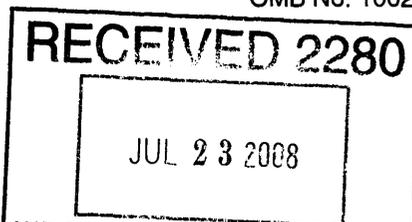


United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form



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This form is for use in nominating or requesting determination for individual properties and districts. See instructions on how to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

historic name Mayo Motor Inn

other names/site number

2. Location

street & number 416 South Cheyenne [N/A] not for publication

city or town Tulsa [N/A] vicinity

state Oklahoma code OK county Tulsa code 143 zip code 74103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)
Signature of certifying official/Title: [Signature] State Historic Preservation Officer
Date: July 21, 2008
State Historic Preservation Office, Oklahoma Historical Society
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)
Signature of certifying official/Title:
Date:
State or Federal agency and bureau:

4. National Park Service Certification

I hereby certify that the property is:

- [X] entered in the National Register [] See continuation sheet.
[] determined eligible for the National Register [] See continuation sheet.
[] determined not eligible for the National Register.
[] removed from the National Register [] See continuation sheet.
[] other, explain [] See continuation sheet.

Signature of the Keeper: [Signature] Date of Action: 8/24/2008

Mayo Motor Inn
Name of Property

Tulsa County, Oklahoma
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not count previously listed resources.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing.

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register.

N/A

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: road-related

7. Description

Architectural Classification

(Enter categories from instructions)

MODERNE

Materials

(Enter categories from instructions)

foundation	<u>CONCRETE</u>
walls	<u>CONCRETE</u>
roof	<u>CONCRETE</u>
other	_____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Mayo Motor Inn
Name of Property

Tulsa County, Oklahoma
County/State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

Periods of Significance

1952

Significant Dates

Significant Person(s)

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Senter and Associates, architect

Lohmann, H.R., contractor

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Oklahoma Historical Society

Mayo Motor Inn
Name of Property

Tulsa County, Oklahoma
County/State

10. Geographical Data

Acreage of Property Less than One Acre

UTM References

(Place additional UTM references on a continuation sheet.)

1. 15 230730 4004650 (NAD27)
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. Zone Easting Northing [] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Cynthia Savage, Architectural Historian, for the City of Tulsa

organization Architectural Resources & Community Heritage Consulting date September 2007

street & number 346 County Road 1230 telephone 405-459-6200

city or town Pocasset state OK zip code 73079

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Liberty Bank & Trust Co. of Tulsa & Richard E. Wright, III, trustees; John Burch Mayo Trust etal; c/o Mayo Parking LLC

street & number 410 S. Main Street, Suite A telephone _____

city or town Tulsa state OK zip code 74103

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to range from approximately 18 hours to 36 hours depending on several factors including, but not limited to, how much documentation may already exist on the type of property being nominated and whether the property is being nominated as part of a Multiple Property Documentation Form. In most cases, it is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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DESCRIPTION

Summary:

The Mayo Motor Inn, designed by the noted Tulsa architectural firm of Senter and Associates, was constructed in 1952. The building is an excellent and unusual example of a Streamline Moderne parking garage. The auto hotel is located between West Fourth and Fifth streets on the west side of South Cheyenne Avenue in downtown Tulsa. The mid-twentieth-century building is located across the street and north of the Mayo Hotel (National Register Listed 1980). Built in the mid-1920s, the multi-story Mayo Hotel was also owned by the Mayo Family. Commissioned by the Mayo family in 1952, the parking garage allowed for expansion of the Mayo Hotel and addressed the demand for off-street parking in downtown Tulsa, a need identified by the Chamber of Commerce beginning in the late 1940s.

The poured concrete building is two-stories high with a basement. It has a total of four parking levels, one at grade level, two above and one below ground. One of the above-grade parking levels serves as the flat concrete roof of the building. The interior of the building is functional and includes a central, first floor office area, a basement-level car wash, a belt elevator to convey car owners between floors, long concrete ramps, and distinctive, concrete, mushroom columns which flare dramatically on the top. The foundation, walls, and roof of the building are concrete. The only pedestrian entries located on the façade are situated on either side of the central office area and consist of decorative, wrought-iron doors. Along the ground level of the façade, the triple windows are large, fixed, metal, windows. The ribbon windows on the second floor of the front elevation are metal, four-paned, awning above two-pane, fixed, metal windows. The ribbon windows are built in sets of five. There are no openings on either side of the building. At the rear of the building, there is a single, metal, pedestrian door located on the far north corner. The symmetrical windows across the back are metal, four-pane, awning with a metal, eight-pane, fixed surround.

