

CITY OF OKLAHOMA CITY INTENSIVE LEVEL SURVEY OF DOWNTOWN: PHASE 2

by

Deborah Dobson-Brown, Erica Howard, Kate Singleton, and Leann Wheeler

Project Manager: Deborah Dobson-Brown, M.S.

Prepared by:

URS Corporation
1950 Stemmons Freeway, Suite 6000
Dallas, Texas 75207

Prepared for

City Planning Department
City of Oklahoma City
420 W. Main, 9th Floor
Oklahoma City, OK 73102

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Abstract

URS has been contracted by the City of Oklahoma City to perform an intensive level architectural and historical resources investigation for the purposes of conducting the second 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 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 contexts, and database development of the two target survey areas that have been identified by the City of Oklahoma City. The report also presents the results of the intensive level survey; historic contexts of the two target survey areas; discusses potential National Register of Historic Places (NRHP) boundaries for those two target survey areas, and provides recommendations for future work.

1. Introduction

The history and culture of Oklahoma City is represented by its buildings, neighborhoods, physical features and sites. They tell the story of the growth and development of the city from territorial times to present day. The story of the city's history is one of a mix of cultures, ideas and economic forces which are embodied in its historic buildings and patterns of growth.

The cycles of rapid economic growth followed by "bust" times have included the affluence from the discovery of oil followed by dust-bowl years of the Great Depression to the prosperity of post World War II development. The city continues to grow and redevelop its older areas. This growth has meant the loss of buildings and sites that have affiliation to the earlier history of the city. It is these remaining sites and buildings that define and communicate what is important and unique about Oklahoma City and its place in the history of the state and our country.

The purpose of this survey is to identify and evaluate historic and cultural resources giving the city and the state the ability to develop policies and programs to protect, enhance and encourage rehabilitation of resources. This survey will allow the City of Oklahoma City to have an accurate database of the resources within the survey areas, update resource information, and gather new information to provide a useful tool for development well into the future.

Historic preservation is a community and economic development tool used by cities and states. It recognizes the value of historic sites and buildings in conveying the values and aspirations of a community. Governor Brad Henry, in the recent *Economic Impacts of Historic Preservation in Oklahoma* (2009), noted that "the preservation of significant landmarks contributes to a community's quality of life and economic vitality." The report details the economic impact of historic preservation on the state's economy. It asserts that annual economic impact of preservation on the state's economy is \$357 million in direct spending and 8,000 jobs within the state.¹ Additionally, the report found

¹ Economic Impacts of Historic Preservation, 2009, p.4

that homes in historic districts had greater price appreciation than did residential properties in neighborhoods that did not have historic designation.²

To encourage rehabilitation of historic properties, the federal government offers a 20% Rehabilitation Tax Credit for income producing buildings listed on the National Register of Historic Places. The state of Oklahoma offers a 20% State Rehabilitation Tax Credit for buildings listed on the National Register of Historic Places. These incentives can be used together and are powerful tools to encourage historic preservation.

Locally, the city's Comprehensive Plan approved by City Council on September 6, 2000, includes a chapter on historic preservation. It notes that preservation and rehabilitation of historic structures and neighborhoods "keeps our stories alive, giving them a context, confirming their value and clarifying their relevance."³ Listed as direction and action items in this plan are the identification, documentation and local designation of buildings, sites and structures of architectural and/or historical importance and the listing of buildings on the National Register of Historic Places. The multi-phased historic resource survey will help the City and its citizens achieve these goals.

² Ibid, p.16

³ Oklahoma City Plan 2000-2020, Approved by City Council on September 6, 2000, p.107.

2. 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 and collection of data, research was gathered for the two areas of study. 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, 1994; Downtown Oklahoma City Intensive Survey Phase 1 (2009), and thematic surveys of industrial buildings and structures, WPA art and school buildings. Pertinent National Register Nominations of individual properties and historic districts in the survey areas and in close proximity were reviewed. Planning documents from the city were also reviewed. Information in these documents and others were identified and included in the present survey. A search for properties in various federal, state and local registers included the National Register of Historic Places (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 and others maps, newspapers, city and archival records. All this information was included within the historic contexts of the neighborhoods or the survey forms.

3. Project Objectives

Survey Purpose and Scope

URS has been contracted by the City of Oklahoma City to perform historic resources investigations for the purposes of conducting the second phase of a historic resources survey of the Downtown Business District and Downtown Transition Districts.

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.

The purpose of the survey projects is to locate, identify, and document potential buildings, sites, structures, objects and districts in the target survey areas of the City which meet the criteria for listing in the National Register of Historic Places or Oklahoma City local historic designation. The results of the survey projects will provide a basis for nominating eligible properties to the National Register or the City's local historic designation program. The survey will also provide pertinent information for properties located within the boundaries of the City's design review districts. The results of these survey efforts are key elements of the City's historic preservation program and the Comprehensive Plan approved by Council in 2000. Rationale for the integration of the survey program into a historic preservation program is presented in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 48(190), 44716-44742, Thursday, September 29, 1983).

Survey Type

This is an intensive level survey that locates, identifies, and documents potential buildings, sites, structures, objects and districts in the target survey areas of the City which meet the criteria for listing in the National Register of Historic Places or Oklahoma City local historic resource designation. The survey includes field work to identify resources, a review of archival resources for historic and historical information about individual buildings and provides historic contexts, and creates a data base of the information. The database of the field data 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 properties that meet the 50 year threshold for listing on the National Register as well as properties constructed before 1965. Additionally, properties constructed between 1966 and 1976 will also be noted.

4. Survey Area Boundaries

Area 'A' is generally bounded on the north by the half block north of Northwest 13th Street; on the west by North Classen Boulevard between Northwest 13th Street and Northwest 10th Street; and North Broadway Avenue between Northwest 10th Street and Robert S. Kerr Boulevard; on the south by Northwest 10th Street and West Park Place between North Classen Boulevard and North Broadway Avenue and the railroad tracks south of Northeast 1st and Northeast 2nd Streets between North Broadway Avenue and North Russell M. Perry Avenue; and on the east by Highway I-235.

Area 'B' is generally bounded on the north by I-40; on the west by South E.K. Gaylord Boulevard; on the south by the Oklahoma River and on the east by Highway I-35.

5. Methodology

Survey Methodology

An intensive field survey involving the physical inspection of historic-age resources and streetscapes within the two target study areas was conducted. This survey was conducted to determine which buildings, sites, structures, objects and districts in the target survey areas meet the criteria for listing in the National Register of Historic Places individually or as a district or local historic designations. Example sources used in determining contributing and non-contributing elements include, but are not limited to: National Register Bulletins: “How to Apply the National Register Criteria for Evaluation” and “Guidelines for Local Surveys: A Basis for Preservation Planning.” Each resource was assigned a project ID number. The property type and subtype classifications, primary style, architectural description, architect and/or builder, construction date, character-defining features, and preliminary eligibility recommendations were recorded. An inspection of building materials, construction techniques, condition and integrity, and analysis of the location of each resource was conducted during the field effort. The physical inspection of historic buildings and site features included photographing each resource in color digital format.

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.

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

- resource number, as assigned by URS;
- address or location,
- resource is located;
- 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 the condition of a resource is potentially subjective, the terms used to describe the condition within the text (excellent, good, fair, and poor) are defined here. “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. “Ruins” mean that most or all of the resource is missing or destroyed.

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 following information was attempted:

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

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

6. Historic Contexts

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 areas and therefore their development histories. 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 areas 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 areas. 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 areas 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 areas. Specific data results are recorded in the “Survey Results” and attendant sections. Since the survey areas include diverse property types, the contexts will address those property types and attendant development patterns. The following context pertains to the areas 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

6.1 Survey Area A

“Area A” can be seen as four distinct areas that are indicative of the growth and development of Oklahoma City and represent various themes of that development. These areas can be described as follows: the commercial/medical/residential district roughly bounded by Classen on the west, Broadway on the east, Northwest 13th Street on the north and Northwest 10th Street/Park Place on the south; the industrial area that follows the Santa Fe Railroad line from Northwest 13th Street to Northwest/Northeast 2nd Street; the commercial area that includes the Maywood/Harrison area, and Deep Deuce, from Northeast 3rd Street to Northeast 1st Street. These areas each represent facets of development from the early 1900s to current day.

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.⁴ 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 areas 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

⁴ Larry Johnson. *What Was Here Before? Oklahoma before the Run*. Published on Oklahoma Images, the Oklahoma City Metropolitan Library website, accessed September 11, 2010.

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.

Oklahoma City continued to grow due to the war related industries. In the post-World War II era, those industries and oil and gas 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 mid-town also. 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 Renewal Authority 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 the downtown and mid-town areas 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 1990s but continued to grow and gain population and wealth.

Transportation and Residential and Commercial 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 tools, 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.

The first section of Area "A" bounded by Classen, Broadway, Northwest 13th Street and 10th Street/ Park Place began as a residential area. Early Sanborn Fire Insurance maps (1894, 1896 and 1898) show Oklahoma City ending around 7th Street with Saint

Anthony's Hospital located on the northern edge. The 1901 Sanborn Map indicates that the city had expanded to 10th Street and across the railroad tracks with the Maywood Addition. The early growth of this area was stymied by a lack of transportation, especially to and from the downtown area which was the employment center. It was Anton Classen and John Shartel who worked together in building the street car lines that would lead to further development of this area and the city as a whole.

Oklahoma City was still relatively compact at the turn of the century. The city had developed residential areas within walking distance of downtown. The lots in these areas were relatively small and there was really no area for the newly prosperous middle and upper classes to show their wealth—through their houses. 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 1908.⁵

Anton Classen arrived in Oklahoma during the land run of 1889, 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.

As with many other western and southwestern cities, the street car lines were the key to the development of the residential areas outside the 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 as well including street grading, gas lines, housing development and jobs.

⁵Cynthia Savage, *Seiber Grocery and Apartment Hotel National Register Nomination*, September 2005, Section 8, page 22.

The first street car franchise was awarded in December 1901 to the Metropolitan Railway Company owned in part by John Shartel but 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; 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 NW 13th Street in 1903, right along the trolley line. Then the line proceeded west along 13th Street and connected with a line that came up Walker Avenue from downtown. Both of these lines went through Classen's Highland Parked and Marquette Additions. John Shartel had purchased the land in the Florence Addition starting in 1899. A review of the Sanborn Fire Insurance map for 1901 (page 11) shows houses sparsely scattered throughout these additions. The 1904 Sanborn Fire Insurance map has several pages dedicated to the area (pages 11, 12, 21 and 22) 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. The housing in the area included large homes such as the Colcord mansion (421 NW 13th Street no longer extant), the Herskowitz/Rienhart home (515 Northwest 13th Street), the Maney residence (1200 North Shartel) and the later Day (1224 N. Shartel) and Smesler (725 Northwest 11th) houses. Other extant homes are located along Classen Boulevard (now Drive), Northwest 12th Street and Shartel Avenue. The buildings were designed in the latest styles reflecting the new found wealth of the city including Neo-Classical, Prairie, Tudor and Craftsman.

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.⁶ Between 1907 and 1910 housing construction rates doubled, and expanded passed 13th Street.

Development of the street car lines continued as did as 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, to the northeast to the fairgrounds, southwest to Delmar Gardens and Wheeler Park and south into Stockyards City 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 their homes to work and recreation.

The original development in Survey Area “A” was mainly single family residential but as the area grew, neighborhood services were needed. By 1906, Classen Boulevard (now Drive) had been platted on a diagonal so a corner of it would be on Walker Avenue, one of the routes of the street car line. A drugstore and store were located on Broadway Circle.⁷ Fire Station Number 3 was located at Columbus (now Park) and Hudson.⁸ As this area became the prime residential district, churches and other services began to move in. St. Anthony’s Hospital occupied a block bounded by Northwest 10th Street and North Dewey Avenue, Northwest 9th and North Lee Avenue. Beginning around 1910, for the convenience of their parishioners, many of the city’s churches located along North Walker Avenue, a street car route. The First Church of the Christ Scientist, First Baptist Church, Oklahoma Baptist Building and Temple B’Nai Israel (no longer extant) located there. St. Luke’s Methodist Church (adjacent to the survey area) is located at Northwest 8th Street and Walker Avenue. First Lutheran Church located nearby at Northwest 12th and Robinson Avenue, one block away from the Broadway street car route.

⁶ Kim Bender, *Oklahoma City’s First Transit System*, *Chronicles of Oklahoma*, Vol. 72, No. 2, Summer 1994, p. 145

⁷ Sanborn Fire Insurance Maps, 1906, Volume 1, p.10

⁸ Sanborn Fire Insurance Maps, 1906, Volume 1, p.17

By the 1920s, this area had begun a shift from residential to commercial development. Commercial and retail development had occurred along Northwest 13th including at Robinson, Hudson and Broadway. Plaza Court (NR 1979) was constructed in 1926-27 to serve the residential area and as medical offices to the nearby St. Anthony's Hospital. Other retail buildings were constructed along Walker Avenue between Northwest 12th Street and Northwest 11th Street. The Seiber Grocery (NR 2005) was constructed in 1922 to serve the surrounding residential neighborhoods. In 1926, the Mid-Continent Insurance Company (NR 1978) broke ground for a new headquarters at 1400 Classen Drive (formerly Boulevard). The company chose to situate this handsome Neo-Classical building on the edge of the prosperous neighborhoods to the north and on the street car line. Interestingly, the allure for commercial development to this area was the prestigious surrounding residential development.

