National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property
   Historic name: Automobile Alley Historic District (Boundary Increase) 
   Other names/site number: 
   Name of related multiple property listing: 
   (Enter "N/A" if property is not part of a multiple property listing)

2. Location
   Street & number: North side of 000 Block of Northwest 6th Street
   City or town: Oklahoma City
   State: OK
   County: Oklahoma
   Not For Publication: Vicinity: 

3. State/Federal Agency Certification
   As the designated authority under the National Historic Preservation Act, as amended,
   I hereby certify that this nomination request for determination of eligibility meets
   the documentation standards for registering properties in the National Register of Historic
   Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
   In my opinion, the property meets does not meet the National Register Criteria.
   I recommend that this property be considered significant at the following
   level(s) of significance:
   national   statewide   local
   Applicable National Register Criteria:
   A   B   C   D

   Signature of certifying official/Title: Date

   State or Federal agency/bureau or Tribal Government

   In my opinion, the property meets does not meet the National Register criteria.

   Signature of commenting official: Date

   Title: State or Federal agency/bureau or Tribal Government
4. National Park Service Certification
I hereby certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) ____________________

Signature of the Keeper ____________________________ Date of Action __________________________

5. Classification
Ownership of Property
(Check as many boxes as apply.)

Private: X
Public – Local
Public – State
Public – Federal

Category of Property
(Check only one box.)

Building(s)
District X
Site
Structure
Object
Automobile Alley Historic District (Boundary Increase)  Oklahoma City, Oklahoma
Name of Property

### Number of Resources within Property
(Do not include previously listed resources in the count)

<table>
<thead>
<tr>
<th></th>
<th>Contributing</th>
<th>Noncontributing</th>
</tr>
</thead>
<tbody>
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<td>buildings</td>
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<td>2</td>
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<td>sites</td>
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<tr>
<td>structures</td>
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<tr>
<td>Total</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

Number of contributing resources previously in the National Register \(35\)

6. **Function or Use**

**Historic Functions**
(Enter categories from instructions.)

**COMMERCE/TRADE:**

<p>| |</p>
<table>
<thead>
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<tbody>
<tr>
<td>warehouse</td>
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</tbody>
</table>

**Current Functions**
(Enter categories from instructions.)

**COMMERCE/TRADE:**

<p>| |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>specialty store</td>
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</tbody>
</table>
7. Description
Architectural Classification
(Enter categories from instructions.)

COMMERCIAL STYLE

Materials: (enter categories from instructions.)
Principal exterior materials of the property: __BRICK__________

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a summary paragraph that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Automobile Alley Historic District, located in Oklahoma City, Oklahoma County, Oklahoma, was listed on the National Register of Historic Places on March 18, 1999 (NRIS #99000351). Centered on North Broadway Avenue from the 500 block through 1100 block, the district is generally bounded on the east and west by the alleys on either side of North Broadway Avenue, Northwest 4th Street on the south and, on the north, a combination of the alley north of Northwest 10th Street and West Park Place. The boundary increase area consists of a third of a block along Northwest 6th Street east of North Broadway Avenue, consisting of lots 23 through 32 and 37 through 40 of Block 13, Oklahoma City Original. The area includes three Commercial style buildings addressed as 1, 9 and 17 Northwest 6th Street. While both buildings at 9 and 17 Northwest 6th Street were constructed after the Automobile Alley Historic District’s 1911-1948 period of significance and therefore are noncontributing, the largest building of the three at 1 Northwest 6th Street was constructed in 1926 for lease to the Chevrolet Motor Company as the distribution point for Chevrolet to supply local owners, auto dealers and service stations with parts and automobiles direct from the manufacturer. Thus, it represents a direct commercial connection from the Chevrolet Motor Company to the Automobile Alley Historic District. While the area includes several parking lots, this is consistent with the area as it was during the latter part of the district’s period of significance. As the non-historic buildings are readily distinguished from the historic building due to their size and other qualities and the historic building is the dominant resource due to its size and commanding presence, the area merits inclusion in the Automobile Alley Historic District.
**Narrative Description**