The most striking decorative feature on the Mayo Motor Inn is the fifteen-foot high, neon sign in the center of the façade. The metal sign has a dark green background with white neon lettering, except for a small non-neon section that is white with green lettering. Notably, only the top portion of the sign, which vertically reads "MAYO," was in place when the building opened on August 18, 1952. The lower portion of the sign, horizontally reading "PARKING" above "MOTOR/INN," was apparently added shortly after construction.¹ The sign has been attributed to the Claude Neon Federal sign company of Tulsa. While this company remains in business to the present time, it does not have records pertaining to the Mayo Motor Inn. However, the top portion of the sign is imprinted with the firm's logo indicating it

¹ Historic photographs of the Mayo Motor Inn are available at the Tulsa City-County Library (<http://www.tulsalibrary.org/JPG/B4215.jpg> and <http://www.tulsalibrary.org/JPG/C1608.jpg>). The first, B4215, is undated but judging from the cars, appears to be from the early to mid-1950s. This photograph shows the sign as it currently exists. The second, C1608, is dated 1952 and is similar to the opening photograph published in the local newspapers on 18/20 August 1952. The sign in this photograph consists of the top vertical portion with additional signage on the flat, concrete ledge above the first floor. Additional photographs of the opening of the Mayo Motor Inn are available on the Hotel Mayo website, <http://mayohotel.com>.

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was responsible for at least that portion of sign. The lower portion does not appear to have any identifying marks.

Other decorative features on the front of the Mayo Motor Inn include the triple incised bands along the cornice, the rounded corners of the center projecting parapet, the overlapping curved inner walls of the flanking sections, the four incised bands on the upper wall between the second floor windows, the simple rectangular lighted entrance signs above the garage entries, and ribbon and triple windows. The banding along the cornice and upper wall wraps around the south side of the building and is now heavily obscured by vegetation. The north side was apparently not decoratively treated, probably due to the proximity of the adjacent buildings when the Mayo Motor Inn was constructed. Because of the demolition of the neighboring buildings and subsequent reuse of the area for a parking lot, the unadorned north elevation of the building is clearly visible.

The Mayo Motor Inn retains a good degree of integrity. The interior of the building has undergone minimal change as the building's function remains the same. The exterior has been painted a light shade of off-white; historic photographs indicate the concrete building was originally unpainted. Historically, there were painted signs advertising parking on the center exterior columns flanking the set-back office area; the south column is currently void of signage and the north column has a rectangular sign with hours and other information attached to the column. None of these changes impact the building's ability to convey its architectural significance as a distinctive Tulsa example of a Streamline Moderne parking garage.

The Mayo Motor Inn remains on a heavily traveled street in downtown Tulsa. While several historic buildings remain in place on the east side of South Cheyenne Avenue, the only historic building on the west side is the Mayo Motor Inn. Directly south of the Mayo Motor Inn, there is a modern, multi-story, office building and, to the immediate north side, an asphalt-paved parking lot. To the back of the building is now a large, asphalt-covered parking lot. Historically, there were a variety of smaller commercial buildings situated on the west side of the block. Although these changes have diminished the Mayo Motor Inn's integrity of setting, the demolitions have not destroyed the overall feel of the building's setting in a heavily trafficked, downtown area. The Mayo Motor Inn maintains its integrity of location, design, setting, materials, workmanship, feeling and association.

Exterior Description:

The Mayo Motor Inn is a two-story with basement concrete Streamline Moderne building. The building is located on a site that slopes downward on the north side. As such, more of the lower wall is visible on the north side than the south. This is most discernible below the first floor windows on the east elevation (see photograph 2). The foundation, walls, and roof are all concrete. The concrete roof serves as an upper level parking deck and is, therefore, flat. The walls extend above the roof, creating equal-height parapet walls on the majority of the north, south, and east sides. In the center of the east elevation, the parapet wall is higher and has rounded edges, adding to the Moderne-feel of the building. A concrete ramp on the roof, as well as on the inside, extends upwards along the entire west side creating a stepped parapet wall along the backside of the building. In the southwest corner of the roof, below the ramp, is the oversize opening that allows automobiles onto the roof. This garage opening retains its paneled wood overhead door. Centrally located on the roof is a flat-roofed, cinder

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block room that contains the building stairwell and the mechanical system for the belt-elevator that extends to the basement level of the building. On the north side of the room are two metal, six-pane windows. The south side has a single metal slab door with a single square light, located towards the west side. There are no openings on either the east or west sides. (See photographs 7 and 8).

The building fronts onto South Cheyenne Avenue (see photographs 1-3). The two-story façade, the east elevation, is symmetrical and consists of three main sections. The flanking sections are identical and are shorter but wider than the central section. The center section is also setback slightly, allowing the flanking sections to overlap onto it. The overlapping walls of the flanking bays are rounded, matching the curved parapet walls of the center section. The outside corners of the flanking sections are squared, likely to accommodate the adjacent buildings, as well as to maximize lot size, when the Mayo Motor Inn was erected.