During this time period, apartments began to appear in the area, often located on or next to the street car lines. This area offered excellent access to the street car lines, neighborhood services and close proximity to downtown and emerging employment centers such as St. Anthony's Hospital, other medical facilities and oil companies and related businesses. Because of these aspects, apartments appealed to renters without families. Motion pictures of this time period portrayed the "apartment" lifestyle as sophisticated and modern. The buildings were also more likely to have modern conveniences, including electric refrigerators and gas heat. Unlike boarding or rooming houses, they had the added advantage of privacy and independence. Stylistically, apartments of this era followed single family residential styles including Tudor, Craftsman and Spanish Revival.

Apartments were constructed at Harvey and Northwest 13th, Francis and Northwest 12th Street, the Sieber Apartments and Grocery (1928 and 1922 respectively, NR 2005) at Hudson and Northwest 12th Street and the Mayfair (1931) located at 1315 Broadway Avenue. Other smaller apartment buildings were constructed along Northwest 11th Street and four-plexes and duplexes dotted the area.

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.⁹ 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 and Broadway Avenue. The diagonal design on Classen Boulevard and circle of Broadway Circle are also a physical reminder of the street car lines.

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 influenced how residential areas were developed including boulevards and parks.

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 Improvements 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.¹⁰ It is important to note that real estate developers such as Classen and G.A. Nichols followed tenets of this movement. Classen

⁹ Cynthia Savage, p.22.

¹⁰ Sally Schwenk, *Oklahoma City Intensive Level Survey, Phase*, City of Oklahoma, September 2009, p.39.

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. Additionally, he planted trees throughout his various additions including Highland Park and Marquette. 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. Later, this plan was re-evaluated and completed by Hare and Hare from Kansas City, Missouri. This firm completed many of Kessler’s unfinished projects across the country. 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’s Hospital. The expansion of the hospital to the north and south and expansion of other commercial and institutional uses along Northwest 13th Street 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 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 1899, St. Anthony’s Hospital opened at 1000 N. Lee adjacent to the survey area where the main

buildings stand today. This area and that to the north of Northwest 13th Street included several residential additions, providing patrons for these health services. It was also in close proximity to downtown and the street car line provided easy access throughout. As a result, other medical facilities and offices also located 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 in the southwest corner of the survey area.

Other medical facilities were constructed in the area including Wesley Hospital that opened in 1911 at Northwest 12th Street and Harvey (extant); the State Baptist Hospital (no longer extant), constructed in 1916, located on the block bounded by Northwest 12th Street, Northwest 13th Street, Dewey Avenue and Walker Avenue not far from the First Baptist Church; and Polyclinic Hospital, 1929, at Northwest 13th Street and Robinson Avenue (no longer extant), now Kindred Hospital. Physicians' offices were also constructed including the Doctors Office Building at 400 Northwest 13th Street. Plaza Court Shopping center was built to accommodate retail on the first floor and doctors' offices on the second. The Osler building (1922 and 1928) at 1200 North Walker Avenue was largely doctors' offices.

Growth 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 Pasteur Medical building and parking garage in 1950 and 1959 respectively; the block of medical buildings bounded by North Lee Avenue, Northwest 10th Street, Dewey Avenue and Northwest 11th Street; the Integrated Health building on Northwest 10th Street and Classen Drive; the eleven story Physicians and Surgeons Building, 1211 North Shartel Avenue, constructed in 1962; and other smaller office buildings. This new construction meant the demolition and removal of houses that had been built when the area was home to many prominent businessmen. Social service facilities, augmenting the medical services in the area, located along Northwest 13th Street. These buildings were constructed in the prominent styles of the 1950s and 1960s, most notably the Modern Movement. Again, this continued the change in the neighborhood from residential to commercial.

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 large, impressive churches and religious buildings along and adjacent to North Robinson Avenue earned it the nickname of “Church Row”. An article in the “Daily Oklahoman” noted that “eight of the finest churches of the city are located on North Robinson Avenue for a distance of eight blocks or one for each block.”¹¹ North Robinson Avenue and the nearby streets became the spiritual heart of the city. The buildings reflect the Gothic or Classical Revival styles that were the fashion for religious and public buildings of this time period. These grand buildings resulted from the growth of prosperous middle and upper middle classes who had also built their homes in this area.

The First Baptist Church relocated to North Robinson Avenue and Northwest 11th Street in 1910. They expanded their holdings in the area and constructed the Oklahoma Baptist Building (now the Lawyers Building) across the street from the church. This Baptist Church was considered the fourth largest Baptist congregation in the United States and had the third largest organ.¹² The First Christian Church (adjacent to the survey area) had moved twice in the downtown area before relocating to Northwest 10th Street and North Robinson. The First Lutheran Church, a striking Gothic Revival structure, was built at the corner of Northwest 12th Street and North Robinson. The First Church of the Christ Scientist, an austere Classical Revival building is located at 1200 North Robinson Avenue. Several of the other religious buildings that were in the area are no longer extant, including the Temple B’Nai Israel on Broadway Circle; the First Presbyterian Church, and St. Luke’s Methodist Church. Although not on “church row”, the Pilgrim Congregational Church (1920, NR 1983), located at 1433 Classen Drive, and the First Unitarian Church, 600 Northwest 13th Street, served the same neighborhoods as the churches located on North Robinson Avenue. The Church of Christ and education building at 1109 North Francis Street, now office space, also served this neighborhood.

¹¹ *Oklahoma City Churches Lead Southwest in Religious Work and Splendor of Churches*, The Daily Oklahoman. April 20, 1913, p.30

¹² Ibid.

Villa Teresa

In 1917 Father Soler, a Carmelite priest, recruited three young women from the East Coast to teach in the school he was establishing for a Choctaw parish at Bentley, Coal County. This group of Carmelite nuns eventually became the Congregation of Carmelite Sisters of St. Thésèse of the Infant Jesus. They received full canonical recognition in 1926 and opened a school. The school and convent, known as Villa Teresa, moved to 1300 Classen Drive (formerly Boulevard), in 1932. As the school grew, the Order acquired more property and, in 1940, the school moved out of the convent to 1228 Classen Drive. The Order continued to acquire property including the playground area in 1947; the elementary school was constructed in 1951, and the convent was enlarged in 1967.¹³ The school initially educated Hispanic immigrants that came to Oklahoma City and the United States.

Automobile Alley

In the survey area there are buildings associated with Automobile Alley (NR 1999) although they are not part of the National Register Nomination. The Norton Johnson Buick Building (NR 1998), located at 117-125 Northwest 13th Street, was constructed as part of the development of Automobile Alley. It is a visible reminder of the shift in land use from residential to commercial that occurred starting in the mid-1910s and continues to present day. Other buildings that have automobile related uses are 1225 North Broadway Place, an auto repair building, and 1230 North Robinson, an auto sales and services building. Another building, 1120 North Broadway Circle, may have also had automobile uses.¹⁴

North Broadway Avenue was platted as a thoroughfare and subsequently became a major north-south street, a street car route and later a highway. In 1906, Broadway (then called Dale) extended to Northwest 15th Street.¹⁵ By 1922, the name had been changed to North Broadway Avenue and terminated at Northwest 25th Street.¹⁶ Automobile dealerships and other auto-related uses were located along the street and nearby. This stretch of

¹³ Karen Klinka, *Villa Teresa Celebrates 70th*, Daily Oklahoman, February 17, 2003, Today Section, p.37.

¹⁴ Sanborn Fire Insurance Map, 1922-1949 revised, Volume 2, Page 178.

¹⁵ Sanborn Fire Insurance Map, 1906, Volume 1, Index page.

¹⁶ Sanborn Fire Insurance Map, 1922, Volume 2, Index page.

North Broadway, in 1921, had fifty-two of the seventy-six automobile dealers in the city.¹⁷ The area continued to house many of the car dealerships, repair shops and suppliers through World War II. However, by the 1960s, with the development of suburbs, most of the car dealerships had relocated out of this area.

Industrial/Railroad Related Development

The industrial area that follows the Santa Fe Railroad line from Northwest 13th Street to Northwest/Northeast 2nd Street is another section of Survey Area “A”. 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, traffic trying to move north and south, 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 1933.¹⁸

¹⁷ John Calhoun, et al. Automobile Alley National Register Nomination, 1999, pp.26-27

¹⁸ <http://dougawg.blogspot.com/2007/08/okc-trains-part-2.html>, accessed September 15, 2010.

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 area around the Santa Fe tracks was a mix of residential, industrial and commercial uses. On the west side, between Dale (later North Broadway Avenue) and the Santa Fe tracks, homes lined Northwest 10th, 11th, 12th and 13th Streets and Park Place. However, right behind the homes were industrial uses including the street car barn located at Northwest 13th Street and the railroad tracks.¹⁹ It should be noted that much of the land on the east side of the Santa Fe tracks was Anton Classen's North Highland Parked Addition. The Sifers Candy Company/Cain's Coffee Building was constructed at 1 Northwest 12th Street in 1919 to take advantage of the Santa Fe Railroad tracks. By 1922, several large manufacturing and industrial plants had located along the tracks including Moco Company of America, a tire patch company at Northwest 13th Street and the tracks, Smith Baking Company, directly across the tracks from Moco Company; Chickasaw lumber yard, and Schofield Company Coal and Building Materials at Park Place and the tracks.²⁰ General Baking Company began construction in 1928 and was located across from Sifers Candy/Cain's Coffee at Northeast 12th Street. The current Neighbors Coffee building at Northeast 11th Street and Oklahoma was constructed in 1949 as a wholesale drug warehouse.²¹

On the west side of the tracks, at 11-13 Northwest 8th Street, was the Peerless Oklahoma Company, a plumbing supplier. The building at 1 Northwest 6th Street was a Chevrolet auto parts building (1926). Across the street at 10 Northwest 6th Street was an office and cotton sampling company (1923). Next to the cotton sampling company was a wholesale drug company. Houses filled out the block face and in between these two buildings was a duplex.²²

¹⁹ Sanborn Fire Insurance Maps, 1906, pp. 4 and 11.

²⁰ Sanborn Fire Insurance Maps, 1922, pp. 179, 180, 186.

²¹ Sanborn Fire Insurance Maps, 1922, Republished 1949, p.180, notes "from plans".

²² Sanborn Fire Insurance Maps, 1922, Republished 1949, p. 16.

The transition of the area continued and by the 1950s it was predominately commercial and industrial; the remaining residential was multi-family. Many of these buildings were low rise brick industrial buildings with minimal ornamentation or style. The ones constructed during the post-War years could be considered influenced by the Modern Movement. The area and the buildings remain industrial. When I-235 was constructed in the late 1980s, many of the remaining residences were torn down. Only few residential structures remain on either side of the tracks. One of the last constructed was 10 Northeast 8th Street, built in 1953. Although some of the larger multi-story buildings such as Cain's and the General Baking Building are vacant, the medium and smaller extant industrial buildings are still in use.

Maywood/Harrison—10th to 4th

Survey area "A", between Northeast 10th to Northeast 4th Street and to the east of the Santa Fe Railroad tracks, is part of the original Maywood Addition. This area was in close proximity to downtown and was served by a street car line that traveled from downtown northeast along Harrison Avenue. The line extended past Stiles Park along Northeast 8th Street to the fair grounds and another line was built along Northeast 4th Street. The Maywood Addition was part of the military reservation. It was developed by George Massey and named for his daughter May. The neighborhood continued to experience growth with the addition of the street car lines. Like much of the survey area to the west of the Santa Fe Railroad, it was platted as a residential area. However, the Santa Fe tracks would again change the nature of the adjacent area from residential to commercial and industrial. The area along the east side of the tracks to the north was sparsely populated.²³ By 1906, the area adjacent to the railroad tracks between Northeast 7th and 9th Streets had a railroad siding that served a coal and wood yard. The Western Electric Building (1-9 Northeast 6th Street) was constructed in 1909 and the Southwestern Bell Building next to it was constructed around the same time. By the early 1920s, commercial and industrial encroachment along the tracks was more evident. The uses included automobile repair, an ice plant, baking company, candy factory, and coffee and tea warehouse.

²³ Sanborn Fire Insurance Maps, 1906, pp.11, 20.

Although the Santa Fe Railroad prompted industrial development on either side its tracks in this area, just a few blocks east, the residential area flourished. Churches, schools and shops sprang up to meet the needs of the residents. The Heierding Building (NR 1982), a butcher shop, was constructed in 1914 to serve the surrounding neighborhood. The building, situated on a triangular lot, also had other retail space and three apartments on the second floor for the owners. Another “flat iron” or triangular shaped building was constructed at 126 North Harrison Street in 1924 as a hotel and retail store.