The area being nominated is a continuation of the automobile-related commercial area along North Broadway Avenue. As shown on the maps in the 1998 registration form, the northeast corner of the intersection of North Broadway Avenue and Northwest 6th Street within the Automobile Alley Historic District did not contain any building before 706 North Broadway Avenue. This remains the case, although the lots have been fenced with a combination of chain link fencing on the west side and metal panels on concrete barriers on the south side (see photographs 1 and 2). The north-south alley that forms the east boundary of the Automobile Alley Historic District remains open from Northwest 6th Street to Northwest 7th Street (see photographs 3 and 10-11).

As originally platted in 1890, Block 13 was composed of three nearly equal parts separated by a north-south alley and an east-west alley. On the west side, extending from south to north, Lots 1 through 12 front west onto North Broadway Avenue. On the north side, extending from west to east, Lots 13 through 22 and 33 through 36 front north on Northwest 7th Street. On the south side, extending from east to west, Lots 37 through 40 and 23 through 32 front south on Northwest 6th Street. Each lot in Block 13 measured 25' wide X 140' long. The unusual numbering of the lots, with higher numbered lots on both east ends, in Block 13 matches the blocks to the south on the east side of the Oklahoma City Original townsite plat. The higher numbered areas are adjacent to the Atchison, Topeka and Santa Fe (Santa Fe) Railway tracks which pre-dated the April 22, 1889 opening of Oklahoma City and Oklahoma Territory to non-Native American settlement. The initial Oklahoma City Original plat evidently planned for a wider area for the railroad right-of-way and the lots were not subsequently re-numbered when the blocks were enlarged in the final 1890 plat.

The west section of Block 13 was included in the Automobile Alley Historic District as part of the 1999 listing. The north section of Block 13 lacks historic association with the district. Only one building remains standing on the north section of Block 13: 2 Northwest 7th Street was constructed in about 1956 and therefore after the period of significance for the Automobile Alley Historic District.1 The remainder of the north section of Block 13 is now surface parking (see photograph 11). In the late 1940s/early 1950s, the parking area contained several furniture warehouses and rooming houses. Due to the lack of association, the north section of Block 13 is not proposed for inclusion in the district.

The south section of Block 13 had an automotive association since 1926 and the construction of the Chevrolet Motor Company building at 1 Northwest 6th Street (originally addressed as 7 Northwest 6th Street, aligning with the location of the front entry). Five years later, work started on elevating the at-grade railroad tracks of the Santa Fe line, causing construction of an underpass at Northwest 6th Street roughly beginning in front of 1 Northwest 6th Street. The construction of the elevated track created a substantial physical and visual barrier between the automotive-related development to the west and the warehouse area now known as Bricktown to

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1 The building at 2 Northwest 7th Street was not on the 1955 Sanborn Fire Insurance Map and its first listing in the Oklahoma City Polk Directory was in 1957.
the east (see photographs 4 and 5). Around 1947, a second automotive-related building was constructed at 17 Northwest 6th Street; however, damage to this building from the April 19, 1995 bombing of the Alfred P. Murrah Federal Building caused the building to collapse on April 22, 1995. Uncertainty over the replacement building likely contributed to the decision to not include this section of Northwest 6th Street in the original Automobile Alley Historic District boundaries. Using federal disaster resources, a new building was constructed in 1999 in the same location. The replacement building is clearly understandable as new due to the use of gray blocks and the building’s sizeable setback from Northwest 6th Street (see photographs 5 and 6).

Overall, the area retains its integrity sufficiently to contribute to the Automobile Alley Historic District. The pattern of empty lots and buildings remains consistent to the area as it appeared in the late 1940s, with the majority of buildings in the area set flush with the sidewalk. The atypical setback of the most recent building in the area helps to distinguish it as new construction, as does the use of gray block in place of brick and the clearly modern design of the building.

