAHOMA CITY
INTENSIVE LEVEL SURVEY OF DOWNTOWN:
PHASE 3**



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by

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ABSTRACT

The City of Oklahoma City requested URS-Dallas office to perform an intensive level architectural and historical resources investigation for the purposes of conducting the third phase of a citywide multi-phase historic resources survey. The phased survey is part of a project to identify and develop a comprehensive inventory of historic resources in Oklahoma City by conducting the survey in accordance with *National Register Bulletin No. 24: Guideline for Local Surveys: A Basis for Preservation Planning* and *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation*.

The project includes the identification and evaluation of properties for individual significance or as contributing structures to a historic district under the National Register of Historic Places (NRHP) eligibility criteria. This report presents a description of the project, the methodologies for the records and archival research, the intensive field survey, historic contexts, and database development of the survey areas that have been identified by the City of Oklahoma City. The report also presents the results of the intensive level survey, historic context of the survey area, discusses potential NRHP boundaries for the survey area, and provides recommendations for future work.

Introduction

The City of Oklahoma City (City) requested URS Corporation-Dallas (URS) to perform an intensive level building survey in order to complete the third phase of a building survey of the Downtown Business District and Downtown Transition Districts.

The intent is that the City's entire Downtown Business District (DBD) and Downtown Transition Districts (DTD-1 and DTD-2) zoning districts will eventually be surveyed. The DBD and DTDs contain approximately 1,700 buildings and are bounded on the north by the half block north of Park Place, by I-235 on the east, by the Oklahoma River on the south, and by Classen Boulevard on the west. Phase 3 of the survey is included in this area.

The current survey is Phase 3 of the larger survey effort. Phase 3 is an "L" shaped area generally bounded on the North by Northwest 10th Street; on the west by North Classen Boulevard; on the south by Interstate 40; and on the east by North Oklahoma Avenue for one 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.

The purpose of the survey is to provide a cultural resources management and preservation planning tool. In order to provide a useful planning tool, resources were identified, recorded, photographed, and evaluated as individual properties and potential districts in the project area that, on the basis of age, integrity and significance:

- meet the eligibility criteria for listing in the NRHP,
- warrant further study to determine eligibility for listing in the NRHP, or
- warrant no further study to exclude them from consideration for nomination to the NRHP.

The results of the survey will provide a basis for nominating eligible properties to the National Register and/or the City's local historic designation program. The survey will also provide information for properties located within the boundaries of the City's design review districts.

This document includes the **Introduction** (current section), followed by a **Research Design, Project Objectives, Area Surveyed, Methodology, Results, Boundaries of Historic Districts, Areas that Do Not meet eligibility, Historic Context, Annotated Bibliography, and Summary**. Each resource has been plotted on an aerial map and was thoroughly documented with the State of Oklahoma Historic Resource Form, as well as a minimum of two black and white photographs. Black and white digital photographs and a photo index are also included with this submission.

Research Design

URS developed a research design to meet the outlined general goals and objectives identified for the project. They are:

- Identify individual properties in the project areas that, on the basis of age and integrity, meet the eligibility criteria for listing in the National Register of Historic Places
- Identify potential districts in the project areas that, on the basis of age and integrity, meet the eligibility criteria for listing in the National Register of Historic Places
- Identify properties and potential districts that warrant further study to determine eligibility for listing in the National Register of Historic Places.
- Provide sufficient data to allow for the establishment of priorities for conservation, restoration and rehabilitation.
- Provide planners and other city departments and commissions with a database of historic resources to facilitate their planning and review responsibilities.
- Increase awareness of historic properties in the public and private sectors.
- Identify potential historic district boundary changes.
- Identify properties and districts for eligible for local designation.

Records Search and Research

Concurrent to fieldwork, research was gathered for the study area. Previous documentation included the *Reconnaissance Level Survey of a Portion of Central Oklahoma City* (1992); *Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South* (1994); *Reconnaissance Level Survey of Modern Architecture in Oklahoma City* (2009); *Downtown Oklahoma City Intensive Survey Phase 1* (2009), *Oklahoma City Intensive Survey Phase II*, and thematic surveys of industrial buildings and structures, WPA art and school buildings. As part of the research process the *Determinations of Eligibility in Oklahoma* dated January 1, 2011 was also reviewed. Pertinent National Register Nominations of individual properties and historic districts in the survey areas and in close proximity were reviewed. A search for properties in various federal, state, and local registers included the NRHP, the Oklahoma Landmarks Inventory, and the City of Oklahoma City. Research was conducted using aerial maps, available historic maps, including Sanborn Fire Insurance Maps, newspapers, city records and archival records. All this information was included within the historic context of the neighborhoods or the survey forms.

Project Objectives

Survey Purpose and Scope

URS has been contracted by the City of Oklahoma City to perform a historic resource investigation for the purpose of conducting the third phase of a historic resource survey of the Downtown Business District and Downtown Transition District.

The City of Oklahoma City has significantly expanded the area subject to design review within the downtown and surrounding area. These areas, primarily downtown, contain a significant number of buildings that are 45 years old or older. The review of proposed exterior changes to these buildings requires the City's planning staff to reference the most current and comprehensive information possible to appropriately evaluate the historic status of the properties and potential local historic designation as well as provide a basis for nominating eligible properties to the National Register of Historic Places.

The intent is that the City's entire Downtown Business District (DBD) and Downtown Transition Districts (DTD-1 and DTD-2) zoning districts will eventually be surveyed. The DBD and DTDs contain approximately 1,700 buildings and are bounded on the north by the half block north of Park Place, by I-235 on the east, by the Oklahoma River on the south, and by Classen Boulevard on the west.

Survey Type

The City of Oklahoma City requested URS-Dallas office to perform an intensive level architectural and historical resources investigation for the purposes of conducting the third phase of a citywide multi-phase historic resources survey. The phased survey is part of a project to identify and develop a comprehensive inventory of historic resources in Oklahoma City by conducting the survey in accordance with *National Register Bulletin No. 24: Guideline for Local Surveys: A Basis for Preservation Planning* and *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation*.

The project includes the identification and evaluation of properties for individual significance or as contributing structures to a historic district under the National Register of Historic Places (NRHP) eligibility criteria. This report presents a description of the project, the methodologies for the records and archival research, the intensive field survey, historic contexts, and database development of the survey areas that have been identified by the City of Oklahoma City. The report also presents the results of the intensive level survey, historic context of the survey area, discusses potential NRHP boundaries for the survey area, and provides recommendations for future work.

Survey Area Boundary

The current survey is Phase 3 of the larger survey effort. Phase 3 is an “L” shaped area generally bounded on the North by Northwest 10th Street; on the west by North Classen Boulevard; on the south by Interstate 40; and on the east by North Oklahoma Avenue for one 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.

Methodology

This is an intensive level survey that locates, identifies, and documents buildings, sites, structures, objects, and districts in the survey area as defined by the City. The survey includes field work to identify resources, a review of archival resources for information about individual buildings to establish significance, and develop the historic context. A database of the field information has been created and can be modified over the years as new data is collected and modifications to the individual historic resources occur. The data includes all properties within the survey area. Once all data was collected, resources were evaluated for NRHP eligibility as an individual property or contributing to a historic district.

The survey was conducted July 18 through July 22, 2011 by Erica Howard and Kate Singleton, architectural historians meeting the Secretary of Interior's qualifications. Each resource within the study area was investigated.

At this level of investigation, the following details regarding the resources were observed and recorded:

- resource number, as assigned by URS;
- address or location;
- historic and current name, if any;
- construction date;
- architect or builder, if known;
- style;
- historic and current use;
- current historic designations, if any;
- property type and subtype;
- if the resource is contained within a potential historic district;
- architectural features and details of the resource, and
- condition of the resource.

Since it is recognized that the observation of the condition of a resource has the potential to be subjective, the terms used to describe the condition within the text (excellent, good, fair, and poor) are defined as follows. **“Excellent”** condition indicates that the resource is perfectly maintained, and maintenance is clearly performed. **“Good”** condition indicates that the resource is very well maintained and very little visible deterioration considering its age and maintenance of the resource is consistently performed. **“Fair”** condition denotes the resource and its defining features remain intact and display the original intent of the builder or architect, but the resource is in need of maintenance. **“Poor”** condition indicates that the resource displays little structural integrity, is badly in need of maintenance, and the defining features as intended by the builder or architect are not present. Those resources classified as being in **“Ruins”** indicate that the resource has completely or partially collapsed.

Certain details regarding the resources evaluated during the reconnaissance survey were verified after fieldwork was complete. These details were found in the online records of the Oklahoma County Appraisal District. For each resource evaluated, the collection of the information included:

- legal description and neighborhood or subdivision;
- construction date and any dates of alterations.

For properties without a construction date listed in the appraisal district records, a date was approximated according to the construction methods, materials, and style of the resource. In some cases the appraisal district records showed dates of construction reflecting modifications to the structure. In these cases the date of construction was also based on the construction methods, materials, and style of the resource.

NRHP eligibility recommendations and integrity evaluations of each resource were also made during the survey. These recommendations and assessments were based on the professional judgment of the architectural historians visiting the resource and according to the criteria described below.

Field location mapping was conducted to indicate the contributing and non-contributing resources on aerial maps. The field data was analyzed using data collected during the record search and archival research phases in order to place the resources within their historic context and theme. The context or theme, a particular time, place, and course of events determined the significance of the district to local, state, or national history.

Results of Survey

The current survey is Phase 3 of the larger survey effort. Phase 3 is an “L” shaped area generally bounded on the North by Northwest 10th Street; on the west by North Classen Boulevard; on the south by Interstate 40; and on the east by North Oklahoma Avenue for one 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.

Evaluation of Significance and Integrity

The data includes all identified resources located within the study area as defined by the City. All data is provided in a resource table in Appendix A and resource location is identified on maps in Appendix B.

Application of the Four NRHP Criteria of Significance

All resources identified by the application of archival and field research were evaluated by applying the four NRHP criteria of eligibility. The four criteria are defined in the Secretary of the Interior guidelines published under the authority of the National Historic Preservation Act. To be considered eligible for inclusion in the NRHP, a resource must meet at least one of the four criteria. The Secretary of the Interior guidelines state that:

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

- (a) that are associated with events that have made a significant contribution to the broad patterns of history; or
- (b) that are associated with the lives of persons significant in the city or the state’s past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history [36 CFR § 60.4].

Evaluation of the Seven Aspects of Integrity

The seven aspects of integrity defined by the National Park Service for use in assessing National Register eligibility were applied to the evaluation of the integrity of historic-age resources. These seven aspects are integrity of location, design, setting, materials, workmanship, feeling, and association.

The level of integrity required for NRHP eligibility is different for each of the four NRHP Criteria of Significance. If a resource is being assessed for significance because of its association with an event, then integrity of setting, feeling, and association are more important. If being assessed for significance as an example of design, then integrity of location, design, materials, and workmanship are more important. These criteria have been discussed at length in documents including *How to Apply the National Register Criteria for Evaluation* (National Park Service 1997) which gives a full explanation of how the criteria are applied.

The Impact of the Murrah Building Bombing, 1995

As it has been pointed out in the Downtown Oklahoma City Intensive Survey Phase 1, the bombing of the Murrah Building in 1995 damaged many buildings in the city. Structural damage and the loss of character defining features including exterior materials, windows and doors greatly affected the integrity of buildings not only in the downtown core but throughout the city. The survey is considered to be in the main “impact” zone. Although a Programmatic Agreement made Community Development Block Grant (CDBG) funding available for repairs, many property owners did not take advantage of these monies. In this phase of the survey as in the previous, replacement of windows and doors seemed to be prevalent. However, as pointed out, these alterations, whether appropriate or not, may have significance because of their relationship with the bombing, which was an event of national importance. In assessing eligibility of structures for listing in the NHRP, these alterations should be taken into account and considered when evaluating significance and integrity.

Property Types

The property types in the survey area consist of single and multi-family residential, commercial, industrial and manufacturing, medical/health care, and religious.

Domestic Structures

In describing domestic architectural styles, *A Field Guide to American Houses* by Lee and Virginia McAlester was used. The domestic single-family dwelling and domestic auxiliary buildings (detached garages, garage apartments, or workshops) in the survey area include those exhibiting the Revival styles, Ranch, Craftsman, National Folk, Minimal Traditional, Prairie, and Tudor Revival. Typically, domestic structures are considered eligible for inclusion in the NRHP based on their architectural design (Criterion C). Domestic structures are less commonly associated with a significant event (Criterion A) or person (Criterion B), and even less so for their potential to provide information in the future (Criterion D). Because of the importance of their architectural design, they must retain most of their architectural features.

Multiple family residences in the form of apartments, duplexes and four-plexes are found in the survey area. They are most commonly Spanish Revival, Prairie, and Commercial with various Revival ornamentation and Modern Movement. As with single family residential structures, multiple family

buildings in the project area are also typically eligible for their architectural design. They must retain most of their architectural features to be considered for eligibility.

Folk Era (1880-1930)

Early Folk houses refer to ordinary buildings, which provide basic means of shelter. Construction methods, techniques, and materials were adapted to the region and culture. Few modifications were made to the style from the 17th century until the widespread development of the railroad. Inexpensive building materials from lumber mills were shipped by rail to local lumber yards. This led to a shift in building techniques from logs and heavy timber to light, inexpensive sawn lumber.

National Folk

The National Folk style was another style that was largely the result of the proliferation of railroads. While folk forms persisted throughout this era, materials and construction techniques were influenced by the newly available materials. Gable front and gable-front-and-wing forms remained typical, but balloon framing and more decorative detailing influenced by higher style Queen Anne houses became commonly used. The resources located at 907 Northwest 9th Street, 915 North Francis Avenue and 708 North Lee Avenue are considered National Folk style houses.

Victorian Era (1860-1900)

The reign of Britain's Queen Victoria from 1837 to 1901 make up the span of the Victorian era. In America, however, the styles during the last decades of her reign are what are referred to as "Victorian". Rapid industrialization and the development of the railroad led to the popularity in the Victorian styles, which are loosely based on medieval prototypes. Victorian styles include Second Empire, Stick, Queen Anne, Shingle, Richardsonian Romanesque, and Folk Victorian.

Queen Anne (1880-1910)

The Queen Anne style is characterized by a steeply pitched roof of irregular shape, patterned shingles, front facing gable and asymmetrical façade. A variety of wall textures is achieved through the use of patterned wood shapes. This can often be seen in the gable detailing. Extensive one story porches are common, often wrapping the front façade. The houses located at 924 North Shartel Avenue and 631 Northwest 6th Street are examples of the Queen Anne style.

Eclectic Era (1900–1940)

The Eclectic era encompasses a variety of architectural styles made popular at various times within the early twentieth century.

Tudor Revival (1890–1940)

The 1920s and 1930s saw the height of the popularity of the Tudor style, often built as small picturesque cottages with a steep side-gabled roof, prominent cross gables, decorative half-timber framing, tall and

narrow windows, and massive decorative and often whimsical chimneys. Front entries were often located under their own tiny steep gable, and the door invariably had an arched top. The resource constructed in the Tudor style is 625 Northwest 6th Street.

Mission (1890-1920)

The Mission style spread across the southwest states by 1900. Characteristics of the Mission style include Mission shaped dormers and roof parapets, either on the main roof of the porch roof. Rolled tile is a common roofing material for this style. Wide overhanging eaves, porch roofs supported by large square piers and smooth stucco wall surfaces are also typical. The Ina Mae Apartments at 812 North Lee Avenue have Mission style characteristics.

Prairie (1900-1920)

The Prairie style originated in Chicago among a creative group of architects that included Frank Lloyd Wright. The majority of the style was built between 1905 and 1915 and quickly faded from fashion after World War I. Prairie is one of the few indigenous American styles and is characterized by a low-pitched roof, usually hipped, with overhanging eaves; eaves, cornices and façades detailing emphasized horizontal lines; and massive, square porch supports. Resources constructed in the Prairie style include 731 Northwest 8th Street, 826 Northwest 8th Street and 908 Northwest 8th Street.

Craftsman (1905-1930)

The most common residential structures of the first half of the twentieth century are of the Craftsman Bungalow style, distinguished by their solid simplistic design. Most Craftsman structures are wood frame covered in narrow clapboard siding or brick veneer with wide porches, have low roof angles, exposed rafter tails, eave brackets, and massive tapered wood porch columns on brick piers. Bungalow is a simple, detached dwelling. Resources constructed in the Craftsman style include 828 Northwest 10th Street, 805 Northwest 8th Street, 910 Northwest 8th Street and 828 Northwest 8th Street. The houses at 816 Northwest 9th Street and 814 Northwest 8th Street are Bungalows with Classical Revival characteristics.

