

United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name Blue Dome Historic District  
other names/site number \_\_\_\_\_

### 2. Location

street & number Roughly between South Kenosha Ave. and South Detroit Ave., the  N/A not for publication  
Frisco Railroad Tracks and East Eighth Street  
city or town Tulsa  N/A vicinity  
state Oklahoma code OK county Tulsa code 143 zip code 74120

### 3. State/Federal Agency Certification

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

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency/bureau or Tribal Government \_\_\_\_\_

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

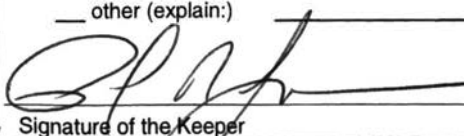
Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:

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

 Signature of the Keeper 12/13/2011 Date of Action

Blue Dome Historic District  
 Name of Property

Tulsa County, OK  
 County and 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 include previously listed resources in the count.)

Contributing	Noncontributing	
45	25	buildings
0	0	district
0	0	site
3	0	structure
0	0	object
<b>48</b>	<b>25</b>	<b>Total</b>

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

Route 66 and Associated Historic Structures, 1926-1970

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

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

- Commerce: Specialty Store
- Commerce: Warehouse
- Commerce: Restaurant
- Industry: Industrial Storage
- Industry: Manufacturing Facility
- Transportation: Rail Related
- Transportation: Road Related
- Domestic: Multiple Dwelling
- Domestic: Single Dwelling
- Government: Fire Station

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

- Commerce: Specialty Store
- Commerce: Business
- Commerce: Warehouse
- Commerce: Restaurant
- Commerce: Financial Institution
- Industry: Communication Facility
- Industry: Manufacturing Facility
- Domestic: Multiple Dwelling
- Domestic: Single Dwelling
- Work In Progress
- Vacant

**7. Description**

**Architectural**  
 (Enter categories from instructions.)

- Late 19<sup>th</sup> and 20<sup>th</sup> Century American Movements: Commercial Style
- Modern Movement: Moderne
- Modern Movement: Art Deco
- Modern Movement: International Style
- Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals: Mission/Spanish Colonial
- Other: No Distinctive Style
- Mixed

**Classification**

**Materials**  
 (Enter categories from instructions.)

- foundation: CONCRETE
- walls: BRICK
- roof: OTHER: tar and gravel

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

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### **Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### **Summary Paragraph**

The Blue Dome Historic District is a seventeen-block area that lies just east of the central business district in Tulsa, Tulsa County, Oklahoma. It encompasses 73 resources in a narrow area roughly bounded by S. Kenosha Avenue on the east, S. Detroit and S. Elgin Avenues on the west, a Midland Valley/Santa Fe railroad spur right-of-way on the north, and S. Eighth Street on the south. The majority of the resources are commercial, industrial, and mixed-use buildings. The District includes both small-scale commercial buildings and larger warehouse and industrial facilities, all of which were constructed following the arrival of the Midland Valley and Santa Fe railroads to Tulsa in 1903 and 1905, respectively. The earliest building dates to c. 1906. The District also includes four residential properties, two single-family dwellings and two apartment buildings, constructed within the period of significance. The single-family houses represent the once-common housing displaced by the district's development, while the two apartment buildings reflect the intense period of population growth that Tulsa experienced during the oil boom, when the Blue Dome Historic District's location, just blocks from downtown, made it ideal for higher-density residential development. The last three resources in the District are contributing structures. Two are open space that historically functioned as the right-of-way for the Midland Valley Railroad and as the freight yard for the Santa Fe Railroad. The third is an open structure with a roof supported by posts that covers a surface parking lot. The District also has associations with historic US 66 (Route 66), which followed E. Second Street for a seven-year period (1926-1933). The District has 25 non-contributing buildings, mostly due to loss of integrity. While some of the buildings have altered storefronts and replacement windows, many retain their original storefront configurations and masonry openings. The open lots in the District function as surface parking, although many of them reflect historic railroad-associated open space. Most of the railroad tracks were removed in the 1980s. A few segments of rail spurs survive adjacent to historic buildings. As a grouping the buildings and associated open space reflect the organic development of the Blue Dome Historic District during the first half of the twentieth century.

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### **Narrative Description**

#### **LOCATION AND SETTING**

The Blue Dome Historic District is located approximately three-tenths of a mile east from the heart of downtown Tulsa. The pie-shaped district is widest at the northern boundary and tapers to the south. The city blocks in the District conform to a skewed city grid that aligned with the tracks of the Frisco Railroad, the first railroad to serve Tulsa, rather than true cardinal directions. The east District boundary along S. Kenosha Avenue does have a true north/south orientation. Street intersections where the two grids meet are cumbersome, resulting in curved and angled street connections to accommodate the disparities. The abutting grids had a similar affect on building footprints. This is particularly evident along Kenosha Avenue, where buildings on the west side of the street correspond to the skewed grid but have angled elevations that adjust to the true north/south alignment of the street.

The District is practical space where aesthetic considerations in its development were unwarranted. Large buildings mix with small ones; some occupy a half city block, while others fill traditional, narrow city lots. Large areas of open space were previously occupied by railroad tracks and spurs; these areas are now used as surface parking. Typical of historic commercial settings, the buildings have uniform setbacks that form street walls. North-south alleys originally divided the blocks. Some have been vacated, particularly where parking lots are present. Concrete sidewalks surround each block, and there are frequently grass easement strips between the sidewalk and street. Where streets have been widened, concrete has replaced the grass. Small planters and brick curb edging along E. Second Street denote its association with historic Route 66.

Four railroad spurs remain visible in the District, although more tracks are likely hidden under asphalt or concrete. One spur sits behind 381 S. Frankfort. Just west of 600 E. Fourth, another section of track is visible in the brick street where the asphalt overlay has failed. Between these two sites, two more spurs show through the asphalt overlay on E. Fourth Street. These are all in the vicinity of the Midland Valley Depot and freight station.

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

**ARCHITECTURE**

The transportation-related District is dominated by warehouses, lumber yards, manufacturing, and storage buildings that located here for convenient access to the railroad tracks. The utilitarian character of the area and the presence of the highway route also attracted auto-related service businesses. The buildings vary in size and massing. Most are one or two-story brick warehouses or commercial buildings configured with single-storefronts or as two-part commercial blocks. Many attach to larger, free-standing, one- or two-story industrial warehouses and factories. The buildings are predominantly utilitarian brick structures with minimal architectural ornament, typical of the Commercial Style. The few examples of decorative ornamentation identified in the Blue Dome Historic District reflect the influence of architectural styles popular at the time of construction. While most buildings are designated as “no style” or “commercial”, there are a few examples of Moderne and later Modern Movement architecture. Moderne detail is expressed mostly through rounded building corners and glass block windows or in simple geometric flat-roofed stucco buildings with little ornamentation. Modern Movement buildings are one-story and flat roofed with decorative concrete block and often narrow and/or few windows.

**INTEGRITY**

The Blue Dome Historic District retains the distinctive qualities of design, setting, and massing that distinguish it as an early-twentieth century transportation-related commercial/industrial neighborhood. The size and placement of the buildings communicate the organic growth that this area experienced over a sixty-year period of development. The open space continues to communicate important information about the organization and function of the District. While the main tracks of the Midland Valley and Santa Fe Railroads have been removed, a few spur tracks and rail-side loading docks are extant. Many of the buildings retain their original storefronts or the original configuration of storefront openings. The most conspicuous alterations have been the modernization of first-story windows and the replacement of upper story window sashes. Many of these alterations have not disturbed the original openings and spatial relationships of the primary façade. Warehouse buildings in the District are largely unaltered with the exception of replacement windows and modern garage doors in historic vehicular openings.

**PROPERTY DESCRIPTIONS**

**Railroad Right-of-ways**

**Midland Valley Railroad Right-of-way**

**Contributing**

Roughly the 600 block of E. 3rd Street south to the 400 block of E. 8<sup>th</sup> Street  
Open Space 1903

A large swath of open space at the heart of the Blue Dome Historic District aligns with the area occupied by the tracks of the Midland Valley for nearly eighty years, beginning in 1903. This historic structure includes a long narrow alignment that runs roughly north-south from the intersection of E. 3<sup>rd</sup> Street and Greenwood Avenue to E. 8<sup>th</sup> Street near S. Frankfort Avenue. Segments of rails spurs are particularly visible along this swath at the rear of 381 S. Frankfort and in the E. Fourth Street road bed. The former Midland Valley Freight Depot stands adjacent to this alignment at 520 E. 3<sup>rd</sup> Street.

**Santa Fe Railroad Freight Yard**

**Contributing**

Block bounded by 1st Street, Greenwood Ave, 3<sup>rd</sup> Street and Elgin Ave.  
Open Space/Historic Structure 1905

The second part of the open space that formed the historic district is the former freight yard of the Santa Fe Railroad. This large open block sits south of 111 S. Elgin Avenue (the old Santa Fe Freight Depot). It was historically filled with multiple tracks that served the Santa Fe Railroad and its industrial customers. The railroad began replacing track to accommodate truck loading docks in the 1950s.

**1<sup>st</sup> Street**

**230 E. 1<sup>st</sup> Street**

**Contributing**

No Style 1920

One-Part Commercial Block



Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

The commercial building at 230 E. 1<sup>st</sup> Street occupies the southwest corner of the intersection at East 1<sup>st</sup> Street and South Detroit Avenue. It is rectangular in plan and has a flat roof. Both the east and north elevations are primary and contain storefronts. An entrance recessed into the northeast corner has paired metal slab doors behind a glazed multi-pane wood framed wall with transom windows above the wood framing. Multiple storefronts on the east elevation appear to retain some historic configuration but are boarded up within the framing. Non-historic glazing fills the storefront at the south end of the east elevation. A corbelled brick parapet is the only ornamentation on the red brick building.

**302 E. 1<sup>st</sup> Street**

Moderne

1935

**Non-Contributing**

One-Part Commercial Block

The one-story commercial building at 302 E. 1<sup>st</sup> Street occupies the southeast corner of the intersection at East 1<sup>st</sup> Street and South Detroit Avenue. It is square in plan and has a flat roof. Painted stucco clads all elevations. Entrances are located at the canted northwest corner and the east end of the north elevation. Aluminum-framed glazed doors fill the openings. Glass block sidelights flank the doorways. The building has minimal fenestration, which appears to have been altered from its historic configuration. Small openings filled with glass block and hopper sashes flank the entrance on the north elevation. Larger display openings filled with clear glazing pierce the west end of the north elevation and the west elevation. Metal security bars cover the windows and doors. The building has no architectural ornamentation.

**309 E. 1<sup>st</sup> Street**

Commercial Style

1920

**Contributing**

Warehouse/Light Industrial

The two-story warehouse at 309 E. 1<sup>st</sup> Street occupies the northwest corner of East 1<sup>st</sup> Street and South Elgin Avenue. It is square in plan and has a flat roof. The brick building has a concrete frame structure, which is visible on the exterior elevations, infilled with brick. The south and east (primary) elevations retain their historic window and door openings which are covered with plywood. The building appears to have been stripped of any architectural ornament. Paint has been non-uniformly applied to the facades, creating a mottled or swirled appearance on the brick and boarded up windows. The south elevation appears to have been the main façade as it has a centered doorway and regular fenestration. Tall rectangular window openings on the 1<sup>st</sup> floor of the south and east elevations have segmental arched heads. 2<sup>nd</sup> floor window openings on the south elevation are tall and rectangular with square heads. Window openings on the 2<sup>nd</sup> floor of the east elevation and the 1<sup>st</sup> and 2<sup>nd</sup> floors of the north and west elevations have ribbons of sashes in horizontally rectangular openings that are placed high on the wall. The window openings on the north and west elevations are not boarded up. Service doorways pierce the north and west elevations and are abutted by loading docks. On the north elevation a metal shed roof projects from the wall above the 1<sup>st</sup> story, sheltering the loading dock.

**310 E. 1<sup>st</sup> Street**

Commercial Style

1919

**Non-Contributing**

Two-Part Vertical Block

The six-story brick warehouse is located mid-block on the south side of 1<sup>st</sup> Street. It is square in plan and has a flat roof. The north elevation has five regular bays defined by columns of fenestration. The east elevation has five bays defined by window openings filled with paired windows. The west elevation has sparse fenestration. On the front (north) elevation, the sills have been removed and the openings enlarged at the 2<sup>nd</sup> and 4<sup>th</sup> bay window openings. Non-historic windows fill the openings. The storefront spans the width of the front (north) elevation. Two-story brick pilasters capped with simple limestone capitals separate the display windows. The storefront appears to retain its historic configuration but new windows and doors fill the openings. Extremely large transoms top the display windows and doors. Limestone window sills, brick soldier window headers accented with blocks of limestone, a projecting limestone cornice, and a limestone coping on the slightly shaped parapet provide simple ornamentation that defines the building's character. The name of the building, "Sager," is inscribed in a block of stone in the center of the parapet on the front (north) façade.

**324 E. 1<sup>st</sup> Street**

Commercial Style

circa 1912

**Contributing**

Two-Part Commercial Block

The two-story commercial building is located mid-block on the south side of 1<sup>st</sup> Street. It is rectangular in plan and has a flat roof. The front (north) elevation has four bays defined by window openings on the 2<sup>nd</sup> floor. Double-hung one-over-one windows fill the 2<sup>nd</sup> story window openings. A storefront spans the width of the 1<sup>st</sup> floor. The large transom appears to be historic, as well as the doorway at the east end of the storefront, although a non-historic door fills it. A non-historic doorway with paired aluminum doors fills the west end of the storefront. Brick infill and two non-historic multi-light display windows fill the center of the storefront between the doorways. Exposed red brick clads the pilasters and header framing

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

the storefront and the west elevation where the stucco is absent. On the front elevation the 2<sup>nd</sup> story is slightly recessed within frame of the side pilasters, storefront header, and parapet. Brick corbels transition from the recessed area to the parapet above and the storefront below. However stucco clads the 2<sup>nd</sup> story of the front façade and the detail of the brick corbels is not visible. On the west elevation, several doors on the 1<sup>st</sup> floor open out to the adjacent surface parking lot. On the 2<sup>nd</sup> story of the west elevation, double-hung one-over-one windows fill the row of regular window openings. Stucco clads the south end of the west elevation. The east elevation abuts the adjacent building. The façade of this building is nearly identical to the two buildings immediately to the east (328 and 332 E. 1<sup>st</sup> Street).

**328 E. 1<sup>st</sup> Street** **Contributing**  
Commercial Style circa 1912 Two-Part Commercial Block

The two-story commercial building is located mid-block on the south side of 1<sup>st</sup> Street. It is rectangular in plan and has a flat roof. The front (north) elevation has four bays defined by window openings on the 2<sup>nd</sup> floor. Double-hung one-over-one windows fill the 2<sup>nd</sup> story window openings on the east and west ends. Fixed single-light picture windows fill the two center openings. A storefront spans the width of the 1<sup>st</sup> floor. The large transom spans the width of the storefront. Single doorways are located at the east end and the center of the storefront. Large display windows flank the central doorway, which opens into the 1<sup>st</sup> floor commercial space. The display windows and doorways are aluminum-framed. Exposed red brick clads the pilasters and header framing the storefront. On the front elevation the 2<sup>nd</sup> story is slightly recessed within frame of the side pilasters, storefront header, and parapet. Brick corbels transition from the recessed area to the parapet above and the storefront below. However stucco clads the 2<sup>nd</sup> story and the details of the brick corbels are not visible. The east and west walls abut the adjacent buildings. The façade of this building is nearly identical to the flanking buildings (324 and 332 E. 1<sup>st</sup> Street).

**332 E. 1<sup>st</sup> Street** **Non-Contributing**  
Commercial Style circa 1912 Two-Part Commercial Block

The two-story commercial building is located at the southwest corner of East 1<sup>st</sup> Street and South Elgin Avenue. It is rectangular in plan. A non-historic 3<sup>rd</sup> story was added to the roof. It is slightly recessed from the edges of the north and east elevations. It has a faux-mansard roof covered with terra-cotta-colored standing seam metal and stucco walls, lending it a Spanish or Mediterranean style to express the presence of a Mexican restaurant in the building. The north elevation of the historic portion is nearly identical to the two buildings to the west (324 and 328 East 1<sup>st</sup> Street) although the 2<sup>nd</sup> story is not stuccoed. The front (north) elevation has four bays defined by window openings on the 2<sup>nd</sup> floor. A storefront spans the width of the 1<sup>st</sup> floor and wraps around to the 1<sup>st</sup> bay of the east elevation. The framing, fenestration, and doorways are non-historic but fit within the original storefront opening. On the front elevation the 2<sup>nd</sup> story is slightly recessed within a frame of the side pilasters, storefront header, and parapet. Brick corbels transition from the recessed area to the parapet above and the storefront below. The secondary (east) elevation faces Elgin Avenue. Two windows with segmental arched openings pierce the 2<sup>nd</sup> story of the east elevation. Other historic window openings appear to have been bricked in. Two doorways pierce the east elevation. One is centered on the 2<sup>nd</sup> story and opens to the non-historic fire-escape. The other is near the south end of the 1<sup>st</sup> story and opens to the sidewalk. Paint covers the exposed brick on the north and east elevations.

**401 E. 1<sup>st</sup> Street** **Non-Contributing**  
No Distinctive Style 1980 Warehouse/Light Industrial

The two-story commercial building is located at the northeast corner of East 1<sup>st</sup> Street and South Elgin Avenue. The rectangular building has a flat roof. The building sits at the rear of the lot, accommodating a large surface lot in front. Walls are constructed of painted concrete block. The simple structure has three large service or vehicular bays on the front (south) elevation. Pedestrian doors pierce the west end of the south elevation and the north end of the west elevation.

**409 E. 1<sup>st</sup> Street** **Contributing**  
Commercial Style 1913 Two-Part Commercial Block

This address comprises two distinct buildings, each one a two-story brick block with unique facades that have been unified into a single parcel. The two-story brick commercial building is located near the west end of the block on the north side of East 1<sup>st</sup> Street. The rectangular building has a flat roof. On the western-most block, the 1<sup>st</sup> story consists of a central entrance on the front (south) elevation flanked by storefront windows. The storefront windows appear to be non-

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

historic but convey a historic-type of configuration with three-part display windows topped with divided-light transoms. Paired wood doors fill the wide central entrance. On the 2<sup>nd</sup> story, three window openings pierce the brick wall. The center bay has paired windows flanked by single windows in the end bays. The non-historic windows have applied muntin grids to mimic divided lights. The 2<sup>nd</sup> story is slightly recessed within frame of the side pilasters, storefront header, and parapet. Brick corbels transition from the recessed area to the parapet above and the storefront below. A horizontal stone tablet inserted into the center of the wall above the 2<sup>nd</sup> story windows is inscribed with "19 Dan Ploher and Son 15." There are ghosts of painted signage on the 2<sup>nd</sup> story of the front elevation. The west wall is devoid of fenestration.

On the eastern-most block, the storefront on the 1<sup>st</sup> story of the front (south) elevation has been altered. A steel I-beam was installed at the top of the storefront to accommodate taller display windows. A non-historic wood storefront with divided light display windows and an entry door at the east end fill the opening. Simple ornamentation on the front elevation includes rusticated stone lintels above the 2<sup>nd</sup> story windows, a rusticated stone beltcourse between the 1<sup>st</sup> and 2<sup>nd</sup> stories, a rectangular brick panel in the parapet, and broken brick corbelling at the coping. Non-historic hung windows with applied muntin grids that create a six-over-six appearance fill the four window openings on the 2<sup>nd</sup> story. On the east elevation a metal stair rises from the sidewalk to a second 2<sup>nd</sup> floor doorway. Window openings on the 2<sup>nd</sup> story of the east elevation have stone headers. The adjacent one-story building to the east abuts the wall but is set back one bay from the sidewalk.

**421 E. 1<sup>st</sup> Street**  
Commercial Style

1913

**Contributing**  
Warehouse/Light Industrial

The one-story stucco-clad brick warehouse is rectangular in plan and has a flat roof with a hipped-roof monitor at the southwest corner. The west bay is recessed one bay from the sidewalk. Large window openings and vehicular and pedestrian doorways pierce the front (south) elevation. Multi-light steel windows fill the window openings. Multi-light wood doors fill the vehicular and pedestrian doorways. The stucco walls are unornamented. The rectangular monitor runs north-south along the west edge of the roof. Its hipped roof has exposed rafter tails at the eaves. Multi-light windows pierce the monitor walls.

**423 E. 1<sup>st</sup> Street**  
No Distinctive Style

1915

**Contributing**  
Warehouse/Light Industrial

The one-story warehouse/garage building is located mid-block on the north side of East 1<sup>st</sup> Street. It is rectangular in plan. A rectangular monitor projects from the center of the barrel-vaulted roof. A large vehicular doorway is centered on the front (south) elevation. A non-historic metal overhead door fills the vehicular opening. A pedestrian doorway filled with a multi-light wood door and a window with multi-light metal sash pierce the wall to the east of the vehicular doorway. To the west of the vehicular doorway, three large window openings filled with multi-light steel sashes pierce the wall. A prominent arched and stepped parapet with recessed shaped brick panes dominates the front (south) elevation. A rectangular steel-sash multi-light window pierces the center of the arched parapet. Soldier courses span the width of the south elevation, defining the base of the wall and the division between the 1<sup>st</sup> story and the parapet. On the east elevation large multi-light steel sash windows pierce each bay with the exception of the 3<sup>rd</sup> bay from the north, which is pierced by paired multi-light wood vehicular doors. The rear (north) elevation is defined by a central vehicular entrance flanked by two steel-framed multi-light windows on either side. The rectangular monitor runs nearly the length of the building down the center of the roof. It has a hipped roof with exposed rafter tails and ribbons of windows down each wall.

**513-15 E. 1<sup>st</sup> Street**  
Commercial Style

1925

**Contributing**  
Two-Part Commercial Block

The two-story brick building at 513-15 East 1<sup>st</sup> Street is located near the east end of the block on the north side of East 1<sup>st</sup> Street. It is rectangular in plan and has a flat roof. The front (south) elevation has a symmetrical façade with a three-part configuration at the storefront and parapet levels. The storefronts appear to retain their historic configuration and much of their historic material. Multi-light transoms top wood-framed display windows in each of the three bays. In the east and west bays, wood pedestrian doors with glazed openings are adjacent to the display windows. On the 2<sup>nd</sup> floor non-historic hung windows with applied muntin grids fill the row of eight window openings. The façade is simply ornamented with rusticated stone beltcourse at the window headers, a smooth stone beltcourse at the window sills, stone caps atop the brick pilasters between the storefronts, patterned projecting brickwork above the 2<sup>nd</sup> story windows, and small brick cantons rising slightly above the roofline at the east and west ends of the parapet. A vacant lot abuts the west elevation. The east wall of the building directly abuts the adjacent building. A one-story brick addition abuts the rear (north)



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

elevation. 513-15 E. 1<sup>st</sup> Street appears to have been constructed in conjunction with 519 E. 1<sup>st</sup> Street as the two buildings have nearly identical styling and fenestration.

**519 E. 1<sup>st</sup> Street** **Non-Contributing**  
Commercial Style 1925 Two-Part Commercial Block

The two-story brick building at 519 E. 1<sup>st</sup> Street is located near the east end of the block on the north side of East 1<sup>st</sup> Street. It is rectangular in plan and has a flat roof. The storefront has been altered from its historic configuration and materials. Glass blocks fill the storefront openings between brick pilasters. Three non-historic metal pedestrian doors pierce the front elevation. The pedestrian doors in the two east bays are topped with glass block. The pedestrian door in the west bay is topped with a large transom panel and flanked by glass block. On the 2<sup>nd</sup> floor non-historic hung windows with applied muntin grids fill the row of eight window openings. The façade is simply ornamented with rusticated stone beltcourse at the window headers, a smooth stone beltcourse at the window sills, stone caps atop the brick pilasters between the storefronts, patterned projecting brickwork above the 2<sup>nd</sup> story windows, and small brick cantons rising slightly above the roofline at the parapet. A two-story addition abuts the rear (north) elevation. A mixture of small one-story additions abuts the east elevation. 519 E. 1<sup>st</sup> Street appears to have been constructed in conjunction with 513-15 E. 1<sup>st</sup> Street as the two buildings have nearly identical styling and fenestration.

**2<sup>nd</sup> Street**

**311-13 E. 2<sup>nd</sup> Street** **Contributing**  
Commercial Style 1910 One-Part Commercial Block

The building at 311-13 E. 2<sup>nd</sup> Street occupies the northeast corner of the intersection at East 2<sup>nd</sup> Street and South Detroit Avenue. The building is rectangular in plan and has a flat roof. Storefronts pierce both the primary south and west elevations. None of the storefront windows or doors appears to be historic. Historic brick piers separate the seven bays on the south elevation and six bays on the west elevation. At the southwest corner the storefront entry is recessed, creating a freestanding brick pier at the corner. Shaped parapets give the building its distinctive styling. A Spanish/Mission Revival arched parapet is centered on the south elevation. Tudor-style pointed arches with crenellations accent the corner and ends of the south and west elevations. Parapets are further ornamented with brick panels, glazed terracotta modillions and cartouches, and glazed terracotta copings. The secondary east elevation has bricked-in segmental arched window openings and a vehicular doorway. Thick elastomeric paint covers the brick parapets on the south elevation and the area within the brick panels on the west elevation parapets, as well as the entire east elevation.