Individual Property Descriptions:
Contributing properties are in Bold

1. 1 Northwest 6th Street (Historically Addressed as 7 Northwest 6th Street): Chevrolet Motor Company. 1926. This contributing, three-story, brick, Commercial style building has a flat roof and concrete foundation. The front (south) façade is clad in multi-colored brown face brick with the side and rear walls being clad in common red brick. The concrete coping topping the brick walls has been partially covered with a metal coping. Typical of early twentieth century commercial construction, the large square building covers nearly the entirety of four lots with only a sidewalk separating the building from the ramped street. The street was ramped historically related to the 1930s construction of the adjacent elevated railroad track with underpass. On the east side of the sidewalk, a pipe railing prevents falls into the street. The historic concrete platform on the east side of the building is obscured by a brick wall on the front (south) that prevents public access between the building and elevated track. The façade of 1 Northwest 6th Street is divided into four bays. The three east bays are matching in size. The westernmost bay, containing the entry on the first floor, is about half the size of the other bays. The fenestration on the first and second floors of the building have been replaced more than once. Below each set of windows on each floor is a continuous concrete sill, which on the second floor has been covered with the same stucco material that infills the original second floor window openings. Currently, the front entry consists of a non-historic, black, metal-framed, pedestrian door with an equal-sized sidelight on the west side of the first floor. On the west side of the door, the glass blocks continue to fill what was likely an original sidelight. The door is accessed by a small porch area, consisting of a ramped concrete landing with a pipe railing on the east and south sides. To the east of front entry are matching, quadruple, black, metal-framed, fixed windows in each of the other first floor bays. The first floor windows are sheltered by newer, black, standing seam metal awnings. On the second floor, the window area in the easternmost bay has been completely filled with a stucco material, including the continuous

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2 The Daily Oklahoman, (Oklahoma City, Oklahoma), May 7, 1995, pages 43 and 44.
The two middle bays on the second floor have matching small, fixed, metal windows with the remainder of the original window area infilled with the matching stucco material as in the easternmost bay. Within the two middle bays, the eastern bay has two windows located towards the west side and the western bay has four symmetrical windows. The smaller westernmost bay contains a single fixed window towards the east side which is larger than the windows in the other bays. Above the second floor windows is modern painted signage which reads “Stow’s Office Furniture.” The third floor contains the original, industrial style, steel, multi-light windows with center pivots that were typical of warehouses constructed in the first decades of the twentieth century. While the front door and lower windows have been replaced, the original openings remain understandable. Overall, the Chevrolet Motor Company building retains sufficient integrity to contribute to the Automobile Alley Historic District, including the aspects of location, setting, design, workmanships, materials, feeling and association. (Photos # 7, 8 and 9).

2. 9 Northwest 6th Street. Time Printing & Lithographing Company. C. 1958. This noncontributing, brick, Commercial Style, one-story building has a flat roof and a concrete foundation. The concrete coping has been covered with a metal coping. The front (south) façade is clad in brown face brick while the side elevation is painted concrete block and the back elevation is red common brick. The low rectangular building covers most of two lots with the building set flush with the sidewalk. The front entry is located on the east side of the south wall, adjacent to an expanse of stacked stone. The single, black, metal, replacement door is flanked by two full-height sidelights. To the west of the door, there is a non-original, black, metal-framed window with a matching triple window to the west. A continuous concrete sill extends under the windows. The building is noncontributing due to insufficient age, having been constructed ten years after the Automobile Alley Historic District’s period of significance ended based on the building not appearing on the 1955 Sanborn Fire Insurance Map and its first listing in the Oklahoma City Polk Directory being in 1959. (Photos # 7 and 9)