Modern Movement (1935-present)

Domestic building construction was severely curtailed during World War II as most building materials and labor were diverted to the war effort. At the end of the war, an emphasis was placed on the development of new modern houses. This resulted from the emergence of the United States as the dominant world power. Post-war stylistic developments included Minimal Traditional and Ranch style houses.

Recently constructed architect designed houses are too new to evaluate for eligibility for listing in the NRHP. They do not meet the minimum 50 year eligibility criteria and are not eligible under Criteria G for properties of significance under 50 years of age.

Modifications of Residential Structures

Later modernization of the residential structures often includes the application of brick or stone veneers; replacement or covering of wood siding with aluminum or vinyl; porch enclosures; and the removal or replacement of wooden porch floors with concrete decks. The replacement of original wood sash windows with aluminum or vinyl windows is common. Additions have been made to some of the residences, usually the ones now used as commercial structures. In many cases, only one or two changes in the building materials, or minor changes in the form of the building have been made and the architectural integrity is not greatly impacted. In some situations, alterations may have been made due to the impact of the Murrah Building bombing in 1995. However, on some structures the extent or methods of alterations to the building have severely compromised the architectural integrity to a point where they are no longer eligible.

Government, Commercial and Industrial Resources

Richard Longstreth's *The Buildings of Main Street: A Guide to American Commercial Architecture* is primarily used to describe commercial building forms. Government, commercial, and industrial resources are considered eligible for inclusion in the NRHP based on association with a significant event or broad patterns of history (Criterion A) and their architectural design (Criterion C). These resources comprise the majority of buildings in the survey area.

Typically, the commercial and industrial structures in the survey area are modest low rise buildings. There are a few larger scale buildings in the industrial area located near North Classen Boulevard and I-40. The other larger scale buildings are associated with medical/health care uses. These types are defined by their use, and only secondarily by their style. Some of these structures are often representatives of other building forms common to their period of design, but other resources are purely utilitarian in nature, having no recognizable architectural style.

Medical/health care and religious resources can be grouped into a broad category because of the relationship between them. For example, St. Anthony Hospital has a religious affiliation. The government district buildings including the Civic Center and Police Station are considered eligible for inclusion in the NRHP based on association with a significant event or broad patterns of history (Criterion A) and/or their architectural design (Criterion C).

One-Part Commercial Block (ca. 1850–ca. 1950)

The one-part commercial block is characterized by having only a single story, with a simple box-like form, often decorated by elements popular during the period in which it was built. The one-part commercial block was developed during the mid-nineteenth century and was often located along streetcar lines. Most of these buildings were used as retail stores where narrow lots restricted the amount of available street frontage. One-part commercial blocks were constructed as individual units or as rows. In some cases, the façade is characterized only by an expanse of plate glass and an entry topped by a parapet or cornice. Examples from the early twentieth century are usually more substantial

than their predecessors, with masonry construction, greater expanses of plate glass, and a more unified appearance. Decorative elements were usually concentrated at the roofline and often display Art Moderne, Art Deco, or Modern styles. After World War II, one-part commercial block buildings often lacked the stylistic influences that previously dominated the form. Examples of resources constructed in the one-part commercial block style include the NRHP-listed Kaiser's Ice Cream located at 1039 Northwest 4th Street, as well as the buildings located at 522 North Classen Boulevard and 825 Northwest 4th Street. Examples of buildings exhibiting Art Deco elements can be found in the Film Exchange Historic District on the 600/700 blocks of West Sheridan Avenue and at 10/11 North Lee Avenue.

Two-Part Commercial Block (prevalent ca. 1850–ca. 1950)

The two-part commercial block is the most common type of small commercial buildings in the United States. Typically limited to two to four stories, the building is generally horizontal in focus, with two distinct zones usually separating different functions by floors. These structures were prevalent during the late nineteenth century and were often constructed along streetcar lines. More extensive plate glass windows were used on the lower storefront floors. By the late nineteenth century, a return to utility and uniformity was achieved. After the Victorian era buildings became plainer, and by the 1920s and 1930s, stylistic influences from the Art Moderne, Art Deco, and Modern periods were introduced. During the 1940s, the designs became further reserved, and commercial buildings became more utilitarian in nature. Examples of two-part commercial block are 705 Northwest 4th Street and 901 West Sheridan Avenue. The buildings, located at 914 and 914 ½ West California Avenue, are examples of Modern Movement era two-part commercial block.

Commercial Styles

Among commercial and industrial buildings in survey area, stylistic influence is secondary to the form and utility of the resource. Generally utilitarian in design, a few distinct architectural styles influenced these resources. Most of the buildings in the survey area are handsome but modest in design.

Eclectic Building Styles

The Eclectic period encompasses a variety of architectural styles made popular at various times within the early twentieth century. The Eclectic movement draws inspiration from a variety of architectural tradition including Ancient Classical, Medieval, Renaissance Classical, or Modern.

Modern Movement (1920s-1960s)

This term includes many buildings that express modernism but do not have any other definition due to their simplicity and minimalism. This includes Moderne, Art Deco, International Style and Brutalism, New Formalism and Post Modern styles.

Art Deco (1920-1940)

Inspired by the 1925 Paris Exposition des Art Decoratifs et Industriels Modernes, the Art Deco style was popular between 1920 and 1940. Identifying features for the Art Deco style are smooth wall surfaces,

zigzags, chevrons, and other stylized and geometric motifs. These occur as decorative elements of the façades. Towers and other vertical projections above the roof line give a vertical emphasis. The Century Hotel, located at 521 Northwest 9th Street, and the Santa Fe Station, located at 146 South E.K. Gaylord Boulevard, are two examples of Art Deco Buildings. The Civic Center and the Police Building are also examples of governmental buildings designed in the Art Deco style.

Moderne (1920-1940)

Similar to Art Deco, the Moderne style features elements associated with trains and ships of the period and forms related to the International Style that began in Europe during the 1920s. Identifying features for the Moderne style are asymmetrical facades, smooth wall surfaces (usually of stucco), flat roofs, horizontal grooves or lines in walls and horizontal balustrades. These elements give the building a horizontal emphasis. The building located at 825 Northwest 4th Street is a small commercial building in the Art Moderne style.

Churches and Romantic Building Styles

The Romantic Movement (1820-1880) originated and grew in popularity in the decades before 1860. Gothic Revival was the more complex style to build and was less common than Greek and Italian Revival styles. Through the early 1900s, Gothic Revival was the popular style for university campuses and churches.

Gothic Revival (1840-1900s)

Gothic Revival came to America in the late 1800s and early 1900s, although; it never gained widespread popularity. Gothic Revival style is usually seen in country mansions and churches and occasionally public buildings and prisons. Identifying features of the Gothic Revival style are pointed arches, towers, crenellations, steep gabled roofs, lacy bargeboards, verandas, clustered columns, foliated ornaments, bay and oriel windows, and tracery and leaded stained glass. The churches, located at 701 Northwest 8th Street and 730 West California Avenue, are late Gothic Revival style.

Industrial Buildings

The area has many industrial buildings that have had various uses over the years. These include the Quonset hut located at 800 Dean A. McGee Avenue. Several other buildings in this area have brick facades and barrel roofs to accommodate manufacturing and industrial uses. These include the buildings located at 200 North Classen Boulevard and 710 West Reno Avenue.

One of the best examples of an industrial building in Oklahoma City is the Ford Assembly Plant/Fred A. Jones Building. The building was originally constructed in 1916 to house a Ford Assembly Plant. Designed by John Graham, Sr., this building is one of 31 constructed by Ford Motor Company in the United States and Canada. Graham, a Seattle architect, moved to Detroit for 3 years to design these manufacturing plants for Henry Ford. The design of the building facilitated Ford's early practice of stationary assembly. Several of these Ford buildings in the United States are listed in the National Register of Historic Places.

Modifications of Commercial and Industrial Structures

Later modifications to commercial and institutional buildings include removal of original windows and replacement with ones of different sizes and materials; additions, reconfiguration and replacement of front entrances; covering original openings including windows and doors; and application of non-original materials on facades. In some situations, alterations may have been made due to the impact of the Murrah Building bombing in 1995. However, on some structures the extent or methods of alterations to the building have severely compromised the architectural integrity to a point where they are no longer eligible.

Recommended Potential National Register Historic Districts and Boundaries and Individually Eligible Structures

Oklahoma City Intensive Level Survey of Downtown Phase 3 is an “L” shaped area generally bounded on the north by Northwest 10th Street; on the west by North Classen Boulevard; on the south by Interstate 40; and on the east by North Oklahoma Avenue for one 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.

The survey included 259 properties. Due to the amount of demolition that has taken place, it is difficult to assemble cohesive groups of buildings for historic districts. However, of these 259 properties, six (6) districts have been recommended as eligible for listing on the NRHP, ten individual properties are recommended as eligible, eleven (11) individual properties warrant further study and one (1) property should be re-evaluated upon reaching 50 years. In the survey area, there is one district, the Film Exchange Historic District, and one individual resource, Kaiser’s, that were previously listed in the NRHP. A discussion of these sites is listed in the sections below.¹

Thematic Multi-Property National Register Nominations

As stated above, the Phase I Intensive Level Survey and other surveys have discussed possible multi-property thematic nominations that would include properties in the survey areas. In reviewing the data from this survey and Phase I and II, it is again suggested that a Religious/Church Thematic Multi-Property Nomination be considered. Additionally, four apartment hotel buildings were identified in the survey area. An Apartment Hotel Thematic Nomination should also be considered. These four buildings represent social change and were developed during a period of growth in Oklahoma City. Garden apartments such as these buildings were considered stylish alternatives to houses for young bachelors, society widows and young professional women such as teachers.

Religious/Church Thematic Multi-Property Nomination is associated with the churches and religious structures mainly located on North Robinson Avenue, also known as “Church Row”. At one time, eight churches, one per block, lined North Robinson Avenue. These churches and others in the immediate survey area moved from downtown locations to North Robinson in response to the development of the surrounding subdivisions and the street car lines. The growing congregations built new churches that

¹ See Appendix A; Table 1 for resource listing.

reflected their personal prosperity and ideas of grand church architecture. Other churches were built in the surrounding neighborhoods to serve their congregants. The buildings in this survey to consider are The First Church of the Nazarene (1928) at 901 Northwest 6th Street, the Skyline Urban Ministry/First German M.E. Church at 701 Northwest 8th Street, Central Baptist Church at 825 Northwest 8th Street and Central Christian Church 730 West California Street. The buildings represent Gothic Revival, Chicago and Modern architectural styles. The structures are eligible at a local level of significance under Criterion A, that are associated with events that have made a significant contribution to the broad patterns of the city's history. The churches should be considered because of the historical importance and influence of them and their congregations on the development of the city. The Central Christian Church is one of the few remnants of what was once a thriving neighborhood south of West Main to West 2nd Street. The Central Christian Church was the successor to the Southside Christian Church that was located at 914 West California Avenue. The structures are also eligible at a local level of significance under Criterion C for embodying distinctive characteristics of a style or type of architecture and represent the work of a master architect/builder.

Apartment Hotel Thematic Multi-Property Nomination is associated with the small scale residential apartments that became popular in the early 1920s. These buildings were seen as a stylish alternative to single family housing. It is also important to note that the zoning map from 1930 indicates that the area bounded by North Francis Avenue, Northwest 10th Street, North Walker Avenue and Northwest 5th Street was zoned "apartment house district". These buildings were all located in close proximity to the street car line that ran north/south on Walker Avenue. The Ina Mae at 812 North Lee Avenue and the Century Hotel at 512 Northwest 9th Street were in close proximity to St. Anthony's Hospital and may have housed doctors, nurses and administrative staff. They may also have been used by families of long term patients. The Altamere Apartments located at 625 Northwest 6th Street is located one block from Emerson Public School and was an ideal location for teachers. The Townhouse Hotel at 627 Northwest 5th Street was located within one block of the Emerson Public School and the street car line on Walker Avenue.

Recommended National Register Historic Districts²

- **St. Anthony Medical District³**

St. Anthony Hospital is roughly bounded by Northwest 11th Street, North Dewey Avenue, Northwest 9th Street, and North Shartel Avenue. The two blocks between Northwest 10th Street and Northwest 11th Street were previously recorded in the Oklahoma City Intensive Level Survey: Phase 2 conducted in 2010 by URS. Being one of the first hospitals to serve the citizens of the new territory, St. Anthony Hospital has a long standing history in Oklahoma City. From a two-story wood frame house to the medical complex seen today, St. Anthony Hospital has been able to adapt and grow with the city.

² See Appendix A; Table 1 for resource listing.

³ Woods, 82-83.

In 1898, two nuns from the Sisters of St Francis visited Oklahoma City to visit Father D.I. Lanslots seeking contributions for St. Joseph's Hospital in Maryville, Missouri. Father Lanslots in turn asked the sisters to establish a hospital in Oklahoma City. Two months later, four sisters returned opening a two-story frame building that could serve twelve patients. The hospital eventually expanded to twenty-five beds and moved into a new facility at the location where the hospital still stands today.

One of the hospital's main missions was, and still is, to serve the people of the community. During the Great Depression, the hospital opened its facilities as a soup kitchen offering food and shelter for homeless people.

St. Anthony held many firsts for its medical advancements, not only in Oklahoma City, but also at the state level. In 1908, only 13 years after the discovery of the x-ray, the hospital received its first x-ray equipment, and in 1922, Sister Beatrice Merrigan became one of the nation's first registered x-ray technicians. In 1925, the first hospital-based pharmacy was established. The sixties brought an intensive care unit (1965) and a mobile coronary unit (1969). Advancements in technology brought an argon optical laser beam in 1971, kidney transplantation in 1971, a neurological surgery institute and dialysis unit in 1972, and an alcohol treatment unit in 1975.

The technical advancements in medicine lead to the need for more space to house these machines and laboratories. The hospital grew physically to accommodate the medical advancements. Several additions and new buildings have been constructed from the 1960s to the present to accommodate the growth of technology and the City.

St. Anthony Medical District is recommended eligible for listing in the NRHP under Criterion A for the social impact that the Order and the physicians had on the community. It also meets Criterion A for medical advancement.

- **Ford Assembly Plant/Fred Jones Automotive District⁴**

The Ford Assembly Plant/Fred Jones Automotive District is bound on the north by Main Street, Fred Jones Boulevard on the east, West Sheridan Avenue on the south, and North Classen Boulevard on the west.

Ford Motor Company came to Oklahoma City at the end of 1912. Initially the company established a distribution center, but intended to build an assembly plant if sales proved to be profitable for the company. Four years later, Ford built the assembly plant at 900 West Main Street. When the plant opened, it employed 347 people from office boys to department heads.

⁴ See Appendix A; Table 2 for resource listing.

The introduction of Henry Ford's universal car the Model T in 1908, lead the way for automobile assembly in regional centers around the Southwest and the United States. The Model T was designed with a series of standardized parts an engine that was cast essentially in one piece. Unlike the cars built in Europe or Ford's earlier ones, the Model T was not a luxury, custom car but one his workers could afford. The standardization of parts for the Model T dictated the standardization of every other aspect of the business including the design of the assembly plants. All of the assembly plants are the same with little variation. The requirements of the automobile assembly process controlled the design of the building.

The architect of these assembly plants was John Graham, Sr. from Seattle. Graham came to the United States in 1901 where he settled in Seattle. He partnered with David Myers and designed the Kenney Presbyterian Home and several large homes there. In 1910, Graham broke away from the partnership. It is not clear how Henry Ford and Graham met but Ford hired him to design the plant in Seattle in 1913. Shortly after that he became Ford's official company architect. Graham began designing a series of Model T assembly plants for the Ford Motor Company, still in its infancy. From 1914 to 1918, he served as Ford's supervising architect and moved his family to Detroit. Between 1914 and 1940, he designed over 30 Ford manufacturing buildings throughout the country including Seattle, Portland, Dallas, and Atlanta. Graham designed a major addition to Ford's Detroit manufacturing plant.