The matching flanking sections consist of two equal-sized, symmetrical bays. The outside bays contain three fixed metal oversize windows on the first floor and on the second floor, five sets of metal four-pane awning windows with two fixed metal panes immediately below. The inside bays have identical ribbon windows on the second floor but each has a large flat garage opening on the first floor. The overhead garage doors are large and of non-historic metal. Above each of the garage openings on the inside bays are lighted rectangular metal signs. The north sign reads "ENTRANCE" and the south sign "EXIT." As befitting the Streamline Moderne style, the flanking sections of the façade are minimally ornamented with four, evenly-spaced, incised bands between and on the ends of the second floor ribbon windows and triple, incised bands on the cornice.

Exemplifying the Streamline Moderne style of the building, the center section of the east elevation is vertically projected and has prominent rounded corners. The tall parapet wall is simply ornamented with triple, incised bands matching those on the lower flanking sections. Extending from the top of the center section to almost the first floor is the striking, fifteen-foot high, metal sign with neon lighting (see photograph 4). Also a style defining attribute, the sign is composed of a vertical, original section and a slightly later, horizontal section. The dark green, vertical section has white, neon lighted words spelling "MAYO." The top part of the vertical section has alternative bands of white and green, mimicking the incised bands ornamenting the cornice of the building. Centrally located below the "O" is the small, white, imprinted logo of the Claude Neon Federal Company, a well-known Tulsa sign maker since the mid-1920s. Added shortly after the August 1952 opening of the building is the lower horizontal section of the sign. Also dark green with white, neon-lighted words, the lower section of the sign reads "MOTOR/INN." Adding a decorative and functional touch is the lighted-arrow extending off the lower word and pointing towards the garage. Atop the lower horizontal section is a small white metal horizontal unlit part of the sign that spells "PARKING" in dark green letters. Historic photographs demonstrate this portion of the sign is of the same vintage as the larger horizontal section.

Almost directly below the centrally located sign is a small, flat, concrete ledge that protrudes above the adjacent sidewalk (see photograph 5). The ledge, another common Streamline Moderne element, overlaps onto the flanking sections of the façade to a point roughly aligned with the middle of the first innermost second floor window. Like the parapet wall, the ledge is ornamented with incised bands. Due to the smaller height of the ledge, it has only two incised bands. Below the ledge, on the outside corners of the center section are large round columns. The columns are aligned with the curved,

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overlapping edges of the flanking sections. The columns and center ledge are the only curvilinear elements on the first floor of the façade. The curving walls are defining features of the Streamline Moderne style, as they were emblematic of the style's drive to reflect motion and speed.

In the center of the east elevation's first floor is a multi-room office area (see photograph 5). On both sides of the office area, on the inside of the round columns, is a walkway. Decorative, wrought iron doors on both sides prevent entrance to the walkways. These doors are the only pedestrian entries on the front of the Mayo Motor Inn. Historic photographs of the building indicate the front glass portion of the office area was used as a salesroom for automobile-related goods, such as tires. There are three fixed metal display windows on the front side of the office area with matching windows on both the immediate north and south sides. Below the display windows, on the east, north, and south sides of the front section, the lower wall is clad with black tile. The black tile wraps around both sides of the office area. Providing ventilation to the basement level, there are two large metal vents on both sides of the front black-tiled office wall. As previously noted, due to the grade of the South Cheyenne, the concrete foundation is barely visible under the tile on the south side but is readily visible under the north side tile. West of the large display windows on both the north and south sides, there are single aluminum glazed slab doors. Continuing west on both sides, there are two fixed metal windows that are shorter than the front display windows. Correspondingly, the black tile extends higher on the wall in this area than on the front and farther to the west on the sides. Notably, the two windows on the south side are evenly divided, while on the north side, the west window is slightly larger. The second windows on both sides are opaque. There is one additional opaque fixed metal window on the south side. Instead of a window, the north side has a single glazed wood paneled door topped by an opaque wood transom. The top portion of the door has been cut off and boarded. The rear, cinder block room has three shorter fixed metal windows on the south side and a single glazed wood paneled door. On the north side are two pedestrian doors. The easternmost entry is a glazed wood paneled door and the westernmost door is a wood slab.

The south side of the building is heavily obscured by vines growing across the entire elevation (see photograph 9). There are no window or door openings on this side of the building. The triple incised bands on the cornice and the four incised bands between the second floor windows extend the length of the south wall. The one-story building that was adjacent to the Mayo Motor Inn in the early 1950s is now gone and the later, multi-story office building is situated far enough away from the south elevation to allow for a covered walkway between the buildings. The walkway has a cloth balloon awning that does not interfere with the interpretation of the Mayo Motor Inn.