The public school system in the city is represented in this area by the Irving School and the Board of Education Building, located at North Walnut Avenue and Northeast 3rd Street. Before the territory became a state, educational facilities were needed to accommodate the growing population. The citizens had to wait until 1890 until a system of public schools could be created because the Territorial Legislature had not instituted a system for governing. Legislation was passed for establishing and funding a public school system within the city. The city’s Board of Education determined that each of the four wards would have a school. In 1893, the first bond issue passed. This same year the federal government gave the city Military Hill, an area east of the Santa Fe railroad tracks, to be used for educational purposes. A decision was made to build the high school on this property, Irving High School (410 North Walnut Avenue) which was constructed in 1896.²⁴ The original school building was demolished and a new building constructed in 1938 and continued to be expanded through the 1950s. The Board of Education Building (400 North Walnut Avenue) was constructed in 1919 and served the school district until early 1950s.

Much of this area was demolished with the construction of I-235 in the mid-1980s. The original residential fabric has been demolished for the most part. New commercial and industrial structures have been constructed in this area and few of the earlier commercial buildings remain.

²⁴ Larry Johnson, *Early Public Schools in Oklahoma City*, Oklahoma Images, Metropolitan Library System

Deep Deuce

The Deep Deuce area has been documented through surveys, local histories and National Register Nominations. However, similar to the area described above, much of the physical fabric was demolished for I-235 and as part of urban renewal programs. The rich history of this African American community is documented through a few extant structures. This area is generally considered bounded by the Santa Fe Railroad tracks on the east; Northeast 4th Street on the north; the Rock Island tracks on the south, and North High Avenue on the west.

African Americans came to Oklahoma with the Five Civilized Tribes, many as slaves. When the Emancipation Proclamation was signed in 1863, the tribes that sided with the Confederacy did not free their slaves. After the Civil War, the federal government signed treaties with the Native Americans that freed the slaves and gave them allotments of land. African Americans participated along with whites in the Land Run of 1889. They established homes and businesses in the new territory. By the turn of the century, commercial businesses were thriving. During the state Constitutional Convention of 1906, “Alfalfa” Bill Murray led the movement for inclusion of “Jim Crow” laws which legalized segregation.

The area continued to grow and became the premier residential and commercial neighborhood for African Americans in Oklahoma City. Northeast 2nd Street was the commercial hub of the neighborhood, home to the Black Dispatch newspaper, East India Toilet Goods and the Aldridge Theater. In 1916, the City passed a zoning law restricting expansion of the neighborhood and setting Northeast 2nd Street as the northern border. However, a year later these restrictions were struck down by the United States Supreme Court. The border expanded to Northeast 4th Street.²⁵

During the 1920s, Deep Deuce was part of what is viewed as a nationwide “Negro Renaissance”, much like Harlem in New York City and Deep Ellum in Dallas. The area

²⁵ Kerri Robinett, John Calhoun, Maryjo Meacham. *Haywood Building National Register Nomination*. 1995, pp. 10-11.

was home of jazz greats like Charlie Christian and Jimmie Rushing and the Oklahoma City Blue Devils. Author Ralph Ellison and numerous well-known locals including Zelia Breaux, Dr. Haywood, Dr. Frederick Douglass Moon, Dr. Finley and others lived and worked in Deep Deuce. Segregation continued with laws and zoning ordinances passed in 1933 and 1934. The zoning laws were struck down by the State Supreme Court as the earlier ones had been by the U.S. Supreme Court.

As the city grew, many whites abandoned the older areas just north of Deep Deuce. African Americans moved into these neighborhoods and also dispersed into housing constructed under the Federal Housing Authority. Urban renewal and the construction of I-235 in 1988-89 effectively cut the area apart.

The remnants of the neighborhood that are in the survey area can be seen in Calvary Baptist Church (NR 1978) at 300 North Walnut Street; the Haywood Building at 307 Northeast 2nd Street (NR 1995); the Melvin F. Luster House and East India Toilet Company at 300 Northeast 3rd Street (NR 1982); Littlepage Building at 219 North Central Avenue (NR 1995); the Dr. G.E. Finley Building at 128 Northeast 2nd Street; the house adjacent to the Luster house at 304 Northeast 3rd Street; 15 North Central Avenue; 312-314 and 322 Northeast 2nd Street, Elks Victory Lodge/Ruby's Grill (NR 1995), and 300 Northeast 1st Street. The Calvary Church is a handsome Classical structure; the remaining buildings are small scale commercial buildings. The Luster House, an Italianate Revival, and the modest bungalow next door are the only residential buildings still remaining. East India Toilet Goods Company is an unusual resource, a small wood frame commercial building.

6.2 Survey Area B Producers Cotton Seed Oil Mill Area

Area ‘B’ is generally bounded on the north by I-40; on the west by South E.K. Gaylord Boulevard; on the south by the Oklahoma River; and on the east by highway I-35.

Area “B” contains mainly industrial buildings and complexes. It includes the Producers Cotton Seed Oil Mill, portions of which date to the early 1900s. The residential area to the east contains only two extant structures which, by completion of this survey, may have been demolished.

Oklahoma City, even before statehood, became a major distribution and industrial center due to its geographic location and access to rail lines. A large part of the local economy was the processing of agricultural products and their distribution to other markets. 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) all came through Oklahoma City.

Wheat, cotton, and corn were all processed and shipped from Oklahoma City. In 1907, Oklahoma was the sixth largest cotton producing state in the country. The Oklahoma Cotton Compress Company and the Southwestern Cotton Seed Oil Company were located next to each other on the east side of the Santa Fe tracks between what is now Southwest 3rd and 5th Streets. The 1898 Sanborn Map noted that the Cotton Compress Company’s buildings were being finished and would have a capacity of 100 bales an hour. This same map noted that the Southwestern Cotton Seed Oil buildings would be completed and operational by October 1, 1898.²⁶ These bales were often shipped by rail to the port of Galveston, Texas and from there, all over the world.

The area to the south and east of downtown continued to be manufacturing and industrial areas including Bricktown and Packingtown. Over the years, companies such as the Iten Biscuit Company (later Nabisco), Sinclair Refining Company, Makins Sand and Gravel Company, Garrison Milling Company and the Fred Heofer Packing Company were located in this area.

²⁶ Sanborn Fire Insurance Maps, September 1898, p.15.

The Southwestern Cotton Seed Oil Company apparently burned in 1921 and was rebuilt. The Oklahoma Cotton Compress Company became the Liberty Cotton Oil Company, the Terminal Oil Company then the Producers Co-Operative Oil Mill and is still operated today. The buildings in this complex include structures that date back to the early 1900s, the 1920s, the 1940s, and 1950s. This complex of industrial buildings represents the growth of this company and its importance to the economic development of the city. Other buildings in the area include the grain elevator at 200 Southeast 4th Street and the Mid-States Lumber yard at 101 Southeast 4th Street. Some of the buildings in the lumber yard may be early structures associated with the railroad. Newer structures include the metal building for Pull-a-Part automobile salvage and the city maintenance area.

The neighborhood to the east where the city rowing center is now located has only two extant structures left. They are small houses located at 912 Southeast 5th Street. The neighborhood was apparently both African American and white with the unifying factor being their low income and the homes reflected their owner's income level. This area, sparsely populated in 1922, used to have the Walnut Grove School located at 700 Chickasaw (Southeast 4th Street). It was a one story stucco building that was torn down and a new facility built in the late 1930s. This building was demolished around 1968. The Mt. Triumph Baptist Church (no longer extant), noted as "colored" was located at 718 East Reno Street and the Walnut Grove Baptist Church (no notation of color) was located at 624 E. Chickasaw (Southeast 4th Street).²⁷ By 1949, there were more houses on but also oil tanks on the unpaved streets of Southeast 2nd, 3rd and 7th Streets. The Kiwanis had a "Friendship Center" there and several small churches and stores dotted the neighborhood.²⁸ The river had been rerouted by the late 1940s changing the geography of the neighborhood. The City began redevelopment of this area with the new rowing center and the Core to Shore MAPS program. Subsequently, the houses have been purchased and demolished, leaving only two structures extant.

²⁷ Sanborn Fire Insurance Maps, 1922, Volume 2, p.237.

²⁸ Sanborn Fire Insurance Maps, 1922, Republished 1948, Volume 2, p.237.

7. Results of the Survey

Oklahoma City Intensive Level Survey of Downtown Phase 2 included the two geographic areas described below. The survey examined 268 properties and objects.

Area ‘A’ is generally bounded on the north by the half block north of Northwest 13th Street; on the west by North Classen Boulevard between Northwest 13th Street and Northwest 10th Street and North Broadway Avenue between Northwest 10th Street and Robert S. Kerr Boulevard; on the south by Northwest 10th Street and West Park Place between North Classen Boulevard and North Broadway Avenue and the railroad tracks south of Northeast 1st and Northeast 2nd Streets between North Broadway Avenue and North Russell M. Perry Avenue; and on the east by highway I-235.

Area “A” includes a variety of building types and uses that date from the early 1900s to present time. These building types and uses include single and multi-family residential, office and commercial, hospital and medical, industrial, automotive, educational and religious. Buildings include the 1904 Maney residence, listed on the National Register, to the industrial buildings located along the railroad track to the newly constructed apartments in Deep Deuce.

Area ‘B’ is generally bounded on the north by I-40; on the west by South E.K. Gaylord Boulevard; on the south by the Oklahoma River; and on the east by highway I-35.

Area “B” contains mainly industrial buildings and complexes. It includes the Producers Cotton Seed Oil Mill, portions of which date to the early 1900s. The residential area to the east contains only two extant structures which, by completion of this survey, may have been demolished.

Evaluation of Significance and Integrity

The data includes properties that meet the 50 year threshold for listing on the National Register as well as properties constructed before 1965. (See Tables 2, 3, 4, 5, 6)

Additionally, properties constructed between 1966 and 1976 are also be noted. (Table 7)

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 your history; or
- (b) that are associated with the lives of persons significant in your 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 previous documents. See *How to Apply the National Register Criteria for Evaluation* (National Park Service 1997) for a full explanation of how the criteria are applied.

The Impact of the Murrah Building Bombing, 1995

As 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 and beyond. 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. Survey Area “A” is considered in the main “impact” zone. Although a Programmatic Agreement made 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, an event of national importance. In assessing eligibility of structures for listing in the National Register of Historic Places, these alterations should be taken into account and considered when evaluating significance and integrity.

Property Types

The property types in Survey Areas “A” and “B” consist of single and multi-family residential, commercial, industrial and manufacturing, medical/health care, religious, educational/school and railroad transportation related properties.

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 areas 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 areas. They are most commonly Tudor, Prairie, and Commercial with various Revival ornamentation and Modern Movement. As with single family residential structures, multiple family buildings in the project areas 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 910 North Oklahoma Avenue, 3 Northwest 9th Street and 22 Northeast 2nd Street can be 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.

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 house located at 1200 North Shartel is an example 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.

Colonial Revival (1880-1955)

Colonial Revival became popular in the first half of the twentieth century. Although a mixture of two or more styles, Georgian and Adam are the two main styles that Colonial Revival is based. Identifying features include an accentuated front door either with a decorative crown supported by pilasters or extending forward supported by thin columns; the façade is often symmetrically arranged with balanced windows and center door; and the windows are double-hung sash, frequently in adjacent pairs. Resources constructed in the Colonial Revival style include Villa Teresa School and Convent.

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. Resources constructed in the Tudor style include 900 Northwest 13th Street, 512 Northwest 12th Street and 909 Northwest 12th Street.

Italian Renaissance Revival (1890-1935)

The Italian Renaissance style was commonly found in the early 20th century. Characteristics of Italian Renaissance style include a low-pitched hipped or flat roof that is often covered by ceramic tiles; the upper-story windows are smaller and less elaborate than windows below; the entrance is accented by small classical columns or pilasters; and the façade is symmetrically arranged. Resources constructed in the Italian Renaissance style include 1212 Classen Drive, part of Villa Teresa.

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); red tile is a common roofing material; wide overhanging eaves; porch roofs supported by large square piers; and the wall surface is typically smooth stucco. Resources constructed in the Mission style include 425 Northwest 12th Street.

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 façade detailing emphasizing horizontal lines; and massive, square porch supports. Resources constructed in the Prairie style include 1224 North Shartel Avenue, 1319 North Classen Drive and 908 Northwest 12th Street.

Craftsman (1905–1930)

The most common residential structures of the first half of the twentieth century are of the Craftsman 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. Resources constructed in the Craftsman style include the home at 901 Northwest 12th Street.

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.

Minimal Traditional (1935–1950)

The Minimal Traditional style is an outgrowth of the Depression years, which fused an eclectic design with low or modest incomes. Most forms of decoration were abandoned in Minimal Traditional style houses constructed after World War II. Roof angles were also reduced to low to moderate slopes. Combinations of brick, stone, and wood siding were utilized to offer some individuality to the structures. An example of Minimal Traditional is 912 Southeast 5th Street.

Ranch (1935–1975)

The Ranch style replaced the Craftsman as the dominant style of residential construction and was made possible by the almost universal ownership of the private automobile. The style is typified by the maximization of the façade width and the incorporation of the garage into one wing of the structure so as to make the house look even wider. Details often include wide eave overhangs with exposed rafter tails, the combined use of brick, stone, and wood siding on the facades, decorative ironwork, expansive picture or ribbon windows, and decorative shutters. One ranch style house is located at 10 Northeast 8th Street.