3. 17 Northwest 6th Street. Jackson Speedometer Building. C. 1999. This noncontributing, gray block, Contemporary style, one-story building has a slanted metal roof and a concrete foundation. The roof features a parapet wall that is stepped on the east side. Reflecting its modern construction, the stepped parapet steps upwards towards the back of the building, rather than the typical early twentieth century design which would have the parapet stepping down from the front. While covering the same two lots as the previous building in this location, the replacement building is setback from the street with a large parking area to the front. As originally designed, there was a garage opening on the west side of the front (south) façade. After the building was sold in the late 2000s, the garage opening was replaced with the current aluminum-and-glass storefront. The storefront has a single, glazed slab, pedestrian door on the east side with two divided full-height sidelights to the west and narrow transoms above the door and each sidelight. In front of the opening, decorative metal walls have been added to channel people towards the entry. On the east side of the façade, which is set closer to the street, there is a single pedestrian entry on the west corner with ribbon windows extending to the east and north. The building is noncontributing due to insufficient age. (Photos # 5 and 6).
8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years
Areas of Significance
(Enter categories from instructions.)

COMMERCE
ARCHITECTURE

Period of Significance
1911-1948

Significant Dates
1926
1958
1999

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation
N/A

Architect/Builder
Unknown

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Automobile Alley Historic District was listed on the National Register of Historic Places on March 18, 1999 (NRIS #99000351) under Criterion A for its commercial significance as Oklahoma City’s automobile retailing center during the first half of the twentieth century. The
boundary increase area allows for inclusion of a key resource that tangibly linked the car dealers to the auto manufacturers during the period. Erected in 1926 for the Chevrolet Motor Company, 1 Northwest 6th Street (originally addressed as 7 Northwest 6th Street) served as the state and regional distribution point for the Chevrolet Motor Company until 1954. The Automobile Alley Historic District was also listed under Criterion C as an architecturally significant collection of one- and two-story Commercial style buildings related to the automobile industry. As stated on page 22 of the 1998 registration form, “Over half the buildings in the district are of the Commercial Style (sic), usually one- or two-story brick storefronts flush with the sidewalk; a few buildings are taller.” The contributing building in the boundary increase area is a good example of one of the larger Commercial style buildings constructed in the area during the period of significance. Extending the boundary east of North Broadway Avenue all the way to the Santa Fe’s elevated track also allows the Automobile Alley Historic District to reflect the impact that elevating the track in the early 1930s had on the area, specifically related to the physical and visual separation between the historic automobile retailing area and the industrial/warehouse area to the east. Immediately adjacent to the railroad and constructed prior to the elevation of the track, the Chevrolet Motor Company was the focus of a lawsuit brought by its owner to collect damages from the Santa Fe Railway Company and the city of Oklahoma City related to construction of the elevated track.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

In 1923, the Chevrolet Motor Company established a Zone Sales Office at 701-705 North Broadway Avenue (see #5 of 1998 registration form). Prior to the Chevrolet Motor Company, the building, constructed in 1917, housed the Oklahoma Peerless Company, the state distributor for the Peerless Motor Company. The new Chevrolet office was “necessary by the rapid increase in demand for Chevrolet automobiles” with the Zone Sales Office having “jurisdiction over the wholesale business of this company in the State of Oklahoma, part of Texas and part of New Mexico.” As a direct link between the manufacturer and the auto retailers, the addition of the Zone office was anticipated to be “advantageous to Chevrolet owners, …dealers and service stations and to the company.”

