ARCHITECTURAL/HISTORICAL SURVEY

of Certain Parts of Tulsa, Oklahoma

Maryjo Meacham, Project Manager
Dr. Danney Goble, Historian

Graduate Research Assistants
Lisa Bradley
Grant Wilson
Susan Roth

Survey Report and Historic Context

Design/Research Center
College of Architecture
University of Oklahoma

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Abstract of Report

The report for the "Architectural/Historical Survey of Certain Parts of Tulsa, Oklahoma" consists of Part I, the Survey Report, and Part II, the Historic Contexts. Part I contains objectives, research design, methodology, types of properties to be evaluated, specific properties identified, properties and districts with National Register potential, areas warranting further study, areas without historic properties, summary and recommendations, and an annotated bibliography. Part II contains an overview of the history of Tulsa, a historical narrative defining seven contexts (ranching, agriculture, energy, urban, industry, transportation, and ethnic), an analysis of property types found during the project, an annotated listing of known, historically significant properties, and a bibliography.

Part I

The survey covered areas northwest and north of Tulsa that were developed primarily before 1945. A total of 11 historic districts were identified as potentially eligible for the National Register of Historic Places. Two areas were identified as warranting further study for local significance. In addition, 12 individual properties were identified as potentially eligible for the National Register.

The area was surveyed at the reconnaissance level, and this information was used to establish preliminary boundaries for potential historic districts. Simultaneously, archival research was conducted at several libraries including the Western History Collections, a division of the University of Oklahoma library; the Oklahoma Historical Society library and archives; the Tulsa City Library; and the archives of the Tulsa County Historical Society.

Minimum-level documentation was completed on 259 properties. The types of property documented include 183 single dwellings, 14 multiple dwellings, 19 commercial buildings, 12 schools, and 14 churches. This data was used to establish the boundaries for the 13 historic districts which range in size from less than ten acres to 160 acres.

The following maps are included in the report:

- Map locating the fifteen (15) identified districts and the twelve (12) areas that do not warrant further consideration as potentially eligible for listing on the National Register of Historic Places.
- Individual maps of each of the fifteen (15) identified districts.
- Individual maps identifying twelve (12) areas that do not warrant further consideration as potentially eligible for listing on the National Register of Historic Places.

Twenty-six references are included in the annotated bibliography.

The survey report concludes with recommendations concerning the importance of establishing historic districts and recognizing individual historic resources in Tulsa, the role they can play in city planning, and the potential for impact on each area in the future.

Part II

Part II of the report presents a historical overview of Tulsa and fourteen specific themes. These themes include ranching, agriculture, energy, urban development, religion, education, industry, and transportation. Also included are three ethnic contexts: African Americans, Europeans, and Native Americans.

At the end of each context, the related property types are discussed and a list of representative properties is included.

An annotated bibliography and an appendix follow Part II.

Introduction

In accordance with the Oklahoma State Historic Preservation Office Comprehensive Historic Preservation Planning Process and Historic Context Development, an architectural/historical properties survey of a portion of Tulsa, Tulsa County, Oklahoma, was conducted. This project emphasized the recording of buildings and structures at a minimum level of documentation and was designed to provide a cost-effective approach for increasing the number of recorded properties inventoried within the state. The results of the survey provide information useful for making management decisions regarding properties and districts which are potentially eligible for the National Register of Historic Places.

The boundaries for the reconnaissance-level survey of the north side of Tulsa were determined by using the 1945 city limits. The survey was conducted to identify any individual properties or districts that have historical significance to the city, state, or nation. The chronological limits of the project were 1904 through 1945. The study begins with the date that the first residential area on the north side of Tulsa was platted. The terminal date of 1945 was selected to encompass the history of the city until approximately 40 years ago.

The survey was conducted in accordance with the Secretary of the Interior's Standards and Guidelines for Planning, Identification, Evaluation, and Registration. Furthermore, the survey complied with the Oklahoma State Historic Preservation Office Comprehensive Preservation Planning Process, the Manual for Historic Preservation Resource Identification, and the Guidelines for Subgrantees.

Project Objectives

The survey project focused on the following objectives:

Through a reconnaissance-level survey, the identification of those individual properties and potential districts which, on the basis of age (over 40 years old) and integrity, warrant further study to determine eligibility for listing in the National Register of Historic Places.

The identification and characterization of the portions of the survey area which, on the basis of insufficient age or integrity, warrant no further study to exclude them from further consideration for nomination to the national Register of Historic Places.

The documentation of representative properties in the designated survey area, to demonstrate the types of properties located in each area, including resources of historic significance and nonsignificant properties.

The photographic documentation of each property identified as representative of the area with a minimum of two elevations and the photographic documentation of streetscapes determined to be representative of specific areas within the total study area.

The identification and annotation of all reference material necessary for completing National Register nominations of properties and districts located in the study area that have been determined to warrant further study.

The development of a historic context for Tulsa, consistent with the Oklahoma Historical Society's planning process.

The preparation of survey files for each property and district identified by the field surveyors. This includes survey forms, field notes, reference material, and black-and-white prints.

The preparation of a photo index to accompany negatives.

The preparation of a survey report.

The preparation of a historic context report.

The development of an annotated bibliography to accompany the report.

The preparation of maps and tables to illustrate the research and the work completed during the survey.

Description of Area Surveyed

The area surveyed for the architectural/historical survey of Tulsa, Oklahoma, is composed of approximately seven square miles (4,880 acres), primarily on the north side of Tulsa. The city as a whole encompasses seventy square miles. The study area covers approximately one-third of the built environment constructed before 1945.

The study area is located directly north of downtown Tulsa and contains some of Tulsa's oldest residences. The north side of Tulsa began developing shortly after the turn of the century and has continued to grow and change through the years. The majority of properties in the area are residential, with few commercial areas. The majority of commercial properties are concentrated along the north-south, four-lane streets such as Peoria, Lewis, and Harvard. Some commercial areas are located along Apache.

The condition of the study area ranges from good to deteriorating. Most of the homes were originally constructed for middle-income and low-income persons. A large area, north of I-244 and east of Cincinnati, has been altered dramatically. This area, and other parts of the study area, have had many buildings removed due to the poor condition of the housing. These residences have since been replaced with newer housing built primarily after 1960.

The boundaries of the reconnaissance-level survey consisted of the following portion of the City of Tulsa:

Beginning at the Initial Point; Riverside Drive and Interstate Highway 244. North and east on I-244 to Cincinnati Avenue. North on Cincinnati Avenue to Jasper Street. West on Jasper Street to Boston Avenue. North on Boston Avenue to Latimer Street. East on Latimer Street to Cincinnati Avenue. North on Cincinnati Avenue to Pine Street. East on Pine Street to Railroad ROW. Southwest along RR ROW to Marshall Street. East on Marshall Street to Railroad ROW. South on eastern-most line of RR ROW to I-244. East on I-244 to New Haven Avenue. North on New Haven Avenue to King Place. West on King Place to Harvard Avenue. North on Harvard Avenue to Latimer Street. West on Latimer Street to Columbia Avenue. North on Columbia Avenue to Newton Place. West on Newton Place to Birmingham Place. North on Birmingham Place to Pine Street. East on Pine Street to Columbia Avenue. West on Tecumseh Street to Utica Avenue. North on Utica Avenue to Virgin Street. West on Virgin Street to Saint Louis Avenue. North on Saint Louis Avenue to Apache Street. West on Apache Street to Osage Avenue. South on Osage Avenue to Fairview Street. West on Fairview Street to 25th West Avenue. South on 25th West Avenue to Charles Page Boulevard. East on Charles Page Boulevard to Riverside Drive. Southeast on Riverside Drive to I-244, **Initial Point**.

Research Design and Methodology

Research Design

During the project the research team at the Design/Research Center in the College of Architecture at the University of Oklahoma began the project by conducting a thorough search for information which would be helpful in the survey of the study area. The Tulsa Planning Department supplied a number of base maps and other information complied by the City of Tulsa which pertained to the study area.

Archival research was conducted at the University of Oklahoma, Western History Collections, the Tulsa Historical Society, and the Tulsa County Courthouse. Those items researched included Sanborn Insurance Maps from 1905, 1911 1915, 1923, and 1957; plat maps; books, articles, pamphlets, photographs, and maps pertaining to the history of Tulsa; daily newspapers; and city directories.

A card file of information was created, filed by topic, and development data were plotted on maps and additional research was conducted at the Tulsa City Library, the University of Tulsa Library, the Oklahoma Historical Society, and the Tulsa Historical Society.

Copies of state and local surveys previously conducted in the city of Tulsa were obtained, including the Oklahoma Landmarks inventory and National Register nominations.

A reconnaissance-level surveys (7 square miles, 4,880 acres) of the entire survey area was conducted by the research team. Windshield surveys of each previously identified historic district were completed first, followed by windshield surveys of areas identified by the research team as potentially eligible as historic districts. After potential historic districts were identified, all other areas in the study area were surveyed. These areas were carefully evaluated and individual properties potentially eligible for listing in the National Register of Historic Places were surveyed.

One hundred percent of the designated area was surveyed between September 1, 1990 and May 31, 1991. Areas that appeared to warrant further investigation were revisited, and additional survey forms were completed to fully demonstrate the potential eligibility for listing in the National Register of Historic Places.

Historic contexts of the urban development of the north side of Tulsa were prepared and by using this information, along with the individual surveys and the knowledge acquired by the windshield surveys, the survey team designated areas within the survey boundaries that warrant further investigation to be considered eligible for listing on the National Register of Historic Places.

This methodology was also used to designate those individual properties that warrant further investigation to be considered eligible for listing on the National Register of Historic Places.

The completed minimum level documentation on properties that represented the identified survey area totaled 259 .

The survey team identified a total of fifteen (15) districts historic districts potentially eligible for listing on the National Register of Historic Places and also conducted additional research on individual properties potentially eligible for listing on the national Register of Historic Places. A

total of 12 properties were found. Twelve schools and two churches are also recommended for further evaluation.

Types of Properties Evaluated

Property types identified in the Architectural/Historical Survey of Tulsa included:

- Residences
- Residences related to persons associated with the settlement and economic development of the city.
- Significant examples of styles of architecture built before 1940.
- Churches
- Schools
- Government Buildings
- Transportation Facilities
- Commercial Buildings
- Neighborhood stores
- Office buildings
- Industrial Buildings
- Oil-related buildings
- Buildings associated with the railroads

Results

The results of the Architectural/Historical Survey of Tulsa identified twelve property types and located 12 individual properties potentially eligible for listing on the National Register of Historic Places. Fifteen districts potentially eligible for the National Register were identified.

The study also identified and documented all areas within the study area that do not contain historic properties. Individual properties located in these areas were documented to illustrate predominant architectural styles and photographs of streetscapes were taken to further document that these areas do not contain potentially eligible properties.

The plat dates for each addition located in the study area were used to determine the approximate dates of development. In many cases the areas reported having no historic properties are less than fifty years old.

Types of Properties Identified

The following types of properties were identified in the Architectural/Historical Survey of Tulsa:

Domestic Dwellings

One-hundred and eighty-three single-family dwellings and fourteen multiple family dwellings were surveyed. These include a wide range of styles and construction dates. The majority of the study area is residential with only a few pockets of commercial buildings, primarily concentrated along the busier four-lane streets.

Residences in the study area that were built shortly after the discovery of oil and during Tulsa's\ early oil boom period are located directly north and northwest of downtown Tulsa. Thirteen of the fifteen historic districts identified are residential neighborhoods. These neighborhoods represent early-day Tulsa, the 1920s eclectic period of residential architecture, and the era of the Federal Housing Administration (1934). The locations of the districts are spread throughout the study area.

Two individually eligible residences were located outside the boundaries of the historic districts.

The multiple family dwellings identified include a wide range of styles and dates of construction. Few duplexes were noted in the study area, although they could be found in some neighborhoods. Few large apartment buildings built before 1945 were found in the study area. The most notable was the Boydell Apartment Building at 1123 North Main. It is a three-story, red brick building.

Commercial Buildings

Few commercial buildings, other than vacated neighborhood grocery stores, were located within the residential neighborhoods. The concentrated commercial areas took the form of strip shopping centers and were located along Cincinnati, Peoria, Lewis, Harvard, Pine, and Apache. The properties along Admiral Place, a busy, four-lane street, were constructed as early as 1920, but construction has continued over the years and further evaluation is recommended before the integrity of the area can be determined.

A small group of commercial buildings is located on Main Street at the south end of Brady Heights II, several blocks north of downtown Tulsa. These buildings appear to have been constructed in the early 1920s.

Government Buildings

There were only two government buildings located in the study area: Fire Station 2 and Fire Station 16. Both of these properties are individually eligible for listing in the National Register of Historic Places. One post office on East Pine, built between 1964 and 1975, was not surveyed. There were no other government buildings found in the study area.

Educational Buildings

A number of educational buildings were located in the study area. Each one was individually surveyed. These included twelve schools. The oldest extant school in Tulsa is located in the study area and the oldest school still in use is also located in the area. Each of these twelve schools should be evaluated within the context of education in Tulsa.

Religious Buildings

A large number of churches are located within the study area. Three of these churches are individually eligible for listing on the National Register of Historic Places. The St. Monica Catholic Church is notable for its relationship to the African American community. The Vernon A.M.E. Church is significant as an example of the Gothic Revival style and the Second Presbyterian is an example of the Federal Revival style.

Agriculture-Related Properties

No properties that were related to agriculture were found in the study area.

Industrial Resources

The study area has three railway tracks running through it: the Frisco, the M K & T, and the Santa Fe. Along the tracks of each of these are a number of industrial resources, both new and old. Several have been identified as warranting further study.

Transportation Resources

The railroad tracks which run through the study area, the railroad bridges which serve as overpasses, and the industrial and manufacturing sites along the track were investigated during the project. One bridge was surveyed. It is possible that the bridge could be eligible, however, before making that determination a survey of all bridges located in Tulsa must be conducted.

Summary

The Architecture/Historical Survey of the Certain Parts of the City of Tulsa covers an area of approximately seven and one-half square miles and has boundaries similar to the city limits of the north side of Tulsa in 1945. A wide variety of standing buildings were recorded at a minimum level of documentation to locate individual buildings, structures, objects sites or districts of historical significance. The survey identified fifteen (15) districts and 12 individual properties as potentially eligible for listing on the National Register of Historic Places. Thirty-seven percent of the study area was found to be eligible for the National Register of Historic Places.

These districts are each unique and include one commercial district, one group of industrial buildings, one area of potential archeological significance, and twelve residential neighborhoods. The districts range in size from less than twenty properties to over several hundred. They illustrate urban life in Tulsa, Oklahoma from 1904 until slightly after the end of World War II. Almost every architectural style popular during the first half of the twentieth century is included in at least one or more of the districts.

The list of individual properties is also quite varied. However, the majority of buildings on the list are educational or religious properties. Very few single houses, outside the identified districts, are potentially eligible for listing on the National Register.

Sixty-three percent of the study area was determined to warrant no further evaluation. The north side of Tulsa, in general, has traditionally been the location of smaller, less expensive housing for Tulsa citizens. As a result, two factors have had a major impact on the housing in this area; 1) the majority of properties in the study area were not originally well-built, and 2) these same buildings have required more attention over the years in order to maintain present housing standards.

Because of these factors, over the past twenty-five years, many north side neighborhoods have been altered with funds from federally financed urban housing programs. These programs, designed to upgrade the standard of housing, have provided funds to remove dangerous and unsuitable housing and to alter older housing in order to bring it up to current housing codes. These alterations include the addition of exterior siding over the original siding, the enclosure of partially open spaces such as porches, and the replacement of elements such as wood windows and doors. These changes have often affected the original architectural integrity of the houses.

The Architectural/Historical Survey of Certain Parts of Tulsa revealed that north Tulsa has an abundance of significant properties which had not been previously identified. The study area did not include any major commercial districts; therefore, the majority of properties identified are residential. The larger, more prominent buildings in the study are schools and churches. Although churches are considered an exception to the criteria for listing in the National Register of Historic Places, they should not be overlooked because of their strong association to the African American community which resides in the study area. A potential archeological district associated with the African American community was also identified. In addition, one specific property type--industrial--and one residential style--the shotgun house--were also identified for further study.

Recommendations

General Recommendations

Based on the results of the survey portion of the project, the following recommendations are offered:

The results of the survey should be integrated into the Tulsa Comprehensive Plan and copies forwarded to any state or federal agencies which have activities in the area under consideration. A report should also be distributed to the appropriate sub-state planning agency.

The results of the survey should also be reported to the Tulsa Historical Society, local neighborhood associations, and any other private organization interested in preservation planning. The survey report is a valuable tool for coordination of local preservation planning.

Survey results should be made available to property owners, realtor associations, and real estate developers in Tulsa to provide awareness of preservation efforts at the local level and the number and types of historic resources in the community.

Fifteen districts and 12 individual properties outside the districts were recommended worthy of further consideration for nomination to the National Register of Historic Places. It is recommended that the districts be prioritized and intensive surveys begun, to be followed by nominations to the National Register. These nominations may originate from either the private or public sector. As a Certified Local Government, the City of Tulsa is encouraged to also nominate buildings or districts to the National Register.

The First Step

The first step should be to determine the historic districts which are most likely to undergo the pressure of demolition or development in the future. Potential historic districts which are in poor condition or are possibly under consideration for redevelopment for residential or commercial use should be intensively surveyed. Also, areas which may be considered in the right-of-way for new or expanding streets or highways should also have intensive surveys conducted. Potential historic districts which appear to be safe from changes in the immediate future may not be considered a priority for intensive surveys.

The individual properties which were found to be potentially eligible for listing in the National Register of Historic Places should be further evaluated and, if determined eligible, nominations should be prepared.

Although individual properties located outside the historic districts were found to be individually eligible for listing in the National Register of Historic Places, sixty-three percent of the study area was determined not to warrant further study. However, the designations of such areas should not be considered permanent. Preservation surveys or preservation plans cannot be considered the final survey or the final plan. As areas grow older or as information is uncovered, it is still possible that areas and properties once declared ineligible may become eligible in the future. Caution should still be used when decisions concerning these areas are made

In many cases, the historic contexts prepared for this report apply to the entire city of Tulsa. However, properties representative of these context were only sought within the boundaries of the study area, located on the north side of Tulsa. For example, when comparing schools or churches located outside historic districts and determining if they were individually eligible for listing in the National Register, they were only compared to the schools located within the study area. Schools, churches, residences, commercial buildings, and government buildings in the study area were only compared to similar buildings in the same area. Similar properties or property types located outside the study area were not evaluated during this project. Therefore, it is recommended that a historic context for the entire city of Tulsa be prepared and representative properties identified.

Schools and Churches

The survey indicated two property types which were spread throughout the district and were likely to be eligible for listing on the National Register of Historic Places in multiple property nominations: educational facilities and religious buildings. In many cases these two property types were the best built, most substantial properties within the neighborhoods. The majority of these buildings were individually surveyed and if constructed before 1945, they were included on the list of individually eligible properties. It is recommended that further research be conducted on the history of schools and churches in Tulsa. It will be possible to properly evaluate these two property types only when similar property types throughout the entire city have been identified and evaluated.

The schools located within the study area include some of the oldest schools in Tulsa. However, many of the schools have been closed and are sitting vacant. These buildings need to be immediately evaluated. Some of the schools are contributing resources located within historic districts, while others are individually eligible for listing in the National Register of Historic Places for their association to ethnic groups. Others are significant for their architecture.

The churches located within the study area include a wide variety of architectural styles. They range from large to very small. Because of the large number of churches, only sample buildings were surveyed. Although it is recommended that this property type be further evaluated, it should not be considered a priority. Ordinarily properties owned by religious institutions or used for religious purposes are not considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if the religious property derives primary significance from architectural or artistic distinction or historical importance.

Industrial Properties

Again, without a complete survey of all industrial properties located in Tulsa it was not possible to determine if the industrial buildings which were found in the study area are potentially eligible for listing in the National Register of Historic Places. A number of industrial sites are located along the railroad tracks which divide the study area into several distinct parts. It is recommended that a historic context for industrial properties for the entire city of Tulsa be prepared and a complete survey of all industrial properties be conducted.

Shotgun Houses

A number of shotgun houses were found throughout the study area. Some are located within identified districts; however, many are not. Because this particular style of architecture is rapidly diminishing due to its age and small size, it is recommended that a complete survey be conducted of all shotgun houses in Tulsa. After a complete survey of Shotgun Houses located outside

identified historic districts is conducted, individual houses may be determined eligible for listing on the National Register of Historic Places.

Archeological Sites

The North Side Historic District, the location of residential buildings demolished during the Tulsa Race Riot of 1921, was identified as having potential archeological sites.

Conclusion

It is finally recommended that this study be considered only a part of a greater preservation plan for the city of Tulsa and that as more and more areas become fifty years old that a plan to update this report and other that follow be put in place.

Individual Properties

Twelve properties and one object have been determined as individually eligible for listing in the National Register of Historic Places. These include one gas station, three churches, two fire stations, two industrial sites, one false-front frame store, three residences,and one monument.

After 1910 the majority of middle class and upper class families chose to build south and east of downtown Tulsa. The north side continued to develop, but it was traditionally the location of smaller, less expensive housing. In some areas, because of the nearness of the railroad tracks, it was very low quality housing. As a result of the lack of good construction methods and the use of lower grade materials, many of the neighborhoods are in fair or poor condition. Some of these areas have been rehabilitated, with older, deteriorated housing removed and many houses altered.

The properties that may be eligible for the National Register are generally larger, more substantial buildings such as schools, churches, and fire stations. While there are small pockets of commercial buildings within the study area, the only commercial area which has been determined to require further evaluation is included within the boundaries of the Brady Heights II Historic district.

Schools

Each of the twelve schools in the study area built prior to 1945 was surveyed and include some of the oldest schools in Tulsa. Included within the designated historic districts are the John J. Burroughs School (1925, Oak Cliff), the Grover Cleveland Junior High (1926, Cherokee Heights), the Washington Irving School (1909, Irving), the John J. Pershing School (1918, Owen Park), the Roosevelt Elementary School (1930, Owen Park), the Sequoyah Elementary School (1929, Harvard Hills), and the Whittier Elementary School (1916, Cherokee Heights).

The following schools are located within the study area but are outside the designated historic districts. Each is recommended for further evaluation as potentially eligible for listing in the National Register of Historic Places.

George Washington Carver Junior High School
Built 1928
640 East Oklahoma Place

Dunbar Elementary School
Built 1924
East Pine Street

Lowell Junior High School
Built circa 1914
621 North Peoria Avenue

Springdale Elementary School
Built 1926
East Pine Street

Tulsa Job Corp Center (historic name unknown)
Originally part of Tulsa University
Petroleum Center and Dormitories
Streamline Moderne architecture
Circa 1930
1133 North Lewis

Churches

Three churches are recommended specifically for further evaluation and possible nomination to the National Register. Thirteen additional churches were surveyed during the project and include a wide variety of styles and construction dates. Because of the residential nature of the study area, churches, because they are often the largest buildings in the area, serve as landmarks.

Individually Eligible Properties

2007 North Cincinnati Ave.
Tulsa, Oklahoma

This is a one-story Tudor Revival gas station built between 1915 and 1925. It has an intersecting gabled roof with a center brick chimney on the front-facing gable. Also on the front-facing gable is a small triangular overhang with decorative brackets. The body of the station is stone which has been painted. The eaves have wide clapboards. It is architecturally significant as the only example of a gas station built using the architectural styles popular during the picturesque movement.

The gas station was the only property found in the study area which represents the impact of the automobile prior to World War II. The building continues to maintain its architectural integrity.

Fire Station Number 2
509 North Main
Tulsa, Oklahoma

This is a two-story, red-brick fire station. It is designed using features from the Early Commercial style of architecture. Divided into three bays, each bay is outlined with engaged columns and a row of corbeled brick. It was built in approximately 1909 and is the oldest, standing fire station in Tulsa. The exterior of the building continues to maintain its architectural integrity. The alterations to the interior are unknown.

Fire Station Number 16
1401 North Lewis Avenue
ulsa, Oklahoma

This is a one-story, buff-brick fire station designed in the Art Deco style of architecture. It is one of two fire stations in the study area built prior to 1940. Station Number 16 was constructed in approximately 1935. It is simply designed with few details. There is a two-story hose tower on the northeast corner of the building.

The building is architecturally significant as an excellent example of an Art Deco style fire station. Because of the residential nature of the study area, there are few large buildings. The fire station is

one of two fire stations on the north side and represent the City of Tulsa as government buildings. The building continues to maintain its architectural integrity.

St. Monica Catholic Church
636 East Marshall Place
Tulsa, Oklahoma

This is a red brick church designed in the Gothic style of architecture. There is a square tower attached to the southeast corner of the building. The tower is capped with a conical roof. At the rear of the building is a two -story, red-brick educational building. Both buildings are outlined with limestone. This church has served the Catholic African American community of Tulsa since 1936.

Because of the few public or social buildings associated with the African American community remain, the St. Monica Catholic Church should be further evaluated for possible inclusion in the National Register. The building continues to maintain its architectural integrity.

1621 North Norfolk Avenue
Tulsa, Oklahoma

The property at 1621 North Norfolk Avenue is a one-story, clapboard covered, false-front building. There is a gabled roof behind the false front. Attached to the building is a one-story National-style house. The front facade of the building appears to have the original wood and glass storefront. The kickboards have been removed and are now brick.

The attached residence has a hipped-roof with an intersecting hipped roof serving as the roof over the front porch. The rafter tails are exposed.

The history of the building is unknown; however, it is significant as possibly the only remaining false-front commercial building in Tulsa. It was possibly built as a neighborhood store. Both the store and the house continue to maintain their architectural integrity.

538 East Oklahoma Street
Tulsa, Oklahoma

This is a brick, side-gabled Colonial Revival building. Single double-hung wooden windows surround all four sides of the building. Each of the windows has a decorative limestone sill and lintel. Three eye brow dormers are located across the front of the building. The entrance has a triangular pediment outlined with wood dentils and supported by square brick columns. The entry door has a fanlight and side lights.

Although the history of this building remains unknown, its architecture and location within the neighborhood associated with the African American community suggests that this building be further evaluated for possible listing in the National Register. This building continues to maintain its architectural integrity.

751 East Pine Place
Tulsa, Oklahoma

This is an excellent example of the Craftsman style of architecture. The body of the house is native sandstone, laid in a running bond and the gable ends of the house are clad with stained, shake shingles. It has a front-gabled roof with a lowered front gable roof over the porch. The porch roof is supported with native sandstone piers and tapered wood columns. The porch is screened-in and appears to be original. The condition of the house is excellent. Because of the unusually high degree of craftsmanship and rustic detailing, this house appears to be potentially eligible as the best example of the Craftsman style in the study area.

921 Troost Avenue
Tulsa, Oklahoma

This is a one-story Neoclassical Revival cottage completely constructed of concrete blocks cast to simulate quarry-faced stone. The main roof has a front-gable; however a shed roof covers the front room of the house. A narrow, hipped roof serves as the porch roof and is supported concrete columns with Tuscan Order capitals. This house is unique for its construction and was the only one found in the study area. It appears to have been built approximately 1910, before the area was platted.

Madison Machinery Company
North Madison Avenue and East Archer Street

This is a one-story, red-brick, industrial building. It has several intersecting wings, each covered with metal gabled roofs. The windows have brick surrounds and segmental arches, suggesting that it was constructed circa 1900. It is potentially eligible for listing on the National Register of Historic buildings as possibly the oldest, intact example of one of Tulsa's early industrial buildings. It is the only example of this type in the study area.

Washington Irving Monument
Intersection of West Easton Street and Vancouver Avenue

This monument was erected in 1915 and dedicated to Washington Irving. It is in the center of the Owen Park Historic District. Although it is located in a district, it is potentially eligible for listing on the National Register as an example of a commemorative monument.

Although markers have been erected by the Oklahoma Historical Society indicating Washington Irving's travel through Oklahoma, this is the only marker erected by local citizens. Its age also qualifies it as associated with the development of the neighborhood in which it was erected. It continues to maintain its original integrity.

Tulsa City Water Works Building
1710-1712 W. Charles Page Boulevard
Ca. 1911, ca. 1920

This complex of buildings incorporates the site of the city's original water works. It is located on the north bank of the Arkansas River, just south of the Irving Historic District. The site should be further evaluated to determine if the buildings are eligible for listing in the National Register of Historic Places.

Admiral Place
Historic District

History

Some of the early development of Admiral Place can be credited to Route 66. Route 66, designated a United States highway in 1926, came into Tulsa from Claremore from the northeast along 11th Street and jogged one mile north to catch Admiral Place from Mingo Road to Peoria Avenue. Later, a subsequent route was established and Route 66 stayed on 11th until it reached downtown Tulsa and turned to the southwest. Although many homes were built along Admiral Place, the intersections were dedicated to commercial establishments. Later, almost all of the homes were either demolished or converted into commercial businesses.

Admiral Place not only served to transport vehicles and people who were traveling cross-country on Route 66, but was also important as a farm-to-market road for many years. To accommodate the construction of I-244 in the early 1960s, many of the businesses on the south side of Admiral Boulevard were demolished to make room for I-244 and in some areas, it is a one-way street.

Description

This district consists of the properties facing Admiral Place between Yale and Lewis avenues. Admiral, a busy, four-lane street, was once a major east-west street and was used as a major arterial between downtown Tulsa and east Tulsa. With the completion of I-244 in the early 1960s, it has become a service road for the highway. The area between Lewis and Yale avenues continues to be used as a commercial strip.

The residential additions include Fairmont (1910), Eastland (1914), Betebemmer (1917), Barton (1918), Ozark Place (1920), Admiral Place (undetermined), and Forsyth (undetermined).

The properties along Admiral include residential properties built prior to 1930 and commercial properties built from since 1925 until the present.

Architecture

The architecture in this area is somewhat varied and includes styles popular from the early 1920s through the 1950s. No one period of architecture is represented. The residential styles include Tudor Revival and Bungalow. The commercial properties include one-story brick storefronts and fast food establishments. Some of the commercial buildings are built of concrete block and metal. Several large churches are located on this street.

The Admiral Shopping Center, circa 1950, is located in the 3700 block of East Admiral Place. The Crosstown Town Church of Christ is located at 4300 E. Admiral Place.

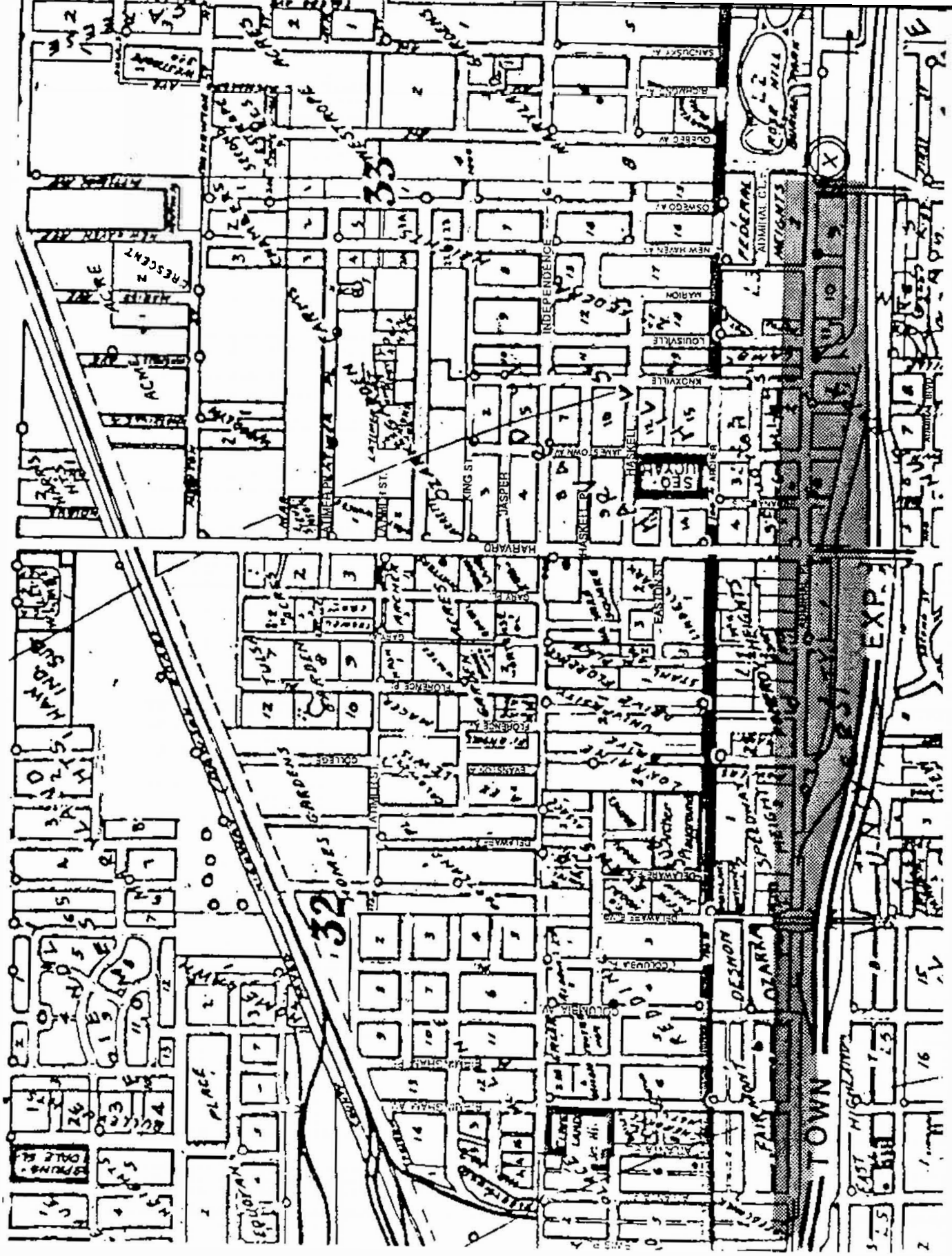
At the corner of College and Admiral Place there is a group of circa 1920 -1930 commercial buildings. These buildings were once located a few short blocks from the north side of the University of Tulsa, but they were cut-off from the school after I-244 was constructed.