The location of the Ford/Fred A. Jones building was also important. The Ford Company constructed assembly plants in strategic trade centers such as Oklahoma City; Houston, Texas; Dallas, Texas; Portland, Oregon, and Denver, Colorado. The company policy was to manufacture the cars near the point of distribution. Regional assembly plants meant reduced transportation costs and goods were delivered to the consumer more expediently.

Fred Jones arrived in Oklahoma City the same year the assembly plant opened. By 1926, he was the largest Ford dealer in the southwest. Jones had the forethought to see that the area of service was in the future, thus establishing a small service section which developed into Fred Jones Manufacturing Company. This became the largest Ford Authorized Reconditioner in the United States.⁵

The Ford Assembly Plant/Fred Jones Automotive District is eligible for NRHP listing under Criterion A for the history of Ford Motor Company, as well as Fred Jones and his involvement in the company's history. It is also eligible under Criterion C for design of the Ford Assembly Plant.

- **Industrial District**

The industrial district relates to the development of the railroads and their impact on the growth and development of Oklahoma City. This area is eligible for the National Register under

⁵ <http://fredjonesfamilyfoundation.com/history.html>

Criterion A Commerce and Criterion C Architecture. The Five Civilized Tribes were forced to allow railroads to cross Indian lands as part of the Reconstruction Treaties of 1866. The railroads were a major force of development in the southwest and the west. The railroads had pushed for the opening of the Oklahoma Territory because of the lucrative cattle industry. They enabled the transportation of goods, especially agricultural, to markets such as Kansas City and Chicago. In turn, products and manufactured goods were brought back by rail. Obviously, the railroads also brought people into the fledgling towns, especially during the land runs. An example of this is the prefabricated buildings that Henry Overholser brought by train to Oklahoma City and had assembled as some of the first downtown buildings.

Oklahoma City worked hard to obtain other rail lines and connections, eclipsing Guthrie as the commercial, population, and transportation center of the state. The major railroads that came through Oklahoma City were: the Atkinson, Topeka and Santa Fe (1887); Chicago, Rock Island and Pacific (part of which was the Choctaw Coal and Railway Company, 1894); the St. Louis and San Francisco (1895), and Missouri, Kansas and Texas (1902). The businessmen and “boosters” for the city did not fully understand the impact that these at-grade tracks would have on the traffic patterns of the city. As rail lines became busier, automobile traffic trying to move north and south, as well as east and west, was often stymied. Starting in the early 1900s and continuing until the late 1920s, the city worked to consolidate the Frisco and Rock Island depots into a Union Station and remove the tracks. Subsequently, in 1931, the new elevated track for the Santa Fe line was begun and finally completed in 1933.⁶

The industrial development in this area began before statehood. By 1901, there was a brick yard in the area (Sanborn Fire Insurance Map, 1901 Index Page). There was residential development in the Main Street Addition, one of the early subdivisions. This area remained residential but more and more industrial uses moved in including junk yards and warehouse uses (Sanborn Fire Insurance Map, 1906 pgs. 51-53). The Oklahoma Moline Plow Company was located at Main Street and Francis Avenue. The Oklahoma Mill and Elevator Company was located between the Choctaw, Oklahoma and Gulf Railroad and the Saint Louis and San Francisco Railroad. A large general store warehouse was located close by. A planing and framing mill was located on the other side of the Saint Louis and San Francisco tracks on 2nd Street. John Deere Plow Company was located on West Main Street (Sanborn Fire Insurance Map 1906, p.53). The area continued to develop as an industrial and manufacturing area. In later years General Mills, New State Laundry, Ford Assembly Plant and other manufacturing companies were located in this area due to the proximity of the two rail lines. Other businesses in the area included dairy supplier, laundries, auto awning factory, auto wheel service, and a candy factory (Sanborn Fire Insurance Map, 1922-1950 Volume 1, p. 48). The area still maintains its industrial uses. The Carpenters’ Union Building is located at 914 ½ West California Avenue and next to it is L. A. King Corporation. Automobile repair and parts suppliers are still prevalent.

⁶ <http://dougdawg.blogspot.com/2007/08/okc-trains-part-2.html>, accessed September 15, 2010.

This area also had a residential component which was reflected in the Franklin School (no longer extant), the Franklin Youth Center (800 West California Avenue) and the Central Christian Church (730 West California Avenue). One residential structure still stands at 617 West California but it has been severely altered. The neighborhood was probably where many of the people who worked in the manufacturing plants lived. The 1904 Sanborn Maps (pps. 2, 3, 7, and 8) show smaller houses and multi-family structures. There are boarding houses along West Main and often multiple houses on one platted lot. Along West Sheridan Avenue (formerly Grand), there is a house next to a lumber yard and further down the street are several multi-family dwellings including the Russell Flats (Sanborn Maps pps. 2 and 7, 1904).

This area still maintains the industrial and manufacturing history associated with the railroads and the growth of Oklahoma City. The proposed industrial district and the Ford Assembly Plant district could be joined as one larger district. There are two vacant/parking areas located on Fred A. Jones Avenue between West Main Street and West Sheridan. This does somewhat impact the visual cohesiveness of the district. However, with further study, the history of the area and integrity of the buildings may override the lack of cohesiveness.

- **Residential I and II Historic Districts**

The potential residential districts located south of St. Anthony Medical District represent the early development of the area. The houses represent the early middle class residential development in Oklahoma City and are an important part of the overall development of the City. These areas are eligible for the National Register under Criterion A for Social History and Criterion C Architecture. The period of significance for these areas is from 1897 to 1965. The development patterns of the City indicate that the more well-to-do property owners built their homes along Broadway and adjacent streets. As the city's population grew, new middle class "suburbs" were developed along the street car lines. These subdivisions include the Northwest Addition, Overholser and Rice's Subdivision, and Brusha's Second Addition. They began to develop around the year 1900 with the housing developments identified on the Sanborn Fire Insurance Maps (1901, Index Page). John Brusha was a real estate developer who had at least two additions in the area: Brusha's Addition and Brusha's Second Addition (Sanborn Fire Insurance Map 1901, Index Page). Dewey Avenue was originally named Brusha Avenue. The Overholser and Rice subdivision continued Henry Overholser's investment in Oklahoma City. Henry Overholser was an early entrepreneur in Oklahoma Territory and went on to become one of the City's most prominent citizens. Overholser played a role in the development of the street car lines that made this and other residential developments possible. He is also known for his role in moving the capitol of Oklahoma from Guthrie to Oklahoma City (Overholser Mansion National Register Nomination, 2010). The street car lines were in close proximity to these developments running along what is now Classen Boulevard (Olie Avenue) and Walker Avenue. This made neighborhoods desirable to the new middle and upper middle class who had come to the City.

These early residential areas were platted as middle and upper middle class developments. The modest houses that characterize these areas reflect the economic status of the people who lived there. The houses date from the early 1900s and can be classified as transitional Victorian and early Craftsman Bungalow. Some of the houses have classical revival columns and elements. The Bungalows look very much like the “kit” houses sold by Sears and other companies in the early 1900s. The Sanborn Maps also show that the area was interspersed with larger homes and garden apartments.

In 1930, the zoning ordinance designated this area as “Apartment House District”. According to the Sanborn Maps, several duplexes and multi-family buildings were constructed in the neighborhood around St. Anthony Hospital and among the single family houses. Some examples of the multi-family are the Century Hotel at 512 Northwest 9th Street, 800 Northwest 8th Street, Ina Mae Apartments at 812 North Lee Avenue, and Altamere Apartments at 625 Northwest 6th Street. There were also several neighborhood stores and services in the area including one at the southeast corner of Northwest 9th Street and North Dewey Avenue and another at the southwest corner of Northwest 8th Street and North Walker Avenue to serve the families that lived there. The area was also situated between two of the street car lines. One line ran north and south on Olie Avenue and the other was on Walker Avenue. This allowed people to easily traverse the city.

The proposed district represents Oklahoma City’s early residential development which was prevalent from Northwest 10th Street to Northwest 2nd Street. However, due to extensive demolition, many of these houses and multi-family structures have been lost. The houses that remain are examples of early middle class residential development in Oklahoma City and offer an understanding of how the city developed. These homes, for the most part, are still occupied.

Many of the houses retain their original configuration, roof line, porches, windows, porch columns, and siding. Some retain the majority of their original components but have been re-sided with asbestos tiles. This was a popular material in the 1940s and 1950s and many people used it to “upgrade” their properties. Examples of these simple houses are 909 Northwest 8th Street, the cottage Victorian at 820 Northwest 9th Street, the classical revival Bungalow at 816 Northwest 9th Street and the brick Craftsman Bungalow at 805 Northwest 8th Street. The handsome brick house located at 924 North Shartel, the unusual one story Prairie style house at 731 Northwest 8th Street, and the two story Prairie style house at 826 Northwest 8th Street indicates the variety styles and types of homes in Proposed Residential District 1. In Proposed Residential District II has several multi-family examples including the duplex at 622 Northwest 7th Street, the two story multi-family at 613 Northwest 5th Street and the Altamere Apartments at 625 Northwest 6th Street. These proposed residential districts are representative of the types of structures as well as the income ranges of the owners that populated were here and in the larger area.

- **Civic Center Historic District including the Civic Center (201 North Walker Avenue) and Police Headquarters (700 Couch Drive) and City Hall (200 North Walker)**

In 1909, W.H. Dunn developed the first Parks Plan for Oklahoma City. George Kessler was hired to complete the plan in 1920. Unfortunately Kessler passed away in 1923, but the plan was set in motion laying the ground work for zoning ordinance, as well as a Planning Commission. In 1930, Hare and Hare of Kansas City, were hired to complete Kessler's Plan. Their final report contained historical data, demographics, street plans, a civic center plan, a parks plan, zoning ordinance, and subdivision regulations. This was the first comprehensive plan for Oklahoma City.⁷

The Civic Center of Oklahoma City is an area referred to which includes the existing Oklahoma County Courthouse, City Hall, the Oklahoma City Music Hall, and the Police Headquarters on the east side of Shartel Avenue. The area in which this Civic Center Complex lies was formerly the rail line of the Rock Island Railroad.

In July 1935, the Public Works Administration (PWA) funded the projects and began construction on the Civic Center (then called Municipal Auditorium), City Hall, and a new county courthouse. Over the next few years, legal battles ensued over property rights and land ownership between city and county, as well as high powered businessmen. Despite the legal battles, construction continued and by 1937, the buildings were open.⁸

Currently, City Hall (also known as Municipal Building) is listed on the NRHP (June 5, 2007) for community development and planning, as well as for architecture. It is recommended that a district be made to include the Police Headquarters on North Shartel Avenue, the Civic Center, and City Hall. This complex of buildings was based on the design which was included in the comprehensive plan of Hare and Hare. All the buildings are excellent examples of the Art Deco style in Oklahoma City. The Police Headquarters has additions that have been made over time. The Secretary of Interior Standards for Rehabilitation notes that additions should be located at the rear or on an inconspicuous side of a historic building. The Standards also state that new additions should be designed in a manner that makes clear what is historic and what is new. The Municipal Courts Building was the first addition to the rear of the building. Although they were separate buildings, in fact there was a connector between the two buildings. In more recent years, newer additions to the building have occurred. These additions are set back from the original building and are similar in material and form. The scale of these additions does not overwhelm the building. As such, these additions meet the Secretary of the Interior Standards for Rehabilitation and the building is eligible for the NRHP.

⁷ City of Oklahoma City website. <http://www.okc.gov/planning/history/index.html#TEXT>

⁸Oklahoma City History. http://www.okchistory.com/index.php?option=com_content&view=article&id=90:civic-center&catid=38:places&Itemid=77

The Determinations of Eligibility in Oklahoma dated January 1, 2011 includes this area as eligible under Criteria A and C as “consensus” eligibility. However, this district should include the Police Headquarters. Due to the impact the complex had on community development and planning as well as the fact that they were the center of civic government and were part of the Public Works Administration construction in Oklahoma City, the buildings qualify for Criterion A. Since the buildings are an excellent example of Art Deco style, they also qualify under Criterion C.

Individual Properties Eligible for the National Register of Historic Places⁹

- **First German ME Church (701 Northwest 8th Street)¹⁰**

The original First German ME Church was located on 411 West California Avenue and only had a handful of members. By 1906, the congregation had grown and purchased land for a new church on 8th Street. A year later, the church was dedicated on August 18, 1907. The stained glass windows were donated by Anton H. Classen in commemoration of his mother. The pipe organ was built in 1909 by Hinner Organ Company in Pekin, Illinois and was installed in 1910. The organ was still in use until the mid-1990s, but became unplayable due to plaster and debris settling in the pipes as a result of the Murrah Building bombing.

Services were conducted in German until 1925 when the congregation left the West German Conference and united with Oklahoma Conference of the Methodist Episcopal Church and became known as the 8th Street Methodist Church. According to the 1922 Sanborn Fire Insurance Maps, the church was listed as English ME Church. On the 1922-1949 Sanborn Fire Insurance Maps, the listing is 8th Street Methodist Church.

The addition on the north side of the church was built in 1952 and is now used as offices and a conference room. The church became Skyline Urban Ministry, which it is still known as today.

The Determinations of Eligibility in Oklahoma dated January 1, 2011 includes this building as eligible under Criteria C as “consensus” eligibility. The First German ME Church is eligible under Criterion A for the Social History and involvement in Oklahoma City, as well as Criterion C for its Gothic-style architecture. The church still retains its design and craftsmanship that was skilled by the founding members of the congregation.

- **1st Church of Nazarene (901 Northwest 6th Street)**

The First Church of Nazarene was developed in 1910 from a small tent revival conducted by Uncle Bud Robinson, who was a traveling evangelist. The congregation did not have a building until 1917 when Pastor Joseph Speakes was able to purchase a church building that stood on the original meeting place at Reno and Shartel Avenues.

⁹ See Appendix A; Table 3 for resource listing.

¹⁰ Johnston, Garrett. *A Brief History of the 8th Street Building*. Skyline Monthly News. Oklahoma City, OK August 15, 2010.

The location at 901 Northwest 6th Street was built in 1928. By 1952, the church increased in sized to a total of 37,500 square feet including the sanctuary, gym, classrooms, and kitchen facilities.

The 1st Church of Nazarene is a late Gothic Revival style church that retains its original material and design. There have been few modifications to the building over the years. The church is eligible for inclusion on the National Register under Criterion A for the congregation's involvement in Oklahoma City, as well as Criterion C for the integrity and design of the church.

- **Christian Union Church and Annex (730 West California Avenue)**

The Christian Union Church located at 730 West California Avenue is one of the last remnants of an early neighborhood adjacent to downtown. The neighborhood was the Main Street Addition and was one of the early housing developments dating back to the late 1890s to the 1900s. The Christian Union Church was originally the Central Christian Church. It is the successor to the Southside Christian Church that was located at 916 West California Avenue (no longer extant). The only other structures in this neighborhood that reflect its early residential nature are the Franklin Youth Center, J. Belsky Building and a house at 617 West California Avenue. The building is eligible under Criteria C Architecture and may be eligible under Criteria C Social History for the role the church played in the growth and stability of the neighborhood.

- **Santa Fe Depot (146 South E.K. Gaylord Avenue)**

The Santa Fe Depot was constructed in 1934. The 1900 depot was demolished in 1930 as part of the effort to consolidate and elevate tracks and build a Union Station. However, Santa Fe held off on building a new building even hinting that a new depot was not needed. Oklahoma City reminded Santa Fe that part of the bond issue to remove the east/west tracks and elevate the north/south tracks was a subsidy for their new depot. Santa Fe relented and constructed the new depot. The depot is eligible under Criteria A and C for contributions to transportation and commerce as well as the distinct Art Deco style of the building.

- **Santa Fe Raised Railroad Tracks**

The bridge for the raised tracks was constructed in 1931 as part of a large bond issue to remove barriers to growth in the downtown. Portions of this bridge were noted as eligible for the NRHP under Criteria A and C in the Phase II survey report.

- **Townhouse Hotel (627 Northwest 5th Street)**

The Townhouse is listed in the Determinations of Eligibility in Oklahoma dated January 1, 2011. It is considered eligible by "consensus" under Criterion C Architecture. The Townhouse, Altamere Apartments, Ina Mae Apartments and the Century Hotel are apartment hotel buildings that were developed during a period of growth in Oklahoma City. Garden apartments such as

the Century and the Townhouse were considered stylish alternatives to houses for young bachelors, society widows and young professional women such as teachers. This building is also eligible under Criterion A for Social History relating to the response to changes in society and development.

