



Phase I Harvard Hills Intensive-Level Historic Resources Survey

Prepared for
The City of Tulsa, Oklahoma

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Abstract

The Phase I Survey of the Harvard Hills neighborhood in Tulsa, Tulsa County, Oklahoma was conducted between March and August 2026. Katie Cook and Cassandra Talley of Loggia Preservation LLC completed the survey. Harvard Hills refers to one of the subdivision plats within Tulsa's Sequoyah neighborhood, but the survey area includes part of the Harvard Hills, Sequoyah Hills, Pomeroy Heights, and Lindell Park subdivisions. The survey area, and the broader Sequoyah neighborhood, are located east of downtown Tulsa, just north of Interstate 244 and east of North Harvard Avenue.

A total of 206 resources composed of 124 primary buildings (houses, duplexes, and the Sequoyah School), 58 secondary buildings (detached garages and other outbuildings), and 24 structures (carports, parking areas, and a tornado shelter) on 128 parcels were surveyed at the intensive level. The survey area does not contain any resources currently listed in the National Register of Historic Places, but one resource was identified as individually eligible and one historic district was identified as eligible for the National Register of Historic Places. Resources were almost exclusively single-family residential and were largely constructed in the 1930s and 1940s. The Sequoyah School on East Archer Street and a commercial building on North Harvard Avenue were the only non-residential resources in the survey area.

This survey report provides an introduction to the project, the research design and methodology used for surveying and research, historic contexts within which the resources can be evaluated for their significance, the project findings, and recommendations for future work.

Introduction

This project marks the first phase of intensive-level surveying in the Harvard Hills section of the Sequoyah neighborhood which is located east of downtown Tulsa. Harvard Hills refers to the name of the subdivision plat at the southwest corner of the neighborhood, but the survey area covered only the south half of the plat. It also included part of adjacent plats including Sequoyah Hills, Lindell Park, and Pomeroy Heights. Since the survey area covers a portion of the Sequoyah neighborhood and portions of some of the plats within it, for ease of writing, throughout this report the survey area may be referred to as “Harvard Hills,” the “Harvard Hills neighborhood,” or simply the “neighborhood.” Where needed, additional specificity will be noted.

The survey area contains 206 resources composed of 124 primary buildings (houses, duplexes, and the Sequoyah School), 58 secondary buildings (detached garages and other outbuildings), and 24 structures (carports, parking areas, and a tornado shelter) on 128 parcels. It should be noted that the term “resources,” which comes from National Park Service (NPS) terminology, will be used throughout the report to denote the range of buildings and structures surveyed as part of this project. Where needed, additional specificity as to the type of resource (building, structure, site, object, or district) will be noted.

Harvard Hills is primarily residential except for the Sequoyah School located near the center of the survey area and a small commercial building on North Harvard Avenue. Single-family residences, with a small number of duplexes, predominate and the majority were constructed in the 1930s and 1940s in an era of tremendous growth in Tulsa. Typical architectural styles including the Minimal Traditional, Tudor Revival, and Colonial Revival styles—highly popular styles in the 1930s and 1940s—are the most common styles and are found on 85 percent of primary buildings. In general, resources retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association, and therefore convey their significance to Tulsa’s residential architectural history.

Architectural and historic surveys are valuable planning tools that assist communities in identifying and documenting historic resources and help communities make strategic planning decisions for their preservation. There are two types of architectural surveys—reconnaissance and intensive. Reconnaissance surveys not only document historic resources and aid in planning for their preservation but also include historic contexts that are used to evaluate the significance of surveyed

resources. This project is an intensive-level survey, which serves a similar purpose but also includes research on each property within the survey area. Both types of surveys evaluate each resource's eligibility for the National Register of Historic Places. The National Register of Historic Places is the nation's official list of historic resources that are determined to be historically significant.

In 1990 a survey of the Harvard Hills neighborhood was conducted as part of a larger survey of certain areas of Tulsa. The information that came out of this survey was incorporated into a chapter in the 1992 *Tulsa Historic Preservation Plan Report*. Another evaluation of Harvard Hills for the National Register occurred in 2014, when it was determined that the area was eligible for the National Register. In 2020 and 2021, the City of Tulsa completed some fieldwork and documentation of Harvard Hills. Besides these activities, targeted survey work in the neighborhood has not been undertaken. The objectives of this project include the photographic documentation of each resource in the survey area, an evaluation of the eligibility of each resource for listing in the National Register of Historic Places, the completion of an Oklahoma State Historic Preservation Office's (SHPO) Historic Preservation Identification Form at the intensive-level for each resource, and a written historic context for the survey area along with a final survey report.

Research Design

The following sections describe the research design used to complete this historic survey. The project's objectives, a brief description of the survey area, and a detailed methodology covering historic research, fieldwork, and determining National Register eligibility are discussed.

Project Objectives

The Phase I Survey of Harvard Hills has multiple objectives, including:

- Documenting each resource in the survey area with photography
- Evaluating the eligibility of each resource for listing in the National Register of Historic Places
- Completion of a SHPO Historic Preservation Resource Identification Form at the intensive-level for each property
- Development of historic contexts for the survey area

- Completion of a survey report containing project information, historic contexts, survey results, recommendations, and an annotated bibliography

Survey Area

Beginning at the southwest corner, the survey area is bounded by North Harvard Avenue to the west, East Haskell Street to the north, North Knoxville Avenue to the east, and East Admiral Court to the south (Figure 1). This area contains 128 parcels situated within 39 acres of the southwest corner of the Sequoyah neighborhood. Located east of downtown Tulsa, Harvard Hills is located at the northeast corner of the intersection of East Admiral Place and North Harvard Avenue, just north of Interstate 244. Harvard Hills refers to the subdivision plat where many of the surveyed resources are located, and square stone pillars at the intersections of North Harvard Avenue and East Haskell Street and East Easton Street demarcate the plat from the surrounding streetscape. The survey area is filled with single-family houses and related outbuildings like garages, in addition to the Sequoyah School (presently known as Phoenix Rising Alternative School) which is nestled into the center of the neighborhood. Adjacent to the survey area are businesses which line East Admiral Place and the Sequoyah Hills Baptist Church on North Harvard Avenue. The larger Sequoyah neighborhood is likewise residential in nature and contains additional schools, churches, parks, and is bordered by the Rose Hill cemetery near the southeast corner of the neighborhood.

Methodology

The Phase I Survey of Harvard Hills was conducted by architectural historians Katie Cook and Cassandra Talley of Loggia Preservation. Both Katie and Cassandra meet the standards set forth by the Secretary of the Interior in 36 CFR Part 61 to qualify as Architectural Historians. The general methodology included a preliminary research phase which was followed by fieldwork and local research in Tulsa, all of which served as a foundation for the development of historic contexts, the completion of inventory forms at the intensive-level, and the evaluation of resources for listing in the National Register of Historic Places. The methodology complies with guidance from the National Park Service (NPS) including Bulletin 24, *Guidelines for Local Surveys: A Basis for Preservation Planning* and Bulletin 15, *How to Apply the National Register Criteria for Evaluation*. In addition, guidance published by the Oklahoma SHPO, including the *Architectural/Historic Resource Survey: A*

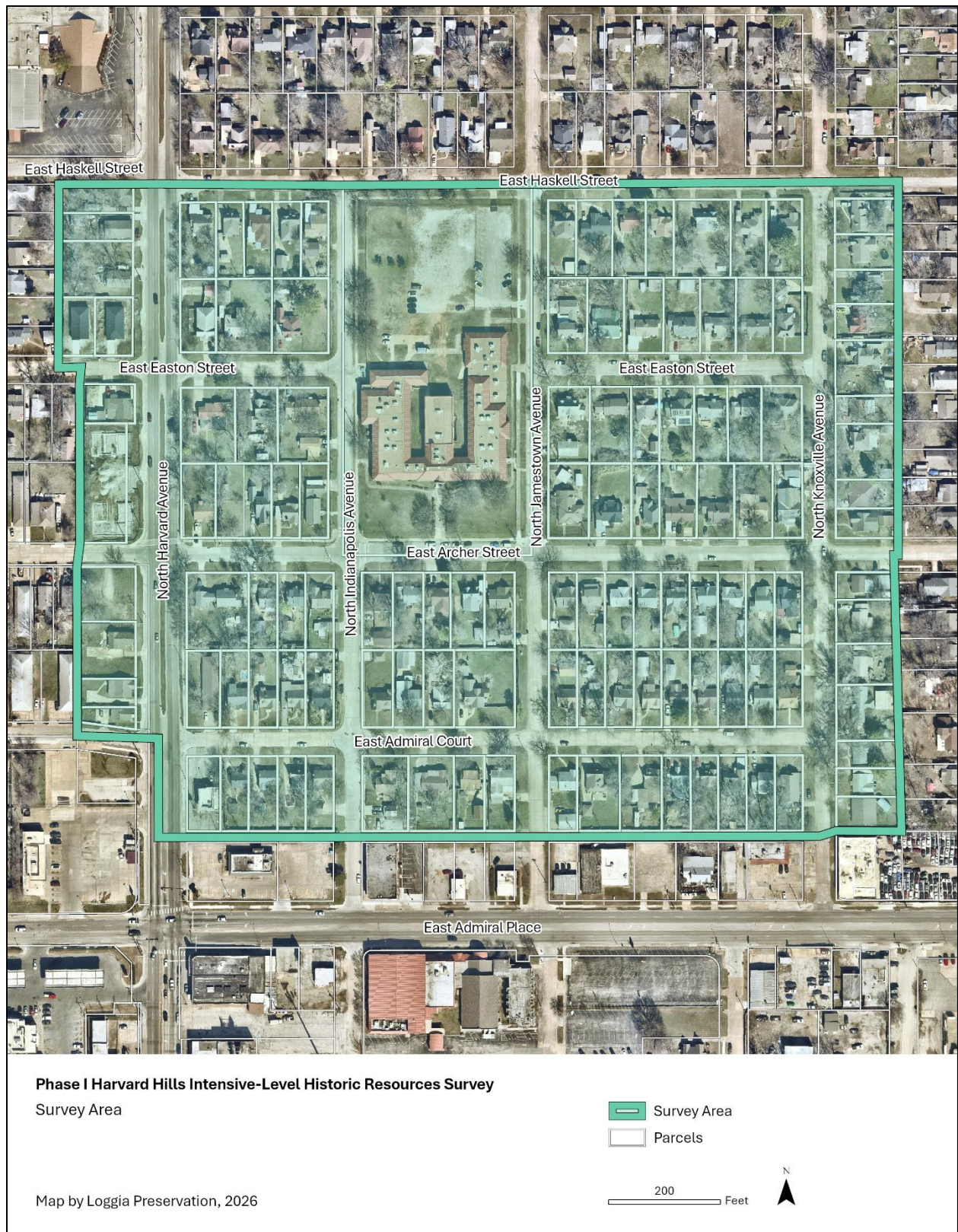


Figure 1. The survey area for this project. Loggia Preservation, 2026.

Field Guide and “Oklahoma Architectural/Historic Survey Requirements” were followed. The following sections provide additional details on key aspects of the methodology.

Historical Research

This survey was conducted at the intensive level, which entails research into each historic context in addition to research on each resource within the survey area. Preliminary research was performed in March and April 2026 and during this time, Loggia Preservation gathered resources relevant to the history of Harvard Hills and Tulsa. These preliminary resources included books, reports, historic photographs, maps, and aerial imagery, sourced from repositories like the Library of Congress, the United States Geological Survey, the Oklahoma Historical Aerial Digitization Project, and the City of Tulsa.

In addition, the City of Tulsa provided Loggia Preservation with geographic information system (GIS) parcel data from the Tulsa County Assessor which contained each parcel’s address, legal description, and approximate year of construction, among other information. The GIS data was used to analyze the survey area, create maps for fieldwork and the survey report, and prepare data for entry into inventory forms. The approximate year of construction from the parcel data was checked against information gathered from newspapers and city directories. In many instances, the year of construction in the parcel data was determined to be inaccurate. City directories proved to be a fairly reliable source for determining when a resource was constructed based on when an occupant was first listed at the address. Also of note is that there are four small parcels within the survey area that, in the parcel data, have a “0” listed as the street address. After consulting the ownership information in the parcel data, and comparing it to evidence collected during fieldwork (often the survey team observed shared fences spanning two parcels) it was determined that these parcels were owned by one of the adjacent property owners. In the survey maps and forms, the small parcels were merged with the adjacent property with shared ownership.

Following the preliminary research phase, additional sources were used including Tulsa newspapers like the *Tulsa Tribune* and *Tulsa World* (both available through Newspapers.com), resources from the Tulsa City-County Library like the library’s vertical files, maps, city directories, and reports, and city directories available through Ancestry.com. It is important to note that there are some caveats to the information from the city directories which were used to approximate the year of construction for

each resource. In some instances, it was found through newspaper articles that houses were constructed one to two years before occupants were listed in directories. Therefore, the years of construction entered in the inventory forms are estimated, but the survey team believes they are fairly reliable. Also, for some years in the 1940s, the Tulsa City-County Library only had cross reference directories on hand which do not indicate homeownership status, which was noted in a field in the inventory form. These items, used alongside previous survey reports, National Register nominations, documentation from the City, and other sources, were used to complete the survey report and forms. All sources are footnoted where applicable and major sources are included in the Annotated Bibliography.

Fieldwork

Fieldwork took place April 21-24, 2026, in Tulsa. Each resource within the survey area was documented with at least two photographs taken at different angles from the right-of-way. For larger buildings like the Sequoyah School, additional photographs were taken. Detached garages visible from the right-of-way were documented with at least one photograph and representative streetscape photographs were also taken throughout the survey area. In some cases, resources were obscured by perimeter fencing and foliage. Since the survey area is primarily residential, it was expected that single-family houses with detached garages would constitute the majority of resources surveyed and this was what the team encountered.

Determining National Register Eligibility

As an honorary listing of historically significant resources, the National Register of Historic Places has requirements for resources to be listed. Resources can include individual properties or historic districts which are a collection of related resources. In most cases the resource (or resources within the historic district) must be 50 years or older, the resource or district must have historic significance, and the resource or district must retain historic integrity. Historic integrity is the ability of a resource to convey its historical associations or attributes. Generally, this means that a historic building still retains its original appearance through the presence of physical features like original siding, windows, and exterior doors. There are seven aspects of integrity including location, setting, design, materials, workmanship, feeling, and association. For historic districts, each resource in the district is assessed as to whether it contributes to the district or does not contribute to the district.