Noncontributing Properties

A large percentage of the properties in this area havebeen altered. These changes include remodeling residential properties to be used for commercial purposes and alterations original storefronts.

Recommendations

It is recommended that this area be intensively surveyed due to the pockets of commercial properties built before 1945 which line Admiral Place. If any of the properties are found to be individually eligible, it is also recommended that a multiple property nomination be prepared. Although it appears that more than 50 percent of the buildings are noncontributing, it is not possible to properly evaluate this area without an intensive survey.



ADMIRAL HISTORIC DISTRICT

Bethlehem Steel
Historic District

History

This site was originally developed by the Oklahoma Iron Works as a foundry sometime before 1915. It is possible that part of the north end of the largest building which lies adjacent to the railroad tracks is part of the original foundry. The foundry had an earth floor, iron columns, and seven-foot brick walls. There was also a pattern warehouse room with a cement floor and brick walls, a "chipping room" with an earth floor and brick walls, a power house and a black smith shop with an earth floor. An iron "structural shop" was located on the west side of the track.

By the early 1930s, the site was owned by the Bethlehem Steel Company and had somewhat expanded. The 1932 Sanborn map shows that the original foundry enlarged with the addition of a machine shop with concrete floors on the south end of the original foundry. The pattern shop, power house and a manufacturing shop were also noted on the map.

The entire site is located with the Skidmore Addition, platted in 1913 and is located between the two railroad tracks and is approximately two blocks wide and four blocks long.

Description

This area has traditionally been the site of industries because it is completely surrounded by railroad tracks. The southern end is located at the northeast tip of downtown and the area continues north to where the Midland and the Santa Fe railroad tracks converge. It is located on the northwest corner of East Archer and North Lansing.

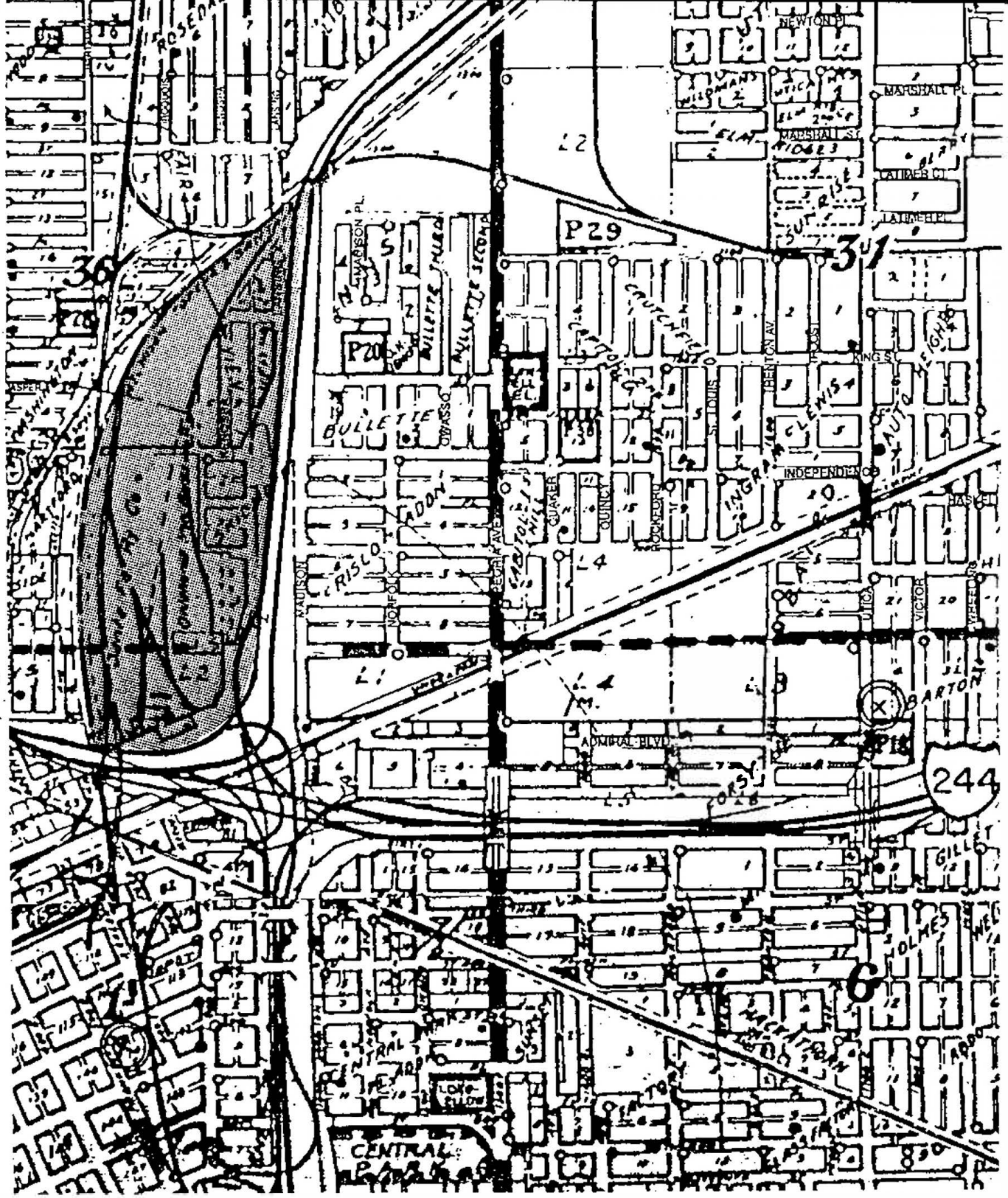
Architecture

One large industrial plant, the Bethlehem Steel Company/Oklahoma Iron Plan (now Recycle America Processing Facility), dominates the area. Built of metal, the actual plant buildings are two to four stories in height with gabled, metal roofs. Large multi-paned window walls cover the sides of the buildings. There are several brick office buildings on the site.

A second site is located on Archer Street at the lower edge of the district. It is a three-story brick building. Now vacant, it does not have an address and its original use is unknown.

Recommendations

The Bethlehem Steel Historic District is eligible for inclusion on the National Register of Historic Places. It is recommended that the district be intensively surveyed, and if it is determined eligible, a National Register nomination should be prepared.



BETHELEHEM STEEL AREA

Brady Heights
Historic District

History

The Brady Heights Historic District was developed after the Red Fork oil strike in 1901 and reflects the more settled character of the former raw frontier town. Located just north of downtown Tulsa, the neighborhood set the standard for other early middle and upper class Tulsa residential developments, and during the early part of the twentieth-century it was noted as the Silk Stocking district of Tulsa. This fashionable address was short-lived, however, when the oil barons began building homes south and southeast of the downtown area. As a result, the majority of upper-class housing built before 1935 is located south, not north, of downtown.

The period of significance for Brady Heights is from 1907 until 1925. During these years it was the home of many Tulsans who were active in the city's growth and development in the 1910s and 1920s. These include Tate Brady, a merchant and entrepreneur for whom the district was named; J. S. Hopping, founder of the Fourth National Bank with his neighbor and brother-in-law Thomas Hartman; T. V. Vandever, one of the brothers who started Tulsa's oldest extant department store; George Winkler, a leading local architect (Mayo Hotel, NR 1980) and the Trinity Episcopal Church); I. S. Minks, original owner of the Minks-Adams Hotel (NR 1987); and other important community leaders including Judge Gubser, Postmaster Crutchenfield, and Zenia Loughton, a early-day female photographer.

The Brady Heights Historic District was listed on the National Register of Historic Places in June of 1980 and a 1984 survey found that assessment still valid.

Description

The Brady Heights Historic District is located north of downtown Tulsa, overlooking the Arkansas River. Built between 1900 and 1930, the houses demonstrate a variety of styles--Prairie School, Colonial Revival, Queen Anne, Neoclassical Revival, and Bungalow. These styles were adopted by the newly affluent participants in Tulsa's turn-of-the-century oil boom period. Many are still single-family dwellings; however some have been subdivided into apartments, particularly on North Cheyenne Avenue. The district consists of several residential additions including the Brady Heights Addition, platted in 1906, and the Burgess Addition, platted in 1907 and 1909. It also includes parts of Ponder and Pomeroy (1913) and the North Tulsa (1904) additions.

The district is long and narrow and spreads north along Denver and Cheyenne avenues. The core of the district is along Denver Avenue, a fairly well-traveled north-south street. Cheyenne Avenue, one block east of Denver, has similar, but smaller, housing. The west side boundary is the Osage Expressway. The east boundary is the alley behind the houses on the east side of Cheyenne. Residential housing is located to the north and to the east of the district. Interstate 244 is the boundary on the south. The north boundary is Marshall Street.

A commercial area is clustered within a one-block area at the south end of the district between Fairview and I-244. The 1984 survey suggested that this part of the district is no longer cohesive with the rest of the Brady Heights Historic District and recommended that it be decertified and that the southern boundary be established along Fairview Street. However, it is currently still part of the district.

Noncontributing Properties

Approximately 105 contributing and noncontributing properties are located in the Brady Heights Historic District. The 1984 survey listed fifteen noncontributing buildings south of Fairview Avenue in the commercial area.

Recommendations

It is recommended that a complete historic context for the Brady Heights area be developed to replace the statement of significance included in the original nomination. It is also recommended that Cheyenne Park, the area adjacent to the north and Brady Heights II, the area directly east of the Brady Heights Historic District, be intensively surveyed. After the context and survey are completed the entire area should be evaluated and, if justified, new boundaries or additional historic districts should be established.



BRADY HEIGHTS HISTORIC DISTRICT

Brady Heights II
Historic District

History

Brady Heights II is an extension of the Brady Heights Historic District and contains some of Tulsa's earliest homes.

Description

The Brady Heights II Historic District has some of Tulsa's earliest homes. North Tulsa Addition, platted in 1904, is located directly north of downtown Tulsa and was one of the earliest residential additions in the city. The homes in this area are similar to the homes in Brady Heights, although they are generally smaller.

The additions in this district include Burgess Hill (1907, 1909), Pouder-Pomeroy (1913, 1917), Kirkpatrick Heights (1911) and North Tulsa (1904).

The Brady Heights Historic District II is located north of downtown Tulsa and east of the Brady Heights Historic District. Located along North Main Street and North Boston Avenue, this area is in poor condition. Many of the houses are vacant and boarded, while others have already been demolished. At the intersection of Main and Haskell streets is a collection of one-and two-story, brick commercial buildings. Just south of these commercial building is the Number 2 Fire Station.

The west boundary of the district is the alley behind the houses on Main Street and the east boundary is Cincinnati Avenue. The south boundary is I-244 and the north boundary is Marshall Street.

Architecture

Like the Brady Heights Historic District, Brady Heights II was also built between 1900 and 1930 and includes a variety of architectural styles--Prairie School, Colonial Revival, Queen Anne, Neoclassical, and Bungalow. The Neoclassical Revival cottages located in this area are particularly interesting, as are the very early brick Queen Anne cottages.

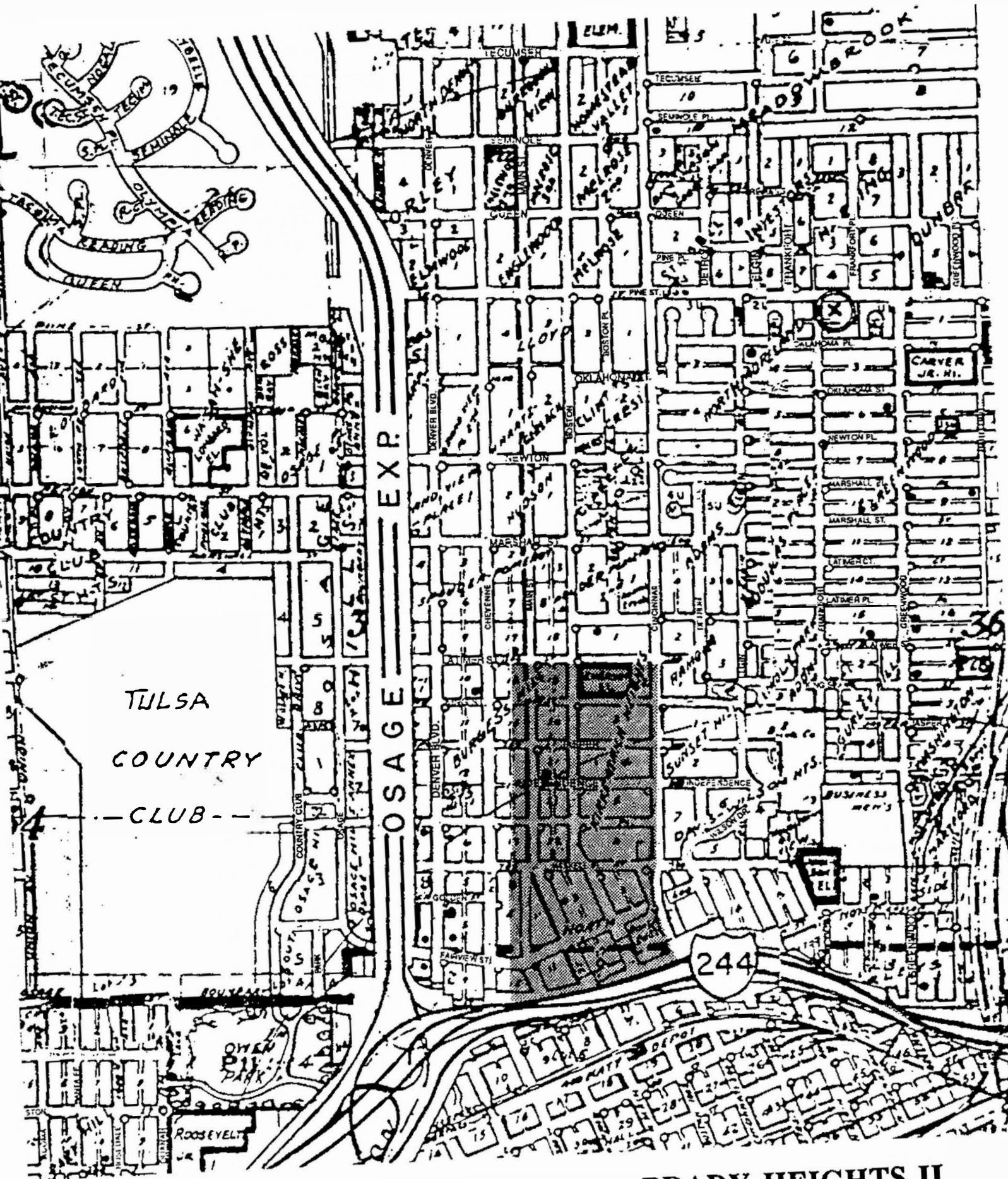
Noncontributing Properties

Approximately one-third of the properties in the district are noncontributing. Many of these properties are in poor or deteriorating condition and have been altered over the years.

Recommendations

It is recommended that a complete historic context for the Brady Heights, Brady Heights II, and Cheyenne Park areas be developed to replace the statement of significance included in the original nomination for Brady Heights. It is also recommended that Brady Heights II and Cheyenne Park be intensively surveyed. After the context and surveys are completed, the entire area should be evaluated and, if justified, new boundaries or additional historic districts should be established.

It is possible that all or parts of Brady Heights II should be included within the boundaries of the BradyHeights HistoricDistrict



BRADY HEIGHTS II

Cherokee Heights
Historic District

History

Cherokee Heights was a popular location for early day citizens of Tulsa to build their new homes. Just northeast of the downtown, the addition was located at the top of a rise overlooking Tulsa and the Arkansas River. Until 1917 a racetrack and the Tulsa Fairgrounds were located just west of Cherokee Heights along Lewis Avenue.

The Cherokee Heights Addition was platted in 1907 and located directly north of the Lynch Forsythe Addition, a popular neighborhood platted in 1906. These two neighborhoods are now separated by I-244. Other additions in the Cherokee Heights Historic District include the Baird Addition (1907), Fairmont (1910), Eastland (1914), Betebemmer, Deshon, and Reddin (1917), Ohio Place and Barton (1918), and Schlump and Ozark Place (1920). Some of the later development is related to the second rise in the oil industry during World War I. The period of significance for the Cherokee Heights Historic District is from 1907 until approximately 1925.

Description

The Cherokee Heights Historic District is an excellent collection of one-and two-story residences built after statehood in 1907 through the early 1920s. Apparently named for the hills on which the district lies, the highest hill is home to the largest residences. On the top of the hill at the intersection of Haskell Street and Victor Avenues are large Neoclassical Revival, Queen Anne, and Colonial Revival style houses. One park, at the corner of Utica and Admiral Boulevard, and one school, Whittier, are located within the boundaries of the district. Built in 1916, Whittier School is the oldest school still in use in Tulsa.

Peoria Avenue serves as the west boundary. The Frisco Railway and Independence Street form the northern boundaries. Delaware Avenue is the eastern boundary. The southern boundary is Admiral Boulevard.

Architecture

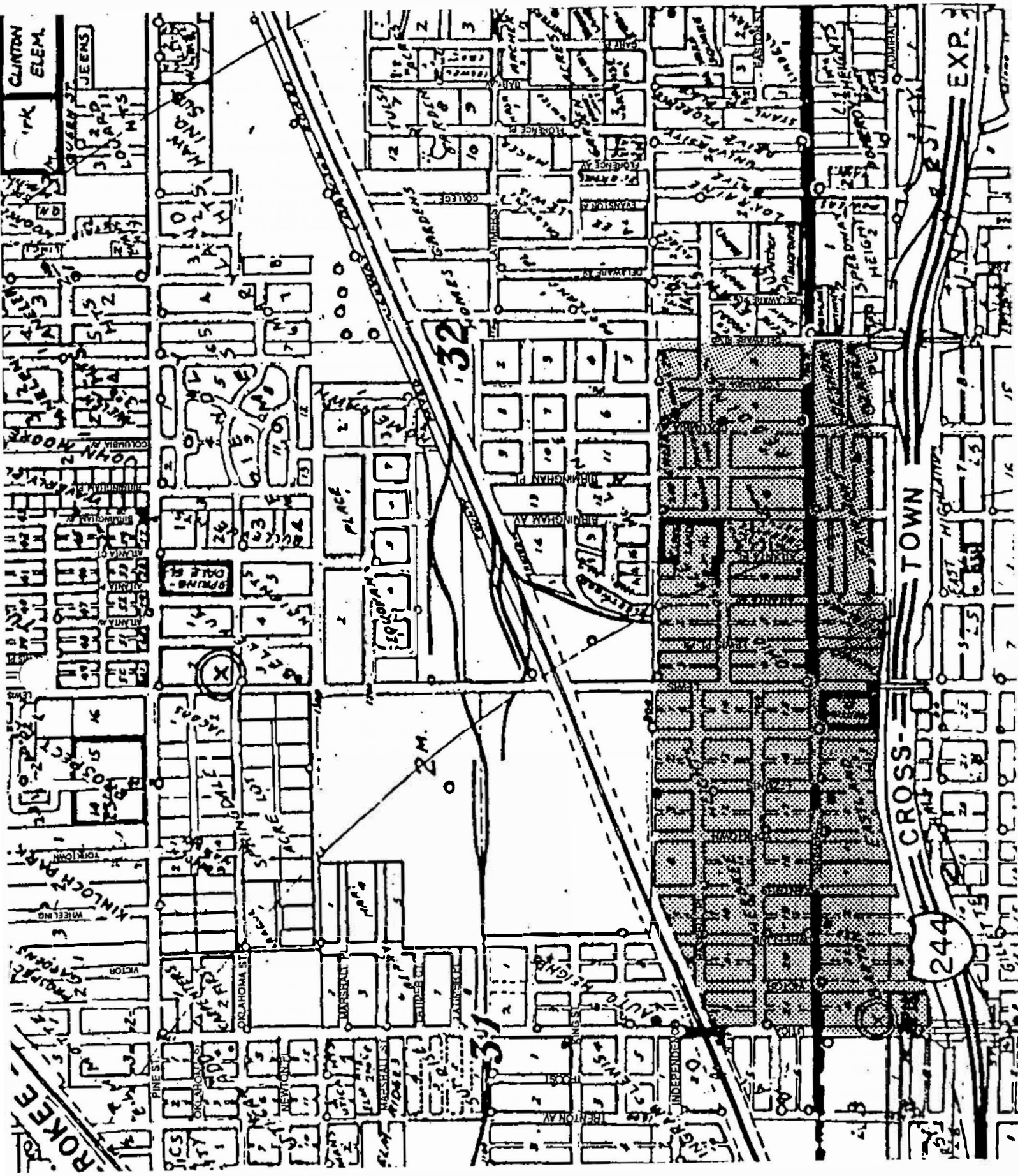
A wide variety of architectural styles is represented within the Cherokee Heights Historic District including Queen Anne, Tudor Revival, Colonial Revival, Prairie School, and Bungalow. Several distinctive two-story Prairie School style houses, popular between 1905 and 1915, are located in the district. Primarily, however, it is a neighborhood of Bungalows. The Bungalows are interpreted with a variety of materials including clapboards, brick, and stucco. Many of the porches are uniquely designed and one-of-a-kind.

Noncontributing Properties

The few noncontributing properties in the district are the result of alterations and additions. The majority of noncontributing properties, however, are located in the eastern part of the district. This area was developed somewhat later and does not have the visual cohesiveness of the area located on the west side of Lewis.

Recommendations

It is recommended that the Cherokee Heights Historic District be intensively surveyed; if the district is determined potentially eligible for listing in the National Register of Historic Places, a nomination should be prepared.



CHEROKEE HILLS HISTORIC DISTRICT

Cheyenne Park
Historic District

History

Located just north of Brady Heights, Cheyenne Park was platted between 1917 and 1922 at the height of the Tulsa oil boom. This neighborhood was built after Brady Heights and is indicative of the architecture of the late teens and early twenties.

Additions in this district include the Hudson Addition (1917), Lloyd Addition (1918), Grandview Place I and II (1917, 1918), and Clines Crest (1922).

Description

The houses in Cheyenne Park line the hilly streets of Cheyenne Avenue, Denver Avenue, Main Street, Boston Avenue, and Boston Place. The neighborhood is heavily vegetated and lined with shady trees and shrubberies. Some sit upon hills and are approached by long, concrete staircases from the sidewalk. This area links Brady Heights to the Reservoir Hill and the Oak Cliff historic districts. The neighborhood is in fair condition.

The boundaries of this district are Pine Street on the north, Marshall Street on the south, the Osage Expressway on the west, and Cincinnati Avenue on the east. The Brady Heights Historic District is directly south of Cheyenne Park.

Architecture

The Bungalow, popular between 1905 and 1930, is the predominant style in this district. Endless variations of this style were built, although the majority in this neighborhood are one- or one-and-one-half-story with side-gabled roofs and full-facade porches. Although 95 percent of the houses in the district are Bungalows, other styles include the Tudor Revival and the Spanish Revival styles.

There are no schools, churches, or commercial buildings located in this district.

Noncontributing Properties

Some of the residences in this district have been altered and no longer contribute to the district. There are a few houses built after 1945. Approximately 30 percent of the buildings are noncontributing in this area.

Recommendations

Some of the area surrounding Brady Heights may be eligible for inclusion on the National Register of Historic Places. It is recommended that Cheyenne Park be intensively surveyed and evaluated along with the Brady Heights neighborhood and the Brady Heights II neighborhood. Some of the area may be eligible for inclusion within the Brady Heights district, or it is possible that a second historic district should be established.



CHEYENNE PARK HISTORIC DISTRICT

Gary Place
Historic District

History

The Gary Place Historic District was developed between 1929 and the the mid-1940's. Little is known about the history of the area. It is surrounded by subdivisions platted during the 1920s; however, it stands out as an excellent example of the Minimal Traditional style of architecture.

Description

This residential style is characterized first by its massing, which generally resembles a simplified version of both the Colonial Revival style and the Tudor Revival style

One addition, Harvard Square (ca. 1929), makes up the district. The district is surrounded by frame Bungalows built in the 1920s and 1930s mixed with frame Minimal Traditional houses built during the late 1930s and early 1940s.

Description

Somewhat hilly, the neighborhood represents the beginning of the architectural movement toward a more simplified style, with details from the Colonial Revival and Tudor Revival style, but smaller, with a more rectangular mass.

The Gary Place Historic District is only one-and-one-half blocks long. It is located just around the corner (southwest) of the intersection of Independence and Harvard. Two streets, Gary Place and Hasting Street, combine in a half-circle to make up the district. On both sides of the street are rows of red brick and stone houses. Many houses are nearly identical, with only minor differences. The overall area is in good condition.

Architecture

The similarity of the houses makes this district visually cohesive. Generally referred to as Minimal Traditional residences, the houses are simply designed with few, if any, identifying stylistic features. Elements from the Colonial Revival and Tudor Revival architectural styles are the only formal styles represented. However, these styles are only eluded to with isolated elements such as shutters, a distinctive entry door, a steeply inclining front roof line, or multi-paned windows.

The sameness of the houses suggest that the neighborhood was built by developers as speculative housing, rather than by individuals. While the houses maintain a certain charm, the majority share the same features. The most common difference is the reversal of the entire floor plan. Even when the plan remains the same, the roofs of neighboring houses often alternate from hipped to gabled. The entries are personalized with different porch supports or front doors.

The houses are commonly constructed on a one-foot exposed concrete foundation, which supports a frame structure sheathed with bricks. Each porch is approached by three solid concrete steps, which lead to a small, concrete stoop, generally covered with a gabled porch roof. Approximately one-third of the houses have incorporated garages.

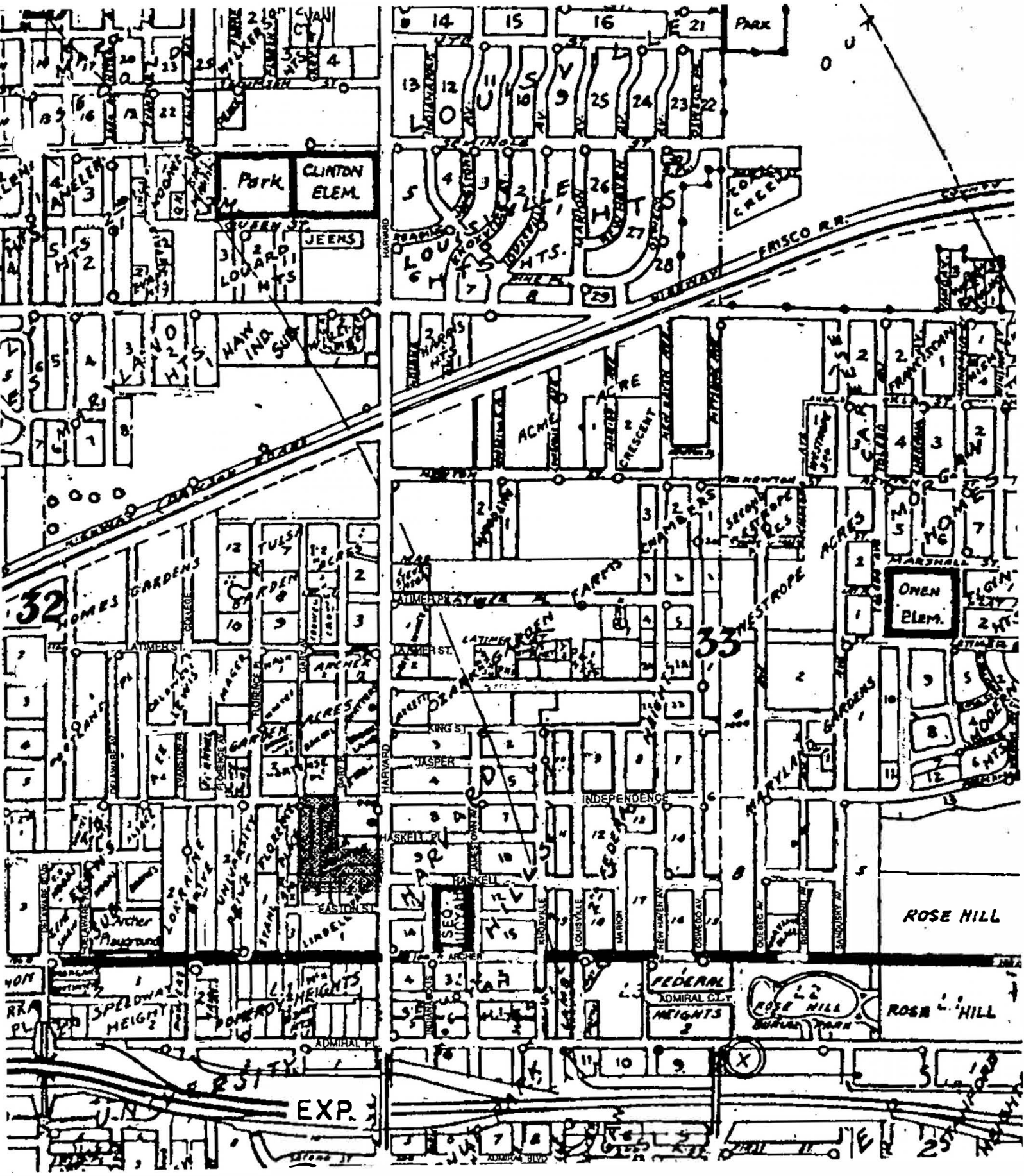
Quality materials and construction methods were used to build the houses, identifying them as houses built slightly before and during World War II when pride in workmanship and inexpensive labor was still available.

Noncontributing Properties

There are few noncontributing properties in this district.

Recommendations

The Gary Place Historic District appears to be eligible for inclusion in the National Register of Historic Places. The district boundaries include only those houses which face Gary Place and Hastings Avenue between Independence Street and Harvard Avenue. The boundaries were chosen because of the visual cohesiveness of the neighborhood. It is recommended that this district be intensively surveyed and, if found eligible, nominated to the National Register of Historic Places.


Park
CLINTON ELEM.
JEENS
LOUARD HTS
HAWKINS SUB
FRISCO R.R.
TURNPIKE
ACME ACRE
CRESCENT
CHAMBERS
SECOND STORE ACRES
MARSHALL ST.
OWEN ELEM.
HOMES
GARDENS
TULSA GARDEN
ACRES
LATIMER ST.
KING ST.
JASPER
INDEPENDENCE
HASKELL
EASTON ST.
ARCHER
ROSE HILL
FEDERAL
ADMIRAL CLT.
HEIGHTS
SPEEDWAY HEIGHTS
ADMIRAL PL.
EXP.
32
33

GARY PLACE

Harvard Hills
Historic District

History

The Harvard Hills Historic District, developed between 1929 and the mid-1940's, is an excellent representation of housing financed by Federal Housing Administration. This New Deal program, a response to the downturn in the construction business due to the Great Depression, was established in 1934. The neighborhood was platted in 1929 and 1930, shortly after the stock market crash of 1929. However, as a result of the depression, neither of the additions in the district were developed until the late 1930s. It is possible that the builders marketed the houses in this neighborhood, located in northeast Tulsa near the aviation and defense industry workers who moved to Tulsa in the early 1940s. The 1939 Sanborn maps show the neighborhood only partially developed, with many homes for sale.

Two additions, Harvard Hills (1929) and Sequoyah Hills (1930), are located within the district.

Description

Somewhat hilly, the neighborhood represents of the beginning of the architectural movement toward a more simplified style, with details from the Colonial Revival and Tudor Revival style, but smaller, with a more rectangular mass.

The Harvard Hills District, four miles from the downtown, is close to the old municipal airport and the Spartan Aircraft Company. The municipal airport was located at Apache and Sheridan and the aircraft company was located between Apache and Pine on Sheridan. These businesses are approximately two miles from the northeast corner of the study area.

Jamestown Avenue goes through the core of the area. Rows of red brick and stone houses line the streets. Many houses are nearly identical, with only minor changes. The streets are on a grid pattern and the topography of the neighborhood is slightly hilly. The overall area is in good condition.

The western boundary of the district is Harvard Boulevard. Along Harvard, at the entrance to each east-west street, rock columns identify the neighborhood. The eastern boundary includes the houses which face both sides of Knoxville Avenue. The houses which face both sides of Admiral Court make up the south boundary and the centerline of King Street forms the north boundary. Sequoyah School, built circa 1929, is located in the middle of the district.

Architecture

The similarity of the houses makes this district visually cohesive. Generally referred to as Minimal Traditional residences, the houses are simply designed with few, if any, identifying stylistic features. Elements from the Colonial Revival and Tudor Revival architectural styles are the only formal styles represented. However, these styles are only eluded to with isolated elements such as shutters, a distinctive entry door, a steeply inclining front roof line, or multi-paned windows.

The sameness of the houses suggest that the neighborhood was built by developers as speculative housing, rather than by individuals. While the houses maintain a certain charm, the majority share the same features. The most common difference is the reversal of the entire floor plan. Even when the plan remains the same, the roofs of neighboring houses often alternate from hipped to gabled. The entries are personalized with different porch supports or front doors.

The houses are commonly constructed on a one-foot exposed concrete foundation, which supports a frame structure sheathed with bricks. Each porch is approached by three solid concrete steps, which lead to a small, concrete stoop, generally covered with a gabled porch roof. Approximately one-third of the houses have incorporated garages.

Quality materials and construction methods were used to build the houses, identifying them as houses built slightly before and during World War II when pride in workmanship and inexpensive labor was still available.