The back wall of the Mayo Motor Inn consists of four unequal sections (see photograph 8). As mentioned above, the elevation is stepped to accommodate the ramps between floors. All of the fenestration on the west elevation is symmetrical with three windows per floor except in the taller, far south portion that has four. The majority of windows are four-pane metal awning type with an eight-pane metal fixed surround. The north section of the west elevation contains the lone entry on this wall, a single metal slab door located on the far north corner. The far north section is also distinguished with the two openings per floor, divided by a metal storm drain. The next two sections have only a single window per floor, located in roughly the center of the section. The larger, south section of the west walls has three rows of windows. The northern row is spaced equidistant from the windows in the sections to the north. A metal drainpipe is located near this set of windows, extending from just above

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the second floor to below the first floor window. The two rows on the far south side are closer together and are more reminiscent of the far north double row of windows. However, the far south side row of windows also includes a fourth basement level opening. On the north side, the basement opening is a six-pane metal fixed window. On the south side, the basement opening is filled with metal louvers.

The north side of the building is void of any openings or decorative detail (see photograph 1). Historically, this elevation was adjacent to another building and would not have been exposed. Currently, there is a blacktopped parking lot on this corner of the block with streetlights and bushes obscuring the cars from the street.

Interior Description:

The interior of the Mayo Motor Inn is functional with concrete floors, walls, and ceilings. The office area on the first floor has been described previously. Just to the west of the office area, are the concrete stairs that extend from the basement to the roof. The stairs have a plain metal railing. In the basement of the building, towards the northeast side, there is a car wash area that remains in operation. Other interior features of note include the belt elevator that carried pedestrians from the basement to the roof. The elevator, located immediately west of the interior stairs, remains in place, although it is no longer used. The flared concrete mushroom columns are another character defining element of the interior (see photograph 6). Each of the columns are flared at the top to enlarge the surface area it supports. For additional stabilization, a drop panel, consisting of a square concrete pad, is situated between the column and the slab above. This method of construction allowed for wide-open spaces without numerous supports, obviously an advantage for a parking garage. Additionally, with the combination of metal windows and concrete walls and stairs, the building was virtually fireproof. Along the exterior walls, the mushroom columns are squared, allowing the flared topped to be almost triangular. There are drop panels above these columns as well.

Alterations:

The Mayo Motor Inn retains a good degree of integrity. Still in use as a parking garage, the interior retains its functional appearance with few discernible changes. The exterior of the building has been altered by the painting of the historically unpainted concrete and the removal of painted signage on the columns. More importantly, the setting of the building has changed with the historic buildings to either side of the Mayo Motor Inn being demolished. The north side of the building is now a parking lot, while a multi-story, office building has been erected to the south. Other historic buildings to the east and west of the Mayo Motor Inn have also been demolished over the years. However, the building retains its key location in downtown Tulsa. As such, the overall feel of the downtown setting is still present and the building possesses a good degree of historic integrity, including location, setting, design, workmanship, materials, feeling and association.

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SIGNIFICANCE

The Mayo Motor Inn is eligible for the National Register of Historic Places under Criterion C for its architectural significance as an excellent example of a Streamline Moderne parking garage. The noted Tulsa architectural firm of Senter and Associates designed the building. Headed by Leon B. Senter, this firm was responsible for a number of well-known buildings in Tulsa, as well as Oklahoma at large. Senter practiced architecture in Oklahoma for more than fifty years with the majority of these years based in Tulsa. A sampling of Senter's work includes Okmulgee's Orpheum Theater and Commerce Building, the Philcade building in Tulsa (NR Listed 1986), the Skelly Stadium at the University of Tulsa, Tulsa's Municipal Airport's Administration Building and the Service Pipe Line Building in Tulsa, among many others.

Constructed in 1952, the Mayo Motor Inn served the practical purpose of expanding the off-street parking capabilities of downtown Tulsa. With increasing automobile traffic generally in the late 1940s and 1950s, particularly in the increasingly congested downtown areas, the need for such a building was pressing. The decision to utilize the Streamline Moderne style, a style which rose to prominence in the 1930s, was likely influenced by the material shortages which were hampering the construction trade in Tulsa and nationwide. As in the previous decade, "critical materials" such as concrete and metal were restricted during the Korean War by the federal government to ensure an adequate supply for defense purposes. The lack of ornamental detail, the horizontal emphasis, the flat roof and the use of industrial materials such as plain concrete were integral aspects of the Streamline Moderne style which would have still been appealing in 1952 Tulsa, particularly in the construction of what should have been a relatively mundane parking garage.

Notably, the Modern American style that was Streamline Moderne was also compatible with the Art Deco style which remains prevalent in downtown Tulsa. Although distinct in many ways, most notably Art Deco's emphasis on the vertical and ornate, geometric detail versus Streamline Moderne's horizontal and relatively austere predilection, the two styles have been jointly noted for their celebration of industrialism and technology. Additionally, it was not uncommon for individual buildings to share characteristics of the two styles. However, unlike the Art Deco style that declined in popularity by the early 1940s, the Streamline Moderne, with its emphasis on speed and efficiency, successfully retained its popular appeal into the early 1950s.

The Mayo Motor Inn successfully employed many of the hallmarks of the Streamline Moderne style, including the use of concrete for wall material, a flat roof which also doubled as an extra parking level, minimal ornamental detail consisting of incised banding and a small curved ledge, several curved walls, a distinctive neon sign and ribbon windows. The fourth parking garage constructed in downtown Tulsa, the Mayo Motor Inn has long been noted as an excellent, local example of the Streamline Moderne style.