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.

Commercial and Industrial Resources and Objects

Commercial and industrial and manufacturing resources comprise the majority of buildings in the two survey areas. Medical/health care, religious and educational/school resources can be grouped into a broad category because of the relationship between them. Villa Teresa, a Catholic School and St. Anthony's Hospital are related through religious

affiliation. Richard Longstreth's *The Buildings of Main Street: A Guide to American Commercial Architecture* is used to describe commercial building forms. Commercial and industrial structures are considered eligible for inclusion in the NRHP based on their architectural design (Criterion C) and association with a significant event or broad patterns of history (Criterion A) or, possibly a person (Criterion B).

Typically, the commercial and industrial structures in Survey Area "A" are modest low rise buildings. There are a few larger scale buildings in the industrial area associated with the Santa Fe tracks. 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. In Survey Area "B", the Producers Co-operative Oil Mill includes a two story brick building and a series of large metal industrial buildings dating from the early 1900s to the 1980s.

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. Resources constructed in the One-Part Commercial Block style include 7 Northeast 10th Street, 1207 North Walker Avenue and 3 North Harrison 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 314 Northeast 2nd Street, 1313 North Hudson Avenue, 1324 North Robinson Avenue.

Commercial Styles

Among commercial and industrial buildings in survey areas, 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. There is a very good representation of post-War and Mid-Century Modern commercial and institutional buildings.

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.

Mission (1890-1920)

Although seen throughout the southwestern states, California is considered to be the birthplace for the Mission style. Identifying features include mission-shaped dormer or roof parapet; red tile roof covering; widely overhanging eaves; porch roofs supported by large, square piers; and the wall surface is usually smooth stucco. Plaza Court located at 1100 Classen Drive is an example of this style.

Spanish Colonial Revival/Eclectic (1915-1940)

Developing out of the Mission style, the Spanish Eclectic style was common after 1915 in the southwestern states. Characteristics of the Spanish Eclectic style are a low pitched

roof usually with little or no eave overhang; red tile roof covering; there is usually at least one prominent arch placed above a door or window, or beneath the porch roof; and the symmetrically arranged façade is typically covered with stucco. The building at 1119 North Robinson Avenue is an example of this style.

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 small gas station at 425 North Walnut Avenue represents a commercial use of the Tudor style.

Classical/Neo-Classical (1895-1950)

Neo-Classical styles were popular in governmental buildings and churches. A revival of the Neo-classical style happened after the World's Columbian Exposition in Chicago in 1893. Identifying features include a symmetrical façade dominated by a full-height porch with roof supported by classical columns which typically have Ionic or Corinthian capitals. An excellent example is the Mid-Continent Life Building at 1400 Classen Drive. The First Church of the Christ Scientist at 1200 North Robinson is a Classical Revival building.

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 surface; zigzags, chevrons, and other stylized and geometric motifs occur as decorative elements of the façade; towers and other vertical projections above the roof line give a vertical emphasis. The handsome 1141 North Robinson Avenue is an Art Deco building.

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 in the 1920s. Identifying features for the Moderne style are smooth wall surfaces, usually of stucco; flat roofs; horizontal grooves or lines in walls and horizontal balustrades elements give a horizontal emphasis; and the facades are usually asymmetrical. The Doctors Building at 400 Northeast 13th Street is Art Moderne.

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 along North Robinson generally fit into the category of Gothic Revival as does the Pilgrim Congregational Church on Classen Drive.

Industrial Buildings

The Producers Co-operative Oil Mill at 425 South Walnut Avenue includes a two story brick building and a series of large metal industrial buildings dating from the early 1900s to the 1980s. The brick building is a modest two-part commercial building. The metal buildings and tanks on the site represent the various functions performed in them. The concrete mill building at 200 Southeast 4th Street is another example of the industrial buildings that were typically located adjacent to railroad tracks.

Objects

The survey areas contain four objects. These objects include a non-contributing parking garage, a contributing parking garage, the Santa Fe Railroad trestle and the Oklahoma Gas and Energy Power Station transformers. They include:

- The Santa Fe Railroad trestle that runs north and south through Oklahoma City constructed between 1931 and 1933
- New parking garage at 5 Northwest 5th Street
- The Oklahoma Gas and Energy Power Station transformers between North east 10th Street and Park Place
- The parking garage associated with 1111 North Lee Avenue (Pasteur Building).

Modifications of Commercial and Industrial Structures

Later modifications to commercial and institutional buildings includes removal of original windows and replacement with ones of different sizes and materials; 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.

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

This is the second phase of a multi-phase Intensive Level Survey being conducted by the City. In Survey Area “A”, as stated before, there are several different property types and architectural style represented. In reviewing the data, this was taken into consideration. Because of the changing development patterns of Area “A” and these varied property types, it is necessary to view it as a collection of sub-areas and individual properties. This is due in part to the extensive demolition that has taken place which has eroded the historic context of many buildings.

In Survey Area “A”, there are several individual buildings listed on the National Register of Historic Places and one small district (Maney NR). Adjacent to the survey area is the Automobile Alley National Register Historic District.

As the historic resource survey project is in its early phases, it is difficult to define all properties that might be included in certain Multi-Property Nominations. However, in Phase 1 of the survey and other reconnaissance surveys, some themes were suggested. Consequently, these recommendations build on the idea of potential Multi-Property Nominations. Additionally, several structures have been recommended for individual listing on the National Register.

The buildings and structures are classified by property type as defined by the National Park Service’s National Register of Historic Places and the Oklahoma State Preservation Office. The buildings and structures in the survey areas have been classified using their historic property types and functions. As stated before, Survey Area “A” has many building types and functions including: commercial, residential, transportation, education, religion, industry and social.

Recommended National Register Historic Districts in Survey Area “A”

Villa Teresa Convent and School, located at 1228-1300 Classen Drive, combine religious and educational functions as well as embodying distinctive architectural characteristics. The social history of the convent and the role the school played in the

education and social life of children in Oklahoma City may make the complex eligible for the National Register at a local level of significance under Criterion A, for association with the broad patterns of history. The architectural design of the buildings may also make it eligible for the National Register under Criterion C for embodying distinctive characteristics of a style or type of architecture. Architecturally, several of the buildings are handsome red brick Colonial Revival style buildings. The building at 1212 Classen Drive is an Italian Renaissance Revival structure with a low-pitched green ceramic tile; an entrance that is accented by small classical columns, and a symmetrically arranged façade. (Table 2)

The Santa Fe Railroad Industrial District that is associated with the Santa Fe Railroad is generally bounded on the north by Northwest/Northeast 13th Street; Broadway Drive and the alley to the east of Broadway Avenue on the west; North Oklahoma Avenue on the east, and Northeast 2nd on the south. The area to the north of 13th Street is not as cohesive and has several vacant lots. The area to the south encompasses Bricktown and the downtown area. Therefore, the boundaries described represent the probable area for a district. The buildings in this area represent the industrial growth and development of the city that was spurred by the arrival and expansion of the Santa Fe Railroad. Although they are rather modest low rise buildings, their functions contributed to the economic vitality of the city. They are mainly one and two-story brick buildings dating from the early 1900s to the 1960s. The Cain's Coffee Building (NR 1982), 1 Northwest 12th Street, is included in within the boundaries of this district. The Santa Fe Railroad track trestle, constructed between 1931 and 1933, is also included. This district may be eligible for the National Register at a local level of significance under Criterion A for association with the industrial and commercial history of the city. The district may also be eligible at a local level of significance under Criterion C for embodying distinctive characteristics of a style or type of architecture. This area warrants further study and research. (Table 3)

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, it is suggested that a Religious/Church Thematic Multi-Property Nomination be considered.

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 reflected their personal prosperity and ideas of grand church architecture. The buildings include Classical Revival and Gothic Revival architectural styles. The structures are 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. Criterion A should also be considered because of the historical importance and influence of the churches and their congregations on the development of the city. (Table 4)

Mid-Century Modern Thematic Multi-Property Nomination is associated with the Mid-Century Modern buildings that were constructed in response to the city’s unrestrained growth in the post-War years. The Reconnaissance Level Survey of Mid-Century Modern Buildings was conducted by the State Historic Preservation Office in 2009 and includes Survey Area “A”. Tremendous population and economic growth was fueled by the defense, aeronautic and oil industries. The city annexed more land into its boundaries and older areas that were once residential began to redevelop. Survey Area “A” saw a change in uses from residential to commercial with the construction of several new medical facilities for St. Anthony’s Hospital as well as smaller doctors’ offices and clinics. Along Northwest 13th Street, small and medium-sized office buildings were also constructed in the newer architectural styles. The pre-1965 buildings are differentiated from those buildings constructed before 1976. This collection of structures and others included in the Reconnaissance Survey may be eligible at a local level of significance under Criterion C as embodying distinctive characteristics of a style or type of architecture. Further investigation may also indicate that these buildings are eligible

under Criterion A because they were constructed during a time of great growth and change in the city's history and they may be associated with other historic themes of development. (Table 5)

Deep Deuce

It is recommended that the Lyons/Luster House National Register historic district be expanded to include the house located at 304 Northeast 3rd Street. This district would then include the Lyons/Luster House, the East India Toilet Goods Building and the above mentioned house at 304 Northeast 2nd Street. (Table 1)

Individual Properties Eligible for the National Register of Historic Places

Due to the amount of demolition that has taken place in Survey Area "A", it is difficult to assemble cohesive groups of buildings for historic districts. Therefore, it is recommended that buildings in this area be individually nominated to the National Register of Historic Places. A table is provided that details structures individually eligible under the contexts provided. Although residential buildings are usually nominated under Criterion C for embodying distinctive characteristics of a style or type of architecture, some may be eligible at a local level of significance under Criterion A for association with the broad patterns of history. (Table 6)

Recommended National Register Historic Districts in Survey Area "B"

The Producers Co-operative Oil Mill at 425 South Walnut Avenue is a complex of buildings that includes a two story brick building and a series of large metal industrial buildings dating from the early 1900s to the 1980s. The brick building is a modest two-part commercial building. The metal buildings and tanks on the site represent the various functions performed in them. The concrete mill building at 200 Southeast 4th Street is another example of the industrial buildings that were typically located adjacent to railroad tracks. The buildings in this area represent the industrial growth and development of the city that was spurred by the arrival and expansion of the railroads. Although they are rather modest buildings their functions contributed to the economic vitality of the city. This district may be eligible for the National Register at a local level of significance under Criterion A for association with the industrial and commercial history of the city.

The district may also be eligible at a local level of significance under Criterion C for embodying distinctive characteristics of a style or type of architecture. (Table 6)

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

The buildings not eligible for the National Register due to alterations, modifications and/or age are listed in Table 8.

Survey Area “A”

Within Survey Area “A” is located what was once vibrant the African American community known as “Deep Deuce”. This area is generally considered bounded by the Santa Fe Railroad tracks on the east; Northeast 4th Street on the north; the Rock Island tracks on the south, and I-235 on the west. Much of this area has been demolished due to the construction of I-235 and various urban renewal programs. The few remaining extant buildings are already listed on the National Register of Historic Places. It is recommended that the house adjacent to the Luster House be listed individually or included in the Luster House National Register listing. The area between Harrison Avenue and Northeast 4th Street consists of new structures and does not warrant further investigation and is not eligible for listing on the National Register of Historic Places.

Survey Area “B”

Within Survey Area “B”, the residential area bounded by I-40 on the north, South Lincoln Avenue on the east, the Canadian River on the south and Laird Avenue on the west is not eligible due to demolition of most of the properties in the area. Only two structures remain, located at 912 Southeast 5th Street, remain. These structures are also slated for demolition as soon as they are acquired by the City. The area bounded by the river on the west and south, east of South Santa Fe Avenue, and south of the railroad tracks does not have any historic structures and does not meet eligibility requirements.

10. Summary

URS has been contracted by the City of Oklahoma City to perform an intensive level architectural and historical resources investigation for the purposes of conducting the second phase of a citywide multi-phase historic resources survey. The project included 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 reconnaissance survey, historic contexts, and database development of the two target survey areas that have been identified by the City of Oklahoma City. The report also presents the results of the intensive level survey; historic contexts of the two target survey areas; discusses potential National Register of Historic Places (NRHP) boundaries for those two target survey areas.

An extensive amount of demolition has taken place in Phase 2 Survey Areas due to the construction of I-235 and urban renewal. As a result, it has been difficult to assemble cohesive groups of buildings for historic districts. Two historic districts were recommended for Area "A". One is the Villa Teresa School and Convent consisting of four buildings. The other is a linear district centered on the Santa Fe Railroad tracks. This district contains modest industrial and commercial buildings, some that have been altered or were damaged in the Murrah Building bombing in 1995. However, this area expresses the economic growth of the city. One historic district centered on the Producers Cotton Oil Mill is recommended for Area "B". When further historic resource surveys are completed in the area, it is recommended that Thematic Multi-Property Nominations be developed. Additionally, due to the amount of demolition in Survey Area "A", it is recommended that buildings be individually nominated to the National Register of Historic Places.