As shown in a photograph published in The Oklahoma News in 1924, 701-705 North Broadway Avenue was a two-story, red brick, Commercial style building at that time. The caption for the 1924 photograph noted that the Oklahoma City Zone Sales Office was “housed in one of the best buildings in automobile row.” Additionally, the building had “a spacious floor space for the exhibiting of all Chevrolet models, which (was) a credit to any automobile concern.” Specifically, the “two-story brick structure (had) a combined floor space of 21,510 square feet, which (was) used in wholesaling of cars and Chevrolet parts.” However, as discussed on page 18 of the 1998 registration form, the

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3 The Daily Oklahoman, July 29, 1923, page 24. See also Muskogee (Oklahoma) Times-Democrat, October 16, 1922, page 4
4 The Oklahoma News, (Oklahoma City, Oklahoma) March 24, 1924, page 17.
building was altered in 1933 by the addition of a third floor and again in 1951 by the addition of two floors and a Modern style overhaul. Therefore, this building no longer conveys its association with the Chevrolet Motor Company or generally the historic automotive retailing area; consequently, it was designated as a noncontributing resource to the Automobile Alley Historic District.

In mid-April 1926, it was announced that plans for a new Chevrolet Motor Company building at Northwest 6th Street and the Santa Fe railroad tracks were being drawn. Within days, it was announced that the Southwest Nash Company would move into 701-705 North Broadway Avenue under the terms of a long-term lease from the building’s owners, identified simply as Campbell and Price. The Southwest Nash Company “controlled” the sales of Nash automobiles in Oklahoma, northwest Arkansas, the Texas Panhandle and northeastern New Mexico.5

Construction on the new Chevrolet Motor Company building started on Friday, April 16, 1926, with excavation for the foundation. The “three-story fire-proof” building was to be ready for occupancy by September 1, 1926, at an estimated cost of $150,000. While early forecasts indicated the building was to measure 150’ by 140’, the building ultimately measured 100’ by 130’. With the Chevrolet Motor Company as the sole occupant, the building was owned by Dr. J. B. Rolater. Rolater also owned 913-915 North Broadway Avenue (see #21 in 1998 registration form), which was built in 1924 with the south portion of the building initially occupied by the Page Motor Company.6

The new “Chevrolet Building” was nearing completion in mid-June 1926, at which time the reported cost fell to $100,000. Although there was evidently no grand opening, the Chevrolet Motor Company, later known as the Chevrolet Motor Division, was occupying the building by late August 1926. This was confirmed by advertisements taken out by the Southwest Nash Motor Company that announced they had moved to their new building at 701 North Broadway Avenue by the second week of September.7

As constructed, the Chevrolet Motor Company was located adjacent to the at-grade railroad tracks of the Santa Fe Railway Company. At-grade railroad crossings, which posed a substantial risk for injury and death, was one of the paramount concerns that led to a twenty-year fight to elevate the Santa Fe tracks and remove the tracks of both the Chicago, Rock Island and Pacific (Rock Island) and the Saint Louis-San Francisco (Frisco) from downtown Oklahoma City. After years of back and forth, the Santa Fe and the city council effected a settlement in mid-November 1927 that called for the Santa Fe tracks to be elevated at an anticipated cost of $3 to $4 million. After several more years

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6 The Daily Oklahoman, April 18, 1926, page 16, and July 14, 1925, page 5.
7 Ibid, June 20, 1926, page 13; August 29, 1926, page 14; and, September 11, 1926, page 12.
of wrangling between the city and railway company, work on elevating the track began in 1931 and was completed in 1933.\(^8\)

One of the major points of contention in the street elevation battle was Northwest 6\(^{th}\) Street. Initially proposed for closure, plans were prepared for either an underpass, an overpass or a viaduct with the local residents wanting a “shallow underpass.” Finally, after months of back and forth, it was determined that an underpass would be the final solution.\(^9\)

Issue over the Northwest 6\(^{th}\) Street underpass, however, did not end at construction. In late 1933, Gussie R. Simmons, the administrator for Dr. Rolater’s estate, filed suit against the Santa Fe Railway Company and the City of Oklahoma City. The suit sought $127,000 in damages to the Chevrolet Motor Company building caused by the track elevation/underpass construction. With the estate attorney reducing the demand to $30,000 when the trail opened, the court “refused a verdict for damages rising from elevation of the Santa Fe tracks to the estate of J. B. Rolater” in September 1934. With the estate appealing the verdict, the matter continued for another year before the city successfully won the suit in late November 1935. Shortly before the city won the suit, the Santa Fe Railway Company settled out of court for $7,500. Reportedly, the Rolater suit was “the largest of six filed against the city because of the track elevation.”\(^10\)