Historic Background:

The town of Tulsa existed as early 1879 when a post office was established on the Perryman Ranch in the Creek Nation. The town, first called "Tulsey Town," grew slowly. During the early 1880s, the town was a haven for gamblers and "bad men" due to its isolation. At the time of the first government

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townsite survey in Indian Territory in 1900, Tulsa's population stood at merely 1,390.¹

Shortly after this survey, a momentous event occurred near Tulsa, Indian Territory. This event not only had a major impact on Tulsa but the entire future state of Oklahoma. In 1901, the state's first important commercial oil well "blew in." Located in Red Fork, this landmark well was across the Arkansas River from Tulsa. Two years later, the Secretary of the Interior allowed the leasing of restricted Indian Territory lands under Department of the Interior supervision. The oil rush was on as oilmen from Pennsylvania and other states flocked to Indian Territory. In 1904, three men built a toll bridge over the Arkansas River connecting Red Fork and Tulsa. In addition to allowing Tulsa to benefit from the Red Fork strike, the toll bridge also enabled the town to profit from the fabulous Glenn Pool strike which "blew in" in 1905. Within months of the discovery, the Glenn Pool field was "famous throughout the industry as the richest small field in the world."²

At the time of Oklahoma's statehood in 1907, Tulsa's population had jumped to 7,298, an increase of nearly six thousand in just seven years. In just three years, Tulsa's population more than doubled to reach 18,182 in 1910. As to be expected, a major commercial and residential building boom accompanied this tremendous population explosion with brick plants working at capacity. Hotels, office buildings and fine residences were under construction as the streets were paved. By late August 1910, construction activity underway in Tulsa was valued at over one million dollars. Pipelines to the Gulf of Mexico opened as oil prices climbed. In 1912, a third major oil pool, the Cushing field, "blew in." Although the incredible production from the Cushing field temporarily resulted in a drop in crude oil price by 1916, the United States' entrance into World War I rallied the market. Additionally, it was during this time that the first oil refining plant opened in Tulsa. By 1920, Tulsa's population had grown to 72,075, a tremendous increase of almost fifty-four thousand persons in merely ten years. Nearly doubling in the ensuing decade, Tulsa's population by 1930 was 141,258 and the city was the second largest in the state. Although oil-drilling activity occurred all over eastern Oklahoma, the oil companies' headquarters were generally located at Tulsa and that is where the oilmen in charge made their homes. As such, Tulsa became known as the "Oil Capital of the World."³

Like the rest of the nation, the oil business and Tulsa did not escape unscathed by the Great Depression of the 1930s. Further worsening the status of the oil industry in Oklahoma was the October 1930 discovery of oil in the East Texas field. Forty-five miles long and five to ten miles wide, the East Texas field quickly yielded a sufficient amount of oil by itself to satisfy national demand. The worsening economic conditions combined to such an extent that by 1933 the price of oil had reached bottom of the barrel prices and a good portion of Tulsa's residents were jobless. Although oil prices stabilized between 1934 and 1940, the decade of the 1930s proved to be difficult for Tulsans, as all Americans. In 1941, the city's population stood at only 142,157. This represented a growth of only 899 citizens since 1930.⁴

1 The WPA Guide to 1930s Oklahoma (Lawrence, Kansas: The University Press of Kansas, 1986), 206-208.

2 *Ibid.*, 208. See also Angie Debo, Tulsa: From Creek Town to Oil Capital, (Norman, Oklahoma: University of Oklahoma Press, 1943), 86-88.

3 *Ibid.*, 208-209. See also Debo, Tulsa, 88 and 97-99.

4 Danney Goble, Ph.D., Tulsa! Biography of the American City (Tulsa, Oklahoma: Council Oak

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America's involvement in World War II proved to be a major redeeming event for Tulsa, as well as the nation as a whole. Although Tulsa and Oklahoma did not benefit from the increased military spending of early 1940, it quickly became apparent Tulsa enjoyed certain important characteristics that made it ideal for subsequent military spending. These features included its central, secure location in the middle of the country; ready sources of cheap fuel; a good network of roads and highways; and, a large pool of trained and unemployed workers. According to one source, the only drawback Tulsa had was the lack of available workers housing for the thousands of laborers necessary to make Tulsa "...a center of war production." Nonetheless, in early 1941, the War Department named Tulsa as a potential site for the new \$15 million Douglas Aircraft Company plant. On 2 May 1941, a ceremonial ground breaking heralded the start of construction on the mile long building which by the summer of 1942 occupied one-and-one-half million square feet of floor space. By the fall of 1942, the Douglas plant was in need of expansion and the plant payroll included nearly fifteen thousand workers earning an average of just over \$185 a month.⁵