The City of Oklahoma City historic preservation program should consider local designation of the buildings and districts that are listed in this report. It is through local

historic designation that buildings and districts can be protected from inappropriate alterations and demolition.

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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
Elks Victory Lodge/Ruby's Grill National Register Nomination
First Christian Church National Register Nomination
First Church of the Christ Scientist National Register Nomination
Heierding Building National Register Nomination
Haywood Building National Register Nomination
Heritage Hills Historic District National Register Nomination
Littlepage Building National Register Nomination
Luster House 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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Appendix A:

Historic Resource Tables

TABLE 4: PROPERTIES CONTRIBUTING TO THE RECOMMENDED RELIGIOUS/CHURCH THEMATIC NOMINATION

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
044	600 NORTHWEST 13TH STREET	FIRST UNITARIAN CHURCH	1920	52 CLASSICAL REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING
103	1201 NORTH ROBINSON AVENUE	FIRST BAPTIST CHURCH	1910	54 LATE GOTHIC REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING
106	1300 NORTH ROBINSON AVENUE	FIRST LUTHERAN CHURCH	1913	54 LATE GOTHIC REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING

TABLE 3: PROPERTIES CONTRIBUTING TO THE PROPOSED SANTA FE INDUSTRIAL HISTORIC DISTRICT

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
152	14 NORTHEAST 13TH STREET		1929	62 COMMERCIAL	10A MANUFACTURING FACILITY	97 UNKNOWN	B- BUILDING
153	1351 NORTH OKLAHOMA AVENUE		1929	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
154	5 NORTHEAST 12TH STREET	BUSINESS ARCHIVES	1935	73 ART DECO	97 UNKNOWN	02H WAREHOUSE	B- BUILDING
156	11 NORTHEAST 11TH STREET	NEIGHBORS EXECUTIVE COFFEE	1949	62 COMMERCIAL	10A MANUFACTURING FACILITY	10A MANUFACTURING FACILITY	B- BUILDING
157	2 NORTHWEST 11TH STREET	RESTORATION DRY CLEANING	1910	62 COMMERCIAL	10A MANUFACTURING FACILITY	10A MANUFACTURING FACILITY	B- BUILDING
160	18 WEST PARK PLACE		1950	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
161	16 NORTHEAST PARK PLACE	OKLAHOMA GAS & ELECTRIC	1929	62 COMMERCIAL	10D ENERGY FACILITY	10D ENERGY FACILITY	B- BUILDING
163	10 NORTHEAST PARK PLACE		1980	01 NO DISTINCTIVE STYLE		02E SPECIALTY STORE	B- BUILDING
165	7 NORTHEAST 10TH STREET	NEIGHBORS DETAIL PRO DOWNTOWN	1930	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
166	1 NORTHWEST 10TH STREET		1927	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
168	23 NORTHWEST 10TH STREET		1925	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
169	12 NORTHWEST 10TH STREET		1948	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
186	2 NORTHWEST 9TH STREET		1920	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
187	20 NORTHEAST 9TH STREET	EMSA	1926	62 COMMERCIAL	97 UNKNOWN	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
188	26 NORTHEAST 9TH STREET		1938	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
190	3 NORTHEAST 8TH STREET	BROADWAY MACHINE	1920	62 COMMERCIAL	97 UNKNOWN	10A MANUFACTURING FACILITY	B- BUILDING
191	3 NORTHEAST 8TH STREET	NEIGHBOR'S JAVA DAVES STORAGE	1946	62 COMMERCIAL	97 UNKNOWN	02H WAREHOUSE	B- BUILDING
192	11 NORTHWEST 8TH STREET	LANE'S FURNITURE	1920	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
193	9 NORTHWEST 8TH STREET	LANES FURNITURE	1955	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
194	2 NORTHWEST 8TH STREET	DEPARTMENT OF REHABILITATION	1925	62 COMMERCIAL	97 UNKNOWN	04I PUBLIC WORKS	B- BUILDING
199	1 NORTHEAST 7TH STREET	BRAWLEY RENTS	1965	62 COMMERCIAL	97 UNKNOWN	02H WAREHOUSE	B- BUILDING
200	7 NORTHWEST 7TH STREET		1950	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
201	14 NORTHWEST 7TH STREET		1909	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
202	4 NORTHWEST 7TH STREET	STOW'S FURNITURE	1946	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
203	27 NORTHEAST 6TH STREET	OPUPCO	1946	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
204	19 NORTHEAST 6TH STREET	LINCOLNS UNLIMITED	1920	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
205	11 NORTHEAST 6TH STREET	AT&T	1920	62 COMMERCIAL	97 UNKNOWN	10E COMMUNICATION FACILITY	B- BUILDING
206	9 NORTHEAST 6TH STREET	AT&T	1920	62 COMMERCIAL	97 UNKNOWN	10E COMMUNICATION FACILITY	B- BUILDING
207	1 NORTHWEST 8TH STREET	STOW'S OFFICE FURNITURE, INC	1921	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
210	10 NORTHWEST 6TH STREET	MOYERS FACTORY WAREHOUSE, INC	1923	62 COMMERCIAL	97 UNKNOWN	02H WAREHOUSE	B- BUILDING
211	2 NORTHWEST 6TH STREET	RESULTS COMPUTER	1920	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
213	6 NORTHEAST 6TH STREET		1955	01 NO DISTINCTIVE STYLE	97 UNKNOWN	97 UNKNOWN	B- BUILDING
222	3 NORTH HARRISON AVENUE	LEO'S BBQ	1930	62 COMMERCIAL	97 UNKNOWN	02G RESTAURANT	B- BUILDING
231	1 NORTHEAST 3RD STREET	UNTITLED ARTSPACE	1925	73 ART DECO	97 UNKNOWN	02A BUSINESS	B- BUILDING
233	2 NORTHEAST 3RD STREET	RUEDY'S AUTOMOTIVE	1921	62 COMMERCIAL	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
269	RR CROSSING AT NORTHEAST 2ND STREET		1930	01 NO DISTINCTIVE STYLE	16A RAIL-RELATED	16A RAIL-RELATED	U- STRUCTURE

TABLE 5: PROPERTIES CONTRIBUTING TO THE RECOMMENDED MID-CENTURY MODERN MULTI-PROPERTY NOMINATION

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
003	1330 NORTH CLASSEN BOULEVARD	FIRST STONE MINISTRIES	1975	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING
016	1111 NORTH SHARTEL AVENUE	INTEGRATED BEHAVIORAL HEALTH	1952	70 MODERN MOVEMENT	97 UNKNOWN	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
019	1211 NORTH SHARTEL AVENUE	PHYSICIANS & SURGEONS BUILDING	1962	72 INTERNATIONAL	12D MEDICAL BUSINESS/OFFICE	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
029	601 NORTHWEST 11TH STREET	OKLAHOMA RADIOLOGICAL CENTER	1960	70 MODERN MOVEMENT	12D MEDICAL BUSINESS/OFFICE	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
043	1320 CLASSEN DRIVE	OKLAHOMA CITY NEIGHBORHOOD HOUSE	1964	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING
045	1100 NORTH SHARTEL AVENUE	SUSAN MANCHESTER ATTORNEY	1953	62 COMMERCIAL	97 UNKNOWN	02B PROFESSIONAL	B- BUILDING
046	1111 NORTH LEE AVENUE	PASTEUR MEDICAL BUILDING PARKING	1959	01 NO DISTINCTIVE STYLE	15A PARKING LOT	15A PARKING LOT	U-STRUCTURE
047	1111 NORTH LEE AVENUE	PASTEUR MEDICAL BUILDING	1950	72 INTERNATIONAL	12D MEDICAL BUSINESS/OFFICE	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
050	528 NORTHWEST 12TH STREET	FREW BUILDING	1955	61 PRAIRIE SCHOOL	02A BUSINESS	02A BUSINESS	B- BUILDING
055	1207 NORTH WALKER AVENUE	1492 NEW WORLD LATIN CUISINE	1958	70 MODERN MOVEMENT	97 UNKNOWN	02G RESTAURANT	B- BUILDING
059	1322 NORTH WALKER AVENUE	GARY SHOVES ATTORNEY	1956	62 COMMERCIAL	97 UNKNOWN	02B PROFESSIONAL	B- BUILDING
063	400 NORTHWEST 13TH STREET	DOCTORS BUILDING	1948	72 INTERNATIONAL	12D MEDICAL BUSINESS/OFFICE	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
066	413 NORTHWEST 12TH STREET		1948	70 MODERN MOVEMENT	97 UNKNOWN	97 UNKNOWN	B- BUILDING
068	437 NORTHWEST 12TH STREET	THE EXCHANGE CLUB	1953	70 MODERN MOVEMENT	97 UNKNOWN	05A SCHOOL	B- BUILDING
077	411 NORTHWEST 11TH STREET	HEALING HANDS HEALTH CARE	1960	70 MODERN MOVEMENT	12D MEDICAL BUSINESS/OFFICE	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
078	415 NORTHWEST 11TH STREET		1963	70 MODERN MOVEMENT	02A BUSINESS	02A BUSINESS	B- BUILDING
088	1210 NORTH HUDSON AVENUE	HUDSON TATTOO	1938	73 ART DECO	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
089	1212 NORTH HUDSON AVENUE	NET CHURCH	1948	73 ART DECO	08A THEATER	06A RELIGIOUS STRUCTURE	B- BUILDING
090	1214 NORTH HUDSON AVENUE	LIFE IMPROVEMENT CENTER	1954	73 ART DECO	97 UNKNOWN	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
091	1220 NORTH HUDSON AVENUE	CITY KABOB	1963	62 COMMERCIAL	02G RESTAURANT	02G RESTAURANT	B- BUILDING
135	701 NORTHWEST 13TH STREET		1960	70 MODERN MOVEMENT	97 UNKNOWN	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
142	421 NORTHWEST 13TH STREET	CONCORD CENTER	1966	62 COMMERCIAL		02A BUSINESS	B- BUILDING
143	301 NORTHWEST 13TH STREET		1947	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
144	301 NORTHWEST 301 STREET	ABLE RENTS AND SALES	1947	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
148	1300 NORTH BROADWAY DRIVE		1950	70 MODERN MOVEMENT	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
158	1132 NORTH BROADWAY DRIVE	TAYLOR LUCAS ATTORNEYS	1951	70 MODERN MOVEMENT	97 UNKNOWN	02B PROFESSIONAL	B- BUILDING
196	10 NORTHEAST 8TH STREET		1953	70 MODERN MOVEMENT	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
255	211 NORTH WALNUT AVENUE	PUBLIC INEBRIATE ALTERNATIVE	1940	62 COMMERCIAL	97 UNKNOWN	01E INSTITUTIONAL HOUSING	B- BUILDING
256	128 NORTHEAST 2ND STREET	FINLEY BUILDING	1952	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING

TABLE 2: PROPERTIES CONTRIBUTING TO THE RECOMMENDED VILLA TERESA HISTORIC DISTRICT

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
039	1212 CLASSEN DRIVE	VILLA TERESA PRE-SCHOOL	1920	58 SECOND RENAISSANC	01A SINGLE DWELLING	05A SCHOOL	B- BUILDING
040	1216 CLASSEN DRIVE	VILLA TERESA SCHOOL	1933	51 COLONIAL REVIVAL	05A SCHOOL	05A SCHOOL	B- BUILDING
041	1228 CLASSEN DRIVE	VILLA TERESA NURSERY	1933	51 COLONIAL REVIVAL	05A SCHOOL	05A SCHOOL	B- BUILDING
042	1300 CLASSEN DRIVE	VILLA TERESA CONVENT	1933	51 COLONIAL REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING