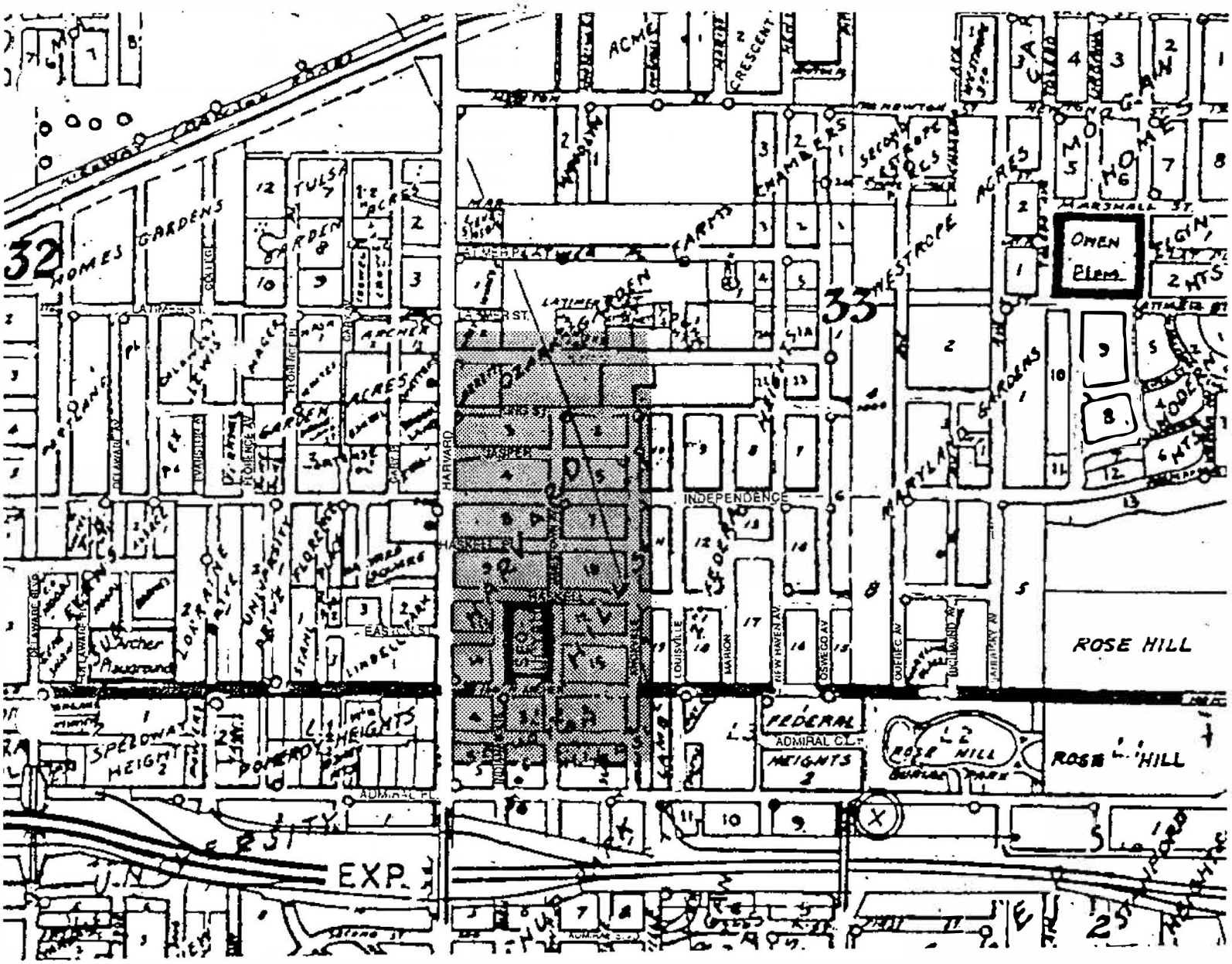
Sequoyah School, a one-story, yellow-brick elementary school with a clay tile hipped roof, is located in the middle of the district.

Noncontributing Properties

There are few noncontributing properties in this district.

Recommendations

The Harvard Hills Historic District appears to be eligible for inclusion in the National Register of Historic Places. The district boundaries were chosen because of the visual cohesiveness of the neighborhood. It is recommended that this district be intensively surveyed and, if found eligible, nominated to the National Register of Historic Places.



HARVARD HILLS HISTORIC DISTRICT

Irving
Historic District

History

The Irving Historic District, named after Irving School, is significant as one of the first residential neighborhoods of Tulsa. This district is located west of the downtown and is connected to the downtown by Archer Avenue. Owen Addition, the largest addition in the district, was platted in 1908 and was the first residential addition west of the downtown. The district is a contemporary of the Brady Heights addition, located directly north of downtown Tulsa, and the Lynch-Forsythe Addition, east of the downtown. The area developed quickly and in 1909 the Washington Irving Elementary School was built. Located at the intersection of Nogales Avenue and Archer Street, it remains as Tulsa's oldest extant school building. The Tulsa trolley system began in 1907 and connected the Irving neighborhood to downtown Tulsa by 1910.

Burgess Hill, platted in 1907 and 1909; Crosbie Heights, platted in 1908; Overlook Park Addition, platted in 1910; Mitchell-Crosbie, platted in 1911, and Arlington Heights (date of plat unknown) are also included in the district. The majority of residences were built before 1925 and by the early 1930s few empty lots remained.

This district is distinctive because it has some of the oldest and best preserved residential housing in Tulsa.

Description

The Irving Historic District is located directly west of downtown Tulsa between the business district and the Arkansas River and follows the contour of the hilly terrain which rises from the riverbed. Crosbie Heights and Mitchell-Crosbie additions make up the southern tip of the district and are located on a hill with a view of both the river and downtown Tulsa. Overlook Park, Burgess Hill, and Arlington Heights make up the western half of the district. The entire district is very hilly.

Located in a hilly area overlooking the Arkansas River, the Irving Historic District has some of the oldest residences in the city. There is a wide variety of architecture and some excellent examples from the first decade of the century.

The M. K. & T. Railway, and later the Keystone Expressway, which follows the same route, separate the Irving Historic District from the Owen Historic District and from downtown Tulsa.

The boundaries of the Irving Historic District are very well delineated. The neighborhood is confined by the two freeways, the Keystone Expressway on the north and Interstate 244 on the east. The southern boundary is the natural feature of the Arkansas River terrace. Below the terrace lies Newblock Park and the Tulsa Fire Academy, as well as Charles Page Boulevard. They are located on property owned by the City of Tulsa. The old Tulsa City Water Works Buildings near the river in Newblock Park dates from 1911 and is potentially eligible for individual listing on the National Register of Historic Places. The park, the academy, and the water works are not included within the boundaries of the Irving Historic District because of the distance from the residential area and the small number of eligible properties. The northern boundary of the district is the western end of Archer Place.

A sandstone retaining wall lines Charles Page Boulevard at the bottom of the rising terrain, dividing the hills from the flatlands of the park. The wall is a contributing feature in the district.

Riverside Drive, a scenic boulevard which runs along the east bank of the Arkansas River through Tulsa, ends in the Irving Historic District. Although Riverside Drive is a busy four-lane from South 51st Street to downtown Tulsa, as it reaches the Irving Historic District it changes into a quiet residential street, which winds up the hilly terrain on the north bank of the Arkansas to the western edge of the district.

Architecture]

The Irving Historic District is dominated by Bungalow houses; however, almost every style popular from the early twentieth-century is represented, both large and small. The Bungalow, popular from 1905 to 1930, is well-represented in the neighborhood with every size, shape, and material used. Most are one-story with the typical front-facing gable and front-facing gable porch, exposed rafters, and brackets or braces under the eaves. Clapboard siding is predominant, although stucco and stone sheathing are also used throughout the area.

On the far western end of Archer Place, at the far northwest corner of the district, is a row of uniquely designed Bungalows, in which the influence of the Craftsman idiom is evident in the unusual stone, brick, and stucco exterior applications.

Unusual style combinations can be found in the Irving district such as a Bungalow with Queen Anne elements at 111 N. Vancouver. Along the 1900 block of Archer is a unique row of Craftsman style houses and Tudor Revival residences, which are articulated in a wide variety of materials including stone and stucco. Retaining walls and chimneys, built with similar materials, are unusually distinctive. The Shingle style has also been combined with the Craftsman style on this block, producing one of the most interesting areas in the district.

The top of the hills, apparently higher in value, were the location of large two-story Colonial Revival, Spanish Colonial Revival, and Shingle style residences. Several excellent examples can be found at the intersection of Seventh Street and Phoenix Avenue.

On the 100 block of North Maybelle Street are two turn-of-the-century brick houses with views of downtown. Such brick Folk Victorian cottages are very rare in Oklahoma. These houses have the original wooden column porch supports, segmental windows, and steeply pitched roofs. They date from approximately 1895-1905. There are also some small Queen Anne houses on the 100 block of North Nogales.

Owen Addition, the oldest addition in the district, also has examples of Neoclassical Revival Cottages, Folk Victorian cottages, shotguns, National Folk one-story, and two-story residences, American Four-squares, and early pyramidal residences. Ranch-style houses, built between 1940 and 1960, are also present in the district.

Located at the bottom of the hill on Charles Page Boulevard is a very unusual house, which resembles a giant painted rock. The date of construction is unknown.

Charles Page Boulevard and parts of Archer Street are busy four-lane streets which run east-west through the district. Some light industrial and commercial establishments are located along both of them. Several small retail buildings on Archer have been converted for light-industrial functions such as welding shops. A few light industrial buildings, mostly designed in the Early Commercial

style, are located in the area. At the corner of Phoenix Avenue and Second Street is an neighborhood grocery store. Across the street from the Washington Irving School is the Catron Building, a circa 1912 commercial building with distinctive metal casement windows on the second floor.

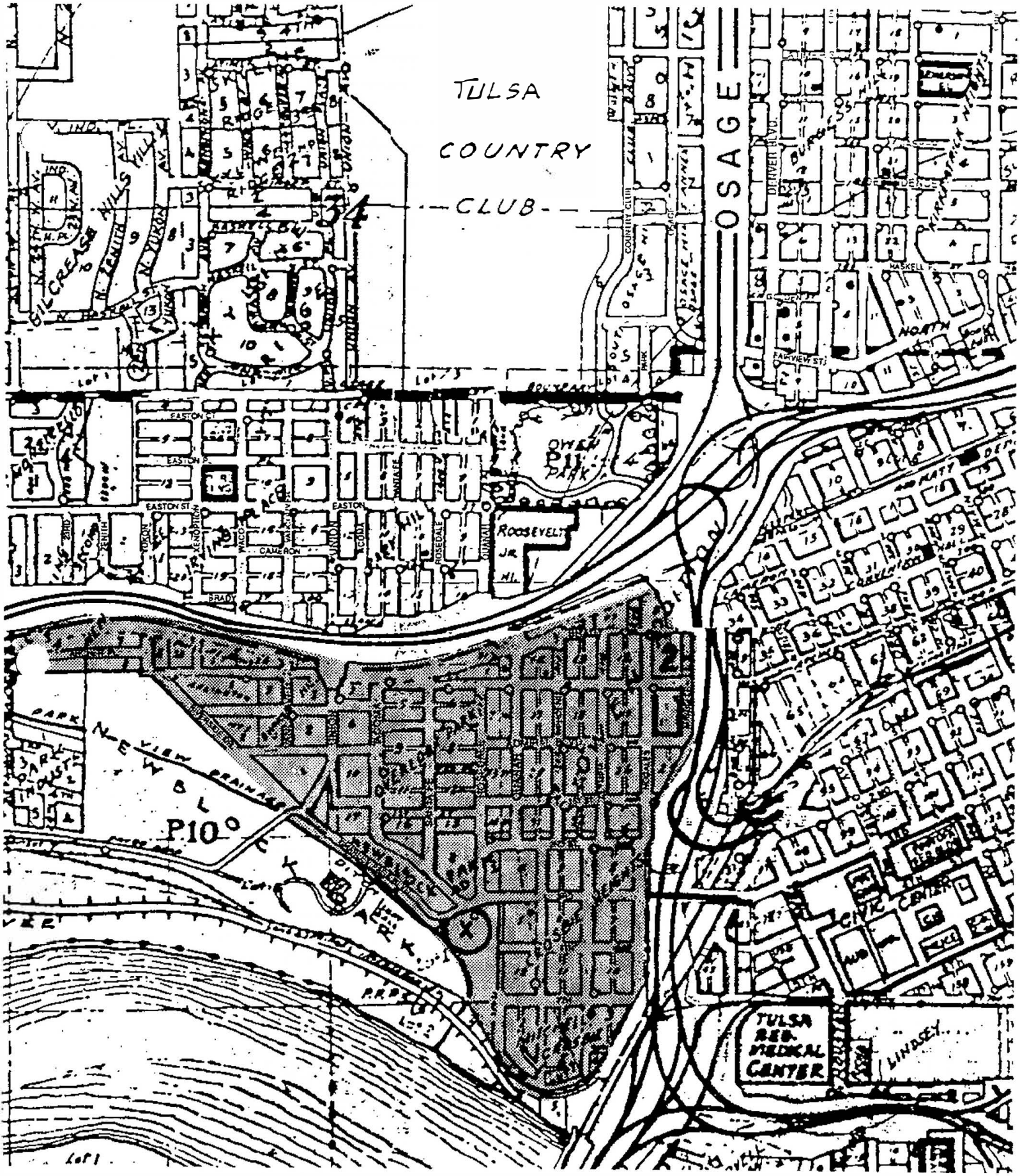
Several neighborhood grocery stores, built before 1940, are located in this district.

Noncontributing Properties

Noncontributing properties in the Irving Historic District include a Quik Trip convenience store, circa 1980, and Disdier's, a light-industrial property at Seventh Street and Nogales, circa 1980. It is estimated that approximately 30 percent of the properties in the district are noncontributing. Many of the alterations are exterior siding or additions.

Recommendations

It is recommended that the Irving Historic District be intensively surveyed and nominated to the National Register of Historic Places.



IRVING HISTORIC DISTRICT

North Side
Archeological Historic District

History

The North Side Historic District was originally the site of much of the property associated with the African American residential community of Tulsa between the turn of the century and the 1921 Tulsa Race Riot. Some of the neighborhoods constructed in the early part of the 19th century were established by ordinance as the "Negro" area. The race riot destroyed thirty to forty blocks of the African American neighborhood, which was rebuilt and then was demolished a second time as a result of urban renewal (1960 - 1980).

Additions in this area include North Side (1909), Hartford (1924), Washington (date of plat undetermined), Businessmens (date of plat undetermined), Davis-Wilson Heights (1910), Sunset Hills (1916), and Gurley Hill (1911).

Description

This neighborhood is located just north of downtown and stretches to King Street to the north. Cincinnati Avenue is the western boundary and the Midland railway is the eastern boundary. The southern boundary is I-244. The University Center at Tulsa (UCAT) is located at the southern edge of the area.

As a result of federally financed housing programs, one-half to two-thirds of the land remains vacant due to the removal of substandard housing. A small percentage of the housing has been replaced with Ranch-style architecture dating from 1960 to 1990. The majority of these houses are one-story with brick or stone facades and an incorporated garage. Some of the streets have been closed and cul-de-sacs developed. Many of these dead end on their east end at Greenwood Avenue.

A park and public housing is located at approximately Independence Street and Elgin Avenue.

Architecture & Archeology

The dominating style of architecture is the Ranch style, popular since the late 1950's. A few earlier styles are represented and include Bungalows, the Tudor Revival style, and shotgun houses. Many of these have been rehabilitated, and the alterations made have affected their integrity. These alterations include the addition of exterior siding, brick facades installed half-way up the exterior, and wrought iron porch columns. Almost all of the older housing has some type of siding. There are also quite a few Minimal Traditional houses.

There are three churches and one school in the area which are potentially eligible for listing in the National Register of Historic Places or as local landmarks. These include the Mount Zion Church, the Vernon A.M.E. Church, and the Second Presbyterian Church.

The Vernon A.M.E. Church and the Second Presbyterian Church appear individually eligible for listing in the National Register of Historic Places. The Mount Zion Church, not yet 50 years old, may be considered eligible after 1995.

The potential as an archeological site is related to the many homes and businesses which were burned to the ground during the Tulsa Race Riot in 1921.

Recommendations

Because of the districts unique association with the African American community of Tulsa, it is recommended that the land which was developed prior to 1921, the year of the Tulsa Race Riot, be surveyed for possible archeological findings. The history of African Americans is not well recorded in the literature and, therefore, every attempt should be made to conduct scholarly research to discover their cultural patterns.

It is also recommended that the two churches be further evaluated and possibly be nominated to the National Register of Historic Places and that the Mt. Zion Church be considered after 1995 for inclusion in the Register.



NORTH SIDE HISTORIC DISTRICT

Oak Cliff
Historic District

History

The Oak Cliff Historic District is significant for its excellent collection of Tudor Revival cottages, which form the neighborhood. Platted in 1923, the area was fully developed before the mid-1930s. The neighborhood is distinctly different from the surrounding neighborhoods on the north side of Tulsa and it is the only all-Tudor Revival neighborhood in North Tulsa. The Tudor Revival style, commonly referred to in the 1920s as the English cottage, was a very popular style in Oklahoma during that time. It was widely used for speculative housing and, as a result, whole neighborhoods of Tudor Revival houses were constructed.

The period of significance for the Oak Cliff Historic District would be from approximately 1923, when the first addition was platted, until 1931 at the end of the oil boom and the beginning of the depression in Tulsa.

Oak Cliff, the largest addition within the Oak Cliff Historic District, was platted in 1923. Other additions include Reservoir Hill Addition, also platted in 1923, and Mountain View Heights, platted in 1919. Mountain View Heights is located at the far north end of the district.

Description

The Oak Cliff Historic District wraps around the base of Reservoir Hill Historic District on the east and south sides and continues east to Cincinnati Avenue and south to Tecumseh Street. The neighborhood is primarily one and one-half story Tudor cottages built during the mid-1920's.

John Burroughs Elementary School, built in 1925, is located at the intersection of Cincinnati Avenue and Tecumseh Street. It also is designed in the Tudor Revival style. The Progressive Baptist Church, a distinctive Colonial Revival building, is located on a small triangular block northwest of the school. It is the only building on that block. These two properties are included within the boundaries of the district.

The boundaries of the district on the north and west are formed by the base of Reservoir Hill. The far north boundary is Apache Street, the south boundary is Tecumseh, and the east boundary is Cincinnati. The core of the district is Boston Place.

Architecture

The Tudor Revival cottages in the district are typical of the style, with steeply-pitched front-facing gables and front wall chimneys topped with chimney pots. A variety of materials are used and include dark red bricks, buff bricks, local rough-cut and smooth sandstone, and some stucco. The entry is often sheltered by an incorporated porch, and brick arches are often used for porch columns. Arched, plank doors set within a brick arch entryway are typical.

The Tudor Revival style was popular in the U.S. from 1890 until 1940. Its popularity peaked after World War I, continuing through the 1920's and 1930's. When new technology allowed frame houses to be sheathed with one layer of brick, the popularity of the Tudor Revival style and this construction technique resulted in many of the brick Tudors built during the 1920's. The exterior

of a Tudor Revival house was rarely covered with clapboards; however, there are a few examples in the Oak Cliff neighborhood. Endless variations of the style were possible, and, in subdivisions like Oak Cliff, the Tudor Revival style was used repeatedly, with only minor variations.

Noncontributing Properties

Many of the noncontributing properties in the district are a result of alterations or changes to the original cottages. Few houses in the district were built after 1930. Fewer than 20 percent of the properties are noncontributing.

Recommendations

Although this area was included in a 1980 preservation plan for the City of Tulsa as part of the Reservoir Hill Historic District, it is recommended that Oak Cliff be designated a separate historic district because of its distinctive Tudor Revival architecture. It is also important to pursue district designation on it's own because it is possible that the Reservoir Hill properties will have to be nominated individually in a thematic multiple property nomination.



OAK CLIFF HISTORIC DISTRICT

Owen Park
Historic District

History

The Owen Park Historic District is significant as an example of a residential neighborhood developed between 1910 and 1925 during Tulsa's early years as an oil boom city. The area is cohesive; it stands alone as a distinct residential area in Tulsa. The district is named after Owen Park, which is located in the northeast corner of the neighborhood.

Owen Park, located slightly northwest of downtown Tulsa, came into existence in 1909 when Chauncey Owen, a developer, donated twenty-five acres to the City of Tulsa to be used as Tulsa's first park. The pond in Owen Park was created in 1904 when a wagon load of nitroglycerine accidentally exploded, carving out a hole; a stream was then dammed nearby to create a swimming hole, which was used for many years until a public pool was built. By 1921 Owen Park had tennis courts, playground equipment, and landscaping. The municipal greenhouse was located in the park. Historically, the area surrounding the park was a middle-class neighborhood and it remains true today.

The first additions in the neighborhood were Irving Place and Park Hill, each platted in 1910. Additions that followed include New Irving Place in 1917, the Hollywood Addition in 1923, and New Irving Place II in 1923. By the late 1920s, the development of the neighborhood was nearly complete.

The residences in the Owen Park Historic District are representative of the circa 1910-1920 era of middle-class neighborhoods.

Description

The Owen Park Historic District is characterized by hilly terrain, shady streets, and well maintained residences. Sidewalks are common throughout the area. Many of the homes are built on the sides of slopes. Two schools are present in the area; Pershing Elementary School (vacant) and Roosevelt Junior High School.

The focal point of the district is the Washington Irving Monument at the intersection of Easton Street and Vancouver. Erected in 1915, the monument commemorates Washington Irving's travels through what would become the City of Tulsa. This site marks the physical center of the district and is also the highest point in the district. Located here are the largest homes in the area; homes decrease in size toward the perimeter of the district.

There are two other monuments in the district: the Tulsa Association of Pioneers Monument and the Indian Memorial, both erected in 1935. The Pioneers Monument lists the names of 162 families who resided in Tulsa prior to 1912, and the Indian Memorial marks the overlapping territories of the Osage, Creek, and Cherokee tribes in 1825.

The edges of the Owen Park Historic District are very clear. The northern boundary is Edison Avenue, a four-lane arterial street emanating from downtown Tulsa. Edison Avenue separates Owen Park from the Tulsa Country Club Historic District and the Tulsa Country Club and Golf Course and is also the boundary between Osage County and Tulsa County. The western boundary

is partially formed by Zenith Avenue, which runs north-south. It is also marked by a dry creek bed which also runs north-south, continuing north where Zenith dead-ends into Easton Street. To the south and to the east, the Keystone Expressway (I-244) separates the Owen Park Historic District from the Irving Historic District. The Osage Expressway forms the eastern boundary.

The boundary includes Owen Park, an integral part of the Owen Park Historic District, which marks the entrance into the district from the northeast. It also includes Roosevelt Junior High School, across the street and south of Owen Park.

Originally separated from downtown by the MK & T railway, the neighborhood was further alienated from the downtown when the Keystone Expressway was constructed. As a result, the neighborhood has not been affected by the growth and development of the surrounding areas.

Architecture

Owen Park is visually cohesive and the extant homes have retained a high degree of architectural integrity. The predominant house style is the Bungalow with wood and stucco exteriors; however, the Colonial Revival style is scattered throughout the district. Inclusive dates for residential construction in Owen Park are from 1910 to 1925. The first house was constructed in 1910 and was referred to as a "prairie bungalow" by John Blair, a local architect who built the home. The range of architectural styles is similar to those in the Irving Historic District, developed slightly later. These styles include a few early twentieth-century styles, such as Folk Victorian cottages or the Neoclassical Revival cottages, popular in both the Irving Historic District and Brady Heights. All styles from the first quarter of the century are represented.

As in the Irving Historic District, the hilltops are the location of the more prominent homes, while the smaller residences spread toward the bottom of the hills. At Easton Street and Vancouver Avenue, the location of the Washington Irving Monument, several excellent examples of two-and-two-and-one-half-story Colonial Revival homes are present. The Eugene Lorton/S. J. Caudill House, located at 1716 Easton, is patterned after Washington Irving's home in Tarrytown-on-the-Hudson. It features a combination of Colonial Revival and Tudor Revival elements. Another distinctive house on the hill is the C. A. Steinberger House, a large two-and-one-half-story Prairie School/Italian Renaissance Revival style house. It is located on the northeast corner of West Easton Street and North Vancouver Avenue. Historic photographs indicate large gardens were popular in the neighborhood although none remain in their original state.

The only commercial property in the district is a two-story neighborhood store, which has been converted into a dwelling. The store was originally located on the ground floor and an apartment was upstairs.

Noncontributing Properties

Most of the noncontributing properties in the district are due to changes and alterations. There are also a few buildings built after 1940. Approximately 90 percent of the houses of the Owen Park Historic District contribute to the historic district.

Recommendations

The Owen Park Historic District appears to be eligible for inclusion on the National Register of Historic Places. The Owen Park Historic District was chosen because of the architectural and visual cohesiveness of the area. It is recommended that the district be intensively surveyed and a nomination to the National Register be prepared.



OWEN HISTORIC DISTRICT

Reservoir Hill
Historic District

History

The Reservoir Hill Historic District was developed between 1923 and 1930 and has a variety of examples that illustrate the exuberance of the Eclectic Period of residential architecture. Platted in 1923, Reservoir Hill was chosen as an attractive location for housing because of its outstanding view of Tulsa and the surrounding countryside. Located about one mile north of downtown Tulsa, the residences built during the 1920's and 1930's reflect the lifestyle of the Tulsans who benefited from the oil industry and the early days of Tulsa's emerging aviation industry. While counterparts of this type of housing are primarily located south of downtown Tulsa in the Swan Lake Historic District (1918-1930), the Gillette Historic District (1920-1930), the Whittier Square Historic District (1921-1930), and the Utica/Woodward Historic District (1925-1950), Reservoir Hill offered an untamed environment that the gentler slopes to the south did not.

Description

Reservoir Hill Addition is located northwest of the downtown on a series of rolling hills which reaches full height at the water reservoir in the far northwest corner of the district. It is the highest point in the City of Tulsa and some lots provide an excellent view of the downtown. Heavily vegetated, the Eclectic style residences are nestled among native trees and shrubs. Because of its view, Reservoir Hill continued to be a popular location for residential construction and through the years new homes have been built around and between the older residences.

The western boundary of the district is the Tulsa County and Osage County line. These two counties are divided by the Osage Expressway which serves as a hard edge to the district. The northern boundary is Apache Street, also located on a section line. The east and south boundaries of the Reservoir Hill Historic District merge with the western and northern boundaries of the Oak Cliff Historic District and follow the curve formed by the base of the hills. Oak Cliff is two blocks wide and separates Reservoir Hill from Cincinnati Avenue on the east and Tecumseh Street on the south.

The curvilinear, steep streets and hillside homesites are the location of Spanish Eclectic, Pueblo Revival, Colonial Revival and Italian Revival styles. At the bottom of the hill is the Oak Cliff Historic District, a distinctly different neighborhood which consists of one-story and one-and-one-half-story Tudor Revival residences

There are no commercial buildings or schools except for the facilities directly related to the water reservoir itself. These buildings are perched at the top of the highest hill, north of Young, west of Denver, and south of Zion, in the northwest corner of the district.

Architecture

The Eclectic movement of architecture is well-represented on Reservoir Hill, including Spanish Colonial Revival, Colonial Revival, and Italian Revival. These styles were well chosen to fit into the relaxed atmosphere of the area. Stucco is used for the exterior of many of the homes. The size of the homes ranges from large estates to modest one-story dwellings. The Eclectic houses, popular between 1880 and 1940, included a variety of styles each style having its own peak

periods of popularity. The earlier styles included the Mission Revival (1890-1920), Spanish Eclectic (1915-1940), the Monterey (1925-1955), and the Pueblo Revival (1910-present). There are some excellent examples of these styles in the district. Colonial Revival styles, popular from 1880 until 1950, are also represented. Other architectural styles present include Ranch-style homes built between the 1940's and the present, with a few contemporary homes which follow the Post-Modern trend of the 1980's.

The 1932 Sanborn Insurance Map shows approximately 40 houses in the Reservoir Hill Historic District. Many of these remain.

Noncontributing Properties

Most of the noncontributing properties in the area currently defined as the Reservoir Hill Historic District were built after World War II. Without an intensive survey of the district, it is not possible to determine an end date for the period of significance. If the period of significance ended at 1941 it is possible that more than the 40 houses shown on the 1932 Sanborn Maps would be included. It is quite possible that more than half of the houses located in the Reservoir Hill Historic District were constructed after 1945.

Recommendations

The Reservoir Hill Historic District may not qualify as a district because it is possible that more than 50 percent of the houses were built after 1945. The houses built before 1940 should be considered for a Thematic Multiple Property nomination to the National Register. It is also possible that a terminal date in the early 1930's would be appropriate, because few residences were built during the depression decade. However, an intensive survey of the area and archival research would be necessary to determine the eligibility of any or all of the homes in the area.



RESERVOIR HILL HISTORIC DISTRICT

Tulsa Country Club
Historic District

History

The Tulsa Country Club Historic District is significant as the location of six large estates, which were built by Dr. Samuel Grant Kennedy and other early Tulsa civic leaders. Dr. Samuel Grant Kennedy, his family, and other prominent citizens built six large residences next to the Tulsa Country Club and Golf Course on the northwest edge of early day Tulsa. Kennedy, an early Tulsa pioneer, came to the area in 1891 and was on the committee that petitioned for Tulsa's incorporation. The Kennedy farm was built on his wife's Native American land allotment, and the family retained ownership of hundreds of acres of land for many years in what became known as the Country Club District.

Kennedy understood the desirability of proper planning and in the 1920s arranged to have Harland Bartholomew, a noted St. Louis planner, develop a site plan for the South Osage Hills Addition and the Osage Hills Annex, now the Tulsa Country Club Historic District. Bartholomew and Associates was also hired by the City of Tulsa in 1928 to "revise and coordinate a comprehensive plan to guide and direct the development of Tulsa."

Kennedy and his son, James, built large homes in the neighborhood in the late teens and early 1920s. During these same years, W. A. Springer also built a large three-story, red brick residence in the area. A total of six large Eclectic-styled houses remain from this early period.

Description

The Tulsa Country Club District is hilly, creating a pleasant landscape for the large two-and-three-story houses which lay adjacent to the southeast corner. Directly north of the neighborhood is commercial development, and to the northeast is public housing. A few houses, built after 1950, are now mixed with the older housing. The district seems somewhat out-of-place because it has been cut-off by the highway on the south and Edison Avenue, a busy four-lane boulevard, on the southeast. The golf course is on the west and public housing is on the north. Similar estates are located several miles away, south of downtown Tulsa.

The old Tulsa Country Club Building, which was located about one block north of the six original residences, burned to the ground in the early 1980s. All that remains of the site is a stone arch with "Tulsa Country Club" inscribed at the top. This marker is one of the original entrances to the grounds. A sixth residence, 550 Frisco, is located across the street on the south side of Edison. Although not physically or visually connected to the site this residence should also be included because it was originally part of the same neighborhood, but was later isolated due to the construction of the highway and the expansion of Edison Avenue to four lanes.

The Tulsa Country Club District is located at the southeast corner of the Tulsa Country Club. It is bordered on the west by the Tulsa Country Club Golf Course and on the south by Edison Avenue, the dividing line for Osage and Tulsa Counties and a major thoroughfare. The eastern border of the district is the Osage Expressway.

Architecture

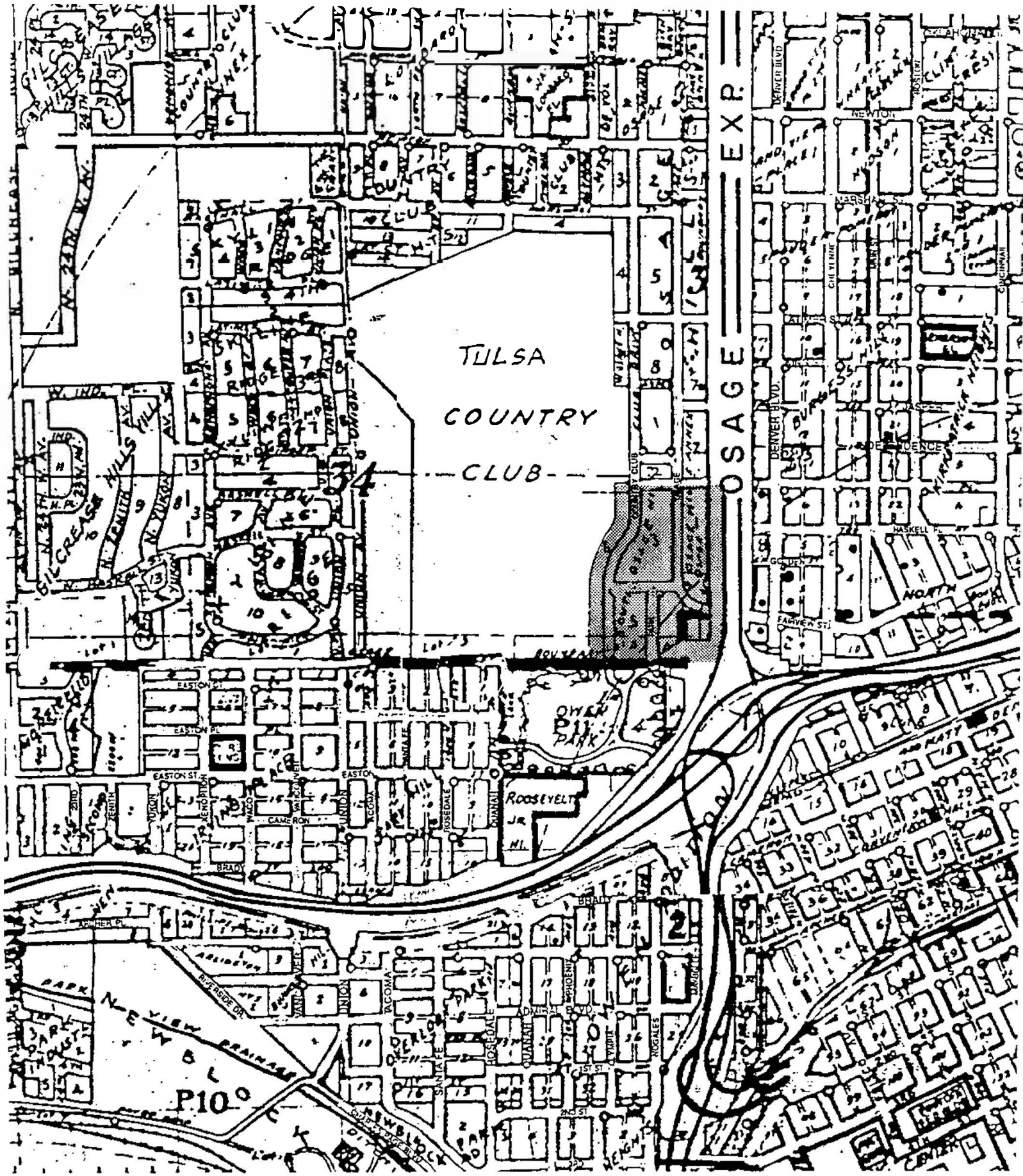
There are six excellent examples of two- and three-story homes in this district. These houses are in fair to good condition, with few alterations since the 1920s. All the houses are still on large lots, and some have carriage houses in the back. The styles include Colonial Revival, Tudor Revival , and Prairie School. Some of the homes are surrounded by wrought iron fencing. The Springer House at 585 Osage is an example of the elaborate Prairie School. The houses at 620 and 628 Country Club Drive are examples of the Tudor Revival Style. Located across Edison Avenue is a sixth house at 550 Frisco. It is a two-story Spanish Revival residence. All of the houses have retained their integrity and are significant for their architecture and for their association with prominent Tulsa citizens.