**316 E. 2<sup>nd</sup> Street** **Contributing**  
Commercial Style 1920 Two-Part Commercial Block

The two-story brick building at 316 E. 2<sup>nd</sup> Street is located mid-block on the south side of East 2<sup>nd</sup> Street. Engaged brick pilasters create three distinct bays and emphasize the building's verticality. The historic storefront openings appear to be in tact on either side of the central entrance. Metal security grates cover the storefront display windows and it is unclear whether or not the windows are historic. Plywood covers the transom windows above the display windows. The central doorway has wood framing and sidelights. Concrete block fills three large rectangular window openings on the 2<sup>nd</sup> floor. Geometric cast stone or limestone elements are inlaid into the brick parapet and spandrels, ornamenting the front elevation. Pyramidal coping blocks top the pilasters. Horizontal beltcourses, window sills and headers and decorative brickwork and stone above and below the 2<sup>nd</sup> floor windows are additional decorative elements. On the west elevation, irregular window openings pierce the brick wall on the 1<sup>st</sup> and 2<sup>nd</sup> stories. A loading bay near the south end of the west wall has been filled in with plywood and a pedestrian door.

**318 E. 2<sup>nd</sup> Street** **Contributing**  
Art Deco 1926

The eclectic Blue Dome Building at the southwest corner of East 2<sup>nd</sup> Street and South Elgin Avenue was formerly a gas station and automotive garage. It consists of a circular two story block connected to a long rectangular block to the west via a rectangular hyphen. A concrete dome tops the distinctive circular buff-brick structure. Small round-arch lanterns rise out of each roof elevation and a ribbed domed cupola on spindles tops the domed roof. Five engaged brick piers rise to the 2<sup>nd</sup> story along the walls of the circular structure and are topped with domed stone caps ornamented with



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

foliated/floral motifs. Also ornamented with a floral motif is a projecting concrete cornice at the base of the dome and concrete panels above the 1<sup>st</sup> story windows. The main entrance was located on the northeast corner of the building and is distinguished with a pedestrian doorway flanked by windows. Window openings filled with non-historic windows pierce the 1<sup>st</sup> and 2<sup>nd</sup> stories.

The long rectangular block and hyphen are constructed of the same buff-brick as the main, circular building. Engaged pilasters topped with domed stone caps define the regular bays of the buildings. On the north end of the rectangular block a wood storefront fills the elevation. It is unclear if the storefront is historic. On the east elevation of the rectangular block three vehicular bays have been boarded up. Non-historic walls enclose the east and west elevations of the hyphen. Historically the hyphen appears to have functioned as a vehicular pass-through.

The vacant land surrounding the building is affiliated with the function of the building and contributes to the property's significance.

**323 E. 2<sup>nd</sup> Street** **Non-Contributing**  
Commercial Style 1920 One-Part Commercial Block

The simple one-story brick building at 323 E. 2<sup>nd</sup> Street is located near the east end of the block on the north side of East 2<sup>nd</sup> Street. It is rectangular in plan and has a flat roof. A non-historic aluminum-frame storefront fills the 1<sup>st</sup> story and is inset a few feet from the front (south) façade. The brick parapet has a recessed brick panel and corbelled stringcourse at the top. Red paint covers the brick. A surface parking lot abuts the west wall. The east wall directly abuts the adjacent building.

**325 E. 2<sup>nd</sup> Street** **Non-Contributing**  
Commercial Style 1925 One-Part Commercial Block

The simple one-story brick building at 325 E. 2<sup>nd</sup> Street occupies the northwest corner of East 2<sup>nd</sup> Street and South Elgin Avenue. It is rectangular in plan and has a flat roof. A non-historic wood wall with a ribbon of fenestration fills the historic large storefront opening on the front (south) elevation. The historic storefront opening continues to the south bay of the east elevation. It is also filled with a non-historic wall and window assembly. A dentiled brick cornice tops the simple parapets on the south and east elevations. Non-historic glass block windows pierce the north end of the east elevation.

**402 E. 2<sup>nd</sup> Street** **Non-Contributing**  
Commercial Style 1915 One-Part Commercial Block

The one-story brick building at 402 E. 2<sup>nd</sup> Street occupies the southeast corner of East 2<sup>nd</sup> Street and South Elgin Avenue. It is rectangular in plan and has a flat roof. Both the north and west elevations are primary. Engaged brick pilasters define the bays of the storefronts. Non-historic aluminum-framed storefront display window/door assemblies fill the north three storefront bays on the west elevation and the west bay on the north elevation. Signage covers the transoms on the bays of the north elevation and the south and north bays of the west elevation. Ornamentation is limited to limestone bases and bands of limestone on the brick pilasters and limestone coping caps on the parapet walls.

**412 E. 2<sup>nd</sup> Street** **Non-Contributing**  
Commercial Style 1920 One-Part Commercial Block

The one-story brick building is located mid-block on the south side of East 2<sup>nd</sup> Street. The rectangular building has a flat roof. The front (north) elevation has three bays defined by the historic storefront openings. Painted boards infill the storefront openings. Non-historic paired doors are centered on the front elevation, within non-historic infill. Rowlock brick coping tops the shaped parapet. Paint covers the brick on the front (north) elevation. The secondary east elevation is pierced by several large window openings filled with multi-light steel sashes. The west elevation is devoid of fenestration and ghosts of historic painted signage are visible in the bay at the west end of the elevation.

**416 E. 2<sup>nd</sup> Street** **Non-Contributing**  
Commercial Style 1919

The one-story building is located mid-block on the south side of East 2<sup>nd</sup> Street. The rectangular building has a flat roof. The historic façade (north elevation) was removed and replaced with a new brick wall pierced by large display windows

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

flanking a pedestrian door. It blends seamlessly with new façades that were constructed to the east at 418 and 420 E. 2<sup>nd</sup> Street.

**418 E. 2<sup>nd</sup> Street**

**Non-Contributing**

Commercial Style

1920

The one-story building is located mid-block on the south side of East 2<sup>nd</sup> Street. The rectangular building has a flat roof. The historic façade (north elevation) was removed and replaced with a new brick wall pierced by large display windows. It blends seamlessly with new façades that were constructed at 416 and 420 E. 2<sup>nd</sup> Street.

**420 E. 2<sup>nd</sup> Street**

**Non-Contributing**

Commercial Style

1920

The one-story building is located at the southwest corner of East 2<sup>nd</sup> Street and South Frankfort Avenue. The rectangular building has a flat roof. The historic front (north) façade was removed and replaced with a new brick wall pierced by display windows. It blends seamlessly with the new facades that were constructed to the west at 416 and 418 E. 2<sup>nd</sup> Street. The historic east wall along South Frankfort remains, as does the canted wall at the northeast corner. New display windows fill the opening on the canted corner and the north two bays on the east elevation. A new entry with paired doors topped by a large transom pierces the east elevation near the south end.

**510 E. 2<sup>nd</sup> Street**

**Contributing**

Moderne

1937

One-Part Commercial Block

The large one-story building at the southeast corner of East 2<sup>nd</sup> Street and South Frankfort Avenue is a former car dealership. From a bird's eye view the parcel is comprised of four blocks including a Moderne-styled block at the north end; a rectangular block along Frankfort Street with a flat roof and large steel-sash windows; a rectangular block at the southwest corner with a shallow gable roof and glass block windows; and a rectangular block along the east side with a barrel-truss roof, steel industrial windows, and vehicular entry bays. The Moderne-styled block is the most prominent. The north elevation was the auto showroom and features expanses of aluminum-framed glazing across the north elevation and the north bay of the west elevation. Brick walls above the storefront and bulkhead below are curved at the corners. Enameled metal panels cover the storefront at the central entry. At the east end of the north elevation, the wall steps back creating a drive area/parking lot. The north elevation at this location has a central vehicular doorway flanked by circular window openings. A row of window openings pierces the west elevation. In the north half, steel-frame windows fill the openings. In the south half, glass block fills the openings that are high on the wall. A row of steel-frame windows pierces the east elevation.

**514 E. 2<sup>nd</sup> Street**

**Non-Contributing**

Commercial Style

1925

Commercial Block

The one-story building at 514 E. 2<sup>nd</sup> Street occupies the southwest corner of the intersection of East 2<sup>nd</sup> Street and South Greenwood Avenue. It is rectangular in plan and has a flat roof. Primary elevations face north and east. Engaged brick pilasters define the center three bays on the north and east elevations. Steel frame windows fill the long rectangular clerestory window openings high on the walls of these bays. Large masonry openings at the northeast corner are infilled with stucco and pierced with paired non-historic metal pedestrian doors. Ornamentation consists of brick-enframed stucco panels above the clerestory windows and along the stepped parapets (north and east elevations), and diamond and geometric-shaped cast stone or limestone inserts on the brick pilasters. A paved surface parking lot abuts the west elevation, which has a central loading bay filled with paired pedestrian doors and two bands of clerestory windows.

**3<sup>rd</sup> Street**

**417 E. 3<sup>rd</sup> Street**

**Non-Contributing**

Commercial Style

1920

Two-Part Commercial Block

The two-story buff-brick building is located mid-block on the north side of East 3<sup>rd</sup> Street. It is square in plan and has a flat roof. The front (south) elevation is symmetrically arranged around a central arched opening on the 1<sup>st</sup> floor. To the east, a storefront flanks the arched opening. To the west, a vehicular doorway flanks the arched opening. Four windows pierce

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

the 2<sup>nd</sup> story. None of the storefronts, windows, or entries retains historic glazing or doors. A large metal overhead door fills the opening west of the arched entry. Wood paneling with a non-historic metal door fills the arch. Non-historic storefront system fills the storefront opening east of the arched entry. Non-historic hung windows fill the 2<sup>nd</sup> story window openings. Non-historic canvas awnings hang above the east storefront and each of the 2<sup>nd</sup> story windows. Ornamentation consists of brick broken corbelling at the parapet, and limestone window sills, beltcourses and base. The west elevation has historic window openings on the 1<sup>st</sup> and 2<sup>nd</sup> stories and a vehicular doorway at the north end. Ghosts of painted signage are also visible on the west elevation. The east elevation has historic window openings on the 2<sup>nd</sup> story and two non-historic windows on the 1<sup>st</sup> story. Boards cover all of the window and door openings on the east and west elevations.

A detached one-story structure directly behind (north) 417 E. 3<sup>rd</sup> Street is associated with the property. It is rectangular in plan and has a flat roof. The simple structure has a central vehicular bay on the east elevation.

**520 E. 3<sup>rd</sup> Street**

**Contributing**

No Style

1906

This building was formerly the **Midland Valley Railroad Freight Depot**. The two-story brick building is located mid-block on the south side of East 3<sup>rd</sup> Street. The building is square in plan and has a flat roof. The front (north) elevation has three bays. The central bay contains the 1<sup>st</sup> floor entrance and a double-hung window that is intermediately placed between the 1<sup>st</sup> and 2<sup>nd</sup> floors. In the 1<sup>st</sup> and 3<sup>rd</sup> bays double-hung wood windows fill the window openings on the 1<sup>st</sup> and 2<sup>nd</sup> stories. The façade is simply ornamented with a concrete water table, concrete window sills and headers, and full-height engaged brick piers at the corners. A non-historic slab door flanked by glass block sidelights fills the main entrance. Concrete copings top the flat parapet. The east and west elevations mimic the front (north) elevation with three bays each defined by single window openings with concrete sills and headers. On the west elevation the north window opening on the 2<sup>nd</sup> story has been modified into a doorway and a metal fire escape was installed along the façade. On the east elevation, a one-story addition with a shed roof encompasses the two south window openings on the 1<sup>st</sup> floor. On the rear (south) elevation a one-story addition spans the width of the building. Vacant land, formerly rail tracks and freight sheds, surround the building. All of the vacant land surrounding the former depot contributes to the significance of the District.

**4<sup>th</sup> Street**

**401 E. 4<sup>th</sup> Street**

**Non-Contributing (Less than 50 years old)**

Modern Movement

1970

Free-Standing Commercial Block

The one-story brick office building occupies the northeast corner of East 4<sup>th</sup> Street and South Elgin Avenue. It is rectangular in plan and has a flat roof. A drive through bay is attached to the northwest corner of the building. The main character-defining feature on this monolithic red brick structure is the distinct metal cornice or decorative cap that surrounds the roofline. It is stamped with regular rectangular patterns. On the west elevation heavy brick surrounds frame tall narrow windows. On the south elevation a central bay is clad with concrete and features a horizontal ribbon of rectangular windows. On the east elevation one window and two pedestrian entrances pierce the wall. The pedestrian doorways are located on the east elevation-one at the south end and one toward the north end.

**414 E. 4<sup>th</sup> Street**

**Contributing**

Moderne

1949

One-Part Commercial Block

The one-story brick building is located in the center of the block on the south side of East 4<sup>th</sup> Street. It is rectangular in plan and has a flat roof. Five bays, consisting of a central doorway flanked by two windows on each side, define the front (north) elevation. The east elevation has four bays defined by single window openings. The west elevation abuts an alley and does not have a formal configuration. In the center bay, an aluminum-framed entryway has a single glazed pedestrian door flanked by glazed sidelights and topped by a glazed transom. Aluminum-framed two-over-two sashes fill the window openings on the front (north) and east elevations. Glass block fills the irregular window openings on the west elevation. Buff-brick walls with red brick accents define the building's character. The red brick accents include a continuous base, rowlock window sills, beltcourse above the windows and at the parapet on the north, east and north bays of the west elevation. A large rusted historic sign hangs from the center of the front (north) elevation.



Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

**426 E. 4<sup>th</sup> Street**

Commercial Style

1935

**Contributing**

One-Part Commercial Block

The one-story brick structure occupies the southwest corner of the intersection of East 4<sup>th</sup> Street and South Frankfort Avenue. The building is rectangular in plan and has a flat roof. Historically the building was a Skelly gas/service station. Its slightly recessed placement from the corner of the intersection provided room for vehicles and gas pumps, conveying the historic function of the building. The east elevation has a storefront window and a wood panel door to an inside bathroom with a transom above. The north elevation has one single display window. This elevation has vehicular access into the building, a plywood-covered metal panel door to the building office, and a wood paneled door into the grease and wash bays. Six bays on the north elevation are defined by engaged brick piers. Vehicular openings with non-historic overhead doors fill the grease and wash bays openings. The Spanish Revival/Mission Style of the building is conveyed by shaped parapets, including an arched parapet in the center of the north elevation; diamond-shaped tiles inset within the parapet walls; two cantilevered roofs with blue tile painted red. The rear of the building is red brick and only a portion of it can be seen, but the bathroom has two narrow multi-pane steel windows and the storage room has a large multi-pane steel partial awning window. The west elevation of the station now forms a wall and entry into a garage addition.

**600 E. 4<sup>th</sup> Street**

Moderne

1943

**Contributing**

The one-story brick building is located mid-block on the south side of East 4<sup>th</sup> Street. It is rectangular in plan and has a flat roof. A lower rectangular block projects from the northwest corner of the building. The north and west elevations have regular bays defined by large rectangular window openings filled with glass block. The low block and the northwest corner of the main block have rounded corners contributing to the building's Moderne styling. Also contributing to the Moderne styling are the glass block windows, the flat parapet capped with a simple flat limestone or concrete coping, and a general lack of ornamentation.

**610 E. 4<sup>th</sup> Street**

No Style

1950

**Contributing**

The one-story brick building is located mid-block on the south side of East 4<sup>th</sup> Street. It is rectangular in plan and has a barrel-vaulted roof. The front (north) elevation has three bays. A large vehicular doorway with a non-historic corrugated metal overhead door fills the center bay. Two large rectangular window openings filled with glass block flank the central vehicular bay. A pedestrian doorway is inserted into the window on the east end of the west window. The only ornamentation on this simple building is a course of soldier bricks at the base and across the tops of the windows and doorway, and brick rowlock sills. Concrete or limestone copings cap the flat parapet. On the rear (south) elevation the parapet follows the curve of the barrel-trusses. Irregular fenestration and a central vehicular doorway pierce the rear elevation. The buildings to the east and west directly abut the side walls.

**612-20 E. 4<sup>th</sup> Street**

Commercial Style

1945

**Non-Contributing**

One-Part Commercial Block

The one-story brick building is located near the east end of the block on the south side of East 4<sup>th</sup> Street. It is rectangular in plan and has a flat roof. The entire length of the front (north) elevation is boarded up with the exception of a vehicular doorway at the west end. A non-historic overhead door fills the opening. The only character defining feature of this simple building is its large widely stepped parapet with sparse geometric patterned stone ornamentation. Concrete or stone coping caps top the parapet. On the rear elevation the historic brick wall has been demolished. Recessed well in from the alley, a corrugated metal wall has been erected to enclose the structure. The buildings to the east and west directly abut the side walls.

**624 E. 4<sup>th</sup> Street**

Moderne

1941

**Non-Contributing**

The two-story brick building occupies the southwest corner of the intersection at East 4<sup>th</sup> Street and South Kenosha Avenue. It is wedge-shaped in plan and has a flat roof. A historic brick penthouse with a flat roof is visible above the main roof near the north end of the building. Seven regular bays on the north elevation and 13 bays on the east elevation are defined by simple rectangular window openings. At the rear (south) end of the east elevation, the 1<sup>st</sup> and 2<sup>nd</sup> story



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

windows do not align. Pedestrian entrances are located at the west end of the north elevation and near the south end of the east elevation. A vehicular entrance/loading bay is located at the south end of the east elevation. Some window openings are filled with glass block and some with non-historic fixed single-light windows. The pedestrian doorway on the north elevation is the historic entry. A three-light wood door fills the doorway. A brick soldier-course header and a column of glass blocks on each side of the doorway ornament the entry. The northeast corner of building is curved lending the building its Moderne styling, along with the glass block windows, flat parapet topped with concrete copings, and general lack of ornamentation.

### 5<sup>th</sup> Street

**415 E. 5<sup>th</sup> Street** **Contributing**  
Commercial Style 1926 One-Part Commercial Block

The one-story brick building occupies the east half of the block at the northwest corner of East 5<sup>th</sup> Street and South Frankfort Avenue. It is rectangular in plan and has a flat roof. The front (south) elevation has eight bays consisting of multiple storefronts, a vehicular entrance, and a pedestrian entrance. The main pedestrian entrance fills the fourth bay from the east. A central recessed door is flanked by display windows. The vehicular entry fills the west bay. A non-historic aluminum-framed glazed overhead door fills the entrance. Non-historic display windows fill the storefront openings. Transoms in the east three bays are covered. The building's styling is derived from the stepped parapet, rectangular brick trays, and geometric stone insets at the top of the engaged brick piers. The east elevation has a storefront display window in the south bay and a small vehicular opening in the north bay. On the west elevation three window openings and a pedestrian doorway pierce the brick wall.

**537 E. 5<sup>th</sup> Street** **Contributing**  
No Style 1947

The one-story brick warehouse building is located in the middle of the block on the north side of East 5<sup>th</sup> Street. The building is square in plan. The east portion of the building has a double barrel-truss roof. The west portion has a flat roof. The utilitarian building has a simple, unornamented façade (south elevation) pierced with irregularly placed windows, pedestrian doorways, and vehicular doorways. A variety of glass block and non-historic aluminum frame windows fill the window openings. A historic paneled wood overhead door fills the vehicular bay at the east end of the south elevation. A tall flat parapet tops the south elevation. The building is functionally related to the buildings south of it across 5<sup>th</sup> Street and ties in with the rail spur.

### 6<sup>th</sup> Street

**525 E. 6<sup>th</sup> Street** **Non-Contributing**  
No Style 1945

The one-story brick building is located at the northwest corner of East 6<sup>th</sup> Street and South Kenosha Avenue. It is rectangular in plan and has a flat roof. The building appears to be incorporated into the complex of buildings directly to the north. Storefronts on the front (south) elevation are infilled with the exception of one, which has been altered. It contains a non-historic recessed aluminum-framed glazed assembly. The east and west elevations are blank except for one pedestrian door on each elevation. Paint covers the brick on all elevations.

### 8<sup>th</sup> Street

**409 E. 8<sup>th</sup> Street** **Contributing**  
Commercial Style 1929 One-Part Commercial Block

The one-story brick building is located in the center of the block on the north side of East 8<sup>th</sup> Street. It is L-shaped in plan and has a barrel-truss roof. The building retains significant integrity. All four of the large window openings on the front (south) elevation retain their historic multi-light metal sashes. The vehicular and pedestrian doorways retain their original openings although non-historic doors fill them. Metal overhead doors fill the vehicular bays. An aluminum-framed glazed

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

door topped by a transom fills the pedestrian doorway. The building also retains its distinguishing simple ornamentation. A brick soldier course spans the length of the building above the windows and rectangular brick patterns are formed in the parapets. These are constructed of buff-brick, which contrasts with the red tapestry brick that comprises the walls. Concrete or limestone coping caps the stepped parapet. Small geometric shapes of stone or concrete are embedded in the parapet. A surface parking lot abuts the west side of the building. A vacant lot abuts the east side.

### Detroit

**108 S. Detroit Avenue** **Contributing**  
Commercial Style 1912 One-Part Commercial Block

The one-story brick building is located in the center of the block on the west side of Detroit Avenue. It is rectangular in plan and has a barrel-vaulted roof. The front (east) retains historic storefront and doorway openings. The storefront windows rest on brick bulkheads with stone or concrete sills. A large wood multi-light window fills the opening in the south bay. A non-historic overhead door fills the vehicular doorway in the second bay from the south. A combination of display windows, pedestrian doorway and large transom fill the second bay from the north. A historic paneled wood pedestrian door topped with two large transom panels fills the narrow bay at the north end. Engaged brick piers rise to the mid-level of the stepped parapet. The buildings to the north and south directly abut the side walls.

**111 S. Detroit Avenue** **Non-Contributing**  
Commercial Style 1920 One-Part Commercial Block

The one-story brick building is located in the center of the block on the east side of Detroit Avenue. It is rectangular in plan and has a barrel-vaulted roof. It is unclear how much of the storefront configuration is historic. Two large masonry openings flank a narrow opening that may have contained a pedestrian entry historically. Non-historic aluminum-frame display windows fill these openings. A large vehicular opening pierces the north bay and an overhead door is set deep within it. Storefront glazing with a pedestrian door fills the south wall within the vehicular bay. A large stepped gable parapet has small square stone ornament embedded in the brick wall and is topped with limestone copings. Surface parking lots abut the east and west walls of the building.

**114 Detroit Avenue** **Contributing**  
Commercial Style 1922 One-Part Commercial Block

The one-story brick building is located mid-block on the west side of Detroit Avenue. It is rectangular in plan and has a barrel-vaulted roof. The symmetrical front (east) elevation has five regular bays defined by display window openings and a central vehicular doorway. Large single-light display windows fill bays 1, 2, and 4 from the north. A pedestrian doorway fills the south bay. A historic wood-frame glazed door flanked by sidelights and topped with a boarded-up transom fills the doorway. Transoms across the top of the display windows are boarded over. A continuous limestone band comprises the window sills. The simple façade has a shallowly stepped parapet distinguished by a soldier course of bricks just below the limestone coping. The adjacent building abuts the north wall. The south wall is blank and abuts a surface parking lot.

### Elgin

**4 S. Elgin Avenue** **Contributing**  
No Distinctive Style 1915 Freight Depot

The simple brick building is a former warehouse for the Santa Fe Railroad. It sits just south of the tracks on the west side of Elgin Avenue north of 1<sup>st</sup> Street. The long rectangular building has a flat roof. The east elevation has three bays comprised of two window openings and a pedestrian doorway. The north elevation has a window at the west end and a row of loading bays across the remainder of the wall. Paneled overhead doors fill the loading bays. Stucco covers the brick foundation below the raised loading bays. On the south elevation a concrete loading dock runs the length of the wall. A metal canopy shelters the loading dock. At the east end, a pedestrian doorway and windows pierce the wall. A row of loading bays pierces the remainder of the wall. Brick soldier headers top the window and pedestrian door openings. Window openings have rowlock brick sills. A large glazed transom tops the pedestrian doorway on the west

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

elevation. Surface parking lots abut the north, south, and west sides of the building. The rail lines historically ran along both the north and south elevations.

**111 S. Elgin Avenue**

**Contributing**

Classical Revival

1915

The **Santa Fe Freight Depot** is a buff-brick building located at the southeast corner of East 1<sup>st</sup> Street and South Elgin Avenue. It is L-shaped in plan and has a flat roof. The west end (historically the office block) is two-stories in height and has more formal styling. The east leg (historically the freight house) of the L has one story. The west two-story section has five symmetrical bays on the west elevation and three bays on the north and south elevations. The north and south elevations of the east wing each have six bays. The building retains significant historic material and character. Historically the two-story office block presented the more ornamental public face and the one-story block served utilitarian purposes. The two story block is simply trimmed with a high limestone base and white-glazed terracotta coping, cornice, window heads and sills. A substantial brick chimney with a corbelled top rises above the two-story block. Paired windows fill the window openings on the west elevation and the center bay of the 2<sup>nd</sup> story on the north and south elevations. Windows have double-hung sashes topped with multi-light transoms. Pedestrian entrances fill the center bay on the north and south elevations. The glazed wood door is flanked by glazed sidelights and topped by a multi-light transom. Metal canopies hang above the pedestrian entries. The one-story block has more simplified detailing. The north elevation is pierced by vehicular openings filled with non-historic four-light storefront-type glazing. A row of multi-light clerestory windows spans the length of the north elevation above the vehicular openings. On the south elevation of the one-story block engaged piers define the bays in which large openings (historically loading bays) pierce the wall. Non-historic glazed display windows in the openings are topped by multi-light transoms. A bump-out at the west end of the south wall of the one-story block contains a pedestrian entry. A landscaped lawn directly abuts the building on all elevations. A surface parking lot occupies the remainder of the block, which historically contained the rail yard.