Based on this survey, the survey team determined that the Sequoyah School is individually eligible for the National Register while the Harvard Hills Historic District, which encompasses much of the survey area, is eligible for the National Register as a district. In the proposed district, two criteria were used to assess each resource: age and integrity. For age, a resource was determined to be contributing if it was constructed during the period of significance which stretched from 1928 to 1960 (additional information on the proposed district is in the Project Recommendations section of the report). Resources constructed outside of this period are non-contributing.

Integrity was assessed by comparing the extent of alterations to each resource against common alterations found within the survey area. Given the age of houses within Harvard Hills and the fact that they have been continually occupied, it is understandable and expected that alterations have occurred over time. Common alterations include the replacement of original windows and doors, the construction of freestanding or attached carports, enclosing a porch, altering porch materials or features, enclosing a garage, replacement of original cladding materials, painting brick, and additions on a rear or side elevation. To assess whether alterations were so extensive that a resource no longer retained integrity, the survey team developed a rubric. Each resource was evaluated and if a resource had four or more of these common alterations it was determined to be non-contributing. In some instances, it could not be determined whether features like an entry door or porch features, like railings or lack thereof, were original or altered. In these cases, the survey team defaulted to features being original.

Survey Results

This survey documented 206 resources which included 124 primary buildings (houses, duplexes, and the Sequoyah School), 58 secondary buildings (detached garages and other outbuildings), and 24 structures (carports, parking areas, and a tornado shelter). These resources were documented at the intensive level on inventory forms. Construction dates for resources range from 1927 to 2025, with most of the resources dating to the early 1930s and the early 1940s. Popular architectural styles from this era, like the Minimal Traditional, Tudor Revival, and Colonial Revival styles are most common, and most residences were constructed with either an attached or detached garage. As expected, single-family residences dominated the survey area and, as a whole, the survey area remains highly cohesive and retains integrity. While alterations like the replacement of original siding, windows, and

doors have occurred, usually the alterations are not extensive and resources in the survey area are able to convey their collective significance.

Historic Property Types

The vast majority of properties in the survey area are single-family residential resources. There are four multi-family residential resources, one educational resource (Sequoyah School), and one commercial resource. Most of the residential properties include attached one-car garages, or detached one- or two-car garages, and/or carports.

Architectural Styles

The most popular styles in the survey area are, by far, the Minimal Traditional and Tudor Revival styles (Table 1). The Colonial Revival style is the third most prevalent, with other styles like the Craftsman and Folk National exhibited by only a handful of resources. The most common and notable styles are described in the following sections. The presence of different architectural styles not only illustrates the era within which the survey area was developed but also supports the boundary for the proposed Harvard Hills Historic District. Resources within the proposed district exhibit styles from the 1930s and 1940s, while resources just outside the proposed district (on the west side of North Harvard Avenue, for instance) exhibit earlier styles like the Craftsman style. More information about the proposed district is provided in the Project Recommendations section.

Architectural Style	Number of Primary Resources	Percentage of Primary Resource Total
Minimal Traditional	46	37%
Tudor Revival	45	36%
Colonial Revival	14	11%
Craftsman	5	4%
Ranch	3	2%
Folk National	2	2%
Modern Movement	2	2%
Spanish Revival	1	1%
No discernable style	5	4%

Table 1. Each architectural style within the survey area and the number of resources exhibiting each style.

Minimal Traditional

The Minimal Traditional style originated in the midst of the Great Depression and remained popular through the post-World War II years until around 1950, and its qualities and characteristics were largely shaped by material released by the Federal Housing Administration (FHA). The FHA developed guidelines for residential construction that would qualify a property for government-backed financing, seeking to reduce construction costs and spur housing construction amid the Depression. As the United States recovered from the Depression and entered World War II, the style's low cost and simple forms made it a popular choice for defense housing projects which had to meet the restrictions placed on building materials during the war. Even after the war, the Minimal Traditional style remained popular as the FHA encouraged the construction of modest houses to meet the immense post-war housing demands. Its popularity soared through World War II and the post-war era as more Americans desired to become homeowners to satisfy the "American Dream."¹

Constructed of mass-produced materials, often by developers, Minimal Traditional houses were usually constructed from stock plans (e.g. not custom-designed). These houses have modest footprints and are often one-story, but one-and-a-half- and two-story versions were also constructed. Houses are often topped with side gable roofs with minimal eave overhang, and some have side gable roofs intersected by a front-facing gable above the façade. Additionally, features like porches and bay windows were components that were promoted by the FHA. Concrete and concrete block foundations are common, and exteriors are often clad in aluminum siding or brick veneer. Windows are usually double-hung units with sashes that contain multiple panes of glass and may be accentuated by decorative shutters and large picture windows, or bay windows may also be used. Stylistic details are often kept to a minimum to keep costs down, simplify the construction process, and maintain a simple appearance. When stylistic elements are used, they are usually small in number and simplified elements taken from the Colonial Revival or Tudor Revival styles. In neighborhoods filled with Minimal Traditional style houses, the features of each house may be slightly altered throughout to reduce the sense of monotony and provide visual interest to the streetscape.²

¹ Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2019), 586-595.

² McAlester, *A Field Guide to American Houses*, 586-595.



Figure 2. Examples of the Minimal Traditional style in the survey area. Clockwise from upper left: 3307 East Admiral Court; 3315 East Archer Street; 47 North Knoxville Avenue; 3514 East Haskell Street; 119 North Knoxville Avenue; 3318 East Easton Street. Photographs by Loggia Preservation, 2026.

Tudor Revival

Tudor Revival architecture reached its peak popularity from 1900 through the 1940s. The exteriors of Tudor Revival houses are often clad in dark red brick veneer. Multiple brick veneer patterns, decorative brickwork, stone accents, and false half-timbering are typical decorative devices used to decorate the exterior. Steeply pitched side or front gable roofs are common in addition to prominent, front-facing gables. Doorways may be rounded and accentuated by stone veneer, and windows are commonly multi-paned leaded glass panels inset in wood frames or steel casement windows. Chimneys tend to be prominently placed and topped with decorative chimney pots.³

Colonial Revival

The Colonial Revival style was inspired by the 1876 Philadelphia Centennial event celebrating the centennial of America's independence. A resurgence of interest occurred in the 1930s with the restoration of Colonial Williamsburg in Virginia. This revival style represented a romanticized look back to the colonial period alongside a renewed sense of patriotism. The Colonial Revival style is often applied to residential buildings with rectangular footprints and hipped or side gabled roofs. The entryways are often centered on the façade, accentuated by a portico, pilasters, a broken triangular or segmental pediment, fanlights, or sidelights. Windows are often paired and framed by shutters, with each sash holding six, eight, nine, or twelve panes. Some elaborate Colonial Revival buildings also feature denticulated cornices and keystones. Wood siding is a common exterior cladding, but brick veneer may be present instead. Examples of the style from 1880s through World War II typically mirrored true Colonial-era architecture more accurately but after World War II, stylistic elements were greatly simplified. As examples of the style within the survey area were constructed in the 1930s and 1940s, they exemplify the typical simplifications to the style.⁴

Spanish Revival

The Sequoyah School, built in 1927, stands apart in that it is an example of the Spanish Revival style. This style was popular from around 1915 to 1940 and is most common in the southwestern United States and Florida—areas that historically had Spanish colonies. However, examples of it can be found throughout the country. The style is believed to have originated with the Panama-California

³ McAlester, *Field Guide to American Houses*, 448-466.

⁴ McAlester, *A Field Guide to American Houses*, 408-432.



Figure 3. Examples of the Tudor Revival style in the survey area. Clockwise from upper left: 3416 East Archer Street; 3309 East Archer Street; 3404 East Archer Street; 3315 East Easton Street; 115 North Knoxville Avenue; 3316 East Admiral Court. Photographs by Loggia Preservation, 2026.



Figure 4. Examples of the Colonial Revival style in the survey area. Clockwise from upper left: 3316 East Archer Street; 3314 East Admiral Court; 3506 East Archer Street; 3503 East Easton Street. Photographs by Loggia Preservation, 2026.

Exposition of 1915 which was held in San Diego, California, and featured numerous Spanish Colonial designs. During World War I, architects seeking to study European architectural history focused on Spain as the country remained neutral through the war.⁵

Characteristics of the style are drawn from all aspects of Spanish architectural history, with inspirational periods ranging from the Gothic to the Renaissance eras. Exteriors are usually clad in stucco but may also be clad in brick or stone. The roofs of Spanish Revival style buildings may be clad in red tiles and have little to no eave overhang. Doors are one feature of Spanish Revival style buildings that tend to receive decoration. Door and window surrounds may be accentuated with

⁵ McAlester, *A Field Guide to American Houses*, 520-534.



Figure 5. The Spanish Revival style entrance to the Sequoyah School. Photograph by Loggia Preservation, 2026.

carved, low-relief ornament, decorative plaques, spiraled columns or pilasters, or patterned tiles. Focal windows are common and can include arched windows framed by spiraled columns or simpler, arched windows framed with decoration.⁶ The Sequoyah School is a restrained example of the style, except for the primary entrance which is accentuated by a highly decorative surround. The cast stone (or cast concrete) surround incorporates spiral pilasters, an entablature framed by finials, all set within a parapeted gable topped with a swan's neck pediment. The roof is currently a red standing seam metal roof but was likely red tiles historically. There is no eave overhang, but the eave is highlighted with subtle brick corbelling.

Building Forms

This section on building forms relates primarily to the residences within the survey area, as the vast majority of resources are residential. Residences in the survey area are modest in size and are commonly one-story, although some are one-and-a-half-stories. There are very few examples of two-story houses in the survey area. Almost all residences are topped with a side gable roof which tops the typical rectangular shape. The simple roof form and shape are often disguised by features like gabled projections and vestibules. Masonry veneers of brick and fieldstone are the primary cladding

⁶ McAlester, *A Field Guide to American Houses*, 520-534.

materials, and typical accent materials include wood, aluminum, or vinyl siding or false half-timbering which are typically found on the gable ends. The uniformities in form and style contribute to a cohesive neighborhood that directly reflects the era when residences were constructed. Uniformity also reflects the use of stock plans by developers in the survey area. There are multiple examples of the same building form being utilized but with minor differences, like different cladding materials, a different roof shape, or different dormers used.

Accessory buildings and structures like garages and carports are likewise found throughout the survey area. Nearly every residence has a garage, and many feature attached one-car garages that are placed on a side elevation. If not attached, there are many detached one- and two-car garages. Many of the detached garages appear to have been constructed at the same time as the house as they typically use similar materials and are depicted on Sanborn maps of the neighborhood. Carports do not appear to be original features and are typically situated in front of an attached garage or beside the house if the garage is detached. Most of the carports are constructed of metal framing and date to the 1970s and later.

Project Recommendations

National Register-listed and Individually Eligible Resources

At present, there are no resources in the survey area that are listed in the National Register of Historic Places. Based on this survey and NPS and SHPO guidance, the Sequoyah School at 3441 East Archer Street is the only resource individually eligible for the National Register under Criterion C: Architecture (Figure 6). The school was constructed in 1927 and exemplifies a restrained Spanish Revival style, and was likely designed by Lee Shumway, the Tulsa school board's architect at the time. Character-defining features of the school include the highly decorative door surround accentuating the main entrance on East Archer Avenue, the brickwork used throughout the building's exterior, the smokestack extending upwards from the center of the building, the shape and form of the roof, and the W-shape of the building. In the late 1920s—and for decades after the school's construction—Tulsa experienced immense population growth and the city's school system struggled to maintain adequate classroom space. Thus, several additions have been appended to the school, first in 1929, then in 1937, 1947, and finally between 1995 and 2003. The additions have greatly expanded the



Figure 6. The historic Sequoyah School at 3441 East Archer Street. Photograph by Loggia Preservation, 2026.

school's original footprint (Figure 23), but the character-defining features of the building largely remain intact.

National Register Historic Districts

Based on this intensive-level survey, the Harvard Hills Historic District is eligible for the National Register of Historic Places at the local level under Criterion C: Architecture. However, it must be noted that only a portion of the Harvard Hills subdivision was surveyed as part of this project. It is anticipated that future phases will cover other areas of the subdivision and surrounding areas of the Sequoyah neighborhood. Therefore, the assessment of National Register eligibility, integrity, the determination of the proposed boundary, period of significance, area of significance, and statement of significance, will likely need to be amended following additional survey work. Yet, based on the findings of this project, resources within the proposed district illustrate the residential building boom that swept Tulsa before the Great Depression. Although the Great Depression greatly hampered building, the onset of World War II and the establishment of the Federal Housing Administration (FHA) and its real estate design and financing programs spurred a new wave of residential construction. The proposed period of significance is from 1928 to 1960, which corresponds to when resources within the district were constructed. Resources in the proposed district are great examples of popular styles like the Tudor Revival, Colonial Revival, and Minimal Traditional styles which were translated into modest yet stylish housing for Tulsa's working and middle-class residents. Resources

within the district retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association, although many resources have experienced some alterations like the replacement of original materials and the enclosure of porches and garages. The boundaries of the proposed district correspond to the north section of the Sequoyah Hills subdivision and the south third of the Harvard Hills subdivision, as these subdivisions shared similar development histories and contain similar styles of residential architecture.

The proposed district contains a total of 192 resources. Of this, 144 resources contribute to the proposed district's significance while 48 resources were deemed to be non-contributing. Non-contributing resources were determined based on age and a set of criteria used to assess integrity which is outlined in the Methodology section.