Noncontributing Properties

There are two brick houses constructed since 1950. These houses are interspersed with the older housing giving the area a lack of visual cohesiveness.

Recommendations

All or some of the six houses may be individually eligible for listing on the National Register of Historic Places or eligible as part of a noncontiguous thematic district. The houses which should be evaluated for individual nominations or as a thematic nomination include 506 Osage Drive, 585 Osage Drive, 606 Osage Drive, 620 Country Club, 628 Country Club, and 550 Frisco.



TULSA COUNTRY CLUB HISTORIC DISTRICT

Utica Industrial
Historic District

History

The Utica Industrial Historic District consists of fourteen blocks in the Lynch-Forsyth (1906) and Baird (1910) additions. On the west side of Peoria Avenue is a collection of industrial sites built during the teens and twenties and on the east side of Peoria Avenue is a collection of residences. The industries which appear as early as 1915 on the Sanborn Insurance maps include a winch and steel company, a building material factory, and a hydraulic pump factory.

The housing is small and was probably used by blue collar workers employed in the nearby industries.

Description

The district is located between two intersecting railroads, the Frisco and the Santa Fe. It has always been the location of industrial sites. A number of houses, constructed shortly after the turn of the century, are located directly east of the industrial sites.

This triangular area of industrial buildings and small residences are located east of downtown Tulsa. It is surrounded by railroads on the north and south. The east boundary is Utica.

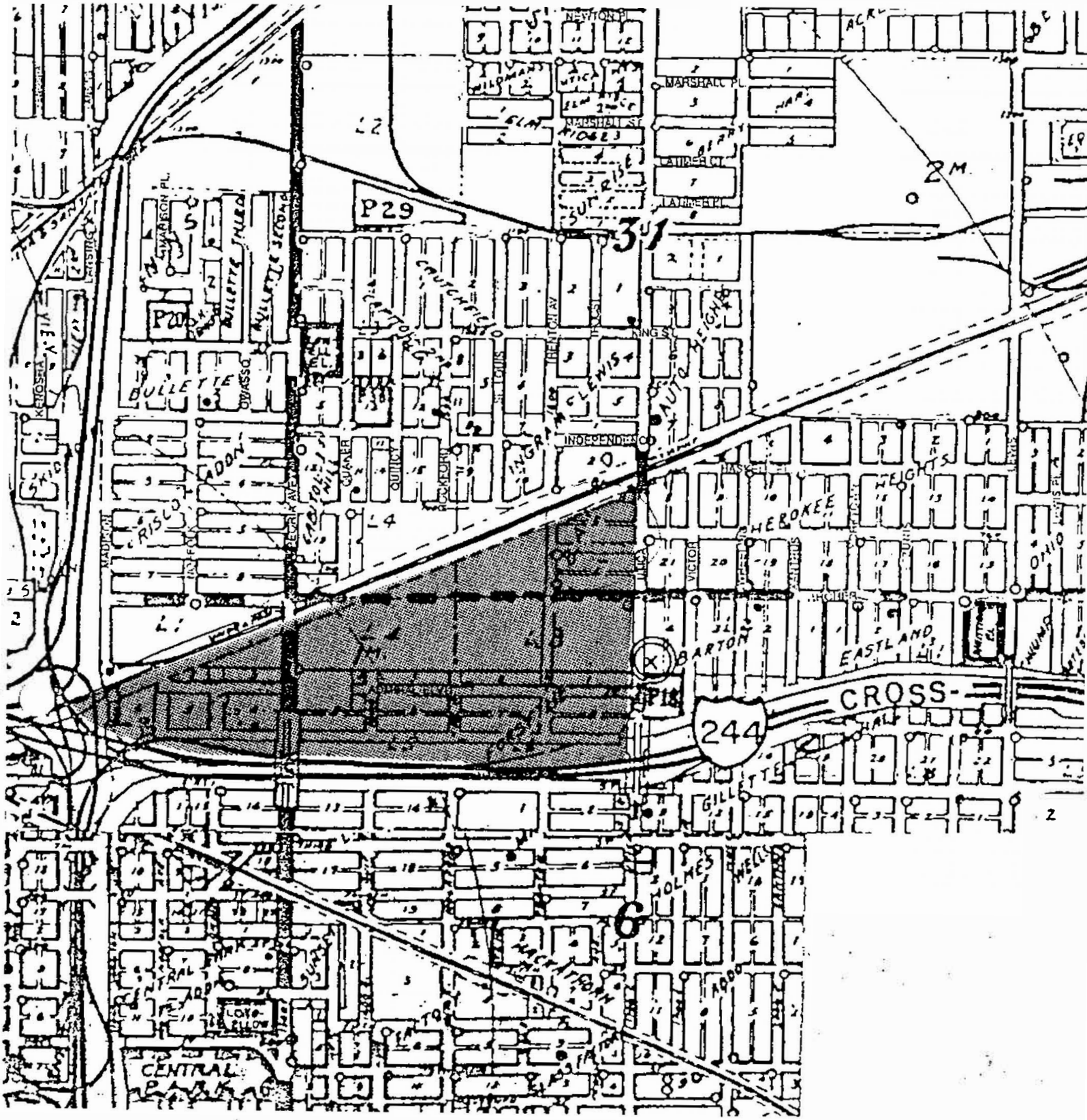
Architecture

Almost one-third of the architecture in this area is industrial and was constructed between 1910 and 1930. There are also some very distinctive examples of Folk Victorian architecture, Neoclassical Revival cottages, and shotguns along Admiral Place. There is a very unusual example of a one- and one-half story shotgun at 1533 E. Admiral Place.

Although many of the properties have been altered and may be considered noncontributing, the unusual shotgun houses and some of the Folk Victorian architecture may qualify the district as architecturally significant.

Recommendations

It is possible that some of the industrial properties and some of the residences located in this district are potentially eligible for listing in the National Register of Historic Places. This area should be further evaluated.



UTICA INDUSTRIAL DISTRICT



AREA ONE


AREA TWO
CRAWFORD PARK
CENTRY
SUNNY SLOPE
SECOND
MIDDLETON
T. DICKSON
CHEROK
CARVER JR. HI.
PINE ST.
PINE PL
QUEEN
BOOKER
VIRGIN
TECUMSEH
SEMINOLE PL
ROSEDALE
P29

AREA TWO

Area Three

History

Area Three was platted primarily between 1912 and 1925, although two additions were platted in the late 1940s.

Additions in Area Three include Lincoln Park (1912), Booker Washington (1916), Middleton (1917), Carter (1918), Roosevelt (1920), Sunnyslope (1920), Liberty Second Addition (1921), Gentry Second Addition (1922), Henry (1924), Leclaire (1940), Emerson (1944), and Emerson Second Addition (1949). The date of the Pershing II addition is unknown.

Description

This neighborhood is north of Pine Street, south of Apache Street, east of the M K & T railway, and west of Peoria Avenue. This neighborhood extends north from the original African-American neighborhood. In some areas, particularly closer to the railroad tracks, there are large areas of vacant land. The Dunbar Elementary School is located at the southeast corner of this district.

Architecture

The architecture in this neighborhood is a combination of simply designed Bungalows, a few shotgun houses, one or two Neoclassical Revival cottages, and many Minimal Traditional houses.

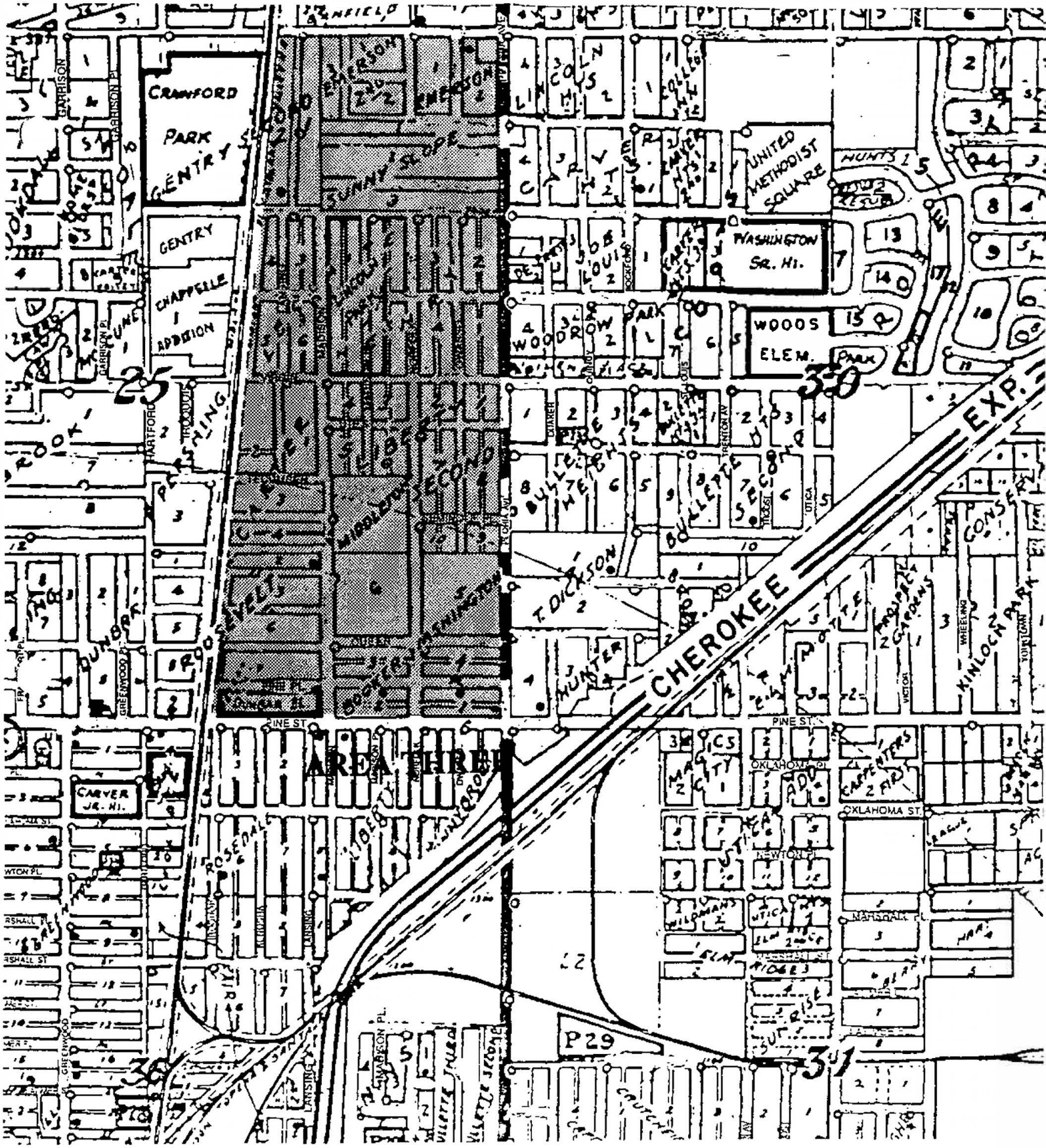
Noncontributing Properties

A large percentage of the properties in this area have been altered. These changes include the addition of small rooms, enclosed porches, and all types of exterior siding. Alterations to the area include properties so deteriorated that rehabilitation is not possible and vacant lots where property has been removed. The condition of many of the buildings in this area is very poor.

Recommendations

Although some of the architecture in this area is over 50 years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. The architecture that exists in the district is not visually cohesive, and in many cases, the loss of integrity disqualifies the property. At this time Area Three does not qualify as a historic district because of the mixture of periods within the additions and the subsequent loss of the overall integrity of the neighborhood.

However, the Dunbar Elementary School, built in 1924, should be evaluated as part of a thematic nomination of educational facilities in Tulsa.


CRAWFORD PARK
GENTRY ST
GENTRY CHAPPELLE 1 ADDITION
SUNNY SLOPE
UNITED METHODIST SQUARE
WASHINGTON SR. HI.
WOODS ELEM. PARK
CHEROKEE EXP.
MIDDLETON
SECOND
T. DICKSON
HUNTER
PINE ST.
AREA THREE
CARVER JR. HI.
OKLAHOMA ST.
NEWTON PL.
MARSHALL PL.
P29
25
30
31
32

AREA THREE

Area Four

History

Area Four, developed primarily between 1917 and the late 1960s, reflects a variety of styles including post-World War II housing. Some housing was built during World War II to accommodate the influx of defense workers into Tulsa. It also appears that this type of housing was not restricted to newly platted additions, but also empty lots in earlier additions were built upon.

Although some of the area was platted prior to 1939, there were few houses built in the area until the early 1940s.

The earliest additions are T. Dickson (1917) and Hunter (1918). Other additions followed, including, Broadview (1923), Carver Heights (1929), Depriest (1938), Joe Louis (1939), Lincoln Heights (1940, amended 1942), College Inn (1943), Carver Heights Third Addition (1944), Woodrow Park (1944), and Carver Heights Second Addition (1946). The plat dates for Bullette Heights and the Bullette Heights Second Addition are unknown.

Description

This neighborhood is southeast of the intersection of Apache Street and Peoria Avenue. The northern boundary is Apache, the western boundary is Peoria, the southern boundary is the Santa Fe railway, and St. Louis Avenue is the eastern boundary.

Architecture

The architecture in this area is varied and includes many styles popular from the early 1920s through the 1950s. No one period of architecture is represented. Two architectural styles dominate the area: the Bungalow and a very simplified version of the Minimal Traditional. While certain styles are clustered together on some streets, there is not a pattern to their placement.

The Bullette Heights Second Addition has one-story Ranch-style housing built between 1965 and 1975.

Noncontributing Properties

A large percentage of the properties in this area have been altered. These changes include the addition of small rooms, enclosed porches, and all types of exterior siding. Alterations to the area include properties so deteriorated that rehabilitation is not possible and vacant lots where property has been removed. The condition of the structures in this area is very poor.

Recommendations

Although some of the architecture in this area is over 50 years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. Although some of the housing was built shortly after the earlier additions were platted, the remaining lots were later infilled with architecture from the late 1930s and 1940s. The architecture that exists in the district is not visually cohesive, and in many cases, the loss of integrity

disqualifies the property. At this time Area Four does not qualify as a historic district nor does it contain any individually eligible historic properties.


AREA FOUR
CHEROKEE EXP.
SUNNY SLOPE
WASHINGTON SR. HI.
WOODS ELEM. PARK
UNITED METHODIST SQUARE
LINCOLN PARK
SECOND
MIDDLETON
BOOKER
DUNBAR EL.
PINE PL
PINE ST
OKLAHOMA ST
OKLAHOMA DR
MARSHALL PL
NEWTON PL
CONSERVATION
KINLOCK PARK
SPRINGDALE
P29

AREA FOUR

Area Five

Description

Area Five is located just south of the Frisco Railway tracks. Pine Street, the southern boundary, is a busy four-lane street lined with commercial properties built prior to 1940. Many have been altered.

Additions in Area Five include Prospect Place (1910), Conservation Acres (1918), Kinloch Park (1918), Prospect Gardens (1919), Broadview (1923), and Elm Motte (1929).

This neighborhood is north of Pine Street, west of Lewis Avenue, and southeast of the Frisco tracks. The area is a mixture of industrial, residential, and commercial properties. Many of the houses near the tracks have been demolished, and the land is vacant. Salvage yards are located at the intersection of Pine and the railroad tracks.

Architecture

The architecture in this neighborhood is a combination of simply designed Bungalows from the 1920s and some housing from the World War II era. Economically built and located near the tracks, the housing stock in this neighborhood has deteriorated and many of the houses have been altered. Many of the Bungalows are rectangular with small porches or without porches. Fifty percent of the Minimal Traditional housing is covered with the original asphalt siding and has concrete block foundations.

Noncontributing Properties

A large percentage of the properties in this area have been altered. These changes include the addition of small rooms, enclosed porches, and all types of exterior siding. Alterations to the area include properties so deteriorated that rehabilitation is not possible and vacant lots where property has been removed. The condition of many of the buildings in this area is very poor.

Recommendations

The loss of integrity disqualifies this area as a potential historic district. Although some of the architecture in this area is over fifty years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. The existing architecture in the district is not visually cohesive. At this time Area Five does not qualify as a historic district nor does it contain any individually eligible historic properties.


AREA FIVE
CHEROKEE EXP.
CROSS-TOWN
OKLAHOMA ST.
PINE ST.
MARSHALL PL.
LATIMER PL.
SPRINGDALE
ELEM. PARK
EASTLAND
FAIRMONT
OZARKA PL.
OESHON
HOMES
PLACE

AREA FIVE

Area Six

History

Area Six was originally the site of much of the property associated with the African-American residential community of Tulsa between the turn of the century and the early 1950s. Some of the neighborhoods constructed in the early part of the 19th century were established by ordinance as the "Negro" area. Over the past thirty years the neighborhoods have been completely redeveloped, and as much as 90 percent of the original buildings have been removed.

Additions in this area include North Moreland (1909), Lincoln Park (1912), Douglas Place and Ramona (1917), Greenwood (1918), and Adams (1909).

Description

This neighborhood is located just north of downtown and stretches to Pine Street to the north. Cincinnati Avenue is the western boundary and the Midland railway is the eastern boundary. The southern boundary is King Street.

As a result of federally financed housing programs, one-fourth to one-third of the land remains vacant due to the removal of substandard housing. Eighty-five percent of the housing has been replaced with Ranch-style architecture dating from 1960 to 1990. The majority of these houses are one-story with brick or stone facades and an incorporated garage. Some of the streets have been closed and cul-de-sacs developed. Many of these dead end on their east end at Greenwood Avenue.

New houses are located along Marshal Street, Detroit Avenue, and Marshal Place. A park and public housing is located at approximately Independence Street and Elgin Avenue.

Architecture

The dominating style of architecture is the Ranch style, popular since the late 1950's. Earlier styles are represented and include Bungalows, the Tudor Revival style, and shotgun houses. Many of these have been rehabilitated, and the alterations made have affected their integrity. These alterations include the addition of exterior siding, brick facades installed half-way up the exterior, and wrought iron porch columns. Almost all of the older housing has some type of siding. There are also quite a few Minimal Traditional houses.

The St. Monica Catholic Church at 633 E. Marshal Place and the George Washington Carver Elementary School/Carver Middle School, built in 1928, at 624 E. Oklahoma Place are located within the area and are potentially eligible for listing in the National Register of Historic Places or as local landmarks.

Noncontributing Properties

The majority of the properties in Area Six are noncontributing because of age or alterations. The overall architectural integrity of the area has been diminished as substandard houses have been torn down and replaced.

Recommendations

At this time there is no part of Area Six which qualifies as a historic district. However, it is recommended that the church and school be further evaluated and possibly be nominated to the National Register of Historic Places.


TECUMSEH
SEMINOLE
QUEEN
NEWTON
MARSHALL ST.
OSAGE EXP.
AREA SIX
INDEPENDENCE
NORTH
244
PINE PL.
PINE ST.
ROOSEVELT
DUNBAR
DENVER BLVD.
HASKELL PL.
FAIRVIEW ST.
SANTA FE RY CO.
MADISON

AREA SIX

Area Seven

History

Area Seven was once a residential area but it has been cleared of housing and redeveloped into the Lansing Business Park, a light industrial area.

Additions in this area include the Rosedale Addition, platted in 1916, the Liberty Addition, platted in (1916), Sunnybrook, platted in 1918, and the Fairview Addition, platted in 1906.

Description

Most of the land is vacant except for a few properties on Pine Street and a small industrial park near the railroad tracks at the south end of the area. It is bounded on two of its three sides by the tracks and on the north side by Pine Street. It is approximately six blocks wide and four blocks long. Because of its location it is not a desirable residential area.

Architecture

The buildings located on Pine Street are 802 E. Pine, a commercial building (circa 1950) and, across the street, a small brick church (circa 1955). Kenosha Avenue, which divides the two properties from one another, dead ends approximately fifty feet south of Pine Street.

The Liberty Addition, east of Kenosha, has a new ambulance station and two other buildings. One property is a church (date of construction unknown); the other, a YMCA (circa 1950 and 1960). These two buildings are on the corner of Owasso Avenue and Pine. Several blocks south of Pine is a light industrial area. These buildings have been built over the past twenty years

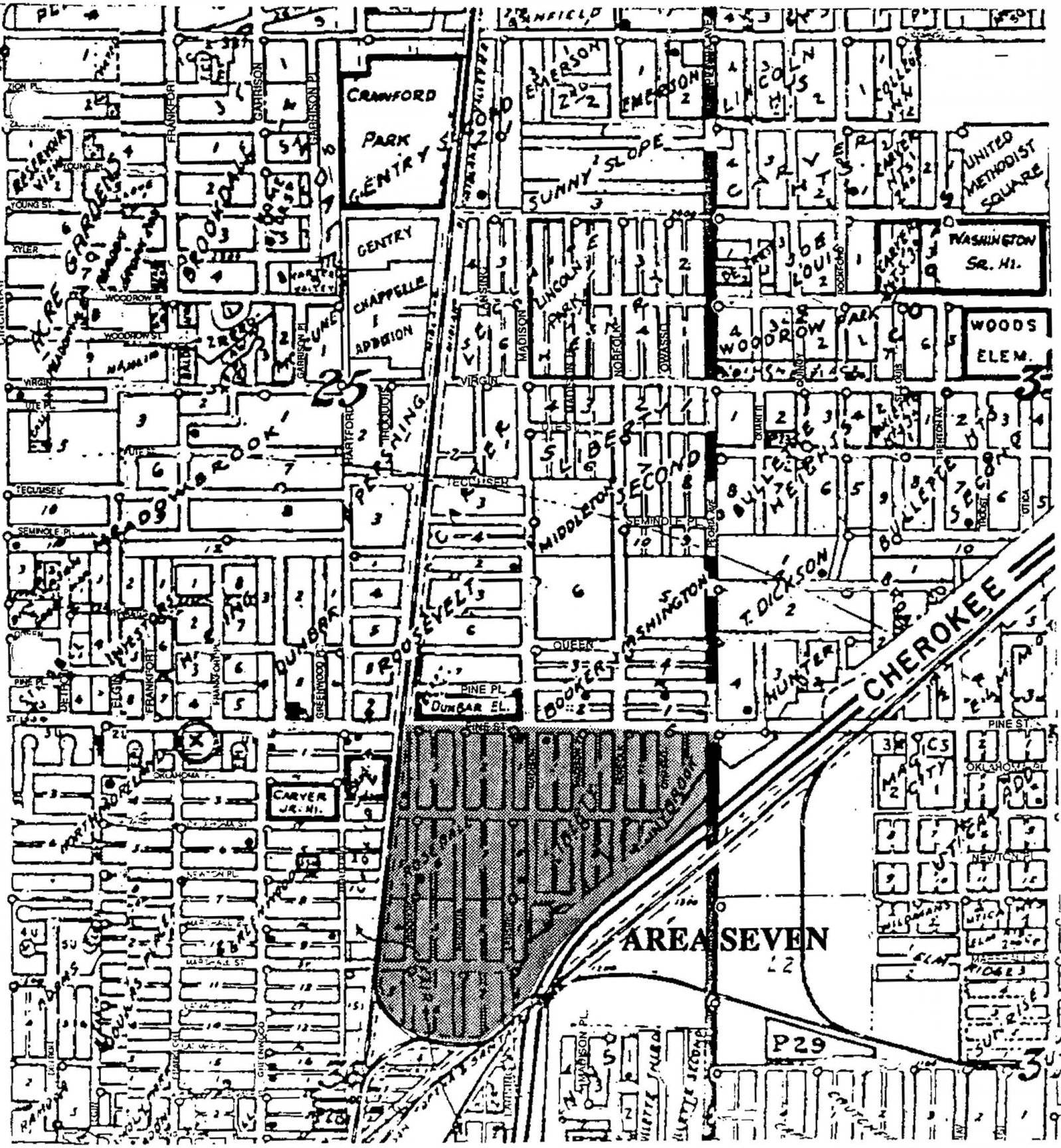
All of the properties in this area were built after 1945.

Noncontributing Properties

Because of age, all of the properties in Area Seven are considered noncontributing.

Recommendations

The entire area is not eligible for consideration as a historic district, nor does it have any individually eligible properties to be considered for further evaluation. The original residences once located within the area are no longer extant.


CRANFORD
PARK
GENTRY
GENTRY
CHAPPELLE
ADDISON
SUNNY SLOPE
UNITED METHODIST SQUARE
WASHINGTON SR. HI.
WOODS ELEM.
LINCOLN PARK
SECOND
MIDDLETON
T. DICKSON
CHEROKEE
DUNBAR EL.
CARVER JR. HI.
AREA SEVEN
P29

AREA SEVEN

Area Eight

History

Area Eight was developed between 1910 through the early 1920s. Located between the Frisco Railway on the south and the Santa Fe Railway on the north, the area was not a prime location for residential development.

The earliest additions are the Frisco and Auto Heights, both platted in 1910. Other additions include Bullette One (1912), Bullette Two (1921), Bullette Three (1923), Capitol Hill One and Two (1911, 1918), Ingram Lewis (1916), Crutchfield (1918), and Mann's Addition (1946).

Description

The housing in the western part of the area was primarily built for lower working class families. These residences are small and many are poorly built. Along Haskell Place there are simple Bungalows, Neoclassical Revival cottages, Folk Victorian houses, a few frame and brick Tudor Revival style houses, National Folk houses, and shotgun residences. There are also quite a few duplexes.

In Auto Heights, the far eastern part of the area, it is sparsely settled and the residential properties are mixed with industrial buildings. There are some Bungalows in this area. The oldest houses, which may have been constructed at the turn of the century, are near Independence and Quaker Avenues. There are many vacant lots in the area. The overall condition of the area is fair or deteriorating.

The entire area is surrounded by railroad tracks with light industrial properties next to the tracks and residential in the middle. Lowell Junior High, built in 1914, is located at 621 North Peoria Avenue and is a Tudor Revival-styled property. It is unoccupied.

Architecture

There is a mixture of architectural styles which include Bungalows, shotguns, Folk Victorian, National Folk, and Neoclassical Revival cottages. Also represented are the small houses built during the early forties, possibly for defense workers. Although early styles of the first quarter of the twentieth century are represented, the alterations and changes to the houses and the loss of buildings, the integrity of the area has been lost. Very few of the houses are in good condition.

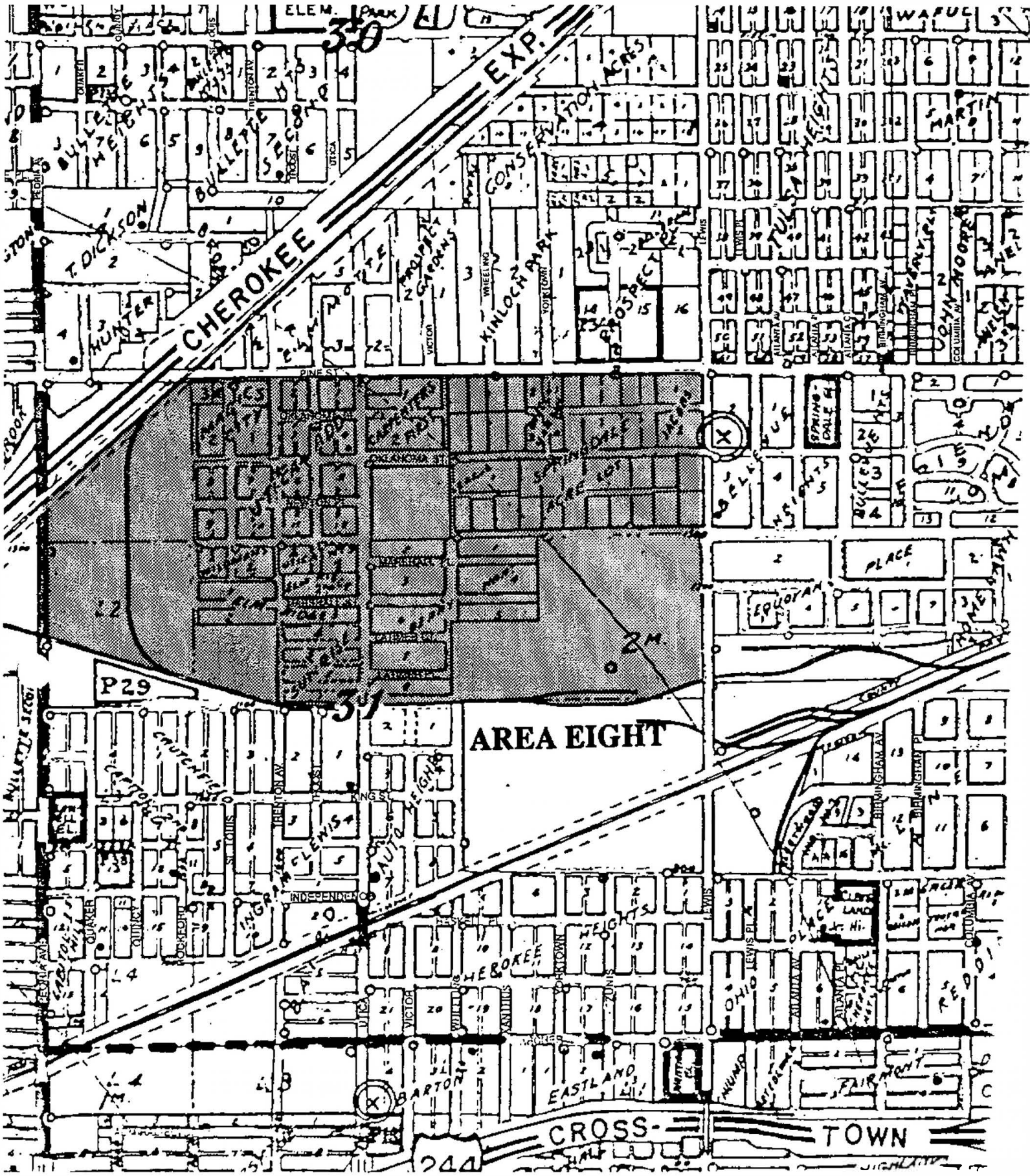
In the vicinity of Lewis Avenue and King Street there are small, one-story houses with gabled roofs, exposed rafters, concrete block foundations. There are no sidewalks or curbs.

Noncontributing Properties

Very few of the properties have maintained their architectural integrity because the original construction methods were poor and the materials were of low quality. As a result, many of the homes have been altered in order to maintain them as residences.

Recommendations

Although some of the architecture in this area is over 50 years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. The architecture that exists in the district is not visually cohesive, and in many cases, the loss of integrity disqualifies the property. At this time Area Eight does not qualify as a historic district nor does it contain any individually eligible historic properties.



AREA EIGHT

Area Nine

History

The first addition platted in Area Nine was the Springdale Acre Lot. Located approximately one and one-half miles from downtown Tulsa, these were originally sold as large, one-acre lots.

The additions in Area Five include the Springdale Acre Lot (1908), Elmridge and Elmridge Two (1917 and 1920), Sunrise (1917), Berryhart (1919), Utica Addition and Wildman's (1921), Utica Hills (1923), Carpenters First Addition (1929), and Magic City (1941). Jacobs Addition and the League Addition are also in this area but their dates of origination are unknown.

Description

In many sections of this area the lots are filled with junk and litter and housing is either vacant or has been demolished by fire. Many of the occupied houses have their entire yards enclosed with chain link fences. This area is in poor to fair condition.

Along the tracks, which are on the west and south sides of the area, there are quite a few light-industrial properties. Many of these are metal buildings.