The Douglas Aircraft plant was not the only wartime plant impacting Tulsa in the early 1940s. Although the aircraft industry expended more than twenty million dollars during the period to expand their facilities in Tulsa, other factories in Tulsa spent more than seven million dollars in enlarging their industrial plants during the war. In 1939, Tulsa manufacturers employed eleven thousand Tulsans in primarily oil-related manufacturing jobs. By 1945 forty-two thousand residents worked in local manufacturing plants. The majority of these in non-oil related capacities. In 1945, the United States Department of Labor determined that Tulsa was among the top three cities impacted by the wartime industrial expansion. In terms of the number of residents, between 1940 and 1945, Tulsa's population expanded by nearly a third to reach 185,000.⁶

Following the end of World War II, Tulsa continued to enjoy a prosperity unthought-of in the 1930s. Responding to consumer demands for goods of all types, Tulsa continued to expand its industrial base. Further boosting the city's economy was the continued spending by the Federal government on military-related industries during the Cold War of the late 1940s through the early 1990s. This remarkable varied industrial development spurred Tulsa's growth through the 1950s and 1960s. By the early 1970s, Tulsa led the state in manufacturing.⁷

Architectural Significance:

An automobile hotel was proposed by the Mayo brothers and their business partners at 416 South Cheyenne Avenue as early as 1929. In early February of that year, the local paper announced the plans of C.A. Mayo, J.D. Mayo and H.D. Wilcox to construct an auto hotel on the 100-foot-deep by 140-foot-wide site which had been newly acquired from Emma E. Wilson and Sarah H. Covey. The seven-story, ramp type, fireproof building was to have a marble corridor under Cheyenne Avenue which connected directly to the elevators in the Mayo Hotel, also owned by the Mayos. A sketch of the

Books, 1998), 139-140, 143, 151 and 181. See also WPA Guide, 205.

5 *ibid.*, 170-180.

6 *ibid.*, 181.

7 *ibid.*, 242-245.

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proposed building was published in the newspaper. Although it is hard to be certain, it appears the building was to be in the Art Deco style that was then sweeping Tulsa and the nation.²

For unknown reasons, the proposed auto hotel was not constructed and the land was sold to various parties. By the late 1930s, the site, consisting of the south ½ of lot 1 and all of lots 2 and 3 of Tulsa's Original Townsite Block 133, was apparently used largely for surface auto parking. A one-story garage with a capacity of forty cars was located on the far south lot and there was a small one-story building and garage scattered on the far north lot. In late August 1944, the middle of the three lots was sold to the Defense and General Housing Corporation. More than a year later, the southern lot was also sold to the Defense and General Housing Corporation. In mid-April 1947, the Mayo Motor Inn, Incorporated, purchased the south half of lot 1. About two weeks later, the Defense and General Housing Corporation sold lots 2 and 3 to the Mayo Motor Inn, Incorporated.³

In early October 1951, the Mayo Motor Inn, Incorporated, announced plans for a new \$500,000 auto hotel on their South Cheyenne property. The new parking garage was to have a capacity of four hundred cars. Work on Tulsa's fourth auto hotel was expected to begin immediately with construction to be complete by March 1952. In addition to providing off-street parking in an area of downtown in which parking demand was greatest, the new building was anticipated to allow expansion of the Mayo Hotel. The Mayos planned to erect a large ballroom and other hotel facilities on the site directly north of the hotel that was then occupied by a parking garage. To facilitate use of the new parking garage by hotel patrons, a pedestrian tunnel was proposed to extend from the lounge of the new auto hotel to the Mayo Hotel lobby. This time, although the tunnel apparently still did not materialize, the new auto hotel did become reality as planned.⁴

The proposed Mayo Motor Inn was designed by the acclaimed Tulsa architectural firm of Senter and Associates. Born in Morris, Kansas, Senter received his training in architectural engineering from the International Correspondence Schools of Scranton, Pennsylvania, graduating in about 1910. From 1912 to 1918, Senter worked for the Kansas City, Missouri, firm of Smith, Rea and Lovitt. The firm moved to Okmulgee, Oklahoma, in 1918, at which time Senter was made the fourth partner. In 1924, Senter and another partner, Charles A. Smith, formed the Okmulgee firm of Smith and Senter. The pair moved their practice to Tulsa in 1928. Five years later, Senter formed the firm of Senter and Associates, which he continued to operate until his death in September 1965. Importantly, many notable, local architects worked in Senter's office at various times, including Joseph R. Koberling Jr., F.V. Kershner and W. Wolaver. Senter is credited with numerous buildings, both in Tulsa and statewide. These include the 1922 Carnegie Public Library in Okmulgee (National Register 1983); the 1930 Philcade building in Tulsa (National Register 1986); the 1931 Tulsa Fire Alarm Building (National Register 2003); the 1934 McNair Hall at Fort Sill; the 1935 Union Bus Depot in Tulsa (demolished 1987); the 1947 Fred Jones Ford building in Tulsa; and the 1950 Booker T. Washington High School in

8 The Tulsa (Oklahoma) World, 10 February 1929.

9 Sanborn Fire Insurance Maps, Tulsa, Oklahoma, 1939. See also Grantor/Grantee Records, S ½ lot 1 and all lots 2 and 3, Block 133, Tulsa Original Townsite (Available County Clerk's Office, Tulsa County Courthouse, Tulsa, Oklahoma), various dates.