Benefits of National Register of Historic Places Listing

Listing a historic resource or historic district in the National Register of Historic Places is honorary and there are no restrictions on what a property owner can or cannot do to their property because of its inclusion on the National Register. Therefore, there are essentially no disadvantages for property owners in National Register-designated historic districts, while there are several benefits. Through listing in the Register, the history of significant places in communities across the country is thoroughly documented, recorded, and made publicly available. As an example, listing Harvard Hills in the Register ensures that the neighborhood's history and significance to Tulsa's residential architectural history is documented and preserved for future generations. Additionally, Section 106 of the National Historic Preservation Act of 1966 provides a method for assessing and mitigating negative effects to National Register-listed resources which may stem from any projects funded with money from the federal government, carried out by a federal agency, or projects requiring a federal permit, licensing, or approval. Additionally, owners of income-producing properties (not owner-occupied) whose buildings are determined to be contributing to the significance of the district would be eligible to take advantage of federal and state historic tax credits. The Oklahoma state historic tax credit is 20 percent, and it can be used in conjunction with the federal program which is also a 20 percent credit. The qualified rehabilitation project must comply with the requirements of the program, and more information is available here: <https://www.okhistory.org/shpo/taxcredits>.

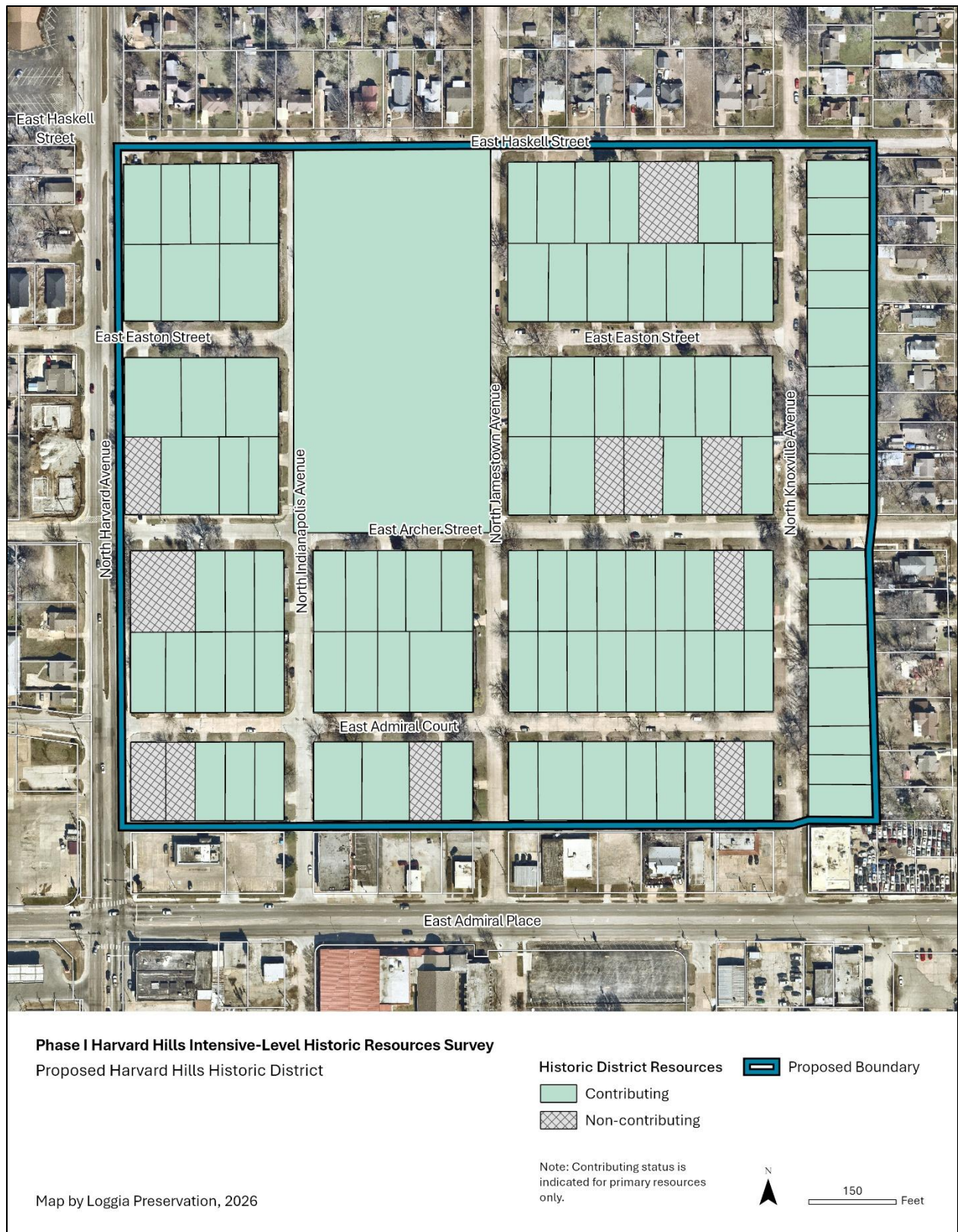


Figure 7. The proposed Harvard Hills Historic District. Loggia Preservation, 2026.

Historic Preservation Overlay Zoning Districts

There are two types of historic districts, those that are listed in the National Register of Historic Places (discussed above) and those that are locally designated, which, in Tulsa, are referred to as historic preservation overlay zoning districts. The preceding sections discuss the benefits of designation at the national level (e.g. listing in the National Register); however, it is also recommended that the representatives from the City of Tulsa and the Tulsa Preservation Commission meet with residents in Harvard Hills to discuss the benefits of local designation. Local designation provides the most powerful tool that residents and the City can use to protect historic resources. It provides legal protection to historic resources to preserve the historic character of an area against irrevocable loss. For resources within a preservation overlay district, exterior work to a resource must adhere to the guidelines within Tulsa's Unified Design Guidelines for Historic Preservation Overlay Districts and may be subject to design review by the Tulsa Preservation Commission. The Commission either approves or denies the proposed work based on the City's design guidelines. Locally designated districts can help stabilize an area and result in increased property values.⁷

Areas for Future Surveying

Since the survey area for this project only covered a portion of the Harvard Hills and Sequoyah Hills subdivision plats, additional surveying should be conducted. This includes a complete survey of the entire Harvard Hills subdivision plat, which extends northward to the south side of East King Street, and the commercial portion of the Sequoyah Hills subdivision on the north side of East Admiral Place. Surveying could also be completed to document the broader Sequoyah neighborhood of which Harvard Hills is just one part of.

⁷ Akram M. Ijla, "The Impact of Local Historical Designation on Residential Property Values: An Analysis of Three Slow-Growth and Three Fast-Growth Central Cities in the United States," (PhD diss., Cleveland State University, 2008); Tulsa Preservation Commission, "HP Zoned Neighborhoods," accessed May 26, 2026, <https://tulsapreservationcommission.org/neighborhoods-districts/overlay-districts/>.

Historic Context

Early History of Tulsa, 1820-1901

As white European settlement encroached further westward from the eastern seaboard of the United States and following the Indian Removal Act of 1830, Native Americans in the southeastern United States who had not already relocated to the Indian Territory west of the Mississippi River were forcibly removed from their ancestral homelands and forced westward.⁸ By the late 1820s, a reservation was established for the Cherokee that encompassed eastern Oklahoma.⁹ In 1833, a Muskogee (Creek) band known as the Lochapoka settled along the eastern edge of a bend in the Arkansas River, in an area that would become the city of Tulsa. Like the Cherokee, the Lochapoka were forcibly removed from their ancestral homelands in Alabama and made their way to northeast Oklahoma, where they established a treaty with the Cherokee to establish their new home.¹⁰ In fact, in the survey area East Archer Street follows the historic dividing line between the Muskogee (Creek) and Cherokee Nations—with the Muskogee (Creek) owning land to the south and the Cherokee owning the land to the north.¹¹ The Lochapoka settlement became known as Tallasi which overtime was anglicized by white settlers to Tulsī, Tulsee, and finally, Tulsa.¹² Following the Civil War the United States embarked on an area of massive railroad expansion, and in Indian Territory this was made possible through treaties between United States and Native American nations which required that one railroad running north-south and one running east-west be permitted through Native American lands. About thirty miles east of Tulsa, through Muskogee, the north-south running Missouri, Kansas, and Texas (referred to as the MKT or Katy) Railroad was constructed in 1872. In the mid-1870s the east-west track came in at the northeast corner of Indian Territory as the St. Louis and San Francisco (Frisco) Railroad. About sixty miles northeast of the fledgling town, the railroads crossed and the town of Vinita was established in 1871. Through the spring and summer of 1882, tracks were laid from Vinita to Tulsa which was christened as the western terminus. Yet at the time, Tulsa was described as a “city” of

⁸ “Indian Treaties and the Removal Act of 1830,” Office of the Historian, Department of State, accessed April 9, 2026, <https://history.state.gov/milestones/1830-1860/indian-treaties>.

⁹ “History,” Cherokee Nation, accessed April 9, 2026, <https://www.cherokee.org/about-the-nation/history/>.

¹⁰ Carl E. Gregory, “Tulsa,” *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=TU003>.

¹¹ “Harvard Hills: An Addition to Tulsa Okla,” subdivision plat, 1929, Land Records Division, Tulsa County Clerk; J. Robert Burnham, *Map of Tulsa Oklahoma and Vicinity* ([Washington, DC?]: The Norris Peters Co. 1915), Bureau of the Census.

¹² Danney Goble, PhD., *Tulsa! Biography of the American City* (Tulsa, OK: Council Oak Books, 1998), 26.

tents and a few gently worn pathways through the grass.¹³ A few years later in 1884 the Frisco Railroad was extended across the Arkansas River on its way to Sapulpa.¹⁴

With the railroad came the development of industries in the nascent town, and ranching was the most prominent. Around Tulsa vast ranches were established allowing cattle driven up from Texas to feed on the area's rich grasslands. In the fall of each year, the cattle were shipped out on the railroad making Tulsa a key transportation point for the burgeoning cattle industry. The timber and coal industries had a small foothold in Tulsa as well but did not match the strength of the cattle industry. White settlers also arrived and sought to establish businesses and homes in the Tulsa. But no one—not even people of the Muskogee (Creek) or other Native American nations—could acquire title to the land. The land was collectively owned by the Muskogee (Creek) Nation and, rather than selling property, land was leased from the Muskogee (Creek) Nation. Although the land was collectively owned by the Muskogee (Creek), the leaseholder could construct, own, and convey any improvements to the land. The success of Tulsa's early industries put money in resident's pockets, and the small town transitioned from a "city" of tents to a town with more substantial frame buildings, albeit along a small number of dusty and muddy streets which were concentrated near the center of modern-day downtown Tulsa. The development of Tulsa necessitated the construction of the city's first school which was built in 1884 near the present-day location of East 4th Street and South Boston Avenue. The school was funded on a subscription basis since residents could not collect taxes as their land was leased from the Muskogee (Creek) Nation.¹⁵

In the waning decades of the nineteenth century, and in the face of increasingly permanent settlement in Tulsa, the Muskogee (Creek) Nation attempted to stymie immigration to their lands.¹⁶ Supported by previous actions in the 1880s and 1890s which gave the United States government and its citizens increasing power in Indian Territory, Tulsa was incorporated under Arkansas law in January 1898. Later that year, the United States Congress passed the Curtis Act which terminated all tribal

¹³ Goble, *Tulsa!*, 21, 30-31; Augustus J. Veenendaal, Jr., "Missouri, Kansas and Texas Railway," The Encyclopedia of Oklahoma History and Culture, Oklahoma Historical Society, accessed May 5, 2026,

¹⁴ Goble, *Tulsa!*, 21, 30-32, 37.

¹⁵ Goble, *Tulsa!*, 31-34, 37-38, 40-41.

¹⁶ Goble, *Tulsa!*, 42-43.

governments and their land holdings in Indian Territory. Outside of already established cities and towns, land that was once collectively owned by Native American nations was deeded to Native American individuals. Yet property in cities would first be surveyed, platted, appraised, then sold. Improved property, like that containing the early frame buildings in Tulsa, could be sold at a discount to the current occupants while unimproved property was sold at auction. The meager proceeds from the land sales went to the Native American nation that had owned the land and thus, in 1901 the city of Tulsa was platted and transitioned to privately owned property rather than collectively owned land by the Muskogee (Creek) Nation (Figure 8).¹⁷

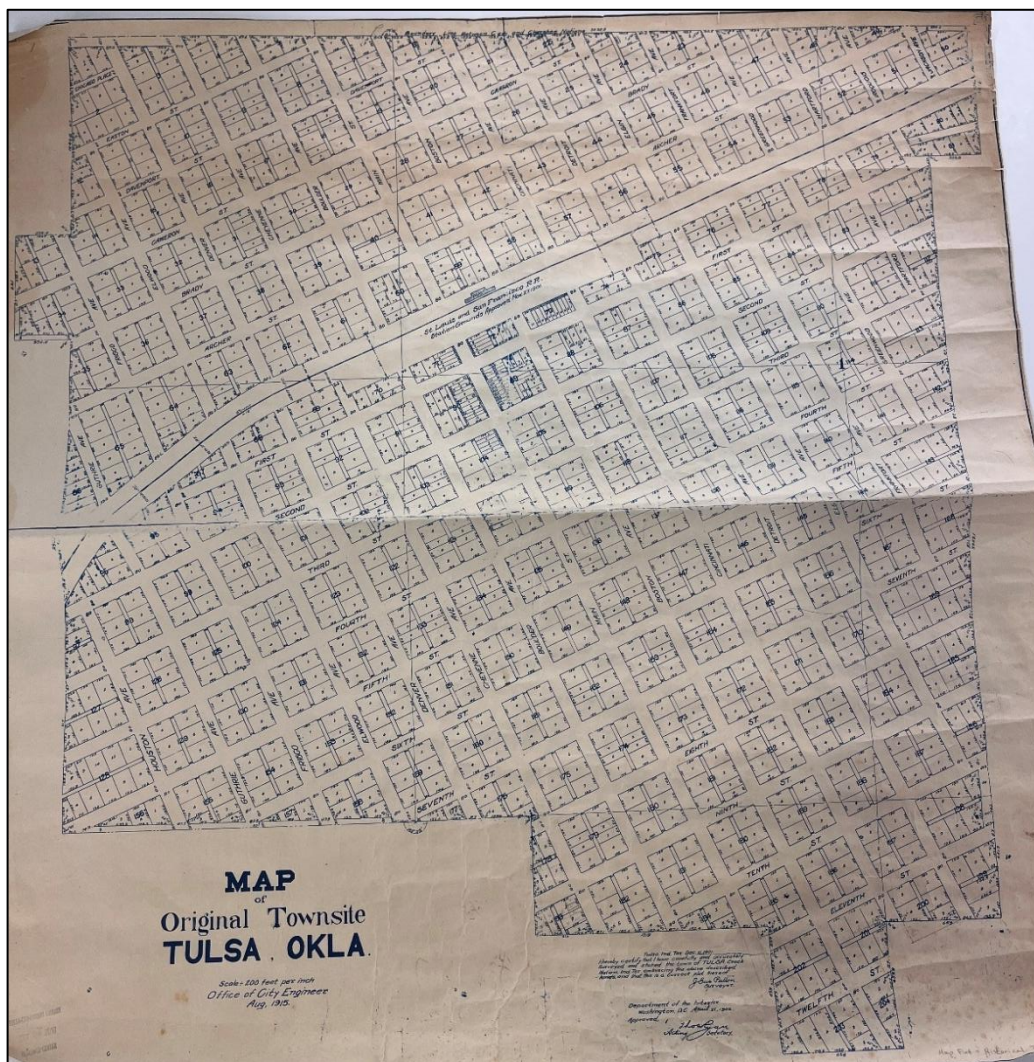


Figure 8. The original 1901 plat of Tulsa. Office of City Engineer, *Map of Original Townsite Tulsa, Okla.* (1915), Tulsa City-County Library.