TABLE 8: PROPERTIES NOT ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
001	1110 NORTH CLASSEN BOULEVARD	CLASSEN PROFESSIONAL BUILDING	1975	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
002	1200 NORTH CLASSEN BOULEVARD	FAMILY DOLLAR	1990	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
004	920 NORTHWEST 13TH STREET	CLASSEN SENIOR CENTER	1980	70 MODERN MOVEMENT	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
009	909 NORTHWEST 12TH STREET		1920	53 TUDOR REVIVAL	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
011	900 NORTHWEST 12TH STREET		1945	65 BUNGALOW/CRAFTSMAN	01B MULTIPLE DWELLING	98 VACANT/NOT IN USE	B- BUILDING
013	1109 NORTH FRANCIS AVENUE	PIERCE, COUCH, HENDRICKSON, BAYSINGER, & GREEN, LLP	1941	54 LATE GOTHIC REVIVAL	06A RELIGIOUS STRUCTURE	02A BUSINESS	B- BUILDING
014	1101 NORTH FRANCIS AVENUE	PIERCE, COUCH, HENDRICKSON, BAYSINGER, & GREEN, LLP	1941	54 LATE GOTHIC REVIVAL	06A RELIGIOUS STRUCTURE	02B PROFESSIONAL	B- BUILDING
017	835 NORTHWEST 10TH STREET		1925	70 MODERN MOVEMENT	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
018	837 NORTHWEST 10TH STREET		1907	70 MODERN MOVEMENT	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
021	820 NORTHWEST 13TH STREET	BROOKS CLINIC	1981	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
025	1309 NORTH SHARTEL AVENUE	DOUG FRIESEN LAW OFFICE	1925	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
026	1305 NORTH SHARTEL AVENUE		1920	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	98 VACANT/NOT IN USE	B- BUILDING
028	815 NORTHWEST 12TH STREET	MCBRIDE PHYSICAL THERAPY CLINIC	1971	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
033	1226 NORTH SHARTEL AVENUE		1956	70 MODERN MOVEMENT	01B MULTIPLE DWELLING	98 VACANT/NOT IN USE	B- BUILDING
048	1110 NORTH LEE AVENUE	ST. ANTHONY BONE AND JOINT CLINIC	1960	72 INTERNATIONAL	12A HOSPITAL	12A HOSPITAL	B- BUILDING
049	525 NORTHWEST 11TH STREET	BOULEVARD CAFETERIA	1976	62 COMMERCIAL		02G RESTAURANT	B- BUILDING
053	1227 NORTH WALKER AVENUE	MEG GUESS COUTURE	1956	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
054	1215 NORTH WALKER AVENUE	MIDTOWN DELI	1956	62 COMMERCIAL	97 UNKNOWN	02G RESTAURANT	B- BUILDING
056	1201 NORTH WALKER AVENUE	STELLA	1958	70 MODERN MOVEMENT	97 UNKNOWN	02G RESTAURANT	B- BUILDING
058	1111 CLASSEN DRIVE	EMSA	1966	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
060	430 NORTHWEST 13TH STREET		1907	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
062	410 NORTHWEST 13TH STREET	MCATEE & WOODS, PC	1907	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
070	1204 NORTH WALKER AVENUE		1957	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
071	1220 NORTH WALKER AVENUE	HAYES, MAGRINE, & GATEWOOD	1976	62 COMMERCIAL		02A BUSINESS	B- BUILDING
073	430 NORTHWEST 12TH STREET		1955	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING
074	406 NORTHWEST 12TH STREET		1982	62 COMMERCIAL		02A BUSINESS	B- BUILDING
075	401 NORTHWEST 11TH STREET	PALO DURO II	2009	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
081	1112 NORTH WALKER AVENUE	STUDIO ARCHITECTURE	1906	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING
082	1118 NORTH WALKER AVENUE	ROYAL DESIGNS	1906	62 COMMERCIAL	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
083	440 NORTHWEST 11TH STREET	CAFE DE BRAZIL	1938	55 MISSION/SPANISH ECLECTIC	97 UNKNOWN	02A BUSINESS	B- BUILDING
084	330 NORTHWEST 13TH STREET		1997	70 MODERN MOVEMENT	97 UNKNOWN	02A BUSINESS	B- BUILDING
085	320 NORTHWEST 13TH STREET	COMMONS OFFICE PARK	1985	70 MODERN MOVEMENT		02A BUSINESS	B- BUILDING
086	308 NORTHWEST 13TH STREET	COMMONS OFFICE PARK	1985	70 MODERN MOVEMENT		02A BUSINESS	B- BUILDING
087	317 NORTHWEST 12TH STREET	COMMONS OFFICE PARK	1988	70 MODERN MOVEMENT		02A BUSINESS	B- BUILDING
092	300 NORTHWEST 12TH STREET	WESLEY VILLAGE	1920	62 COMMERCIAL	12A HOSPITAL	01B MULTIPLE DWELLING	B- BUILDING
093	1213 NORTH HARVEY AVENUE	UNKNOWN	1947	62 COMMERCIAL	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
094	1201 NORTH HARVEY AVENUE	THE GOOD PRINTING COMPANY, INC	1929	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
095	1140 NORTH HARVEY AVENUE	NORHCARE DIRECTION FOR LIFE	1980	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
096	320 NORTHWEST 11TH STREET	UNOCC	1955	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
097	1300 NORTH HARVEY AVENUE		1931	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
098	222 NORTHWEST 13TH STREET	GOLDMAN LAW BUILDING	2007	62 COMMERCIAL		02B PROFESSIONAL	B- BUILDING
099	214 NORTHWEST 13TH STREET		1982	01 NO DISTINCTIVE STYLE	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
100	208 NORTHWEST 13TH STREET		1985	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
101	1327 NORTH ROBINSON AVENUE	MCCLURE LAW OFFICE	1920	62 COMMERCIAL	97 UNKNOWN	02B PROFESSIONAL	B- BUILDING
104	222 NORTHWEST 12TH STREET	GOOD SHEPARD MINISTRIES	1985	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
107	1318 NORTH ROBINSON AVENUE	ZRHD CONSULTING ENGINEERS	1950	70 MODERN MOVEMENT	02A BUSINESS	02A BUSINESS	B- BUILDING
108	1324 NORTH ROBINSON AVENUE	MORSE BUILDING	1915	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING
109	1315 NORTH BROADWAY PLACE	MAYFAIR APARTMENTS	1931	73 ART DECO	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
111	1230 NORTH ROBINSON AVENUE	MEYERS REYNOLDS & ASSOCIATES	1929	55 MISSION/SPANISH ECLECTIC	97 UNKNOWN	02A BUSINESS	B- BUILDING
114	33 NORTH BROADWAY CIRCLE		1980	62 COMMERCIAL		02A BUSINESS	B- BUILDING
115	1325 NORTH BROADWAY AVENUE	MERCEDES-BENZ PRE-OWNED CENTER	2005	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
116	1225 NORTH BROADWAY AVENUE	MERCEDES-BENZ OF OKLAHOMA CITY	2003	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
117	1125 NORTH BROADWAY AVENUE	VOLVO PRE-OWNED CENTER	1998	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
118	30 NORTH BROADWAY CIRCLE	GREENLEAF WHOLESALE FLORISTS, INC	1914	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
119	32 NORTH BROADWAY CIRCLE	GREENLEAF WHOLESALE FLORISTS, INC	1914	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
120	36 NORTH BROADWAY CIRCLE	THE OKLAHOMA FLOWER MARKET	1955	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
121	38 NORTH BROADWAY CIRCLE	THE OKLAHOMA FLOWER MARKET	1955	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
122	1116 NORTH ROBINSON AVENUE	LA FUENTE PROSTHETIC CENTER	1955	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
123	1400 NORTH CLASSEN BOULEVARD	AUDIO VIDEO REPAIR	1975	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
127	901 NORTHWEST 13TH STREET	BEASLEY BUILDING	1926	62 COMMERCIAL	01B MULTIPLE DWELLING	98 VACANT/NOT IN US	B- BUILDING
129	821 NORTHWEST 13TH STREET		1979	62 COMMERCIAL		01B MULTIPLE DWELLING	B- BUILDING
130	1401 CLASSEN DRIVE	BRICKTOWN FINANCIAL	1983	70 MODERN MOVEMENT		02A BUSINESS	B- BUILDING
133	1400 NORTH SHARTEL AVENUE		1982	62 COMMERCIAL		98 VACANT/NOT IN USE	B- BUILDING
136	625 NORTHWEST 13TH STREET	NEW BEGINNINGS COUNSELING SERVICE	1983	62 COMMERCIAL		12D MEDICAL BUSINESS/OFFICE	B- BUILDING
137	605 NORTHWEST 13TH STREET	ASSOCIATED GENERAL CONTRACTORS	1981	62 COMMERCIAL		02A BUSINESS	B- BUILDING
138	601 NORTHWEST 13TH STREET	OKLAHOMA INJURY LAW FIRM	1982	62 COMMERCIAL		02B PROFESSIONAL	B- BUILDING
145	225 NORTHWEST 13TH STREET	KINDRED HOSPITAL	1980	62 COMMERCIAL		12A HOSPITAL	B- BUILDING
149	13 NORTHWEST 13TH STREET	DOLESE BROS. CO.	1947	62 COMMERCIAL	10A MANUFACTURING FACILITY	10A MANUFACTURING FACILITY	B- BUILDING
150	20 NORTHWEST 13TH STREET	DOLESE	1929	62 COMMERCIAL	10A MANUFACTURING FACILITY	10A MANUFACTURING FACILITY	B- BUILDING
151	12 NORTHWEST 13TH STREET	DOLESE	1929	62 COMMERCIAL	10A MANUFACTURING FACILITY	10A MANUFACTURING FACILITY	B- BUILDING

TABLE 8: PROPERTIES NOT ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER

159	24 WEST PARK PLACE		1950	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
163	XX NORTHEAST 10TH STREET	N/A	1980	01 NO DISTINCTIVE STYLE	10D ENERGY FACILITY	10D ENERGY FACILITY	U- STRUCTURE
167	11 NORTHWEST 10TH STREET	HODGES RESTAURANT SUPPLY	1969	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
170	2 NORTHWEST 10TH STREET	KERR AUTOMOTIVE	1951	62 COMMERCIAL	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
171	4 NORTHEAST 10TH STREET	THE UPS STORE	1928	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
172	10 NORTHEAST 10TH STREET	JAVA DAVES	1928	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
173	22 NORTHEAST 10TH STREET	OWENS HERMETICS	1954	01 NO DISTINCTIVE STYLE	97 UNKNOWN	02A BUSINESS	B- BUILDING
174	26 NORTHWEST 10TH STREET	OWEN'S BINDERY	1955	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
176	21 NORTHEAST 9TH STREET	OKC BOAT HOUSE	1991	01 NO DISTINCTIVE STYLE		08E SPORT FACILITY	B- BUILDING
177	19 NORTHEAST 9TH STREET	INSIGHT CREATIVE GROUP, INC	1926	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
178	9 NORTHEAST 9TH STREET	NEIGHBORS EXECUTIVE COFFEE	1986	62 COMMERCIAL		02E SPECIALTY STORE	B- BUILDING
179	1 NORTHWEST 9TH STREET	PACHINCO PARLOR	1920	70 MODERN MOVEMENT	01A SINGLE DWELLING	02G RESTAURANT	B- BUILDING
180	3 NORTHWEST 9TH STREET	SHOP GOOD	1920	81 NATIONAL FOLK	01A SINGLE DWELLING	02E SPECIALTY STORE	B- BUILDING
182	9 NORTHWEST 9TH STREET	IGUANA'S	1901	70 MODERN MOVEMENT	97 UNKNOWN	02G RESTAURANT	B- BUILDING
184	10 NORTHWEST 9TH STREET		1946	01 NO DISTINCTIVE STYLE	97 UNKNOWN	97 UNKNOWN	B- BUILDING
185	10 NORTHWEST 9TH STREET		1980	01 NO DISTINCTIVE STYLE		97 UNKNOWN	B- BUILDING
195	8 NORTHEAST 8TH STREET		1985	01 NO DISTINCTIVE STYLE		97 UNKNOWN	B- BUILDING
197	12 NORTHEAST 8TH STREET	JIM NICHOLS MOTOR, CO.	1938	62 COMMERCIAL	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
198	33 NORTHEAST 7TH STREET		2005	70 MODERN MOVEMENT		01A SINGLE DWELLING	B- BUILDING
208	17 NORTHWEST 6TH STREET	FUNNEL DESIGN GROUP	1999	70 MODERN MOVEMENT		02B PROFESSIONAL	B- BUILDING
209	10 NORTHWEST 6TH STREET	THE DAILY OKLAHOMAN	1976	01 NO DISTINCTIVE STYLE		10E COMMUNICATION FACILITY	B- BUILDING
212	6 NORTHEAST 6TH STREET		1930	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
214	621 NORTH OKLAHOMA AVENUE	OPUBCO SERVICE GARAGE	1971	01 NO DISTINCTIVE STYLE	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
215	111 NORTH HARRISON AVENUE	JIMMY JOHNS AND OK BAPTIST UNIVERSITY	1956	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
217	601 NORTH OKLAHOMA AVENUE		1930	01 NO DISTINCTIVE STYLE	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
218	5 NORTHWEST 5TH STREET	5	1969	01 NO DISTINCTIVE STYLE		15A PARKING LOT	U-STRUCTURE
219	4 NORTHWEST 5TH STREET	YMCA	1999	70 MODERN MOVEMENT		08E SPORT FACILITY	B- BUILDING
221	17 NORTH HARRISON AVENUE		1972	01 NO DISTINCTIVE STYLE		02A BUSINESS	B- BUILDING
223	100 NORTHEAST 5TH STREET	SMITH ROBERTS BALDISCHWIDER	1968	62 COMMERCIAL		02A BUSINESS	B- BUILDING
224	508 NORTH WALNUT AVENUE	FENTRISS SOUND CO.	1925	62 COMMERCIAL	97 UNKNOWN	02E SPECIALTY STORE	B- BUILDING
225	201 NORTHEAST 4TH STREET	BLOCK 42 CONDOS	2009	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
226	100 NORTHEAST 4TH STREET		2008	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
227	444 NORTH CENTRAL AVENUE		2008	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
228	410 NORTH WALNUT AVENUE	IRVING BUILDING	1938	73 ART DECO	97 UNKNOWN	02A BUSINESS	B- BUILDING
230	100 NORTHEAST 4TH STREET		1993	01 NO DISTINCTIVE STYLE	97 UNKNOWN	02A BUSINESS	B- BUILDING
232	3-5 NORTHEAST 3RD STREET		2009	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
234	107 NORTHEAST 3RD STREET		2009	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
238	312 NORTHEAST 2ND STREET			70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
240	301 NORTHEAST 2ND STREET		2008	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
242	227 NORTHEAST 2ND STREET		2008	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
244	200 NORTHEAST 2ND STREET		2008	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
247	300 NORTHEAST 2ND STREET		2008	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
250	330 NORTHEAST 2ND STREET		2001	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
251	300-200 NORTHEAST 1ST STREET		2001	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
253	230 NORTHEAST 1ST STREET		1972	70 MODERN MOVEMENT	97 UNKNOWN	02G RESTAURANT	B- BUILDING
257	1 NORTHEAST 2ND STREET	THE LOFTS	2010	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
259	16 NORTHEAST 2ND STREET		1922	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
261	101 SOUTHEAST 4TH STREET	FRISCO LUMBERYARD	1920	01 NO DISTINCTIVE STYLE	10A MANUFACTURING FACILITY	02E SPECIALTY STORE	B- BUILDING
262	400 SOUTH WALNUT 4TH STREET	TK7	1950	62 COMMERCIAL	97 UNKNOWN	97 UNKNOWN	B- BUILDING
264	xxx SOUTHEAST 9TH STREET	CITY STREET MAINTENANCE	2010	01 NO DISTINCTIVE STYLE		04I PUBLIC WORKS	B- BUILDING
265	1124 SOUTH SANTA FE AVENUE	OKC FABRICATORS	1984	62 COMMERCIAL	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
266	1200 SOUTH SANTA FE AVENUE	PULL-A-PART	1969	62 COMMERCIAL	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
267	912 SOUTHEAST 5TH STREET		1949	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
268	912 SOUTHEAST 5TH STREET		1930	82 SHOTGUN	01A SINGLE DWELLING	98 VACANT/NOT IN USE	B- BUILDING