10 The Tulsa (Oklahoma) Spirit, 4 October 1951. See also Tori Snyder, Mayo Hotel, telephone conversation with author, 17 September 2007.

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Tulsa. Additionally, Senter collaborated with J.R. Koberling Jr. and A.M. Atkinson in the design of Tulsa's acclaimed Will Rogers High School.⁵

Senter was viewed as the "Dean of Oklahoma Architects." In 1925 when Oklahoma's architectural licensing law went into effect, Senter was issued License Number 1. He also served as a member of the Oklahoma State Board of Governors of Licensed Architects from its establishment in 1925 through his death in 1965. A fellow of the American Institute of Architects, Senter was a charter member of the Oklahoma Chapter of AIA Tulsa architects and also served as president of the organization. Additionally, Senter was a twenty-year member of the Tulsa City Planning Commission, subsequently the Tulsa Metropolitan Planning Commission.⁶

With more than forty years of experience, Senter was a solid choice for architect of the Mayo Motor Inn. Although it is unknown how many other parking garages he may have designed, Senter designed at least two others beside the Mayo Motor Inn. This includes the parking garage for the St. John's Hospital. Additionally, at the time of his death, he was working on at least a third parking garage, the South Cincinnati Parking Building which was to be linked to the Philtower building. Senter was also well-versed in the popular styles of the period, including the Streamline Moderne. Senter's 1949 Service Pipeline building, located at 520 South Cincinnati Avenue, also utilized the Streamline Moderne style.

H.R. Lohman was named the contractor for the Mayo Motor Inn project. There has been less study of the H.R. Lohman Construction Company and its body of work. However, in 1949, the company was involved in the construction of the Parkcade Parking Garage. This parking garage, demolished in 1973, has also been identified as being in the Streamline Moderne style.

Progress on the construction of the Mayo Motor Inn was halted by denial of an application for fourth-quarter allotments of critical building materials by the National Production Authority's Washington Office. The National Production Authority (NPA) was a Korean War agency established in the Department of Commerce on September 11, 1950. The purpose of the agency was to develop and promote the "...production and supply of materials and facilities necessary for military defense." The agency also sought to ensure that the needs of the civilian economy were sufficiently included in the defense effort and that small businesses were included in defense contracts.⁷ After notification of the denial, the consulting engineer on the Mayo Motor Inn indicated that the project would continue on schedule with the materials on hand. Once those materials were gone, they "...would take it from there."⁸

Apparent materials shortages, as well as other probable construction-related delays, such as the

11 "Leon Bishop Senter, AIA, FAIA, (1889-1965)" The Architects, Tulsa Foundation for Architecture, <http://www.tulsaarchitecture.com/Architects/Senter.htm>, retrieved 13 September 2007.

12 Ibid. See also The Tulsa World, 16 September 1965.

13 The Tulsa (Oklahoma) Tribune, 17 October 1951. See also "Records of the National Production Authority (NPA)," Guide to Federal Records, National Archives, <http://www.archives.gov/research/guide-fed-records/groups/277.html>, retrieved 26 September 2007.

14 Ibid.

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weather, delayed the opening of the Mayo Motor Inn almost five months from its original March completion date. By the first week in August, 1952, finishing touches were being put on the building. At that time, the garage was in limited use for parking. On August 18, 1952 at 10:00 a.m., contractor Lohman formally turned the keys to the building over to the Mayo Motor Inn, Incorporated. The "...spacious and attractive..." building incorporated the "...latest devices in efficiency and operation." In the days after the opening, John D. Mayo, president of Mayo's Incorporated, noted that the garage could "...handle 400 cars comfortably and that it will facilitate a turnover of 1,000 "in and out" parkers daily." Additionally, Mayo confidently predicted the auto hotel could accommodate the cars of any after-business-hours crowd.⁹

The Mayo Motor Inn is architecturally significant not only as an example of the work of Leon B. Senter, but also as a striking Streamline Moderne parking garage. Constructed in 1952, the building is a late example of the style that began to emerge in the 1930s. The Streamline Moderne style used flat roofs, rounded corners, ribbon windows, smooth wall materials, small ledges and horizontal ornamental banding to architecturally express the burgeoning fascination with the concept of the machine in motion. The relatively austere style of architecture was a fitting response to the trying economic times of the Great Depression when fortitude overtook exuberance as a critical character, and architectural, trait. Importantly, the Streamline Moderne style also came to symbolize industrial progress through its emphasis on aerodynamic principles. The style derived its visual vocabulary from the forms of cutting-edge, high-speed transportation, including automobiles, trains, airplanes and ocean liners. The curved walls, horizontal emphasis and ribbon windows of the Streamline Moderne style all added to the perception of high-speed, forward motion. Additionally, the Streamline Moderne style with its flat roofs, horizontal banding that wrapped around the building and smooth, clean wall surfaces embodied the concepts of mobility, efficiency, luxury and hygiene, all characteristics identified with the Modern age of the 1930s. Also adding to the style's popularity was its scientific, futuristic feel that echoed the utopian visions of popular designers, writers, illustrators and moviemakers of the period.¹⁰