**112 S. Elgin Avenue**

**Contributing**

Commercial Style

1944

One-Part Commercial Block

The one-story brick building is located mid-block on the west side of Elgin Avenue. It is rectangular in plan and has a flat roof. The façade is comprised of three bays that include a central pedestrian entry flanked by two large rectangular window openings. Non-historic aluminum-framed paired doors with narrow sidelights and a glazed transom fill the doorway. Non-historic aluminum-framed display windows fill window openings. A slightly recessed brick panel in the parapet, brick rowlock window sills, and a corbelled brick course at the parapet constitute the minimal ornamentation on this commercial building. A large non-historic sign projects from the front elevation above the windows and doorway.

**114 S. Elgin Avenue**

**Non-Contributing**

Commercial Style

1940

One-Part Commercial Block

The one-story brick building is located mid-block on the west side of Elgin Avenue. It is rectangular in plan and has a flat roof. Three irregular bays comprise the south end of the front (east) elevation, which was constructed in 1940. The openings appear to have been altered from their historic configuration. An offset central entry is flanked by two different sized window openings. Non-historic glazing fills the window openings. A framed brick panel above the windows and a corbelled parapet ornament the simple façade. A non-historic canopy projects from the wall above the display windows and doorway. A single bay on the north end of the façade was added in 1948. It is pierced by a large vehicular opening that is filled with a non-historic glazed storefront. A simple corbelled brick strong course tops the parapet.

**116 S. Elgin Avenue**

**Contributing**

Commercial Style

1940

One-Part Commercial Block

The one-story brick building is located mid-block on the west side of Elgin Avenue. It is rectangular in plan and has a flat roof. The simple front (east) elevation has two bays defined by large openings. The opening on the north is a large vehicular bay filled with a historic paneled wood overhead door. Glazing fills three rows of the paneling. The south opening is filled with a central door surrounded by multi-light steel windows. Besides the brick rowlock window sill there is no decorative ornamentation on the façade. The north and south walls directly abut the adjacent buildings.



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

**211 S. Elgin Avenue** **Non-Contributing**  
No Style 1945

The one-story brick building is located mid-block on the east side of Elgin Avenue. It is rectangular in plan and has a flat roof. The front (west) elevation has three bays defined by display window openings. The openings have non-historic brick bulkheads. A pedestrian doorway is recessed into the wall just south of the north bay. Non-historic aluminum-framed display windows fill the window openings. All three openings are framed with a header course of soldier bricks, a row of stretcher bricks down the sides, and rowlock sills across the bottom. Concrete or stone copings top the plain flat parapet. A surface parking lot occupies the south end of the block and abuts the south wall of the building.

**401 S. Elgin Avenue** **Contributing**  
Moderne 1949 Two-Part Commercial Block

The two-story brick building is located at the southeast corner of East 4<sup>th</sup> Street and Elgin Avenue. It is rectangular in plan and has a flat roof. Historically the building was a car dealership. The north and west elevations are street-facing primary facades. Irregular bays of storefronts, pedestrian openings, vehicular bays, and square windows define the 1<sup>st</sup> story of each elevation. A horizontal band of ribbon windows spans the 2<sup>nd</sup> stories, visually unifying the two elevations. The styling and materials on the building give it a distinctly Moderne appearance. At the northwest corner large display windows fill the north three bays of the west elevation and the two west bays of the north elevation. They have aluminum framing and large three-part transoms. A projecting aluminum canopy tops the storefront window openings. South of the display windows on the west elevation, a pedestrian doorway is recessed into the wall. Three square window openings pierce the wall south of the doorway. Corrugated fiberglass panels clad the wall south of the storefronts on the west elevation, as well as the north elevation east of the display windows. In the corrugated fiberglass on the north elevation, two rows of square window openings and a pedestrian door pierce the wall. In the center of the north elevation two large vehicular doorways, one smaller vehicular doorway and a pedestrian doorway pierce the brick wall. An aluminum canopy projects from the wall above these openings. A wood overhead door with glazed panels fills the small vehicular bay. Non-historic metal overhead doors with multiple-lights fill the large vehicular bays. Glass block fills a large window opening at the east end of the north elevation and narrow transoms above the vehicular bays and aluminum canopy. The distinctive 2<sup>nd</sup> story windows have running bands of aluminum cladding on the window headers and the tall canted window sills. Wide aluminum-clad mullions define the bays. A row of four two-light projection sashes topped by a glazed transom fill each bay. The 2<sup>nd</sup> story windows wrap around to the east elevation and the west half of the south elevation. Paint covers the brick spandrel between the 1<sup>st</sup> and 2<sup>nd</sup> stories and the brick parapet. A paved alley separates the building from the adjacent building to the east. A surface parking lot occupies the south half of the block.

**405 S. Elgin Avenue** **Contributing**  
No Style 1928

The one-story building is adjacent to the south wall of 401 S. Elgin and was functionally related. The small building is rectangular in plan and has a flat roof. The front (west) elevation has a central doorway flanked by boarded-up windows. The east elevation is pierced by a long rectangular window opening. A pedestrian door pierces the rear (east) elevation. Stucco with peeling paint clads the walls, although some stucco has fallen off the south end, revealing the underlying structure, which appears to be stone or pyroblock. A metal canopy over the door/windows spans the front elevation. A free-standing curved metal canopy abuts the east end of the building.

**411 S. Elgin Avenue** **Contributing**  
No Style 1950

The one-story building is located in the center of the parking lot south of 401 S. Elgin Avenue. The automotive-related building served the car dealership that historically occupied the property. The rectangular structure is flanked by wide carport bays. A flat roof tops the concrete block structure and extends to cover the carport, supported by metal columns at the north and south ends. The simple structure has boarded up window openings at the southwest and northwest corners. A surface parking lot surrounds the building.



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

**601 S. Elgin Avenue** **Contributing**  
Gothic Revival 1925

The three-story brick apartment building is located at the southeast corner of East 6<sup>th</sup> Street and South Elgin Avenue. It is rectangular in plan and has a flat roof. The front (west) elevation has three bays distinguished by columns of windows. A pedestrian door flanked by glazed sidelights fills the center bay. A row of three double-hung windows fills each rectangular window opening. On the north elevation, nine bays are defined by columns of single window openings. The center bay, apparently a recessed bay historically, has been filled in with painted concrete block. A high base of painted stone anchors the building. A course of soldier bricks tops the base. Window sills are limestone. The building's historic name, "Melrose," is inscribed on a limestone plaque mounted in the center of the front elevation. Brick corbelling and a stone beltcourse separate the 3<sup>rd</sup> story from the parapet. The crenellated parapet is the building's most decorative element and lends it its distinctive styling. Tapered brick piers extend from below the beltcourse to just above the parapet wall. Limestone coping caps the crenellated parapet. A surface parking lot abuts the rear (east) end of the building. This is an excellent and rare example of an early twentieth century residential building in the downtown area of Tulsa.

**605 S. Elgin Avenue** **Contributing**  
No Style 1930

The free-standing one-story roadside stand is located just south of 601 S. Elgin, on the east side of Elgin Street. It is rectangular in plan and has a slightly front-gabled roof covered with standing seam metal. The front (west) elevation has a pedestrian doorway on the north end flanked by a window opening to the south. Both are boarded up. The east elevation also has boarded up doorway and window. A large flat-fronted cornice projects from the roof above the storefront on the west elevation, hiding the gabled roof from the street. Simple wood trim frames the window and door openings on the front elevation. On the rear elevation wood clapboards fills the roof gable.

**607 S. Elgin Avenue** **Contributing**  
Queen Anne 1915

The one-and-one-half story wood frame single family dwelling is located mid-block on the east side of Elgin Avenue. It is rectangular in plan and has a front-gable roof. A full-width porch with a hipped roof spans the front (west) of the house. The porch has a brick foundation and the house has a concrete block foundation. Asbestos shingles clad the 1<sup>st</sup> story walls of the house. Historic wood shingles with diamond and scalloped patterns clad the front gable, lending the house its simple Queen Anne styling. A non-historic shed dormer at the roof runs the length of the south elevation. A historic gable dormer projects from the north side of the roof. This is an excellent and rare example of an early twentieth century residential building in the downtown area of Tulsa.

**613 S. Elgin Avenue** **Contributing**  
Queen Anne 1911

The one-story wood frame single family dwelling is located mid-block on the east side of Elgin Avenue. It is rectangular in plan and has a pyramidal roof with a front cross-gable at the southwest corner. A central porch on a raised brick foundation is sheltered by a shed roof, which extends directly from the main roof. Concrete block foundations support the walls, which are clad with asbestos shingles. This is an excellent and rare example of an early twentieth century residential building in the downtown area of Tulsa.

**625 S. Elgin Avenue** **Contributing**  
Mission/Spanish Colonial Revival 1929

The three-story brick apartment building occupies the northeast corner at the intersection of East 7<sup>th</sup> Street and Elgin Avenue. It is rectangular in plan and has a flat roof. The front (west) elevation has a central bay that projects slightly and extends above the roofline in a Spanish/Mission style parapet flanked by decorative stone scrolls. Columns of window openings filled with paired windows pierce the single bays north and south of the central bay. The central entrance sits at the top of a flight of four stairs and is flanked by decorative stonework. A non-historic aluminum-framed doorway fills the opening. The south elevation has 18 bays defined by columns of single window openings. Non-historic one-over-one double hung windows fill the window openings. The south elevation features two projecting parapets that match the parapet on the west elevation. Four through wall scuppers and downspouts are mounted on the south wall. Stone

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

ornamentation is abundant, including beltcourses, inlaid rectangles and other elements, finials at the parapet, and a panel under the arch on the west elevation inscribed with the building name, "Coliseum Apartments." A surface parking lot abuts the north side of the building. A paved alley runs behind it to the east. This is an excellent and rare example of an early twentieth century residential building in the downtown area of Tulsa.

**705 S. Elgin Avenue** **Contributing**  
No Style 1959

The large two-story brick warehouse occupies the southeast corner of the intersection at East 7<sup>th</sup> Street and South Elgin. It is rectangular in plan and has a flat roof. The west and north elevations are asymmetrically arranged. On the west elevation a central pedestrian entrance is recessed within the first floor at the ground level. A row of glazing and doors fills the entrance. Two vehicular entries pierce the 1<sup>st</sup> story at the east end of the north elevation. Single window openings pierce the 1<sup>st</sup> and 2<sup>nd</sup> stories of both the west and north elevations. Polished stone panels clad the 1<sup>st</sup> story at the north end of the west elevation and the west end of the north elevation. South of the central entry on the west elevation the polished stone drops down to the base of the 1<sup>st</sup> story. Dark brown banding creates frames around individual window openings and groups of windows, as well as around the entire 2<sup>nd</sup> story at the northwest corner of the building. Window openings pierce the south elevation. The east elevation is blank and abuts an empty lot.

**715 S. Elgin Avenue** **Contributing**  
Mixed 1930

The one-story brick building is located in the center of the block on the east side of Elgin Avenue. It is rectangular in plan and has a barrel-vaulted roof. The building's distinctive styling is defined by three large arched storefront or display window openings that pierce the front (west) elevation. Arched display windows also pierce the first bay of the north and south elevations. The arches give the building elements of Romanesque styling. Non-historic glazing in the display windows rests on brick bulkheads. The bulkheads have brick rowlock sills and recessed panels. Each arched opening is framed with a soldier and rowlock course of brick. A rope-patterned stone band placed within the arches frames the display windows. The pedestrian entrance is located south of the north arch on the west elevation. A decorative stone assembly surrounds the arched doorway lending the building an element of Spanish Colonial Revival style. A tall arched panel is recessed into the wall above the doorway creating an element of Mission Revival styling. Mosaic ceramic tile clads the wall within the panel. A small arched window opening pierces the wall within the panel. A rowlock brick course tops the parapet, which has a small gable above the entrance. Vehicular doorways pierce the north and south elevations.

**Frankfort**

**210 S. Frankfort Avenue** **Non-Contributing**  
Commercial Style 1915 One-Part Commercial Block

The one-story brick building is located mid-block on the west side of Frankfort Avenue. It is attached to the rear (south side) of 420 E. 2<sup>nd</sup> Street. It is rectangular in plan and has a flat roof. The simple building has a large vehicular doorway on the north end of the front (east) elevation and a pedestrian doorway south of the vehicular doorway. A non-historic metal overhead door fills the vehicular bay and a non-historic door fills the pedestrian doorway. Two small window openings pierce the south wall. Stone or concrete copings cap the flat parapets. Paint covers the brick on all elevations. Vacant lots abut the south and west elevations.

**212 S. Frankfort Avenue** **Contributing**  
Commercial Style 1915 One-Part Commercial Block

The one-story buff-brick building is located mid-block on the west side of Frankfort Avenue. It is rectangular in plan and has a flat roof. The front (east) elevation has four bays defined by window openings and a pedestrian door opening. Large square window openings filled with multi-light steel sashes occupy the first, third, and fourth bays from the north. Wood or metal panels cover the transoms. The pedestrian entrance occupies the second bay from the north. A non-historic aluminum door fills the doorway. A Colonial Revival style door surround has pilasters and an entablature. A soldier course of brick at the top of the flat parapet is topped with a stone or concrete coping. Windows pierce the north elevation. The south elevation is blank.

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

**302 S. Frankfort Avenue** **Contributing**  
Modern Movement 1946

The one-story building is located at the southwest corner of East 3<sup>rd</sup> Street and Frankfort Avenue. It has an irregular plan and a flat roof. The building was renovated circa 1960 into its unique Modern Movement styling. The front (east) elevation has seven regular bays defined by rectilinear concrete framing in which perforated concrete panels are set. The exception is the third bay from the north, which contains the entrance. The aluminum-framed storefront assembly is set deeply in the wall at the top of a flight of stairs. The offset entry has paired doors surrounded by display windows. The north, south, and west elevations are generally blank with minimal door and window openings.

**381 S. Frankfort Avenue** **Contributing**  
No Style 1920

The one-story brick warehouse building is located at the northeast corner of the intersection of East 4<sup>th</sup> Street and Frankfort Avenue. The structure has an L-shaped plan. A flat roof covers the open loading bay on the northwest corner of the building. The south end of the front (west) elevation of the structure features four bays defined by rectangular window openings and a doorway. North of the doorway, the west wall steps back significantly to create the vehicular loading lot that is sheltered by the roof, as described above. A loading dock lines the north end of the west elevation and loading bays pierce the wall. On the rear elevation a concrete loading dock lines the east wall. Remnants of a rail spur abut the dock. Decorative features include glass block sidelights and brick planter boxes flanking the pedestrian doorway, and striated brick detailing below the windows on the west wall and the four west windows on the south elevation. Non-historic aluminum framed three-part sashes fill these window openings. Historic multi-light steel sashes fill the four east window openings on the south elevation. A metal coping caps the flat parapet.

**408 S. Frankfort Avenue** **Contributing**  
Moderne 1949 Architect: David R. Graham

The one-story parking garage is located mid-block on the west side of Frankfort Street. It is square in plan and has a flat concrete roof for vehicular parking. It was functionally related to 401 S. Elgin, as a concrete parking ramp descends from the 2<sup>nd</sup> story of 401 S. Elgin across the alley to the northwest corner of the roof of this building. A concrete parking ramp rises from the west elevation ground level to the roof along the south wall. The brick wall on the front (east) elevation is pierced by two vehicular doorways and large expanses of window openings. Paneled wood overhead doors are recessed within the vehicular bays. Multi-light steel windows fill the large window openings. Corrugated metal panels span the wall between the top of the windows and the roofline.

**411 S. Frankfort Avenue** **Non-Contributing (less than 50 years old)**  
No Style 1970

The one-story fire station is located at the northeast corner of the intersection at East 4<sup>th</sup> Street and Frankfort Avenue. It has an irregular plan and a flat roof. A tall one-story vehicular block is flanked by two shorter one-story office blocks. The west elevation of the vehicular block has seven bays filled with glazed overhead doors. Three of the bays extend through to the east side. The office block walls have bays of vertical rectangular window openings. A veneer of light colored brick clads the walls. Blue glazed brick clads the walls of the small block between the vehicular block and the north office block. On the secondary elevations, concrete panels clad the walls. On the west elevation, concrete posts and an overhanging roof create a modern styled arcade. A memorial fountain stood at the north end of the vehicular block but the fountain has been removed. Only the concrete block wall that stood behind it remains. Surface parking lots surround the building.

**418 S. Frankfort Avenue** **Non-Contributing**  
Commercial Style 1920 One-Part Commercial Block

The one-story brick building is located near the south end of the block on the west side of Frankfort Avenue. The front (east) elevation features a central pedestrian doorway flanked by large openings and single window openings. A large vehicular opening south of the central doorway has been enlarged, cutting into the ornament on the brick parapet above. A non-historic metal overhead door fills the large vehicular doorway. Corrugated metal panels fill the display window opening north of the pedestrian door and the windows at the north and south ends of the facade. Decorative brickwork in



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

the parapet includes a course of soldier bricks above doorways/windows, rectangular brick panels, and a course of rowlock bricks at the top of the wall. A single vehicular doorway pierces the rear (west) elevation. The adjacent buildings to the north and south directly abut the side walls.

**502 S. Frankfort Avenue** **Contributing**  
Modern Movement 1960 One-Part Commercial Block

The one-story building is located in the center of a surface parking lot that occupies the entire block bounded by East 5<sup>th</sup> Street, East 6<sup>th</sup> Street, Elgin Avenue and Frankfort Avenue. The building, which is rectangular in plan and has a flat roof, was historically utilized for car sales. Concrete block comprises the walls of the south 2/3 of the building. Glazed storefront-type partitions comprise the walls on the north 1/3 of the building. Wide porch eaves project from the glazed walls sheltering the concrete stairs and landing that span nearly the width of the front (north) elevation. Two vehicular bays filled with overhead doors pierce the rear (south) elevation. A historic free standing metal sign mounted on the ground in front of the building rises to just above the roofline.

**602 S. Frankfort Avenue** **Contributing**  
No Style 1958

A one-story open structure covers the surface parking lot on the west side of Frankfort Avenue. Metal posts support a very wide shallow gable roof. A rectangular metal parapet rises above the roofline along the east elevation. A metal canopy and sign project from the center of the east elevation.

A small one-story building is located just west of the parking shed in the middle of the lot. It is rectangular in plan and has a flat roof. The north, east, and south walls are comprised of full-height glazing in metal frames. The rear (west) wall is concrete block. A wide flight of four concrete stairs spans most of the width of the front of the building. The building likely served as an office.

### Kenosha Avenue

**520 S. Kenosha Avenue** **Contributing**  
International Style 1930

The three-story buff-brick building is located near the south end of the block on the west side of Kenosha Avenue. The building is rectangular in plan and has a slightly projecting three-story block at the northeast corner that gives the front (east) elevation an L-shape. A flat roof covers the building. The projecting three-story block is slightly higher than the main block and appears to house offices while the main block has a warehouse/industrial function. Large rectangular window openings pierce the walls. On the office block wood framed paired windows with stacked three-light sashes fill the window openings. The 1<sup>st</sup> story window on the office block has a picture sash flanked by the three-light sashes. Multi-light steel windows fill the window openings on the main block. Multi-light steel sashes fill the rectangular window openings on the north, south, and west elevations. Recessed brick spandrels between the windows have slightly projecting squares. A vehicular bay filled with a paneled wood overhead door pierces first story of the east elevation of the main block. Rectilinear canopies project from the east elevation above the 1<sup>st</sup> story window and door openings. Window openings have brick rowlock sills. Stone or concrete copings top the flat parapets. The structure appears to be functionally integrated with the adjacent buildings.

**528 S. Kenosha Avenue** **Contributing**  
Commercial Style 1920 One-Part Commercial Block

The building at the southwest corner of the intersection at East 5<sup>th</sup> Street and Kenosha Avenue has three components. The historic one-story block at the northeast corner of the complex is abutted on the south by another historic two-story block. A non-historic warehouse abuts the west elevation of the one-story historic block. The historic one-story block has buff-brick walls and a flat roof. The main entrance fills the canted elevation at the northeast corner. Paired doors flanked by wide sidelights and topped with a three-part transom fill the doorway. The east elevation has five bays defined by large display windows between brick piers. Display windows pierce the three east bays on the north elevation. Boards fill the lower portion of the window openings, leaving the glazed transoms exposed. Window openings have brick rowlock sills and stone or concrete headers. The parapet is flat except for a small stepped profile above the doorway on the canted



Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

elevation and in the center of the east elevation. The two-story buff brick block south of the historic one-story block has a blank façade pierced by one large vehicular opening and a pedestrian doorway on the first floor. The large two-story non-historic warehouse structure west of the historic on-block structure is clad with corrugated metal siding.

**720 S. Kenosha Avenue**

Commercial Style

1920

**Contributing**

One-Part Commercial Block

The one-story brick building is located at the northwest corner of the intersection at East 8<sup>th</sup> Street and Kenosha Avenue. It is irregularly shaped in plan and has a flat roof. The south portion of the building has a commercial storefront on the south and east elevations. The north portion of the building appears to have an office function. The south elevation of the south block is pierced by two display windows, a pedestrian doorway, and a vehicular doorway. On the east elevation, three display windows and a pedestrian doorway pierce the wall. Non-historic glazing fills the display windows and the pedestrian doorway on the south elevation. A non-historic overhead door fills the vehicular bay on the south elevation. A paired doorway in the north display window on the east elevation is flanked by boarded up display windows. Brick piers between openings have stone or concrete caps and bases. A header of stone spans the top of the openings the length of both the south and east elevations. The tall crenellated parapet above the openings is slightly gabled. Decorative brickwork in the parapets is accented with inset stone.

The north block is L-shaped, creating a parking/loading area at the northeast inset. A brick retaining wall extends to the north from the northeast corner of the building, encircling the parking/loading area. On the east and north elevations two rows of windows with non-historic sashes and stone sills pierce the wall. Vacant lots about the building on the north and west elevations.

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and 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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance (1903 – 1965) begins with the year the Midland Valley Railroad began serving Tulsa and its right-of-way created the open space that forms the heart of the Blue Dome Historic District and period ends with the year the Midland Valley Railroad was sold to the Missouri Pacific Railroad. This period recognizes the important role both the railroads and Route 66 played in the development of the District. The end of the period of significance marks the waning influence of the railroad on the commercial economy of the District. After World War II, construction of the interstate highway system hastened the replacement of railroads in favor of trucking as the preferred method of transporting raw materials and manufactured goods. While the Santa Fe Railroad continues to provide freight service to Tulsa, it no longer

**Areas of Significance**

(Enter categories from instructions.)

Transportation

Commerce

**Period of Significance**

1903 -1965

**Significant Dates**

1903 (Midland Valley Railroad)

1905 (Santa Fe Railroad)

1926-1933 (Route 66)

1965 (Midland Valley RR sold)

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Graham, David R.

Unknown

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

operates in the Blue Dome Historic District. The shift began in the 1950s, when the Santa Fe altered its property in the District to reflect the surging influence of truck transport over rail. An aerial photo from 1962 documents the removal of track next to the Santa Fe depot in order to create loading docks for trucks. The sale of the Midland Valley Railroad in 1965 reinforced the shift in transportation preferences and heralded the end of the railroad era in the Blue Dome Historic District.

**Criteria Considerations (explanation, if necessary)**

N/A

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

**SIGNIFICANCE**

The Blue Dome Historic District is eligible for listing under Criterion A in the areas of TRANSPORTATION and COMMERCE. Development of the District responded to the physical proximity to and local dependence on two railroads that began serving Tulsa in 1903 and 1905. Its strategic location adjacent to these railroad corridors was critical to Tulsa's growth. The commercial and industrial district thrived for nearly seventy years. Broad, open areas associated with the railroad corridors and freight yards form the core of the District. Large utilitarian warehouses, lumber yards, wholesale supply houses, manufacturing buildings, automobile services, commercial businesses, and storage and trucking companies surrounded the tracks. They represent the trade of distributing raw and manufactured products that began following the establishment of the railroad lines and grew steadily through Tulsa's oil boom. The designation in 1926 of East Second Street as the official route of US 66 (Route 66) significantly increased the number of automobiles that passed through the district, and auto-related services soon spread into the utilitarian area. Wholesale activity in the Blue Dome Historic District flourished through World War II, after which the transition from railroad to trucking started an economic decline in the area. The variety of buildings reflects the functional, mixed-use nature of the businesses they housed. Their simple utilitarian forms and styling contrast with the contemporary high-style skyscrapers that form Tulsa's commercial center just to the west. The open space memorializes the railroad corridors and freight yards that formed the functional heart of the District.

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

**THE IMPORTANCE OF TRANSPORTATION TO THE DEVELOPMENT OF THE BLUE DOME HISTORIC DISTRICT**

The postwar treaties of 1866 required tribes in Indian Territory to allow a right-of-way for the construction of at least one north/south and one east/west railroad. The Missouri, Kansas and Texas (KATY) received the franchise for the north/south route, which passed thirty miles east of Tulsa, and the Atlantic and Pacific (soon to be called the St. Louis and San Francisco, or Frisco) received the east/west franchise. The Frisco met the KATY in Muscogee, and in 1881 Frisco officials decided to run a short line to Tulsa.

When the railroad arrived in 1882, Tulsa was little more than a tent town, but this haphazard collection of temporary structures became the terminus of the railroad.<sup>1</sup> The town was sited on land owned by the Creek tribe because they generally had a more-liberal attitude toward leasing land to non-citizen traders than did the Cherokee Nation, which held lands north of Tulsa.<sup>2</sup> This leasing policy made it easier for non-Creeks to establish trading stores and homes in nascent Tulsa.