TABLE 6: PROPERTIES RECOMMENDED INDIVIDUALLY ELIGIBLE FOR THE NATIONAL REGISTER

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
005	910 NORTHWEST 13TH STREET		1920	61 PRAIRIE SCHOOL	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
006	900 NORTHWEST 13TH STREET		1920	53 TUDOR REVIVAL	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
007	901 NORTHWEST 13TH STREET		1920	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
008	905 NORTHWEST 12TH STREET		1920	65 BUNGALOW/CRAFTSMAN	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
010	908 NORTHWEST 12TH STREET		1920	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	05A SCHOOL	B- BUILDING
012	1217 NORTH FRANCIS AVENUE		1935	73 ART DECO	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
020	1312 NORTH FRANCIS AVENUE	RENE APARTMENTS	1947	70 MODERN MOVEMENT	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
022	814 NORTHWEST 13TH STREET		1905	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
023	1319 NORTH SHARTEL	THETFORD LAW OFFICES	1925	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
023	1315 NORTH SHARTEL AVENUE	APARTMENT ASSOCIATION OF CENTR	1925	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
027	1305 1/2 NORTH SHARTEL AVENUE	COTTAGE ANTIQUES	1946	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02E SPECIALTY STORE	B- BUILDING
034	1329 NORTH SHARTEL AVENUE		1935	01 NO DISTINCTIVE STYLE	01C SECONDARY STRUCTURE	01A SINGLE DWELLING	B- BUILDING
034	1329 CLASSEN DRIVE		1935	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02A BUSINESS	B- BUILDING
036	1319 CLASSEN DRIVE	OKLAHOMA FOCUS	1925	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	02A BUSINESS	B- BUILDING
037	1219 CLASSEN DRIVE	REAGAN SMITH ENERGY SOLUTIONS	1956	70 MODERN MOVEMENT	01A SINGLE DWELLING	02A BUSINESS	B- BUILDING
038	1215 CLASSEN DRIVE	HUCKABY, FLEMING, GREENWOOD, & OLSSON	1925	51 COLONIAL REVIVAL	01A SINGLE DWELLING	02A BUSINESS	B- BUILDING
051	518 NORTHWEST 12TH STREET	WALFORD BUILDING	1920	52 CLASSICAL REVIVAL	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
052	512 NORTHWEST 12TH STREET	MIDTOWN LAW CENTER	1926	53 TUDOR REVIVAL	97 UNKNOWN	02B PROFESSIONAL	B- BUILDING
067	425 NORTHWEST 12TH STREET	CLAREMONT APARTMENTS		55 MISSION/SPANISH ECLECTIC	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
069	1200 NORTH WALKER	OSLER BUILDING	1929	62 COMMERCIAL	02A BUSINESS	98 VACANT/NOT IN USE	B- BUILDING
080	429 NORTHWEST 11TH STREET	FLORENCE	1928	62 COMMERCIAL	97 UNKNOWN	01B MULTIPLE DWELLING	B- BUILDING
102	1319 NORTH ROBINSON AVENUE	ROBERT G. GROVE & ASSOCIATES	1901	55 MISSION/SPANISH ECLECTIC	02E SPECIALTY STORE	02A BUSINESS	B- BUILDING
105	1141 NORTH ROBINSON AVENUE	LAWYERS TITLE BUILDING	1930	73 ART DECO	02B PROFESSIONAL	02B PROFESSIONAL	B- BUILDING
112	1225 NORTH BROADWAY PLACE	CLASSICS CARS	1940	55 MISSION/SPANISH ECLECTIC	02E SPECIALTY STORE	02A BUSINESS	B- BUILDING
113	119 NORTH ROBINSON AVENUE	WESTERN CLAIMS	1920	55 MISSION/SPANISH ECLECTIC	97 UNKNOWN	02A BUSINESS	B- BUILDING
125	915 NORTHWEST 13TH STREET		1907	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
126	903 NORTHWEST 13TH STREET	903 LAW OFFICE	1946	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
131	1415 CLASSEN DRIVE		1979	70 MODERN MOVEMENT		01B MULTIPLE DWELLING	B- BUILDING
139	525 NORTHWEST 13TH STREET	DANIEL M DAVIS LAW OFFICES	1905	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
140	515 NORTHWEST 13TH STREET		1910	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
162	14 NORTHEAST PARK PLACE		1920	65 BUNGALOW/CRAFTSMAN	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
175	36 NORTHEAST 10TH STREET	DUNCAN'S BINDERY	1935	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
181	7 NORTHWEST 9TH STREET	SARA'S CUPCAKES	1925	81 NATIONAL FOLK	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
189	910 NORTH OKLAHOMA AVENUE	CHARITY OUTREACH BAPTIST MISSION	1920	81 NATIONAL FOLK	01A SINGLE DWELLING	06A RELIGIOUS STRUCTURE	B- BUILDING
216	110 NORTH OKLAHOMA AVENUE		1930	73 ART DECO	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
229	425 NORTH WALNUT AVENUE	BRICKTOWN AUTO DETAIL	1935	81 NATIONAL FOLK	97 UNKNOWN	02A BUSINESS	B- BUILDING
235	400 NORTH WALNUT AVENUE		1925	62 COMMERCIAL	10D ENERGY FACILITY	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
237	304 NORTHEAST 3RD STREET		1915	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	98 VACANT/NOT IN USE	B- BUILDING
246	213-215 NORTH CENTRAL AVENUE		1948	62 COMMERCIAL	97 UNKNOWN	01B MULTIPLE DWELLING	B- BUILDING
248	314 NORTHEAST 2ND STREET		2001	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
252	300 NORTHEAST 1ST STREET		1929	62 COMMERCIAL	97 UNKNOWN	02A BUSINESS	B- BUILDING
254	205 NORTH WALNUT AVENUE		1910	62 COMMERCIAL	97 UNKNOWN	98 VACANT/NOT IN USE	B- BUILDING
258	22 NORTHEAST 2ND STREET		1920	81 NATIONAL FOLK	01A SINGLE DWELLING	98 VACANT/NOT IN USE	B- BUILDING
260	425 SOUTH WALNUT AVENUE	PRODUCERS COTTON COOPERATIVE	1901	01 NO DISTINCTIVE STYLE	09A PROCESSING	09A PROCESSING	B- BUILDING
263	200 SOUTHEAST 4TH STREET		1946	01 NO DISTINCTIVE STYLE	09B STORAGE	08E SPORT FACILITY	B- BUILDING

TABLE 1: NATIONAL REGISTER LISTED PROPERTIES

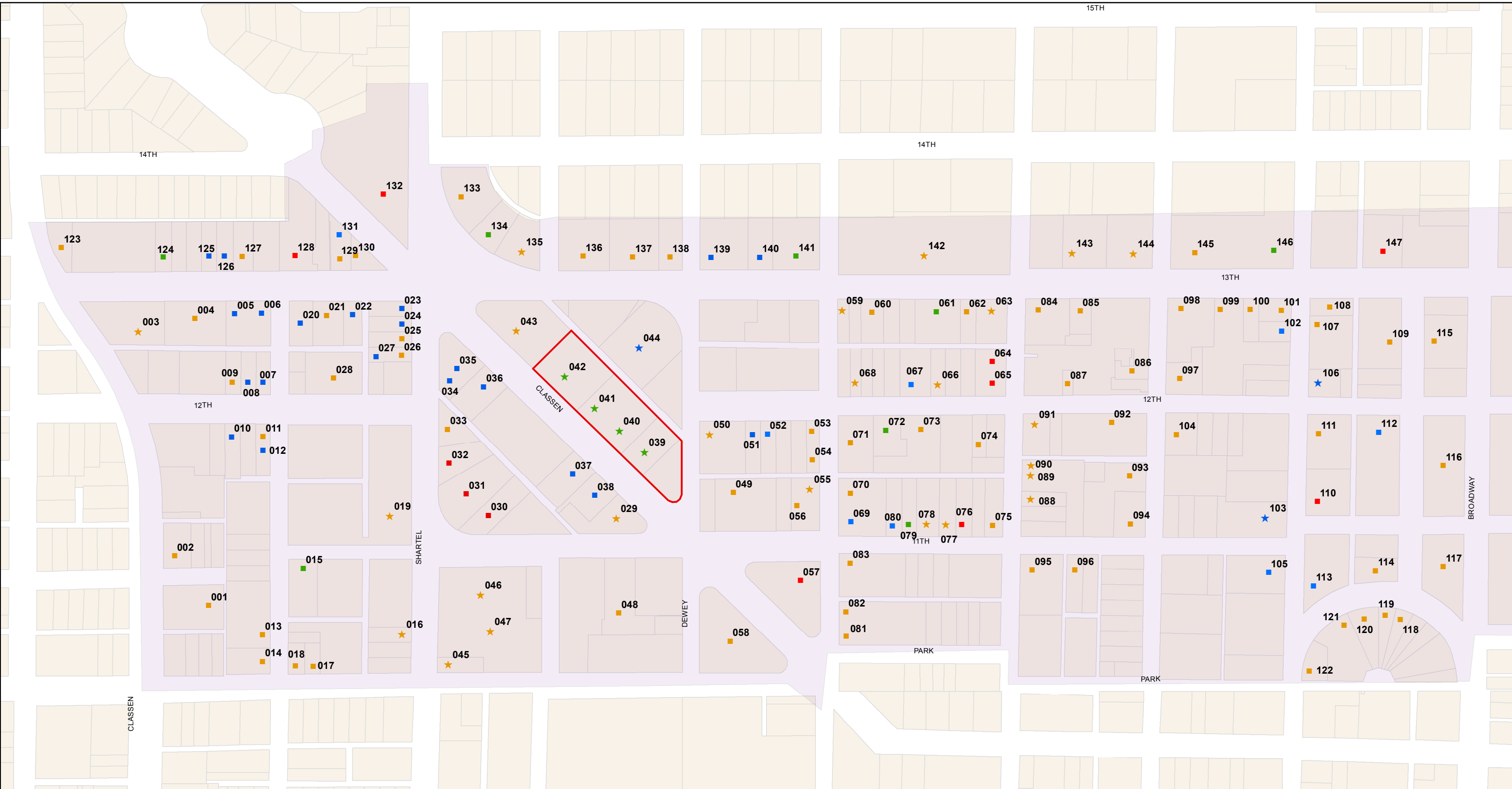
Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
030	725 NORTHWEST 11TH STREET	SMELSER HOUSE	1922	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
031	1200 NORTH SHARTEL AVENUE	MANEY HOUSE	1904	45 QUEEN ANNE	01A SINGLE DWELLING	01D HOTEL	B- BUILDING
032	1224 NORTH SHARTEL AVENUE	DAY HOUSE	1922	61 PRAIRIE SCHOOL	01A SINGLE DWELLING	02B PROFESSIONAL	B- BUILDING
057	1100 CLASSEN DRIVE	PLAZA COURT	1927	55 MISSION/SPANISH ECLECTIC	02A BUSINESS	02A BUSINESS	B- BUILDING
064	1313 NORTH HUDSON AVENUE	SIEBER GROCERY	1922	62 COMMERCIAL	02A BUSINESS	02A BUSINESS	B- BUILDING
065	1305 NORTH HUDSON AVENUE	SIEBER APARTMENT HOTEL	1928	62 COMMERCIAL	01D HOTEL	01B MULTIPLE DWELLING	B- BUILDING
076	409 NORTHWEST 11TH STREET	PALO DURO	1929	55 MISSION/SPANISH ECLECTIC	01B MULTIPLE DWELLING	01B MULTIPLE DWELLING	B- BUILDING
110	1200 NORTH ROBINSON AVENUE	FIRST CHURCH OF CHRIST SCIENTIST	1922	52 CLASSICAL REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING
128	1433 CLASSEN DRIVE	PILGRAM CONGREGATIONAL CHURCH	1920	54 LATE GOTHIC REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING
132	1400 CLASSEN DRIVE	MID-CONTINENTAL LIFE INSURAN	1927	52 CLASSICAL REVIVAL	02A BUSINESS	08C MUSEUM	B- BUILDING
147	113 NORTHWEST 13TH STREET	NORTON-JOHNSON BUICK CO.	1929	73 ART DECO	02E SPECIALTY STORE	02E SPECIALTY STORE	B- BUILDING
155	1 NORTHWEST 12TH STREET	CAIN'S COFFEE	1919	62 COMMERCIAL	10A MANUFACTURING FACILITY	98 VACANT/NOT IN USE	B- BUILDING
183	25 NORTHWEST 9TH STREET	REINAUER BROTHERS MOTOR COMPANY	1947	62 COMMERCIAL	02E SPECIALTY STORE	98 VACANT/NOT IN USE	B- BUILDING
220	35 NORTH HARRISON AVENUE	THE HEIRDING BUILDING	1911	73 ART DECO	97 UNKNOWN	02A BUSINESS	B- BUILDING
236	300 NORTHEAST 3RD STREET	LISNER HOUSE	1926	65 BUNGALOW/CRAFTSMAN	01A SINGLE DWELLING	01A SINGLE DWELLING	B- BUILDING
239	303 NORTHEAST 2ND STREET	HAYWOOD BUILDING	1926	73 ART DECO	02A BUSINESS	02G RESTAURANT	B- BUILDING
241	xxx NORTH CENTRAL AVENUE	EAST INDIA TOILET GOODS COMPANY	1922	62 COMMERCIAL	02A BUSINESS	98 VACANT/NOT IN USE	B- BUILDING
243	300 NORTH WALNUT AVENUE	CALVARY BAPTIST CHURCH	1921	54 LATE GOTHIC REVIVAL	06A RELIGIOUS STRUCTURE	06A RELIGIOUS STRUCTURE	B- BUILDING
245	228 NORTHEAST 2ND STREET	LITTLEPAGE BUILDING	1924	62 COMMERCIAL	97 UNKNOWN	02G RESTAURANT	B- BUILDING
249	322 NORTHEAST 2ND STREET	ELKS VICTORY LODGE	1929	62 COMMERCIAL	03A MEETING HALL	98 VACANT/NOT IN USE	B- BUILDING