- **Century Hotel (512 Northwest 9th Street)**

The Century Hotel, Altamere Apartments, Ina Mae Apartments and the Townhouse Hotel are hotel apartment buildings that were developed during a period of growth in Oklahoma City. Garden apartments such as the Century and the Townhouse were considered stylish alternatives to houses for young bachelors, society widows and young professional women such as teachers. The Century may have housed doctors and nurses who worked at St. Anthony Hospital. The Century is eligible under Criterion C Architecture and eligible under Criterion A Social History. These buildings along with other apartments, hotels and multi-family buildings in this area constructed in response to the streetcar lines, changes in zoning, and tastes of the day may be best addressed in a thematic nomination.

- **Altamere Apartments (625 Northwest 6th Street)**

The Altamere Apartments, constructed in 1920, were considered stylish alternatives to houses for young bachelors, society widows and young professional women such as teachers. The Altamere is located only a block from Emerson Public School and may have housed teachers. The Altamere is eligible under Criterion C Architecture and eligible under Criterion A Social History. These buildings along with other apartments, hotels and multi-family buildings in this area constructed in response to the streetcar lines, changes in zoning, and tastes of the day may be best addressed in a thematic nomination.

- **Ina Mae Apartments (812 North Lee Avenue)**

The Ina Mae Apartments are located adjacent to St. Anthony's Hospital and may have housed doctors and nurses who worked there. The Ina Mae is eligible under Criterion C Architecture and eligible under Criterion A Social History. This buildings along with other apartments, hotels and multi-family buildings in this area constructed in response to the streetcar lines, changes in zoning, and tastes of the day may be best addressed in a thematic nomination.

Resources Built before 1976, but should be re-evaluated when near 50 years

- **Myriad Gardens**

The concept of a garden in downtown Oklahoma City was developed as part of the I. M. Pei plan created in 1964. The concept took several decades to complete. A task force was established with the main responsibilities of assisting the City in planning, programming, and implementing the gardens. After a national competition, New York firm, Conklin & Rossant were chosen in 1971 to plan and design the gardens. When Myriad Gardens nears 50 years in age, it should be re-evaluated under Criterion C for significance in landscape design and community planning.

Areas Surveyed that Do Not Meet Eligibility Requirements or Do Not Require Additional Surveys

Although a resource may be 50 years old or older, it may lack integrity or significance, making the resource not eligible for listing on the NRHP. An extensive amount of demolition has taken place in the survey area due to urban renewal and prospective development, making it difficult to justify a resource's eligibility for individual significance or to assemble cohesive groups of buildings for historic districts. The buildings not eligible for the National Register due to lack of integrity, significance, or age are listed in Appendix A; Table 5.

New construction has occurred in some of the residential areas. Some of these new houses have been designed by local architects. These buildings are not eligible due to date of construction and they do not meet Criterion G for buildings less than 50 years old. In some instances, these buildings replaced houses that may have been eligible as part of a district.

Historic Context

The National Park Service defines historic context as “a broad pattern of historical development in a community or region that may be represented by its historic resources”. To that end, it is important to understand the diversity of the survey area and therefore the development history and patterns. The unifying theme is the growth and development of the city into a regional population, transportation and commercial center. It is important to understand the association between local, state and national history and events and the historic resources. Understanding these historic associations will aid in evaluating eligibility for the National Register of Historic Places and state and local historic designations. Recognizing the changes in development patterns that occurred in the survey area will help the city to make future planning decisions for protection of these resources and redevelopment of these districts.

It is important to note that historic contexts are not comprehensive, in-depth histories of a community. They serve the purpose of providing a framework and background for evaluating identified historic resources within the survey area. Developing historic contexts involves reviewing local history of the community as well as histories of the region and state to understand the patterns in the growth and development of the area. These development patterns are often reflected in the remaining historic resources within the survey area and the community at large.

The development of historic contexts identifies the patterns of history that impacted the growth of the city. In turn, this helps to identify buildings and resources that represent the evolution of the patterns of growth and development of the city as well as the changes in styles and building forms. The historic contexts that follow look at the development patterns, themes, architectural styles and building types within the survey area. Specific data results are recorded in the “Survey Results” and attendant sections. Since the survey area include diverse property types, the context will address those property types and attendant development patterns. The following context pertains to the area surveyed. There have been other surveys, both intensive and reconnaissance, that have provided excellent context statements that more completely address the overall history of the city including the following documents. These include:

- WPA Structures Thematic Survey Phase III, W. David Baird, Oklahoma State University, 1987
- Reconnaissance Level Survey of Oklahoma County Industrial Resources, Department of History, Oklahoma State University, 1991
- Reconnaissance Level Survey of a Portion Central of Oklahoma City, Robison and Boeck Architects, 1992
- Reconnaissance Survey of Portions of Oklahoma City: Northeast, Northwest and South, Oklahoma City Planning Department, 1994
- Reconnaissance Level Survey of Modern Architecture in Oklahoma City, Oklahoma State Historic Preservation Office, 2009
- Downtown Oklahoma City Intensive Survey Phase 1, Sally Schwenk and Associates, 2009
- Downtown Oklahoma City Intensive Survey Phase 2, URS, 2010.

The current effort, Phase 3, is a continuation of an ongoing survey endeavor. As stated above, previous context statements address the themes of growth and development that are also relevant to this phase of the survey.

Phase 3 is an “L” shaped area generally bounded on the North by Northwest 10th Street; on the west by North Classen Boulevard; on the south by Interstate 40; and on the east by North Oklahoma Avenue for one 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.

Oklahoma City

Oklahoma City was initially called Oklahoma Station and was a stage and cattle drive stop. The Atkinson, Topeka and Santa Fe Railroad won approval to build a railroad through the Indian Territory in 1884 and the city began to grow when it became a railroad stop in 1887. The site of what is now Oklahoma City proved to be an area located in the Cross Timbers that provided lumber for building the tracks and crossings for the Canadian Rivers.¹¹ The land run occurred on April 22, 1889, bringing people and money into the new town. Oklahoma City quickly became transportation and commercial hubs, as well as a population center. In 1924, oil was discovered near the city; and in 1928, it was discovered within the city limits. The Mid-Continent Oil Field was one of the largest producing fields in the United States during the late 1920s through the 1930s. The influx of oil money provided new wealth and opportunity and helped to stave off the effects of the Great Depression. However, the city did not escape completely unscathed. Between the Great Depression and the drought conditions that precipitated the Dust Bowls of 1935-1936, Oklahoma City saw an influx of people from the poorer rural area looking for jobs, shelter and food.

The city began to recover economically with the establishment of Midwest Air Depot (later Tinker Air Force Base) in 1941. The air depot, located in the southeast area of the City, was an economic engine in and of itself. Nearly fifteen thousand jobs were created at the depot and over twenty thousand jobs at the nearby Douglas Plane Plant. With the advent of World War II, the Douglas Plant manufactured a variety of planes for the war effort. This plant, the depot, and other war-related industries helped to pull Oklahoma City out of the Depression and move it forward into the future.

¹¹ Larry Johnson. *What Was Here Before? Oklahoma before the Run*. Published on Oklahoma Images, the Oklahoma City Metropolitan Library website, accessed September 11, 2010.

Oklahoma City continued to grow due to the war-related industries. In the post-World War II era, those industries, as well as the oil and gas industries, contributed greatly to the local employment and economic base. More roads were built and suburbs developed as reflected in the City's zoning. The City nearly doubled in size through annexation of land to the south and north. As the suburbs grew, the business community began to leave not only downtown but also mid-town. In response to this, local business leaders established the Oklahoma City Urban Action Foundation which then formed the Oklahoma City Urban Renewal Authority (OCURA). The OCURA was able to use eminent domain to acquire "blighted" buildings and sites. In the early 1960s, OCURA hired noted architect I.M. Pei to develop a master plan for the city. The resulting plan called for clearing approximately 528 acres in the downtown area. Due to funding and other issues, the plan was not fully realized. Subsequent urban renewal efforts continued in downtown and mid-town leaving large vacant areas as parking lots and possible development sites. In the 1970s, Oklahoma City was one of the largest cities in total land mass in the country. Oklahoma experienced the ups and downs of the petroleum industry from the 1970s through the 1990s but continued to grow and gain population and wealth.

Transportation and Residential and Commercial Development

Streetcar Development

Transportation, especially within the community, became an important issue for the further growth of the fledgling city. In discussing street car lines as a transportation and development tool, it is important to focus specifically on Anton Classen, John Shartel, and the Oklahoma Railway Company. Classen especially played an important role in the development of this area from the street car lines to the physical planning of the road patterns to the planting of hundreds of trees. The impact of his planning efforts can still be seen today.

Oklahoma City was still relatively compact at the turn of the 20th century. The city had developed residential areas within walking distance of downtown. The lots in these areas were relatively small and there was no area for the newly prosperous middle and upper classes to show their wealth. The population of the city had grown from 4,000 in 1897 to 11,000 in 1901 and 14,000 by 1903 when the street cars began operation. The city continued to annex more land to meet the demand for more developable land for businesses and residences. There were twenty-two housing additions annexed into the city between 1907 and 1908.¹²

Anton Classen arrived in Oklahoma during the land run of 1889, eventually moving to Oklahoma City in 1897. Classen purchased land to the northwest of downtown just as the country was coming out of the Panic of 1893 and beginning to prosper again. Other property in the area was owned by John Shartel, John Gault, and other early community builders.

¹²Cynthia Savage, *Seiber Grocery and Apartment Hotel National Register Nomination*, September 2005, Section 8, page 22.

As with many other western and southwestern cities, the street car lines were the key to the development of the residential areas outside of downtown. They were built by the developers of the land that the street cars served. These men understood that by owning and managing the transportation system, they could control the growth and development of the city as well as ensure success of their real estate ventures. Interestingly, these businessmen usually owned the companies that also constructed the lines and the companies that provided power to the system. The street cars aided in the growth of a city's infrastructure, including street grading, gas lines, housing development, and jobs.

The first street car franchise was awarded in December 1901 to the Metropolitan Railway Company owned in part by John Shartel, although no construction of lines had begun. Another franchise was granted in late December to Harold Barry. In 1902, Anton Classen purchased this franchise. He then turned the franchise over to John Shartel with an agreement that the line would first be built out to the northwest where Classen had real estate holdings. Additionally, Shartel agreed to continue using the Metropolitan Construction Company to construct the lines, which Classen had part ownership of the construction company. Classen and Shartel then formed a partnership that would last until 1922.

The initial street car lines were built from Main Street up Broadway to Northwest 13th Street. Charles Colcord, a wealthy businessman and early settler, built his house at 421 Northwest 13th Street in 1903, right along the trolley line. The line then proceeded west along 13th Street and connected with a line that came up Walker Avenue from downtown. John Shartel had purchased the land in the Florence Addition starting in 1899. The line went north on Walker to 13th Street. There was a line across Main Street and Reno Avenue and one on Classen Boulevard/Western Avenue to Belle Isle. A review of the Sanborn Fire Insurance map for 1906 (pages 28, 29, 38, 39) shows houses sparsely scattered throughout the area. The 1922 Sanborn Fire Insurance map has several pages dedicated to the area (pages 11, 12, 22, and 23) showing more houses and development along, and adjacent to, the street car lines. Clearly, the development of the street car lines made these areas more desirable neighborhoods. This was reflected in the large homes and garden apartments that were built in close proximity to them.

In 1904, Metropolitan Railway Company transferred ownership to the Oklahoma City Railway Company. By 1906, the street car lines had carried 3,538,114 passengers and logged 873,000 passenger miles.¹³ Between 1907 and 1910, housing construction rates doubled and expanded passed 13th Street.

Development of the street car lines continued as did consolidation of other lines. Later lines were built out to Epworth University, a Methodist college built on land donated by Anton Classen that is north of the survey area. Again, Classen understood that a college would generate ridership as well as housing for professors and students. In 1907, the street car company reorganized and became known as the Oklahoma Railway Company (ORC). The line continued to expand into other neighborhoods, northeast to the fairgrounds, southwest to Delmar Gardens and Wheeler Park, and south into Stockyards City

¹³ Kim Bender, *Oklahoma City's First Transit System*, Chronicles of Oklahoma, Vol. 72, No. 2, Summer 1994, p. 145

which was just beginning to be developed. In 1908, the company built a power plant at Belle Isle Addition (owned by Classen) and developed the power plant lake into a recreation park for the city. With the addition of these lines, citizens were able to navigate the city by using the street car lines to go from their homes to work and recreation.

By 1916, the majority of street car track had been laid and ridership peaked at 17.5 million in 1919. Ridership began to taper off in the early 1920s.¹⁴ The glory days of the street car lines had begun to fade and the automobile was beginning its rise as the primary mode of transportation for most families. Broadway saw construction of what would be termed “Automobile Alley” during this time. In the mid-1920s the ORC, never a profitable business, went into receivership. It continued operating through the Great Depression and World War II, providing reliable transportation around the city. The street car lines’ physical impact can be seen in the wide streets such as Northwest 13th Street, Main Street, Walker Avenue and Broadway Avenue. The diagonal design on Classen Boulevard and circle of Broadway Circle are also a physical reminder of the street car lines.

Highway Development

From 1941 to 1967, the initial highway system through Oklahoma City was developed. This included the I-40 Crosstown Highway that currently dissects the survey area. The Federal Highway Act of 1944 was developed from recommendations of the Interregional Highway Committee under Franklin D. Roosevelt. This legislation called for the development of a national system of interstate highways that would include up to 40,000 miles of road. The federal government would match 50/50 the money committed by a state and/or city to participate. Cities were also required to pay for 1/3 the cost to acquire right-of-way. By the mid-1940s Oklahoma City was considering where and if to put highways through the city limits. The north/south highway that would link Oklahoma City and Norman was discussed and met with strong opposition. Oklahoma City hired Harlan Bartholomew of Bartholomew and Associates, a St. Louis Planning and landscape architecture firm to assist in developing a plan for the highways and to advise the City Council. Bartholomew had developed a comprehensive plan that was adopted by the City in 1946. The Bartholomew Plan had both a north/south highway and an east/west highway included. An opposition plan was developed; it was a loop around the city with access points. This plan argued that an east/west highway would re-create the barriers of the railroad tracks that had been removed in the 1930s. As a compromise, in April of 1946, the City submitted both the Bartholomew Plan and the opposition plan to the federal government. Both plans were promptly rejected; the highway department said only one plan could be submitted. In May of 1946, the Oklahoma City Council voted to submit the Bartholomew Plan to the highway department.¹⁵ The crosstown I-40 highway was constructed in the mid-1960s and dissected the south and north portions of Oklahoma City. The highway construction hastened the change of the area from residential to commercial and industrial.

¹⁴ Cynthia Savage, p.22.

¹⁵ <http://dougdawg.blogspot.com/2010/01/when-there-was-no-crosstown.html>

City Planning

When Anton Classen began laying out the streets and lots on the land he had purchased, the City Beautiful Movement was already a part of the American and European lexicon. The City Beautiful Movement and the influence of architect and planners of the Chicago School effected how residential areas were developed. These movements placed a great deal of emphasis on the placement of parks and boulevards in residential areas.

The beautification of cities was seen as an antidote for the overcrowding from immigration, the impact of the industrial revolution and the migration of poor African Americans and whites into the urban centers. The City Beautiful Movement was meant to cure the ills of urban cities including poverty and immoral behavior through the development of parks, the use of Classical architectural styles and by the charitable deeds of the wealthy. Many cities established Civic Improvement Leagues often at the behest of well-to-do women.

Oklahoma City established their Civic Improvement League in 1903 whose purpose was beautification and the improvement of local sanitary conditions. Although Oklahoma City began somewhat later than many cities, the movement lasted well into the 1930s. The City implemented zoning and planning as well as infrastructure improvements including sewers, paving, and street lights.¹⁶ It is important to note that real estate developers such as Classen and G.A. Nichols followed tenets of this movement. Classen believed that cities could be beautiful as well as functional. To that end, he platted his neighborhoods with tree lined boulevards such as Classen Boulevard (now Drive) and Shartel Avenue. The combination of the construction of a transportation system and the “planned” neighborhoods developed by Classen, Gault, Shartel, and others were in response to the growth and prosperity of the city in the early twentieth century.