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<sup>1</sup> Tulsa as a Tent City (image), Tulsa City-County Library on-line Beryl Ford Photograph Collection. <http://www.tulsalibrary.org/JPG/A0163.jpg> (accessed April 25, 2011); James Monroe Hall, *The Beginning of Tulsa* (Tulsa, OK: s.n. c. 1933), 1-2. Before the railroad came to the area, there was only one log house (owned by a member of the Creek tribe) in the future Tulsa. After the railroad reached Tulsa, new arrivals gathered around this house. The Hall brothers, who were contractors for the railroad, had a tent in Tulsa. As contractors, they moved their company store from terminal to terminal in advance of the tracks. Other tents were erected by another railroad employee, a doctor, trader T. J. Archer, and a couple who operated a "boarding tent" while they waited to build a hotel near the tracks.

<sup>2</sup> Angie Debo, *Tulsa: from Creek Town to Oil Capital* (Norman, OK: University of Oklahoma Press, 1943) 9-59; Danney Goble, *Tulsa: Biography of an American City* (Tulsa, OK: Council Oaks Books, 1997) 20-34; Hall, *ibid.*, 18. The legality of white residents within tribal lands came from treaties that assured, for example, that railroad employees were legal residents, and traders were allowed if they



Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

From these tentative beginnings, the railroads ensured Tulsa's future. Initially, the local economy was dependent on ranching, but by the early 1900's there was some small industry, which capitalized on the area's natural resources such as cattle and later coal.<sup>3</sup> The discovery of oil in nearby Red Fork in 1901 and in Glenpool in 1905 transformed Tulsa into the central location for business. In Tulsa one could get leases, obtain bank loans, hire drillers and find equipment for the oil fields. The potential to ship agricultural products, and later the demands of the oil business, soon brought the Missouri, Kansas and Texas (KATY, 1902), the Midland Valley (1903), the Atchison Topeka and the Santa Fe (Santa Fe, 1905) and the Sand Springs (1908) railroads into Tulsa.

Access to the railroads created industrial and transportation nodes within the growing city of Tulsa. The Frisco ran nearly east/west through town. The KATY paralleled the Frisco, just three and one-half blocks to the north; and the Sand Springs Railroad ran between these lines along Archer.<sup>4</sup> Development around two additional railroads, the Santa Fe and the Midland Valley, created the resources that form the Blue Dome Historic District.

While each of Tulsa's railroads had its own trackage, there were a vast number of connections among the lines, especially through an exchange of tracks north and east of downtown. These exchanges helped move freight and passengers in all directions. Right-of-ways, multiple tracks, and industry spurs and sidings created areas of open space that are still evident within the District.

#### Midland Valley Railroad

The Midland Valley Railroad was the first railroad to directly serve the Blue Dome Historic District, beginning in 1903. The company built a full-service depot (passenger and freight) near E. 3<sup>rd</sup> Street and S. Greenwood Avenue in c. 1904.<sup>5</sup> A few years later a separate freight depot was erected on E. Third Street just west of the passenger station. It was operational by 1907.

Multiple tracks from the Midland Valley entered the historic district near S. Greenwood Avenue. The tracks then angled south to Frankfort Avenue before aligning with the street grid along Seventh Street. Multiple, long sidings laced through the Blue Dome Historic District to serve trackside businesses. The tracks left the city street grid again at approximately E. Twelfth Street and returned to a more southerly direction. The Sanborn Fire Insurance Maps illustrate the impact of the Midland Valley on the development of the District. Just a few years after the railroad reached Tulsa, the 1907 maps show blocks of residential housing in the Blue Dome Historic District; by 1939, factories, warehouses, labs and oil well suppliers had replaced virtually all houses near the tracks. Eventually, all but a few of the city's early residences along South Elgin Avenue would disappear as commercial endeavors replaced them.

The Midland Valley Railroad was one of the most important railroads serving Tulsa because it linked the city to the Glenpool oil field.<sup>6</sup> Known also as the Arkansas River route, it ran 322 miles from Fort Smith, Arkansas to Wichita, Kansas.<sup>7</sup> Local investors lured the Midland Valley to Tulsa to help transport the area's agricultural products and coal deposits. While the discovery of oil in Red Fork was promising, the strike at Glenpool sealed Tulsa's future as the center of area oil business. The Midland Valley line was only seven miles from Glenpool, and in 1907 the company extended a branch line to the oil field from Jenks, Oklahoma. There were no pipelines in existence at the time to carry oil to markets;

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procured a federal license and paid a tax to the tribal treasuries. But the title "trader" was soon assigned to just about anyone who opened a business in Tulsa, much to the chagrin of the Creeks.

<sup>3</sup> Lloyd E. Stagner, Midland Valley: Rails for Coal, Cattle and Crude (David City, NE: South Platte Press, 1998) 5.

<sup>4</sup> Development surrounding these three railroads each became a historic district: the Brady Historic District (NRIS #10000618), the KATY Railroad Historic District (NRIS #10001012) and the North Cheyenne Street Historic District (NRIS # 10001011).

<sup>5</sup> The 1907 Tulsa Sanborn Fire Insurance Map shows this station which served both passengers with a waiting room and ticket office, and baggage and freight. There was also a large covered platform. The date for the station is derived from Joseph E. Howell's Tulsa Tribune Article "Midland Valley Had Big Role in Tulsa Oil," November 16, 1979. The article states that seventy-five years earlier the Midland Valley had scheduled passenger service (1904). It also states that the Santa Fe shared the Midland Valley's early yard and depot. S. Greenwood was not a through street because of the Midland Valley Railroad Depot placement between E. Third and Fourth Streets.

<sup>6</sup> Charles Robert Goins and Danney Goble, Section "90. Railroads, 1907-2000," by Bruce W. Hoagland and Danney Goble in *Historical Atlas of Oklahoma*, (Norman, OK: University of Oklahoma Press, 2006), 190. Tulsa served as the heart of the Mid-Continent oil field which produced two-thirds of the nation's oil, and its refineries produced more gasoline than anywhere else in the United States, and pipelines ran from coast to coast.<sup>6</sup>

<sup>7</sup> Bob Foresman, "Railroad Tracks Through Tulsa History," *Tulsa Tribune*, May 13, 1987.

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

only rail cars, and the Midland Valley moved pipes and equipment to fields and crude oil to refineries in Port Arthur/Sabine, Texas. Two daily round trips between Tulsa and Glenpool carried oil field workers and others who supplied goods and services, as well as construction materials for oil field housing and other buildings. During the Glenpool boom, Midland Valley box cars filled with building supplies left Tulsa in the morning and returned in the afternoon to be refilled and returned the next day.

The line was fortunate when later oil fields were discovered near its tracks in other parts of Oklahoma (for example at Avant in Osage County, Big Heart (Barnsdall) and Burbank in the Osage Nation).<sup>8</sup> At the height of the oil field discoveries, uniformed police were posted at the Midland Valley depot to control the crowds boarding the trains. One account describes that "Passengers were riding on the platforms and steps of cars filled inside until there was not even standing room."<sup>9</sup> Tulsa in the 1920s was unlike any other city in the world. As historian Angie Debo observed, "Piles of construction material littered its streets. There was frenzied activity among its people."<sup>10</sup> It is difficult to grasp the effect that the oil boom had on Tulsa and how it changed the city.

The Midland Valley's general manager, A. W. Lefeber, cultivated relationships with the city's oil men. He was known for his personal service to Texaco refinery developers who came to Tulsa from Texas. Josh Cosden, one of Tulsa's most famous oilmen, favored the Midland Valley for his business after Lefeber helped Cosden negotiate an oil lease and then assured Cosden that he would have access to track for transporting the oil. Eventually, the Midland Valley served three refineries in west Tulsa: Texaco (later Sinclair), Cosden (Sun Oil) and Constantin (no longer extant).<sup>11</sup>

Midland Valley passenger service ceased during the Great Depression, but freight service continued for several more decades. In 1965 the Midland Valley Railroad was acquired by Texas and Pacific Lines (owned by the Missouri Pacific Railroad), which later merged with Union Pacific.<sup>12</sup> The Midland Valley tracks through the Blue Dome Historic District were removed by subsequent property owners in the 1980s.<sup>13</sup>

The Atchison Topeka & Santa Fe Railroad

The Atchison Topeka & Santa Fe Railroad (Santa Fe) arrived to Tulsa in 1905. At first the Santa Fe shared tracks, depot and freight yards with Midland Valley until it built its own large freight depot (111 S. Elgin Avenue) and rail yard around 1918. This facility occupied two full city blocks in the Blue Dome Historic District, located between E. First Street, E. Second Street, S. Elgin Avenue, and S. Greenwood Avenue.<sup>14</sup> The Santa Fe Railroad had less trackage in the Blue Dome Historic District than did the Midland Valley, but it produced one of the largest pockets of historic open space associated with the railroads.<sup>15</sup> The Santa Fe freight depot at one time had approximately ten miles of spur tracks, including extensions to E. First Street and to warehouses next to the Frisco tracks.<sup>16</sup> One such warehouse remains in the Blue Dome Historic District at 4 S. Elgin Avenue.

<sup>8</sup> Joseph E. Howell, "Midland Valley Had Big Role in Tulsa, Oil," *Tulsa Tribune*, November 16, 1979.

<sup>9</sup> Ibid.

<sup>10</sup> Debo, *Tulsa: from Creek Town to Oil Capital*, 100. After the discovery of oil in 1901, Tulsa's economic foundation transitioned from agriculture to petroleum. Population figures reflect the growth: at the turn of the century, the town had about 1,390 residents; by 1910, the population was 18,182; in 1920, the population reached 72,075; and by 1930, it had nearly doubled again to 141,258.

<sup>11</sup> "Midland Valley Had a Big Role in Tulsa, Oil," *ibid*.

<sup>12</sup> The Missouri Pacific (MoPac) merged with Union Pacific in 1982. The MVRP (MoPac) had begun to dismantle its tracks before 1977, the year that the Sixth Street overpass was demolished. Other MVRP (MoPac) tracks were removed in the 1980s.

<sup>13</sup> Bill White, Jr., interview by Cathy Ambler, January 21, 2011. The Bill White family, owners of Bill White Chevrolet, purchased nearly all the Midland Valley Railroad right of way between Fourth and Sixth Streets.

<sup>14</sup> *Electrical World*, (New York, NY: McGraw-Hill) Vol.72, October 19, 1918, 775.

[http://books.google.com/books?id=L60vAAAAIAAJ&pg=PA729&lpg=PA729&dq=electrical+world+october+19,+1918&source=bl&ots=L4s4B2VRB1&sig=Vz9GifoBX\\_rraAGxF8rpaq8s1DE&hl=en&ei=mS9cTeLYEcLJgQelqpVa&sa=X&oi=book\\_result&ct=result&resnum=1&ved=0CByQ6AEwAA#v=onepage&q=electrical%20world%20october%2019%2C%201918&f=false](http://books.google.com/books?id=L60vAAAAIAAJ&pg=PA729&lpg=PA729&dq=electrical+world+october+19,+1918&source=bl&ots=L4s4B2VRB1&sig=Vz9GifoBX_rraAGxF8rpaq8s1DE&hl=en&ei=mS9cTeLYEcLJgQelqpVa&sa=X&oi=book_result&ct=result&resnum=1&ved=0CByQ6AEwAA#v=onepage&q=electrical%20world%20october%2019%2C%201918&f=false) (accessed February 16, 2011).

The magazine discussed construction in "Southern States" and reported in Tulsa, the Santa Fe had awarded a contract for the construction of "a passenger depot, freight station and terminal yards at First and Second Streets from Elgin to Grove (incorrect – should be Greenwood) Avenue. The terminal yards were to have ten miles of track.

<sup>15</sup> Michael Bates, *BatesLine: Tulsa straight ahead*, "Oklahoma Railroad System Maps, Past and Present," May 5, 2009.

<http://www.batesline.com/archives/2009/05/oklahoma-railroad-system-maps.html> (accessed February 14, 2011). 1917 Railroad Map shows lines coming into Tulsa. This two-block area is now used for parking.

<sup>16</sup> *Sanborn Fire Insurance Map*, Tulsa (Tulsa County), (Chicago, IL: Sanborn Fire Insurance Company, 1911) Sheet 7.

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

The Santa Fe came south to Tulsa from Cherryvale, Kansas and dead-ended in Tulsa. Trains returned north, heading to interchange points that led to Kansas City, Chicago, Los Angeles, San Francisco and points in between. By the late 1920s, fourteen Santa Fe passenger trains stopped daily in Cherryvale; some traveled on through Coffeyville to Tulsa.<sup>17</sup>

The Santa Fe entered into an agreement with the Frisco and the KATY railroads to help pay for the construction of Union Station, moving its passenger service to this depot when it opened in 1931.<sup>18</sup> The Santa Fe had two famous passenger trains during this period – the *Tulsan* and the *Oil Flyer*. The *Tulsan* was a streamlined train that began service in 1939 with runs to Kansas City and Chicago. The *Oil Flyer* also served Kansas City and Chicago with Pullman service.<sup>19</sup>

Santa Fe ended its relationship with Union Station in 1959 when the company moved its passenger service back to its c. 1918 freight depot.<sup>20</sup> Responding to changing transportation preferences, the Santa Fe also converted a portion of its freight depot to serve trucks. A 1947 city map shows extensive trackage at the freight depot, but by 1962 the shifting emphasis to trucking is clear. An aerial photo shows that tracks south of the depot have been removed and trucks are lined up along its loading docks.<sup>21</sup> Santa Fe maintained passenger service to Tulsa until 1971, when Amtrak was created and assumed responsibility for all passenger service in the United States.

### Route 66

The third significant transportation system operating in the Blue Dome Historic District was Route 66. Tulsa businessman Cyrus Avery, known as the "Father of Route 66," campaigned to create a road that would connect Chicago to California. He created a Highway 66 Association in Tulsa, earning the city the nickname the "Birthplace of Route 66."<sup>22</sup> The highway designated in 1926 wound through Tulsa, traveling from east from E. Eleventh, west to Mingo Road, north to Admiral, west again to Lewis, and south to E. Second Street. It passed through the Blue Dome Historic District along E. Second Street, S. Detroit Avenue and part of S. Elgin Avenue.<sup>23</sup> A number of gas stations, repair shops and service stations opened along this route to serve traveling motorists. Although smaller in scale than the warehouses and factories associated with the business adjacent to the railroad tracks, these buildings fit into the functional milieu of the neighborhood. After just seven years the route received a more-direct alignment along E. Eleventh Street that crossed the Arkansas River over the Eleventh Street Bridge (NRIS# 96001488). Several extant auto-related resources have associations with the original Route 66, most notably the Blue Dome gasoline station for which the historic district is named. A small, non-descript structure at 605 S. Elgin Street, tucked between a single-family dwelling and an apartment building, appears to have been constructed as a roadside stand to serve Route 66 travelers.

### COMMERCIAL DEVELOPMENT OF THE BLUE DOME HISTORIC DISTRICT

Before the automobile era, businesses dependent on rail transportation sought to build on land near railroad tracks. The environment near the tracks was extremely practical, noisy and dirty from coal and cinders-spewing steam engines, and not conducive to retail shopping or professional offices. In the Blue Dome Historic District, multiple tracks spread out across a base of rock ballast. Overpasses and underpasses on some streets allowed vehicular traffic to move without impediment by the trains.

Lumber yards hugged the Midland Valley tracks, well located to receive and disburse building supplies. The number of lumber yards increased as growing oil production demanded more lumber to build drilling platforms, scaffolding and accessory buildings. The historic district became home to boiler works, engineering laboratories and manufacturers of oil well equipment, radiator factories, and even a large commercial bakery. The tracks also made a practical place to locate

<sup>17</sup> Augustus J. Veenendaal Jr., "Atchison, Topeka and Santa Fe Railway," *Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, <http://digital.library.okstate.edu/encyclopedia/entries/A/AT001.html> (accessed February 16, 2011); John Chambers, *Cherryvale Rail History*, "Cherryvale Railroad History," <http://www.leatherrockhotel.com/railhist.htm> (accessed February 16, 2011); The line was not originally the "Santa Fe," rather the Kansas, Oklahoma Central and Southwestern, taken over in 1900, with its line from Owen to Owasso and Tulsa.

<sup>18</sup> The Midland Valley did not participate in the agreement and continued to use its own station for passenger and freight service.

<sup>19</sup> Bob Foresman, "All Aboard for History: Trains Once Brought Political Leaders, Film Stars, Servicemen through Tulsa," *Tulsa Tribune*, February 16, 1983.

<sup>20</sup> Ed Sharrar, "Remembering Passenger Rail Service in Tulsa," Tulsa Preservation Commission Blog, Posted April 30, 2008. <http://www.tulsapreservationcommission.org/blog/index.pl?e=1062> (accessed February 16, 2011).

<sup>21</sup> 1952 and 1962 Tulsa aerial maps, provided by Kurt Bickle, Indian Nations Council of Governments (INCOG), January 19, 2011.

<sup>22</sup> "The Father of Route 66," <http://xroads.virginia.edu/~UG02/carney/avery.html> (Referenced March 10, 2009)

<sup>23</sup> Oklahoma Route 66 Association, "Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures," 2001-2002, Map Route #18, 52.



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

large companies like Tulsa Rig and Reel (oil equipment), auto body, painting, auto “works,” and junk yards.<sup>24</sup> With the rise of auto use, owners needed shops for the upkeep of their vehicles; clusters of garages and repair shops located in the District, many near E. Second Street, the designated alignment of Route 66.

A classic example of the commercial businesses that located in the District to take advantage of railroad service was the Bill White Chevrolet agency (once Downtown Chevrolet), located at 401 S. Elgin. From the 1920s through early-1960s, the Midland Valley shipped thousands of cars to the dealership.<sup>25</sup> A large farm implement dealer at 510 E. Second Street, also likely received merchandise via rail. The right-of-way for the railroad spur beside the building is readily identifiable.

The railroads not only transported goods in and out of Tulsa, but they also shipped the oil that the nation needed during World War II. Warehouse and wholesale areas along the tracks remained important prime real estate for businesses that transferred and stored goods, oil well suppliers and manufacturers, machine shops, lumber yards, auto storage and repair shops. The spurs within the historic district near the main lines helped spread businesses dependent on them.<sup>26</sup>

In addition to the hotels and small stores near the Midland Valley depot, there were apartment buildings and single family houses. These residential buildings responded to the city’s huge population influx, spurred by the oil boom during the first quarter of the twentieth century. Population statistics reveal pressures for housing close to downtown. At the turn of the century, Tulsa had about 1,390 residents; by 1910, the population was 18,182; in 1920, the population reached 72,075; and by 1930, it had nearly doubled again to 141,258.<sup>27</sup> Tulsa was then the second largest city in Oklahoma. As the District’s make-up shifted to uses more closely associated with the railroads or Route 66, many older single family houses were lost. At the same time, new apartment buildings were constructed to house professional and semi-professional personnel working in Tulsa’s oil-related businesses.<sup>28</sup> The small residential area extant on the 600 block of Elgin Avenue includes two early houses, built in 1911 and 1915, and two apartment buildings, constructed in 1925 and 1929. The apartments were in an ideal location for higher-density living, being within walking distance to downtown.<sup>29</sup>

East First Street was also a commercial area and the buildings facing south had a long spur behind them. A secondary freight depot at 4 S. Elgin belonged to the Santa Fe, so these buildings received service from either the Midland Valley or the Santa Fe or perhaps both. This spur served the warehouses, machine shops, planing mill and wholesale houses within the Blue Dome District.<sup>30</sup>

The rise of the automobile and the designation of Route 66 helped shape the Blue Dome Historic District. As noted in the 1995 National Register Multiple Property Documentation Form for “Route 66 and Associated Historic Resources in Oklahoma,” Route 66 was probably the most heavily traveled east-west highway in the country between 1924 and 1941; hundreds of businesses opened along the route nationwide to serve the traveling public. For example, in 1927 there were at least eighteen hotels in the 200-400 blocks of E. Second to Fourth Streets, offering lodging to travelers who arrived by

<sup>24</sup> *Polk’s Tulsa City Directories*, (Kansas City, MO: R.L. Polk and Company) 1927 and 1930 provide an overview of businesses along Route 66 in the 400 block of E. Second. In 1927 there were two tire stores, brake service, radiator and rim service, a hotel and a signage business. In 1930, there were two garages (one with a restaurant), tire, brake and auto repair services, a hotel and a signage business. These businesses were directly across the street from the Santa Fe freight station and rail yard.

<sup>25</sup> Bill White, Jr., interview by Cathy Ambler, January 18, 2011. Mr. White spoke primarily about the years from the 1940s-60s, January 18, 2011.

<sup>26</sup> *Sanborn Fire Insurance Map*, Tulsa (Tulsa County), (Chicago, IL: Sanborn Fire Insurance Company, 1915 –July 1926), Vol. 1, Sheets 6-16, 23-24, 28 83.

<sup>27</sup> Cathy Ambler, National Register Nomination for the “Sixth Street Commercial/Residential Historic District” (NRIS #09000687), (Tulsa, Oklahoma, 2009), 8:7. This district documents the growth of single-family and multi-family housing near downtown Tulsa during the city’s period of extreme growth. It is important to remember that Tulsa had no zoning codes in the 1920s. Therefore, residential and commercial uses were not separated, and it is common to find residential and commercial resources intermixed, as they are in the Blue Dome Historic District.

<sup>28</sup> A review of *Polk’s Tulsa City Directories* (1930, 1934, 1940, 1946, 1950 and 1956) shows that almost all of the residents in the two apartment buildings at 603 and 625 South Elgin worked downtown. These buildings had replaced older, lower-density single-family houses. They were within easy walking distance to oil company offices and other professional buildings, department stores, car dealerships, drug stores and many other types of businesses downtown. Typical residents were accountants, bookkeepers, sales clerks, teachers, nurses, cashiers, salesmen and women, secretaries and stenographers, among other professions.

<sup>29</sup> The 2009 “Downtown Tulsa Intensive-Level Historic Resources Survey” notes that the 1920s was an extraordinary time in Tulsa. The City went through a concentrated building period that transformed the skyline with intense skyscraper construction. Population growth, coupled with the displacement of early houses, created a housing shortage and a continuous demand for new housing.

<sup>30</sup> *Sanborn Fire Insurance Map*, 1907 shows the Midland Valley spur (see Sheet 7).

Blue Dome Historic District

Tulsa County, OK

Name of Property

County and State

automobile or rail.<sup>31</sup> By the mid-1930s, tire shops and other automotive services assisting local and long haul drivers were concentrated along Route 66. The route spun off auto-related businesses and services throughout the historic district because these resources fit with the District's practical and service-oriented character.

The railroads and the automobile created Blue Dome Historic District and its use was very mixed. For example, the city's Coliseum (not extant) was located in the Blue Dome Historic District. It was a large well-used community building that took up one-half of a city block, while Tulsa Rig and Reel (oil supplier) occupied the other half.

The District retained its mixed-use character into the 1960s. It was primarily filled with small commercial buildings, warehouses, manufacturers, storage buildings, oil- and automobile-related businesses, and hotels, with a smattering of private single and multi-family residences. In 1962, the last update of Tulsa's *Sanborn Fire Insurance Map* shows that numerous industrial entities continued to operate in the Blue Dome Historic District. These included lumber yards, a wire rope warehouse, a sash and door warehouse, planing mills, wholesale chemical companies, a farm implement dealer, industrial suppliers, private garages for a commercial bakery, machine shops, a valve and meter warehouse, a home appliance warehouse, a manufacturer of plastic canoes, a poultry warehouse, a car dealership and a creamery.

#### **CONCLUSION**

The commercial importance of the Blue Dome Historic District ebbed as the railroads declined, and in 1933 the official route of Route 66 moved south to Eleventh Street, reducing the influence of this highway on this area. The most lucrative period of the Midland Valley railroad ended in 1939. Many oil-related industries in the District survived until the 1980s oil "bust", after which various buildings were abandoned or changed use. It was also during the 1980s that the rails, spurs and sidings were removed, as were the automobile overpasses and underpasses that were no longer needed. Urban Renewal led to the demolition of many small buildings in and around the Blue Dome Historic District and created additional empty space for parking. Despite these changes, the Blue Dome Historic District retains a significant collection of buildings that document the history of the area. It also has historic open space that communicates the importance of the railroads. The two-block area of the Santa Fe tracks is clearly evident, and the area near the Midland Valley Railroad tracks is particularly striking near its passenger station location and along the railroad's right-of-way between Third and Eighth Streets.

<sup>31</sup> Some were obviously rail-related for train passengers, but also served auto travelers.

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>231155</u>	<u>4005552</u>	5	<u>15</u>	<u>231549</u>	<u>4004747</u>
		Easting	Northing		Zone	Easting	Northing
2	<u>15</u>	<u>231451</u>	<u>4005614</u>	6	<u>15</u>	<u>231332</u>	<u>4005316</u>
	Zone	Easting	Northing		Zone	Easting	Northing
3	<u>15</u>	<u>231707</u>	<u>4005303</u>	7	<u>15</u>	<u>231135</u>	<u>4005319</u>
	Zone	Easting	Northing		Zone	Easting	Northing
4	<u>15</u>	<u>231696</u>	<u>4004805</u>	8	<u>15</u>	<u>231149</u>	<u>4005312</u>
	Zone	Easting	Northing		Zone	Easting	Northing

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

The boundaries of the Blue Dome Historic District are shown on the attached boundary map.

**Boundary Justification** (Explain why the boundaries were selected.)

The Blue Dome Historic District includes the core of extant historic commercial and industrial buildings that developed in an area near the Midland Valley and Santa Fe railroad tracks and along Route 66 just east of Tulsa's central business district. At the center of the District is an area of open space that historically functioned as railroad right-of-way and freight yards. The boundary was drawn to limit the number of buildings that have compromised integrity, buildings that were constructed after the period of significance, and non-historic vacant lots.