TABLE 7: RESOURCES BUILT PRE-1976 THAT SHOULD BE RE-EVALUATED FOR THE NATIONAL REGISTER WHEN NEAR 50 YEARS

Resource Number	Address	Property Name	Construction Date	Stylistic Influence	Historic Use	Present Use	Property Type
061	420 NORTHWEST 13TH STREET	OKLAHOMA SCHOOL FOUNDATION	1973	62 COMMERCIAL		02A BUSINESS	B- BUILDING
072	436 NORTHWEST 12TH STREET		1965	70 MODERN MOVEMENT	97 UNKNOWN	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
079	425 NORTHWEST 11TH STREET	SEABROOK REALTY	1971	70 MODERN MOVEMENT		02A BUSINESS	B- BUILDING
124	921 NORTHWEST 13TH STREET	MICHAEL E. UTTER LAW OFFICE	1967	62 COMMERCIAL	97 UNKNOWN	02B PROFESSIONAL	B- BUILDING
134	707 NORTHWEST 13TH STREET	JONES WILLIAM DENTAL OFFICE	1966	61 PRAIRIE SCHOOL	97 UNKNOWN	12D MEDICAL BUSINESS/OFFICE	B- BUILDING
141	501 NORTHWEST 13TH STREET	SPEARS LAW BUILDING	1978	62 COMMERCIAL		02B PROFESSIONAL	B- BUILDING
146	1407 NORTH ROBINSON AVENUE	KINDRED HOSPITAL	1958	62 COMMERCIAL	12A HOSPITAL	12A HOSPITAL	B- BUILDING

Appendix B:

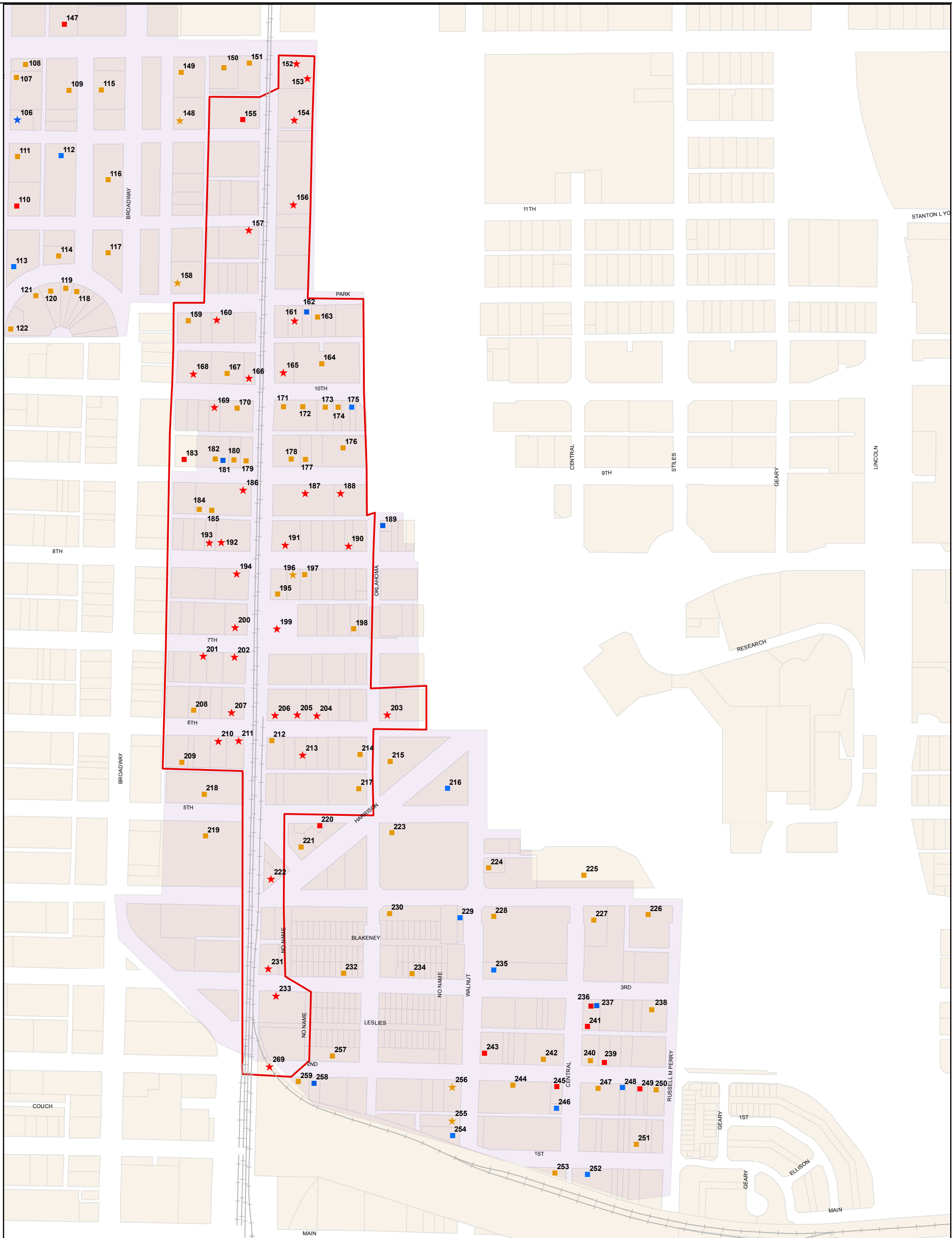
Maps



Western Portion of Survey Area A

- Listed on the National Register
- Individually eligible for the National Register
- Built before 1976, should be re-evaluated when near 50 years
- Not eligible (due to age or integrity)
- ★ Proposed Church Thematic Group
- ★ Proposed Industrial Historic District
- ★ Proposed Villa Teresa Historic District
- ★ Proposed Mid-Century Modern Thematic Group
- ▭ Proposed Historic Districts
- ▭ Study Area

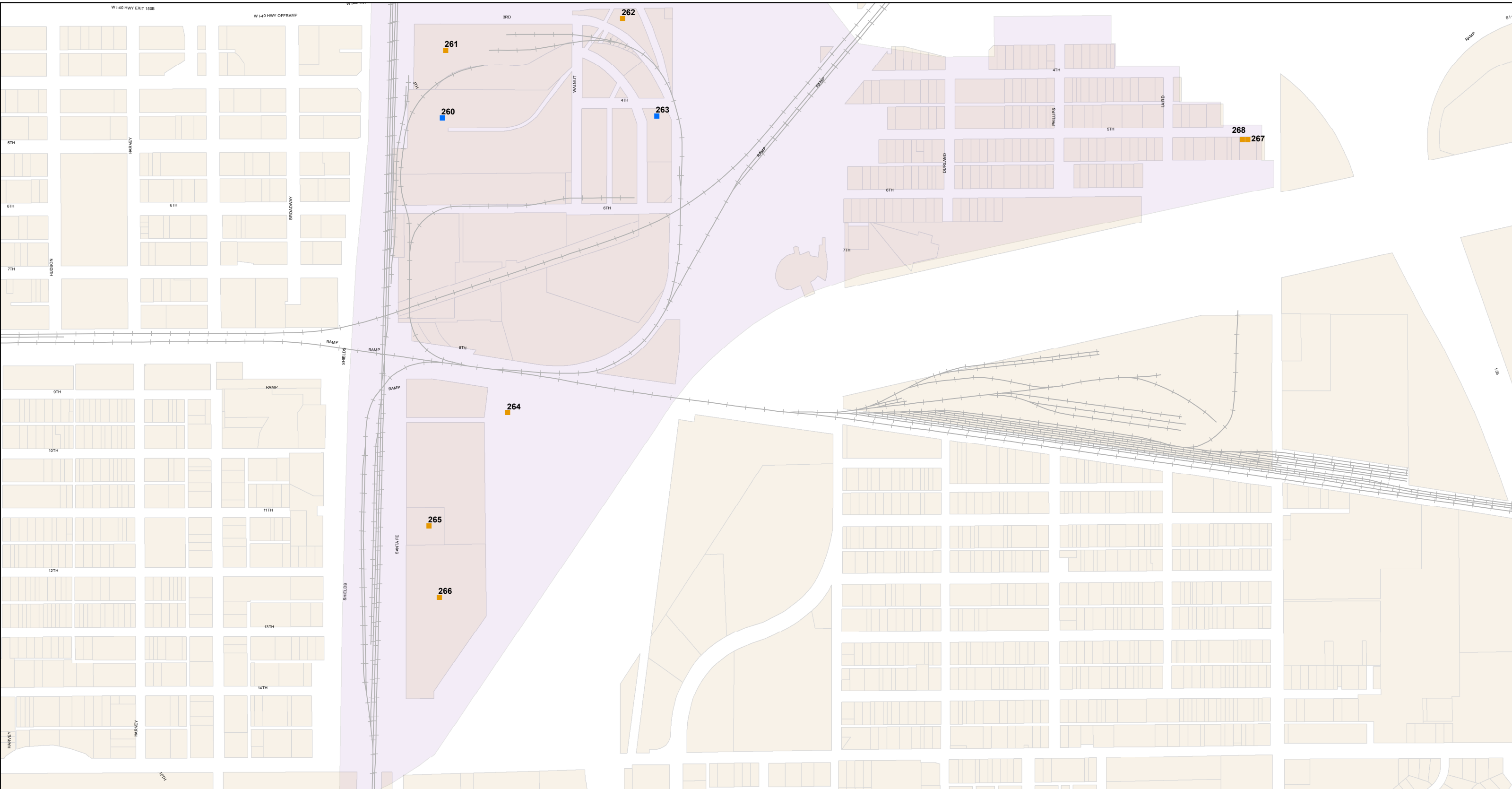




Eastern Portion of Survey Area A



- Listed on the National Register
- Individually eligible for the National Register
- Built before 1976, should be re-evaluated when near 50 years
- Not eligible (due to age or integrity)
- Proposed Historic Districts
- ★ Proposed Church Thematic Group
- ★ Proposed Industrial Historic District
- ★ Proposed Villa Teresa Historic District
- ★ Proposed Mid-Century Modern Thematic Group
- Study Area



Survey Area B

- Listed on the National Register
- Individually eligible for the National Register
- Built before 1976, should be re-evaluated when near 50 years
- Not eligible (due to age or integrity)
- ★ Proposed Church Thematic Group
- ★ Proposed Industrial Historic District
- ★ Proposed Villa Teresa Historic District
- ★ Proposed Mid-Century Modern Thematic Group
- ▭ Proposed Historic Districts
- ▭ Study Area