Architecture \

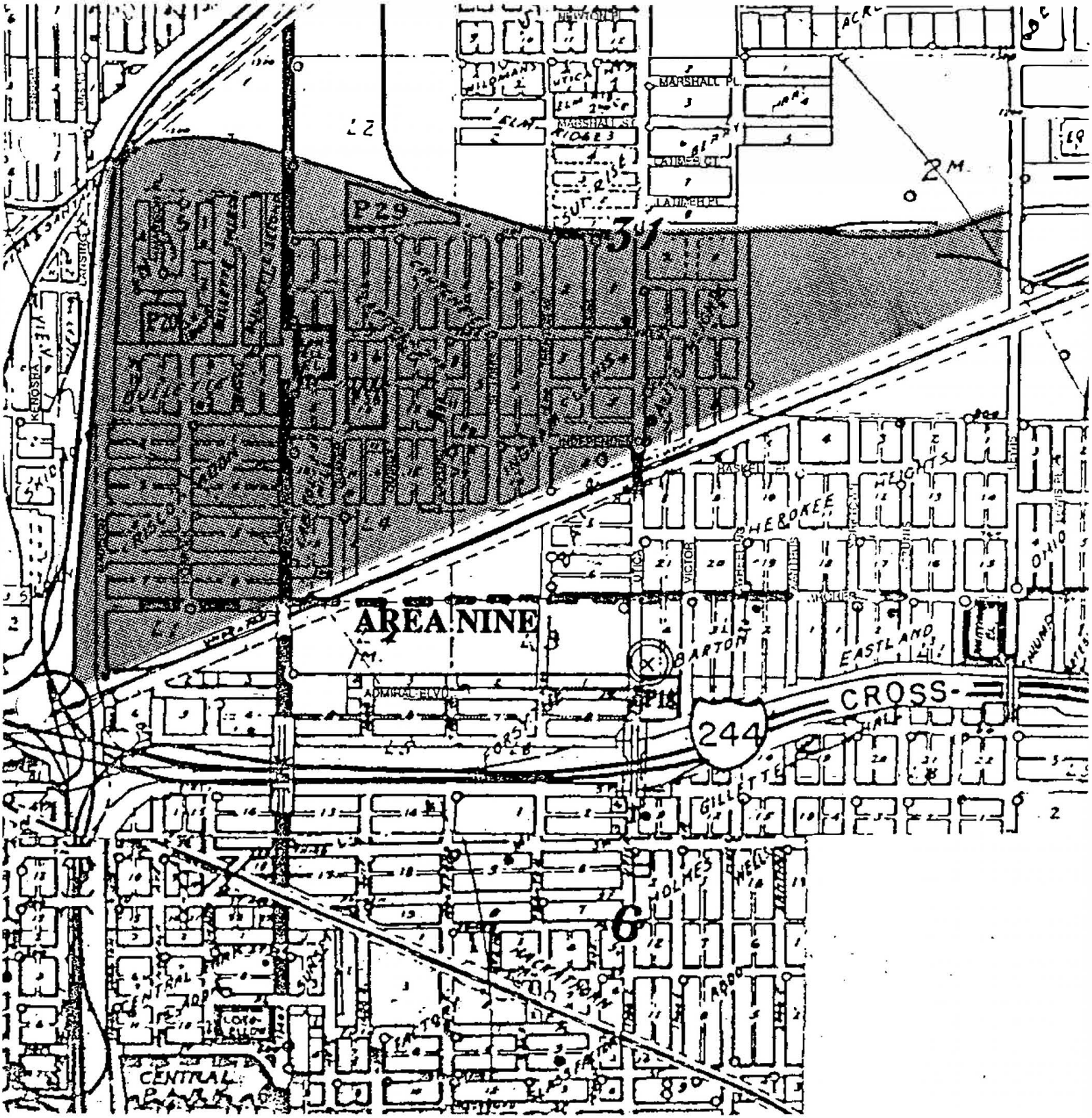
This area has a wide variety of small, inexpensive, poorly built single-family housing. The predominate style is Bungalow. This style can be found in the Wildman, Utica, and Berryhart additions. Only a small percentage of the Bungalows have retained their integrity.

Other styles represented include Minimal Traditional, Tudor Revival and a few Ranch-style houses built between 1950 and 1960. Along the edge of Lewis Avenue are commercial buildings.

In the Magic City Addition, located at the corner of Pine Street and St. Louis Avenue, is an area developed in the early 1940s as housing for defense workers. These are very plain, rectangular houses with side gabled roofs, no eaves and generally no porches.

Recommendations

It is recommended that this area should not be considered for further evaluation. Although some of the housing is over fifty years old, the area has not maintained its integrity due to poor construction and later alterations. The additions, platted in the late tens and through the 1920s, do not reflect the architectural of that period. Styles of all types have been built in the area over the years and the once large lots have been reduced in size and infill buildings constructed.


AREA NINE
MARSHALL PL
MARSHALL ST
LATIMER PL
P29
P28
CHEROKEE
EASTLAND
CROSS-
244
ADMIRAL BLVD
BARTON
GILLETTE
HOLMES
CENTRAL

AREA NINE

Area Ten

History

Tulsa Heights, platted in 1908, is the largest addition in Area Ten. Located approximately three miles from downtown, it is one of the earlier residential developments in Tulsa. Once constructed as for "country living", the area does not reflect its plat date of 1908. The surrounding additions and the additions built further north, were platted after 1945 and the neighborhood has taken on the characteristics of that period, rather than retaining its early 20th century appearance.

The additions in this area include Waverly Place, platted in 1919, Sequoyah Place, platted in 1923, Bellevue and Bellevue Heights platted in 1927, and Tulsa Heights platted in 1908. The John Moore addition was platted in 1946. The plat date for the Home Dawn Addition is unknown.

Description

Located in northeast Tulsa, this neighborhood is primarily Bungalows along tree-lined streets.

Architecture

Bungalows are the primary style of architecture in the north half of this district. The southern half, located just north of the Frisco Railway tracks, has predominantly Minimal Traditional houses. These are rectangular with small entry porches. The foundations are poured concrete and they are sheathed with asphalt siding.

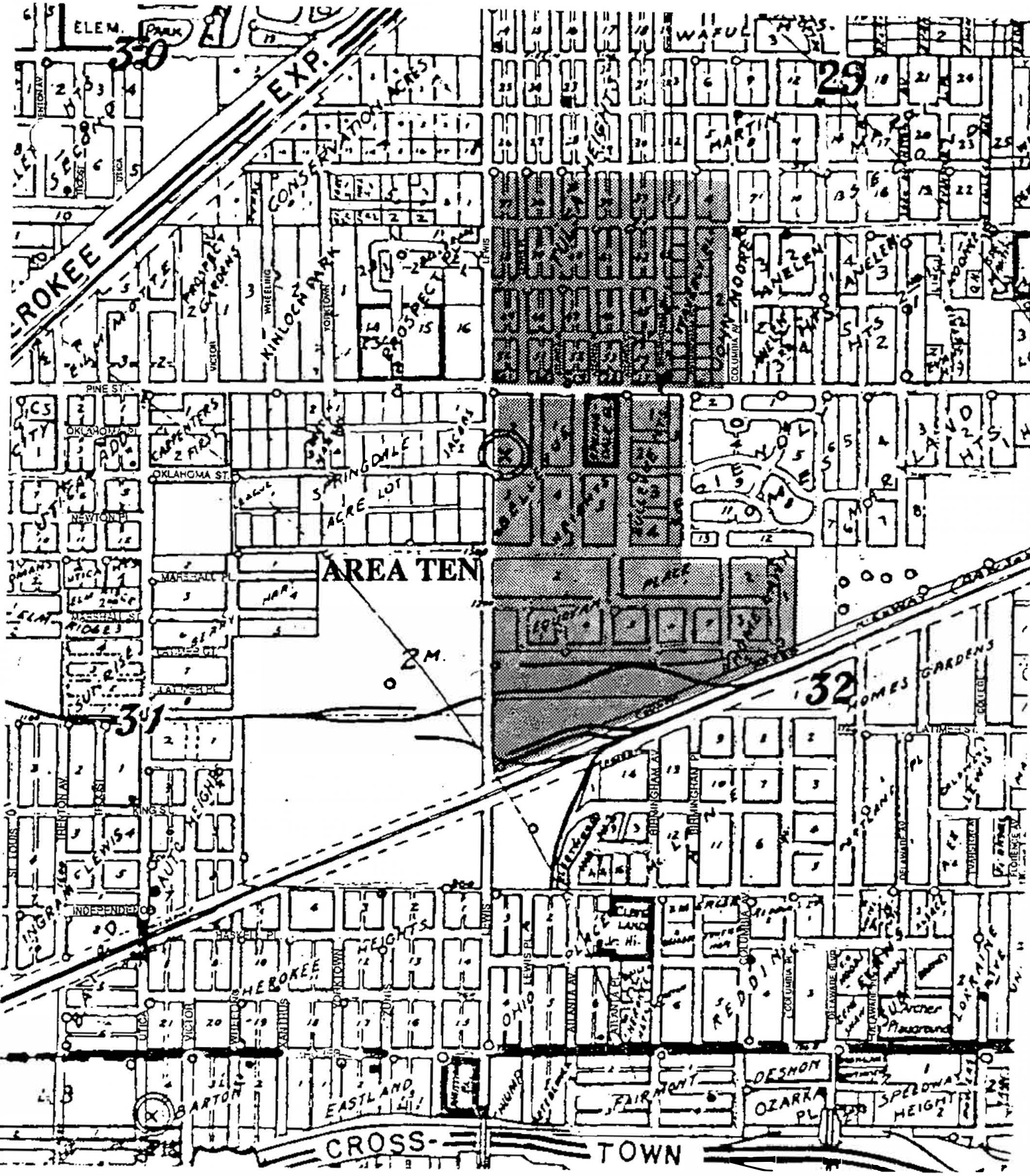
Noncontributing Properties

A large percentage of the properties in this area have been altered. These changes include the addition of small rooms, enclosed porches, and all types of exterior siding. This is an area where the original integrity of the neighborhood has been dramatically altered as a result of renovation attempts to upgrade the housing stock.

Recommendations

Although Tulsa Heights was one of the earliest additions platted in Tulsa, it has not retained the overall integrity of the neighborhood. It appears that many of the original lots remained vacant for some time and over the years a variety of housing styles were erected between the original residences. The integration of these newer styles has destroyed the original integrity of the area.

Although some of the architecture in this area is over fifty years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. The architecture that exists in the district is not visually cohesive, and in many cases, the loss of integrity disqualifies the property. At this time Area Ten does not qualify as a historic district nor does it contain any individually eligible historic properties.


AREA TEN
ELEM. PARK
EXP.
ROKEE
KINLOCH PARK
PINE ST.
OKLAHOMA ST.
NEWTON PL.
MARSHALL PL.
MARSHALL ST.
LATIMER PL.
KING ST.
INDEPENDENCE
HASKELL PL.
OHIO
LEWIS PL.
ATLANTA AV.
COLUMBIA PL.
DELAWARE AV.
FLORENCE AV.
BIRMINGHAM PL.
LATIMER ST.
HOMES GARDENS
DESHON
OZARKA PL.
FAIRMONT
SPEEDWAY HEIGHTS
EASTLAND
BARTON
CROSS-TOWN
2M.
29
30
31
32

AREA TEN

Area Eleven

History

Area Eleven is a mixture of housing from the early 1920s and war-related housing built during the early 1940s.

The additions in this area include Archer (1920), Speedway Heights (1920), Portland Place (1920), Lorraine Drive (1920), University Drive (1921), Alex Lewis/Caldwell (1917-1923), Nash (1925), Stahl (1928), and Hortense (1922). Each of these additions were platted in the 1920s. The date of the Evans addition is unknown.

Additions platted during the late teens and early twenties and later amended include Pomeroy Heights (1916, amended 1940), McLane (1920, amended 1940), and Lindell Park (1924, amended 1942 and 1946). Florence Place (1940) and Mager (1941) were plated in the early 1940s. The date that Garden Acres was developed is unknown.

Description

This neighborhood lies between the Cherokee Heights Historic District and the Harvard Hills District. The overall district lacks cohesion because of the architectural mixture of styles and dates of construction.

Architecture

The architecture in this area is varied and includes styles popular from the early 1920s mixed with the Minimal Traditional style used for FHA housing and war-era housing. The predominant style from the 1920s is the Bungalow, although there are a few Tudor Revival houses and Colonial Revival residences. Many of the Bungalows have lost their architectural integrity due to additions and alterations.

Approximately 95 percent of the Minimal Traditional houses are frame, and five percent are brick. They are small houses with concrete poured foundations. Although many of the additions were platted during the 1920s, only a few of the houses were built before 1935.

Approximately half of the houses in the McLane Addition, which was platted in 1920 and amended in 1940, are small brick modified Tudor Revival and Colonial Revival residences. The other half of the houses are Minimal Traditional. In this particular addition, the builder used unique brick styles for the Tudor Revival houses. The Minimal Traditional houses are frame, with concrete foundations and side gabled roofs. The original asbestos siding remains. Wrought iron porch supports are used.

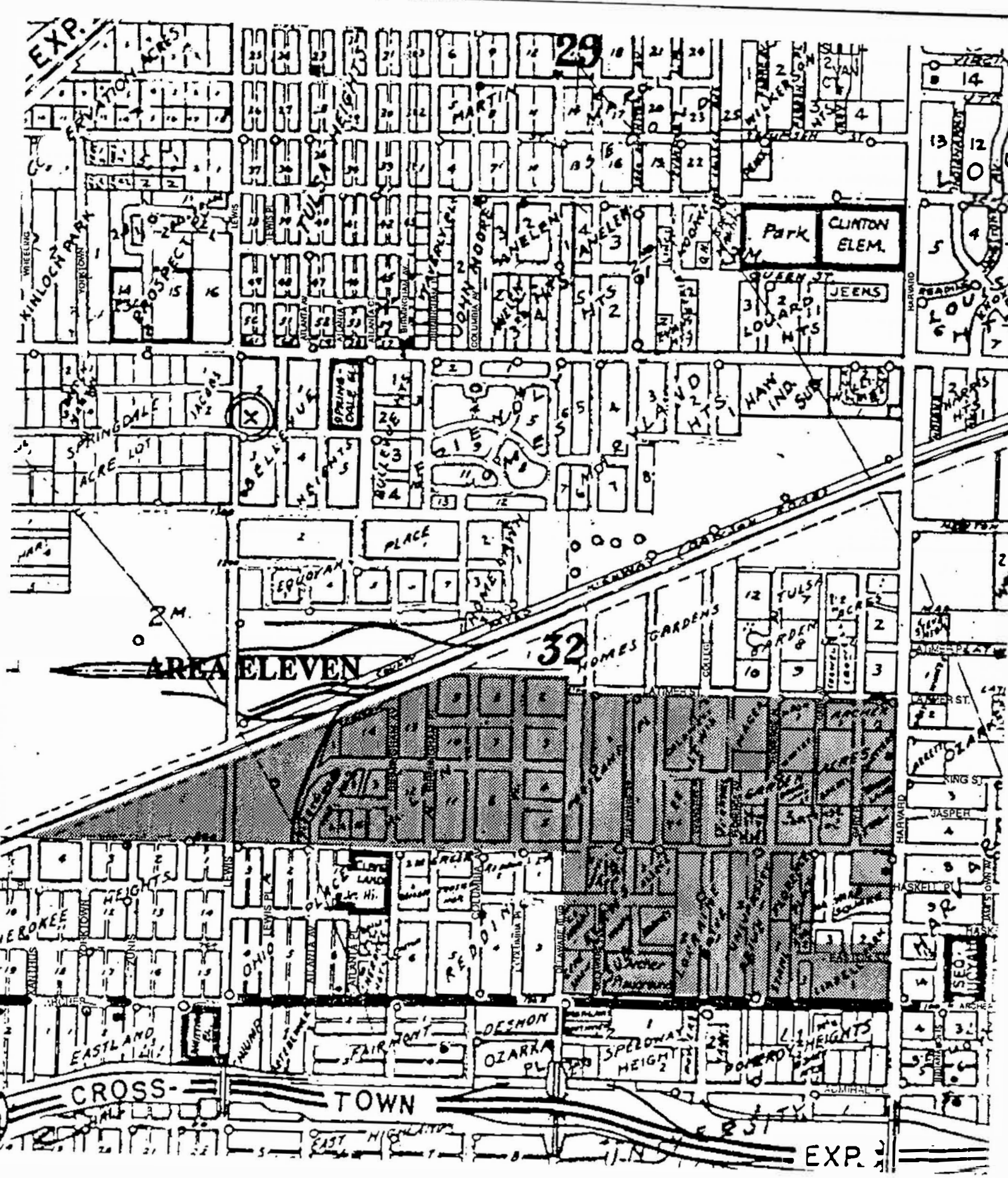
Noncontributing Properties

A large percentage of the properties in this area have been altered. These changes include the addition of small rooms, enclosed porches, and all types of exterior siding.

Recommendations

Although some of the architecture in this area is over 50 years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. The architecture that exists in the area is not visually cohesive, and in many cases, the loss of integrity disqualifies the property. At this time Area Eleven does not qualify as a historic district nor does it contain any individually eligible historic properties.

However, there is one addition, Harvard Square, (date of plat unknown), surrounded by Area Eleven which has been designated a potentially eligible historic district. The name of this district is the Gary Place Historic District.



AREA ELEVEN

Area Twelve

History

This is a transitional neighborhood which was originally platted in the early 1920s, sparsely developed, and later filled in with housing from the 1940s and 1950s. Eighty-five percent of the houses are Minimal Traditional. The remaining 15 percent are one-story Tudor Revival houses with vertical, wooden siding, Bungalows, and Colonial Revival houses.

Located on the outskirts of the city from the early 1920s until the mid-1940s, Area Twelve was first developed as large garden lots, and later subdivided. The earliest addition, Federal Heights, was platted in 1920. Federal Heights Second Addition was platted the next year in 1921. The addition was amended in 1930 and 1942. The neighborhood, originally designed for more country living, became in demand as the aviation industry. As a result, it was replatted for higher density.

Description

This neighborhood is adjacent to the east side of the proposed Harvard Hills Historic District. It is located at the eastern edge of the Study Area. It roughly follows the boundaries of Federal Heights and Federal Heights Second Addition. The boundaries include the houses which face King Street (north), the houses which face Oswego (east), and the houses which face Louisville (west). The southern boundary is behind the houses and commercial property which faces Admiral Boulevard.

Architecture

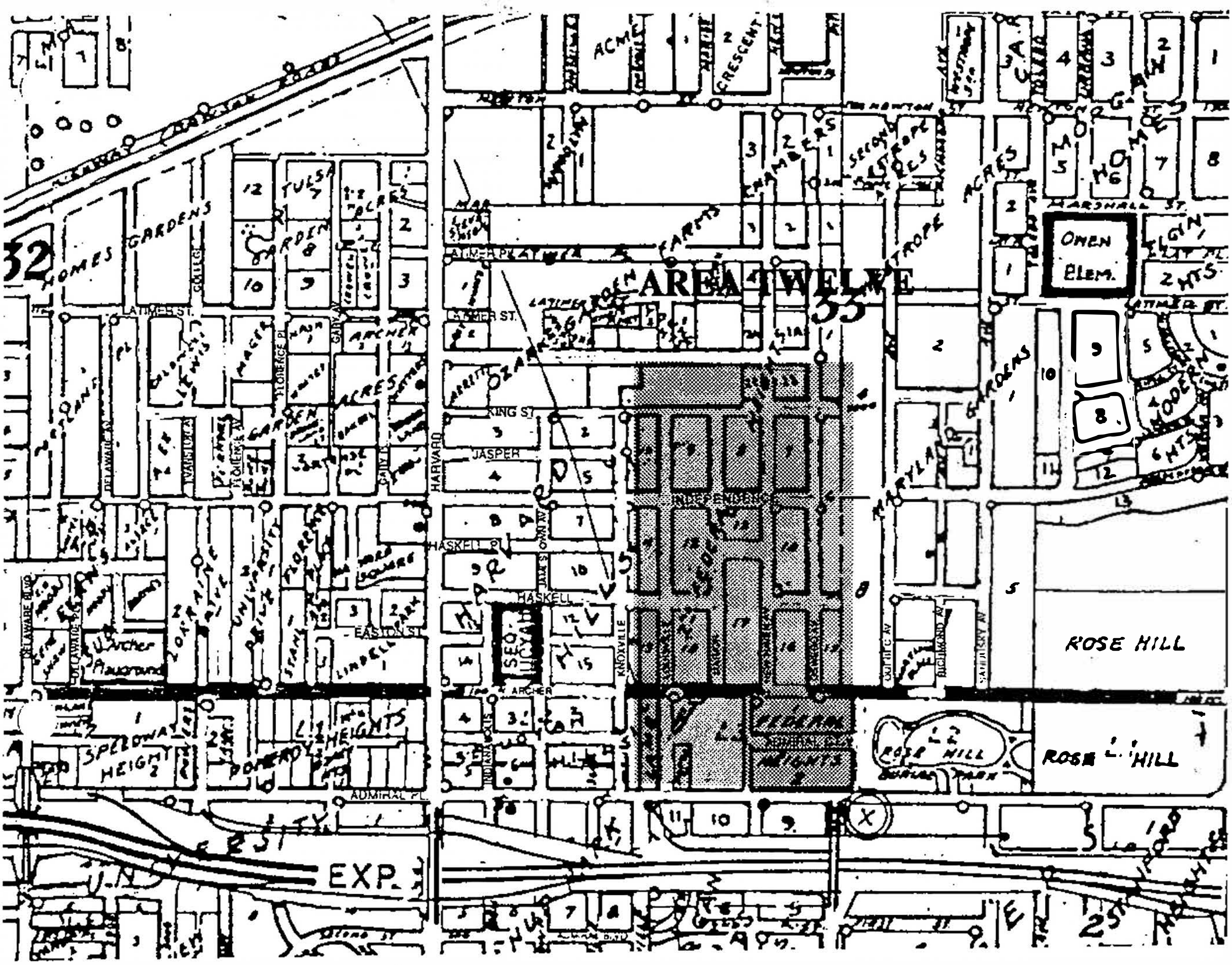
The architecture in this area is somewhat varied and includes styles popular from the early 1920s through the 1950s. No one period of architecture is represented. However, two architectural styles dominate the area, the Bungalow and the Minimal Traditional. Fifty percent or more of the houses in this area are simply designed Minimal Traditional houses with vertical wood, asbestos, or brick siding. While certain styles are clustered together on some streets, there is no pattern to their placement. There are a few Tudor Revival and Colonial Revival style houses.

Noncontributing Properties

A large percentage of the properties in this area have been altered. These changes include the addition of small rooms, enclosed porches, and all types of exterior siding. Alterations to the area include properties so deteriorated that rehabilitation is not possible and vacant lots where property has been removed.

Recommendations

Although some of the architecture in this area is over 50 years old, it does not qualify as a historic district because it does not represent any one period of time or one period of architecture. The architecture that exists in the district is not visually cohesive, and in many cases, the loss of integrity disqualifies the property. Changes include siding of all varieties. At this time Area Twelve does not qualify as a historic district nor does it contain any individually eligible historic properties.


AREA TWELVE
32
33
HOMES GARDENS
ACME
CRESCENT
LATIMER ST.
KING ST.
JASPER
INDEPENDENCE
HASKELL
EASTON ST.
ADMIRAL PL.
HARVARD
KNOXVILLE
OWEN ELEM.
ROSE HILL
EXP.

AREA TWELVE

Historical Overview

The present site of the City of Tulsa has been inhabited since the Creek Indians lived on the bank of the Arkansas River in the 1830's. But it was in August of 1882, when the St. Louis and San Francisco Railroad reached the north bank of the Arkansas River and Indian Territory, that the history of the urban city began.

The area surrounding Tulsa, once Indian Territory, was originally established to accommodate the relocation of tribes such as the Creeks, Seminoles, Cherokees, Quapaws, Senecas, and Shawnees. These Native American tribes moved into the region after the passage of the Indian Removal Act (1830), when they surrendered their lands east of the Mississippi to the federal government in exchange for land in Indian Territory. Each of the larger tribes was given extensive land holdings, individual governments were formed, and tribal members began new lives as farmers, trappers, and ranchers. However, this was not a permanent arrangement and throughout the mid-1800's the tribes were made to accept a number of treaties which continued to further limit the amount of land each of them held. White settlers continued to push forward, railroads moved into the territory, and in 1892 the land was officially opened and all tribal members were forced to accept individual allocations of land.

In 1902 the Missouri, Kansas, and Texas railway extended its line to Tulsa to serve the cattle business; the city's first industry. Ranchers and settlers, including Indians and whites, living within a one-hundred mile radius had been using Tulsa as a central trading point since the end of the Civil War. A stock yards, with cattle-loading pens and chutes, was built near the tracks, and cattle were driven from the Chickasaw Nation and the Seminole country to the Tulsa for shipment. Texas cattle were also shipped in to the area and later shipped out to the northern and eastern markets.

As the community grew, the citizens began to take an active interest in the direction of Tulsa, and the Tulsa Commercial Club, the forerunner of the Metropolitan Chamber of Commerce, was founded. This organization pressured the railroad to put Tulsa on their lines and was also responsible for the recruitment of many of Tulsa's early businesses. The city was incorporated in 1898 and two years later had a population of 1,390.

Tulsa changed from a cowtown to a boomtown with the discovery of oil in 1901 at Red Fork, a small community south of Tulsa. Wildcatters and investors flooded into the city and the town began to take shape. Many brought their families with them because Tulsa had the reputation of being one of the few "safe" frontier cities. Neighborhoods were established in Tulsa on the north side of the Arkansas River, away from the drilling sites, and began to spread out from downtown Tulsa in all directions. In 1904, Tulsans constructed a bridge across the river, allowing for oil field workers, supplies, food and equipment to cross the river, reaffirming Tulsa's position as the center of the oil field.

In 1905, the Glenn Pool oil field was discovered. This strike created such a large supply of crude oil it forced Tulsans to develop storage tanks for the excess oil and gas and, later, pipe lines. It also laid the foundation for Tulsa to become a leader in many of the businesses related to oil and gas, in addition to being the physical center of a growing petroleum industry. Eventually Glenn Pool established Oklahoma as one of the leading petroleum producing regions in the United States. Many early oil companies chose Tulsa for their home base and when a second surge of oil

discoveries came between 1915 and 1930, the city was well-established as the "Oil Capital of the Nation."

Every type of transportation was represented during the early years of the city. The mud-filled streets of the oil boom days turned to brick as automobiles arrived in Tulsa. Electric trolleys followed the neighborhoods as they developed further and further from downtown, this service lasting until World War I.

The Tulsa economy was only slightly affected by World War I, and the 1920s were a period of extensive growth. Residential development continued in all directions. The lack of a good water supply, Tulsa's greatest domestic problem, was solved when the Spavinaw Dam was constructed and water was pumped to Tulsa from a distance of 65 miles.

By the early 1920s aviation became an important part of the city's economy. In 1919 the Curtis-Southwest Airplane Company was formed and in August of that same year they flew the nation's first commercial interstate air freight shipment. By the end of the decade an international airport had been built and the Spartan Aircraft Company had been established.

In 1928 the Oklahoma City oil field was discovered and began to produce enormous quantities of oil This field, combined with the plentiful supply of petroleum from eastern Oklahoma, overwhelmed the demand during the early years of the depression. The price of oil fell from its peak price of $3.50 in the early 1920s to ten cents a barrel. In 1931 the economic downturn of the nation was felt in Tulsa.

During the early 1930s growth in Tulsa, like many places across the United States, came to almost a complete halt. Few projects were built with the exception of public-works like the Twenty-First Street Bridge, built by the Works Progress Administration and completed in 1932. By the mid-1930s the construction business picked up and small houses were being built at the edge of the city limits. The streetcar lines were deserted and the automobile and the more convenient bus lines were used for transportation in the city. By 1936 the last streetcar was taken off the tracks.

When World War II broke out Tulsa's oil industries, which had been in decline since the early 1930s, were converted to defense plants and the 1940s proved to be a period of growth for Tulsa. Many of the aviation industries also converted their factories to accommodate the war effort and defense workers poured into the city. As a result, a tremendous number of small houses, built to be purchased with Title 6 Federal Housing Administration loans, were constructed. Many of these houses were built in northeast Tulsa.

Redevelopment of the city began in the early years of the 1950's. The growth of Tulsa to the south led to the construction of the Fifty-First Street Bridge, dedicated in 1953.

Infill and redevelopment, particularly in the downtown, continued throughout the 1960s. A number of early downtown commercial buildings were demolished to make way for modern high-rises. Residential properties were also targeted for demolition, and many north side homes were torn down to make room for new and better housing.

However, coinciding with the redevelopment of the city was the move of retail establishments to the outlying areas where residential neighborhoods were springing up. These new, suburban neighborhoods were primarily located in far south Tulsa.

The following decade of the 1970's attempted to address the relocation of retail stores to the new malls in south Tulsa and the Main Mall, a pedestrian system in the core of the downtown, was

built. This development spurred the interest in renovation and reuse of older buildings, and the trend continued through the 1980's. However, a slow economy held back many of the planned projects.

From the turn of the century until several years after World War II, urban Tulsa grew as the oil business flourished. The mansions on the hills of the Brady Heights Historic District reflect the first big oil boom, while the smaller, more modest residences throughout the rest of north Tulsa reflect housing built by the thousands of people who worked for the oil companies. In northeast Tulsa, rows of FHA housing, and later war-related housing, illustrate Tulsa's ability to change with the times, from an oil capitol to a defense center.

North Tulsa serves to portray areas where people lived near the tracks in order to be close to work, middle class housing which was close to the growing aviation industry in northeast Tulsa, and the new era of housing which was a result of the depression and then World War II. Equally important as the unspoiled neighborhoods and oil mansions on the south side, the historic resources in north Tulsa are worth further study and recognition.

Ranching (1882 - 1901)

Tulsa was an important center for the cattle industry in the late nineteenth century. The first cattle were driven through Indian Territory in the mid-1860's from Texas to the railroad in Kansas. This route ultimately carried the cattle to eastern markets. This was at a time when Texas cattle were plentiful and there was a very strong demand for beef in the postwar East.

Ranching became big business in Indian Territory because there was no regulation of cattle-grazing on Indian and mixed-blood lands. The East Shawnee Cattle Trail brought wealth to Creeks and Cherokees through leasing arrangements, and the Five Civilized Tribes earned a considerable amount of income from leasing their land to white ranchers. Oklahoma was considered a prime ranching location because of the mild climate; cattle could survive the winters fairly well by eating dry grass and then fatten on the fresh grass of the spring.

Tulsa's significance as a focal point for cattle commerce arose when postal service commenced in 1879. Tulsa concomitantly became an entertainment center for cowboys. The cowboys primarily created their own entertainment by riding around town and making a lot of noise much to the chagrin of the local residents. However, it was the introduction of the railroad in 1882 that really marked the beginning of Tulsa's importance as a cattle market center. Early cattle trails were the routes preferred for the development of railroad lines. The first railroad line to reach Tulsa was the Frisco in August 1882, and the line was the deepest rail link into the territory of the Five Civilized Tribes for about two years. The line was ultimately extended to Red Fork, Sapulpa, Oklahoma City, and Texas.

The introduction of the railroad into Indian Territory was an important development not only for Tulsa but also for the consumer because it allowed ranchers to raise beef that first met market demands rather than beef that first met the rigorous demands of the trail. Cattle driven from Texas to Kansas had to be capable of walking and swimming long distances. Most of these trail cattle were longhorns and they generally had stringy meat which did not please the consumers of the eastern seaboard.

Tulsa's image as a cowtown lasted until 1901 when the city was overcome by the growth of the oil industry and the settlement of Indian lands by white settlers. In general, the Indians would have preferred a continuation of the leasing arrangements made with the ranchers because those arrangements provided income while the Indians were able to keep their land. Homesteading, on the other hand, resulted in the taking of Indian land for very little compensation. The Tulsa area was originally surveyed by J. Gus Patton and his brother, Dan. Surveying the area marked the prelude to white settlement and the demise of the cattle industry.

A Creek Indian, George Perryman, was an Indian cattleman whose ranch became the site of Tulsa. The Perryman Ranch was centered in South Tulsa and encompassed several thousand acres, although it did not incorporate any of the land in the current study area.

Property Type Analysis

Three property types are associated with the ranching context in Tulsa: log cabins, frame ranch houses, and stockyard structures.

Historic photographs of the period show primitive log cabins used by cowboys who raised cattle in the leased area of Indian Territory. The Melville B. Baird Ranch headquarters, a group of wooden frame buildings, was located in the vicinity of 4000 North Memorial Drive of Tulsa. Another North Tulsa ranch belonged to Crane and Latimer. The two men leased 150,000 acres of land for cattle grazing from the Indians for three cents per acre. The house serving the ranch was built in 1883 half a mile north of Reservoir Hill. The house was a two-story buildings clad in vertically-placed wooden clapboards.

The only other properties known to have existed that were directly related to ranching were the stockyard and the loading pens and chutes which were near the railroad tracks but they are no longer extant. No above-ground structures are left. It is possible that information pertaining to this period could be found through the use of archeological methods. Subsurface evidence of branding pens, drift fences, and possibly some ranch headquarters buildings may be extant.

To be eligible for the National Register of Historic Places, buildings and structures associated with ranching must possess integrity of design and materials. To be eligible for the National Register of Historic Places, archeological sites must be sufficient to yield the expected important information, if the appropriate study techniques are employed.

Property Listing

None of the known properties from this period remain.

Agriculture (1900 - 1940)

Agriculture did not play an important role in the history of early day Tulsa. However, a wide diversity of crops were produced in the Tulsa region, including tomatoes, watermelons, and onions, all large cash crops during the early twentieth century. The two most common crops in the Tulsa area in that time period were oats and corn. Cotton, a common Oklahoma crop, was raised in the area but was never a significant factor in the economy of Tulsa. When Tulsa developed as a major urban center in Oklahoma, the demand for dairy products within the area increased. Hence, Tulsa became a large producer of milk and eggs.

Tulsa lies at a crossroads where the predominating influence of several types of agriculture converge. Among those types are livestock ranging, dairy farming, poultry raising, cotton growing, and potato growing. Despite the presence of many types of agriculture, the Tulsa area was never the focus of any particular crop because the soils of the region are deficient in such major plant nutrients as phosphorous.

The introduction of the railroad in 1882 marked the beginning of Tulsa's importance as a farm market center. The extension of the railroad into Indian Territory brought the opportunity for greater agricultural development because it became much easier to transport farm products to outside markets before they spoiled. The first railroad line to reach Tulsa was the Frisco in August 1882, and it was the deepest rail link into the territory of the Five Civilized Tribes for approximately two years. This line ultimately extended to Red Fork, Sapulpa, Oklahoma City, and Texas.

Tulsa's strength in the economy of agricultural production has been the processing of food products rather than the initial cultivation of crops. A number of food processing activities have taken place in Tulsa since the 1910s, but it was in the 1920s that the diversity of Tulsa's agricultural products peaked. Canned pork and beans in tomato sauce was just one new development of the decade which was being produced in Tulsa. By 1930, the value added to agricultural products by manufacture was greater in the area around Tulsa than the value of the district's raw farm products.

The amount of land used in farming activity increased on a statewide basis during the first half of the century. In 1910, 65 percent of the total area of the state was used for farms. By 1925 that figure had risen to 70 percent and had risen to 79 percent by 1940. Tulsa County figures approximate those statewide figures. Nevertheless, most of those farms tended to be very small with over half of the farms around Tulsa occupying less than a quarter section each throughout the early twentieth century.

Cattle, while of modest importance in Tulsa County, has always been important to the state as a whole and the pastures of Osage County, just to the northwest of Tulsa, have been among the most productive.

In 1935 there were over three thousand farms in Tulsa County. Approximately two-thirds of those were operated by European American farmers. The other third were operated by African Americans, Oriental Americans, and Native Americans. However, the acreage controlled by the European Americans was sixteen times greater than that controlled by the combined total of the other racial and ethnic groups.