Despite the loss of open access to the east elevation due to the elevated track, the Chevrolet Motor Division remained located at 1 Northwest 6\(^{th}\) Street through 1954 when the building was sold for the first time. Although the original owner, Dr. J. B. Rolater died in 1932, under the terms of his will, his properties, including 1 Northwest 6\(^{th}\) Street and 901-909 and 913-919 North Broadway Avenue, were held in trust for twenty-one years.\(^11\)

Distributing the Chevy parts and vehicles needed by owners, dealers and service stations, the Chevrolet Motor Company was a critical link for the automobile industry in Oklahoma City, as well as Oklahoma as a whole and the other regions served. The 1926 construction of the building was a timely occurrence that coincided with the growth of “Motor Row” which, as identified in the 1998 registration form, by 1929 included “over half the automobile dealers in the city.” Also as identified in the 1998 registration form,

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\(^9\) The Daily Oklahoman, November 23, 1929, page 3; March 6, 1930, page 1; October 26, 1930, page 16; November 22, 1930, page 22; November 27, 1930, page 1; December 9, 1930, page 9; and, July 14, 1931, page 1. See also The Oklahoma News, October 13, 1930, page 2.


\(^11\) 1954 Warranty Deed and lease agreements, on-file at the Oklahoma County Courthouse, Oklahoma City, Oklahoma. See also The Daily Oklahoman, October 10, 1954, page 53.
the number of automobile-related businesses in the area began declining after World War II, continuing through the 1950s. Leaving the area in 1954 after nearly thirty years, the Chevrolet Motor Company exemplified the automobile-related commercial history of the area.12

ARCHITECTURAL SIGNIFICANCE

The style, scale and materials of the Chevrolet Motor Company allow it to seamlessly blend with the greater Automobile Alley Historic District. While relatively plain, the brick, flat-roofed, Chevrolet Motor Company building is a good example of a mid-1920s Commercial style building. As noted in the 1998 registration form, “The Commercial Style (sic) buildings have generally flat-faced facades with little projecting ornament.” The Commercial style was the prevalent style of buildings in the district, representing 62% of the buildings in 1998.

As a whole, the Automobile Alley Historic District contains “a distinct group of commercial buildings in Oklahoma City.” The area was set apart from the greater downtown due to the preponderance of one- and two-story buildings, as compared to the taller office buildings in the downtown proper. Additionally, the area was “distinct from Oklahoma City’s warehouse area, known as Bricktown,” because the Automobile Alley buildings were “smaller in scale than the” Bricktown warehouses, many of which were four or more stories in height, and “the Automobile Alley buildings, used for both storage and sales, express(ed) a more stylistic appearance to appeal to consumers.” While not mentioned in the 1998 registration form, the distinctive barrier formed by the elevated Santa Fe tracks visually and physically separated the Automobile Alley area and the warehouse area. Directly impacted by the historic construction of the elevated track, the Chevrolet Motor Company building lost the original access to the east side of the building along the grade-level track area. As indicated by retention of the concrete platform on the 1948 Sanborn Fire Insurance Map, however, the east side continued to be a freight access point for the building even after the track elevation.