¹⁷ Goble, *Tulsa!*, 44-47.

Community Planning and Development

The Discovery of Oil and Tulsa's Early Growth, 1901-1929

Coinciding with the transition of Tulsa into privately-owned hands was the discovery of oil near Red Fork in 1901, across the Arkansas River and about five miles southwest of Tulsa. These two events laid the foundation for the growth of modern-day Tulsa as oil fed the rapidly industrializing economy in the United States and elsewhere in world. Through the early 1900s oil wells were drilled across the landscape and with Tulsa's accessibility to the railroad network, Tulsa quickly became a transportation and supply center for the surrounding oil fields. The biggest oil companies in the United States, like the Texas Company (now Texaco), Prairie Oil and Gas Company (part of John D. Rockefeller's Standard Oil), and the Roxana Oil Company (part of the newly formed Royal Dutch/Shell Group), in addition to much smaller companies put stakes down in Tulsa to capitalize on the region's oil resources.¹⁸ The growth of Tulsa's nascent oil industry was reflected in its population. Shortly before Tulsa was platted, the 1900 census enumerated 1,390 residents but by 1910 a total of 18,182 residents were recorded—a staggering increase of over 1,000%.¹⁹

During World War I the oil industry provided fuel and greased the gears of the Allied powers, and Tulsa's oil industry continued to draw immense sums of money into the city and drove the city's growth. Following the war, the introduction of Henry Ford's Model T to the American masses meant oil was still in high demand.²⁰ The oil industry not only attracted people who worked in the oil fields or for oil companies, but also attracted a network of other businesses supporting the industry. By 1920, the city boasted a population of 72,075, marking another substantial increase of nearly 300% from 1910.²¹

Tulsa's seemingly relentless growth continued into the 1920s, with the population nearly doubling to 141,258 by 1930.²² Like other American cities at the time, the forces of urbanization and

¹⁸ Goble, *Tulsa!*, 53-55, 67-68, 85-90.

¹⁹ Carl E. Gregory, "Tulsa," *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=TU003>.

²⁰ Goble, *Tulsa!*, 115, 139.

²¹ US Bureau of the Census, *Census of Population: 1950, Volume 1: Number of Inhabitants, Part 39: Oklahoma* (Washington, DC: US Government Printing Office, 1952), 36-8.

²² US Bureau of the Census, *Census of Population: 1950, Volume 1: Number of Inhabitants, Part 39: Oklahoma* (Washington, DC: US Government Printing Office, 1952), 36-8.

industrialization continued to draw people to urban centers in search of employment. By 1927, almost three decades after the discovery of oil in Red Fork, Tulsa was the headquarters for approximately fifteen hundred companies related to the oil industry and the surrounding oil fields produced around two-thirds of the United States' oil.²³ And a natural synergy between the oil and aviation industries began to attract aviation businesses to Tulsa. In 1928, the Spartan Aircraft Company and the Spartan School of Aeronautics were established in Tulsa, heralding the coming of an industry that would later help sever the city's dependence on oil.²⁴

Tulsa's fast and intense growth in the first decades of the twentieth century created an immense need for housing. Demand for housing quickly surpassed the available land in Tulsa's original plat, and by 1905 the city was expanding through new subdivision platting in every direction.²⁵ Yet segregation forced uneven development, as Black Tulsans were restricted to the Greenwood district in the northeast corner of downtown, while white residents could live wherever their means allowed.²⁶ After butting against the east edge of the Arkansas River, in the 1910s residential development trended towards the east, roughly along East First Street, and south, along South Main Street, with infill in between (Figure 9).²⁷ Tulsa's development mirrored national trends with the continuation of the original plat's gridiron, rectilinear layout—although slightly reoriented to align with the cardinal directions—and the proliferation of single-family homes on individual lots.²⁸ Moreover, advancing transportation methods meant that residential areas could be developed outside of downtown Tulsa.

²³ Goble, *Tulsa!*, 108

²⁴ Carl E. Gregory, "Tulsa," The Encyclopedia of Oklahoma History and Culture, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=TU003>; "Our History," Spartan College of Aeronautics and Technology, accessed May 4, 2026, <https://www.spartan.edu/about/history/>.

²⁵ J. Gus Patton, *Tulsa: Indian Territory* (Tulsa OK Press: Tulsa, OK, 1905), 1910 Tulsa Enumeration Districts Map, Tulsa City-County Library Digital Collection; Kristin Dyer, "Survey of the Maple Park and Maple Ridge Additions in the Maple Ridge Historic Residential District," 2022, 19; Cathy Ambler, "Riverside Historic Residential District," National Register of Historic Places Nomination, 2005, 62-63.

²⁶ Hannibal B. Johnson, "Greenwood District," Encyclopedia of Oklahoma History and Culture, Oklahoma Historical Society, accessed April 14, 2026, <https://www.okhistory.org/publications/enc/entry?entry=GR024>.

²⁷ J. Robert Burnham, *Map of Tulsa Oklahoma and Vicinity* ([The Norris Peters Co.,: Washington, DC?], 1915), Bureau of the Census.

²⁸ David L. Ames and Linda Flint McClelland, "Historic Residential Suburbs," National Register Bulletin, September 2002, 37; Ambler, "Riverside Historic Residential District," 63.

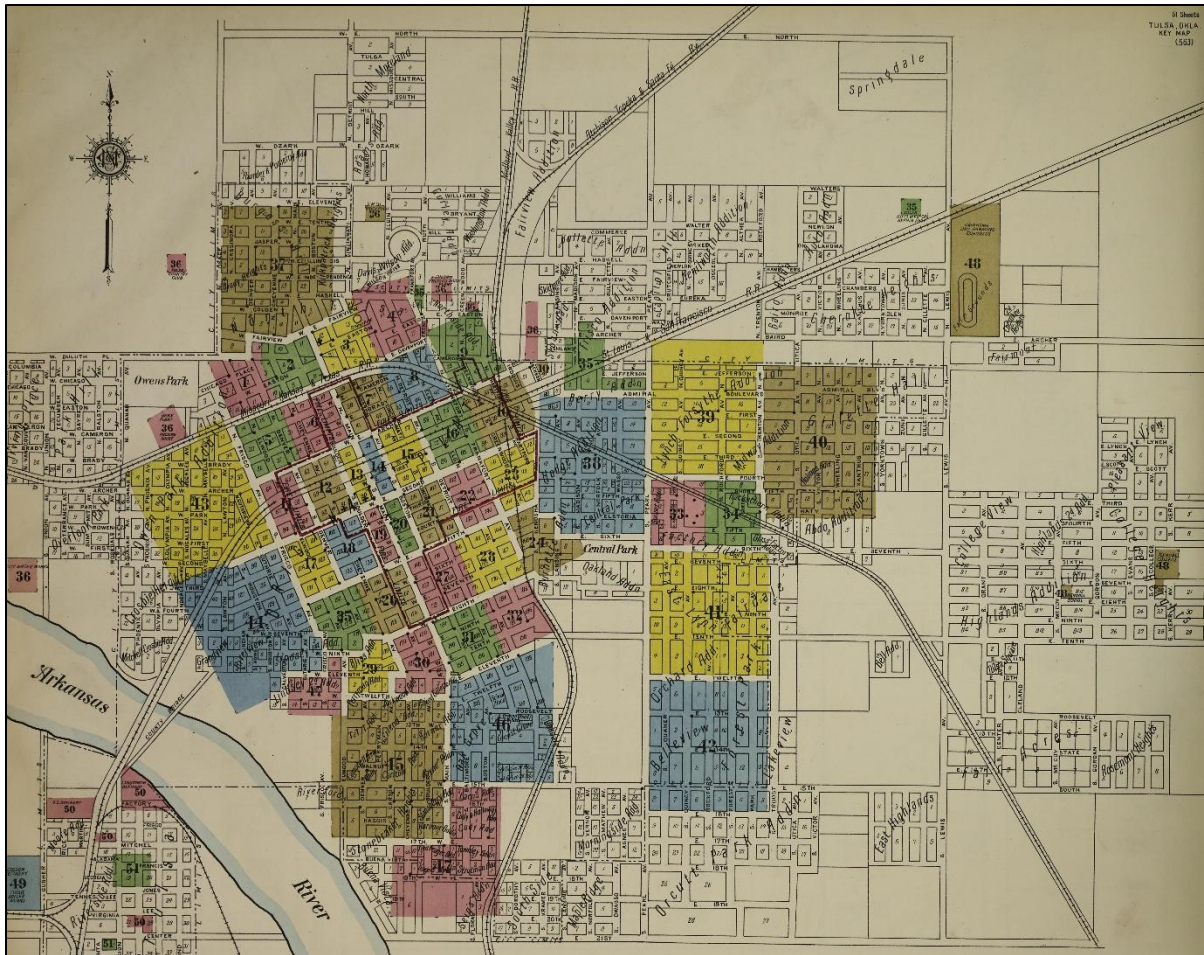


Figure 9. The 1915 Sanborn index map shows new subdivision plats (those areas not colored in but containing a street pattern) to the east and south of Tulsa's downtown. Sanborn Map Company. *Sanborn Fire Insurance Map from Tulsa, Tulsa County, Oklahoma*, (New York: Sanborn Map Company, 1915), Library of Congress.

In the 1920s Tulsans could travel using their automobile, buses, or one of the three street railways that serviced the city.²⁹

In 1914 Pomeroy Heights became the first subdivision platted in the survey area. It was established by William H. and Norine Pomeroy and includes the properties on the west side of North Harvard Avenue south of East Archer Street and stretching westward.³⁰ William was a partner in the Pouder &

²⁹ Allison Chandler and Stephen D. Maguire, *When Oklahoma Took the Trolley* (Glendale, CA: Interurbans, 1980), 123.

³⁰ "Pomeroy Heights: McKnight's Subdivision of Lots 6 & 7 Block One," subdivision plat, 1922, Land Records Division, Tulsa County Clerk.

Pomeroy Oil Company, and, in 1913, he began dabbling in real estate as he platted multiple Pouder & Pomeroy subdivisions north of downtown Tulsa in the Cheyenne Park neighborhood.³¹ The Pomeroy Heights subdivision was divided into one-acre lots and opened for public sale in 1916.³² At the time, the land was outside of Tulsa city limits, with at least one advertisement boasting that the property was only three-quarters of a mile outside of the city and that the Oklahoma United Railway (OUR) interurban ran nearby.³³

Nearly a decade later, in 1923, the Lindell Park subdivision was platted which includes the properties on the west side of North Harvard Avenue between East Archer Street and East Haskell Street.³⁴ Andrew and Nora Roth platted the subdivision on farmland they purchased around 1914, after Andrew moved to Tulsa from St. Genevieve, Missouri.³⁵ Nora was regarded as one of Tulsa's "earliest



Figure 10. This Craftsman-style house in the Lindell Park subdivision is located at 512 North Harvard Avenue. It dates to ca.1925 and may be the earliest house constructed in the survey area. Photograph by Loggia Preservation, 2026.

³¹ "Former Tulsan Dies," *Tulsa Tribune*, March 23, 1961; "The Pouder and Pomeroy Addition to Tulsa, Okla," subdivision plat, 1913, Land Records Division, Tulsa County Clerk.

³² "Miscellaneous," *Tulsa Daily Legal News*, July 22, 1916.

³³ "We Own And Control The Following," *Tulsa Tribune*, May 24, 1917.

³⁴ "Lindell Park: Addition to the City of Tulsa, Okla," subdivision plat, 1923, Land Records Division, Tulsa County Clerk.

³⁵ "Retired Tulsa Farmer Victim of Paralysis," obituary, *Tulsa Tribune*, August 19, 1940.

pioneers” and came to Tulsa from Illinois around 1885. The couple lived in the house at 3227 East Archer Street which is still extant and just outside of the survey area.³⁶ Advertisements for Lindell Park highlight the proximity to the OUR interurban (which was slated for construction) and the presence of fruit trees on some of the lots.³⁷ In 1925, the area containing Pomeroy Heights and Lindell Park was annexed by Tulsa, yet growth was slow in the new subdivisions as only one house was constructed in the subdivision within the survey area in the 1920s.³⁸

Preceding the platting of subdivisions in Harvard Hills was the construction of the Sequoyah School at 3441 East Archer Street in 1927 (see the Education section for additional details on the Sequoyah School). Tulsa’s Board of Education purchased the school’s property from Howard B. Andrews in March of that year.³⁹ The Andrews family, which included Howard and his wife May and his parents George P. and Susie Andrews, were the neighborhood’s primary landowners at the time and would continue to play a role in the neighborhood’s development.⁴⁰

Residential development in Harvard Hills kickstarted in March 1929 when the Southwest Homes Corporation purchased a 55-acre tract of land around the Sequoyah School from Howard Andrews.⁴¹ Located in a fast-growing section of Tulsa, just a few months later the company platted the Harvard Hills subdivision and opened lots for sale.⁴² Southwest Homes Corporation was incorporated in 1928 and was affiliated with the Morris Plan Company of Oklahoma (also known as the Morris Plan Bank) which essentially functioned as a bank for individuals that were not able to access financing through traditional banks.⁴³ The Morris Plan Company of Oklahoma was organized in 1925 by Howard M.