Property Type Analysis

Two property types are associated with the agriculture context in Tulsa: farmhouses and barns.

The number of farms in Tulsa County as late as 1930 implies that there were a number of farm dwellings and other farm-related structures surrounding Tulsa. Historic photographs show that typical farmhouses around Tulsa were made of wooden clapboards, generally had simple gable roofs, and were occasionally two stories in height. However, they did not appear to be constructed for longevity and none were found in the study area. Archeological evidence of the remains of other farm-related structures may exist and this possibility should be further pursued.

To be eligible for the National Register of Historic Places, buildings associated with agriculture must possess integrity of design and materials.

Property Listing

None of the known structures from this period remain.

Energy (1901 - 1945)

The petroleum industry played a major role in the history of the city of Tulsa. As early as 1889 oil and gas wells were drilled in northeastern Oklahoma. In 1901, the first major oil discovery near Tulsa occurred at Red Fork, a small farming community south of the Arkansas River. Glenn Pool, also within a short distance from Tulsa, was discovered in 1905 and produced such an abundance of oil that storage tanks and pipelines were quickly built to provide containment. These discoveries lured interested wildcatters, investors, and businessmen to Tulsa and, although other nearby cities vied for prominence, it became the "Oil Capitol of the World." By 1907 Oklahoma was the major petroleum producer in the South and Midwest.

The Cushing Field, located thirty-five southwest of Tulsa, was a major producer in the mid-1910's, peaking in April of 1915. In 1916, Charles Page developed the Sand Springs Pool. The Osage Nation, north of Tulsa, had been the site of oil exploration and production since the early 1890's but it was not until World War I and the development of the automobile that major production occurred. Known as the Burbank field, this discovery was producing over 4 million barrels in 1921 and peaked two years later with an annual production totaled 26,206,741 barrels of oil. By 1930, two thousand wells were in operation in the region surrounding Tulsa.

Surrounded by oil fields, early Tulsa citizens made a commitment to take advantage of the enormous financial potential of the industry. Every effort was made to promote their city over every other city in northeast Oklahoma. Although unusual, one of their most successful efforts included three booster trips across the Midwest and Northeast to entice businesses and families to move to Tulsa.

The same boosters also foresaw the need for a first-rate transportation center, and by 1905 Tulsa had four railroads: the Frisco Railway (1902), the Missouri Kansas and Texas Railway (1902), the Midland Valley Railway (1903), and the Santa Fe Railway (1905).

Tulsas' population quickly increased as newcomers came to Tulsa to make their fortunes in the surrounding oil fields; by 1907 the population was 7, 298. Three years later, in 1910, the population of Tulsa had grown to over 18,000 and by 1920 it had quadrupled to 72,000. Ten years later, in 1930, the population again nearly doubled to 141, 258.

Aggressive entrepreneurs such as Charles Page and Waite Phillips were examples of early Tulsa entrepenours determined to make Tulsa the "Oil Capital of the World." Charles Page is responsible for the development of Sand Springs, a small town west of Tulsa, where he began an orphanage and widow's colony in 1908 for children and wives of oil field workers killed in the oil fields. He also developed a number of industries in Sand Springs including a glass works, a zinc mill, a refinery, canneries, foundries, a cotton mill, and a steel plant. To provide access to Tulsa he built an interurban from the city to Sand Springs.

Waite Phillips affected Tulsa in a much more direct way. He was in Okmulgee County in 1915 for one of the big oil strikes and in 1924 sold the oil company he had built for five million dollars. He then organized a second company and within one year sold it for twenty-five million dollars. He built several downtown buildings including Philcade (NR 1986) and Philtower (NR 1979). His home, Philbrook (1978), is an Italian Renaissance Revival mansion with extensive gardens. He donated it to the city in 1938, and it was opened in the 1940's as a museum for the southwest and Native American culture.

Much of the built environment of Tulsa is a result of men such as Phillips and Page who made their fortunes in the booming oil fields surrounding Tulsa between 1900 and 1930. The 1920's reflect the extensive investment in real estate as a result of the oil industry.

Property Type Analysis

Drilling rigs, derricks, well sites, storage facilities, pipelines and pipeline stations, refineries and processing plants, power houses (central power), loading racks, petroleum production camps, company housing, company/corporate buildings, and homes associated with petroleum executives were identified as property types in the Historic Context for Energy Development, Management Region #3, 1897 - 1930. This report was submitted to the State Historic Preservation Office by George O. Carney, Project Director, in 1987.

Thirty-seven properties were identified in the 1987 report inside the city limits of Tulsa. Thirty-five of these properties are located in the Original Townsite, which is not included in the Study Area for this project. Two are outside the Original Townsite.

To be eligible for the National Register of Historic Places, drilling rigs, derricks, well sites, storage facilities, pipelines and pipeline stations, refineries and processing plants, central power houses, loading racks, petroleum production camps, company housing, company/corporate buildings, and homes associated with petroleum executives must possess integrity of design, materials, and setting.

Property Listing

No specific sites related to energy have yet been found in the study area.

Urban Development (1901 - 1945)

Urban development in Tulsa proceeded at a very slow pace before the discovery of oil in 1901 at Red Fork, a small community to the south of the city. Before wildcatters and entrepreneurs flooded into town, a few frame residential buildings and some sandstone and brick commercial buildings represented the town's progress. The city was surveyed in 1901 by J. Gus Patton and his brother, Dan, who used the northwest/southeast diagonal of the Frisco Railway tracks as a starting point. They named the roads west of and parallel to Main Street after western American cities and streets east of Main Street after eastern cities. Denver, Olympia, Santa Fe and Vancouver were some of the streets to the west; Boston, Cincinnati, Madison, Peoria and Yorktown were located east of Main Street.

The years following the discovery of oil were fast paced, and construction could be seen at every corner of town. For a period of almost fifteen years, the city never did look finished. Local regulations for sanitation, sewer and construction were passed soon after the turn of the century and by 1903 telephones had been established throughout the city. That same year an ordinance was also passed declaring sidewalks must be constructed of brick, asphalt, or cement. First and Second streets downtown were soon paved with brick, and it was not long before it was a battle between horses and cars for surface rights and speed limits.

Not only did the discovery of oil bring notoriety to Tulsa, but in 1901 a group of Tulsa businessmen formed the Tulsa Commercial Club. This group traveled around the entire nation relating the virtues of Tulsa and bringing national publicity to the city.

These efforts were successful: By 1904 Tulsa was suffering a housing shortage and the city limits were deemed to small. That same year North Tulsa, directly north of downtown Tulsa, was annexed. The population in Tulsa had grown from just over one thousand to 6,500 by 1905.

In 1907, the City of Tulsa was primarily contained within the boundaries of the railroads on the north and east, and by the Arkansas River on the west. The Missouri, Kansas and Texas Railway ran along the north side of town, parallel to the Frisco, several blocks to the south. Between these two sets of railroad tracks was the warehouse district. South of the Frisco Railroad tracks was downtown Tulsa. The original townsite was platted at right angles to both the M K and T and the Frisco; however, all subsequent plats were corrected to a north-south, east-west axis. The Santa Fe Railway also ran through Tulsa going north-south on the east side of the city, approximately one mile from the Arkansas River.

The Tulsa Streetcar Company laid its first tracks near First Street in 1907, and streetcar lines were established to the north, south, and to the west. The Lynch-Forsyth Addition was then opened on the east side in 1906 and several years later more lines were built to connect it to downtown Tulsa.

Tulsa was full of businesses including hotels such as the Arcade, the Eagle, the Frisco, the Alcorn, the Brady, the Frederick, the Marshal, the Midland, the Robinson, the Union, and New State. They were built to accommodate Tulsa's many visitors, many related to the oil businesses. Eight lumber companies were in operation in 1907. Tulsa also sported the Grand Opera House and the Rink Theater. Religious institutions included almost every denomination. Oil-related businesses were also abundant and included a tank shop, the Oil Well Supply Co., Oklahoma Iron Works, Waters-Pierce Oil Co., and National Supply Co. (oil well supplies). The Owen Face Brick Company was located directly north of the downtown.

In 1908 an engineer resurveyed the townsite for a new city charter, and an ordinance was passed declaring how the city was to be laid out and how streets were to be named and numbered. Some of the original names were changed.

Residential areas began branching out in all directions. By 1911 early neighborhoods extended to the northwest with Crosby Heights (1908) and Owen Addition (1906), and North Tulsa (1904), a part of the Brady Heights Historic District. To the east several neighborhoods were developing and "Central Park" was platted. To the south neighborhoods were prospering between 13th and 17th streets from Elmwood Avenue to Cincinnati Avenue. By the early teens the population of Tulsa was 20,000.

With a population of 35,000 in 1915, Tulsa continued to grow. The city had developed south to 21st Street between the Arkansas River and the Santa Fe railroad. This period is represented by the present-day Riverview Historic District (1907-1920). On the far east, a residential area was developing between Lewis and Harvard between First and Tenth. The proposed Owen Park Historic District had been developed by 1915, as well as others, including Irving, Brady Heights, Cherokee Heights and the area surrounding the Greenwood neighborhood. West Tulsa, on the west side of the Arkansas, had also began developing and included the Moore Addition and the Riverside Addition.

Tulsa's second period of growth occurred during the 1920's when crude oil reached a peak price of $3.50 a barrel. More oil was discovered in the Tulsa area, some in the Osage Nation. A second building boom began and housing became scarce. All over the city additions were platted, houses built, and trolley lines laid.

In 1917 the first official airfield was opened by Tulsa oilman Harold Breene near what is now Admiral Place and Hudson. By 1919 the Curtiss-Southwest Airplane Company was formed; the nation's first commercial interstate air freight shipping business. The company opened an air field near what is now Apache and Memorial in 1921 and a second airport was built near Federal Drive and Sheridan. In 1926 the first Tulsa-built airplane was completed. Tulsans began promoting their city as a national air center and privately financed the purchase of an airport site, created runways, and built a temporary terminal administration building and passenger waiting room.

W. G. Skelly began Spartan Aircraft at approximately the same time, but its success was in the 1930s when it began producing C3-120s for flight training schools. During these years the airport relied primarily on air mail contracts. With the advent of World War II, Tulsans were given the opportunity to have a $15 million plant which would be operated by Douglas Aircraft company if they would furnish the land and the runways. A $750,000 bond issue passed and the city purchased 750 acres of land east of the existing airport. In 1947, Tulsa was twelfth in the nation in number of airplanes and fifth in the number of planes per capital. After the war was over the Douglas Aircraft plant stopped manufacturing army airplanes, however, it reopened in 1950.

In 1928, new oil fields in northeast Oklahoma and Texas continued to be discovered, including the the Oklahoma City Oil Field. As the price of oil dropped from $3.50 a barrel to ten cents a barrel, Tulsa suffered from the overproduction of the very product which built the city: oil.

By the mid-1930s New Deal programs, such as the Public Works Administration, were created to alleviate some of the housing shortages by providing monies for low-cost housing. In Tulsa, PWA allocated $2 million dollars to Tulsa for housing units which cost less than $2,500. This program was replaced by the Federal Housing Administration.

The oil industry continued to influence the development of Tulsa. Because of the easy adaptability of oil-related industries to war-related industries, the city was chosen as the site for a number of defense plants. The second largest government contract in the United States was awarded to Tulsa to construct prefabricated housing for use in Choteau, Oklahoma; Wichita, Kansas; and Little Rock, Arkansas.

Property Type Analysis

Urban development encompasses a wide variety of property types including residential, educational, religious, neighborhood commercial buildings, governmental, health care buildings, and landscapes.

Residential (1901-1945)

Overview of Residential Property Types

The north side of Tulsa is primarily made up of residential properties. They are generally simple one-story buildings although there are neighborhoods with two-and two-and-one-half-story houses. The vast majority were built as single-family houses, although there are some duplexes, rooming houses, and apartments.

The architectural styles found on the north side of Tulsa represent all of the styles popular during the first half of the twentieth century. Since the urban development of Tulsa did not begin until after the discovery of oil in 1901, there are very few styles popular before the turn of the century found in any Tulsa neighborhood. Some of the oldest residential buildings, however, are located in the study area. The late nineteenth and early twentieth-century styles represented include National Folk houses and Folk Victorian, Queen Anne, and Neoclassical Revival cottages. Styles popular during the first quarter of the century include Bungalow/Craftsman, the Prairie School, Colonial Revival, English Cottage/Tudor Revival, Italian Renaissance Revival, and Spanish Eclectic houses.

To be eligible for individual listing in the National Register of Historic Places, residences must possess integrity of design, materials, and location. Residential historic districts must have visually cohesive streetscapes with integrity of location, setting, association, and feeling, and each contributing building must retain architectural integrity.

National Folk Houses

National Folk houses spread across the nation along the path of the railroad and continue in popularity through the first half of the twentieth century. Historic photographs indicate that this style was very popular during Tulsa's early development. This style is characterized by its lack of detailing and simple, overall design and construction. Many National Folk houses are one-story with a square mass and hipped roofs. The front is usually covered with a full-facade porch.

Shotgun Houses

Related to the gable-front family of the National Folk style houses is the shotgun house. The shotgun is a narrow gable-front dwelling that is one-room wide and several rooms deep. It has been traced back to similar forms in the West Indies, Africa and Haiti. This form of housing is found on the north side of Tulsa, particularly in the less desirable neighborhoods located near the railroad tracks.

Folk Victorian Houses

Few examples of the Folk Victorian house, popular between 1870 and 1910, are located in the study area. These houses are generally defined by the Victorian decorative detailing on simple frame houses. This detailing includes decorative wooden shingles, gingerbread woodwork, and turned porch columns. The one-story gable front-and-wing and the pyramidal house are the most common types and can be found in the Irving Historic District and the Brady Heights and Brady Heights II districts. Other examples can be found in some of the additions platted before 1910.

Queen Anne Houses

Popular between 1880 and 1910, typical, two-story examples of the Queen Anne house are difficult to find in the study area, as well as in other parts of the city of Tulsa. Characteristics of this style include an asymmetrical facade, a steeply pitched hipped roof with cross-gables, patterned shingles, bay windows, and a wrap-around porch.

A rare subtype, the one-story, patterned brick Queen Anne cottage, can be found scattered throughout the study area. Fewer than ten examples were located. They can be found in the Irving Historic District, Brady Heights II Historic District, and Area 8.

Neoclassical Revival Cottages

The Neoclassical Revival cottage, a subtype of the Neoclassical Revival style, can be found in many of the additions platted before 1910 on the north side of Tulsa. Characteristics of this style include a hipped roof with a central dormer, a colonnaded porch, and classic columns. Between 1900 and 1920 the style was particularly popular, and it is this period that is represented in the study area.

Bungalow/Craftsman Houses

The Bungalow/Craftsman style is the backbone of most of north Tulsa's neighborhoods. Popular between 1905 and 1930, this style was nationally fashionable as a middle-class, single-family dwelling. Most commonly interpreted in wood, the Bungalow had a low-pitched roof with wide, unenclosed eave overhangs. Exposed roof rafters and triangular knee brackets are present on most examples. A full- or partial-width porch supported by tapered square columns and brick or stucco piers is also a hallmark of the style. This style is present in almost every almost residential neighborhood in the study area.

Prairie School Houses

The Prairie School, one of the few American architectural styles, can be found in some of the additions platted prior to 1925. Generally two stories, examples of this style include a low-pitched, hipped roof, with widely overhanging boxed eaves and a one-story porch. A subtype, known as the American Foursquare or the Prairie Box, has a simple square or rectangular plan, low-pitched hipped roof, and symmetrical facade. This style is common to several of the Tulsa residential areas.

Colonial Revival Houses

The identifying features of the Colonial Revival style, popular from 1880 until 1955, include an accentuated front door, a symmetrical facade, and a side-gabled roof with dormers. This style is more commonly found in the Owen Park and Reservoir Hill districts. There are a few examples in the Cherokee Heights Historic District.

English Cottage/Tudor Revival Houses

The English Cottage or Tudor Revival style was very popular in the Midwest during the 1920s. Sometimes used by developers when building speculative housing, the proposed Oak Cliff Historic District is composed of almost 100 percent Tudor Revival houses. These houses are generally built of brick, although a few were frame with horizontal wood cladding. Typical characteristics of the style include steeply pitched, side-gabled roofs with one or more prominent,

steeply pitched cross-gables. Front-facing brick or brick-and-stone chimneys with chimney pots and arched porch entrances and doorways are also common.

Italian Renaissance Revival House

The Italian Renaissance Revival style of architecture was popular between 1890 and 1935. Features of this style include a low-pitched roof, wide overhanging boxed eaves with decorative brackets, and arched doorways or windows. This style is very uncommon on the north side of Tulsa, with the exception of the Owen Park and Reservoir Hill districts.

Spanish Eclectic Houses

The Spanish Eclectic style of architecture, popular between 1915 and 1940, freely borrowed elements of the Mission Revival and Spanish Colonial Revival styles. This style was particularly popular in the Reservoir Hill Historic District. Characteristics of this style include a low-pitched roof, a red tile roof, prominent arches above the main entrance or front-facing window, and a stuccoed exterior.

Property Listing

Only two houses located outside the designated historic districts have been determined to be potentially eligible for listing in the National Register of Historic Places.

751 East Pine Place
Craftsman style

921 Troost Avenue
National style

Neighborhood Commercial Buildings

Several small individual commercial establishments, built to be used as grocery stores or grocery stores and living quarters, are located within some of the northside neighborhoods. In a few instances, there are clusters of stores. Most were built between 1920 and 1940. Typical of this type of property, a center entrance with display windows and clerestories form the front facade. When there is a second story, the upper floor windows are generally double-hung, wood windows. The exteriors are covered with brick or clapboards. Many of these properties are located in areas which have been designated historic districts potentially eligible for listing in the National Register of Historic Places and would be counted as resources.

Located along major streets and avenues are several strip shopping areas constructed between 1920 and 1940. These are generally one-story and constructed with brick exteriors, typical storefront facades, with simple brick cornices above.

To be eligible for listing in the National Register of Historic Places, neighborhood commercial establishments must possess integrity of design, materials, location, and association. Historic commercial districts must have visually cohesive streetscapes with integrity of location, setting, association, and feeling, and each contributing resource must retain architectural integrity.

Property Listings

Commercial establishments which may be potentially eligible for listing are located along Admiral Place in the Admiral Place Historic District.

1621 North Norfolk Avenue
False-front frame neighborhood building

Governmental Buildings

Government buildings include county and state office buildings, post offices, fire stations, and public water works. These buildings are generally located in the downtown area; however post offices and fire stations are scattered throughout the city. City water works are generally located near a source of water. In this case, the Tulsa City Water Works Building is located next to the Arkansas River. Many times these buildings are well constructed and are located on prominent streets and avenues, often on the corner of the block. A wide range of architectural styles may be used.

There are few post offices constructed before 1945 which were located outside the downtown area. Many times these substations were located in existing commercial buildings. Later, during the 1960s and 1970s as the city expanded and it was not possible for all citizens to access the downtown post office, larger substations were built. The common architectural style for such buildings was the International Style.

There is only one substation located in North Tulsa and it was built in the late 1950s or early 1960s and is located on Pine Street.

Early in the history of the city, fire stations were built outside the downtown area to accommodate the growing city. Early fire stations were built using the architectural characteristics common to early commercial buildings. Generally they were two stories in height, built with brick, and with one or two garage doors on the first floor and living quarters on the second. Later, the design of fire stations changed as the popular architectural styles of the day changed. During the 1930s many fire stations were built by the Works Progress Administration and were constructed of local materials, usually stone.

There are three fire stations located within the study area; however, one was built in 1990. Fire Station Number Two, located at 509 North Main Street, and Fire Station Number 16, located at 1401 North Lewis Avenue, were built in 1909 and circa 1935 respectively.

To be eligible for individual listing in the National Register of Historic Places, government buildings must possess integrity of design, materials, and location.

Property Listings

Fire Station Number Two
509 North Main

First Station Number Sixteen
1401 North Lewis Avenue

Tulsa City Water Works Building

Health Care Building Health care facilities could include hospitals, clinics, sanitariums, and medical business/offices. Although the Tulsa's first hospital was located north of the downtown in North Tulsa, it is no longer extant. No other health facilities were located in the study area.

To be eligible for individual listing in the National Register of Historic Places, health care buildings must possess integrity of design, materials, and location.

Landscapes

Landscapes can include parks, plazas, gardens, unoccupied land, natural features, and possibly parking lots. Small neighborhood parks are scattered throughout the northside of Tulsa with one large park, Owen Park, located just northwest of the downtown.

Some of the neighborhood parks are located within potentially eligible historic districts and may be counted as contributing sites. Owen Park, one of the oldest and largest parks, is located within the boundaries of the proposed Owen Park Historic.

To be eligible for individual listing in the National Register of Historic Places, landscapes must possess integrity of design, materials, location, setting, feeling, and association.

Federal Housing Administration (1929 - 1945)

After the stock market crash of 1929, the construction industry came to almost an immediate halt and, if housing was available, it was almost impossible for the average home buyer to obtain a mortgage. For the next four years the amount of urban home foreclosures was enormous. During this period thirty-three states passed special laws for persons unable to pay their mortgage payments; some extended redemption periods, others provided for limited foreclosure. The most valuable laws passed were mortgage moratorium laws, which extended the time period before property could be foreclosed.

The earliest government involvement in the housing industry was a before and after World War I because of housing shortages and high rents. There was also a research program conducted by the Division of Building and Housing of the Department of Commerce during the twenties. These programs had only a small impact and it was not until the depression that the federal government was forced to interfere with private lending institutions in order to help the housing industry revive.

In 1932, the Federal Home Loan Bank System was established to help the flow of mortgage credit. However, this program was only the beginning of the relationship between housing and the government. The Federal Housing Administration, one of the most important programs created by the National Housing Act of 1934 developed as a solution to the immediate problem of the high costs of housing and the low availability of loans. Although the arguments placed before Congress stressed more immediate objectives, such as the revival of construction and the reduction of employment, it also served to fulfill a long range objective: the continued availability of decent and affordable housing.

The Federal Housing Administration (FHA) was originally designed to stimulate the production and installation of building materials and equipment. This federally-insured loan program required that the home buyer put a minimum 5 percent down; the government held the first mortgage. These mortgages were insured up to $16,000 or 80 percent of the property value. The original fund was $10 million, increasing to $35 million by June of 1941 through income from interest, fees, and insurance premiums.

The implementation of FHA loans lowered interest rates, extended amortization periods, improved methods of appraisal, advanced marketing knowledge, and aided technical research. Other, important contributions which came out of the FHA were the study of city planning and rehabilitation and improved standards of construction and land subdividing. Overall, the houses built during the late 1930s were better constructed and sounder mortgages were written.

After war was declared in December of 1941, the efforts of the nation were directed toward defense, and additional housing became necessary in areas where there were defense manufacturers and military installations. By December of 1942 approximately $2 billion in federal funds were made available to house war-industry workers. In addition., the FHA was also permitted to insure $800 million mortgages for war-related housing.

By fall of 1940, the Lanharm Act had also been passed, which had an impact on urban housing. This act provided $150 million to provide housing for non-commissioned officers and civilian workers on naval and military reservations or in plants manufacturing articles of defense. The approximate cost of each housing unit was $3000. This low price was a result of prefabricated

units, light construction, simple materials and reduced standards.

Several years after the WW II began, materials were scarce, labor supply was reduced, and the maintenance of older, craftsman-like methods was not possible. Thus, the building industry was forced to respond to these limitations, resulting in increased efficiency in the design of housing, the types of materials used, and the building process itself

During the 1940s many subdivisions were entirely constructed by developers as speculative housing. Title VI was added and provided builders and developers a 90 percent loan-to-value ratio, provided mortgages did not exceed amounts ranging from $4000 for a single-family house to $10,500 for a four-family unit. These amounts were later increased to $5,400 and $12,000, respectively. This allowed builders to obtain full mortgage financing without advance sales, to sell on a contract-for-deed with little or no down payment or, to hold dwellings for rent. As little as 5 percent of the total price of the house was necessary for a down payment if the builder remained on the note as a co-signer.

At the beginning of the defense program in 1940 it became evident that it would be necessary to provide additional housing for workers in war industries. By December 15, 1942, approximately $2 billion of federal funds was made available for these houses and in addition the FHA was permitted to insure $800 million in mortgages in war housing. Tulsa had several defense industries in the northeast part of the city and several additions were platted between 1940 and 1945. It is possible that some of this housing was built as a result of these programs.

After World War II the Veterans Housing Administration was created and veterans became immediately qualified for the government-insured loans. The periphery of the study area which was platted during the late 1940s in Tulsa reflects this period of post-war construction.

Other changes affected the way builders designed their new subdivisions. Not only housing, but the design of neighborhoods began to change. While older, typical subdivisions were a gridiron of streets formed of blocks measuring 600 by 250 feet, new additions diverted heavy traffic to just a few streets. Narrow interior streets were built, and the streets often conformed to the contours of the land. This allowed for a reduction in the costs of streets, preservation of the natural vegetation, and separation of local and through traffic. This was a response to an increased demand for attractively planned neighborhoods without traffic hazards.

From 1929 until after World War II, both houses and housing subdivisions quickly went through a series of tremendous changes, permanently altering the urban landscape of America. In Tulsa, the changing design of the additions could be seen on the city street map as the city expanded in all directions. In the northeast section of the study area, the additions platted after 1929 illustrate of these changes. Some of the additions can be identified by the pattern of the streets, designed in such a way to eliminate heavy traffic from passing through the neighborhood. The houses become smaller, the architectural features similar, and, in almost every instance, a one-car garage was incorporated. These changes were also in response to the decline of the city street car and bus systems and the growing dependence on the automobile for private transportation.

Property Type Analysis

To be eligible for listing in the National Register of Historic Places, residences associated with the Federal Housing Administration loan program, war-related housing, and housing built after World War II and insured by the Veterans Administration must possess integrity of design, materials, and location. Residential historic districts must have visually cohesive streetscapes with integrity of

location, setting, association, and feeling, and each contributing building must retain architectural integrity.

Minimal Traditional Houses

Between 1934, when the Federal Housing Administration was established, until the mid 1950s, when the Ranch style became popular, thousands of Minimal Traditional houses were construction. These small 1,200 to 1,600 square-foot homes are located in the study area. The first to be built used features from the dominant Tudor Revival style of the 1920s, but the pitch of the roof was lower and the detailing simplified. The eaves are almost nonexistent. Others used detailing more common to Colonial Revival homes, again with simplifications. The main mass of the building was typically rectangular, with the fewest corners resulting in the lowest cost to build. Early examples of this style had detached housing, while later examples had the garages incorporated into the main mass. Generally, these early garages were for one car.

A great deal of this type of housing was found in the study area. In many of the areas which have been listed as nonhistoric, these houses were mixed with earlier housing from the teens and 1920s. These neighborhoods do not portray a sense of a particular time or a period of architecture. However, toward the east and northeast edges of the study area, entire neighborhoods of this type of housing appear.

Property Listing

The proposed Harvard Hills and Gary Place historic districts are excellent examples of this type of housing. Harvard Hills is located between Harvard and Knoxville, just north of Admiral Boulevard. Gary Place is located several blocks northwest of Harvard Hills. The design is typical of the period with an elementary school as a focal point of the area. The houses are medium-sized, brick residences with single or double incorporated garages.

Religion (1884-1945)

The Five Civilized Tribes, notably in the Cherokee and Creek settlements, organized churches. These were usually either Presbyterian, Methodist or Baptist churches served by a native pastor. Tulsa was no exception; the first organized church in Tulsa was the Presbyterian Church which was organized by the Creeks in 1883. The Methodist Episcopal Church, the forerunner to the First Methodist Episcopal Church, was organized in 1887 at Main Street and Cameron Street. Reverend George Mowbray was the first minister of the First Methodist Episcopal Church. The congregation later built a new building at Fifth Street and Boulder Avenue.

Other churches soon followed the establishment of the Presbyterian and Methodist churches. In 1890, the first Roman Catholic church was organized. Seven years later, the Baptists organized the first church of that denomination. Other early day churches built in Tulsa included the North Methodist Church which seated 300 people and the Methodist Church, South, whose building was described as "a fine, brick building with the largest audience room of any buildings in town, except for the opera house."

Many of the early day schools were sponsored by churches. The first successful school in Tulsa, the Presbyterian Mission Day School, was taught under the auspices of the Presbyterian Church. The Methodist Episcopal Church operated a mission day school for children until 1899. The Holy Family Church and School under the Roman Catholic church was located at Third Street and Elgin

Avenue in 1911. A combination grade school and high school was later built under the auspices of the Holy Family Church in 1919 and 1920 under the direction of Monsignor John G. Herring.

Churches were established slowly during the early years of the nineteenth century. A total of eight churches were noted on the 1905 Sanborn Map; however, the only new church since the 1901 Sanborn Map was the Christian Church. By 1907, the African Methodist Episcopal Church at 305 North Greenwood Avenue was established to serve Tulsa's black population. The Trinity Episcopal Church was established by 1907. By 1909, twelve churches were located in Tulsa. Seven additional churches, including two churches serving the black population, were noted on the 1911 Sanborn Map. The churches which were denoted as "Negro" were Brown's Chapel, C.M.E. (Colored Methodist Episcopal) at 307 North Frankfort Avenue and the Tigert Memorial Methodist Church on North Main Street. Other churches established in Tulsa by 1911 included the Church of Christ, the First Baptist Church, the First Presbyterian Church, the Holy Family Roman Catholic Church, and the United Presbyterian Church.

Few permanent buildings were constructed for religious services until the 1910's. The first congregation to erect a permanent building was that of the Catholics who built the Holy Family Church, at Ninth Street and Boulder Avenue. Construction on the church began in 1912. Services were held at the church in 1913 although the church was not completed and dedicated until 1914. The church was described as "cruciform in plan, pure and noble in design, its three heaven-pointing spires give a religious note to the city's skyline."

By 1915 almost every religion was represented in Tulsa, including two churches in the study area which served the black population of Tulsa. The two churches which served the black population were the Mount Zion Baptist Church at 415 North Elgin Avenue and the Vernon A.M.E. Church; both churches were denoted on the 1915 Sanborn map as "Negro". Other churches once located within the study area and noted on early Sanborn Insurance maps included the Grace Methodist Episcopal Church, the Lutheran Church, Maconia Baptist Church, the Orcutt Memorial Methodist Church, the Pentecostal Church, and the Second Baptist Church.

Many of the early churches associated with the African-American culture in Tulsa were destroyed in the Tulsa Race Riot of 1921. Churches which suffered property damage in the riot include the Methodist Episcopal Church, the African Methodist Episcopal Church, the Colored Methodist Episcopal Church, Paradise Baptist Church, Metropolitan Baptist Church, Union Baptist Church and the Seventh Day Adventist Church.

The Mount Zion Baptist Church, the most well-known African-American religious institution in Tulsa, was completely destroyed in the riot. It had just finished building a new church in 1921, only to be destroyed six weeks later during the Tulsa Race Riot. The church was "designed to serve the North Tulsa black community." It was organized in 1909 by S. Lyons who was the minister of the church for eight months. One of the ministers responsible for much of the growth of the church was Reverend R.A. Whitaker, an African-American. The church was rebuilt in 1921 after the race riots at a cost of construction $85,000. The congregation of the church repaid the $50,000 note twenty-one years later. The 1921 church building was rebuilt in 1945.

Property Type Analysis

Property types associated with religion are churches, church schools and parsonages. All of the early day frame buildings used as churches are no longer standing. They were replaced with buildings of a more permanent nature during periods of Tulsa's rapid growth.

Churches

Although many frame churches were constructed during the early years of Tulsa's development, congregations replaced them with more permanent buildings as soon as they could afford to rebuild. The majority of churches built on the north side of Tulsa before World War II are generally simplified version of the Gothic style. Some churches, however, were not formally designed and are simple, rectangular buildings with flat, hipped, or gable roofs.

During the 1940s a number of churches were built on the north side. These churches are medium-sized and designed in the Gothic tradition.

To be eligible for individual listing in the National Register of Historic Places churches must be architecturally significant or meet the criteria for exceptions. As an exception, they must possess historical significance beyond their function.

Church Schools

Early churches often had small schools associated with them. However, as public schools were built few religious schools remained.

To be eligible for individual listing in the National Register of Historic Places church schools must be architecturally significant or meet the criteria for exceptions. As an exception, they must possess historical significance beyond their function.

Parsonages

Many churches originally had associated parsonages. None were located during the survey.

To be eligible for individual listing in the National Register of Historic Places parsonages must be architecturally significant or meet the criteria for exceptions. As an exception, they must possess historical significance beyond their function.

Property Listings

While many religious buildings were located in the study area, few were found dating prior to the terminal date of 1945. Fewer were found to have been constructed prior to 1930. Many churches located north of Tulsa's downtown were destroyed during the Tulsa Race Riot of 1921. Many of the congregations rebuilt their churches after the riot, some in the same locations, some in new locations.

The following is a list of the churches which were surveyed during the reconnaissance-level survey of Tulsa and found to be potentially eligible for listing on the National Register of Historic Places.

Vernon A.M.E. Church
Ca. 1913.
311 North Greenwood Avenue
Gothic Revival

St. Monica Catholic Church
Built 1936.
633 E. Marshall Place
Gothic Revival

Second Presbyterian Church.
Ca. 1919.
76 N. Zunis
Cherokee Heights Historic District
Federal Revival

Education (1880-1941)

The first schools in Tulsa were tribal schools for children of the Creek Indians, the original settlers of Tulsa. Later, mission day schools were established to teach children of the Creek Indians and settlers. Under the management of the Home Mission Board of the Presbyterian Church based in New York City, the first successful school in Tulsa, the Presbyterian Mission Day School, was started in 1885. This school, which has been called "the mother of public education in Tulsa," was built in 1884 at the corner of Fourth Street and Boston Avenue. Four years later, it was overcrowded; however, it continued to operate until 1899. The Presbyterian Mission Day School was razed in 1906, and its location became the site of Tulsa's first high school and grade school, Tulsa High School, which was built in 1906.