In 1920, Classen encouraged the City to hire well known landscape architect and planner George Kessler to develop their first comprehensive plan. Classen was familiar with Kessler through his earlier work in Oklahoma City and other cities. There is no doubt Classen appreciated Kessler’s use of the City Beautiful tenets. Kessler died in 1923 but major parts of the Oklahoma City plan became the basis for the city’s zoning ordinance. In 1930, Hare and Hare of Kansas City, were hired to complete Kessler’s Plan. Their final report contained historical data, demographics, street plans, a civic center plan, a parks plan, zoning ordinance, and subdivision regulations. This was the first comprehensive plan for Oklahoma City.¹⁷ They also designed the Civic Center plan with landscaping and building placement.

The Civic Center of Oklahoma City is an area referred to which includes the existing Oklahoma County Courthouse, City Hall, the Oklahoma City Music Hall, and the Police Headquarters on the east side of Shartel Avenue. The area in which this Civic Center Complex lies was formerly the rail line of the Rock

¹⁶ Sally Schwenk, *Downtown Oklahoma City Intensive Survey, Phase I*, City of Oklahoma, September 2009, p.39.

¹⁷ City of Oklahoma City website. <http://www.okc.gov/planning/history/index.html#TEXT>

Island Railroad. The original Civic Center Plan stretched from Shartel Avenue to Broadway and included the Police Headquarters and the parks from Hudson Avenue to Broadway.

In July 1935, the Public Works Administration (PWA) funded the projects and began construction on the Civic Center (then called Municipal Auditorium), City Hall, and a new county courthouse. Over the next few years, legal battles ensued over property rights and land ownership between city and county, as well as high powered businessmen. Despite the legal battles, construction continued and by 1937, the buildings were open.¹⁸

Also in 1930, a zoning ordinance and map were adopted that impacted and changed the development patterns in the survey area. The area between Northwest 10th Street and Northwest 6th Street, Francis Avenue and Walker Avenue was zoned as Apartment House District. According to the Sanborn Maps, several duplexes and multi-family buildings were constructed in the area among the single family houses. Some examples of the multi-family are the Century Hotel at 512 Northwest 9th Street, 800 Northwest 8th Street, Ina Mae Apartments at 812 North Lee Avenue, and Altamere Apartments at 625 Northwest 6th Street. There were also several neighborhood stores and services in the area including one at the southeast corner of Northwest 9th Street and North Dewey Avenue and another at the southwest corner of Northwest 8th Street and North Walker Avenue. The area was also situated between two of the street car lines. One line ran north and south on Olie Avenue and the other was on Walker Avenue. This allowed people to easily traverse the city. The area south of Northwest 5th Street all the way over to Broadway was zoned business. The area closest to the convergence of the railroad tracks was zoned industrial. Although the area south of south of West Main Street was zoned business and industrial, it still had a strong residential component until the 1950s as seen on the Sanborn Fire Insurance Maps from that time. The few remnants of this residential neighborhood of the Main Street Addition are the Franklin Youth Center and J. Belsky Building at 800 West California Avenue, Central Christian Church at 730 West California and the house at 617 West California Avenue.

Later plans include the 1949 Bartholomew Plan which included a new zoning ordinance and street and parks plans. In the late 1950s and early 1960s, urban renewal became an important component for planning across the country. Oklahoma City hired I.M. Pei to develop their program for revitalization of downtown. Although the plan was specifically for downtown and did not go north of Northeast 6th Street, it may have influenced what occurred in the area north of 6th Street, especially around St. Anthony Hospital. The expansion of the hospital to the north and south may be viewed as a response to Pei's plan.

Health Institutions

The population of the city doubled during the 1920s to 91,295 and by 1930 the population grew again to 182,845. As the city grew, so did health care needs. From an economic development standpoint, hospitals and medical facilities were considered an important part of the city's appeal, providing medical

¹⁸Oklahoma City History. http://www.okchistory.com/index.php?option=com_content&view=article&id=90:civic-center&catid=38:places&Itemid=77

care, social services, jobs, and money that went into the local economy. Additionally, during economic downturns such as the Great Depression, they often provided food and health care for free.

In 1898, two nuns from the Sisters of St Francis visited Oklahoma City to visit Father D.I Lanslots seeking contributions for St. Joseph's Hospital in Maryville, Missouri. Father Lanslots in turn asked the sisters to establish a hospital in Oklahoma City. Two months later, four sisters returned opening a two-story frame building that could serve twelve patients. That same winter the hospital was forced to close due to poor conditions. Father Lanslots, the physicians, and sisters approached the city for funding of a hospital site.

¹⁹

In 1899, St. Anthony Hospital opened at 1000 N. Lee Avenue²⁰ adjacent to the survey area where the main buildings stand today. This area included several residential additions, providing patrons for these health services. It was also in close proximity to downtown and the street car line providing easy access throughout. As a result, other medical facilities and offices were established in the area. As the city prospered, St. Anthony's expanded their medical scope and complex to include the Bone and Joint Center and other buildings covering several blocks within the northwest corner of the survey area.

Expansion of medical facilities continued through the 1950s, 1960s and 1970s. New diagnostic tools, technology, and medicines contributed to the growth of health care during this time period. Health care insurance was now available to more people through their employment. This construction boom included the expansion of St. Anthony Hospital and Medical Buildings most notably along North Lee Avenue. This new construction meant the demolition and removal of houses that had been built when the area was home to many prominent businessmen.

Churches and Religious Institutions

The early churches in Oklahoma City were located in the downtown area. However, as the city expanded to the northwest with new residential neighborhoods and the street car lines were constructed along Broadway and Walker Avenues, the churches followed their parishioners.

The First Church of the Nazarene (1928) at 901 Northwest 6th Street, 1000 North Lee Avenue (part of St. Anthony's), the Skyline Urban Ministry/First German M.E. Church at 701 Northwest 8th Street, the central Baptist Church at 825 Northwest 8th Street and Central Christian Church at 730 West California Avenue (with annex at 726 West California Avenue) are located within the survey area.

¹⁹ Historic Oklahoma County: Sharing the Heritage page 82-83.

²⁰ 1000 North Lee Avenue is included in the Phase 2 of the Oklahoma City Intensive Level Survey.

Industrial/Railroad Related Development

The Five Civilized Tribes were forced to allow railroads to cross Indian lands as part of the Reconstruction Treaties of 1866. The railroads were a major force of development in the southwest and the west. The railroads had pushed for the opening of the Oklahoma Territory due to of the lucrative cattle industry. They enabled the transportation of goods, especially agricultural, to markets such as Kansas City and Chicago. In turn, products and manufactured goods were brought back by rail. Obviously, the railroads also brought people into the new towns, especially during the land runs. An example of this is the prefabricated buildings that Henry Overholser brought by train to Oklahoma City and had assembled as some of the first downtown buildings.

Oklahoma City worked hard to obtain other rail lines and connections, eclipsing Guthrie as the commercial, population, and transportation center of the state. The major railroads that came through Oklahoma City were: the Atkinson, Topeka and Santa Fe (1887); Chicago, Rock Island and Pacific (part of which was the Choctaw Coal and Railway Company, 1894); the St. Louis and San Francisco (1895), and Missouri, Kansas and Texas (1902). The businessmen and “boosters” for the city did not fully understand the impact that these at-grade tracks would have on the traffic patterns of the city. As rail lines became busier, automobile traffic trying to move north and south, as well as east and west was often hindered. Starting in the early 1900s, and continuing until the late 1920s, the city worked to consolidate the Frisco and Rock Island depots into a Union Station and remove the tracks. Subsequently, in 1931, the new elevated track for the Santa Fe line was begun and finally completed in 1933.²¹

The first railroad company that built east/west tracks traversing the downtown was the Choctaw Coal and Railway Company in 1891. Its successor was the Choctaw, Oklahoma and Gulf Railroad that acquired ownership of the railroad in 1894. In the next few years, the Choctaw, Oklahoma and Gulf expanded east of Oklahoma City to McAlester and to the west from El Reno to Weatherford, Texas. The Chicago, Rock Island and Pacific (known as Rock Island) acquired controlling interest in the Choctaw, Oklahoma and Gulf Railroad in 1904.

Early industrial development occurred in downtown Oklahoma City adjacent to the railroad lines. By 1900 there were 36 manufacturers in the city and by 1907, the year of statehood, 150 companies were in the city. After World War I, the industrial areas continued to follow a growth pattern along the railroad tracks reaching north to 13th Street, west to Walker Avenue, and east to Oklahoma Avenue. The other industrial area centered along Classen Boulevard, West Main Street, West Reno Avenue and West California Avenue. The railroad tracks from CRI & P and SL & SF crossed the area and provided transportation for the goods assembled and manufactured here.

Between 1911 and 1928, there was a push to remove the Rock Island tracks from downtown Oklahoma City. They were removed in 1930. The City purchased back its right-of-way and developed this into the civic space which is now Couch Drive. The new “Union Station” was built on South Harvey Avenue.

²¹ <http://dougdawg.blogspot.com/2007/08/okc-trains-part-2.html>, accessed September 15, 2010.

Industries developed along the rail lines on the west and south side of downtown in what is the survey area. The Rock Island line which dissected the north and south sides of the City and manufacturing companies and warehouses are constructed along the line. The Oklahoma Moline Plow Company was located at Main Street and Francis Avenue. The Oklahoma Mill and Elevator Company was located between the Choctaw, Oklahoma and Gulf Railroad and the Saint Louis and San Francisco Railroad. A large general store warehouse was located close by. A planing and framing mill was located on the other side of the Saint Louis and San Francisco tracks on 2nd Street. John Deere Plow Company was located on West Main Street (Sanborn Fire Insurance Map 1906, p.53). The area continued to develop as an industrial and manufacturing area. In later years General Mills, New State Laundry, Ford Assembly Plant and other manufacturing companies were located in this area due to the proximity of the two rail lines. Other businesses in the area included dairy supplier, laundries, auto awning factory, auto wheel service, and a candy factory (Sanborn Fire Insurance Map, 1922-1950 Volume 1, p. 48). The area still maintains its industrial uses. The Carpenters' Union Building is located at 914 ½ West California Avenue and next to it is L. A. King Corporation. Automobile repair and parts suppliers are still prevalent in this area.

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National Register Nominations

Automobile Alley Historic District National Register Nomination
Cain's Coffee Building National Register Nomination
Calvary Baptist Church National Register Nomination
Film Exchange Historic District National Register Nomination
First Christian Church National Register Nomination
First Church of the Christ Scientist National Register Nomination
Heritage Hills Historic District National Register Nomination
Maney Historic District National Register Nomination
Mid-Continent Life Insurance Building National Register Nomination
Norton Johnson Buick National Register Nomination
Overholser Mansion National Register Nomination
Plaza Court National Register Nomination
Seiber Grocery and Apartment Hotel National Register Nomination

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Oklahoma City Metropolitan Library

Sanborn Map Company

Sanborn Fire Insurance Maps for Oklahoma City:

August 1894

January 1896

September 1898

June 1901

March 1904

1906

1922

1922-1949

1922-June 1950

1922-1955

Summary

The City of Oklahoma City requested URS-Dallas office to perform an intensive level architectural and historical resources investigation for the purposes of conducting the third phase of a citywide multi-phase historic resources survey. The project includes the identification and evaluation of properties for individual significance or as contributing structures to a historic district under the National Register of Historic Places eligibility criteria. This report presents a description of the project, the methodologies for the records research and the archival research, the intensive field survey, historic context, and database development of the survey areas that have been identified by the City of Oklahoma City. The report also presents the results of the intensive level survey; historic context of the survey area; discusses potential National Register of Historic Places (NRHP) boundaries for the survey area; and provides recommendations for future work.

Oklahoma City Intensive Level Survey of Downtown Phase 3 is an “L” shaped area generally bounded on the north by Northwest 10th Street; on the west by North Classen Boulevard; on the south by Interstate 40; and on the east by North Oklahoma Avenue for one 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.

The survey included 259 properties. Due to the amount of demolition that has taken place, it is difficult to assemble cohesive groups of buildings for historic districts. However, of these 259 properties, six (6) districts have been recommended as eligible for listing on the NRHP, ten (10) individual properties are recommended as eligible, eleven (11) individual properties warrant further study and one (1) property should be re-evaluated upon reaching 50 years. In the survey area, there is one district, the Film Exchange Historic District, and one individual resource, Kaiser’s, that were previously listed in the NRHP. A discussion of these sites is listed in the sections below.²²

An extensive amount of demolition has taken place in the survey area due to urban renewal and prospective future development. Also, small homes, possibly contributing to a district, have been demolished and new inappropriate houses have been built on the lots. As a result, it has been difficult to assemble cohesive groups of buildings for historic districts. Therefore, the proposed historic districts should be carefully considered and more research should be done to expand the recommendations. As the survey progresses to other phases, these recommendations should be reviewed to see if other resources should be added to the suggested thematic nominations. It is important to continue survey and evaluate the residential areas that remain in the inner city area to see if there are cohesive districts

²² See Appendix A; Table 1 for resource listing.

that represent the earliest development patterns and residential history of the City. These “pockets” of residential structures may be candidates for a thematic nomination of the early residential styles and patterns.

The National Register of Historic Places (NRHP) recognizes the significance of buildings, sites and structures on a local, state and national level. It is a tool for recognition. However, listing in the NRHP does not protect a building from inappropriate alterations or demolition. The City of Oklahoma City historic preservation program should locally designate the buildings and districts that are listed in this report. Local designation of the City-owned Johnnie Williams Gymnasium and State Representative Red Andrews Park should be strongly considered. The City can show their commitment to the local program by such a designation. With proper documentation, this park and gymnasium may also be eligible for the NRHP. In the past, the City has not locally designated commercial buildings. As a result, significant structures important to the City’s and State’s history have been lost. Local designation can protect buildings and districts from inappropriate alterations and demolition. Through local designation, the residential and commercial structures which represent early development patterns in the City can be saved. Local designation can offer new life and uses for the commercial and residential districts and individual structures.