³⁶ “Resident Of City 50 Years Is Dead,” *Tulsa World*, May 5, 1935.

³⁷ “Lindell Park: Opening Today,” *Tulsa Tribune*, April 6, 1924; “Lindell Park Your Opportunity,” *Tulsa World*, January 25, 1925; Associated Expressway Engineers, Inc., “Tulsa Metropolitan Area Expressway System,” 1961, 1, Tulsa City-County Library.

³⁸ “Pomeroy Heights Now A Part Of The City,” *Tulsa Tribune*, November 24, 1925.

³⁹ “Tulsa’s School Sites And The Cost Of Administration,” *Tulsa World*, February 5, 1928.

⁴⁰ Roy Gilmore, *Pocket Map: City of Tulsa* ([Tulsa, OK?]: [Tulsa Engineering & Supply Co.?], [1925?]), Tulsa City-County Library; jltortiz1, “Howard Brite Andrew,” LaRocca Family Tree, Ancestry.com, accessed May 15, 2026.

⁴¹ “55-Acre Tract Is To Be Subdivided,” *Tulsa World*, March 3, 1929; “1927-1930 Grantor Index Aa-Az,” 32, Land Records Division, Tulsa County Clerk.

⁴² “Harvard Hills: An Addition to Tulsa Okla.,” subdivision plat, 1929, Land Records Division, Tulsa County Clerk; “New Subdivision East Of City To Be Opened Today,” *Tulsa Tribune*, June 9, 1929; “Schools Needs Great, Survey Of Few Shows,” *Tulsa Tribune*, February 26, 1928.

⁴³ “Southwest Homes Corporation,” Entity Summary Information, Corporation Search, Oklahoma Secretary of State; “Loan Sharks To Be Supplanted,” *Tulsa Tribune*, February 16, 1914;

Acher, and Acher would also become president of Southwest Homes upon its incorporation.⁴⁴ Southwest Homes was involved in subdivision development, real estate brokerage, and the mortgage business and its affiliation with Morris Plan allowed the company to package financing with home construction for prospective customers.⁴⁵

The Harvard Hills subdivision contained 252 lots arranged amongst fifteen rectilinear blocks. The Harvard Hills subdivision was located east of North Harvard Avenue, along North Knoxville Avenue, and between East Archer and East King Streets. The Sequoyah School, constructed before the subdivision was platted, was near the center of the subdivision. Lots ranged in width from fifty to sixty-feet wide and most were 135-feet deep, and were arranged along sixty-foot-wide streets. At the rear of each lot was a five-foot easement, presumably for utilities, and a twenty-five-foot building setback was placed throughout the subdivision.⁴⁶

The Southwest Homes Corporation retained ownership of numerous lots in the subdivision and through these lots, offered select plans to prospective property owners which could be customized to suit individual tastes.⁴⁷ The company boasted of amenities like the Sequoyah School at the heart of the subdivision plat, proximity to the University of Tulsa, bus lines providing easy access to downtown Tulsa, access to municipal utilities, roads paved with chat (a gravel-like material), and building restrictions.⁴⁸ Building restrictions governed the range of home prices that were allowed in the subdivision, allowed for only residential construction, and disallowed the purchase of property by anyone who was not white.⁴⁹ Articles and advertisements from 1929 describe that houses in the subdivision will be designed in the English style of architecture, also known as the Tudor Revival style, with stone and brick construction and some “Irish brick” examples where a whitewash was applied to the brick. Boasting five rooms in addition to a breakfast room and bathrooms, the interiors were to

⁴⁴ “Howard Acher Funeral Today In New Mexico,” *Tulsa World*, May 13, 1957.

⁴⁵ “Stewart Chosen By Morris Plan,” *Tulsa World*, March 31, 1929; “Building Of Ten Homes Is Started,” *Tulsa World*, August 11, 1929.

⁴⁶ “Harvard Hills: An Addition to Tulsa Okla.,” subdivision plat, 1929, Land Records Division, Tulsa County Clerk.

⁴⁷ “Building Of Ten Homes Is Started,” *Tulsa World*, August 11, 1929; “Building Active In Harvard Hills,” *Tulsa World*, October 6, 1929.

⁴⁸ “New Subdivision East Of City To Be Opened Today,” *Tulsa Tribune*, June 9, 1929; “Enlarged Sequoyah School Improved,” advertisement, *Tulsa World*, May 31, 1929; “Harvard Hills Opening June 9,” *Tulsa World*, June 2, 1929.

⁴⁹ “New Subdivision East Of City To Be Opened Today,” *Tulsa Tribune*, June 9, 1929; subdivision plat docs

be finished with hardwood floors, tiles in the bathrooms, and woodwork.⁵⁰ Some houses, like those at 3311 East Archer and 3315 East Easton Streets, could be purchased with complete furnishings and some advertisements included the local subcontractors who provided supplies for construction, such as lighting, linoleum, landscaping, and building materials (Figure 11).⁵¹ Attached garages were one of the “new and unusual” design features incorporated into some houses in the survey area, reflecting the popularity of the automobile and the desire of Southwest Homes to offer customers modern conveniences.⁵² Several houses were completed by the end of 1929, and included houses sponsored by Southwest Homes in addition to those developed and constructed by

Figure 11. Advertisement from 1930 highlighting completed houses in Harvard Hills and the local subcontractors who helped construct them. “Showing Today In Harvard Hills,” *Tulsa World*, October 5, 1930.

⁵⁰ “Building Of Ten Homes Is Started,” *Tulsa World*, August 11, 1929; “Building Active In Harvard Hills,” *Tulsa World*, October 6, 1929.

⁵¹ “Showing Today In Harvard Hills,” *Tulsa World*, October 5, 1930.

⁵² “Start Work On Five New Homes,” *Tulsa World*, February 9, 1930.

other entities.⁵³ However, the houses completed in 1929 were in the portion of the Harvard Hills subdivision that is outside of the survey area.

By June 1929, Harvard Hills was annexed by the City of Tulsa which facilitated easy connection to city utilities and services.⁵⁴ In May of the following year another subdivision was platted directly to the south of Harvard Hills. Known as Sequoyah Hills, this subdivision was platted by members of the Andrews family, George and Susie Andrews. Like Harvard Hills, the plat included explicit restrictions barring Black residents from owning property in the subdivision. The Sequoyah Hills addition boasted eighty-eight lots with commercial lots available along East Admiral Place in addition to residential lots along East Admiral Court and the south side of East Archer Street. The physical arrangement of the plat was nearly identical to Harvard Hills—with lots between 102-feet and 138-feet deep, 50-feet to 60-feet wide, with a setback of thirty-feet and on most blocks, a five-foot rear easement. Lots along East Admiral Place and the south side of East Admiral Court had a twenty-foot alley, presumably to service the commercial properties along East Admiral Place.⁵⁵

The Great Depression in Tulsa and World War II, 1930-1945

In October 1929 the United States stock market crashed and ushered in the most severe economic downturn in United States history with rippling effects felt across the globe.⁵⁶ One year later, the East Texas oil field was discovered. Together, these events crippled Tulsa's oil industry. By 1932, the oil field in East Texas single-handedly doubled the nation's oil production, eclipsing the output of the oil fields around Tulsa. By mid-1933, oil prices fell precipitously and Tulsa's once plentiful oil industry jobs evaporated. Tulsa residents of all statuses struggled to make ends meet. Adhering to federal and state policies to manage the supply of American oil, between 1934 and 1940 oil prices rose and stabilized which helped sustain Tulsa's bruised oil industry. Nonetheless, the Depression affected Tulsa for the remainder of the 1930s, which is evidenced by Tulsa's stagnant population during this

⁵³ "Building Active In Harvard Hills," *Tulsa World*, October 6, 1929.

⁵⁴ "Annexation Is Passed," *Tulsa World*, June 14, 1929.

⁵⁵ "Sequoyah Hills Add'n to Tulsa, Okla.," subdivision plat, 1930, Land Records Division, Tulsa County Clerk.

⁵⁶ David M. Kennedy, "The Great Depression," The Gilder Lehrman Institute of American History, accessed April 13, 2026, <https://www.gilderlehrman.org/history-resources/essays/great-depression>; Gary Richardson, "The Great Depression," Federal Reserve History, November 22, 2013, accessed April 13, 2026, <https://www.federalreservehistory.org/essays/great-depression>.

decade. After several decades of intense growth, the 1940 census enumerated 142,157 people—an increase of only 0.6 percent from 1930.⁵⁷

But before the Great Depression was really felt in Tulsa, homes were completed throughout the Harvard Hills and Sequoyah Hills subdivisions. In 1929 and 1930 Southwest Homes Corporation extensively advertised the Harvard Hills neighborhood in local newspapers.⁵⁸ Yet in April 1930, one article about development in Harvard Hills stated that some original purchasers of properties in the subdivision were forced to return them due to financial difficulties—likely tied to the Depression becoming a reality in Tulsa.⁵⁹ By the end of 1930, newspaper reports and advertisements from the company were no longer published and were not seen again until 1936, although the company constructed homes in the subdivision through 1931 and 1932, with several homes completed in the survey area between 1930 and 1932.⁶⁰

Beginning in the end of 1930 through 1931, George Andrews embarked on a building campaign in Sequoyah Hills and pulled permits for the construction of several moderately priced houses.⁶¹ Andrews worked with local builder Thayer E. Shelton and real estate agent F. S. Houck. The trio were part of the Sequoyah Hills Organization which appears to have been one of the companies, like Southwest Homes Corporation, beneath the umbrella of the Morris Plan Bank.⁶² Andrews acknowledged the changing economic conditions brought about by the Depression, but even so, Tulsa's growth in previous decades created an acute housing shortage and Andrews sought to help alleviate this.⁶³ He told the *Tulsa World* in January 1931 that:

⁵⁷ Goble, *Tulsa!*, 139-140, 143, 151, 170; US Bureau of the Census, *Census of Population: 1950, Volume 1: Number of Inhabitants, Part 39: Oklahoma* (Washington, DC: US Government Printing Office, 1952), 36-8.

⁵⁸ "Consider These Facts," advertisement, *Tulsa World*, May 1, 1930; "Harvard Hills: New Homes Of Distinction," advertisement, *Tulsa World*, November 30, 1930.

⁵⁹ "Six Residences Now Being Built," *Tulsa World*, April 27, 1930.

⁶⁰ "Five Harvard Hills Homes Are Purchased," *Tulsa Tribune*, August 16, 1936.

⁶¹ "Puts Ownership On Sound Basis," *Tulsa World*, January 11, 1931; "Building Permits," *Tulsa Daily Legal News*, December 2, 1930.

⁶² "Gets Permits To Construct 20 Buildings," *Tulsa Tribune*, January 11, 1931; "New Homes Selling," *Tulsa Tribune*, July 26, 1931; "Building Permits," *Tulsa Daily Legal News*, January 9, 1931.

⁶³ Courtney Ann Vaughn-Roberson and Glen Vaughn-Roberson, *City in the Osage Hills* (Boulder, CO: Pruett Publishing Company, 1984), 139-140.

The time has come ... when homeownership must be placed on a more sound financial basis. There is plenty of demand for good homes offered at a price that people under the changed conditions can afford to pay. The addition I am building up is uniform in its development and the residences are of such a character that will arouse pride in ownership.⁶⁴

The houses were to be clad in brick veneer, feature modern amenities, and cost around three thousand dollars.⁶⁵ One example of a house constructed by Shelton for Andrews is at 3312 East Archer, which was built in 1931 (Figure 12).⁶⁶ While modest in size, and even with the Depression on the horizon, some of the houses in the Sequoyah Hills subdivision were anything but plain. For instance, in 1932 Shelton completed the house at 3515 East Admiral Court for Andrews, and this house features extensive and decorative giraffe stone veneer, brick veneer, and a large porch with arched openings (Figure 12).⁶⁷

Similarities between houses constructed in the subdivision in the early 1930s illustrate that stock plans were used. The houses shown in Figure 13 are both on East Admiral Court and were constructed by Shelton for Andrews, and they have the same form and style but with minor



Figure 12. At left is 3312 East Archer (constructed 1931), and at right is 3515 East Admiral Court (constructed 1932). Both were constructed by local builder T. E. Shelton for George Andrews. Photographs by Loggia Preservation, 2026.

⁶⁴ "Puts Ownership On Sound Basis," *Tulsa World*, January 11, 1931.

⁶⁵ "Puts Ownership On Sounds Basis," *Tulsa World*, January 11, 1931.

⁶⁶ "Building Permits," *Tulsa Daily Legal News*, August 25, 1930.

⁶⁷ "Building Permits," *Tulsa Daily Legal News*, January 9, 1931.



Figure 13. These houses at 3311(left) and 3511 (right) East Admiral Court were constructed by T. E. Shelton for George Andrews. They feature the same form but with minor differences in the shape of the roof and dormers. Photographs by Loggia Preservation, 2026.

differences like the shape of the roof and dormers. Tying the development of Sequoyah Hills and Harvard Hills together is the fact that by September 1930, Southwest Homes Corporation became the exclusive real estate agent for all properties in the Sequoyah Hills subdivision.⁶⁸ How this pairing functioned in practice is unclear, because newspaper articles suggest that Andrews continued to function as the subdivision's developer and the Sequoyah Hills Organization, of which Andrews was part of, had a real estate agent.⁶⁹ In 1931 and 1932, it is estimated that just over thirty houses were constructed in Sequoyah Hills.⁷⁰

Although Tulsa's population plateaued during the 1930s and developers like Andrews and Southwest Homes Corporation constructed houses into the early years of the Depression, an acute housing shortage remained. At a time when less than two percent of residential buildings in Tulsa were vacant, the shortage threatened to hamper the city's attempts at recovery.⁷¹ In 1934, the Federal Housing Administration (FHA) was established as part of President Franklin D. Roosevelt's New Deal with the purpose of addressing nationwide housing shortages while supporting the construction and real estate finance industries. The FHA offered government-backed mortgages with favorable lending

⁶⁸ "Now You'll Buy That Lot!" advertisement, *Tulsa Tribune*, September 21, 1930.