Another early church-operated school was built by the First Methodist Episcopal Church at the corner of North Main and Brady streets in 1888 and closed eleven years later in 1899. A third mission school operated under the auspices of the Methodist Episcopal Church, South, from 1895 until 1898.

Schools in early day Tulsa including the Methodist and Presbyterian day schools were based on the neighborhood or tribal school system of the Creeks. Under this system, each neighborhood was required to provide a school building. In turn, each neighborhood elected three local trustees for each school. This system of the Creeks was the forerunner of today's school districts and boards of education.

True public schools were not built in Tulsa until 1905. Ward School (demolished), the first public school was constructed in 1905. It was located between Fourth and Fifth Streets and between Cincinnati and Boston avenues. Northside School (demolished), built in 1905, was the second public school built in the city. It was located at 519 North Boston Avenue. Early day residents complained about the distance these schools were from the residential areas. Most of the school-age children lived north of the Frisco Railroad, yet schools were being built in the south part of Tulsa.

Schools listed in **bold** are located within the study area.

The period from 1906 to 1929 was a time of rapid growth and expansion of Tulsa's school system. In May of 1906, 1,792 students were enrolled in Tulsa's school system, and by the fall enrollment had grown by 544 students. Sequoyah School (an earlier school than the one which remains today) was built in 1906 at 516 North Boston Avenue. Lindsay Public School at 512 W. 12th was built in 1907; it was renamed Riverview Elementary School in 1917. In December of 1907, the control of the schools in Tulsa passed from the city to boards of education, organized by districts.

In 1908, the Lynch-Forsythe School at East First Street and Rockford Avenues and the Owen School (later **Irving School**) at 8 North Maybelle Avenue were built. The names of both schools

were changed in later years: Lynch-Forsythe was renamed Washington in 1914 and abandoned as a school in 1937; Owen School was renamed Irving in 1918. By 1909, there were eight public schools. In 1909, Lincoln School was built on the corner of 15th Street and Peoria Avenue in the Bellview Addition.

Schools were first constructed for the teaching of black students after Tulsa legally segregated education when Oklahoma became a state in 1907. One of the first schools built under this law was Dunbar Elementary School (an earlier school than the one which exists today) at Haskell Street which was built in 1909. Other schools built under this law were Bunche School at 2703 North Yorktown Place and **Carver Junior High School** at 624 East Oklahoma Place. The first available secondary education for blacks in Tulsa, Booker T. Washington Senior High School, at 1631 East Woodrow Place. The architect for Booker T. Washington Senior High School was Leon B. Senter.

As the population of Tulsa increased in the 1910's, the city could not open schools fast enough to meet the growing demand for facilities. In 1909, Tulsa passed a $230,000 bond issue, of which $105,000 was reserved for existing facilities: Washington, Lincoln and Irving schools. The remainder of the bond money financed the construction of Celia Clinton (built in 1908 and demolished in 1952), Kendall (built 1912) at 715 South Columbia, Horace Mann (built 1913), and Osage (built 1913) at 325 W. Fairview (demolished). Riverview and Sequoyah schools were both built at 511 North Boston Avenue (both demolished). Lombard School was built in 1910.

Schools built in 1913 were Emerson at 311 West Fairview Street and the Conway Broun School at 1024 North Elwood Avenue at the northern entrance to The Tulsa Country Club. Also in 1913, the first black school was opened on North Hartford, consisting of an eight-room, brick building and a two-room frame building. **Lowell Elementary and Junior High** were opened at 621 North Peoria Avenue. **Whittier Elementary School** at 68 North Lewis Avenue was built in 1916.

In 1917, Tulsa citizens passed bonds to build eleven schools; each were far beyond the existing school districts. In 1918 two schools were constructed: Lee School at 1920 South Cincinnati Avenue and **Pershing School** at 1903 West Easton Street in the Owen Park neighborhood. To finance further growth, Tulsa's first $1,000,000 bond proposal for education was passed in May 1919. Cherokee School at 6001 North Peoria Avenue opened in 1920.

Central High School, a Tudor-Gothic Revival building was built in 1917 on the corner of Sixth Street and Cincinnati Avenue. It was Tulsa's only high school until the 1930's, when Will Rogers High School at 3909 East 5th Place and Daniel Webster High School at 1919 West 40th Street were constructed. In 1976, the old Central High School was closed. The school was reopened at 3101 West Edison Street. The Public Service Company of Tulsa is now housed in the building once occupied by the old Central High School.

Kendall College became the first college in Tulsa in 1907. Originally, the college was the Presbyterian School for Indian Girls in Muskogee; the name and its mission were changed in 1907. The name of the college again changed in 1920 when it was renamed the University of Tulsa. The first building erected on the campus was Kendall Hall in 1908.

Some of Tulsa's schools were built using the unit system, an innovative concept conceived by H.O. McClure, a member of Tulsa's Board of Education. The first school built under the unit system was the Clinton Elementary School. Under the unit system, a block of land was purchased and a one-story building was erected along one side of a block. As more space was needed additional building units were added to the existing building. Eventually, a school would enclose a central playground. Other schools built according to the unit system were **Dunbar**, Emerson,

Lowell, **Pershing** and **Whittier**.

Property Type Analysis

Property types associated with education are mission schools, educational buildings and administrative buildings. None of the early day mission schools remain. Historic photographs and descriptions show them as typically built of clapboard materials. No one style can be said to dominant the schools that were built in the study area. Styles represented in the survey area include: Tudor Revival, Gothic Revival, Italian Renaissance Revival, Italianate, Art Deco, and Spanish Colonial Revival. Most of the schools in the study area were built between 1916 and 1929.

In order to be eligible for listing on the National Register of Historic Places, schools must possess integrity of design, materials, and location.

Property Listing

The early mission schools were razed to provide land on which to build the public schools. The oldest extant school is **Irving School**, built in 1909, though its use has been converted from education. Within the survey area, five schools were built between 1909 and 1919 and six schools were built between 1920 and 1930.

The following schools are located within a proposed historic district and would be considered contributing properties:

Oak Cliff Historic District

John J. Burroughs Elementary School.
Built 1925. Additions 1927, 1928, 1929.
1929 N. Cincinnati Ave.
Current use: Education
Architectural style: Tudor Revival

Burroughs Elementary School is significant as the only example of a Tudor Revival style school in Tulsa (North Tulsa). It also has a strong association with the Oak Cliff Historic District which is primarily a Tudor Revival style neighborhood.

Irving Historic District

Washington Irving School
Built 1909. Addition 1918.
8 North Maybelle Ave.
Current use: Vacant
Gothic Revival

Illustrates the unit plan.

Cherokee Heights Historic District

Grover Cleveland Junior High School
Built 1926.

724 N. Birmingham Ave.
Current use: Education
Italian Renaissance Revival

Owen Park Historic District

John J. Pershing Elementary School
Built 1918. Additions 1926, 1927, 1929.
1903 W. Easton St.
Current use: Vacant
Italianate

Illustrates the unit plan.

Roosevelt Elementary School
202 W. Easton Pl.
Current use: Education
Art Deco

Harvard Hills Historic District

Sequoyah Elementary School
Built circa 1935.
3441 E. Archer St.
Current use: Education
Spanish Colonial Revival

Cherokee Heights Historic District

Whittier Elementary School.
Built 1916.
68 N. Lewis Ave.
Current use: Education

Illustrates the unit plan.

The following schools are potentially eligible for either architecture and/or their association to a cultural community.

George Washington Carver Junior High School.
Built 1928. Additions 1928, 1929, 1930, 1931, 1935.
624 E. Oklahoma Place
Current use: Education
Gothic Revival

Potentially eligible for its association to the African American community.

Dunbar Elementary School.
Built 1924. Additions 1925, 1926, 1928, 1929.
East Pine St.
Current use: Vacant
Illustrates the unit plan.

Potentially eligible for its association to the African American community and for its design.

Lowell Junior High School.
Ca. 1914.
621 N. Peoria Ave.
Current use: Vacant
Illustrates the unit plan.

Springdale Elementary School.
Built 1926.
East Pine St.
Current use: Education
Colonial Revival

Potentially eligible as an outstanding example of a Colonial Revival styled school.

Transportation (1850s - 1945)

Travelers to early day Tulsa probably used some of Oklahoma's earliest transportation networks, the waterways and the trails. Keelboats and steamboats were also commonly employed during the trapping era (mid-1800's). The first steamboat on the Arkansas River went as far as Fort Smith, Arkansas, in 1822 and in 1828, steamboats were plying their way as far as Fort Gibson in Indian Territory.

The Santa Fe Trail and the Texas Road were some of the earliest trails through Indian Territory. The Texas Road was a north-south route from Missouri to Texas that was first used by settlers migrating to Texas. It later developed as a major cattle trail. Another important cattle trail was the East Shawnee Trail. It had a sizable impact on the range cattle industry of northeastern Oklahoma and brought wealth to the Creeks and Cherokees. Originating in Fort Smith, the California Trail also passed through Indian Territory and carried goldseekers to the west coast. The Osage Trace was used by Indians in the territory. It followed the Cimarron and Arkansas Rivers. A 65-mile long military road between Fort Smith and Fort Gibson later developed. The first commercial road was the Butterfield Overland Route which brought mail into and through the territory.

The post-Civil War Reconstruction Treaty of 1866 had a profound impact on the future development of urban areas in Indian Territory because railroads and white settlement were introduced. Focal points were created by rail service and cities grew along the routes. The Missouri, Kansas, and Texas Railway was the first railroad to enter Indian Territory in 1870. Its route approximated the Texas Road. The Santa Fe and the Atlantic and Pacific railroads soon followed suit by laying tracks into Indian Territory from Kansas. The Frisco line reached Tulsa in August of 1883 and marked the beginning of that city's rail service.

Numerous rail lines eventually converged on the central district of Tulsa. In 1902, the city convinced the Missouri, Kansas, and Texas railway line to go through Tulsa rather than follow a route seven miles to the east of Tulsa. The following year a strike on the Red Fork line prompted city leaders to seek the service of a third railroad as a form of security against the negative impacts that strikes cause. The Midland Valley Railroad was persuaded to bypass Sapulpa in favor of Tulsa and became Tulsa's third railroad. By September of 1905, the highly prestigious Santa Fe Railway had also established service in Tulsa because of the area's favorable economic outlook. The construction of the Santa Fe line in Tulsa coincided with the boom in the Oklahoma petroleum industry that saw Tulsa rise to global prominence in the energy field.

Tulsa Trolleys

An outgrowth of rail development was traction and trolley service. In July of 1907, with only a few paved roads within the city limits, trolley service began in Tulsa, and by the end of the year service was offered along Main, Third, and Fifth streets. The service primarily concentrated on downtown and the area south of downtown. The first company to institute trolley services was Tulsa Street Railway (TSR).

Two years later, in 1909, a charter was granted to the Oklahoma Union Traction Company (OUT), and the first trolley company to reach Owens Park on the west end of the city. The company linked the trolley line south to Orcutt Lake, now Swan Lake, at 18th Street and St. Louis Avenue. The route went through downtown Tulsa via Fourth Street, south along Elgin Avenue to Eleventh

Street, and then on to St. Louis Avenue. Although this area was already well-developed, no service from TSR had been located there.

TSR then developed a trolley line to Tulsa University on the east side of town. This line traveled east along First Street from Peoria Avenue to Lewis Avenue and then turned south to Seventh Street where it terminated at the university. Another line was developed on South Main from 13th to 17th streets and a line to Owens Park was constructed along West Third Street. Ultimately, OUT built a line to Sapulpa. This 16-mile long line was completed in 1911. By 1915, several more routes in Tulsa were opened. The lines went north along Denver Avenue to Pine Avenue and southeast to Louisville Avenue and 21st Streets.

The trolley system continued to thrive through the early 1920's, but competition from jitney cars, taxis, and the private automobile cleared the way for decline. TSR was sold in 1929. OUT went bankrupt in 1935 and was sold to a Minnesota group the following year for conversion to a fleet of privately-operated busses. However, bus service has operated publicly since the 1970's.

Roads and Highways

The survey and development of section roads set the framework Tulsa's street system. The grid of the central business district is oriented along an alignment imposed by the railroad, however, the major street pattern outside downtown was corrected to align with the cardinal directions of the compass.

The developing automobile industry had a very important impact on Tulsa. Not only did it affect the physical form of the city in the early twentieth century but the use of petroleum products concurrently fueled the growth of the city. Petroleum, a vital industry for Tulsa, was being used in the cars that were jamming the streets of the city and was increasingly being used in the surface treatments of the streets themselves.

The development of highway agencies in the 1910's would foreshadow the massive development of new road systems of the mid-twentieth century. The transportation networks and the petroleum industry were closely related. More roads were paved in northeastern Oklahoma than in any other part of the state by 1925.

By the 1970's, freeways were again changing the physical form of Tulsa. In several cases, new freeways such as US 75 followed old railroad alignments but many freeways such as the Osage Expressway did not. Some of those freeways carved significant areas out of established neighborhoods to accommodate their rights-of-way. Even many of the freeways that do follow railroad alignments have rights-of-way much wider than those of the preexisting railroads and therefore are often more intrusive than their railroad predecessors. Among the freeways that opened in the early seventies were I-244 and the Keystone Expressway (US 64). The Cherokee Expressway (US 75) opened circa 1980 and the Osage Expressway opened in 1989.

Property Type Analysis

Property types for transportation resources include trails, roads, river crossings, railroad depots, related structures and railroad bridges, and buildings related to early automobile service.

Evidence of early-day trails, roads, and river crossings was not located in the study area. There were no railroad depots located in the study area.

To be eligible for the National Register of Historic Places, railroad bridges, gas stations, and trolley tracks must exhibit integrity of design, materials, setting, and association.

Railroad Bridges

Railroad bridges were built in urban areas to facilitate automobile traffic through the city. These bridges were generally built after the city was developed and traffic had increased to the point where the train crossing were either hazardous or inconvenient. These bridges include concrete bridges built between 1920 and 1945.

There are also several railroad bridges located throughout the study area. However, the Frisco Railroad Bridge on Peoria Avenue was the only bridge surveyed.

Gas Stations

Gas stations, service stations, and automobile garages built during the first half of the twentieth century were generally one-story, brick, stone, or concrete buildings with gasoline pumps and/or a small garage. Most generally located at the corner of a block on busy thoroughfares, the buildings were often placed diagonally on the lot to for easy access to the pumps. This type of station or garage would often have a large canopy which extended from the building over the pumps for protection from the weather.

During the 1920s it became popular for large distributors, such as Texaco, Shell, and Phillips 66, to have professionally designed stations which would be used to both identify the company and also, for the architecture to fit into the surrounding neighborhoods.

Brick, cut stone, and concrete were used for many of the early stations which were inspired by the City Beautiful movement and designed with Greek, Beaux Arts, or Neoclassical detailing. However, during the early 1920s a little house by the side of the road was the most popular image used by the gas companies. Easy to build, most were rectangular buildings which mimicked Bungalows, English cottages, and in the South--Missions or Pueblo styled residences.

During the 1930s the filling station was redesigned using the International Style and the Streamline Modern. These buildings were generally covered with white, enameled-metal with large display windows, a small office, service bays, storage space, and restrooms--all under one roof.

Only one gas station, a Tudor Revival station built before 1940, was located in the study area, at 2007 N. Cincinnati Avenue. It continues to maintain its architectural integrity and is potentially individually eligible for listing in the National Register of Historic Places.

To be eligible for individual listing in the National Register of Historic Places, gas stations must maintain integrity of design, materials, and location.

Trolley Lines

A small percentage of Tulsa's trolley lines ran through the study area on the north side of Tulsa. One single line ran from downtown Tulsa northward along Main Street to Cameron Street and then west to Denver Avenue and north from there to Pine Street. The Owens Park, Irving, and Brady Heights historic districts, were all well-served in the early years of Tulsa streetcars. By the mid-1910's, lines were constructed to the south and southeast. The Sand Springs Railway originated in the Greenwood area, crossed downtown, then roughly followed the Arkansas River through Newblock Park and from there proceeded to Sand Springs. The streetcar line to Owens Park went

west along Archer Street and turned north on Rosedale Avenue to terminate at Easton Street. Another line traversed Nogales Avenue between Third Street and Archer Street.

There was no evidence of trolley lines, trolley stations, or trolleys found in the study area, however, it is possible that the original tracks are located beneath the existing road covering. Trolley lines would be eligible only if found above the ground.

Property listing

The Frisco Railroad Bridge on Peoria and the Tudor Revival filling station located at 2007 Cincinnati Avenue were the only properties associated with transportation which were surveyed within the study area.

The filling station appears to be potentially eligible for listing in the National Register of Historic Places. Before the eligibility of the bridge can be determined a complete survey of every railroad bridge in Tulsa must be conducted.

Industry (1900 - 1945)

Although Tulsa has been the location of a diverse group of industries, oil and gas have predominated since the Red Fork oil strike in 1901. Before the discovery of oil and gas, Tulsa's economy was tied to the cattle and cotton.

After oil was discovered and the population of Tulsa began to swell, a number of other early urban industries began including bakeries, flour and feed mills, saddlery and harness manufacturers, carriage and blacksmith shops, saw mills, bottling works, brick yards, ore mills, ice plants tailor shops, planing mills, boot and shoe shops, and cotton oil mills. Brooms, cigars, ice cream, dressed meat, tanks, tinware, and torpedoes were also produced.

Zinc and lead mines were located all around Tulsa. At the turn of the century, Collinsville--located in Tulsa County--boasted the single largest smelter in the world. This industry continued in northeastern Oklahoma until shortly after World War I, when strikes and the depletion of ore brought it to almost a complete halt.

After 1915 a number of other industries developed including an attempt to establish vineyards, a pork-and-beans plant, and the Claro-cola plant. The largest bread factory south of Kansas City, Midwest Bread Company, was located in Tulsa. The Purity Ice Cream plant was built in 1927 and produced 500,000 gallons of ice cream a year. The film industry came to Tulsa in 1918 and a number of Western movies were produced in the city. The automobile industry also tried its luck at manufacturing. "The Tulsa," an oil field car, and the "Tulsa 4," a family car, however, were short lived experiments.

An early interest in aviation helped Tulsa become a center for related industries. By 1919 McIntrye Airport was the second largest in the United States and a regular stop for transcontinental mail and military flights. This industry continued to develop, and in 1928, W. G. Skelly built the Spartan Aircraft Company, later a J. P. Getty enterprise.

The crash of 1929 did not affect Tulsa until 1931, and Tulsa continued to hold the title as the "Oil Capitol of the Nation." By the late 1930's Tulsa had diversified and industries including agricultural processing, textiles, and glass production had located in the city. However, oil continued to be the number one industry, with forty-four oil companies and 614 oil company offices located in the city.

The 1940's were a period of growth for Tulsa, both during and after the war. Aviation and the adaptability of oil-related industries to war industries made Tulsa the perfect location for defense plants. Many of the plants tooled for fabrication of close-tolerance oil equipment, easily adapted for war materials. Items such as propeller spinners, bombsight parts, winches used on landing crafts, bulldozers and trucks, 80 mm gun barrels, and all types of ammunition and weapons were manufactured in the city. Defense workers swarmed to Tulsa and war housing was built in the city, particularly in the northeast section.

After the war many of these same plants converted to peace time industries, including a trailer home manufacturer and a factory to rebuild military surplus vehicles for construction and petroleum applications. The construction industry continued to boom after World War II.

Property Type Analysis

Factory buildings, company housing, warehouses, mill complexes, quarries and salt works were identified as property types in a statewide report by George O. Carney in 1987. The only property type related to industry which was located within the study area and surveyed for this study was factory buildings.

Factory Buildings

Factory buildings constructed prior to 1945 were generally one-story buildings with high ceilings and large, multi-paned windows to allow for the greatest degree of natural light. Other characteristics of this property type include poured-concrete foundations, brick or structural tile exterior walls, metal casement windows, and metal roofs. The majority of the examples found within the study area are adjacent to one of the three railroad tracks.

To be eligible for the National Register of Historic Places, industrial sites must possess integrity of design, materials, location, and setting.

Property Listing

Industrial properties located in the Bethlehem Steel Company District and the Utica Industrial District may retain their architectural integrity. It was not possible to properly evaluate these sites because they are not accessible to the public. Only after a complete survey of each site is conducted should a final determination be made on eligibility.

African-American Settlement (1836 - 1945)

African-Americans arrived in Tulsa with the Five Civilized Tribes in 1836. Members of the Five Civilized Tribes, particularly the mixed-blood members, often owned slaves. In the early 1900s, descendants of the Indian Territory slaves who were living in Tulsa were joined by African-American freedmen who had migrated from the south after the Civil War seeking a place in which to settle.

The African American emigrants from the South settled along First Street between Madison and Lansing avenues near the site of the old Midland Valley Depot, in an area which would later be known as Greenwood. The "Negro" section was confined to a section northeast of downtown Tulsa between the forks of the Midland Valley, Frisco, and Missouri, Kansas, and Texas railroad tracks.

In 1905, the city sold the area now known as Greenwood to various African-American inhabitants, and a strip of commercial buildings began to develop north along Greenwood Avenue. Some of the new residents in the Greenwood neighborhood opened commercial establishments. These included Owen W. Gulky, a grocery store owner, and Thomas Gentry, the first African-American in the real estate business in Tulsa. The Gentry family home was located on North Detroit Avenue.

By 1908, the commercial area known as Greenwood was established. Merchants in the area were men from such places as Arkansas, Minnesota, and Texas. Two blocks north of Greenwood was the Acme Brick Company. The close proximity of the brick plant resulted in the wide use of brick in building construction in the Greenwood area.

Another prominent business, the Daily Tulsa Star-- "Negro" newspaper--was edited and published by Andrew J. Smitherman, an attorney. He established the Daily Tulsa Star in 1913 and continued to operate the newspaper until 1921 when the newspaper plant was destroyed in the riot. In 1921, Theodore Baughman started the Oklahoma Eagle after purchasing it from Smitherman. Baughman ran the newspaper until 1937 when Edward Lawrence Goodwin, Sr. purchased it. The Oklahoma Eagle plant was located at 122 North Greenwood, across the street from the site of the original newspaper, the Daily Tulsa Star.

In 1908, immediately after the incorporation of Tulsa, the new city charter enacted the first set of segregation or Jim Crow laws in the state of Oklahoma. The grandfather clause, which restricted some of the African-American population from voting and established segregated educational facilities, remained in effect until 1915, when it was declared unconstitutional by the United States Supreme Court.

On the early Sanborn maps, "Negro" dwellings were listed in the 500 block of North Frankfort in the Northside Addition which was platted in 1909. Established as a Negro residential area by a city ordinance, this area was completely settled with African-Americans from Lansing Avenue on the east to Boston Avenue on the west. Price Addition, platted in 1911 was primarily developed and settled by African-Americans. By 1911 an African-American church was located at Third Street and Greenwood Avenue and an African-American school has been established on the 300 block of Greenwood.

By 1915, an African American community was growing on the north side of Tulsa. Dunbar School, built in 1909, was originally located on Hartford Avenue between Cameron and Easton streets. It was denoted on the Sanborn maps as a "Negro" school, as was a public school near Greenwood, located in the Davis-Wilson Addition. The original Dunbar School burned down in 1921. Mt. Zion Baptist Church at 415 North Elgin Avenue in the Greenwood area was also denoted as "Negro."

At the time of the 1921 Race Riot, the Greenwood area boosted four drug stores, numerous grocery stores, two hotels, two shoe stores, a theater, physicians and dentists offices, beauty shops, barber shops, dressmaker shops, cafes, four upholstered jitney busses, and an undertaking concern.

In 1939, the new brick Dunbar Public School replaced the old Dunbar School, which had burned in the riot. It was moved to the southwest corner of Pine Street and Madison Avenue and was still designated as "Negro," as were Booker T. Washington School at 1631 East Woodrow Place, the George Washington Carver School at 624 East Oklahoma Place, and the St. Monica Roman Catholic School at 401 East Haskell. Other properties designated "Negro" on the 1939 Sanborn Maps include Mount Zion Baptist Church at 415 North Elgin Avenue, the Wesley Methodist Episcopal Church, the Church of God in Christ at 1253 North Greenwood Avenue, the Rose Hill Baptist Church, the Union Baptist Church at 1277 North Greenwood Avenue, and the St. Monica Roman Catholic Church at 401 East Haskell Street.

Tulsa Race Riot of 1921

In 1921 the National Guard was called out from Oklahoma City to aid in quelling the Tulsa Race Riot. Martial law was declared twenty-four hours after an initial incident and was lifted two days later.

Thirty to forty blocks of the African-American community in Tulsa were destroyed in the riot, including 1,115 residences. Three hundred and fourteen residences were looted. Many people perished; although the exact numbers will never be known, it was estimated that twenty-six African-Americans and ten whites died. Property losses were estimated to be $2.3 million. Almost 4,300 African-Americans were left homeless by the incident.

To house the homeless, detention camps were set up in community buildings and city parks. The Convention Hall at 105 East Brady Street, McNulty Park between Ninth and Tenth streets and between Detroit Avenue and Elgin Avenue, and the old fairgrounds east of Lewis Street and north of Frisco Avenue were used as sites for centers. The Convention Center housed 1,005 African-Americans and McNulty Park housed 4,000 African-Americans during the riot. These centers operated until June 15, 1921.

Mayor Evans, the mayor of Tulsa during the riot, required residents of the burned Greenwood area to report to Booker T. Washington Public School at 1631 East Woodrow Place for job assignments. The primary rooms (grades 1 - 6) of the school were converted into an emergency hospital. Central High School was used as the Red Cross headquarters during the riot, while the Methodist Church on Fifth Street was used as an emergency hospital. Reconstruction of the destroyed area was delayed when the city attempted to force the African-American community to rebuild further north rather on the same site that was destroyed. The Tulsa Executive Welfare Committee was established immediately after the riot with responsibilities for caring for the refugees and reconstructing the destroyed area.

Many homes and businesses succumbed to fire. The brick Mount Zion Baptist Church was only forty days old when it was totally destroyed in the riot. Another establishment destroyed in the fire was the Midway Hotel. Homes of many of the prominent residents of the area were destroyed in fires. A two-story brick house on Greenwood Street and the J.P. Hughes house at 623 Hill Street were both burned during the rioting.

Property Type Analysis

Property types associated with the settlement of African Americans in Tulsa are residences, commercial establishments, churches, lodges, and schools.

The redevelopment of the entire neighborhood traditionally associated with African Americans has been almost completely razed, and much of the land is either vacant or redeveloped. The entire commercial area, now known as Greenwood Street (outside the study area), was rebuilt after the riot.

To be eligible for listing on the National Register of Historic Places, properties associated with the African American community in Tulsa between 1900 and 1945 must retain integrity of design, materials, setting, and association.

Archeological Potential

Much of the residential neighborhood which was rebuilt after the Race Riot of 1921 has since been demolished in an effort to revitalize the area. Some of the housing has been replaced, while in some areas there are entire blocks which remain vacant. The areas which were burned in the Race Riot may be potentially eligible for listing in the National Register of Historic Places if archeological testing is conducted. This area is located directly north of the Greenwood Commercial District and has been designated the North Side Archeological Historic District. To be eligible for the National Register of Historic District, archeological sites must retain sufficient integrity to yield important information, if the appropriate study techniques are employed.

Property Listings

There were no neighborhoods, commercial establishments, or lodges within the study area which were determined to be eligible. Individual properties which were determined potentially eligible for their association with the African-American community are listed in the urban development and education contexts. They include the George Washington Carver Junior High School, the Dunbar Elementary School, and Lowell Junior High School. The churches identified as potentially eligible include the Vernon A.M.E. Church and the St. Monica Catholic Church.

The small number of potentially eligible buildings and structures are a result of the destruction caused during the Tulsa Race Riot of 1921, the subsequent redevelopment of the same neighborhood in the 1970s and 1980s, and few commercial establishments built by African-Americans within the black community. It is possible that an intensive survey of the area may result in adding additional properties to the list; for example, homes of significant African-American persons.

Native Americans (1836-1907)

Tulsa and the surrounding area was first settled by the Creek and Cherokee Tribes in 1836. The Creeks and Cherokees along with the Seminoles, Choctaws and Chickasaws (known as the Five Civilized Tribes) were forced to migrate west during the Indian Removal of 1836. The Creeks who settled the area in and around Tulsa were the Lochapokas band of the Creek Indian Tribe, who had made their home in Alabama prior to Removal. The Creeks settled the area primarily to the south and east of present-day Tulsa, with the Cherokees sharing the northern boundary of Creek land. To the west was the land of the Osages.

The boundaries of Tulsa were marked by the northern border of Creek tribal land and the southern border of Cherokee tribal land. Immediately adjacent on the western boundary of Tulsa was Osage tribal land. Originally, Tulsa was located one-and-one-half-miles from its current downtown area in Cherokee tribal lands. It was moved when white settlers arrived to settle Tulsa, because Creek law was more liberal than Cherokee law in allowing non-Indians into the tribal community. Prior to its incorporation, Tulsa was located in the Coweta District, the northeastern-most district of the Creek tribal lands.

Many of the first families in Tulsa were mixed-blood Creek Indians. One of the largest families was the George Perryman family. Other members of the Perryman family included Legus C. Perryman and Josiah Perryman, who along with their brother, George, each held the Creek office of Principal Chief of the Creek Nation at one time or another. George and Josiah Perryman are regarded as the founders and fathers of Tulsa. A descendent of the Perryman family, Lilah Lindsey, was the second teacher at the Presbyterian Mission Day School. She also has the distinction of being the one of the first Creek women to earn a college degree.

Occupations represented in the Perryman family included merchants, ranchers, civic leaders, and postmen. The first post office (ca. 1880) in Tulsa was located on the Perryman ranch, or the "White House," as it was referred to by Tulsans. In 1879 it was located on what is now 38th Street and Trenton Avenue in the southern section of Tulsa. The Perryman Ranch was the largest in the area and spread from 21st to 71st streets and from the Arkansas River to Lynn Lane in Broken Arrow. Perryman later moved to a "fanciful two-story house with a cupola," which he built on "High Hill" in the block now occupied by the Tulsa County Courthouse in downtown Tulsa.

Most of the land in Tulsa was owned by just a few Creek families including the Perryman, Owen, Davis, Crowell and Childer families. The Ed Crowell farm was just east of Boston Avenue. Robert Childers, a Creek judge of the Coweta District, moved to Tulsa in 1882 and built one of the first new homes on Cheyenne Avenue between Archer and Brady streets. Jeff Archer, a mixed-blood Cherokee, built the first store in Tulsa. It was completed in December of 1882 and described as "a box shack twelve by fourteen feet in size, of rough lumber, with a tent roof."

The Bullette Addition was platted on the farm of George Bullette, a mixed-blood Delaware who arrived in Tulsa in 1882. Bullette was an early merchant in Tulsa who built a home on North Norfolk Avenue around 1894. South of Standpipe Hill, on the Cherokee side of the line, was a log house built by William Burgess, a Cherokee Indian. Chauncey Owen, a white man who married a Native American and lived on her allotment just west of downtown Tulsa, sold the city its first park--Owen Park. He arrived in Tulsa in 1874 and is also credited for building the first hotel in Tulsa.

The names of some of the streets and additions located in the study area are related to these Indian families, including Owens, Archer, Bullette, and Burgess.

Property Type Analysis

Properties which may be associated with the Native American culture include log cabins, farmhouses, residences, commercial establishments, and cemeteries. However, no properties have been found associated with Native American settlement in the study area. It is possible that some of these properties may be found during intensive surveys, particularly in the Cherokee Heights Historic District.

Property Listings

No properties associated with the Native American context were identified in the study area.

European Settlement (1900 - 1945)

When Oklahoma opened for settlement in the late nineteenth century, emigrants were moving to the United States to escape agricultural depressions in Europe. Many came to establish farms on the free land offered by the United States government. Some came to work in the oil fields and mines of northeastern Oklahoma. It was a common practice for companies to recruit ethnic Americans with experience working in the oil fields and mines, and on the railroads in other parts of the United States. Many of the ethnic groups were attracted to the area because of the zinc and lead smelting in northeastern Oklahoma, a business which needed great amounts of labor. In the urban areas immigrants and ethnic Americans often found opportunities as grocers, tailors, and dry good dealers.

The percentage of European immigrants and ethnic Americans settling in the Tulsa area at the turn of the century and for many years following was very small (2 percent in 1910). In Tulsa, before 1920, English, Irish, Germans, and Jews predominantly made up the ethnic population. The English, Irish, and Germans favored the petroleum industry; the Jews often had professional positions. The fast growth of Tulsa did not allow for ethnic groups to develop enclaves; rather, immigrants would settle near the downtown area and as the downtown expanded, their property was bought up and redeveloped for commercial uses. Groups of similar backgrounds dispersed throughout the city, rather than moving as a group to a new location. A Greek community began in Tulsa in the 1920s. Arriving primarily from Texas, the Greeks preferred city life and did settle together in a neighborhood. This neighborhood was demolished in the 1960s when the Broken Arrow Expressway was built.

Churches are often the only remaining properties associated with certain ethnic groups. The Catholic churches, with the exception of the African American Catholic church--St. Monica's--are located primarily on the south side of Tulsa, outside the study area. Synagogues, built by the Jewish who came in 1901 with the beginning of the oil boom, are also located south of the downtown and outside of the study area.

The Germans built the first Lutheran Church in 1914. They were forced to assimilate quickly after World War I began, and little evidence of their culture remains in Tulsa.

Property Type Analysis

Property types associated with ethnic Americans and immigrants include houses, fraternal organization buildings, ceremonial buildings, schools and commercial establishments. To be eligible for the National Register of Historic Places, buildings associated with European immigrants must possess integrity of design and materials. None of the known structures from this period remain.

Property Listing

None were located in the study area.