Appendix A: Historic Resource Tables

TABLE 1: PROPERTIES PREVIOUSLY LISTED ON THE NATIONAL REGISTER

Resource Number	Address	Property Name	Construction		Stylistic Influence	Historic Use	Present Use	DISTRICT
			Date					
016	1039 NORTH WALKER AVENUE	KAISER'S ICE CREAM	1919		62 Commercial Style	02A, 10A	02G RESTAURANT	Individual
185	623 WEST SHERIDAN AVENUE		1931		62 Commercial Style	02A BUSINESS	98 VACANT/NOT IN USE	FILM EXCHANGE
186	629 WEST SHERIDAN AVENUE		1939		73 Art Deco	02A BUSINESS	97 UNKNOWN	FILM EXCHANGE
187	10 NORTH LEE AVENUE	ICM	1936		73 Art Deco	02A BUSINESS	97 UNKNOWN	FILM EXCHANGE
188	11 NORTH LEE AVENUE	BS PHOTOGRAPHY AND SIGNS	1926		73 Art Deco	08A THEATRE	97 UNKNOWN	FILM EXCHANGE
189	701 WEST SHERIDAN AVENUE	THE PARAMONT ON FILM ROW	1926		62 Commercial Style	02A BUSINESS	02A BUSINESS	FILM EXCHANGE
201	704-708 WEST SHERIDAN AVENUE	IAO/IFG	1925		70 Modern Movement	02A BUSINESS	02E SPECIALTY STORE	FILM EXCHANGE
202	700-702 WEST SHERIDAN AVENUE	JOEY'S PIZZERIA	1928		70 Modern Movement	02A BUSINESS	02G RESTAURANT	FILM EXCHANGE

TABLE 2. PROPERTIES RECOMMENDED FOR NATIONAL REGISTER HISTORIC DISTRICTS

Resource Number	Address	Property Name	Construction		Stylistic Influence	Historic Use	Present Use	DISTRICT
			Date					
013	1110 NORTH LEE AVENUE	ST. ANTHONY BEHAVIORAL SCIENCE BUILDING	C. 1970		70 Modern Movement	12A HOSPITAL	12A HOSPITAL	ST. ANTHONY MEDICAL HISTORIC DISTRICT
014	1000 NORTH LEE AVENUE	ST. ANTHONY JOYEUL BEGINNINGS	1931		54 Late Gothic Revival	12A HOSPITAL	12A HOSPITAL	ST. ANTHONY MEDICAL HISTORIC DISTRICT
169	201 NORTH WALKER AVENUE	CIVIC CENTER MUSIC HALL	1937		73 Art Deco	08D MUSIC FACILITY	08D MUSIC FACILITY	CIVIC CENTER HISTORIC DISTRICT
170	700 COUCH DRIVE	OKLAHOMA CITY POLICE HEADQUARTERS	1937		73 Art Deco	04C CORRECTIONAL FACILITY	04C CORRECTIONAL FACILITY	CIVIC CENTER HISTORIC DISTRICT
171	900 WEST MAIN STREET	FRED JONES MOTOR COMPANY	1916		73 Art Deco	10A MANUFACTURING FACILITY	10A MANUFACTURING FACILITY	FORD ASSEMBLY PLANT/FRED JONES AUTOMOTIVE
172	903 WEST SHERIDAN AVENUE	FRED JONES	1930		62 Commercial Style	10A MANUFACTURING FACILITY	98 VACANT/NOT IN USE	FORD ASSEMBLY PLANT/FRED JONES AUTOMOTIVE
173	903 WEST SHERIDAN AVENUE	FRED JONES	1930		62 Commercial Style	10A MANUFACTURING FACILITY	98 VACANT/NOT IN USE	FORD ASSEMBLY PLANT/FRED JONES AUTOMOTIVE
174	921 NORTH SHERIDAN AVENUE	FRED JONES	1950		62 Commercial Style	10A MANUFACTURING FACILITY	98 VACANT/NOT IN USE	FORD ASSEMBLY PLANT/FRED JONES AUTOMOTIVE
175	927 WEST SHERIDAN AVENUE	FRED JONES	1945		70 Modern Movement	02A BUSINESS	98 VACANT/NOT IN USE	FORD ASSEMBLY PLANT/FRED JONES AUTOMOTIVE

TABLE 3: PROPERTIES RECOMMENDED INDIVIDUALLY FOR NATIONAL REGISTER

Resource		Construction				
Number	Address	Property Name	Date	Stylistic Influence	Historic Use	Present Use
041	512 NORTHWEST 9TH STREET	CENTURY HOTEL	C. 1936	73 Art Deco	01D HOTEL	01D HOTEL
42	701 NORTHWEST 8TH STREET	FIRST GERMAN ME CHURCH	C. 1907	54 Late Gothic Revival	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE
076	812 NORTH LEE AVENUE	INA MAE APARTMENTS	C. 1930	55 Mission/Spanish Colonial Revival	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING
086	901 NORTHWEST 6TH STREET	MIRACLE REVIVAL/1ST CHURCH OF THE NAZARENE	1928	63 Chicago	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE
096	625 NORTHWEST 6TH STREET	ALTAMERE APARTMENTS	C. 1920	53 Tudor Revival	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING
118	627 NORTHWEST 5TH STREET	THE TOWN HOUSE HOTEL	1933	55 Mission/Spanish Colonial Revival	01D HOTEL	01B MULTIPLE DWELLING
216	730 WEST CALIFORNIA AVENUE	CHRISTIAN UNION CHURCH AND ANNEX	1928	54 Late Gothic Revival	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE
217	726 (730) WEST CALIFORNIA AVENUE	CHRISTIAN UNION CHURCH ANNEX	1955	62 Commercial	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE
238	146 SOUTH EK GAYLORD BOULEVARD	SANTA FE DEPOT	1934	73 Art Deco	16A RAIL-RELATED	16A RAIL-RELATED
257	AT EK GAYLORD AND RENO	SANTA FE RAILROAD RAISED TRACK BRIDGE	C. 1931	73 Art Deco	16A RAIL-RELATED	16A RAIL-RELATED

TABLE 4: PROPERTIES RECOMMENDED FOR FURTHER STUDY TO DETERMINE ELIGIBILITY

Resource Number	Address	Property Name	Construction		Stylistic Influence	Historic Use	Present Use	District
			Date					
005	828 NORTHWEST 10TH STREET		C.1920		65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
008	811 NORTHWEST 9TH STREET		C.1907		65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
010	821 NORTHWEST 9TH STREET		C.1910		65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
060	809 NORTHWEST 7TH STREET		C.1905		65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
067	720 NORTHWEST 8TH STREET	JOHNNIE L. WILLIAMS GYMNASIUM/RED ANDREWS PARK	1954		70 Modern Movement	08E SPORTS FACILITY	08E SPORTS FACILITY	
070	608 NORTHWEST 8TH STREET		C.1905		65 Bungalow/Craftsman	01A SINGLE DWELLING	02A BUSINESS	
071	606 NORTHWEST 8TH STREET		C.1905		83 Folk Victorian	01A SINGLE DWELLING	98 VACANT/NOT IN USE	
077	908 NORTHWEST 7TH STREET		C.1908		40 Late Victorian	01A SINGLE DWELLING	01A SINGLE DWELLING	
083	814 NORTHWEST 7TH STREET		C.1915		62 Commercial Style	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	
084	812 NORTHWEST 7TH STREET		C.1915		62 Commercial Style	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	
259	614 NORTH SHARTEL		1907		40 Late Victorian	01A SINGLE DWELLING	01A SINGLE DWELLING	

TABLE 5: PROPERTIES THAT DO NOT MEET ELIGIBILITY REQUIREMENTS

Resource Number	Address	Property Name	Construction		Stylistic Influence	Historic Use	Present Use
			Date				
001	1024 NORTH CLASSEN BOULEVARD	NUTRITIONAL FOOD CENTER	C.1928	62 Commercial Style	02E SPECIALTY STORE	02E SPECIALTY STORE	
002	910 NORTHWEST 10TH STREET		C.1973	01 No Distinctive Style	NOT APPLICABLE	01B MULTIPLE DWELLING	
003	900 NORTHWEST 10TH STREET		C.1963	70 Modern Movement	NOT APPLICABLE	02B PROFESSIONAL	
004	830 NORTHWEST 10TH STREET		C.1958	70 Modern Movement	02A BUSINESS	02A BUSINESS	
006	810 NORTHWEST 10TH STREET		2011	01 No Distinctive Style	NOT APPLICABLE	12D MEDICAL BUSINESS OFFICE	
007	1015 NORTH SHARTEL AVENUE		C. 1976	01 No Distinctive Style	NOT APPLICABLE	12D MEDICAL BUSINESS OFFICE	
009	813 NORTHWEST 9TH STREET		C. 1909	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
011	1015 NORTH FRANCIS AVENUE		C.1910	83 Folk Victorian	01A SINGLE DWELLING	01A SINGLE DWELLING	
012	907 NORTHWEST 9TH STREET		C. 1907	81 National Folk	01B MULTIPLE DWELLING	01B MULTIPLE DWELKING	
015	535 NORTHWEST 9TH STREET	SAINTS MEDICAL PLAZA	2008	70 Modern Movement		12A HOSPITAL	
017	1033 NORTH WALKER AVENUE		C. 1954	62 Commercial Style	02A BUSINESS	02A BUSINESS	
018	912 NORTH CLASSEN BOULEVARD	THE FRENCH TULIP FLORIST	C. 1960	62 Commercial Style		02E SPECIALTY STORE	
019	914-916 NORTHWEST 9TH STREET		C. 1980	01 No Distinctive Style		01B MULTIPLE DWELLING	
020	910 NORTHWEST 9TH STREET		C. 1906	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
021	927 NORTH FRANCIS AVENUE		C. 1905	40 Late Victorian	01A SINGLE DWELLING	01A SINGLE DWELLING	
022	915 NORTH FRANCIS AVENUE		C. 1907	81 National Folk	01A SINGLE DWELLING	01A SINGLE DWELLING	
024	905 NORTH FRANCIS AVENUE		C. 1905	65 Bungalow/Craftsman	01B MULTIPLE DWELLING	01A SINGLE DWELLING	
027	919 NORTHWEST 8TH STREET		2009	80 Other		01A SINGLE DWELLING	
028	828 NORTHWEST 9TH STREET		C. 2010	01 No Distinctive Style		97 UNKNOWN	
035	813 NORTHWEST 8TH STREET		C. 1916	45 Queen Anne	01A SINGLE DWELLING	98 VACANT/NOT IN USE	
040	608 NORTHWEST 9TH STREET		C. 1970	70 Modern Movement		12D MEDICAL BUSINESS/OFFICE	
042	701 NORTHWEST 8TH STREET	SKYLINE URBAN MINISTRY CHURCH/1ST GERMAN ME CHURCH	1907	54 Late Gothic Revival	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	
044	820 NORTH CLASSEN BOULEVARD	CLASSEN INN MOTEL	C. 1962	70 Modern Movement	01D HOTEL	01D HOTEL	
046	912-914 NORTHWEST 8TH STREET		C. 1906	01 No Distinctive Style	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	
049	900 NORTHWEST 8TH STREET		C. 1910	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
050	815 NORTH FRANCIS AVENUE		C. 1930	80 Other	01A SINGLE DWELLING	01A SINGLE DWELLING	
059	801 NORTHWEST 7TH STREET		C. 1964	80 Other		98 VACANT/NOT IN USE	
061	815 NORTHWEST 7TH STREET		C. 1905	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
062	817 NORTHWEST 7TH STREET		C. 1905	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
063	819 NORTHWEST 7TH STREET		C. 1905	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
064	825 NORTHWEST 7TH STREET		C. 2010	80 Other		01A SINGLE DWELLING	
065	829 NORTHWEST 7TH STREET		C. 1906	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
066	901 NORTHWEST 7TH STREET		C. 1984	80 Other	01A SINGLE DWELLING	01B MULTIPLE DWELLING	
068	818-820 NORTH LEE AVENUE	TAMARA TOWNHOUSES	C. 1984	01 No Distinctive Style		01B MULTIPLE DWELLING	
069	614 NORTHWEST 8TH STREET		C. 1902	40 Late Victorian	01A SINGLE DWELLING	01A SINGLE DWELLING	
072	615 NORTHWEST 7TH STREET		C. 1925	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
073	619 NORTHWEST 7TH STREET		2005	81 National Folk	01A SINGLE DWELLING	01A SINGLE DWELLING	
074	621 NORTHWEST 7TH STREET		C. 1905	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING	
075	627 NORTHWEST 7TH STREET		C. 1910	40 Late Victorian	01A SINGLE DWELLING	01A SINGLE DWELLING	
078	719 NORTH FRANCIS AVENUE		2010	80 Other		01A SINGLE DWELLING	
079	712 NORTH FRANCIS AVENUE		C. 1925	61 Prairie School	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	
080	834 NORTHWEST 7TH STREET		2008	80 Other		01A SINGLE DWELLING	
081	832 NORTHWEST 7TH STREET		2000	65 Bungalow/Craftsman		01A SINGLE DWELLING	
082	824 NORTHWEST 7TH STREET		2011	80 Other		01A SINGLE DWELLING	
085	719 NORTH SHARTEL AVENUE	BRADY, HOMSEY AND WARREN LAW OFFICE	C. 1984	80 Other		02B PROFESSIONAL	
087	925 NORTHWEST 6TH STREET	EULBERG LAW OFFICE	C. 1950	62 Commercial Style	02E SPECIALTY STORE	02B PROFESSIONAL	
088	700 NORTHWEST 7TH STREET	VALIR HEALTH REHABILITATION	1970 & 1993	80 Other		12D MEDICAL BUSINESS/OFFICE	
091	614 NORTHWEST 7TH STREET		2011	80 Other		01A SINGLE DWELLING	
095	621 NORTHWEST 6TH STREET		C. 1967	70 Modern Movement		02B PROFESSIONAL	
100	721 NORTH LEE AVENUE	VALIR HEALTH REHABILITATION	1970 AND 1980	80 Other		12D MEDICAL BUSINESS/OFFICE	
254	100 SOUTHEAST 2ND STREET	BRICKTOWN SELF-STORAGE	1995	80 Other	02H WAREHOUSE	02H WAREHOUSE	
107	801 NORTHWEST 5TH STREET	ARROW ASKINS BAIL BONDS	1903	65 Bungalow/Craftsman	01A SINGLE DWELLING	02A BUSINESS	
101	916 NORTHWEST 6TH STREET	CRUISER'S DIVISION SOUTHWEST	1961	62 Commercial Style	02A BUSINESS	02A BUSINESS	
103	820 NORTHWEST 6TH STREET	WHITAKER APARTMENTS	1901	65 Bungalow/Craftsman	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	
104	812 NORTHWEST 6TH STREET		1972	01 No Distinctive Style	97 UNKNOWN	98 VACANT/NOT IN USE	
105	808 NORTHWEST 6TH STREET		1969	62 Commercial Style	02A BUSINESS	02A BUSINESS	
106	800 NORTHWEST 6TH STREET	STAND-BY SERVICES, LLC	1960	62 Commercial Style	02A BUSINESS	02A BUSINESS	