⁶⁹ "Gets Permits To Construct 20 Buildings," *Tulsa Tribune*, January 11, 1931; "New Homes Selling," *Tulsa Tribune*, July 26, 1931.

⁷⁰ This is based on an analysis of Tulsa city directories, newspaper articles, and parcel data, where applicable. See the Methodology section for additional details.

⁷¹ Vaughn-Roberson and Vaughn-Roberson, *City in the Osage Hills*, 139-140.

terms to prospective owners for single-family houses constructed according to FHA standards.⁷² FHA standards for housing construction were released in 1940 and promoted the construction of modest houses with standardized floorplans and minimal architectural decoration.⁷³ Developers and builders were thus incentivized to construct modest, single-family, FHA-approved housing to attract the broad swath of prospective homebuyers who sought to utilize FHA financing.

In 1937, newspapers reported that housing construction was again underway in Harvard Hills—with the backing of the FHA.⁷⁴ Construction first restarted in the Sequoyah Hills subdivision. During the Depression, a man named D. B. Barrett bought all the unsold lots within the subdivision.⁷⁵ Barrett was regarded as a “pioneer Tulsan” with twenty years’ experience in the real estate and homebuilding industries. In Tulsa’s early years, Barrett’s father, John, was one of the city’s most prolific real estate developers.⁷⁶ Barrett proposed constructing several houses in 1937 with prices ranging up to \$4,500—all of which would be eligible for FHA financing (Figure 14). Additionally, he sold lots he did not plan to build on to other builders.⁷⁷ In the Harvard Hills subdivision, Southwest Homes Corporation owned over half of the properties and slowly restarted the speculative construction of houses from stock plans which were approved by the FHA and met all requirements for “sound construction, livability and modern conveniences.”⁷⁸ But the company allowed homebuyers to purchase houses while under construction so that they could select elements of the design such as the brick color, light fixtures, hardware, linoleum, and cabinets.⁷⁹ Even with FHA approval and financing secured, only twelve houses were constructed in the survey area between 1937 and 1938.

⁷² James H. Carr and Katrin B. Anacker, “The Complex History of the Federal Housing Administration: Building Wealth, Promoting Segregation, and Rescuing the U.S. Housing Market and Economy,” *Banking & Financial Services Policy Report* 34, no. 8 (August 2015), 10-11.

⁷³ Federal Housing Administration, “Principles of Planning Small Houses,” Technical Bulletin No. 4, HathiTrust.

⁷⁴ “Southwest Homes Starts Building,” *Tulsa World*, February 14, 1937; “Southwest Homes Corp. Starts Six New Homes,” *Tulsa Tribune*, February 14, 1937.

⁷⁵ “New Activity In Sequoyah,” *Tulsa Tribune*, August 8, 1937.

⁷⁶ “Barrett Program \$100,000 Project,” *Tulsa World*, May 23, 1937; “Barrett Has Two Homes Completed,” *Tulsa World*, August 8, 1937.

⁷⁷ “Barrett Program \$100,000 Project,” *Tulsa World*, May 23, 1937; “New Activity In Sequoyah,” *Tulsa Tribune*, August 8, 1937.

⁷⁸ “Southwest Homes Starts Building,” *Tulsa World*, February 14, 1937; “Southwest Homes Corp. Starts Six New Homes,” *Tulsa Tribune*, February 14, 1937.

⁷⁹ “Harvard Hills Homebuilding Is Under Way,” *Tulsa Tribune*, March 14, 1937.

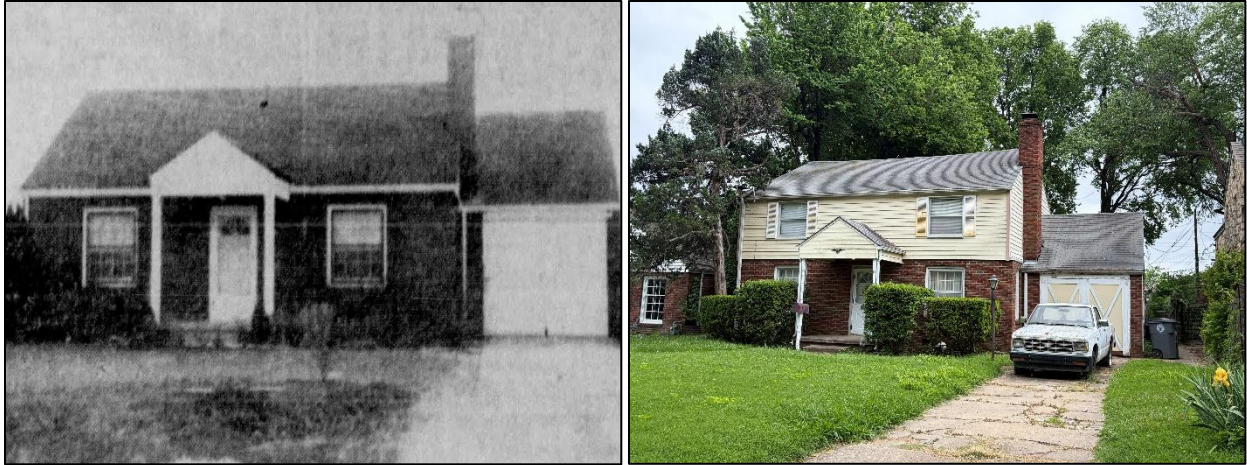


Figure 14. This house at 3530 East Admiral Court was constructed by D. B. Barrett in 1938. In the mid-1960s, it received the second-story addition. Photograph at left, “Andrews In New Home,” *Tulsa World*, December 4, 1938; photograph at right, Loggia Preservation, 2026.

With the onset of World War II in 1939, a semblance of economic stability and growth came back to Tulsa. Sufficient supplies of oil were incredibly important to sustaining the war effort, and the oil for the war was overwhelmingly supplied by American oil fields. In addition to the needs of the United States, the Soviet Union and Britain relied on American oil for their armies as well. However, the oil supplied by Tulsa was dwarfed by that coming out of fields in Texas and California. Yet during this time, Tulsa began to diversify its economy with extensive manufacturing facilities which supported the war effort. The aviation industry, in particular, developed a stronghold. In 1941, ground was broken for the Douglas Aircraft Company Plant which was located east of the city’s airport near North Sheridan Road and the Frisco Railroad. This facility alone employed more than ten thousand people who helped construct aircraft for the war.⁸⁰ The Spartan School expanded its pilot training program, while the Spartan Aircraft Company applied its skills to building aircraft and subassemblies. This included the NP-1 which was a trainer plane for the United States Navy in addition to subassemblies that were incorporated into much larger aircraft like the B-24 Liberator and B-29 Superfortress.⁸¹

Tulsa’s population quickly rebounded with the expansion of manufacturing. Between 1940 and 1945 the city grew to nearly 185,000 people, an increase of nearly twenty-five percent. During Tulsa’s immense growth in the early 1900s, the availability of housing never kept pace with demand,

⁸⁰ Goble, *Tulsa!*, 162-163, 169, 175-179.

⁸¹ Keith Tolman, “Spartan Aircraft Company,” *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=SP005>.

especially affordable, quality housing for the working class. Housing was available in Tulsa's wealthy and middle-class neighborhoods, where developers could turn a profit after providing the neighborhood with adequate services. This turned out to be a detriment when World War II broke out and Tulsa found itself, alongside other cities at the time, with an inadequate amount of affordable housing. To contribute to the war effort, the thousands of workers needed to staff Tulsa's munitions factories had nowhere to live.⁸²

With Tulsa's wartime economic engine churning, people flooding the city searching for work, and the FHA's loan programs in place, residential construction in the survey area began again in earnest. Between 1939 and 1944, nearly forty homes were constructed in the survey area (Figure 15). This



Figure 15. Examples of some of the houses in the survey area that were constructed between 1939 and 1944. Clockwise from upper left: 35 North Knoxville Avenue constructed ca. 1940; 3404 East Admiral Court constructed ca. 1939; 3524 East Easton Street constructed ca. 1942; 3507 East Archer Street constructed ca. 1943. Photographs by Loggia Preservation, 2026.

⁸² Goble, *Tulsa!*, 170-173, 181.

time, it was the Southwest Homes Corporation that began taking advantage of FHA programs and began building (Figure 16). Compared to before the Depression, new construction trended towards less expensive dwellings, stemming from the need to secure FHA approval and financing.⁸³ Harvard Hills and nearby subdivisions were lauded for the extensive building taking place and the fact that the “low-cost” homes adhered to the FHA program and allowed a large swath of people to own their own homes.⁸⁴ In various articles and advertisements, Southwest Homes Corporation advertised that

HARVARD HILLS

3529 EAST ARCHER
67.5x135-FOOT LOT

\$36.79

TERMS
10%
CASH

Per Month
Including
Taxes and
Insurance

F.H.A. APPROVED

We Invite You to Inspect and Compare This Home Value and
obtain Exact Figures and Information for Your Consideration

NEAR GRADE SCHOOL AND KINDERGARTEN
SEWER PAID—NO SPECIAL TAXES

SOUTHWEST HOMES, INC.
Realtors

Fourth and Boulder Phone: 4-9131, 6-8022

Figure 16. A Southwest Homes advertisement from 1942 for the house at 3529 East Archer Street, noting that FHA financing could be secured for the property. “Harvard Hills,” *Tulsa World*, May 10, 1942.

⁸³ “Construction Of New Residences Sets Rapid Pace,” *Tulsa Tribune*, March 17, 1940.

⁸⁴ “Model Low Cost Section Appeals,” *Tulsa World*, May 19, 1940.

the entire Harvard Hills subdivision had been given FHA approval and that the company was responsible for constructing and selling homes and selling undeveloped lots within Harvard Hills.⁸⁵

Southwest Homes Corporation continued to utilize stock plans while allowing for different materials to be used throughout the subdivision. For instance, the house at 3536 East Independence Street, although outside of the present survey area, uses the same plan as the house at 3536 East Haskell Street (Figure 17).⁸⁶ Although the façade of the Haskell Street house is partially obscured by foliage and the materials are different, it is clear that the two houses were sourced from the same stock plan as the window placement, location of the entrance, and the presence of an attached garage are the same. Another example is found with the houses at 3529 East Jasper Street and 3519 East Easton Street (Figure 18).

Post World War II, 1945-Present Day

In the post-war years Tulsa's population plateaued with the 1950 census recording 182,740 people. But the diversified economy continued to expand as new industries were established in the city. New businesses included companies like Zebco, a manufacturer of fishing equipment which started as an oil industry supplier, and Lowrance Electronics which manufactured depth finders for fishing and

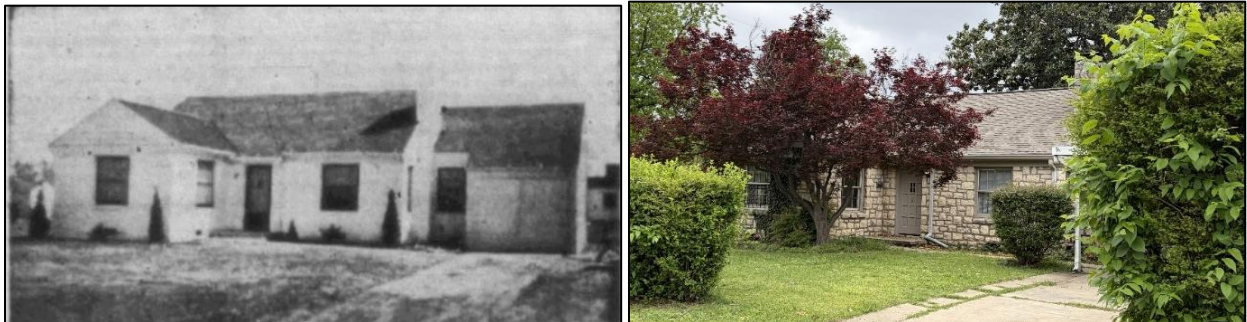


Figure 17. At left is the house at 3536 East Independence Street, and at right is the house within the survey area at 3536 East Haskell Street. Photograph at left, "Harvard Hills Home Sold," *Tulsa Tribune*, April 28, 1940; photograph at right, Loggia Preservation, 2026.

⁸⁵ "Notice to Builders and Contractors," advertisement, *Tulsa World*, October 27, 1940; "Harvard Hills," advertisement, *Tulsa World*, April 27, 1942; "Tulsa's Residential Building Boom Gains Impetus," *Tulsa Tribune*, March 17, 1940; "Feature Week's Sales," *Tulsa World*, March 24, 1940; "Southwest Homes Reports 29 Sales," *Tulsa World*, March 10, 1940; G. W. Davies, "Harvard Hills Sets Record Of Home Activity," *Tulsa Tribune*, April 27, 1941.

⁸⁶ "Harvard Hills Home Sold," *Tulsa Tribune*, April 28, 1940.