In sum, the Chevrolet Motor Company building placed one of the major automotive manufacturers directly within the automotive retailing center of Oklahoma City for nearly thirty years. The building also shared historic associations with the other buildings in the Automobile Alley Historic District through common ownership which did not change until the early 1950s. The change in ownership directly contributed to the removal of the longtime automobile businesses, including both the Chevrolet Motor Company and the Goodyear Tire & Rubber Company that moved from 913 North Broadway Avenue in 1954 following the sale of 913-919 North Broadway Avenue by the Rolater estate. Constructed in the same Commercial style that composed over 50% of the district, the Chevrolet Motor Company building was also a tangible link to the historic elevation of the Santa Fe tracks that divided the historic automotive retailing area from Oklahoma City’s warehouse area.

9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)


*The Daily Oklahoman.* Oklahoma City, Oklahoma. July 29, 1923; July 14, 1925; April 15, 1926; April 18, 1926; April 26, 1926; June 20, 1926; August 29, 1926; September 11, 1926; November 23, 1929; March 6, 1930; October 26, 1930; November 22, 1930; November 27, 1930; December 9, 1930; July 14, 1931; February 7, 1933; September 8, 1934; May 12, 1935; November 23, 1935; October 10, 1954; and, May 7, 1995.

*The Daily Record.* Oklahoma City, Oklahoma. December 30, 1933.

*Muskogee (Oklahoma) Times-Democrat.* October 16, 1922.

*The Oklahoma News.* Oklahoma City, Oklahoma. March 24, 1924; April 13, 1926; October 13, 1930; September 9, 1934; October 15, 1934; November 20, 1935; November 21, 1935.


Warranty Deed and Lease Agreements. 1954. On-file at the Oklahoma County Courthouse, Oklahoma City, Oklahoma.

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**Previous documentation on file (NPS):**

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [X] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey #
- [ ] recorded by Historic American Engineering Record #
- [ ] recorded by Historic American Landscape Survey #
Primary location of additional data:
  _X__ State Historic Preservation Office
  ____ Other State agency
  ____ Federal agency
  ____ Local government
  ____ University
  ____ Other
  Name of repository: _____________________________________

Historic Resources Survey Number (if assigned): __N/A__

10. Geographical Data

Acreage of Property __1.48__

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84: ____________
(enter coordinates to 6 decimal places)

1. Latitude: 35.474467  Longitude: -97.513574
2. Latitude: 35.474436  Longitude: -97.512353
3. Latitude: 35.473962  Longitude: -97.512372
4. Latitude: 35.473989  Longitude: -97.513590

Verbal Boundary Description (Describe the boundaries of the property.)

From the current Automobile Alley Historic District boundary at the intersection of Northwest 6th Street and the north-south alley of Block 13, go east on Northwest 6th Street to the west side of the railroad underpass, then north along the east lot line of Lot 37 to the east-west alley of Block 13, then west along the east-west alley of Block 13 to the north-south alley of Block 13, then south along the north-south alley of Block 13 to the point of beginning. All within the Original Plat of Oklahoma City, Oklahoma.

Boundary Justification (Explain why the boundaries were selected.)
The boundary includes the area along Northwest 6th Street that was historically associated with the automobile retailing business during the first half of the 20th century and retains its integrity sufficiently to convey the historic automobile-related association.
Automobile Alley Historic District (Boundary Increase)
Name of Property

11. Form Prepared By

name/title: ___Cynthia Savage, Architectural Historian, for ________________________________
organization: _______ Jerry Roca/Sikes Abernathie Architects ____________________________
street & number: ___346 County Road 1230___________________________________________
city or town:  ____Pocasset______________ state: ____OK______ zip code: __73079_________
e-mail __archconsulting.savage@yahoo.com___________________________________________
telephone:____________________________
date:___May 2020______________________

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs
Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn’t need to be labeled on every photograph.

**Photo Log**

Name of Property: **Automobile Alley Historic District (Boundary Increase)**
City or Vicinity: **Oklahoma City**  County: **Oklahoma**  State: **OK**
Photographer: **Cynthia Savage**
Date Photographed: **29 December 2019**
Automobile Alley Historic District (Boundary Increase)  Oklahoma City, Oklahoma

Name of Property                   County and State

Photo 0001: 700 Block of North Broadway Avenue in the previously listed Automobile Alley Historic District, camera facing northwest.