TABLE 5: PROPERTIES THAT DO NOT MEET ELIGIBILITY REQUIREMENTS

108	801 NORTHWEST 5TH STREET		1903	65 Bungalow/Craftsman	01C SECONDARY STRUCTURE	01A SINGLE DWELLING
109	821 NORTHWEST 5TH STREET	CITY GLASS OKC	1984	62 Commercial Style	02A BUSINESS	02A BUSINESS
102	900-906 NORTHWEST 6TH STREET		1962	62 Commercial Style	02A BUSINESS	02A BUSINESS
110	722 NORTHWEST 6TH STREET	KEN BOYER BAIL BONDS	1947	62 Commercial Style	97 UNKNOWN	02A BUSINESS
111	712 NORTHWEST 6TH STREET		1922	01 No Distinctive Style	97 UNKNOWN	98 VACANT/NOT IN USE
112	630 NORTHWEST 6TH STREET		1903	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING
113	622 NORTHWEST 6TH STREET		1910	65 Bungalow/Craftsman	01A SINGLE DWELLING	01A SINGLE DWELLING
114	616 NORTHWEST 6TH STREET	THARASENA PROPERTIES	1910	82 Shotgun	97 UNKNOWN	02A BUSINESS
115	604 NORTHWEST 6TH STREET		1910	81 National Folk	01A SINGLE DWELLING	01A SINGLE DWELLING
116	601 NORTHWEST 5TH STREET	A GOOD EGG DINING GROUP	1912	62 Commercial Style	97 UNKNOWN	02G RESTAURANT
117	617 NORTHWEST 5TH STREET		2011	70 Modern Movement	96 WORK IN PROGRESS	96 WORK IN PROGRESS
119	701 NORTHWEST 5TH STREET	BOB MOORE COLLISION TRAINING CENTER	1961	62 Commercial Style	02A BUSINESS	02E SPECIALTY STORE
120	522 NORTH CLASSEN BOULEVARD	FRED'S SIGN COMPANY	1955	62 Commercial Style	02A BUSINESS	02E SPECIALTY STORE
121	918-922 NORTHWEST 5TH STREET	FASTENAL/JB DIGITAL SIGNS	1930	62 Commercial Style	02E SPECIALTY STORE	02E SPECIALTY STORE
122	906 NORTHWEST 5TH STREET	ROGER'S SAFE AND LOCK	1912	65 Bungalow/Craftsman	01A SINGLE DWELLING	02A BUSINESS
123	820 NORTHWEST 5TH STREET	OKLAHOMA CITY CENTRAL FIRE DISTRICT	1999	70 Modern Movement	04D FIRE STATION	04D FIRE STATION
124	700 NORTHWEST 5TH STREET	BOB MOORE COLLISION CENTER	1951	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
125	616 NORTHWEST 5TH STREET		1956	70 Modern Movement	97 UNKNOWN	98 VACANT/NOT IN USE
126	511 NORTH DEWEY AVENUE		1955	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
127	605 NORTHWEST 4TH STREET		1909	62 Commercial Style	97 UNKNOWN	98 NOT IN USE/VACANT
128	705 NORTHWEST 4TH STREET	MAGIC CLEANER	1930	70 Modern Movement	97 UNKNOWN	98 VACANT/NOT IN USE
129	729 NORTHWEST 4TH STREET	Demolished	1904	83 Folk Victorian	01A SINGLE DWELLING	98 VACANT/NOT IN USE
130	733 NORTHWEST 4TH STREET	THE NEIGHBORHOOD LOUNGE	1930	62 Commercial Style	97 UNKNOWN	02G RESTAURANT
131	508 NORTH SHARTEL AVENUE	Demolished	1907	83 Folk Victorian	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING
132	817 NORTHWEST 4TH STREET	ADAMSON SIGN COMPANY	1948	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
133	819 NORTHWEST 4TH STREET	SR. BJ'S PANTRY	1938	62 Commercial Style	97 UNKNOWN	02C ORGANIZATIONAL
134	821 NORTHWEST 4TH STREET	DIRECT MAIL PRINTING SERVICE AND FOREIGN CARRIAGE	1947	62 Commercial Style	97 UNKNOWN	97 UNKNOWN
135	825 NORTHWEST 4TH STREET	YORK INVESTMENT LOANS	1945	71 Moderne	97 UNKNOWN	02A BUSINESS
136	829-833 NORTHWEST 4TH STREET	ADVOCACY INC./RED RIVER PHOTOGRAPHY	1935	55 Mission/Spanish Colonial Revival	97 UNKNOWN	02A BUSINESS
137	901 NORTHWEST 4TH STREET	SIGNWORKS	1985	62 Commercial Style	97 UNKNOWN	02A BUSINESS
138	915 NORTHWEST 4TH STREET	OKLAHOMA MATTRESS	1948	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
139	921-923 NORTHWEST 4TH STREET	EQUIPMENT SUPPLY AND REPAIR	1946	62 Commercial Style	97 UNKNOWN	02A BUSINESS
140	504 NORTH CLASSEN BOULEVARD	GEM MOTORS	1965	01 No Distinctive Style	97 UNKNOWN	02E SPECIALTY STORE
141	830 NORTHWEST 4TH STREET	SHERWIN WILLIAMS	1926	62 Commercial Style	97 UNKNOWN	02A BUSINESS
142	820 NORTHWEST 4TH STREET	SHERWIN WILLIAMS	1955	70 Modern Movement	97 UNKNOWN	02E SPECIALTY STORE
143	800 NORTHWEST 4TH STREET	ALTERNATE CHOICE	1936	70 Modern Movement	97 UNKNOWN	02A BUSINESS
144	817 DEAN A MCGEE AVENUE	STONETWORKS	1940	01 No Distinctive Style	97 UNKNOWN	02E SPECIALTY STORE
145	820 DEAN A MCGEE AVENUE		1929	80 Other	97 UNKNOWN	98 VACANT/NOT IN USE
146	806 DEAN A MCGEE AVENUE	ADDISON'S ARCHITECTURAL SALVAGE	1935	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
147	800 DEAN A MCGEE AVENUE	GILBERT HOWELL BAIL BONDS	1945		97 UNKNOWN	02E SPECIALTY STORE
148	803-805 ROBERT S. KERR AVENUE	HOCK AND ASSOCIATES LAW OFFICE/EDEN BAIL BONDS	1950	55 Mission/Spanish Colonial Revival	97 UNKNOWN	02B PROFESSIONAL
149	809 ROBERT S. KERR AVENUE	JERRY DOWELL'S SURETY BAIL BONDS	1947	62 Commercial Style	97 UNKNOWN	02A BUSINESS
150	811 ROBERT S. KERR AVENUE	COLT BAIL BONDS/ZIEGLER BAIL BONDS	1949	62 Commercial Style	97 UNKNOWN	02A BUSINESS
151	815-31 ROBERT S. KERR AVENUE		1930	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
152	853 ROBERT S. KERR AVENUE	SYCAMORE SQUARE	1951	62 Commercial Style	97 UNKNOWN	97 UNKNOWN
153	600 NORTHWEST 4TH STREET	LEGACY AT ARTS DISTRICT	1982	70 Modern Movement	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING
154	301 NORTH WALKER AVENUE	MIDTOWN PLAZA	2007	70 Modern Movement	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING
155	435 NORTH WALKER AVENUE	OKLAHOMA STATE PUBLIC SAFETY COMMUNICATIONS CENTER	2004	55 Mission/Spanish Colonial Revival	02B PROFESSIONAL	02B PROFESSIONAL
156	715 ROBERT S. KERR AVENUE	COUNTY SHERIFF'S DEPARTMENT	1985	70 Modern Movement	04E GOVERNMENT OFFICE	04E GOVERNMENT OFFICE
157	201 NORTH SHARTEL AVENUE	OKLAHOMA CITY GENERAL SERVICES OFFICE	1990	70 Modern Movement	04C CORRECTIONAL FACILITY	04C CORRECTIONAL FACILITY
158	115 NORTH SHARTEL AVENUE	SMC CONSULTING ENGINEERS, P.C.	1940	55 Mission/Spanish Colonial Revival	97 UNKNOWN	04E GOVERNMENT OFFICE
159	815 WEST MAIN STREET		1940	62 Commercial Style	97 UNKNOWN	02B PROFESSIONAL
160	913 WEST MAIN STREET	OKLAHOMA JOB SERVICE	1930	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
161	923 WEST MAIN STREET	SOUTHWEST TILE AND MARBLE DISTRICT	1920	62 Commercial Style	02A BUSINESS	02A BUSINESS
162	100 NORTH CLASSEN BOULEVARD	OKLAHOMA TRANSMISSION SUPPLY	1965	62 Commercial Style	02A BUSINESS	02A BUSINESS
163	927 NORTHWEST 1ST STREET	AC DELCO OIL FIELD IGNITION	1935	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
164	200 NORTH CLASSEN BOULEVARD	AMERICAN CHORAL DIRECTORS ASSOCIATION	1940	62 Commercial Style	02E BUSINESS	02E BUSINESS
165	545 COUCH DRIVE		2003	70 Modern Movement	02C ORGANIZATIONAL	02C ORGANIZATIONAL
166	531 COUCH DRIVE	COLE AND REED CRA	1950	70 Modern Movement	97 UNKNOWN	02B PROFESSIONAL

TABLE 5: PROPERTIES THAT DO NOT MEET ELIGIBILITY REQUIREMENTS

167	511 COUCH DRIVE		1930	70 Modern Movement	97 UNKNOWN	02A BUSINESS
168	501 COUCH DRIVE	WINDSTREAM	1948	70 Modern Movement	97 UNKNOWN	02A BUSINESS
182	626 WEST MAIN STREET		1940	62 Commercial Style	02A BUSINESS	02A BUSINESS
183	609-611 WEST SHERIDAN AVENUE		1980	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
184	615-617 WEST SHERIDAN AVENUE		1920	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
190	729 WEST SHERIDAN AVENUE	JHBR ARCHITECTS	1945	62 Commercial Style	10A MANUFACTURING FACILITY	02B PROFESSIONAL
191	936 WEST SHERIDAN AVENUE	TACO BELL	1988	80 Other	02F RESTAURANT	02F RESTAURANT
192	910 WEST SHERIDAN AVENUE	SONIC	2005	80 Other	02G RESTAURANT	02G RESTAURANT
198	827-829 WEST CALIFORNIA AVENUE	REFUGE OKLAHOMA	2000	01 No Distinctive Style	97 UNKNOWN	06A RELIGIOUS STRUCTURE
200	710-712 WEST SHERIDAN AVENUE	TRUE COLOR PHOTO, INC.	1935	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
206	614 WEST SHERIDAN AVENUE	SECTOR 614	1948	62 Commercial Style	97 UNKNOWN	99 OTHER
207	17 SOUTH DEWEY AVENUE	BETTER BUSINESS BUREAU	1945	01 No Distinctive Style	97 UNKNOWN	02B PROFESSIONAL
208	617 WEST CALIFORNIA AVENUE		1940	45 Queen Anne	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING
209	619 WEST CALIFORNIA AVENUE		1920	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
210	623 WEST CALIFORNIA AVENUE	DAVIS ENGINEERING	1920	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
211	631 WEST CALIFORNIA AVENUE		1950	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
212	711 WEST CALIFORNIA AVENUE	WELDON PARTS INC.	1950	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
215	800 WEST CALIFORNIA AVENUE	CITY RESCUE MISSION	1926, 1956, 2173	Art Deco	03C CIVIC	03C CIVIC
218	712 WEST CALIFORNIA AVENUE	DUMONT'S	1990	01 No Distinctive Style	02A BUSINESS	02A BUSINESS
219	706 WEST CALIFORNIA AVENUE	RIO PRESS	1950	62 Commercial Style	97 UNKNOWN	02A BUSINESS
220	711 WEST RENO AVENUE	OKLAHOMA CITY CENTRAL MAINTENANCE	1990	01 No Distinctive Style	04I PUBLIC WORKS	04I PUBLIC WORKS
221	725 WEST RENO AVENUE	CITY RESCUE MISSION-JOB PLACEMENT CENTER	1910	62 Commercial Style	97 UNKNOWN	02B PROFESSIONAL
222	620 WEST CALIFORNIA AVENUE	ROSS GROUP	1950	62 Commercial Style	97 UNKNOWN	02A BUSINESS
223	600 WEST CALIFORNIA AVENUE	OFFICE FURNITURE UNLIMITED	1948	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
224	601 WEST RENO AVENUE	CITY UNIVERSAL BODY PARTS	1960	62 Commercial Style	02E SPECIALTY STORE	02E SPECIALTY STORE
225	621 WEST RENO AVENUE	CENTRAL STAR MOTORS	2000	01 No Distinctive Style	02A BUSINESS	02A BUSINESS
226	627 WEST RENO AVENUE	A&B WHOLESALE MARKET	1951	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
227	516 WEST CALIFORNIA AVENUE		1983	70 Modern Movement	02A BUSINESS	02A BUSINESS
228	510 WEST CALIFORNIA AVENUE		1920	62 Commercial	02A BUSINESS	98 VACANT/NOT IN USE
229	517 WEST RENO AVENUE	PEACOCK RESTAURANT	2003	62 Commercial Style	97 UNKNOWN	02G RESTAURANT
230	428 WEST CALIFORNIA AVENUE	MCALPINE CENTER	1950	70 Modern Movement	02A BUSINESS	02A BUSINESS
231	400 WEST CALIFORNIA AVENUE	ARTS COUNCIL OF OKLAHOMA CITY	1950	70 Modern Movement	02A BUSINESS	02A BUSINESS
232	123 SOUTH HUDSON AVENUE		1922	70 Modern Movement	02A BUSINESS	02A BUSINESS
233	413 WEST RENO AVENUE		1950	62 Commercial Style	97 UNKNOWN	16 TRANSPORTATION
234	409 WEST RENO AVENUE	LA LUNA MEXICAN CAFÉ	1950	62 Commercial Style	97 UNKNOWN	02G RESTAURANT
235	116 SOUTH WALKER AVENUE		1922	70 Modern Movement	97 UNKNOWN	02A OFFICE BUILDING
236	301 WEST RENO AVENUE	MYRIAD BOTANICAL GARDENS	1988	70 Modern Movement	15B PARK	15B PARK
237	1 MYRIAD GARDENS	COX COMMUNICATIONS CENTER	1972	70 Modern Movement	03C CIVIC	03C CIVIC
239	728 WEST RENO AVENUE	BUMPER RECONDITIONING	1945	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
240	720 WEST RENO AVENUE	DC BUMPER EXCHANGE	1937	62 Commercial Style	97 UNKNOWN	02A BUSINESS
241	708 WEST RENO AVENUE	DON'S COLLISION REPAIR	1937	62 Commercial Style	97 UNKNOWN	02A BUSINESS
242	704 WEST RENO AVENUE	AUTOMOTIVE SERVICES	1930	62 Commercial Style	97 UNKNOWN	98 VACANT/NOT IN USE
243	626 WEST RENO AVENUE	ABC FURNITURE	1940	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
244	500 WEST RENO AVENUE	ABC OFFICE FURNITURE CENTER	1983	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
245	500 WEST RENO AVENUE	ABC OFFICE FURNITURE CENTER	1940	62 Commercial Style	97 UNKNOWN	02E SPECIALTY STORE
246	412 WEST RENO AVENUE	SALES DEPARTMENT	2005	62 Commercial Style	02B BUSINESS	98 VACANT/NOT IN USE
247	223 SOUTH WALKER AVENUE	RANDY COLEMAN PHOTOGRAPHY	1940	62 Commercial Style	98 UNKNOWN	02B PROFESSIONAL
248	215 SOUTH WALKER AVENUE	HUMPHREY'S	1940	62 Commercial Style	98 UNKNOWN	02A BUSINESS
249	517 SOUTHWEST 2ND STREET	OKLAHOMA CITY HALFWAY HOUSE, INC	1980	80 Other	97 UNKNOWN	01E INSTITUTIONAL HOUSING
250	301 SOUTH HUDSON AVENUE	IRA'S TIRE SHOP	1959	62 Commercial Style	02A BUSINESS	02A BUSINESS
251	220 SOUTHWEST 2ND STREET	FRED JONES PARTS DEPARTMENT	1990	62 Commercial Style	02A BUSINESS	02A BUSINESS
252	100 WEST RENO AVENUE	OKLAHOMA CITY ARENA	2008	70 Modern Movement	08E SPORTS FACILITY	08E SPORTS FACILITY
253	2 WEST RENO AVENUE	COURTYARD BY MARRIOTT	2003	80 Other	01D HOTEL	01D HOTEL
255	424 WEST CALIFORNIA AVENUE	MORRIS TUCKER ARTS TOWER	1985	80 Other-Tower	97 UNKNOWN	03C CIVIC
256	146 SOUTH EK GAYLORD AVENUE	AMTRAK PLATFORM	1999	80-Train Platform	16 A RAIL RELATED	16A RAIL RELATED
258	NORTH CLASSEN BOULEVARD, ROBERT KERR, NORTHWEST 4TH STREET	OG&E SUBSTATION				
			1990	80 Other-Substation	10D ENERGY FACILITY	10D ENERGY FACILITY

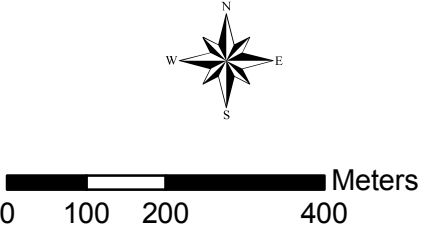
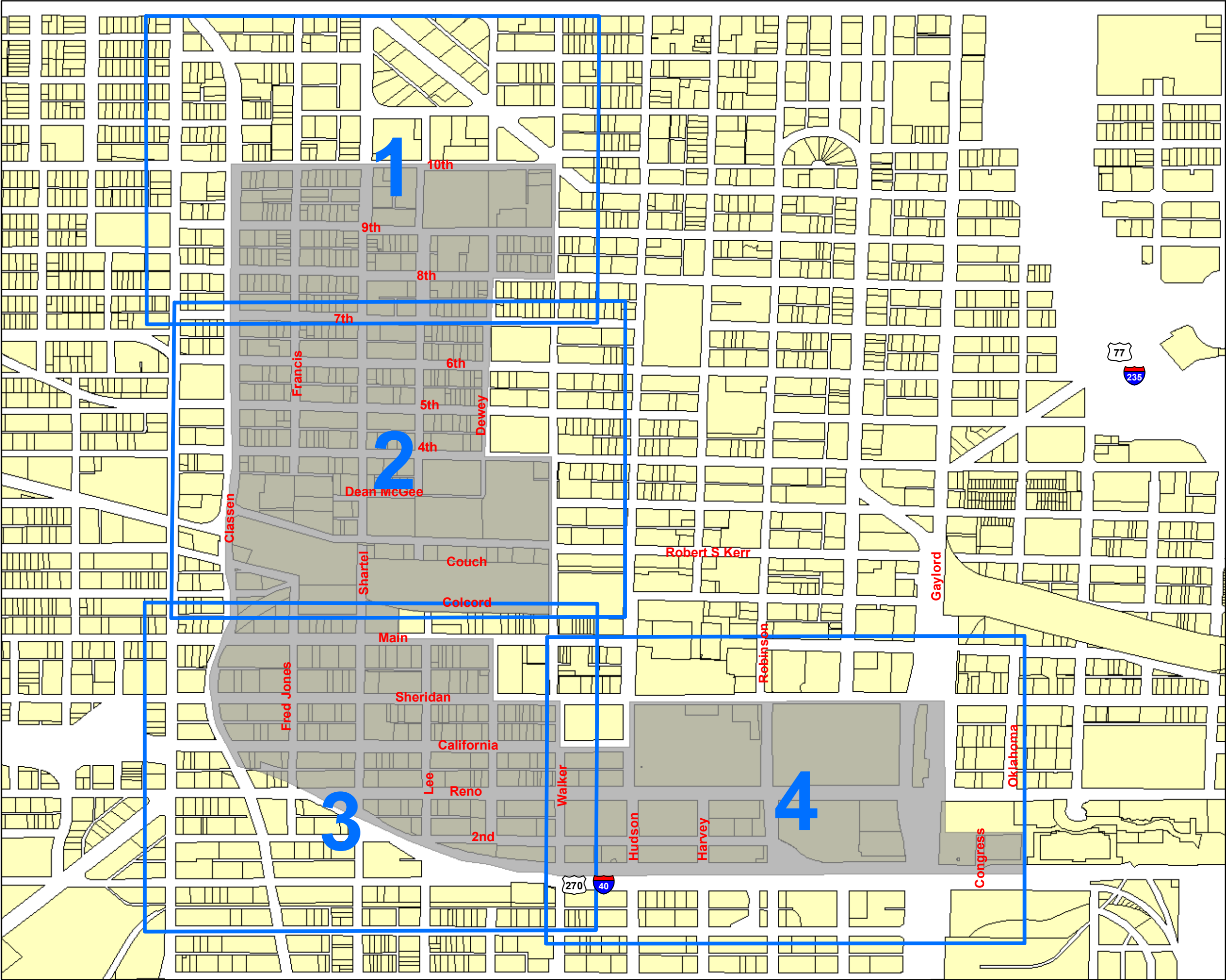
Appendix B: Maps