**11. Form Prepared By**

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organization Ambler/Rosin Preservation date May 5, 2011  
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city or town Tulsa and Kansas City state OK and MO zip code 74120 and 64108  
e-mail cambler@sbcglobal and elizabeth@rosinpreservation.com

**Additional Documentation**

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

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Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

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<http://www.tulsalibrary.org/JPG/A0163.jpg> (accessed April 25, 2011)

1948 Map of Tulsa, collection of Bill White, Jr., Tulsa, OK.

1952 and 1962 Tulsa Aerial Maps, provided by Kurt Bickle, Indian Nations Council of Governments (INCOG), January 19, 2011.

**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 # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

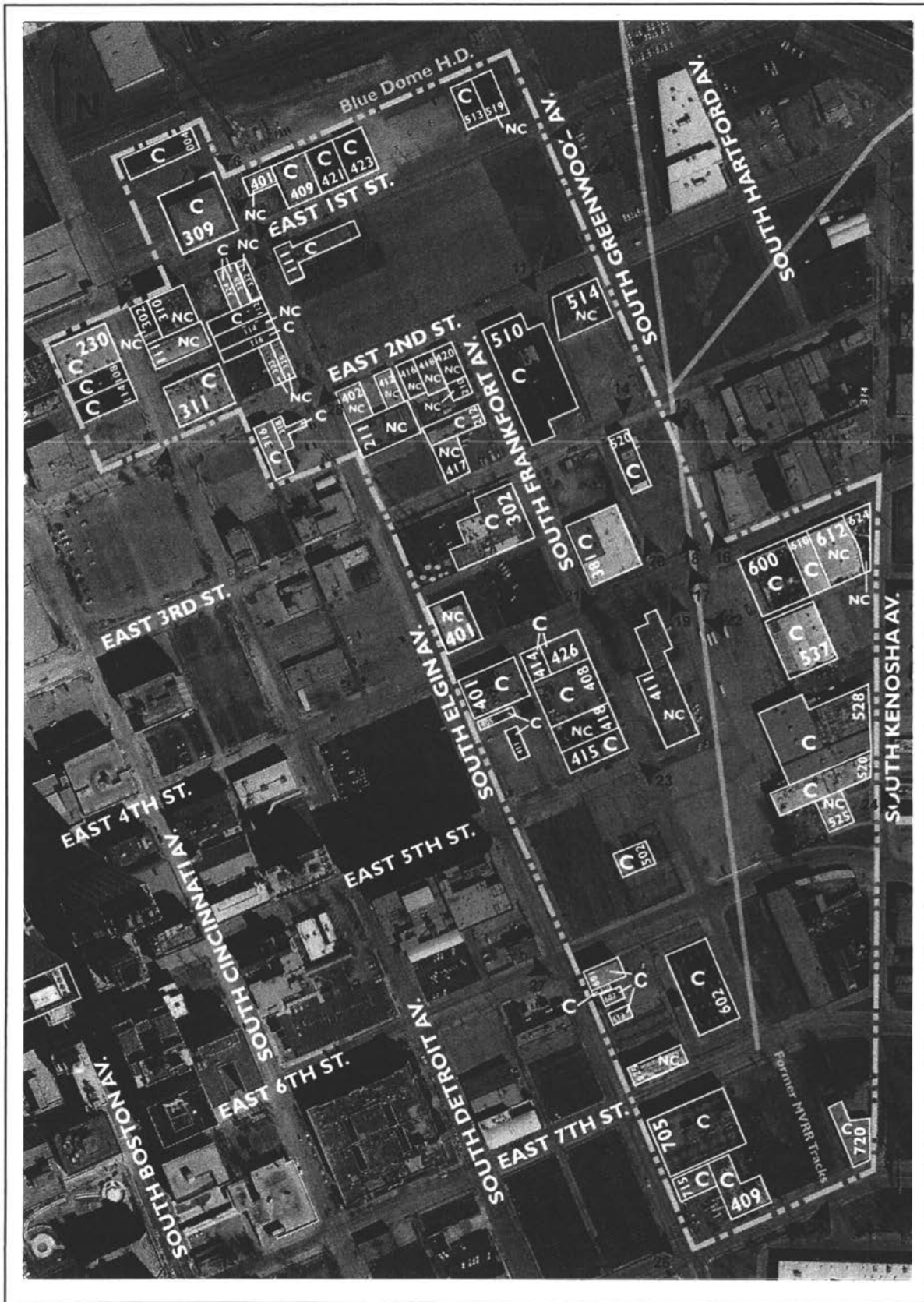
**10. Geographical Data**

**Acreage of Property** 59  
(Do not include previously listed resource acreage.)

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

District Boundary Map





Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property:** Blue Dome Historic District  
**City or Vicinity:** Tulsa  
**County:** Tulsa **State:** Oklahoma  
**Photographer:** Cathy Ambler  
**Date Photographed:** April 13, 2011

**Description of Photograph(s) and number:**

*All digital images labeled as follows: OK\_TulsaCounty\_Blue DomeHistoricDistrict\_#.tif*

- 1 of 28.** South Detroit Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets, east side of the street, view northeast.
- 2 of 28.** South Detroit Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets, west side of the street, view southwest.
- 3 of 28.** 1st Avenue between South Elgin and South Detroit Avenues, south side of the street, view southwest.
- 4 of 28.** South Elgin Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets, west side of the street, view southwest.
- 5 of 28.** Former Santa Fe Freight Depot, southeast corner of South Elgin Avenue and 1<sup>st</sup> Street, view southeast.
- 6 of 28.** Former Santa Fe Railroad warehouse at 4 South Elgin Avenue, view northwest.
- 7 of 28.** Rear of buildings backing a former rail spur, north side of 1<sup>st</sup> Street between South Elgin and South Frankfort Avenues, view east.
- 8 of 28.** Southeast corner of the intersection of 2<sup>nd</sup> Street and South Elgin Avenue, view southeast.
- 9 of 28.** View across vacant lot to the buildings on the north side of 1<sup>st</sup> Street between South Elgin and South Greenwood Avenues, view northwest.
- 10 of 28.** View west toward downtown across vacant lots from South Greenwood Avenue between 1<sup>st</sup> and 2<sup>nd</sup> Streets, view west.
- 11 of 28.** View down the alley between 510 and 514 E. 2<sup>nd</sup> Street, view south.
- 12 of 28.** 2<sup>nd</sup> Street between South Greenwood and South Elgin Avenues, south side of street, view southwest.
- 13 of 28.** 3<sup>rd</sup> Street between South Greenwood and South Frankfort Avenues, north side of street, view northwest.
- 14 of 28.** Former Midland Valley Railroad Freight Depot, south side of 3<sup>rd</sup> Street between South Greenwood and South Frankfort Avenues, view southwest.
- 15 of 28.** 4<sup>th</sup> Street between South Frankfort and South Kenosha Avenues, south side of the street, view southwest.
- 16 of 28.** Remnant of Midland Valley Railroad rail line west of 601 E. 4<sup>th</sup> Street, view north.
- 17 of 28.** View north along the former Midland Valley Railroad spur at 4<sup>th</sup> Street, view north.

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

- 18 of 28.** Remnant of Midland Valley Railroad rail line at 4<sup>th</sup> Street, view northeast.
- 19 of 28.** View from 4<sup>th</sup> Street along former Midland Valley Railroad spur toward the rear of the former Midland Valley Railroad Freight Depot, view north.
- 20 of 28.** View of former Midland Valley Railroad spur between the rear of the building at 381 South Frankfort Avenue and the former Midland Valley Railroad Freight Depot at 520 East 3<sup>rd</sup> Street, view north from 4<sup>th</sup> Street.
- 21 of 28.** Southwest corner of the intersection of South Frankfort Avenue and 4<sup>th</sup> Street, view southwest.
- 22 of 28.** View of the former Midland Valley Railroad yard south of 4<sup>th</sup> Street, view south.
- 23 of 28.** Northwest corner of the intersection of South Frankfort Avenue and 5<sup>th</sup> Street, view northwest.
- 24 of 28.** South Kenosha Avenue north of 6<sup>th</sup> Street, west side of street, view northwest.
- 25 of 28.** View of the former Midland Valley Railroad spur at 8<sup>th</sup> Street, view northeast.
- 26 of 28.** South Elgin Avenue between 8<sup>th</sup> and 6<sup>th</sup> Streets, east side of street, view northeast.
- 27 of 28.** South Elgin Avenue between 6<sup>th</sup> and 8<sup>th</sup> Streets, east side of street, view southeast.
- 28 of 28.** Southwest corner of the intersection of South Elgin Avenue and 2<sup>nd</sup> Street, view southwest.

---

**Property Owner:**

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

name Multiple –see attached list  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

District Boundary Map







ONE WAY

Jewelry Spaces

BLUE DOVE THEATRE  
THE NEW FAMILIAR  
LARRY BENDER  
OPENS APRIL 1

YOKOZUNA

TULSA  
DUES

Blue Dome Historic District

Tulsa, Tulsa County, Oklahoma

Photo # 1





Blue Dome Historic District

Tulsa, Tulsa County, Oklahoma

Photo #2



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #3





Blue Dome Historic District

Tulsa, Tulsa County, Oklahoma

Photo #4





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma

Photo #5



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #6





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #7



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #8





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #9



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 10





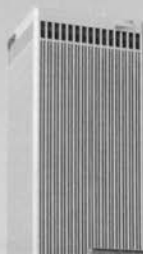
Blue Dome Historic District

Tulsa, Tulsa County, Oklahoma

Photo # 11



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #12





Blue Dome Historic District

Tulsa, Tulsa County, Oklahoma

Photo #13



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #14



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #15





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #16



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 17





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 18



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #19



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 20





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma

Photo # 21



Blue Dome Historic District

Tulsa, Tulsa County, Oklahoma

Photo # 22



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 23



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma

Photo # 24





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 25



Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo # 26



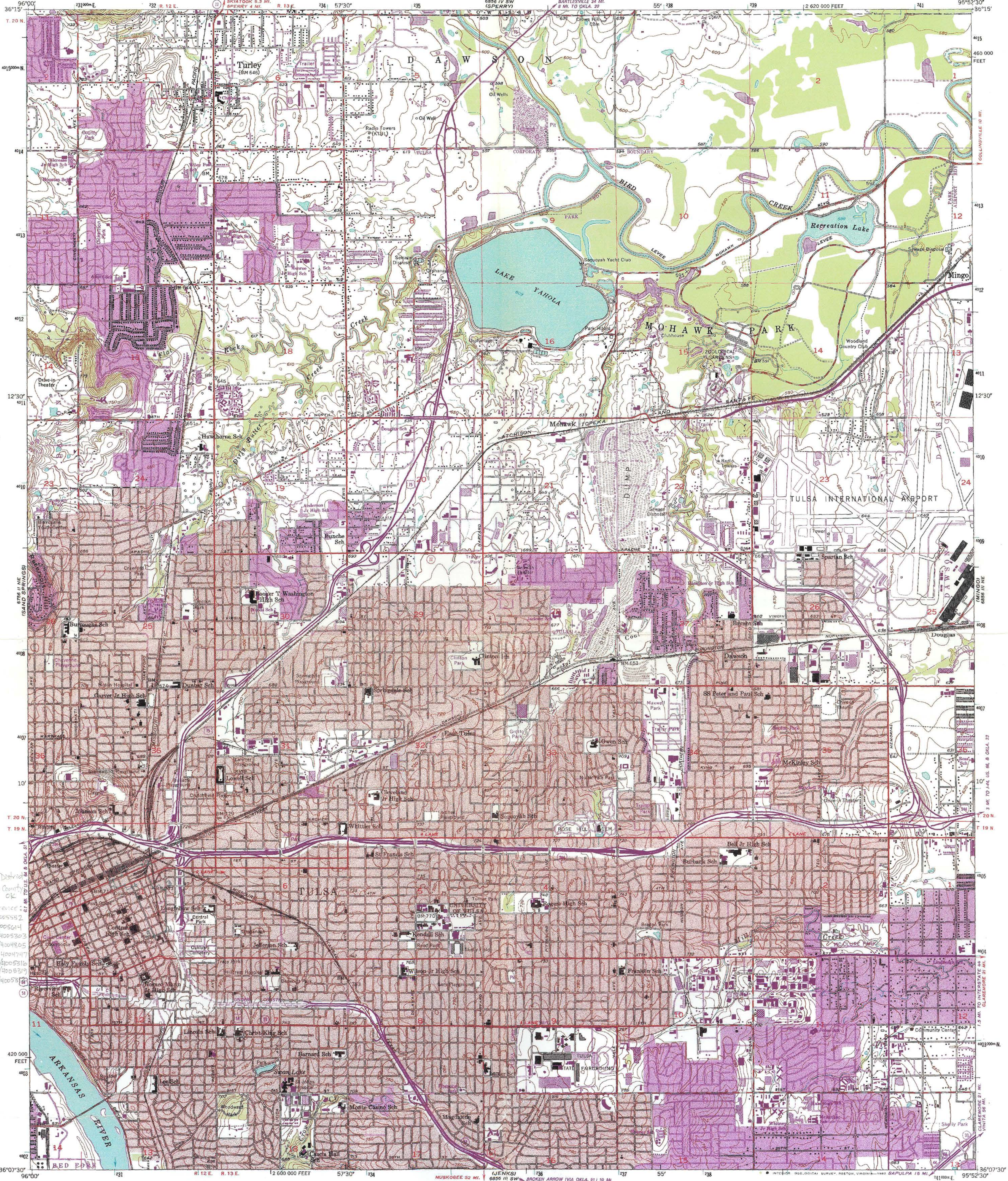
Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #27





Blue Dome Historic District  
Tulsa, Tulsa County, Oklahoma  
Photo #28

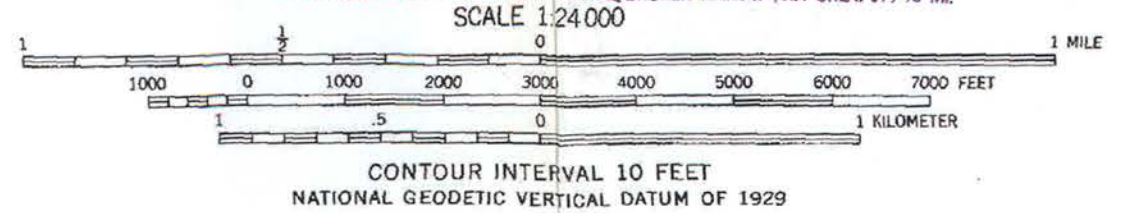
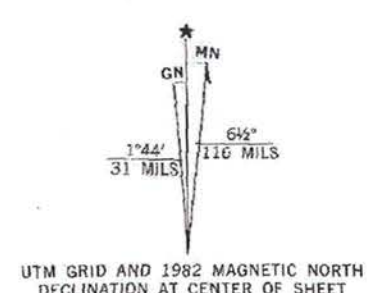




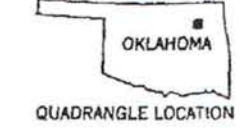
Blue Dome  
Historic District  
Tulsa, Tulsa County,  
OK

UTM Reference:  
1. 15/23155/400552  
2. 15/23145/400501-4  
3. 15/23170/4005303  
4. 15/23167/4004805  
5. 15/23159/4001717  
6. 15/23132/4005316  
7. 15/23135/4009319  
8. 15/23149/4005316

Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, USCE, and Oklahoma Geodetic Survey  
Culture and drainage in part compiled from aerial photographs taken 1950-1951. Topography by plane-table surveys 1954  
Polyconic projection, 1927 North American datum  
10,000-foot grid based on Oklahoma coordinate system, north zone  
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue  
Red tint indicates area in which only landmark buildings are shown  
To place on the predicted North American Datum 1983  
move the projection lines 3 meters south and  
23 meters east as shown by dashed corner ticks  
Revisions shown in purple compiled from aerial photographs taken 1980  
and other sources. Map edited 1982. This information not field checked  
Purple tint indicates extension of urban area



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND BY THE OKLAHOMA GEOLOGICAL SURVEY, NORMAN, OKLAHOMA 73069  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

TULSA, OKLA.  
N3607.5—W9552.5/7.5  
1954  
PHOTOREVISED 1982  
DMA 6856 III NW—SERIES V883



# National Register of Historic Places

## Note to the record

Additional Documentation: 2016

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY Blue Dome Historic District  
NAME:

MULTIPLE Route 66 and Associated Resources in Oklahoma AD MPS  
NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 10/28/11 DATE OF PENDING LIST:  
DATE OF 16TH DAY: 6, 3, 16 DATE OF 45TH DAY: 12/13/11  
DATE OF WEEKLY LIST: 7.12.16

REFERENCE NUMBER: 11000895

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

     ACCEPT      RETURN      REJECT                      DATE

ABSTRACT/SUMMARY COMMENTS:

The additional documentation provides information regarding new property owners in the listed district.  
There are no substantive changes to the 2011 nomination listing.

Copy to correspondence record.

RECOM./CRITERIA Accept Additional Documentation  
REVIEWER Paul Lusignea DISCIPLINE HISTORIAN  
TELEPHONE                      DATE 7/12/16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Blue Dome Historic District  
NAME:

MULTIPLE Route 66 and Associated Resources in Oklahoma AD MPS  
NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 10/28/11 DATE OF PENDING LIST: 11/21/11  
DATE OF 16TH DAY: 12/06/11 DATE OF 45TH DAY: 12/13/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000895

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

     ACCEPT      RETURN      REJECT                      DATE

ABSTRACT/SUMMARY COMMENTS:

**The Blue Dome Historic District is locally significant under National Register Criterion A in the areas of Transportation and Commerce. The district resources clearly illustrate the significant impact of the railroads on the industrial and commercial development of Tulsa during the first half of the twentieth century, as the city grew into a major regional trade and distribution center in the wake of the regional oil boom. The local Midland Valley Railroad, whose track and depot layout determined much of the subsequent physical development of the near downtown area, was particularly instrumental in servicing local oil industry activities. In later years the establishment of Route 66 through the district would give rise to subsequent trade and commercial enterprises associated with automobile travel, sales, and services. The district is largely comprised of utilitarian commercial and industrial buildings reflecting vernacular forms common to those trades along with substantial open spaces once dedicated to rail service and storage lots.**

RECOM./CRITERIA Accept Crit A

REVIEWER PAUL LUSIGNAN DISCIPLINE HISTORICAL

TELEPHONE \_\_\_\_\_ DATE 12/13/2011

DOCUMENTATION see attached comments Y/N see attached SLR Y(N)

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

[The nomination was submitted by the OK SHPO without opinion at the request of the Oklahoma Historic Preservation Review Committee (HPRC) - see attached letters. The SHPO has confirmed that the nomination meets the documentation standards for registering properties in the National Register and meets the procedural and professional requirements set forth in 36 CFR Part 60. The SHPO letter serves as the certifying signature.]

## CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER NOMINATION REPORT

(Note: This report shall be completed for each nomination to the National Register of Historic Places submitted to the State Historic Preservation Office. Each item must be completed. The report form shall be attached to the complete National Register nomination. All comments received from the owner and others must also accompany the report.)

1. Name of Nominated Property: Blue Dome Historic District  
Location: (Street Address) Roughly between South Kenosha Ave. and South Detroit Ave., the Frisco Railroad Tracks and East Eighth Street  
(City) Tulsa  
(State) Oklahoma  
(County) Tulsa
  
2. Certified Local Government Reporting: City of Tulsa  
Contact Person: Amanda DeCort  
Title: CLG Coordinator/Preservation Planner  
Address: City Hall @ One Technology Center  
175 E 2<sup>nd</sup> Street, Suite 570  
Tulsa, Oklahoma 74103  
Telephone: 918-576-5669
  
3. a. Date CLG received the nominations: 6/24/11  
b. Date Property Owner(s) notified: 7/5/11  
c. Date of Public Hearing (if appropriate): 8/11/11  
d. Date nomination considered  
by local review commission: 8/11/11  
e. Date nomination submitted to SHPO: 8/11/11
  
4. Recommendations of the CLG (check appropriate item):
  - The chief elected official and the local review commission agree that the property is eligible for nomination to the National Register of Historic Places.
  
  - The chief elected local official and the local review commission agree that the property is not eligible for nomination to the National Register of Historic Places.
  
  - The chief elected local official considers the property eligible for nomination to the National Register of Historic Places, but the local review commission disagrees.
  
  - The local review commission considers the property eligible for nomination to the National Register of Historic Places, but the chief elected local official disagrees.



5. Owner(s) Response (check appropriate item):

- The majority of owners consent to listing of the nominated property in the National Register of Historic Places.
- The owner (majority of owners) object to the listing of the nominated property in the National Register of Historic Places.

(Additional comments should appear in this area)

Several additional meetings with the Blue Dome Property & Business Owners group were held during the nomination process, and an informational meeting advertised to all property owners by letter was held on July 14, 2011. The Blue Dome business district supported the nomination and paid \$5,000 toward it from their Tax Increment Financing district funds, which was approved by Tulsa Development Authority.

6. Local Review Commission's Statement of Opinion:

The local review commission considers the property

- eligible  
 not eligible

for nomination to the National Register of Historic Places for the following reasons:

Criterion A: Property is associated with events that have made a significant contribution to the broad patterns of our history.

The Blue Dome Historic District is eligible for listing under Criterion A in the areas of TRANSPORTATION and COMMERCE. Development of the District responded to the physical proximity to and local dependence on two railroads that began serving Tulsa in 1903 and 1905. Its strategic location adjacent to these railroad corridors was critical to Tulsa's growth. The commercial and industrial district thrived for nearly seventy years.

  
\_\_\_\_\_  
Signature of Chairperson

Matt King  
\_\_\_\_\_  
Name

  
\_\_\_\_\_  
Attest: Vice-Chairperson

Kristen Bergman  
\_\_\_\_\_  
Name

August 11, 2011  
\_\_\_\_\_  
Date

Comments continue on the reverse side of this page.

- Yes  
 No


7. Chief Elected Local Official's Statement of Opinion:

The chief elected local official considers the nominated property

- eligible  
 not eligible

for nomination to the National Register of Historic Places for the following reasons:

Mayor Bartlett supports the Blue Dome Historic District nomination, but requests that the district boundaries be amended to exclude all properties owned by the NORDAM Group, including: 600, 614, and 624 E. 4<sup>th</sup> Street; 537 E. 5<sup>th</sup> Street; 525 E. 6<sup>th</sup> Street; and 528 S. Kenosha Avenue.



\_\_\_\_\_  
Signature of Chief Elected  
Local Official

Hon. Dewey Bartlett, Jr. \_\_\_\_\_  
Name

\_\_\_\_\_  
Date

Comments continue on the reverse side of this page  Yes  
 No



## Oklahoma Historical Society

Founded May 27, 1893

### State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7914  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

October 25, 2011

Dr. Bob L. Blackburn  
State Historic Preservation Officer  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105-7917

RE: Blue Dome Historic District

Dear Dr. Blackburn:

On behalf of the Oklahoma Historic Preservation Review Committee (HPRC, state review board), I respectfully request that you forward the National Register of Historic Places nomination for the Blue Dome Historic District, Tulsa, Tulsa County to the Keeper of the Register. As you know, the HPRC unanimously approved the recommendation for nomination of the district at their regular meeting on Thursday, October 20, 2011.

The HPRC members carefully considered the nomination form and additional information presented at the meeting, including letters of objection from four of the fifty-one property owners in the proposed district, as well as a letter of support. Also, we received and carefully considered comments from two of the objecting owners and two owners who strongly support the nomination. As chair of the HPRC, it was my observation that all members of the review committee were very impressed with the quality of the nomination materials, the eligibility of the district, and the justification presented for the proposed district boundary. Because there are some owner objections, we request that this nomination be forwarded to the Keeper with a request for substantive review prior to listing.

If you may have any questions, please do not hesitate to let me know.

Sincerely,

John D. Hartley  
Chairman  
Historic Preservation Review Committee





**Oklahoma Historical Society**  
**State Historic Preservation Office**

Founded May 27, 1893

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917  
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpo@okhistory.org



October 26, 2011

Ms. Carol Shull  
National Register of Historic Places  
National Park Service, U. S. Dept. of the Interior  
1849 C Street, NW (2280)  
Washington, D. C. 20240-0001

RE: Blue Dome Historic District, Tulsa, Tulsa County, Oklahoma

Dear Ms. Shull:

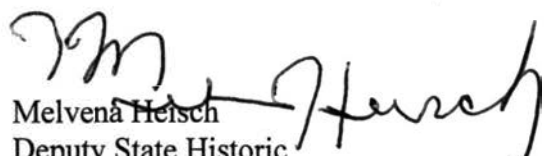
Please find enclosed the National Register of Historic Places nomination for the Blue Dome Historic District, Tulsa, Tulsa County, Oklahoma. The nomination is forwarded to you at the written request of the Oklahoma Historical Preservation Review Committee (HPRC, state review board). We request your substantive review of the nomination because four of the fifty-one private property owners (all notified of the nomination via certified mail with return receipt requested) object to the listing of the district; and the Tulsa Preservation Commission and the Mayor of Tulsa do not agree on the district's boundary.

In addition to the nomination form, all written comments received, including letters of support, owner objections, the Certified Local Governments Nomination Report, and the state review board's request for the nomination to be forwarded are enclosed. Additionally, we have enclosed documentation of the National Park Service's evaluation of Historic Preservation Certification Application - Part 1s for several properties within the district.