Despite the interruption of the war years of the early 1940s, the Streamline Moderne style remained a popular architectural style through the early 1950s. The American fascination with speed and all of its connotations continued to be reflected in a variety of consumer goods, from buildings to automobiles to toasters, throughout the period. Additionally, restrictions in construction materials for defense purposes throughout the 1940s and into the Korean War years of the early 1950s continued the appeal of the industrial-influenced style that originated in the lean years of the Great Depression.

The Mayo Motor Inn exemplifies the Streamline Moderne style, particularly as applied to a parking garage. Characteristics of the style present on the building include a dominant horizontal influence; smooth wall surface of unadorned concrete; a flat roof; a tall, central parapet; multiple curved walls; metal ribbon windows; multiple sets of decorative horizontal banding; a small, curved ledge; black tile

15 Ibid., 18 August 1952. See also The Tulsa Spirit, 20 August 1952.

16 Richard Guy Wilson, et al. The Machine Age in America, 1918-1941, (New York: Harry N. Abrams, Inc, 2001), 174. See also "The American Moderne: 1920-1940," Essay: The American Moderne:1920-1940, http://www.artsmiz.org/modernism/e_AM.html, retrieved 21 September 2007 and "The Streamline Style," <http://www.jahsonic.com/Streamline.html>, retrieved 21 September 2007.

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accents; and, an eye-catching, neon sign. Also characteristic of the style was the transportation-related function of the building. The Streamline Moderne style was particularly suited for application to transportation-related buildings, such as bus depots, airport terminals and parking garages. As expressed through their design, these buildings were "...a conscious effort to reflect an image of speed, efficiency and modernity; it implied adventure in traveling" or parking, as the case may be.¹¹

The Mayo Motor Inn has long been recognized within Tulsa as an outstanding example of the Streamline Moderne style. The building was included in Tulsa Art Deco. This book celebrating Tulsa's architectural bounty of Art Deco and Streamline Moderne style buildings was originally published in 1980. The book was republished in 2001 by the Tulsa Foundation for Architecture. Additionally, the Mayo Motor Inn is also included on various lists of noteworthy Art Deco buildings in Tulsa, such as those posted to the Internet by the Tulsa Historic Preservation Commission and the Tulsa Historical Society.¹²

Notably, the Mayo Motor Inn was, and is, not the only outstanding example of the Streamline Moderne style in Tulsa. However, it is the only parking garage and one of the few commercial buildings in the style that remain extant. The Parkcade Parking Garage, constructed in 1949 at the intersection of 2nd Street and Boston Avenue, was demolished in 1973. Of the total forty Streamline Moderne style buildings identified in Tulsa Art Deco, seventeen have been demolished. Of the remaining twenty-three, seven were residential buildings, one was a school, and one was a veterinary hospital. The uses in the remaining fourteen commercial buildings were diverse, including several service stations, dry cleaners, entertainment buildings and office buildings.

The integrity of several of the remaining Streamline Moderne buildings is also questionable. For example, the editors of Tulsa Art Deco note that the Big Ten Ballroom, constructed in 1950, has "...only a few original architectural details (that) are evident today." Similarly, the Midwest Tile and Marble building, constructed in 1945, had lost its historic integrity due to alterations in the early 1960s which included the enclosure of the building's original courtyard.

Overall, the Mayo Motor Inn is a distinctive, local example of the Streamline Moderne style as applied to a parking garage. The building retains a good degree of historic integrity with only very minor changes being made to the nearly fifty-six-year-old building. The building is also a fine example of the design work of Leon B. Senter in Tulsa.

17 Ibid., 178.

18 Carol Newton Gambino, etal Tulsa Art Deco, First Revised Edition, (Tulsa, Oklahoma: Tulsa Foundation for Architecture, 2001). See also websites for the Tulsa Preservation Commission, <http://www.tulsapreservationcommission.org> and the Tulsa Historical Society, <http://www.tulsaahistory.org>.

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GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

South 50 feet of Lot 1, all of Lots 2 and 3, Block 133, Tulsa Original Townsite, Tulsa, Tulsa County, Oklahoma.

BOUNDARY JUSTIFICATION

The boundaries include all of the property historically associated with the building.

PHOTOGRAPH LOG

The following information pertains to all photographs:

Photographer: Cynthia Savage
Date of Photographs: 25 July 2007
Negatives: TIFF Files