Oklahoma City
Historic Preservation
Survey

Legend

Map Page Index

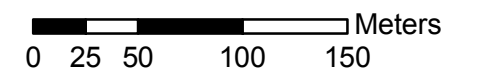
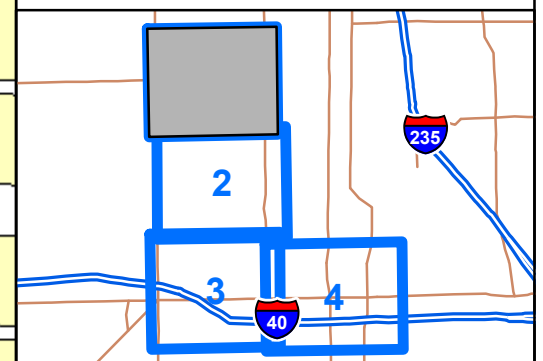
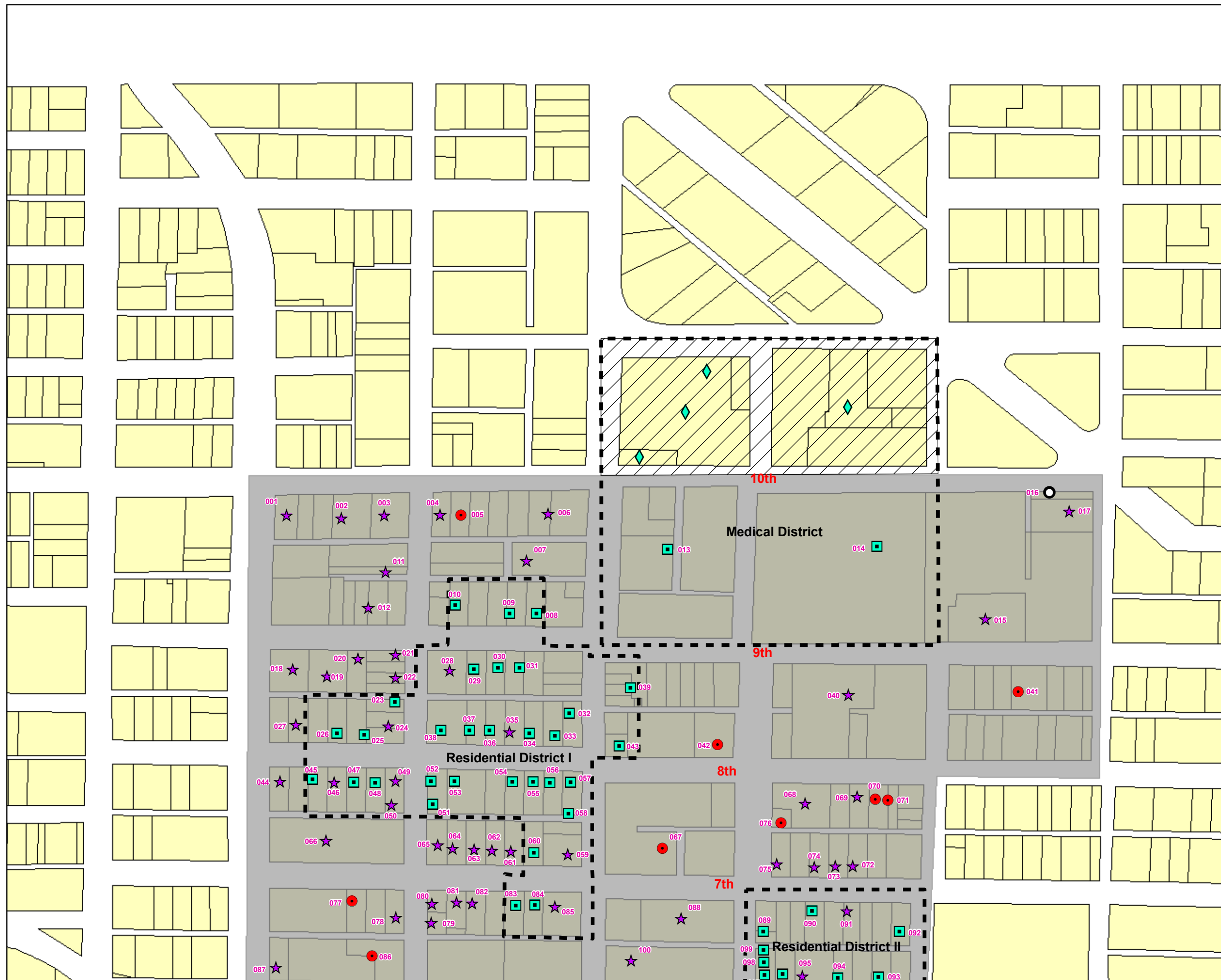
2011 Survey Area



Oklahoma City Historic Preservation Survey Map 1

Legend

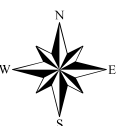
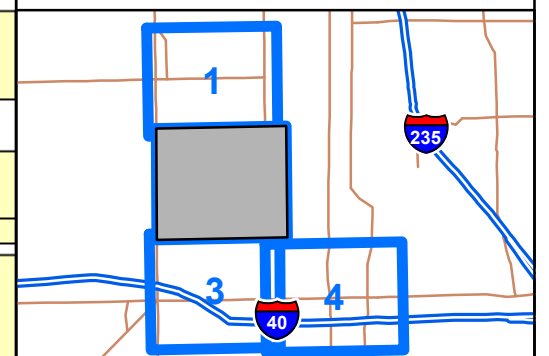
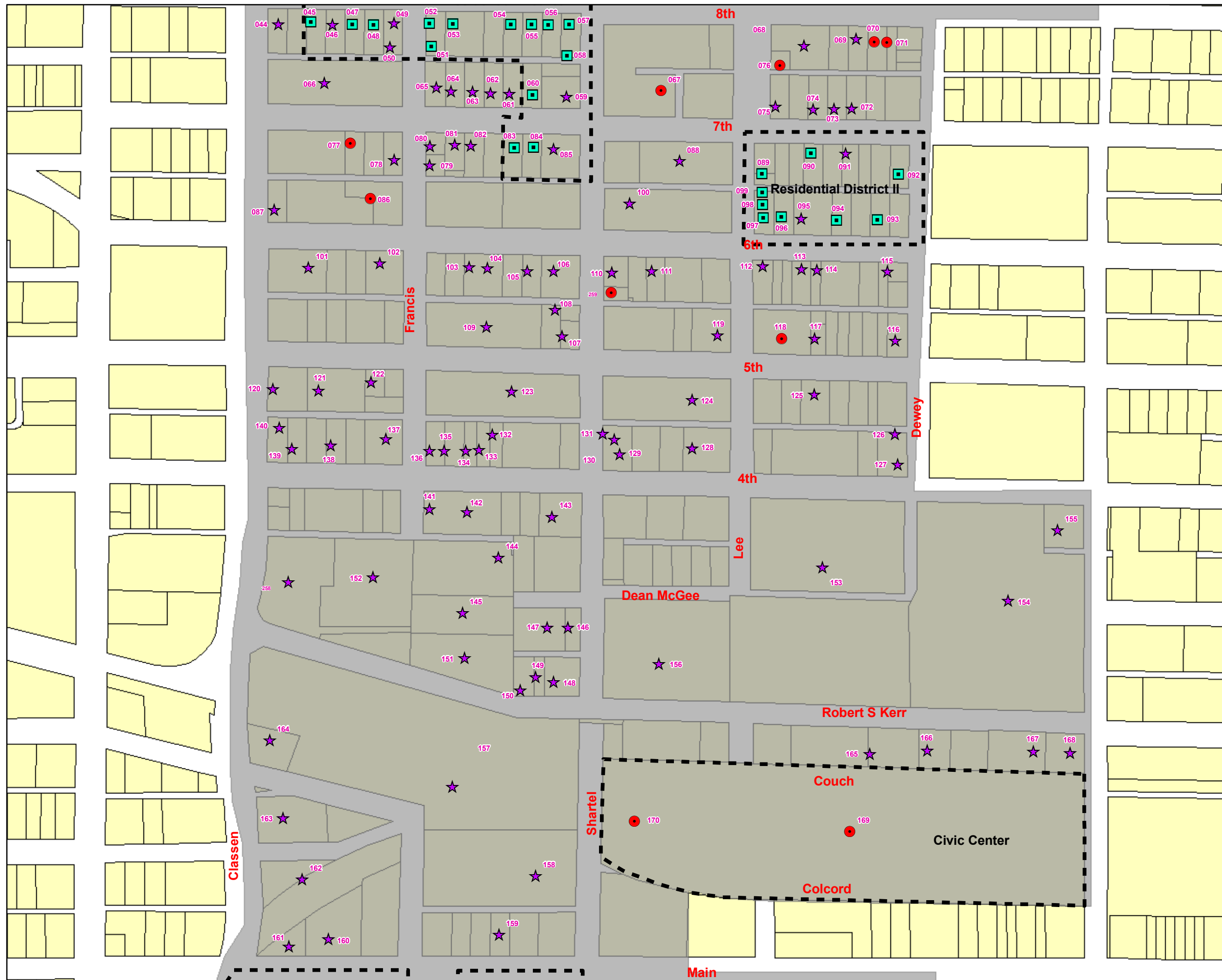
- ★ Not Eligible (due to age or integrity)
- Individually Eligible for the National Register
- Contributing to a Historic District
- ◆ 2010 Survey: Contributing to a Historic District
- Individually Listed on the National Register
- Proposed Historic District
- ▨ Surveyed in 2010
- 2011 Survey Area



Oklahoma City Historic Preservation Survey Map 2

Legend

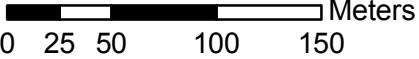
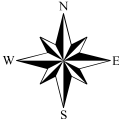
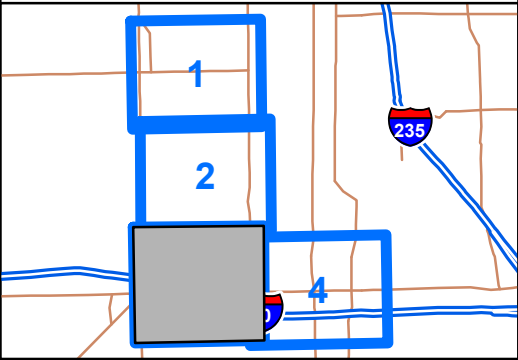
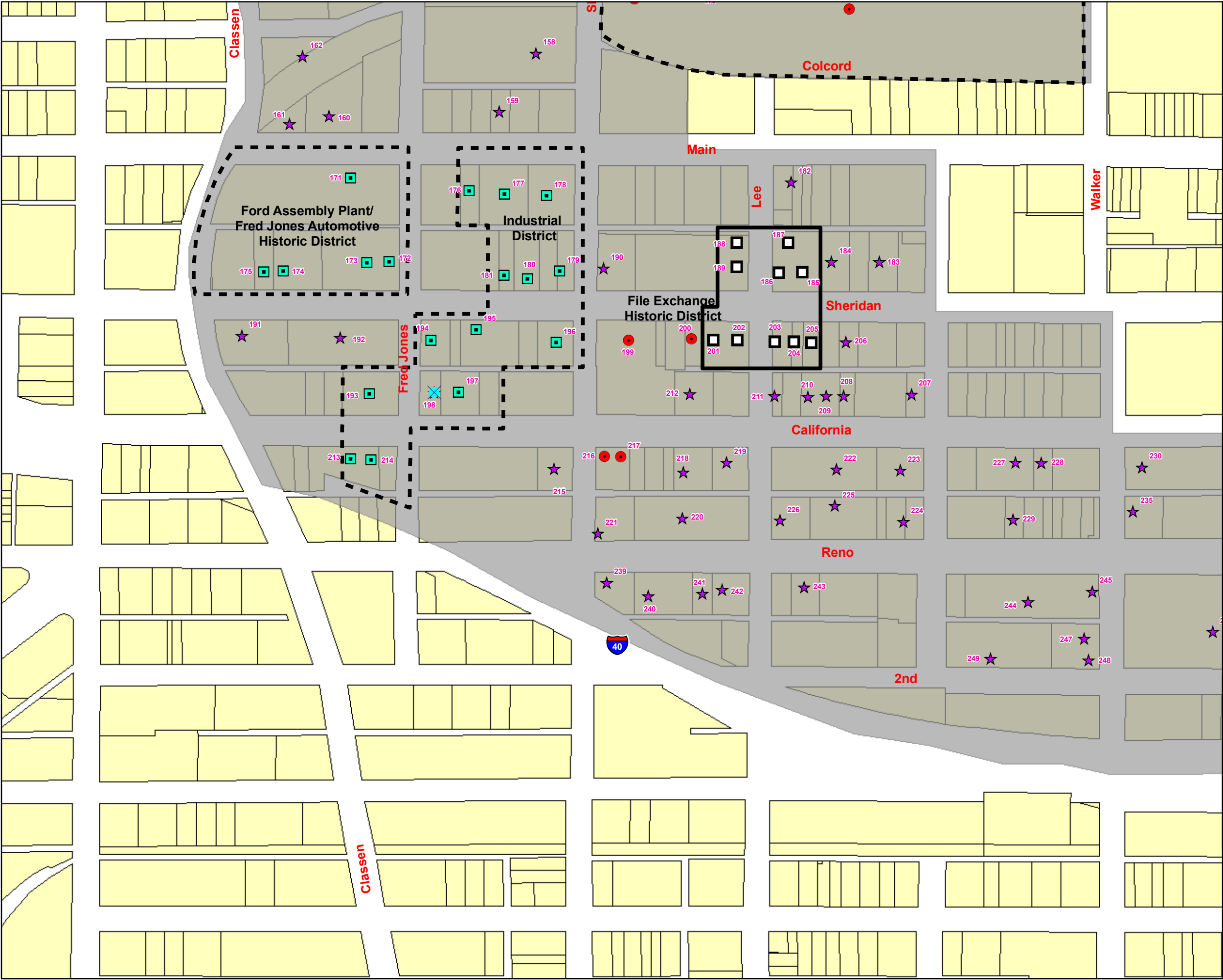
- ★ Not Eligible (due to age or integrity)
- Individually Eligible for the National Register
- Contributing to a Historic District
- Proposed Historic District
- 2011 Survey Area



0 25 50 100 150 Meters

Oklahoma City
Historic Preservation
Survey
Map 3

- Legend**
- ☆ Not Eligible (due to age or integrity)
 - Individually Eligible for the National Register
 - Contributing to a Historic District
 - Contributing to a District Listed on the National Register
 - District Listed on the National Register
 - Proposed Historic District
 - 2011 Survey Area



Oklahoma City
Historic Preservation
Survey
Map 4

- Legend**
- ★ Not Eligible (due to age or integrity)
 - Individually Eligible for the National Register
 - ▣ Contributing to a Historic District
 - ▲ Built After 1976, Should Be Re-evaluated When Near 50 Years
 - ⊕ Demolished
 - 2011 Survey Area