Photo 0002: North side of 000 Block of Northwest 6th Street/700 block of North Broadway Avenue in the previously listed Automobile Alley Historic District, camera facing northwest.

Photo 0003: North side of 000 Block of Northwest 6th Street/North-south Alley of Block 13 in the previously listed Automobile Alley Historic District, camera facing north.

Photo 0004: North side of 000 Block of Northwest 6th Street from North Broadway Avenue towards boundary increase area, camera facing northeast.

Photo 0005: North side of 000 Block of Northwest 6th Street from west of North-south Alley of Block 13 in the previously listed Automobile Alley Historic District towards boundary increase area, camera facing northeast.

Photo 0006: 17 Northwest 6th Street, camera facing northeast.

Photo 0007: 9 and 7 Northwest 6th Street, camera facing northeast.

Photo 0008: 7 Northwest 6th Street, camera facing north.

Photo 0009: North side of 000 Block of Northwest 6th Street from the railroad underpass towards North Broadway Avenue/previously listed Automobile Alley Historic District, camera facing northwest.

Photo 0010: Rear elevations of 17 Northwest 6th Street and 700 Block of North Broadway Avenue/previously listed Automobile Alley Historic District from East-west Alley of Block 13, camera facing west.

Photo 0011: Rear elevations of 700 Block of North Broadway in previously listed Automobile Alley Historic District from East-west Alley of Block 13, camera facing northwest.

Photo 0012: Rear elevations of North side of 000 Block of Northwest 6th Street from North-south Alley of Block 13 in previously listed Automobile Alley Historic District, camera facing southeast.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.
Automobile Alley Historic District
Boundary Expansion
Name of Property
Kay County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)
Automobile Alley Historic District
Boundary Expansion

Name of Property: N/A

County and State: Kay County, Oklahoma

Name of multiple listing (if applicable): N/A
Automobile Alley Historic District
Oklahoma City, Oklahoma County, Oklahoma

Legend
- Automobile Alley Historic District
- Boundary Increase Area

Name of Property
Automobile Alley Historic District Boundary Increase

County and State
Oklahoma County, Oklahoma
N/A

Name of multiple listing (if applicable)
Automobile Alley Historic District
(Boundary Increase)

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(Boundary Increase)  
Name of Property  
Oklahoma County, Oklahoma  
County and State  
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Name of multiple listing (if applicable)

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Automobile Alley Historic District
(Boundary Increase)
Name of Property
Oklahoma County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

Section number 11  Page 3

3OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0003
Automobile Alley Historic District (Boundary Increase)
Name of Property
Oklahoma County, Oklahoma
County and State
N/A
Name of multiple listing (if applicable)

Section number 11 Page 4

4OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0004
Automobile Alley Historic District
(Boundary Increase)

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

Section number 11 Page 5

5OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0005
**Automobile Alley Historic District**  
(Boundary Increase)

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6OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0006
Automobile Alley Historic District
(Boundary Increase)

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

Section number 11 Page 7

7OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0007
Automobile Alley Historic District
(Boundary Increase)

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

Automobile Alley Historic District

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)
Automobile Alley Historic District
(Boundary Increase)

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

9OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0009
Automobile Alley Historic District
(Boundary Increase)

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

Section number 11    Page 10

10OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0010
Automobile Alley Historic District
(Boundary Increase)

Oklahoma County, Oklahoma

County and State
N/A

Name of Property

Name of multiple listing (if applicable)

Section number 11
Page 11

11OK_OklahomaCounty_AutomobileAlleyHistoricDistrict(BoundaryIncrease)_0011
Automobile Alley Historic District
(Boundary Increase)

Name of Property
Oklahoma County, Oklahoma

County and State
N/A

Name of multiple listing (if applicable)

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