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Appendix

Tulsa Subdivision Plat Dates

Name of Plat	Date of Plat	Location
Adams--	1909/1920	6
Acre Gardens--	1918	2
*subdivided 1922, 1928		
Air Crest--	1918	
Archer--	1920	11
Archer Hts--	1928	
Arlington Heights		
Auto Heights--	1910	8 -9
Baird--	1907	CH, UI
*solid area amended 1911		
Baker's--	1924	
Barnes-	1925	
*subpart of the TD Evans subdivision		
Barton--	1918	CH Adm HD
Bellevue Heights--	1927	10
Bellevue Heights 2nd--	1927	10
Berryhart--	1919	9
Betebenner--	1917	C.H. Adm HD
Booker Washington--	1916	3
Boyce--	1926	
Brady Hts.--	1906	
Broadview--	1923	4,5
Brookdale--	1925	2
Brookland--	1923	
*amended 1941		
Brookland 2nd--	1924	
Bullette--	1912	8
Bullette Second--	1921	8
Bullette Third--	1923	8
Bullette Heights		4
Bullette Heights 2nd		4
Bunker Hill--	1919	
Burgess Hill--	1907, 1909	BH, BH II IR HD
Burrough View--	1941	1
Business Men's--	1919	
Caldwell--	1923	11

Capitol Hill 2nd	1918		89
Carpenter's 1st--	1929		98
Carter--	1918		3
Carter Valley			2
Carver Heights--	1929		4
Carver Heights 2nd--		1946	4
Carver Heights 3rd--		1944	4
Chappelle			
(amended 1969)			2
Cherokee Hts--	1907		C.H.
Cherokee Hts 2nd--	1908		C.H.
Clarence Lloyd--	1909-'23		
*piecemeal development			
Clines Crest--	1922		CP
College Inn--		1943	4
Conservation Acres--	1918		5
Coots--		1943	
Crosbie-Hts.--	1908		IR HD
Crutchfield--	1918		89
Davis-Wilson Heights--	1910		6
Depriest--		1938	4
Deshon--	1917		C.H.
Dickson Goodman--	1924		2
Douglas Place--	1917		6
Dunbar--	1920		2
Eastland--	1914		C.H.
			Adm HD
Elgindale--	1923		
Elm motte--	1929		5
Elm Ridge--	1917		9
Elm Ridge 2--	1920		9
Elmwood--	1922		1
Emerson--		1944	3
Emerson 2nd--		1949	3
Englewood--	1918,1923		1
Evans			11
Fairmont--	1910		Adm HD
Fairview--	1906		7
*amended, resubdivided 1910+			
Federal Heights--	1920		12
Federal Heights Second--	1921		12
*solid area amended 1930;			
darkest area amended 1942			
Fleetwood Industrial Addition--	1929		
Florence Place--		1940	11
Forsythe			UI
Friendly Homes--		1941	
Frisco--	1910		81
Gentry--	1922		2
*amended to Chappelle Addn. 1969			
Gentry 2nd--	1922		2
Gillettte-Hall--	1910-1915		
*only a small portion lies north of I-244			

Grandview Place--	1917		CH
Grandview Place 2nd--	1918		CH
Greenwood--	1918		6
Gurley-Hill--	1911		6
Harding--	1923		2
Hartford--	1924		6
Harvard Hills--	1929		HH
Harvard Square			11
Henry--	1924		3
Hollywood	1923		OP
Home Dawn(Lawn)			10
Homebuilders--	1925		2
Homes Gardens--	1919		12
Homestead Valley--	192		1
Hoods--	1923		
(A. 1928)			
*subpart of the TD Evans subdivision)			
Hortense--	1922		11
Hudson--	1917		CP
Hunter--	1918		4
Ingram Lewis--	1916		8 9
Investors--	1917		2
Irving Place	1910		OP
*crosshatched area amended 1911			
Jacobs			9
J.H. Jenkins--		1967	
Joe Louis--		1939	4
John Moore--		1946	10
King--		1941	
Kinloch Park--	1918		5
Kirkpatrick Hts.--	1911		BH II
Kraatz-Gerlack--	1917		
Lamb--		1940	3
League			9
Leclaire--	1926		3
Liberty--	1916		3, 7
Liberty 2nd--	1921		3
Lincoln Heights--		1944	4
*solid area amended 1942			
Lincoln Park--	1912		3, 6
Lindell Park--	1924		11
*Block 3, 42 and 46			
Lloyd--	1918		CP
Lorraine Drive--	1920		11
Lynch-Forsythe--	1906		
McCune--		1947	2
McLane--	1920		11
*solid area amended 1940			
Mager--		1941	11
Magic City--		1946	9
Mann's--		1947	8
Maryland Gardens-	1918		

*solid area amended 1950			
Meadowbrook--	1911		2
Melrose--	1920		1
Melrose 2nd--	1923		1
Melrose 3rd--		1930	1
Mercer--	1919		
Middleton--	1917		3
Mitchell-Crosbie--	1911		IR HD
Montecello--		1949	
Morgan Hts--		1946	
Morley--	1923		1
Mountain View Heights-	1919		OC, RH
*rededication of a portion of Davis Heights			
Nash--	1925		11
New Irving Place--	1917		OP
New Irving Place 2nd--	1922		OP
Newblock Park--		1941	
*originally Braden-Martin 1920			
North Denver--	1921		1
North Side--	1909		6
North Tulsa--	1904		BH II
North Moreland--	1909		6
Oak Cliff--	1923		OC, RH
*amended 1924			
Oak Terrace--	1923		OC, RH
Ohio Place--	1918		
Osage Hills			TCC
Overlook Park--	1910		IR HD
Owen Addition--	1906		
Ozark Garden Farms--	1917		
*amended repeatly after 1941			
Ozarka Place--	1920		Adm HD
Park Hill--	1910		OP
*amended 1911			
Park Industrial --		1948	
Pershing--	1918		2
Pershing 2nd			3
Pomeroy Heights--	1916		11
(A. 1940)			
*originally one plat with Speedway Heights			
Ponder--	1913		BH, BH II
Ponder 2nd--	1917		BH II
Portland Place--	1920		11
Potts--		1944	
Propect Gardens--	1919		5
Prospect Place--	1910		5
Ramona--	1917		6
Reddin--	1917		
*solid area amended 1919			
Reservoir Hill--	1923		RH
*amended 1940			
Richey--	1928		
Rodgers Hts--	1919		
*mostly south of I-244			

Roosevelt--	1920		3
Rosedale--	1916		7
Schlump--	1920		
Sequoyah Hills--		1939	HH
Sequoyah Place--	1923		10
Shaw--	1923		
*subpart of the TD Evans subdivision			
Skidmore--	1913		Beth HD
Sloan--	1911		
South Osage Hills			TCC
Speedway Heights--	1920		11
*originally one plat with Pomeroy Heights			
Springdale Acre Lot--	1908		8
Stahl--	1928		11
Stanford Heights--	1921		
Strobel--	1923		
Sunnybrook--	1918		7
Sunnyslope--	1920		3
Sunrise--	1917		9
Sunset Hills--	1916		
T Dickson--	1917		4
Tulsa Garden Acres--		1950	
Tulsa Heights--	1908		10
United Methodist Square--		1966	
University Drive--	1921		11
University Park-	1924		
Utica--	1921		~~9~~ 8
Utica Heights--	1923		~~9~~ 8
Walnut Park--	1925		
*mostly south of I-244			
Washington			6
Watters--		1942	
Waverly Place--	1919		10
Westrope Acres--	1920		
Whites--	1925		
Whitely--	1929		
*subpart of the TD Evans subdivision			
Wildman's--	1921		9
Woodrow Park--		1944	4

List of Individual Surveys by Alphabetical Order

Address	Photo Log #
1107 E. Admiral Blvd.	L 1, 2
2523 E. Admiral Ct.	M 4, 5
3411 E. Admiral Ct.	N 17, 18
1401/1405 E. Admiral Pl.	B 6, 7
1531 E. Admiral Pl.	B 8, 9
1533 E. Admiral Pl. (two-story shotgun)	B 10, 11
1647 E. Admiral Pl.	L 7, 8
3015/3017/3021 E. Admiral Pl. (Eastside Cafe)	P 11, 12
3400 E. Admiral Pl.	P 5
222 E. Apache	W 1, 2
2501 E. Archer	M 6, 7
3441 E. Archer St. (Sequoyah School)	N 21-23
3906 E. Archer St.	O 13, 14
1716 W. Archer St.	G 23, 24
723 N. Atlanta Ave.	L 24, M 1
1326 N. Atlanta Ave.	T 17, 18
1333 N. Atlanta Ave.	T 15, 16
1412 N. Atlanta Ave.	T 12, 13
1608 N. Atlanta Ave.	U 11, 12
1615 N. Atlanta Ave.	U 13, 14
1801 N. Atlanta Ave.	U 16, 17
1808 N. Atlanta Ave.	U 15, 18
1628 Atlanta Ct.	T 22, 23
1725 Atlanta Ct.	U 1, 2
1731 Atlanta Ct.	U 3, 4
724 N. Birmingham Ave. (Cleveland School)	M 2, 3
1153 N. Birmingham Ave.	S 5, 6
1810 N. Birmingham Ave.	U 5, 6
1705 N. Birmingham Pl.	U 9, 10
1712 N. Birmingham Pl.	U 7, 8
1970 N. Boston Ave (church)	L 20. 21

1712 N. Birmingham Pl.	U 7, 8
1970 N. Boston Ave (church)	L 20. 21
2406 Boston Ave.	D 7, 8
2423 Boston Ave.	D 11, 12
1520 Boston Pl.	D 13, 14
1807 Brady	E 24, 25
1710/1712 W. Charles Page Blvd. (City of Tulsa Water Works)	CC 1-4
625 Cheyenne	F 1, 2
628 Cheyenne	F 3, 4
1133 Cheyenne	D 21, 22
1137 Cheyenne	D 23, 24
1207 Cheyenne	D 19, 20
2455 Cheyenne	D 9, 10
1929 N. Cincinnati (School)	Y14, Y16
2007 N. Cincinnati - Individually eligible	Y 12, 13
64 College	P 15, 16
848 College	Q 14, 15
1010 College	Q 12, 13
1128 College	Q 10, 11
1162 Columbia Ave.	S 13, 14
807 Columbia Pl.	R 1, 2
916 Columbia Pl.	R 4, 5
620 Country Club	K 7, 8, 10
628 Country Club	K 9, 11
1140 Dawson (Welch Machine)	S 15, 16
2420 Dawson (Adams Box Co.)	S 17, 18
116-122 Delaware Pl.	Q 24, 24A
826 Delaware Pl.	Q 18, 19
1012 Delaware Pl.	Q 16, 17
1424 Denver (demolished)	D 17, 18
2110 Denver Blvd.	D 5, 6
2247 N. Denver Place	DD 1, 2
1159 Detroit Avenue	I 19, 20
1202 West Easton Place (Roosevelt School)`	K2, K1
1310 West Easton Place	K3, 4

1716 Easton West St.	E 12-14
1721 Easton West St.	E 10, 11
1903 West Easton St. (Pershing School)	E 21-23
1310 West Easton Pl.	K 3, 4
1819 West Easton Pl.	E 17, 18
1823 West Easton Pl.	E 19, 20
1824 West Easton Pl.	E 15, 16
2028 West Easton Pl.	K 5, 6
419 N. Elgin (Mt. Zion Church)	I 8, 9
1506 N. Elgin	X 1, 2
1715 N. Elgin	X 5, 6
1716 N. Elgin	X 3, 4
128 Florence	P 20, Q 1
1605 North Frankfort	A 13, 14
550 Frisco	CC 17, 18
2533 Garrison Place.	W 23, 24
719 North Gary Pl.	Q 3, 4
1029 North Gary Pl.	Q 5, 6
1129 North Gary Pl.	Q 7, 8
1227 North Greenwood Avenue (church)	Z14, Z15
1414 N. Greenwood Ave. (First Baptist Church)	I 10, 11
1620 N. Greenwood Pl.	X 16, 17
1641 N. Greenwood Pl.	X 18, 19
2171 North Hartford	Y9, Y10
7 N. Harvard (Ann's Bakery)	P 8, 9
15 N. Harvard	P 7, 10
1103 East Haskell Pl.	H 15, 16
1132 East Haskell Pl.	H 17, 18
3503 East Haskell Pl.	N 24, 24A
1017 East Haskell St.	H 19, 20
2829 E. Haskell St. (Whitely Bldg.) - Indi. eligible	Q 22, 23
3010 Independence	P 18, 19
3322 Independence	O 1, 2
1620 E. Jasper	J 22, 23
118 Jasper	I 6, 7
3518 E. Jasper	O 3, 4

1709 E. King Pl.	J 18, 19
3322 E. King Pl.	O 7, 8
2440 E. King St.	R 7, 8
3511 E. King St.	N 5, 6
513 Knoxville	N 19, 20
150 Lansing - Ind Eligible	J 6, 7
1931 N. Lansing	Z 6, 7
1951 N. Lansing (church)	Z 2, 4
2246 N. Lansing	Y 23, 24
2514 N. Lansing	Y 21, 22
2519 N. Lansing	Y 19, 20
437 E. Latimer Pl.	I 21, 22
1025 E. Latimer Pl.	H 10-12
1721 East Latimer Place	J 14, 15
68 N. Lewis Ave. (Whittier School)	L 22, 23
1133 N. Lewis Ave. (Tulsa Job Corps)	S 19, 20
1401 N. Lewis Ave. (fire station #16) - Ind. Eligible	T 10, 11
1323 North Lewis Pl.	T 4
1326 North Lewis Pl.	T 6, 7
1437 North Lewis Pl.	T 8, 9
1703 North Lewis Pl.	U 21, 22
1712 North Lewis Pl.	U 19, 20
732 Louisville	O 19, 20
748 Louisville (Rose Hill Methodist Church)	O 21, 22
509 N. Main St. (fire station) - Ind. Eligible	I 4, 5
614 N. Main St.	I 2, 3
638 N. Main St.	I 1
1123 N. Main St.	DD 5, 6
1619 N. Main St.	D 15, 16
735 Marion	O 17, 18
633 E. Marshall Pl.	C 4-7
720 East Marshall St.	J 4, 5
2413 East Marshall St.	S 3, 4
2721 Marshall St.	S 9, 10
8 N. Maybelle (Irving School)	G 3, 4
1814 North Midland Ave.	Y 7, 8

140 North New Haven	O 15, 16
236 East Newton Pl.	I 17, 18
2440-2442 East Newton St.	T 2, 3
2444 East Newton St.	T 0, 1
406 South Nogales	G 5, 6
808 N. Norfolk Ave.	EE 6,7
1500 N. Norfolk Ave.	Z 21, 22
1621 N. Norfolk Ave.	A 3, 4
1820 N. Norfolk Ave.	A10, 11
1821 N. Norfolk Ave.	AA 10, 11
2003 N. Norfolk Ave.	AA 8, 9
2235 N. Norfolk (Pilgrim Rest Baptist Church)	AA 6, 7
624 E. Oklahoma Pl. (Carver Jr. High)	I 12-14
2539 E. Oklahoma Pl.	T 19, 20
432 E. Oklahoma Pl.	I 15, 16
538 E. Oklahoma St. - Ind. Eligible	C 1-3
1928 E. Oklahoma St.	J 16, 17
3 North Olympia	G 16-18
119 South Olympia	G 14, 15
916 South Olympia	G 7, 8
506 Osage Drive	K 14, 15
585 Osage Drive	K 16, 17
606 Osage Drive	K 12, 13
128 North Oswego	O 11, 12
728 North Oswego	O 9, 10
809-811 N. Owasso Ave.	H 13, 14
1611 N. Owasso Ave.	A 1, 2
1870 N. Owasso Ave.	AA 1, Z 24A
1875 N. Owasso Ave.	AA 2, 3
2525 N. Owasso Ave.	AA 17, 18
2534 N. Owasso Ave.	AA 15, 16
80 N. Peoria (Tank Manufactering)	L 3, 5
621 North Peoria (Lowell School)	H6, 7, 8, 9
1727 N. Peoria (Banfield's Market)	BB 13, 14
307 South Phoenix	G 11-13
710 South Phoenix	G 9, 10

564 East Pine Pl.	X 11, 12
751 East Pine Pl.	A 5, 6
1040 E. Pine Pl.	Z 23, 24
762 E. Pine Street	I 24, I 24A
802 E. Pine St.	I 23, J 1
1014 E. Pine St. (Morningstar Baptist Church)	J 2, 3
1500 BLK E. Pine St. (Fifth Church of Christian Science)	Z 19, 20
1615 E. Pine St. (salvage yard)	V 21, 24
1641 E. Pine Street	V 20, 22, 23
2111 E. Pine St. (Mel-o-dee Ice Cream)	V 4, 5
2510 E. Pine St. (Springdale Elementary School)	T 21
1516 N. Quaker	BB 19, 20
2027 N. Quaker	BB 11, 12
2432 N. Quaker	AA 23, 24
2518 N. Quaker	AA 21, 22
701 E. Queen Pl.	X 14, 15
2128 E. Queen Pl.	V 1, 2
1107-1115 Queen St. (Five Shotgun houses)	A 7, 8
171 North Quincy	B 4, 5
731 North Quincy	H 4, 5
540 Reading St.	X 7, 8
558 Reading St.	X 9, 10
789 Reading St.	Z 12, 13
2215 Reading St.	U 24, 24A
340-360 N. Rockford	B 15, 16
1549 N. Rockford	BB 17, 18
2140 N. Rockford	BB 3, 4
2428 N. Rockford	BB 1, 2
814 N. St. Louis	H 2, 3
1620 N. St. Louis	BB 15, 16
2021 N. St. Louis	BB 7, 8
122 South Santa Fe	G 19, 20
232 North Santa Fe	E 6, 7
753 East Seminole Pl.	Z 8, 9
537 East Seminole St.	Y 3, 4
609 East Seminole Pl.	X 22, 23

612 East Seminole Pl.	X 24, Y 1-2
635 East Seminole Pl	X 20, 21
762 East Seminole St.	Z 10, 11
26 North Tacoma	G 21, 22
108 N. Trenton (Davy McGee Bldg.)	B 12-14
907 N. Trenton	H 1, J 24
1412 N. Trenton	J 10, 11
1838 N. Trenton Ave.	BB 5, 6
921 N. Troost	EE 4,5
1012 N. Troost	J 20, 21
100 N. Utica	B17, 18
111 Vancouver	E 2, 3
701 N. Victor Ave.	L 9, 10
230 West Victoria	D 4, K 18
261 West Victoria	D 2, 3
66 N. Wheeling Ave.	L 15, 16
132 N. Wheeling Ave.	L 13, 14
704 N. Wheeling Ave.	L 11, 12
1527 N. Wheeling	V 18, 19
223 E. Woodrow Pl.	W 13, 14
551 Woodrow Street	W 17, 18
1731 E. Woodrow St.	W 15, 16
1532 North Xanthus	V 16, 17
1535 North Xanthus	V 14, 15
1824 North Xanthus	V 10, 11
1829 North Xanthus	V 12, 13
234 North Xyler St.	W 11, 12
619-621 North Xyler St.	W 19, 20
1608 North Yorktown	V 6, 7
1610 North Yorktown	V 8, 9
242 North Young Pl.	W 7, 8
243 North Young St.	W 9, 10
1027 E. Zion Ct.	AA 19, 20
303 E Zion Pl.	W 3, 4
304 E Zion Pl.	W 5, 6
550 E. Zion St.	W 21, 22

1044 E. Zion St.	AA 13, 14
76 N. Zunis (Second Presbyterian Church)	L 19-21

Dunbar School (on the 700 blk. of Pine St.)	Z 17, 18
(Block 8, Roosevelt Addition)	
Washington Irving Monument	E 8, 9
(Irving Pl. Add., Intersection of W. Easton St and Vanouver)	
Frisco Railroad Bridge	B 1-3
(N. Peoria Ave and E. Archer St.)	
Springdale Center	U 23, V 3
(Block 16, Prspect Pl. Add.- corner of Lewis and Pine)	
Pierre Grocery	B 20, 21
(NE corner of Block 5, Baird Addition)	
1800 blk. of Rockford, apartment complex	BB 9, 10
(Block 1, T. Dixon Addition)	
Archer (near I-244)	J 8, 9
(Block 5, Skidmore Addition)	
Elwood	D 0, 1
(Block 5, Reservior Hill Addition)	
Santa Fe (even number house in 200 blk.)	E 4, 5
(SE corner of Block 14, Park Hill Addition)	
E. Virgin St. (between Lansing and the railroad)	Z 3, 5
(Block 2, Carter Addition)	
N. Utica	J 12, 13
(Unplatted- NE corner of Oklahoma St. and Utica)	
Hydraulic Pump Factory	L4, 6
(Block 4, lots 6-14, Lynch-forsythe Addition)	

List of Individual Surveys by District or Area

Property Type	Address	Negative Number
Admiral Boulevard Historic District		
COM	3015/3017/3021 E. Admiral Place	P11,P12
CH	3400 E. Admiral Place/Crosstown Church of Christ	P5
COM	7 N. Harvard	P8,P9
COM	15 N. Harvard	P7,P10
Bethlehem Steel Historic District		
IND	150 N. Lansing Ave/Recyle America	J6,J7
COM	700 or 800 Block E. Archer (N. side)	J8,J9
Brady Heights Historic District		
SF	625 N.Cheyenne Ave.	F1,F2
SF	628 N. Cheyenne Ave.	F3,F4
SF	1133 N. Cheyenne Ave.	D21,D22
SF	1137 N. Cheyenne Ave.	D23,D24
G	509 N. Main/Fire Station	I4,I5
Brady Heights II Historic District		
MF	614 North Main	I2,I3
SF	638 North Main	I1
SF	118 E. Jasper	I6,I7
Cherokee Heights		
SF	2523 E. Admiral Ct.	M4,M5
CH	2501 E. Archer/Memorial Christian Church	M6,M7
SF	723 N. Atlanta	L24,M1
SCH	724 N. Birmingham Ave./Grover Cleveland Mid. School	M2,M3
SCH	68 N. Lewis Ave./Whittier Elem. School	L22,L23
COM	108 N. Trenton	B12,B13,B14
SF	104 N. Victor Ave.	L17,L18
SF	701 N. Victor Ave.	L9,L10

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)

SF	66 N. Wheeling Ave.	L15, L16
SF	132 N. Wheeling Ave.	L13, L14
SF	704 N. Wheeling Ave.	L11, 112
CH	76 N. Zunis/Second Presbyterian Church	L19, L20, L21

Cheyenne Park

SF	1424 N. Denver Ave. (Demolised)	D17, D18
SF	1207 N. Cheyenne Ave.	D19, D20
G	509 North Main (No. 2 Fire Station) Individually Eligible	I4,I5
MF	1123 N. Main	DD5,DD6

Gary Place

SF	719 Gary Place	Q3, Q4

Harvard Hills

SF	3411 E. Admiral Ct.	N17,N18
SCH	3441 E. Archer St./Sequoyah Elem School	N22,N23,
SF	3503 E. Haskell Pl.	N24,N24A
SF	3322 E. Independence St.	O1, O2
SF	3518 E. Jasper St.	O3, O4
SF	3332 E. King Place	O7,O8
SF	3511 E. King St.	O5, O6
SF	513 N. Knoxville Ave.	N19,N20

Irving

SF	1716 W. Archer St.	G23, G24
SCH	8 N. Maybell Ave/Irving School	G3, G4
SF	406 S. Nogales Ave.	G5, G6
SF	3 N. Olympia Ave.	G16, G17,G18
SF	119 S. Olympia Ave.	G14, G15
SF	916 S. Olympia Ave.	G7, G8
SF	307 S. Phoenix Ave.	G11, G12,G13
SF	710 S. Phoenix Ave.	G9, G10
SF	122 S.Santa Fe Ave.	G19, G20
SF	26 N.Tacoma Ave.	G21, G22
SF	111 N. Vancouver Ave.	E2, E3

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)

Oak Cliff

CH	1970 N. Boston/Progressive Baptist Church	L20,L21
SF	2406 N. Boston Ave.	D7, D8
SF	2423 N. Boston Ave.	D11, D12
SCH	1929 N. Cincinatti/Burroughs Elementary School	Y14, Y16

Owen Park

SF	1807 W. Brady	E24, E25
SCH	1202 West Easton Pl/Roosevelt School	K1, K2
SF/COM	1310 West Easton Pl.	K3, K4
SF	1819 West Easton Pl.	E17, E18
SF	1823 West Easton Pl.	E19, E20
SF	1824 West Easton Pl.	E15, E16
SCH	1903 W. Easton Street/Pershing Elementary School	E21, E22,E23
SF	2028 West Easton Pl.	K5, K6
SF	1716 W. Easton St./Lorton House	E12, E13, E14
SF	1721 W. Easton St.	E10, E11
SF	232 North Santa Fe Ave.	E6, E7
SF	Park Hill Addition, Block 16 (Santa Fe)	E4, E5
SITE	Washington Irving Monument Intersection of Vancouver Ave. and Easton St.	E8, E9

Reservoir Hill

SF	2455 N. Cheyenne Ave.	D9, D10
SF	2110 Denver Blvd.	D5, D6
SF	2247 Denver Place	DD1, DD2
SF	230 W. Victoria	D4, K18
SF	261 W. Victoria	D2, D3
SF	Reservoir Hill Addition, Block 5 (Elwood)	D0, D1

Tulsa Country Club

SF	620 Country Club Dr.	K7, K8, K10
SF	628 Country Club Dr.	K9, K11
SF	550 Frisco	CC17,CC18
SF	506 Osage Dr.	K14, K15
SF	585 Osage Dr	K16, K17
SF	606 Osage Dr.	K12, K13

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)

Utica Industrial

MF	171 North Quincy	B4, B5
IND	1107 East Admiral Blvd.	L1,L2
SF	1401/1405 East Admiral Place	B6,B7
SF	1531 East Admiral Place	B8,B9
SF	1533 East Admiral Place	B10,B11
SF	1647 East Admiral Place	L7,L8
IND	80 North Peoria	L3,L5
MF	340 North Rockford	B15, B16
MF	100 North Utica	B17,B18
COM	700 block of North Utica/Pierre Grocery	B20,B21
	Baird Addition, Block 5	
IND	Hydraulic Pump Factory	
	Lynch-Forsyth Addition, Block 4, Lots 6 - 14	L4, L6

Areas

Area One

SF	1520 N. Boston Place	D13,D14
SF	1619 N. Main	D15,D16

Area Two

COM	222 E. Apache St/Palace Entertainment Center	W1, W2
TRANS	2007 N. Cinncinnati	Y13,Y14
SF	1506 N. Elgin	X1, X2
SF	1715 N. Elgin	X5, X6
SF	1716 N. Elgin	X3, X4
SF	1605 North Frankfort	A13,A14
SF	2533 N. Garrison Pl.	W23, W24
SF	1620 N. Greenwood Pl.	X16, X17
SF	1641 N. Greenwood Pl.	X18, X19
MF	2171 N. Hartford/Morning Star Apartments	Y9, Y10
SF	701 E. Queen Pl.	X14, X15
SF	1814 N. Midland Ave.	Y7, Y8
SF	564 E. Pine Pl.	X11, X12
SF	558 E. Reading St.	X9, X10
SF	540 E. Reading St.	X7, X8
SF	789 East Reading Street	Z 12, Z 13
SF	537 E. Seminole Pl.	Y3, Y4
SF	609 E. Seminole Place	X22,X23
SF	612 E. Seminole Pl.	X24, Y1, Y2

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)

SF	635 E. Seminole Pl.	X20, X21
SF	223 E. Woodrow Pl.	W13, W14
SF	551 East Woodrow Street	W17, W18
SF	1731 East Woodrow St.	W15, W16
SF	234 E. Xyler St.	W11, W12
MF	619/621 E. Xyler Pl.	W19, W20
SF	242 E. Young Pl.	W7, W8
SF	303 E. Zion Pl.	W3, W4
SF	304 E. Zion St.	W5, W6
SF	550 E. Zion St.	W21, W22
SF	243 Young St.	W9,W10
MF	2400 Block of N. Hartford/Crawford Park	Y11,Y12

Area Three

SF	1931 N. Lansing Ave.	Z6, Z7
CH	1951 Lansing Avenue/Rentie Grove Baptist Church	Z2, Z4
SF	2246 N. Lansing Ave.	Y23, Y24
SF	2514 N. Lansing Ave.	Y21,Y22
SF	2519 N. Lansing Ave.	Y19.Y20
SF	1500 N. Norfolk Ave.	Z21, Z22
COM/SF	1621 North Norfolk Ave.	A3,A4
SF	1821 N. Norfolk Ave.	AA10, AA1
SF	2003 N. Norfolk Ave.	AA8, AA9
SF	1820 North Norfolk Ave	A10, A11
SF	1870 N. Owasso Ave.	Z24, AA1
SF	1875 N. Owasso Ave.	AA2, AA3
SF	2525 N. Owasso Ave.	AA17, AA18
SF	2534 N. Owasso Ave.	AA15, AA16
SF	751 E. Pine Pl.	A5,A6
SF	1040 E. Pine Pl.	Z23, Z24
SF	789 E. Reading St.	Z11, Z12
SF	753 E. Seminole Pl.	Z7, Z8
SF	762 E. Seminole St.	Z9, Z10
SF	1044 E. Zion St.	AA13, AA14
SF	1027 E. Zion Ct.	AA19, AA20
SF	1107-1115 Queen St./ Five Shotgun Houses	A7,A8
CH	1227 N. Greenwood Ave/Tabernacle -Friendship Baptist Church	Z14,Z15
CH	2235 N. Norfolk Ave./Pilgram Rest Baptist Church.	AA6, AA7
COM	?? Virgin (Between Lansing and the railroad)	Z3,Z5
SCH	700 Block E. Pine/Dunbar School	Z16, Z17
CH	1500 Block of North Peoria/Fifth Church of Christian Scientist	Z18, Z19
SF	1611 N. Osasso Ave.	A1,A2

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)

Area Four

COM	1727 N. Peoria Ave. (Banfields Market)	BB13, BB14
SF	2027 N. Quaker Ave.	BB11, BB12
SF	2432 N. Quaker St.	AA23, AA24
SF	2518 N. Quaker St.	AA21, AA22
SF	1549 N. Rockford Ave.	BB16, BB17
SF	2140 N. Rockford Ave.	BB3, BB4
SF	2428 N. Rockford Ave.	BB1, BB2
SF	1620 St. Louis	BB14, BB15
SF	2021 St. Louis	BB7, BB8
SF	1838 N. Trenton Ave.	BB5, BB6
MF	1516 N. Quaker	BB19,BB20
MT	(Housing Project)Between Rockford & Quincy	BB9,BB10
	T. Dixon Addition, Block 1	

Area Five

COM	1615 E. Pine Street/Allparts	V21, V24
COM	1641 E. Pine Street/Premium Processed Metals	V20,V22,V23
COM	2111 E. Pine Street/Mel-O-Dee Ice Cream of Tulsa	V4, V5
SF	2128 E. Queen Pl.	V1,V2
SF	2215 E. Reading St.	U24, U24A
SF	1608 N. Yorktown	V6, V7
SF	1610 N. Yorktown	V8, V9
SF	1532 N. Xanthus	V16, V17
SF	1535 N. Xanthus	V14, V15
SF	1824 N. Xanthus	V10, V11
SF	1829 N. Xanthus	V12, V13
SF	1527 N. Wheeling Ave.	V18, V19
COM	Lewis and Pine/Springdale Center	U23, V3
	Prospect Place Addition, Block 16	

Area Six

SF	1159 N. Detroit Ave.	I19, I20
CH	419 N. Elgin Avenue/Mount Zion Baptist Church	I8, I9
CH	1414 N. Greenwood Ave/First Baptist Church of North Tulsa	I10, I11
SF	437 E. Latimer Pl.	I21, I22
CH	633 E. Marshall Place/St. Monica Catholic Church	C,4,5,6,7
SF	236 E. Newton Pl.	I17, I18
SCH	624 E Oklahoma Place/George Washington Carver School	I12, I13 I14
SF	432 E. Oklahoma Pl.	I15, I16
SCH	538 E. Oklahoma St.	C1, C2,C3

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)

Area Seven

COM	720 E. Marshall St.	J4, J5
CH	762 E. Pine/Pine Street Chrisitian Church	I24, I24A
COM	802 E. Pine/Wilson Television and Radio Service	I23, J1
CH	1014 E. Pine/Morning Star Baptist Church	J2, J3

Area Eight

SF	1103 E. Haskell Pl.	H15, H16
SF	1132 E. Haskell Pl.	H17, H18
SF	1017 E. Haskell Street	H19,H20
COM	1620 E. Jasper	J22, J23
OF	1709 E. King Place/Empire Roofing Insulation	J18, J19
IND	1025 E. Latimer Place	H10,H11,H12
SF	808 N. Norfolk Ave.	EE6,EE7
SCH	621 N. Peoria Avenue/Lowell Junior High School	H6,7,8,9,
SF	814 N. St. Louis Ave.	H2, H3
SF	907 N. Trenton Ave.	J24, H1
SF	1012 N. Troost Ave.	J20, J21
IND	N. Madison and E. Archer St	FF24A

Area Nine

SF	1721 Latimer	J14, J15
SF	1928 E. Oklahoma St.	J16, J17
SF	1412 N. Trenton Ave.	J10, J11
SF	921 N. Troost Ave.	EE4,EE5
COM	2100 Block of Utica, uplatted, corner of Utica and Okla. St	J12,J13.
809/811	N. Osasso Ave	H13,H14

Area Ten

SF	1326 North Atlanta	T17,T18
SF	1333 N. Atlanta Ave.	T15,T16
SF	1412 N. Atlanta Ave.	T12,T13
SF	1608 N. Atlanta Ave.	U11,U12
SF	1615 N. Atlanta Ave.	U13,U14
SF	1801 N. Atlanta Ave.	U16,U17
SF	1808 N. Atlanta Ave.	U15,U18
SF	1628 N. Atlanta Ct.	T22,T23
SF	1725 N. Atlanta Ct.	U1,U2
SF	1731 N. Atlanta Ct.	U3,U4
SF	1153 N. Birmingham Ave.	S5,S6
SF	1810 N. Birmingham Ave.	U5,U6

Property types include Commercial (COM), Religious (CH/Church), Single Family (SF), Multi-family (MF), Government (G), Education (SCH/School), Transportation (TRAN). Also Individually Eligible (IND)