During their regular meeting on October 20, 2011, the HPRC considered the Blue Dome Historic District nomination and voted unanimously to recommend it for nomination to the National Register of Historic Places. All members of the HPRC were present at the meeting. Therefore, the members with the requisite professional qualifications for evaluation of the property participated in the consideration of the nomination and formulation of the recommendation to the SHPO.

If you may have questions or require additional information, please do not hesitate to contact either Lynda Schwan of my staff at 405/522-4478 or me at 405/522-4484.

Sincerely,

  
Melvena Heisch  
Deputy State Historic  
Preservation Officer

MKH:bh  
Enclosures

## Blue Dome Owner Objections

<b>Company Name</b>	<b>Building Address</b>	<b>Status</b>	<b>Date of Construction</b>
Nordam	600 East 4th	Contributing	1943
Nordam	610 East 4th	Contributing	1950
Nordam	612-620 East 4th	Non-Contributing	1945
Nordam	624 East 4th	Non-Contributing	1941
Nordam	537 East 5th	Contributing	1947
Nordam	520 South Kenosha	Contributing	1930
Nordam	528 South Kenosha	Contributing	1920
Nordam	525 East 6th	Non-Contributing	1945
Doerner, Saunders, Daniel and Anderson L.L.P	705 South Elgin	Contributing	1959
Transitional Living Centers of Oklahoma	601 South Elgin	Contributing	1925
Harkford Park, LLC	519 East 7th	vacant land	

To whom it may concern,

I am writing this letter in support of the proposed nomination of the Blue Dome District to the National Register of Historic places. With the awarded nomination our East End Village project will become a reality. Without it, the projects window of opportunity will close and a \$10,000,000 rehabilitation, to over 70,000 sf of dilapidated property in Downtown Tulsa, will never get off the ground.

Our project calls for the redevelopment of seven (7) buildings in the Downtown Tulsa area. These buildings are the former Bill White Chevrolet properties and encompass the property between 4th and 5th streets and Frankfort an Elgin streets. The project also consists of the following details:

1. 50+ upscale residences for lease in the Spring of 2013
2. 5 restaurant spaces with both current local restaurateurs and national franchises opening in 2013.
3. Over 10,000 sf of commercial space available for rent in 2013.
4. Minimum project LEED certification of "Silver".
5. We will be the "anchor block" and the first block redeveloped in the East Village.
6. We will be the Elgin St gateway to Tulsa's \$40 million investment, the One OK Field.

The economic impact of the East End Village project will be substantial. Just a few of the benefits of our project are:

1. Creation of 150-175 new construction jobs for 12 months with local subcontractors.
2. Creation of 150-200 new permanent retail, service, and management jobs.
3. Local purchase of materials adding over \$500,000 in retail tax collection in 2012-2013
4. Retail tax collection increase of over \$400,000 per year.
5. Ad Valorem tax collection increase of over \$100,000 per year.

We have worked tirelessly over the past 18 months to line up historians (Cathy Ambler), architects, contractors, bank financing, and a \$1,000,000 no interest loan from the City of Tulsa. We feel if this nomination is not awarded, the pieces of the puzzle we have put together thus far will all go for naught. The loans and other financial arrangements previously made will dissolve due to delays that will be incurred having to create our own Historic District. Ultimately, this project will have to start back over at step one and may not come to fruition at all if the City of Tulsa strips away their \$1,000,000 no interest loan they have awarded us. We are fearful the award would most likely be stripped from us if we aren't able to meet the timeline we agreed to.

We are looking forward to the nomination being awarded and the commencement of our project that the City of Tulsa desperately needs. We feel this opportunity for Downtown Tulsa is one that this city just cannot afford to go without capturing.

Regards,

Mark Larson  
Larson Development

**DOERNER, SAUNDERS, DANIEL & ANDERSON, L.L.P.**

**ATTORNEYS AT LAW**

**KEVIN C. COUTANT**

**WRITER'S DIRECT:**  
(918) 591-5221 (telephone)  
(918) 925-5221 (facsimile)  
Tulsa, Oklahoma  
kcoutant@dsla.com

**E. J. DOERNER (1897-1980)**  
**DICKSON M. SAUNDERS (1920-2001)**

July 19, 2011

**CERTIFIED MAIL**  
**RETURN RECEIPT REQUESTED**

Dr. Bob Blackburn  
State Historic Preservation Office  
Oklahoma Historical Society  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

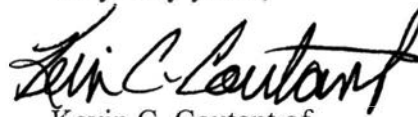
Re: 705 South Elgin, Tulsa, Oklahoma (Blue Dome Historic District)

Dear Dr. Blackburn:

Enclosed please find the Objection to Listing from Storage Station of Tulsa, LLC, related to the proposed designation of its property located at 705 South Elgin, Tulsa, Oklahoma, in the National Register as part of the Blue Dome Historic District.

If you have any questions with regard to the same, please feel free to contact me at your convenience.

Very truly yours,



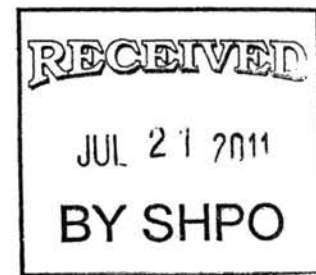
Kevin C. Coutant of

DOERNER, SAUNDERS, DANIEL & ANDERSON, L.L.P.

KCC:lh

Enclosure

cc: Amanda J. DeCort  
City of Tulsa Preservation Planner  
175 East 2<sup>nd</sup> Street, Suite 570  
Tulsa, Oklahoma 74103



**OBJECTION TO LISTING**

WHEREAS, the undersigned Storage Station of Tulsa, L.L.C., an Oklahoma limited liability company, is in receipt of Notice that its property located at 705 South Elgin, Tulsa, Oklahoma, in the Blue Dome District will be considered by the Tulsa Preservation Commission for nomination to the National Register of Historic Places and the Oklahoma State Register of Historic Places as part of the Blue Dome Historic District; and

WHEREAS, said real property ("Real Property") is described as follows:

Lots 6 and 7, Block 169, ORIGINAL TOWN, now City of Tulsa, Tulsa County, State of Oklahoma, according to the official plat thereof;

and,

WHEREAS, Storage Station chooses to object to the listing of the Real Property in the National Register and wishes to give notice of such objection in accordance with the National Historic Preservation Act and 36 C.F.R. 60.

NOW, THEREFORE, in accordance with the National Historic Preservation Act and 36 C.F.R. 60, the undersigned owner of the Real Property hereby objects to the listing of the Real Property in the National Register of Historic Places and the Oklahoma Register of Historic Places.

DATED this 19<sup>th</sup> day of July, 2011.

STORAGE STATION OF TULSA, L.L.C.

By *Kevin C. Coutant*  
Kevin C. Coutant, Member Manager

STATE OF OKLAHOMA    )  
  ) ss:  
COUNTY OF TULSA     )

19<sup>th</sup> Before me, the undersigned, a Notary Public in and for said County and State, on this day of July, 2011, personally appeared Kevin C. Coutant, to me known to be the identical person who subscribed the name of Storage Station of Tulsa, L.L.C., to the foregoing instrument as its Member Manager, and he acknowledged to me that he executed the same as his free and voluntary act and deed, and as the free and voluntary act and deed of such limited liability company, for the uses and purposes therein set forth.

Given under my hand and seal of office the day and year last above written.

My Commission Expires

2-7-2013



*Lisa A. Hess*  
Notary Public  
Commission Number 01001093





# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, D.C. 20240

July 26, 2011

Mr. Mark Larson  
Larson Development  
12324 E. 86<sup>th</sup> Street, North #172  
Owasso, OK 74055

PROPERTY: 426 E. 4<sup>th</sup> Street, Tulsa, OK  
PROJECT NUMBER: 26114

Dear Mr. Larson:

The National Park Service (NPS) has reviewed the Historic Preservation Certification Application -- Part 1 for the property cited above, and has determined that the property appears to meet the National Register Criteria for Evaluation and will likely contribute to the significance of the Blue Dome Historic District that will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

Based on the documentation presented, the building at 426 E. 4<sup>th</sup> Street, built in 1935 for Skelly Gas Company as a service garage appears to contribute to the significance of the district, its site and environment. Character defining features include, but are not necessarily limited to, the exterior white glazed brick, parapet and tile pent roof.

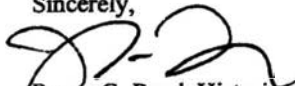
This determination is preliminary only. This building will become a "certified historic structure" only when the historic district is listed in the National Register of Historic Places.

Federal regulations require NPS to review the rehabilitation work as a single overall project, and to issue rehabilitation certification on the merits of the overall project rather than for each structure. Consequently, your Part 2 of the application, the Description of Rehabilitation Work, must describe all proposed work on the property, although the 20% investment tax credit is based only on costs for the rehabilitation of "certified historic structures"

As you plan your rehabilitation, we strongly recommend that you review the Preservation Briefs and other preservation-related information provided online by the National Park Service at <http://www.nps.gov/history/hps/tps/tax/index.htm> to help you plan a successful rehabilitation that will preserve the historic character of this building/site/complex and will meet the Secretary of the Interior's Standards for Rehabilitation. The National Park Service also strongly encourages applicants to submit the Part 2 - Description of Rehabilitation - prior to beginning work, in order to ensure conformance with the Standards.

A copy of this decision will be forwarded to the Internal Revenue Service. If you have any questions regarding the review of your Part I application, please the State Historic Preservation Office or me at 202-354-2278.

Sincerely,



Roger G. Reed, Historian

National Register of Historic Places

Enclosure

cc: IRS  
OK SHPO

RECEIVED  
Rev. 2.90  
AUG 18 2011  
BY SHPO  
NPS Office Use Only  
NRIS No.

U.S. DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

HISTORIC PRESERVATION CERTIFICATION APPLICATION  
PART 1 - EVALUATION OF SIGNIFICANCE

MAY 19 2011  
BY SHPO  
NPS Office Use Only  
Project No. 26114

OMB Approved  
No. 1024-0009

JUN 07 2011

Instructions: Read the instructions carefully before completing application. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of Property: Bill White Chevrolet Complex  
Address of Property: 401 and 405 S. Elgin Avenue, 414 and 426 E. Fourth Street, 408 S. Frankfort Avenue and 415 E. Fifth Street  
City Tulsa County Tulsa State Oklahoma Zip 74120

Name of historic district: Blue Dome Historic District

National Register district  certified state or local district  potential district

2. Check nature of request:

- certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.
- certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes
- certification that the building does not contribute to the significance of the above-named historic district.
- preliminary determination for individual listing in the National Register.
- preliminary determination that a building located within a potential historic district contributes to the significance of the district.
- preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact:

Name Mark Larson  
Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
State Oklahoma Zip 74055 Daytime Telephone Number 405-417-8104

4. Owner:

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to \$10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name Mark Larson Signature [Signature] Date 5/2/11  
Organization Larson Development  
Social Security or Taxpayer Identification Number 470-90-8148  
Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
State Oklahoma Zip 74055 Daytime Telephone Number 405-417-8104

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application - Part 1" for the above-named property and hereby determines that the property:

- contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.
- contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- does not contribute to the significance of the above-named district.

Preliminary determinations:

- appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
- does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
- appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
- appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
- does not appear to qualify as a certified historic structure.

Date 7/26/11 National Park Service Authorized Signature [Signature] National Park Service Office/Telephone No. 202-354-2278

See Attachments



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, D.C. 20240

July 26, 2011

Mr. Mark Larson  
Larson Development  
12324 E. 86<sup>th</sup> Street, North #172  
Owasso, OK 74055

PROPERTY: 415 E. Fifth Street, Tulsa, OK  
PROJECT NUMBER: 26113

Dear Mr. Larson:

The National Park Service (NPS) has reviewed the Historic Preservation Certification Application – Part 1 for the property cited above, and has determined that the property appears to meet the National Register Criteria for Evaluation and will likely contribute to the significance of the Blue Dome Historic District that will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

Based on the documentation presented, the building at 415 E. Fifth Street appears to contribute to the significance of the district, its site and environment. Character defining features include, but are not necessarily limited to, the exterior with its panel brick detailing, decorative parapet and storefront piers.

This determination is preliminary only. This building will become a "certified historic structure" only when the historic district is listed in the National Register of Historic Places.

Federal regulations require NPS to review the rehabilitation work as a single overall project, and to issue rehabilitation certification on the merits of the overall project rather than for each structure. Consequently, your Part 2 of the application, the Description of Rehabilitation Work, must describe all proposed work on the property, although the 20% investment tax credit is based only on costs for the rehabilitation of "certified historic structures"

As you plan your rehabilitation, we strongly recommend that you review the Preservation Briefs and other preservation-related information provided online by the National Park Service at <http://www.nps.gov/history/hps/tps/tax/index.htm> to help you plan a successful rehabilitation that will preserve the historic character of this building/site/complex and will meet the Secretary of the Interior's Standards for Rehabilitation. The National Park Service also strongly encourages applicants to submit the Part 2 – Description of Rehabilitation - prior to beginning work, in order to ensure conformance with the Standards.

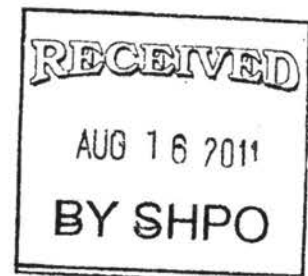
A copy of this decision will be forwarded to the Internal Revenue Service. If you have any questions regarding the review of your Part I application, please the State Historic Preservation Office or me at 202-354-2278.

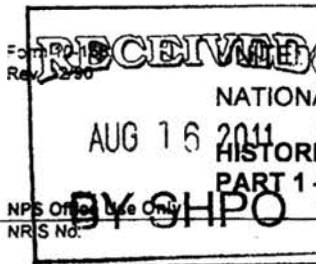
Sincerely,

Roger G. Reed, Historian  
National Register of Historic Places

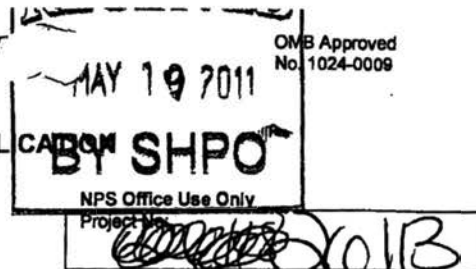
Enclosure

cc: IRS  
OK SHPO





U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE



HISTORIC PRESERVATION CERTIFICATION APPLICATION  
PART 1 - EVALUATION OF SIGNIFICANCE

JUN 07 2011

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of Property: Bill White Chevrolet Complex  
Address of Property: 401 and 405 S. Elgin Avenue, 414 and 428 E. Fourth Street, 408 S. Frankfort Avenue and 415 E. Fifth Street  
City Tulsa County Tulsa State Oklahoma Zip 74120

Name of historic district: Blue Dome Historic District  
 National Register district  certified state or local district  potential district

2. Check nature of request:
- certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.
  - certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes
  - certification that the building does not contribute to the significance of the above-named historic district.
  - preliminary determination for individual listing in the National Register.
  - preliminary determination that a building located within a potential historic district contributes to the significance of the district.
  - preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact:  
Name Mark Larson  
Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
State Oklahoma Zip 74055 Daytime Telephone Number 405-417-6104

4. Owner:  
I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to \$10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.  
Name Mark Larson Signature [Signature] Date 5/2/11  
Organization Larson Development  
Social Security or Taxpayer Identification Number 470-90-8148  
Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
State Oklahoma Zip 74055 Daytime Telephone Number 405-417-6104

NPS Office Use Only  
The National Park Service has reviewed the "Historic Certification Application - Part 1" for the above-named property and hereby determines that the property:  
 contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.  
 contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.  
 does not contribute to the significance of the above-named district.

Preliminary determinations:  
 appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.  
 does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.  
 appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.  
 appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.  
 does not appear to qualify as a certified historic structure.

Date 7/26/11 National Park Service Authorized Signature [Signature] National Park Service Office/Telephone No. 202-351-2270

See Attachments



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, D.C. 20240

July 26, 2011

Mr. Mark Larson  
Larson Development  
12324 E. 86<sup>th</sup> Street, North #172  
Owasso, OK 74055

PROPERTY: 414 E. 4<sup>th</sup> Street, Tulsa, OK  
PROJECT NUMBER: 26115

Dear Mr. Larson:

The National Park Service (NPS) has reviewed the Historic Preservation Certification Application – Part 1 for the property cited above, and has determined that the property appears to meet the National Register Criteria for Evaluation and will likely contribute to the significance of the Blue Dome Historic District that will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

Based on the documentation presented, the building at 414 E. 4<sup>th</sup> Street, built in 1949 for Skelly Gas Company as a retail and marketing office, appears to contribute to the significance of the district, its site and environment. Character defining features include, but are not necessarily limited to, the exterior tan brick with red brick trim.

This determination is preliminary only. This building will become a "certified historic structure" only when the historic district is listed in the National Register of Historic Places.

Federal regulations require NPS to review the rehabilitation work as a single overall project, and to issue rehabilitation certification on the merits of the overall project rather than for each structure. Consequently, your Part 2 of the application, the Description of Rehabilitation Work, must describe all proposed work on the property, although the 20% investment tax credit is based only on costs for the rehabilitation of "certified historic structures"

As you plan your rehabilitation, we strongly recommend that you review the Preservation Briefs and other preservation-related information provided online by the National Park Service at <http://www.nps.gov/history/hps/tps/tax/index.htm> to help you plan a successful rehabilitation that will preserve the historic character of this building/site/complex and will meet the Secretary of the Interior's Standards for Rehabilitation. The National Park Service also strongly encourages applicants to submit the Part 2 – Description of Rehabilitation - prior to beginning work, in order to ensure conformance with the Standards.

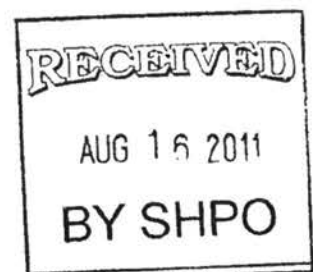
A copy of this decision will be forwarded to the Internal Revenue Service. If you have any questions regarding the review of your Part I application, please the State Historic Preservation Office or me at 202-354-2278.

Sincerely,

Roger G. Reed, Historian  
National Register of Historic Places

Enclosure

cc: IRS  
OK SHPO





RECEIVED  
 AUG 16 2011  
 NATIONAL PARK SERVICE  
 HISTORIC PRESERVATION CERTIFICATION APPLICATION  
 PART 1 - EVALUATION OF SIGNIFICANCE  
 BY SHPO

UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE

OMB Approved No. 1024-0009  
 MAY 19 2011  
 BY SHPO  
 NPS Office Use Only  
 Project No. 26115

JUN 07 2011

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of Property: Bill White Chevrolet Complex  
 Address of Property: 401 and 405 S. Elgin Avenue, 414 and 426 E. Fourth Street, 408 S. Frankfort Avenue and 415 E. Fifth Street  
 City Tulsa County Tulsa State Oklahoma Zip 74120  
 Name of historic district: Blue Dome Historic District  
 National Register district     certified state or local district     potential district

2. Check nature of request:  
 certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.  
 certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes  
 certification that the building does not contribute to the significance of the above-named historic district.  
 preliminary determination for individual listing in the National Register.  
 preliminary determination that a building located within a potential historic district contributes to the significance of the district.  
 preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact:  
 Name Mark Larson  
 Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
 State Oklahoma Zip 74055 Daytime Telephone Number 405-417-6104

4. Owner:  
 I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to \$10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.  
 Name Mark Larson Signature [Signature] Date 5/2/11  
 Organization Larson Development  
 Social Security or Taxpayer Identification Number 470-90-8148  
 Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
 State Oklahoma Zip 74055 Daytime Telephone Number 405-417-6104

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application - Part 1" for the above-named property and hereby determines that the property:

contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.  
 contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.  
 does not contribute to the significance of the above-named district.

Preliminary determinations:

appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.  
 does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.  
 appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.  
 appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.  
 does not appear to qualify as a certified historic structure.

7/26/11 Date  
[Signature] National Park Service Authorized Signature  
202-354-2278 National Park Service Office/Telephone No.

See Attachments



# United States Department of the Interior

## NATIONAL PARK SERVICE

1849 C Street, N.W.  
Washington, D.C. 20240

July 26, 2011

Mr. Mark Larson  
Larson Development  
12324 E. 86<sup>th</sup> Street, North #172  
Owasso, OK 74055

PROPERTY: **Bill White Chevrolet Complex, 401, 405, S Elgin Street, 408 S. Frankfort Street, Tulsa, OK**  
PROJECT NUMBER: 26094

Dear Mr. Larson:

The National Park Service (NPS) has reviewed the Historic Preservation Certification Application -- Part 1 for the property cited above, and has determined that the property appears to meet the National Register Criteria for Evaluation and will likely contribute to the Blue Dome historic district that will be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

Because the property contains more than one building, and those buildings were functionally related historically to serve an overall purpose, program regulations require NPS to determine which of the buildings contribute to the significance of the proposed historic district, and therefore will be "certified historic structures" when the property is listed.

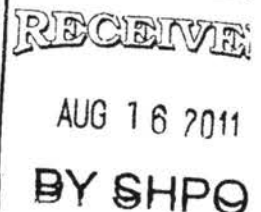
Based on the documentation presented, the following buildings appear to contribute to the significance of the Chevrolet dealership property within the proposed period of significance:

- 401 S. Elgin Street, built 1923 and substantially enlarged in 1949 for the Chevrolet dealership. This building retains substantial integrity in its 1949 Moderne style design, including second floor windows framed in aluminum, and storefront level openings with first floor aluminum over-hangs.
- 405 S. Elgin Street, built 1928 and incorporated into the Chevrolet dealership property in 1949 with historic window openings, stucco over terra cotta block, and first floor over-hang.
- 408 S. Frankfort Street, built 1949 as the truck department for the Chevrolet dealership. A one-story building with historic windows and garage bay openings, connected with roof ramp to 401 S. Elgin.

This determination is preliminary only. These buildings will become "certified historic structures" only when the Blue Dome historic district is listed in the National Register of Historic Places:

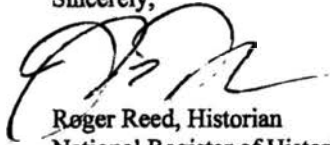
As you plan your rehabilitation, we strongly recommend that you review the Preservation Briefs and other preservation-related information provided online by the National Park Service at <http://www.nps.gov/history/hps/tps/tax/index.htm> to help you plan a successful rehabilitation that will preserve the historic character of this building/site/complex and will meet the Secretary of the Interior's Standards for Rehabilitation. The National Park Service also strongly encourages applicants to submit the Part 2 - Description of Rehabilitation - prior to beginning work, in order to ensure conformance with the Standards.

Federal regulations also require NPS to review the rehabilitation work as a single overall project, and to issue rehabilitation certification on the merits of the overall project rather than for each structure. Consequently, your Part 2 of the application, the Description of Rehabilitation, must describe all proposed work on the property, although the 20% investment tax credit is based only on costs for the rehabilitation of "certified historic structures"



A copy of this decision will be forwarded to the Internal Revenue Service. If you have any questions regarding the review of your Part I application, please contact the State Historic Preservation Office or me at 202-354-2278.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Reed', written over a horizontal line.

Roger Reed, Historian  
National Register of Historic Places

Enclosure

cc: IRS  
OK SHPO

RECEIVED  
Form 1024-SS  
Rev. 12/00  
AUG 16 2011  
NPS Office Use Only  
NPS No. SHPO

DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

RECEIVED  
MAY 19 2011  
OMB Approved  
No. 1024-0009  
BY SHPO  
NPS Office Use Only  
Project No. 26094

HISTORIC PRESERVATION CERTIFICATION APPLICATION  
PART 1 - EVALUATION OF SIGNIFICANCE

NATIONAL PARK SERVICE  
JUN 07 2011

Instructions: Read the instructions carefully before completing application. No modifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of Property: Bill White Chevrolet Complex  
Address of Property: 401 and 405 S. Elgin Avenue, 414 and 426 E. Fourth Street, 408 S. Frankfort Avenue and 415 E. Fifth Street  
City Tulsa County Tulsa State Oklahoma Zip 74120

Name of historic district: Blue Dome Historic District  
 National Register district  certified state or local district  potential district

2. Check nature of request:  
 certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.  
 certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes  
 certification that the building does not contribute to the significance of the above-named historic district.  
 preliminary determination for individual listing in the National Register.  
 preliminary determination that a building located within a potential historic district contributes to the significance of the district.  
 preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact:  
Name Mark Larson  
Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
State Oklahoma Zip 74055 Daytime Telephone Number 405-417-6104

4. Owner:  
I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to \$10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.  
Name Mark Larson Signature [Signature] Date 5/2/11  
Organization Larson Development  
Social Security or Taxpayer Identification Number 470-90-8148  
Street 12324 E, 86<sup>th</sup> Street North, #172 City Owasso  
State Oklahoma Zip 74055 Daytime Telephone Number 405-417-6104

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application - Part 1" for the above-named property and hereby determines that the property:  
 contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.  
 contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.  
 does not contribute to the significance of the above-named district.

Preliminary determinations:  
 appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.  
 does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.  
 appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.  
 appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.  
 does not appear to qualify as a certified historic structure.