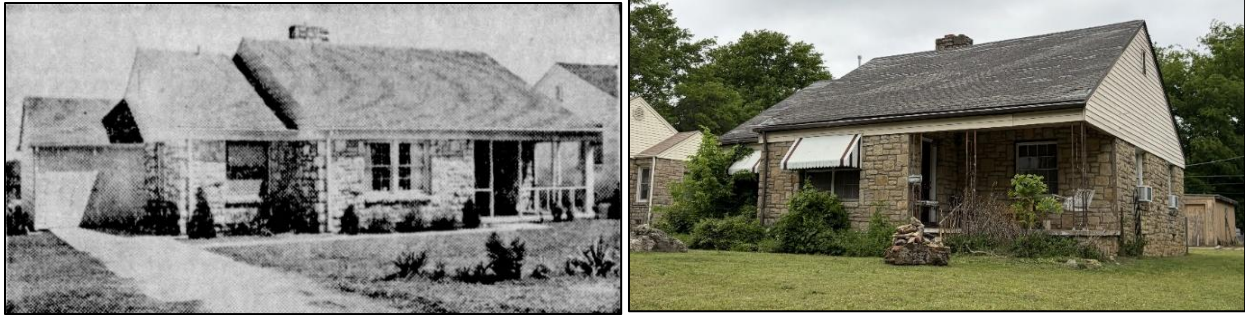


Figure 18. At left is the house at 3529 East Jasper Street and at right is the house at 3519 East Easton Street. Photograph at left, “Featured in Week’s Sales,” *Tulsa World*, May 18, 1941; photograph at right, Loggia Preservation, 2026.

boating.⁸⁷ While large oil company headquarters began to move from Tulsa to Texas in the 1950s, smaller oil companies remained as did the vast network of suppliers that supported the oil industry. Even though World War II was over, the ensuing Cold War era and the Korean War kept federal defense contracts flowing which funded work in Tulsa’s aviation industry and attracted aviation companies to the city.⁸⁸

In 1946, American Airlines established maintenance facilities in buildings at Tulsa’s international airport that were previously occupied by the Douglas Aircraft Company. By 1950 the company shifted all of its maintenance operations to Tulsa. Following a closure of the Tulsa plant after World War II, the Douglas Aircraft Company reopened Tulsa’s facility and resumed building bomber planes for the military.⁸⁹ Meanwhile, the Spartan School of Aeronautics trained service members to fly and maintain army aircraft.⁹⁰ In 1962 North American Aviation, an aircraft manufacturer, came to Tulsa and soon reached an employee count of four thousand people. Douglas Aircraft merged with McDonnell Aircraft Company in 1967 to avoid bankruptcy, and employed around 4,100 people in Tulsa.⁹¹ After the war, military advancements in airline engine technology were applied to commercial aircraft which fueled growth in the airline sector. By the mid-1960s, American Airlines became the largest employer in Tulsa as they sought to update their engines to reflect this new technology. Additionally,

⁸⁷ Goble, *Tulsa!*, 163, 246-247; Carl E. Gregory, “Tulsa,” *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=TU003>.

⁸⁸ Goble, *Tulsa!*, 242, 246.

⁸⁹ Goble, *Tulsa!*, 243-244.

⁹⁰ “Our History,” Spartan College of Aeronautics and Technology,” accessed May 4, 2026, <https://www.spartan.edu/about/history/>.

⁹¹ Goble, *Tulsa!*, 244; “Douglas Aircraft, M’Donnell Co. Planning Merger,” *Tulsa World*, January 14, 1967.

American Airlines entered into a contract to have their mechanics update the engines for Trans World Airlines (TWA) as well. The aviation industry increasingly became a highly important industry in Tulsa and, like during the oil industry's heyday, as the aviation industry expanded so did the extensive network of suppliers that supported it.⁹² Mirroring the expansion of Tulsa's aviation industry was its population, which by 1960 totaled 258,751 people—an increase from 1950 of 41 percent.⁹³

While Tulsa's economy continued to grow in the late 1940s and 1950s, construction in the survey area was largely completed by this time. Between 1945 and 1960 only thirteen homes were completed on lots scattered through the survey area. But during the late 1950s, the only apartment building was constructed in the survey area at 55 North Harvard Avenue, highlighting the continued need for housing in Tulsa (Figure 19).

To manage transportation in Tulsa and link the city to the surrounding metropolitan area, by the mid-1950s planning was underway to construct a series of highways through and around Tulsa which



Figure 19. The lone apartment building in the survey area at 55 North Harvard Avenue. Photograph by Loggia Preservation, 2026.

⁹² Goble, *Tulsa!*, 244.

⁹³ Carl E. Gregory, "Tulsa," The Encyclopedia of Oklahoma History and Culture, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=TU003>.

would serve the economic and transportation needs of residents and businesses.⁹⁴ The Crosstown Expressway was planned to run east-west across Tulsa and, near the survey area, run along East Admiral Boulevard and East First Street. By this time, residential development had pushed Tulsa's border far to the east and south, with the survey area being near the midpoint between downtown Tulsa and the eastern edge.⁹⁵ Traffic volume studies indicated that a comparatively large volume of traffic clogged East Admiral Place, presumably traveling between east Tulsa and downtown, and projections suggested that the Crosstown Expressway would serve tens of thousands of people by 1975.⁹⁶ The portion of the Crosstown Expressway that is just south of the survey area was completed by 1973 and included the North Harvard Avenue, which was one of several completed at roughly 1-mile increments.⁹⁷ Construction of the Crosstown Expressway and others in the 1960s and 1970s laid the groundwork for the movement of people from existing neighborhoods, like Harvard Hills, to new neighborhoods further east and south.⁹⁸

From the 1970s to the present day, albeit with some bumps in the road, the aviation and oil and gas industries continue to support the city's economy. In addition, in 1971, Tulsa gained water access to the world with the completion of the Port of Catoosa on the McClellan-Kerr Arkansas River Navigation System (MKARNS) opened. The Port of Catoosa connects the Verdigris and Arkansas Rivers to the Mississippi River. MKARNS is the nation's innermost waterway and revolutionized the movement of goods in and out of Oklahoma and the surrounding areas. The port and waterway have brought shipping and logistics firms to the city.⁹⁹

⁹⁴ Real Estate Research Corporation, *Analysis of Economic Effects on Proposed Expressway System on Business Thoroughfares* ([1957?]), Prepared for the Tulsa Metropolitan Area Planning Commission, Tulsa City-County Library; Associated Expressway Engineers, "Tulsa Metropolitan Area," 1.

⁹⁵ Real Estate Research Corporation, *Analysis of Economic Effects*.

⁹⁶ Associated Expressway Engineers, "Tulsa Metropolitan Area," 8-9.

⁹⁷ Frank F. Pitezel, *Map of the Oil Capital Tulsa, Oklahoma* (1955, revised June 25, 1973), Tulsa City-County Library.

⁹⁸ "Tulsa Tilts, Schools Decline," *Tulsa Tribune*, March 3, 1980, Schools – Closing and Consolidation, vertical files, Tulsa City-County Public Library.

⁹⁹ Carl E. Gregory, "Tulsa," *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed April 9, 2026, <https://www.okhistory.org/publications/enc/entry?entry=TU003>; Goble, *Tulsa!*, 233-241; William K. Stevens, "In Thriving Tulsa, Few Workers' Hands Are Idle," *New York Times*, February 11, 1982; Tulsa Planning Office, "planitulsa: Tulsa's Comprehensive Plan," 2023, 158.

Education

Addressing the task of educating Tulsa's children began in 1884, when the city's first school was constructed near East 4th Street and South Boston Avenue (Figure 20).¹⁰⁰ With only twenty students recorded in 1895 the number of children attending the school remained small until the turn of the twentieth century when Tulsa's population began to rapidly increase.¹⁰¹ Growth forced the city to more actively manage the education of its children and, shortly after Tulsa was platted in 1901, a Board of Education was elected. The Board quickly began to raise money through bonds for the construction of city-owned schools.¹⁰² Before the city's first school (constructed in 1884) was demolished and replaced with Central High School in 1906, children attended school in the first school building, a rented building, and another frame building north of the Frisco Railroad.¹⁰³ The following year the Sequoyah School (also referred to as the North Side School), which was named for



Figure 20. Tulsa's first school building, constructed ca.1884. "Start of School System," n.d., T. Schools – History, vertical files, Tulsa City-County Public Library.

¹⁰⁰ Some sources, like Goble, say that the first school was constructed in 1884 while some local newspaper articles write that it was constructed in 1885. Goble, *Tulsa!*, 40-41; "City School System Is Now 21 Years Old," *Tulsa Weekly Democrat*, October 15, 1916.

¹⁰¹ "City School System Is Now 21 Years Old," *Tulsa Weekly Democrat*, October 15, 1916.

¹⁰² Goble, *Tulsa!*, 56.

¹⁰³ "City School System Is Now 21 Years Old," *Tulsa Weekly Democrat*, October 15, 1916; J. Gus Patton, *Tulsa: Indian Territory* (Tulsa OK Press: Tulsa, OK, 1905), 1910 Tulsa Enumeration Districts Map, Tulsa City-County Library Digital Collection.

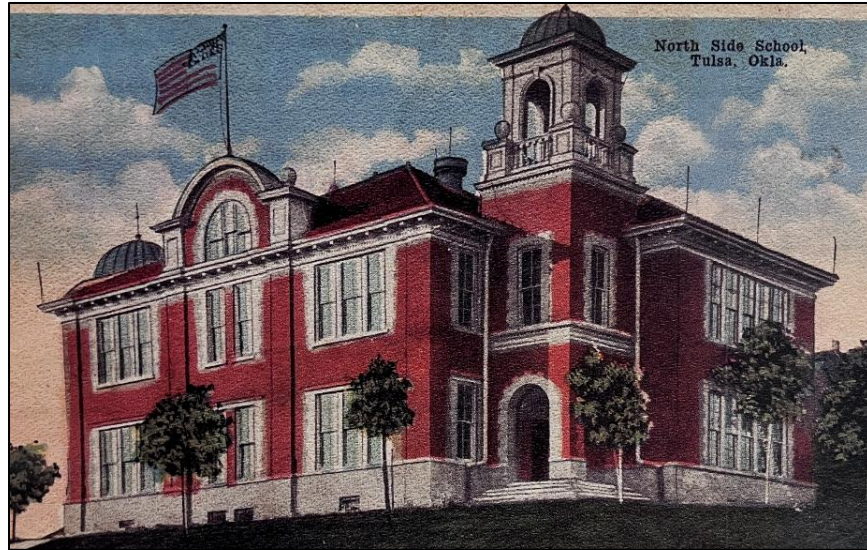


Figure 21. The old Sequoyah School building, also known as the North Side School. “North Side School,” n.d., T. Schools – History, vertical files, Tulsa City-County Public Library.

Sequoyah who developed a syllabary for writing in Cherokee in the early 1800s, was constructed and accommodated three hundred students at its location on North Boston Avenue and East Easton Street (Figure 21).¹⁰⁴ From this time until the 1970s, the city would wage a constant battle to provide enough classroom space for the city’s children.

By 1915, Tulsa contained fourteen schools with a student body composed of nearly nine thousand children.¹⁰⁵ This was soon eclipsed and in 1927, the city contained forty-two schools with twenty-five thousand children, and the old Sequoyah School on North Boston Avenue was no longer in use as that area had been taken over by factories.¹⁰⁶ In July 1927, plans for the present-day Sequoyah School were mentioned in the *Tulsa World* alongside a list of seven other schools slated to receive additions to accommodate the ever-growing student population. The property for the school was purchased in March of that year from Howard B. Andrews.¹⁰⁷ Howard’s father, George Andrews, platted the Sequoyah Hills subdivision in 1930 and developed the subdivision in the early 1930s. The new Sequoyah School was for elementary-aged students with and was estimated to cost between fifty-

¹⁰⁴ Goble, *Tulsa!*, 56; “City School System Is Now 21 Years Old,” *Tulsa Weekly Democrat*, October 15, 1916; William L. Anderson, “Sequoyah,” *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed April 14, 2026, <https://www.okhistory.org/publications/enc/entry?entry=SE020>.

¹⁰⁵ “City School System Is Now 21 Years Old,” *Tulsa Weekly Democrat*, October 15, 1916.

¹⁰⁶ “7 Schoolhouses To Be Enlarged,” *Tulsa World*, July 6, 1927; “Tulsa Invests 8 Millions In Schools,” *Tulsa Tribune*, July 24, 1927.

¹⁰⁷ “Tulsa’s School Sites And The Cost Of Administration,” *Tulsa World*, February 5, 1928.



Figure 22. An undated booklet on education showing the entrance and part of the façade of the Sequoyah School. Tulsa Public Schools, "Education," n.d., T. Schools – History, vertical files, Tulsa City-County Public Library.

five and sixty thousand dollars.¹⁰⁸ Lee Shumway was likely the architect who designed the new school in the Spanish Revival style, as he was the school board's architect when the school was planned.¹⁰⁹ Its construction, along with the numerous other schools on Tulsa's east side, shows how this area of the city was primed for residential development.¹¹⁰ For information on the development of the area around the school, see the Community Planning and Development section.

Construction was quickly completed and the school opened in September 1927. Almost immediately the building's eight classrooms reached capacity with 375 students.¹¹¹ In fact, in

¹⁰⁸ "7 Schoolhouses To Be Enlarged," *Tulsa World*, July 6, 1927; "Tulsa Invests 8 Millions In Schools," *Tulsa Tribune*, July 24, 1927.

¹⁰⁹ "7 Schoolhouses To Be Enlarged," *Tulsa World*, July 6, 1927.

¹¹⁰ "Tulsa's School Sites And The Cost Of Administration," *Tulsa World*, February 5, 1928.

¹¹¹ "Schools Needs Great, Survey Of Few Shows," *Tulsa Tribune*, February 26, 1928.

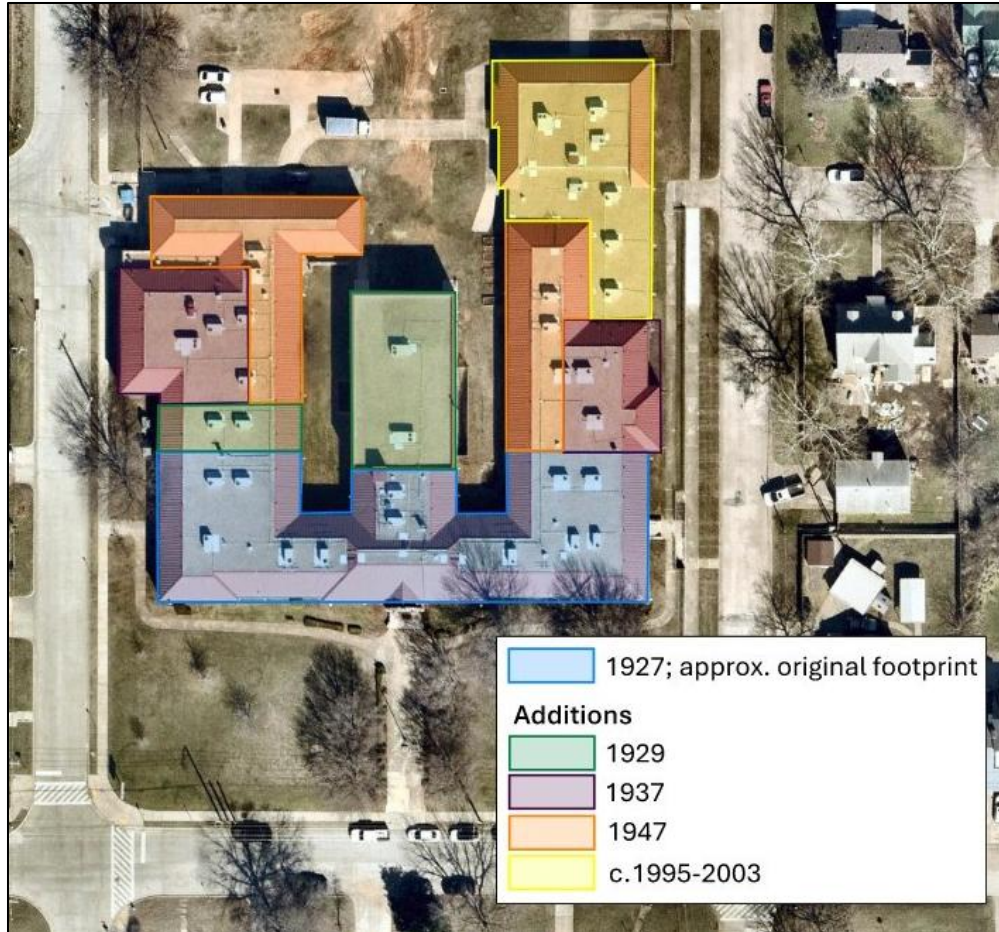


Figure 23. Approximate locations of additions to the Sequoyah School throughout its history, sourced from Sanborn maps, newspaper articles, and aerial photographs.