7/26/11 Date National Park Service Authorized Signature [Signature] National Park Service Office/Telephone No. 202 354-2278

See Attachments



T. HASTINGS SIEGFRIED  
THE NORDAM GROUP

RETURN RECEIPT REQUESTED

September 9, 2011

Dr. Bob Blackburn  
State of Historic Preservation Office  
Oklahoma Historical Society  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

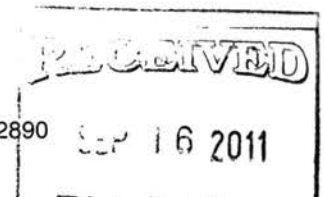
RE: *Objection to Listing Blue Dome District And NORDAM's Properties in the National Register and State Register*

Dear Dr. Blackburn:

I have been authorized by, and am writing on behalf of, The NORDAM Group, Inc. ("NORDAM") in response to the enclosed July 5, 2011 letter from Amanda J. DeCort, City of Tulsa, Preservation Planner, Staff, Tulsa Preservation Commission, which we received on or about July 21, 2011.

It is our understanding from the enclosed letter that the Blue Dome District in Tulsa, Oklahoma, is being considered by the Tulsa Preservation Commission for nomination to the National Register of Historic Places and the Oklahoma State Register of Historic Places as part of the Blue Dome Historic District. I hereby certify that NORDAM is the sole owner of private properties located in the Blue Dome District, Tulsa, Oklahoma. Pursuant to the National Historic Preservation Act and 36 CFR 60, NORDAM hereby objects to the nomination and listing of NORDAM's properties, the Blue Dome District and the Blue Dome Historic District on the National Register of Historic Places and the Oklahoma State Register of Historic Places.

We believe that NORDAM's property(ies) lack the continuity and linkage to other properties in the District, both aesthetically and historically, to belong in the District. NORDAM's properties are situated on the southeasterly end of the District and are of a much different character than the properties located at the northern and northwestern end of the District as outlined in the map enclosed with the July 5 letter. Unlike the properties to the north and northwest of the District, which are rich in history and significant in architecture, NORDAM's properties are industrial manufacturing facilities. Nor are NORDAM's properties historic. All buildings located on NORDAM's properties were constructed through a series of expansions in the 1970s, 1980s and 1990s. The original facilities which may have existed prior to the expansions are no longer visible. NORDAM's properties, therefore, are neither historically or architecturally significant.





Dr. Bob Blackburn  
September 9, 2011  
Page 2

Furthermore, NORDAM's properties are on the perimeter or boundary of the District. The eastern boundary of the District, as outlined on the map enclosed with the July 5 letter, cuts right down the center of NORDAM's properties. Consequently, as outlined on the map, half of NORDAM's properties would be included in the District while the other half would be included in another District. Being subject to rules and regulations of two different Districts would be confusing, and burdensome.

NORDAM, therefore, not only objects to the Blue Dome District and Blue Dome Historic District being listed on the National Register of Historic Places and the Oklahoma State Register of Historic Places, it also believes it should not be included in the Blue Dome District or the Blue Dome Historic District at all.

Please be aware that we were advised by a representative of the Oklahoma Historical Society that the deadline to file this objection is October 20, 2011, and that the July 21, 2011 deadline stated in the enclosed July 5 letter is incorrect. We, therefore, are of the understanding that we are timely filing this objection. If this is incorrect, please notify me at your earliest opportunity.

If you have any questions or comments about our objections or need additional information, please contact me at your earliest convenience. To the extent you believe you will determine that the Districts, including NORDAM's properties, should be included on the National Register and/or the State Register, please contact me prior to making such final determination.

Very truly yours,  
The NORDAM Group, Inc.



T. Hastings Siegfried  
Vice-Chairman

THS

STATE OF OKLAHOMA            )  
  )  ss.  
COUNTY OF TULSA            )

Before me, the undersigned, a Notary Public, in and for said County and State, on this 9<sup>th</sup> day of September 2011, personally appeared, T. Hastings Siegfried, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein set forth.

Given under my hand and seal of office the day and year above written.

Maicia J. Nole  
Notary Public



02010699



601 S. Elgin Avenue, Tulsa, OK 74120 Office: 918.933-5222 Fax: 918.933.5223 www.tlcok.com

September 30, 2011

Dr. Bob Blackburn  
State Historic Preservation Office  
Oklahoma Historical Society  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

**Sent via Certified Mail**  
**7003 1680 0005 3589 8687**

RE: Objection to Listing: Blue Dome Historic District  
601 S. Elgin, Tulsa, Oklahoma

Dear Dr. Blackburn:

Pursuant to the National Historic Preservation Act and 36 CFR 60, Transitional Living Centers of Oklahoma, Inc. ("TLC-OK") hereby objects to the listing of TLC-OK's property at 601 S. Elgin, Tulsa, in the Blue Dome District's nomination to the National Register of Historic Places and the Oklahoma State Register of Historic Places. On behalf of TLC-OK, I certify that TLC-OK is the sole owner of this property.

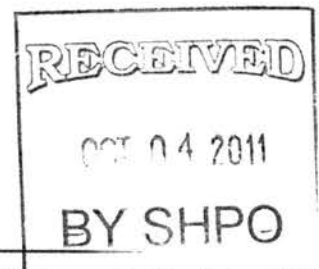
Should you have any questions please feel free to contact our Executive Director, Karen K. Streeter at 918-933-5222 or [Karen@tlcok.org](mailto:Karen@tlcok.org).

Respectfully,

John C. Gammie  
Board President

att: Notarization

cc/att: Amanda J. DeCort, City of Tulsa Preservation Planner



*John C. Gammie, President; Wendy Drummond, Vice President; Margaret Martinson, Treasurer;  
Patricia D. Seibert, Asst. Treasurer; Donna Weinkauff, Secretary;  
Monty Curry; Mary Ann Hille; Elizabeth Marshall; J. Ward Seibert*

**Acknowledgment**

State of Oklahoma    )  
                                  ) SS  
County of Tulsa        )

BEFORE ME, the undersigned authority, a notary public, on this day personally appeared John C. Gammie, Board President of Transitional Living Centers of Oklahoma, Inc., an Oklahoma corporation, known to me that he executed the attached letter dated September 30, 2011 for the purposes and consideration therein expressed, in the capacity therein set forth and as the act and deed of said corporation.

GIVEN UNDER MY HAND AND SEAL of office, this the 30<sup>th</sup> day of September, 2011.

Genia L. McGill  
Notary Public

My Commission Expires: Feb. 2, 2013

Commission Number: 01001978

[SEAL]



# NOTARIZED STATEMENT

October 12, 2011

Attn: Dr. Bob Blackburn  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105.7917

Dear Dr. Blackburn:

Hartford Park, LLC is in receipt of the Oklahoma Historical Society/ State Historic Preservation Office correspondence dated September 16, 2011 regarding the Blue Dome Historic District's nomination to be added to the National Register of Historic Places and the Oklahoma State Register of Historic Places.

Hartford Park, LLC is the sole owner for the following private property included in the proposed bounds of the Blue Dome Historic District:

Approximately 2.12 acres located at 519 East 7<sup>th</sup> Street, City of Tulsa, Tulsa County, Oklahoma per the following legal description:

Lots 1 thru 7 & Vacant alley & Street on North Block 168 of the "Original Town of Tulsa", City of Tulsa, Tulsa County, State of Oklahoma, according to a recorded plat No. 560.

Hartford Park, LLC objects to the referenced property to be included in the listing of the National Register of Historic Places and the Oklahoma State Register of Historic Places.

Advise if any additional information is to be provided for Hartford Park, LLC's objection to the listing to be recorded with respect to the proposed Blue Dome Historic District.

Sincerely,



Warren E. Ross  
Hartford Park, LLC  
1140 N 129<sup>th</sup> E Ave  
Tulsa, OK 74116.1724  
Phone: 918.878.2802  
E-mail: [warren.ross@trgcc.com](mailto:warren.ross@trgcc.com)

STATE OF OKLAHOMA }

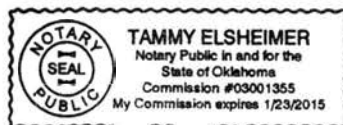
COUNTY OF TULSA }

Before me, the undersigned Notary Public, on this 12<sup>th</sup> day of October, 2011 appeared the aforementioned party, and in my presence affixed their signature to said statement.

Tammy R. Elsheimer  
Notary Public



My Commission Expires: 1/23/2015







T. HASTINGS SIEGFRIED  
THE NORDAM GROUP

RECEIVED

OCT 19 2011

The Office of Executive Director  
Oklahoma Historical Society

October 14, 2011

Via Certified Mail,

Return Receipt Requested: 70101670000196111234

Dr. Bob Blackburn  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

RE: *Objection to Listing Blue Dome Historic District And NORDAM's Properties in the National Register and State Register*

Dear Dr. Blackburn:

I have been authorized by, and am writing on behalf of, The NORDAM Group, Inc. ("NORDAM") in response to the enclosed September 16, 2011 letter from Melvena Heisch, Deputy State Historic Preservation Officer, Oklahoma Historical Society.

It is our understanding from the enclosed letter that properties which NORDAM owns in the Blue Dome District (a.k.a. Blue Dome Historic District) (collectively, the "District") in Tulsa, Oklahoma, are being considered by the Historic Preservation Review Committee for nomination to the National Register of Historic Places and the Oklahoma State Register of Historic Places. I hereby certify that NORDAM is the sole owner of private properties located in the Blue Dome District, Tulsa, Oklahoma. Pursuant to the National Historic Preservation Act and 36 CFR 60, NORDAM hereby objects to the nomination and listing of any and all of NORDAM's properties, the Blue Dome District and the Blue Dome Historic District on the National Register of Historic Places and the Oklahoma State Register of Historic Places. As you are aware, when the Tulsa Preservation Commission previously considered listing the NORDAM properties and the Blue Dome District as part of the Blue Dome Historic District for nomination on the National Register of Historic Places and Oklahoma State Register of Historic Places, we filed a timely objection to same pursuant to my letter to you dated September 9, 2011.

We continue to believe that NORDAM's property(ies) lack the continuity and linkage to other properties in the District, both aesthetically and historically, to belong in the District. NORDAM's properties are situated on the southeasterly end of the District and are of a much different character than the properties located at the northern and northwestern end of the District. Unlike the properties to the north and northwest of the District, which are rich in

Dr. Bob Blackburn  
October 14, 2011  
Page 2

history and significant in architecture, NORDAM's properties are industrial manufacturing facilities. Nor are NORDAM's properties historic. All buildings located on NORDAM's properties were constructed through a series of expansions in the 1970s, 1980s and 1990s. The original facilities which may have existed prior to the expansions are no longer visible. NORDAM's properties, therefore, are neither historically or architecturally significant.

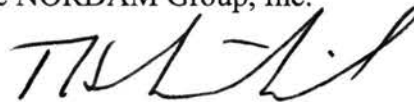
Furthermore, NORDAM's properties are on the perimeter or boundary of the District. The eastern boundary of the District cuts right down the center of NORDAM's properties. Consequently, half of NORDAM's properties would be included in the District while the other half would be included in another District. Being subject to rules and regulations of two different Districts would be confusing, and burdensome.

NORDAM, therefore, not only objects to the Blue Dome District and Blue Dome Historic District being listed on the National Register of Historic Places and the Oklahoma State Register of Historic Places, it also believes it should not be included in the Blue Dome District or the Blue Dome Historic District at all.

If you have any questions or comments about our objections or need additional information, please contact me at your earliest convenience. To the extent you believe you will determine that the District, including NORDAM's properties, should be nominated for inclusion on the National Register and/or the State Register, please contact me prior to making such final determination.

Very truly yours,

The NORDAM Group, Inc.

A handwritten signature in black ink, appearing to read 'T. Hastings Siegfried', written in a cursive style.

T. Hastings Siegfried  
Vice-Chairman

THS

STATE OF OKLAHOMA )  
 ) ss.  
COUNTY OF TULSA )

Before me, the undersigned, a Notary Public, in and for said County and State, on this 14<sup>th</sup> day of October 2011, personally appeared, T. Hastings Siegfried, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein set forth.

Given under my hand and seal of office the day and year above written.

Marcia J. Nole  
Notary Public



My Commission No. 02010699



**Mayor Dewey F. Bartlett, Jr.**  
**OFFICE OF THE MAYOR**

October 19, 2011

Dr. Bob Blackburn, SHPO  
State Historic Preservation Office  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

Re: Blue Dome Historic District National Register Nomination

Dear Dr. Blackburn:

While I support the Blue Dome National Register Historic District nomination, I respectfully request that the district boundaries be amended to exclude all of the properties owned by the NORDAM Group, including: 600, 614, and 624 E. 4<sup>th</sup> Street; 537 E. 5<sup>th</sup> Street; 525 E. 6<sup>th</sup> Street; and 528 S. Kenosha Avenue. The property owner does not agree with any findings that the above-mentioned buildings are historic or contribute to the district.

Please see the enclosed map for reference. The affected properties are all within the area outlined in red.

Thank you for your attention to this matter.

Sincerely,



Dewey Bartlett, Jr.  
Mayor

cc: Melvena Heisch, Deputy SHPO

enclosure

ajd:DB

Blue Dome Historic District  
Name of Property

Tulsa County, OK  
County and State

District Boundary Map







## Oklahoma Historical Society

*Founded May 27, 1893*

### State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

March 15, 2013

Paul Lusignan  
National Park Service 2280, 8th floor  
National Register of Historic Places  
1201 "I" (Eye) Street, NW  
Washington D.C. 20005

Dear Mr. Lusignan:

It has come to our attention that the map for the Blue Dome Historic District, Tulsa, Tulsa County has an error in contributing/non-contributing status. The nomination is correct, just the map had the error. Please include this corrected map in the appropriate file.

Sincerely,

Lynda S. Ozan  
National Register Program Coordinator

Enclosure

# National Register of Historic Places

## Note to the record

Correspondence related to 2016 Additional Documentation



# Oklahoma Historical Society

Founded May 27, 1893

## State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

June 1, 2016

J. Paul Loether, Deputy Keeper and Chief  
National Register and National Historic Landmark Programs  
National Park Service 2280, 8th floor  
1201 "I" (Eye) Street, NW  
Washington D.C. 20005

RECEIVED 2280

JUN - 3 2016

Nat. Register of Historic Places  
National Park Service

Dear Mr. Loether:

In 2011, the Blue Dome Historic District (NRIS #11000895) located in Tulsa, Tulsa County, was listed in the National Register of Historic Places. At that time Nordam, a property owner in the district, objected to listing (notarized letter sent at the time of submittal in 2011). A new company has acquired the property.

Enclosed you will find:

- 1) Copy of original objection letter from Nordam dating to October 2011
- 2) Notarized letter from Brickhugger LLC & PreserveLandmarks LLC confirming their acquisition of the property dated 25 May 2016
- 3) Warranty Deed reflecting purchase of property

The new property owners intend to rehabilitate the buildings utilizing the State of Oklahoma and Federal Government's tax credit programs. If there are any questions, please do not hesitate to contact me at 405/522-4478 or [lozan@okhistory.org](mailto:lozan@okhistory.org).

Sincerely,

Lynda Ozan  
National Register Program Coordinator

Enclosures



**PRESERVE LANDMARKS LLC**  
HISTORIC PRESERVATION

May 25, 2016

Ms. Lynda S. Ozan

Architectural Historian/NR Program Coordinator

State Historic Preservation Office

Oklahoma Historical Society

Oklahoma History Center

800 Nazih Zuhdi Drive

Oklahoma City, OK 73105-7917

Subject: NORDAM Property and Buildings

Tulsa, OK

Notarized letter stating new ownership and request to proceed with Tax credit project

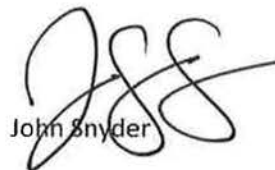
Dear Lynda,

PreserveLandmarks LLC, wishes to confirm that Brickhugger LLC, is the new owner of the NORDAM property and buildings between US Highway 75 (to the east), East 4<sup>th</sup> Street South (to the north) and East 6<sup>th</sup> Street South (to the south) in Tulsa, OK. A copy of the proof of ownership transaction is included as Attachment A to this notarized letter. As the new owner, Brickhugger, LLC is proposing the rehabilitation be a tax credit project and as such is requesting that the buildings be listed on the National Register of Historic Places.

Sincerely,

  
Jim Snyder, AIA

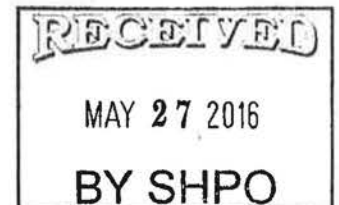
PreserveLandmarks, LLC

  
John Snyder

Manager

Brickhugger, LLC

Encl: Attachment A- Proof of Ownership



STATE OF OKLAHOMA )

) ss.

COUNTY OF TULSA )

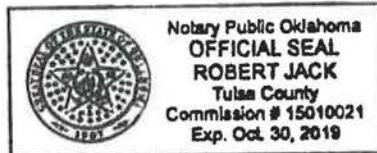
Before me, the undersigned, a Notary Public, in and for said County and State, on this 26<sup>th</sup> day of May 2016, personally appeared, John Snyder, Manager, Brickhugger LLC, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein set forth.

Given under my hand and seal of office the day and year above written.

Robert Jack

My Commissions Expires

Oct. 30, 2019



My Commission No.

15010021





ATTACHMENT (A)

4/16

Documentary Stamps: \$10,650.00  
Property Address: No Address  
Tulsa, Oklahoma  
Mailing Address: Brickhugger, LLC  
115 West Fifth Street, #1701  
Tulsa, OK 74103  
File Number: 109194

**SPECIAL WARRANTY DEED**  
(Corporation Form - Oklahoma Statutory Form)

THIS INDENTURE, made this 29th day of March, 2016, between THE NORDAM GROUP, INC., a Delaware corporation, party of the first part, party grantor and BRICKHUGGER, L.L.C., an Oklahoma Limited Liability Company, party of the second part, party grantee.

WITNESSETH: That in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, said party grantor does, by these presents, grant, bargain, sell and convey unto said party grantee, its successors and or assigns, all of the following described real estate, situated in the County of Tulsa, State of Oklahoma, to-wit:

SEE ATTACHED EXHIBIT "A" FOR LEGAL DESCRIPTION

TO HAVE AND TO HOLD THE SAME, together with all and singular the tenements, hereditaments and appurtenances, thereto belonging or in any wise appertaining forever LESS AND EXCEPT any interest in and to oil, gas, coal, metallic ores or other minerals therein and thereunder previously reserved or conveyed of record and all rights, interests and estates of whatsoever nature incident thereto or arising thereunder.

And said party grantor, its successors and or assigns, does hereby covenant, promise and agree to and with said party grantee, at the delivery of these presents it is lawfully seized in its own right of an absolute and indefeasible estate of inheritance in fee simple, of and in all singular the above granted and described premises, with the above described appurtenances; subject to easements and restrictions of record, set back and building lines, zoning ordinances and regulations, reserved and severed mineral interests, taxes and special assessments not yet due and those matters described in Exhibit B attached hereto "collectively, the "Permitted Exceptions"; and that party grantor will WARRANT AND FOREVER DEFEND the same unto the said party grantee, its successors and or assigns, against said party grantor, its successors and or assigns and

(General Warranty Deed - Corporation Form - Oklahoma Statutory Form)

RECORD AND RETURN TO: FILE: 109194  
FIRSTTITLE AND ABSTRACT SERVICES, LLC  
9136 SOUTH SHERIDAN ROAD  
TULSA, OKLAHOMA 74133  
COURTESY - NOT PREPARED BY FIRSTTITLE

(3)

all and every person or persons whomsoever lawfully claiming or to claim the same by, through or under Grantor only and not otherwise subject however to the "Permitted Exceptions".

IN WITNESS WHEREOF, the said party of the first part has hereunto caused these presents to be signed in its name by its Attorney-in-Fact, the day and year first above written.

The NORDAM Group, Inc.,  
a Delaware corporation

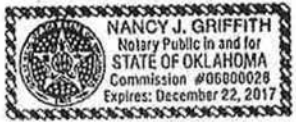
*Michael Hughett*  
By: Michael Hughett, Attorney-in-Fact

State of Oklahoma        )  
                                      ) SS.  
County of Tulsa         )

This instrument was acknowledged before me this 29th day of March, 2016 by Michael Hughett, Attorney-in-Fact of The NORDAM Group, Inc.

*Nancy J. Griffith*  
\_\_\_\_\_  
Notary Public

My Commission Expires:  
My Commission Number:



3/16

EXHIBIT "A"

Lots One (1), Two (2), Three (3), Four (4) and Five (5), Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

All of the alleyway in Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The East Half (E/2) of Vacated South Greenwood Avenue that is West of and adjacent to Lots Two (2), Three (3), and the 20 feet alleyway in Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The East Half (E/2) of Vacated South Greenwood Avenue which lies between the Southerly line of the North Half (N/2) of East 5th Street and the Westerly extension of the Southerly line of Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The North Half (N/2) of vacated 5th Street which lies South of and adjacent to Lots One (1) and Two (2), Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

All of Lots One (1), Two (2), Three (3) and the South Half (S/2) of vacated alley lying North of and adjacent to said Lots, Block One Hundred Forty-three (143), and the North Sixteen (16) feet of vacated 6th Street lying South of and adjacent to Lots One (1), Two (2) and Three (3), Block One Hundred Forty-three (143), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The East Half (E/2) of Lot Eight (8), all of Lots Nine (9) and Ten (10), Block One Hundred Forty-three (143), and the North Half (N/2) of vacated alley lying in Block One Hundred Forty-three (143) which lies adjacent to the South of said East Half (E/2) of Lot Eight (8) and all of Lots Nine (9) and Ten (10) and the South Half (S/2) of vacated 5th Street which lies North of and adjacent to the East Half (E/2) of Lot Eight (8) and All of Lots Nine (9) and Ten (10), Block One Hundred Forty-three (143), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

9/16

AND

A tract of land that is part of South Kenosha Avenue between East 4th Street South and East 6th Street South and part of East 6th Street South Between South Frankfort Avenue and South Kenosha Avenue and also part of Lot Thirteen (13), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187, being more particularly described as follows, to-wit:

STARTING at a point on the Westerly line of Lot Four (4), Block Thirteen (13), HODGE ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, said point being 40.30 feet Northerly of the Southwest Corner thereof, said point also being on the existing Southerly right-of-way of East 4th Street South; thence Southwesterly along said right-of-way for 32.67 feet to the Point of Beginning, said point being on the centerline of South Kenosha Avenue; thence continuing Southwesterly along said right-of-way line for 32.67 feet to the Northeast Corner of Lot Five (5), Block One Hundred Forty-two (142), ORIGINAL TOWN, NOW CITY OF TULSA, according to the Official Plat 560; thence Southwesterly along the Northerly line of said Lot 5 for 9.27 feet to a point of curve; thence Northeasterly, Easterly and Southerly along a curve to the right with a radius of 6.10 feet for 12.06 feet to a point on the Easterly line of Lot 5, said point being 9.27 feet Southerly of the Northeast Corner thereof; thence Southerly along the Westerly right-of-way line of South Kenosha Avenue for 748.15 feet to a point that is the Intersection of the Southerly extension of the Westerly right-of-way South Kenosha Avenue with a line that is 16 feet Southerly of and parallel with the Southerly line of Block One Hundred Forty-three (143), ORIGINAL TOWN, NOW CITY OF TULSA; thence Southwesterly along said line for 172.00 feet; thence Southeasterly at a right angle of 1.67 feet; thence Northeasterly along a deflection angle to the left of 82°01'24" for 0.00 feet to a point of curve; thence Easterly along a curve to the right with a central angle of 40°10'28" and a radius of 341.00 feet for 239.10 feet to a point, said point being 12 feet Northerly of the Southerly line of Lot Thirteen (13) and 16 feet Easterly of the Westerly line of Lot Thirteen (13), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma; thence Northwesterly for 26.40 feet to a point on the Westerly line of said Lot 13, said point being 33.00 feet from the Southwest Corner thereof, said point also being on the Easterly right-of-way line of South Kenosha Avenue; thence Northerly along the Easterly right-of-way line of South Kenosha Avenue for 657.00 feet to a point on the centerline of East 5th Street South; thence Westerly along the centerline extension of East 5th Street South for 30.00 feet to the centerline of South Kenosha Avenue; thence Northerly along said centerline for 182.36 feet to the POINT OF BEGINNING.

AND

Lots One (1), Two (2), Three (3), Four (4), Five (5) and Six (6), Block Three (3), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187.

AND

The South Half (S/2) of vacated East 5th Street which lies North of and adjacent to Block Three (3), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187, and the North Half (N/2) of vacated 5th Street which lies South of and adjacent to Lot Four (4), the alleyway and Lot Three (3), Block Three (3), BURNETT ADDITION, and all of vacated South Lansing Avenue which lies East of Block Three (3), BURNETT ADDITION, and which lies North of the South line of the North Half (N/2) of vacated 5th Place and South of the North line of the South Half (S/2) of vacated 5th Street, and all of the vacated alleyway in Block Three (3), BURNETT ADDITION.

5/16

AND

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187, LESS AND EXCEPT a part of Lots Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24), more particularly described as follows, to-wit:

BEGINNING at the Southeast Corner of said Lot 24; thence West along the South boundaries of said Lot 21, 22, 23 and 24 to the Southwest Corner of said Lot 21; thence North  $83^{\circ}07'49''$  East a distance of 100.49 feet to a point 10 feet North of said Southeast Corner of said Lot 24; thence South along said East boundary of said Lot 24 a distance of 10 feet to the POINT OF BEGINNING, and LESS AND EXCEPT that part of Lot Thirteen (13), Fourteen (14) and Fifteen (15) beginning at the Southwest Corner of said Lot 13; thence North 33 feet; thence Southeast 26.40 feet to a point 12 feet North of the South line of said Block 6; thence Southeast 60.21 feet to the Southeast Corner of said Lot 15; thence West 75 feet to the POINT OF BEGINNING.