January 1928 the school board was already planning for the addition of classrooms and an auditorium to the school.¹¹² In March 1929 a contract valued at nearly sixty thousand dollars was awarded to Rucks-Brandt Construction Company for the construction of four rooms, the auditorium, and a heating plant (Figure 23).¹¹³ The school was reportedly not built with a cafeteria, and the 1932 Sanborn map shows a single-story, detached cafeteria on the school's property just north of the main building.¹¹⁴

¹¹² "Board Explains Bond Issue," *Tulsa World*, January 19, 1928.

¹¹³ "Building Contracts Let By Board of Education," *Tulsa Daily Legal News*, March 27, 1929.

¹¹⁴ "Schools Needs Great, Survey Of Few Shows," *Tulsa Tribune*, February 26, 1928; Sanborn Map Company, *Insurance Maps of Tulsa Including Dawson Oklahoma* vol. 3. (New York: Sanborn Map Company, 1932), Detroit Public Library.

The original school building received two more sets of additions in the 1930s and 1940s. An integral cafeteria was completed in 1937, along with additions containing a library and kindergarten room. The additions were designed by architect Ralph Black and were constructed by Jack E. Stegall Construction, who was also building houses for Southwest Homes Corporation in the surrounding neighborhood.¹¹⁵ In 1938, concrete staircases and steps connecting the sidewalk on the east side of North Indianapolis Avenue to the field north of the school and the school itself were constructed by the Works Progress Administration (WPA) (Figure 24). The WPA was part of the New Deal established during the Depression that aimed to employ individuals and complete projects benefitting local communities.¹¹⁶ After World War II, Tulsa's student population skyrocketed and school officials



Figure 24. Concrete staircase completed by the WPA in 1938. Concrete staircase completed by the WPA in 1938. WPA-marked features include two staircases and a short run of concrete steps, all of which lead from the sidewalk on the east side of North Indianapolis Avenue to the Sequoyah School and its field. WPA markings were not observed elsewhere on the property. Photograph by Loggia Preservation, 2026.

¹¹⁵ “High Stride Hit In Construction,” *Tulsa World*, March 21, 1937; “Southwest Homes Starts Building,” *Tulsa World*, February 14, 1937; “Harvard Hills Homebuilding Is Under Way,” *Tulsa Tribune*, March 14, 1937.

¹¹⁶ William H. Mullins, “Works Progress Administration,” *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, accessed May 5, 2026, <https://www.okhistory.org/publications/enc/entry?entry=WO022>.

anticipated the number of students within the city would continue to rise.¹¹⁷ Four more classrooms in addition to an art room, speech room, and restrooms were added in 1947 (Figure 25). The work was completed by general contractor De Witt Company. Tulsa's student body had continued to expand and reached over thirty-two thousand students in 1947. These students attended school in any one of the city's fifty educational buildings.¹¹⁸

The need for new school buildings and new additions continued until the late 1970s, when Tulsa Public Schools was forced to reckon with declining enrollment and sought to close a number of schools throughout the city.¹¹⁹ A map published in the *Tulsa Tribune* illustrates how Tulsa's population had shifted markedly to the southeast out of existing neighborhoods between 1970 and 1980 (Figure 26). Thus, schools like the Sequoyah School that were constructed in the 1920s were now facing low enrollment while new schools were needed farther east and south.¹²⁰ In 1980 it was proposed that the Sequoyah School be closed, but several iterations of school closing and consolidation plans were cycled through, and the Sequoyah School remained open.¹²¹

When surrounding schools were closed, some students were transferred to Sequoyah, causing it to reach capacity. In 2000, the *Tulsa World* reported that the school was using ten trailers for temporary classrooms.¹²² By 2003, the most recent addition was appended to the east ell of the building.¹²³ The school remained open until 2012, when it moved for a third time from the building on East Archer Street into the Cleveland Middle School building at 724 North Birmingham Avenue. The move was

¹¹⁷ Dr. Charles C. Mason, *New and Unfinished Business, Supplementary Report, School Physical Needs, Tulsa Public Schools* (Tulsa, OK: Tulsa Public Schools Department of Printing), 2, T. Schools – Buildings, vertical files, Tulsa City-County Public Library.

¹¹⁸ Marian Rogers, "Schools For The Future," *Tulsa World*, June 22, 1947, T. Schools – Buildings, vertical files, Tulsa City-County Public Library.

¹¹⁹ "\$5 Million Worth Of School Construction Under Way In Tulsa," *Tulsa Tribune*, January 15, 1964, T. Schools – Buildings, vertical files, Tulsa City-County Public Library; Mary Marcus, "Citizen Councils Show Strength On Schools," *Tulsa World*, March 30, 1980, T. Schools – Closing and Consolidation, vertical files, Tulsa City-County Public Library.

¹²⁰ "Tulsa Tilts, Schools Decline," *Tulsa Tribune*, March 3, 1980, Schools – Closing and Consolidation, vertical files, Tulsa City-County Public Library.

¹²¹ "Panel Recommends Closing Three Schools," *Tulsa World*, January 8, 1980, T. Schools – Closing and Consolidation, vertical files, Tulsa City-County Public Library; Jeanne Forbis, "9 Schools Face Closing Threat," *Tulsa World*, January 7, 1984, Schools – Closing and Consolidation, vertical files, Tulsa City-County Public Library.

¹²² Ashley Parish, "Once-closed School May Be Reopened," *Tulsa World*, February 23, 2000.

¹²³ NETROnline, "3441 East Archer Street," Historic Aerials, accessed May 5, 2026, <https://www.historicaerials.com/viewer>.

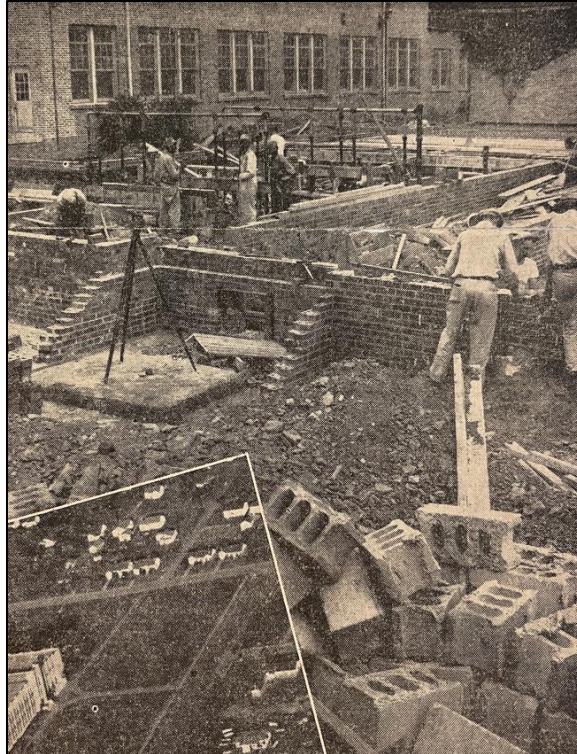


Figure 25. Photograph of the construction of the 1947 addition to the Sequoyah School. Marian Rogers, "Schools For The Future," *Tulsa World*, June 22, 1947, T. Schools – Buildings, vertical files, Tulsa City-County Public Library.

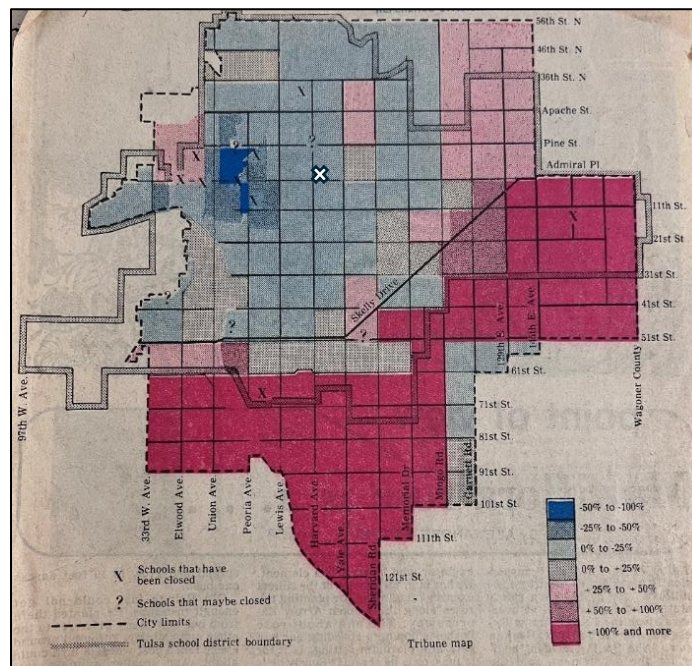


Figure 26. Between 1970 and 1980, areas in blue declined in population while areas in red have increased in population. The survey area is marked with an "x". "Tulsa Tilts, Schools Decline," *Tulsa Tribune*, March 3, 1980, Schools – Closing and Consolidation, vertical files, Tulsa City-County Public Library.

needed to provide more space for students and administrative functions.¹²⁴ The building on East Archer Street did not remain vacant for long. The following month, the building that housed the Tulsa School of Arts and Sciences was destroyed in a massive fire and that school's programming was quickly moved into the recently vacated building.¹²⁵ The Tulsa School of Arts and Sciences remained in the building until 2016 when it moved to the old Roosevelt Elementary School on West Easton Street.¹²⁶ By 2022 the Phoenix Rising Alternative School, which now occupies the buildings, moved in.¹²⁷ The Phoenix Rising Alternative School serves students in grades nine through twelve who have encountered or are at high risk for encountering the juvenile justice system.¹²⁸

Conclusion

This survey report documents the first phase of intensive-level surveying in the Harvard Hills section of the Sequoyah neighborhood. Harvard Hills refers to the name of the subdivision plat at the southwest corner of the neighborhood, but the survey area encompassed parts of adjacent plats including Sequoyah Hills, Lindell Park, and Pomeroy Heights subdivisions. In total, 206 resources were surveyed which include 124 primary buildings (houses, duplexes, and the Sequoyah School), 58 secondary buildings (detached garages and other outbuildings), and 24 structures (carports, parking areas, and a tornado shelter). These resources are situated on 128 parcels. In addition to this report, inventory forms were completed for each property and photographs of each property were taken and catalogued. The area surveyed is nearly exclusively residential except for one commercial resource on North Harvard Avenue and the Sequoyah School at 3441 East Archer Street. Most of the resources were constructed in the 1930s and 1940s during a time of immense growth in Tulsa, and they reflect the prevailing architectural styles of the era. As a result, the Harvard Hills Historic District appears eligible for the National Register of Historic Places at the local level under Criterion C: Architecture. Likewise, the aforementioned Sequoyah School is individually eligible for the National Register, also under Criterion C: Architecture. This project only surveyed a part of the Harvard Hills neighborhood, and it is anticipated that future phases will cover other areas of the subdivision and

¹²⁴ Andrea Eger, "Room To Grow," *Tulsa World*, August 22, 2012.

¹²⁵ Andrea Eger, "Classes Resume At School's New Home," *Tulsa World*, September 7, 2012.

¹²⁶ Samantha Vicent, "School Moves," *Tulsa World*, August 18, 2016.

¹²⁷ Google Street View, "3441 East Archer Street," January 2016, March 2022.

¹²⁸ "Phoenix Rising Alternative School," Tulsa County, accessed May 4, 2026, <https://www2.tulsacounty.org/government/departments-offices/family-center-for-juvenile-justice/programs-and-services/phoenix-rising-alternative-school/>.

perhaps surrounding areas of the Sequoyah neighborhood. Therefore, the assessment of National Register eligibility and integrity, and the determination of the proposed boundary, period of significance, area of significance, and statement of significance, will likely need to be amended following additional survey work.

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Maps

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Fire insurance map illustrating a wealth of information on buildings in east and south Tulsa, the section of the city covered by this volume.

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Another fire insurance map which used the 1932 map as a base, and updated building information to June 1962.

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Newspapers

Tulsa World

Tulsa Tribune

Both of these local newspapers provided extensive information through articles and advertisements which informed the history of the survey area. Both are online accessible with a Newspapers.com subscription.

City Directories

Tulsa city directories: 1925-1950, 1955, 1960, 1965.

Some of the earlier directories are available online with an Ancestry.com subscription, but most could only be sourced from the Tulsa City-County Public Library.

Libraries, Collections, and Archives

Tulsa City-County Library

The collections at the Tulsa City-County Library include extensive vertical files of newspaper clippings and small pamphlets, historic maps, a nearly complete set of city directories and cross-reference directories, and numerous reports—many of which were not housed anywhere else or available online.

Tulsa County Clerk

The Land Records Division of the Tulsa County Clerk's Office contains a wealth of information (most of which is free and accessible online) like subdivision plats, grantor and grantee indexes, and some deeds.

HathiTrust

An online archive hosting thousands of items and contains the Federal Housing Administration bulletins.