AND

The South Half (S/2) of vacated East 5th Place which lies North of and adjacent to Lots One (1) thru Twelve (12), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187.

AND

All of the vacated alleyway in said Block Six (6), and all of vacated South Lansing Avenue which lies East of said Block Six (6) and which lies South of the North line of the South Half (S/2) of vacated East 5th Place North of the Easterly extension of a line 10 feet North of the Southerly line of said Block Six (6).



6/16

Exhibit "B"

"Permitted Exceptions"

1. Covenants, conditions, restrictions, easements and building setback lines contained in the Certificate of Dedication and as shown on Plat of ORIGINAL PLAT OF BURNETT ADDITION, dated April 25, 1904, filed August 22, 1904 as Document No. 4-307 and recorded in Book J, Page 265, and AMENDED PLAT OF BURNETT ADDITION, dated June 6, 1904, filed June 6, 1904 as Document No. 4-432 and recorded in Book F, Page 569, which does not provide for a forfeiture or reversion of interest, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicap persons, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
2. Covenants, conditions, restrictions, easements and building setback lines contained in the Certificate of Dedication and as shown on Plat No. 1, Page 22 of BLOCK 3 OF BURNETT ADDITION, dated February 10, 1910, filed February 18, 1910 as Document No. 19498, and Dedication dated February 23, 1909, filed March 3, 1909 as Document No. 32-418 and recorded in Book 51, Page 387, and Deed of Dedication dated December 9, 1910, filed December 9, 1910 as Document No. 60, 444 and recorded in Book 76, Page 346, which does not provide for a forfeiture or reversion of interest, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicap persons, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
3. Terms, conditions and provisions of Right of Way Easement in favor of Public Service Company of Oklahoma, dated May 15, 1963, filed June 7, 1963 as Document No. 158812 and recorded in Book 3347, Page 577 in the Office of the County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
4. Terms, conditions and provisions of Ordinance No. 2996, vacating Greenwood Avenue, dated February 12, 1926, filed June 2, 1926 as Document No. 319130, and recorded in Book 584, Page 519 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
5. Terms, conditions and provisions of Resolution approving the construction of a switch for industrial purposes, dated May 28, 1926, filed June 2, 1926 as Document No. 319135 and recorded in Book 587, Page 397 in the Office of the Tulsa County Clerk, as noted on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
6. Terms, conditions and provisions of Easement reserved by Southwestern Bell Telephone Company, contained in Journal Entry of Judgment, Case No. 111772, styled Rockwell Manufacturing Company, a corporation, vs. The City of Tulsa, Oklahoma, dated April 27, 1966, filed April 27, 1966 and recorded in Book 500, Page 240 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.

7/16

7. Terms, conditions and provisions of Easement to ONEOK reserved in Judgment and Decree Vacating Easement in Case CJ-84-4527, styled CDER Properties, Ltd., et. al., vs. The City of Tulsa, et.al, dated October 5, 1984, filed October 5, 1984 in the District Court in and for Tulsa County and a certified copy of said instrument filed June 13, 1990 as Document No. 905016 and recorded in Book 5258, Page 2686 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
8. Terms, conditions and provisions contained in Easement in favor of The City of Tulsa, dated July 1, 1908, filed July 1, 1908 as Document No. 21-596 and recorded in Book 37, Page 117 in the Office of the Tulsa County Clerk, as noted on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
9. Terms, conditions and provisions contained in Quit Claim Deed in favor of The City of Tulsa, dated May 14, 1923, filed July 14, 1923 as Document No. 235780 and recorded in Book 471, Page 52 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
10. Terms, conditions and provisions of Judgment and Decree Foreclosing Right to Reopen a Portion of East Sixth Street, Tulsa, Oklahoma,, Case No. CJ-90-3627, by and between Seig-Nor, Inc., vs. The City of Tulsa, et. al., dated September 20, 1990, filed October 16, 1990 in the District Court in and for Tulsa County, and a Certified Copy of the Judgment and Decree of Foreclosing Right to Reopen a Portion of Sixth Street, Tulsa, Oklahoma, and Affidavit of Judgment filed on October 18, 1990 as one document under Document No. 939000 and recorded in Book 5283, Page 1902 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
11. Terms, conditions and provisions of Easement Rights contained in Journal Entry of Judgment, Case No. CJ-95-822, styled Seig-Nor, Inc., and Public Service Company of Oklahoma, vs. The City of Tulsa, dated April 11, 1995, filed April 11, 1995 in the District Court in and for Tulsa County, and Certified Copy of said instrument filed as Document No. 30999 and recorded in Book 5705, Page 1215 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
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13. Terms, conditions and provisions of Easement reserved to Oklahoma Natural Gas Company in Journal Entry of Judgment, Case No. C-79-2031, styled Sieg-Nor, Inc., vs. The City of Tulsa, dated October 25, 1979, filed November 13, 1979 in the District Court in and for Tulsa County, and Certified Copy of said instrument filed November 14, 1979 as Document No. 824376 and recorded in Book 4440, Page 1601 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
14. Terms, conditions and provisions of Easement in favor of The City of Tulsa, Oklahoma, dated November 6, 1979, filed January 16, 1980 as Document No. 840553 and recorded in Book 4452, Page 977 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
15. Terms, conditions and provisions contained in Judgment and Decree Vacating Public Ways, Case No. CJ-89-4178, styled Sieg-Nor, Inc., and Public Service Company of Oklahoma, vs. The City of Tulsa, et. al.,

8/16

dated September 28, 1989, filed November 5, 1989 and November 9, 1989 in the District Court in and for Tulsa County, and Certified Copy of said instrument filed November 14, 1989 as Document No. 852731 and recorded in Book 5219, Page 2337 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.

16. Special assessments, if any, due to the Tulsa Stadium Improvement District.

17. Encroachments are as follows and as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016:

1. Fence is inside and outside the East property line.
2. Building is 0.1' over the North property line.
3. Guardrail and loading dock are into sewer easement along South Kenosha Avenue East.  
(shown by the word "East")
4. Air conditioner pad on 5x7 platform pad and concrete pad are in easements along East 5th Street  
South.
5. Air conditioner pads are into easement along Greenwood Avenue on the West.
6. Concrete pad with transformer and concrete wall are into easement along South Kenosha Avenue.(shown by word "South")
7. Building corner shown at No.18 and building corner along the West side of the property is into  
sewer easement. (Note: Width of easement is not defined.)

9/16

Documentary Stamps: \$10,650.00  
Property Address: No Address  
Tulsa, Oklahoma  
Mailing Address: Brickhugger, LLC  
115 West Fifth Street, #1701  
Tulsa, OK 74103  
File Number: 109194

**SPECIAL WARRANTY DEED**  
(Corporation Form – Oklahoma Statutory Form)

THIS INDENTURE, made this 29th day of March, 2016, between **THE NORDAM GROUP, INC.**, a Delaware corporation, party of the first part, party grantor and **BRICKHUGGER, L.L.C.**, an Oklahoma Limited Liability Company, party of the second part, party grantee.

WITNESSETH: That in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, said party grantor does, by these presents, grant, bargain, sell and convey unto said party grantee, its successors and or assigns, all of the following described real estate, situated in the County of Tulsa, State of Oklahoma, to-wit:

SEE ATTACHED EXHIBIT "A" FOR LEGAL DESCRIPTION

TO HAVE AND TO HOLD THE SAME, together with all and singular the tenements, hereditaments and appurtenances, thereto belonging or in any wise appertaining forever LESS AND EXCEPT any interest in and to oil, gas, coal, metallic ores or other minerals therein and thereunder previously reserved or conveyed of record and all rights, interests and estates of whatsoever nature incident thereto or arising thereunder.

And said party grantor, its successors and or assigns, does hereby covenant, promise and agree to and with said party grantee, at the delivery of these presents it is lawfully seized in its own right of an absolute and indefeasible estate of inheritance in fee simple, of and in all singular the above granted and described premises, with the above described appurtenances; subject to easements and restrictions of record, set back and building lines, zoning ordinances and regulations, reserved and severed mineral interests, taxes and special assessments not yet due and those matters described in Exhibit B attached hereto "collectively, the "Permitted Exceptions"; and that party grantor will WARRANT AND FOREVER DEFEND the same unto the said party grantee, its successors and or assigns, against said party grantor, its successors and or assigns and

(General Warranty Deed - Corporation Form - Oklahoma Statutory Form)

(3)

**RECORD AND RETURN TO: FILE: 109194  
FIRSTTITLE AND ABSTRACT SERVICES, LLC  
9136 SOUTH SHERIDAN ROAD  
TULSA, OKLAHOMA 74133  
COURTESY - NOT PREPARED BY FIRSTTITLE**

10/16

all and every person or persons whomsoever lawfully claiming or to claim the same by, through or under Grantor only and not otherwise subject however to the "Permitted Exceptions".

IN WITNESS WHEREOF, the said party of the first part has hereunto caused these presents to be signed in its name by its Attorney-in-Fact, the day and year first above written.

The NORDAM Group, Inc.,  
a Delaware corporation

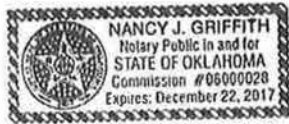
*Michael Hughett*  
By: Michael Hughett, Attorney-in-Fact

State of Oklahoma        )  
                                      ) SS.  
County of Tulsa         )

This instrument was acknowledged before me this 29th day of March, 2016 by Michael Hughett, Attorney-in-Fact of The NORDAM Group, Inc.

*Nancy J. Griffith*  
\_\_\_\_\_  
Notary Public

My Commission Expires:  
My Commission Number:





11/16

EXHIBIT "A"

Lots One (1), Two (2), Three (3), Four (4) and Five (5), Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

All of the alleyway in Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The East Half (E/2) of Vacated South Greenwood Avenue that is West of and adjacent to Lots Two (2), Three (3), and the 20 feet alleyway in Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The East Half (E/2) of Vacated South Greenwood Avenue which lies between the Southerly line of the North Half (N/2) of East 5th Street and the Westerly extension of the Southerly line of Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The North Half (N/2) of vacated 5th Street which lies South of and adjacent to Lots One (1) and Two (2), Block One Hundred Forty-two (142), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

All of Lots One (1), Two (2), Three (3) and the South Half (S/2) of vacated alley lying North of and adjacent to said Lots, Block One Hundred Forty-three (143), and the North Sixteen (16) feet of vacated 6th Street lying South of and adjacent to Lots One (1), Two (2) and Three (3), Block One Hundred Forty-three (143), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

AND

The East Half (E/2) of Lot Eight (8), all of Lots Nine (9) and Ten (10), Block One Hundred Forty-three (143), and the North Half (N/2) of vacated alley lying in Block One Hundred Forty-three (143) which lies adjacent to the South of said East Half (E/2) of Lot Eight (8) and all of Lots Nine (9) and Ten (10) and the South Half (S/2) of vacated 5th Street which lies North of and adjacent to the East Half (E/2) of Lot Eight (8) and All of Lots Nine (9) and Ten (10), Block One Hundred Forty-three (143), ORIGINAL TOWN, now CITY OF TULSA, Tulsa County, State of Oklahoma, according to the Recorded Plat No. 560.

12/16

AND

A tract of land that is part of South Kenosha Avenue between East 4th Street South and East 6th Street South and part of East 6th Street South Between South Frankfort Avenue and South Kenosha Avenue and also part of Lot Thirteen (13), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187, being more particularly described as follows, to-wit:

STARTING at a point on the Westerly line of Lot Four (4), Block Thirteen (13), HODGE ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, said point being 40.30 feet Northerly of the Southwest Corner thereof, said point also being on the existing Southerly right-of-way of East 4th Street South; thence Southwesterly along said right-of-way for 32.67 feet to the Point of Beginning, said point being on the centerline of South Kenosha Avenue; thence continuing Southwesterly along said right-of-way line for 32.67 feet to the Northeast Corner of Lot Five (5), Block One Hundred Forty-two (142), ORIGINAL TOWN, NOW CITY OF TULSA, according to the Official Plat 560; thence Southwesterly along the Northerly line of said Lot 5 for 9.27 feet to a point of curve; thence Northeasterly, Easterly and Southerly along a curve to the right with a radius of 6.10 feet for 12.06 feet to a point on the Easterly line of Lot 5, said point being 9.27 feet Southerly of the Northeast Corner thereof; thence Southerly along the Westerly right-of-way line of South Kenosha Avenue for 748.15 feet to a point that is the intersection of the Southerly extension of the Westerly right-of-way South Kenosha Avenue with a line that is 16 feet Southerly of and parallel with the Southerly line of Block One Hundred Forty-three (143), ORIGINAL TOWN, NOW CITY OF TULSA; thence Southwesterly along said line for 172.00 feet; thence Southeasterly at a right angle of 1.67 feet; thence Northeasterly along a deflection angle to the left of 82°01'24" for 0.00 feet to a point of curve; thence Easterly along a curve to the right with a central angle of 40°10'28" and a radius of 341.00 feet for 239.10 feet to a point, said point being 12 feet Northerly of the Southerly line of Lot Thirteen (13) and 16 feet Easterly of the Westerly line of Lot Thirteen (13), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma; thence Northwesterly for 28.40 feet to a point on the Westerly line of said Lot 13, said point being 33.00 feet from the Southwest Corner thereof, said point also being on the Easterly right-of-way line of South Kenosha Avenue; thence Northerly along the Easterly right-of-way line of South Kenosha Avenue for 657.00 feet to a point on the centerline of East 5th Street South; thence Westerly along the centerline extension of East 5th Street South for 30.00 feet to the centerline of South Kenosha Avenue; thence Northerly along said centerline for 182.36 feet to the POINT OF BEGINNING.

AND

Lots One (1), Two (2), Three (3), Four (4), Five (5) and Six (6), Block Three (3), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187.

AND

The South Half (S/2) of vacated East 5th Street which lies North of and adjacent to Block Three (3), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187, and the North Half (N/2) of vacated 5th Street which lies South of and adjacent to Lot Four (4), the alleyway and Lot Three (3), Block Three (3), BURNETT ADDITION, and all of vacated South Lansing Avenue which lies East of Block Three (3), BURNETT ADDITION, and which lies North of the South line of the North Half (N/2) of vacated 5th Place and South of the North line of the South Half (S/2) of vacated 5th Street, and all of the vacated alleyway in Block Three (3), BURNETT ADDITION.

13/16

AND

Lots One (1), Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), Fifteen (15), Sixteen (16), Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187, LESS AND EXCEPT a part of Lots Twenty-one (21), Twenty-two (22), Twenty-three (23) and Twenty-four (24), more particularly described as follows, to-wit:

BEGINNING at the Southeast Corner of said Lot 24; thence West along the South boundaries of said Lot 21, 22, 23 and 24 to the Southwest Corner of said Lot 21; thence North 83°07'49" East a distance of 100.49 feet to a point 10 feet North of said Southeast Corner of said Lot 24; thence South along said East boundary of said Lot 24 a distance of 10 feet to the POINT OF BEGINNING, and LESS AND EXCEPT that part of Lot Thirteen (13), Fourteen (14) and Fifteen (15) beginning at the Southwest Corner of said Lot 13; thence North 33 feet; thence Southeast 26.40 feet to a point 12 feet North of the South line of said Block 6; thence Southeast 60.21 feet to the Southeast Corner of said Lot 15; thence West 75 feet to the POINT OF BEGINNING.

AND

The South Half (S/2) of vacated East 5th Place which lies North of and adjacent to Lots One (1) thru Twelve (12), Block Six (6), BURNETT ADDITION to the City of Tulsa, Tulsa County, State of Oklahoma, according to the Recorded Plat No. A-1187.

AND

All of the vacated alleyway in said Block Six (6), and all of vacated South Lansing Avenue which lies East of said Block Six (6) and which lies South of the North line of the South Half (S/2) of vacated East 5th Place North of the Easterly extension of a line 10 feet North of the Southerly line of said Block Six (6).

Exhibit "B"

147/16

"Permitted Exceptions"

1. Covenants, conditions, restrictions, easements and building setback lines contained in the Certificate of Dedication and as shown on Plat of ORIGINAL PLAT OF BURNETT ADDITION, dated April 25, 1904, filed August 22, 1904 as Document No. 4-307 and recorded in Book J, Page 265, and AMENDED PLAT OF BURNETT ADDITION, dated June 6, 1904, filed June 6, 1904 as Document No. 4-432 and recorded in Book F, Page 569, which does not provide for a forfeiture or reversion of interest, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicap persons, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.
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15/16

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9. Terms, conditions and provisions contained in Quit Claim Deed in favor of The City of Tulsa, dated May 14, 1923, filed July 14, 1923 as Document No. 235780 and recorded in Book 471, Page 52 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.

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15. Terms, conditions and provisions contained in Judgment and Decree Vacating Public Ways, Case No. CJ-89-4178, styled Sieg-Nor, Inc., and Public Service Company of Oklahoma, vs. The City of Tulsa, et. al.,



16/16

dated September 28, 1989, filed November 5, 1989 and November 9, 1989 in the District Court in and for Tulsa County, and Certified Copy of said instrument filed November 14, 1989 as Document No. 852731 and recorded in Book 5219, Page 2337 in the Office of the Tulsa County Clerk, as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016.

16. Special assessments, if any, due to the Tulsa Stadium Improvement District.

17. Encroachments are as follows and as shown on survey of subject property prepared by Sack and Associates, Inc., Theodore A. Sack, PLS No. 1139, dated March 24, 2016:

1. Fence is inside and outside the East property line.
2. Building is 0.1' over the North property line.
3. Guardrail and loading dock are into sewer easement along South Kenosha Avenue East.  
(shown by the word "East")
4. Air conditioner pad on 5x7 platform pad and concrete pad are in easements along East 5th Street  
South.
5. Air conditioner pads are into easement along Greenwood Avenue on the West.
6. Concrete pad with transformer and concrete wall are into easement along South Kenosha Avenue.(shown by word "South")
7. Building corner shown at No.18 and building corner along the West side of the property is into  
sewer easement. (Note: Width of easement is not defined.)



T. HASTINGS SIEGFRIED  
THE NORDAM GROUP

RECEIVED

OCT 19 2011

The Office of Executive Director  
Oklahoma Historical Society

October 14, 2011

Via Certified Mail,

Return Receipt Requested: 70101670000196111234

Dr. Bob Blackburn  
Oklahoma Historical Society  
Oklahoma History Center  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

RE: *Objection to Listing Blue Dome Historic District And NORDAM's Properties in the National Register and State Register*

Dear Dr. Blackburn:

I have been authorized by, and am writing on behalf of, The NORDAM Group, Inc. ("NORDAM") in response to the enclosed September 16, 2011 letter from Melvena Heisch, Deputy State Historic Preservation Officer, Oklahoma Historical Society.

It is our understanding from the enclosed letter that properties which NORDAM owns in the Blue Dome District (a.k.a. Blue Dome Historic District) (collectively, the "District") in Tulsa, Oklahoma, are being considered by the Historic Preservation Review Committee for nomination to the National Register of Historic Places and the Oklahoma State Register of Historic Places. I hereby certify that NORDAM is the sole owner of private properties located in the Blue Dome District, Tulsa, Oklahoma. Pursuant to the National Historic Preservation Act and 36 CFR 60, NORDAM hereby objects to the nomination and listing of any and all of NORDAM's properties, the Blue Dome District and the Blue Dome Historic District on the National Register of Historic Places and the Oklahoma State Register of Historic Places. As you are aware, when the Tulsa Preservation Commission previously considered listing the NORDAM properties and the Blue Dome District as part of the Blue Dome Historic District for nomination on the National Register of Historic Places and Oklahoma State Register of Historic Places, we filed a timely objection to same pursuant to my letter to you dated September 9, 2011.

We continue to believe that NORDAM's property(ies) lack the continuity and linkage to other properties in the District, both aesthetically and historically, to belong in the District. NORDAM's properties are situated on the southeasterly end of the District and are of a much different character than the properties located at the northern and northwestern end of the District. Unlike the properties to the north and northwest of the District, which are rich in

Dr. Bob Blackburn  
October 14, 2011  
Page 2

history and significant in architecture, NORDAM's properties are industrial manufacturing facilities. Nor are NORDAM's properties historic. All buildings located on NORDAM's properties were constructed through a series of expansions in the 1970s, 1980s and 1990s. The original facilities which may have existed prior to the expansions are no longer visible. NORDAM's properties, therefore, are neither historically or architecturally significant.

Furthermore, NORDAM's properties are on the perimeter or boundary of the District. The eastern boundary of the District cuts right down the center of NORDAM's properties. Consequently, half of NORDAM's properties would be included in the District while the other half would be included in another District. Being subject to rules and regulations of two different Districts would be confusing, and burdensome.

NORDAM, therefore, not only objects to the Blue Dome District and Blue Dome Historic District being listed on the National Register of Historic Places and the Oklahoma State Register of Historic Places, it also believes it should not be included in the Blue Dome District or the Blue Dome Historic District at all.

If you have any questions or comments about our objections or need additional information, please contact me at your earliest convenience. To the extent you believe you will determine that the District, including NORDAM's properties, should be nominated for inclusion on the National Register and/or the State Register, please contact me prior to making such final determination.

Very truly yours,

The NORDAM Group, Inc.



T. Hastings Siegfried  
Vice-Chairman

THS

STATE OF OKLAHOMA            )  
  ) ss.  
COUNTY OF TULSA            )

Before me, the undersigned, a Notary Public, in and for said County and State, on this 14<sup>th</sup> day of October 2011, personally appeared, T. Hastings Siegfried, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein set forth.

Given under my hand and seal of office the day and year above written.

Marcia J. Nole

Notary Public

My Commission Expires:

6/21/14 #02010699

(SEAL) EXP 06/21/2014

PUBLIC

STATE OF OKLAHOMA

My Commission No.:

02010699



T. HASTINGS SIEGFRIED  
THE NORDAM GROUP

RETURN RECEIPT REQUESTED

September 9, 2011

Dr. Bob Blackburn  
State of Historic Preservation Office  
Oklahoma Historical Society  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

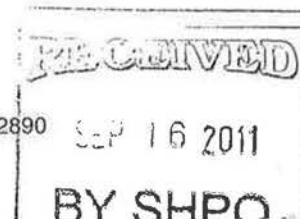
RE: *Objection to Listing Blue Dome District And NORDAM's Properties in the National Register and State Register*

Dear Dr. Blackburn:

I have been authorized by, and am writing on behalf of, The NORDAM Group, Inc. ("NORDAM") in response to the enclosed July 5, 2011 letter from Amanda J. DeCort, City of Tulsa, Preservation Planner, Staff, Tulsa Preservation Commission, which we received on or about July 21, 2011.

It is our understanding from the enclosed letter that the Blue Dome District in Tulsa, Oklahoma, is being considered by the Tulsa Preservation Commission for nomination to the National Register of Historic Places and the Oklahoma State Register of Historic Places as part of the Blue Dome Historic District. I hereby certify that NORDAM is the sole owner of private properties located in the Blue Dome District, Tulsa, Oklahoma. Pursuant to the National Historic Preservation Act and 36 CFR 60, NORDAM hereby objects to the nomination and listing of NORDAM's properties, the Blue Dome District and the Blue Dome Historic District on the National Register of Historic Places and the Oklahoma State Register of Historic Places.

We believe that NORDAM's property(ies) lack the continuity and linkage to other properties in the District, both aesthetically and historically, to belong in the District. NORDAM's properties are situated on the southeasterly end of the District and are of a much different character than the properties located at the northern and northwestern end of the District as outlined in the map enclosed with the July 5 letter. Unlike the properties to the north and northwest of the District, which are rich in history and significant in architecture, NORDAM's properties are industrial manufacturing facilities. Nor are NORDAM's properties historic. All buildings located on NORDAM's properties were constructed through a series of expansions in the 1970s, 1980s and 1990s. The original facilities which may have existed prior to the expansions are no longer visible. NORDAM's properties, therefore, are neither historically or architecturally significant.





Dr. Bob Blackburn  
September 9, 2011  
Page 2

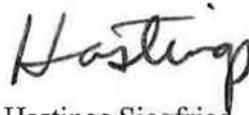
Furthermore, NORDAM's properties are on the perimeter or boundary of the District. The eastern boundary of the District, as outlined on the map enclosed with the July 5 letter, cuts right down the center of NORDAM's properties. Consequently, as outlined on the map, half of NORDAM's properties would be included in the District while the other half would be included in another District. Being subject to rules and regulations of two different Districts would be confusing, and burdensome.

NORDAM, therefore, not only objects to the Blue Dome District and Blue Dome Historic District being listed on the National Register of Historic Places and the Oklahoma State Register of Historic Places, it also believes it should not be included in the Blue Dome District or the Blue Dome Historic District at all.

Please be aware that we were advised by a representative of the Oklahoma Historical Society that the deadline to file this objection is October 20, 2011, and that the July 21, 2011 deadline stated in the enclosed July 5 letter is incorrect. We, therefore, are of the understanding that we are timely filing this objection. If this is incorrect, please notify me at your earliest opportunity.

If you have any questions or comments about our objections or need additional information, please contact me at your earliest convenience. To the extent you believe you will determine that the Districts, including NORDAM's properties, should be included on the National Register and/or the State Register, please contact me prior to making such final determination.

Very truly yours,  
The NORDAM Group, Inc.



T. Hastings Siegfried  
Vice-Chairman

THS

STATE OF OKLAHOMA            )  
  ) ss.  
COUNTY OF TULSA            )

Before me, the undersigned, a Notary Public, in and for said County and State, on this 9<sup>th</sup> day of September 2011, personally appeared, T. Hastings Siegfried, to me known to be the identical person who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein set forth.

Given under my hand and seal of office the day and year above written.

Maicia J. Nole  
Notary Public



02010699