

PONCA CITY'S DOWNTOWN INTENSIVE LEVEL SURVEY, 2018



Historic Aerial Photo of Downtown Ponca City (Undated) from Oklahoma Historical Society.

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Oklahoma State Historic Preservation Office
Oklahoma City, OK**

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Abstract

This intensive level survey of properties located in Downtown Ponca City was conducted to update the 2008 Intensive Level Survey of the downtown area and to determine if modifications need to be made to the 2010 National Register of Historic Places Nomination for the Downtown Ponca City Historic District. Since 2010, several buildings have been modified within the boundaries of the current listed district and in adjoining areas originally excluded from the historic district. To re-evaluate areas with listed properties and nearby areas that may have been modified in the intervening period, it was necessary to minimally document each property with an HPRI form and photographs, and to update the historic context for Ponca City, taking into account developments occurring after the end of the period of significance identified in the NRHP nomination. The survey was conducted between December 2017 and November 2018. A total of 190 resources were documented and evaluated.

Introduction

Historic preservation began in Ponca City much as it did in many communities across the country; when residents came together to save a single building. From one building comes many more. In Ponca City, that building was the Poncan Theatre, and with the help of local enthusiasts, what began as a grassroots effort to save the Poncan has grown over the last twenty years or so into one of the most active and effective local preservation programs in the state.¹

Ponca City was blessed architecturally in its early years. Often referred to as the “Jewel of the Prairie,” the discovery of oil and natural gas and the subsequent economic boom greatly impacted the built environment of the community. There was a concerted effort on the part of local businessmen such as E.W. Marland and Lewis Wentz to bring the best and the brightest—scientists, educators, entertainers, engineers, and architects—to the community. These residents left a significant impact on the landscape of this north-central Oklahoma community. Despite what seems to be an abundance of architectural and historic resources, until recently, many of these properties were not appreciated. They simply melded into the landscape of everyday life.

Since the saving of the Poncan Theatre, there has been close cooperation between the City of Ponca City and the Main Street Program. The city participates in the state’s Certified Local Government (CLG) program, which requires that the city enact and enforce preservation zoning as well as other preservation related activities in return for a share of the state’s federal preservation funds. One such activity included the preparation of a Historic Preservation Plan in 2007. In that same year, the city was designated a Preserve America community by the National Trust for Historic Preservation. The 2007 Historic Preservation Plan was followed by the more recent Comprehensive Plan (also known as Vision 2020), which addressed housing, transportation, and a host of other issues. This comprehensive plan emphasizes the need to balance the historic character of downtown with the need for new development. The

¹ For a brief history of the Poncan Theatre renovation, see http://www.poncantheatre.org/poncan_history.htm. For more information, visit <http://www.poncacitymainstreet.com/index.htm> and the Oklahoma Main Street Center’s Facebook page.

comprehensive plan also calls for identifying additional historic districts, possibly to be protected by zoning regulations. In addition to the identification of historic resources, the plan calls for offering financial assistance for façade rehabilitations in the form of low interest loans, grants, technical assistance, or expedited approval for façade or sign improvements. Further, the Comprehensive Plan calls for strengthening the standards and guidelines of the Historic Preservation Advisory Council.²

The Main Street Program provides architectural guidance and façade grants for member businesses. By 2016, Main Street had helped infuse as much as \$25 million into the downtown economy. In March 2018, Oklahoma Main Street recognized Ponca City Main Street and its business partners for achieving \$40 million in private reinvestment in their historic district.³ With the help of the city, the Main Street Program and preservation-minded residents, Ponca City is committed to preserving its architectural and historic resources.

The active preservation of historical buildings, sites, structures and objects in Ponca City is a community priority. The city was responsible for a survey of the downtown commercial district in 2008 as well as a National Register nomination for the district in 2010. The community has also several listed residential districts with preservation overlay zoning as well as an ever-increasing number of scattered National Register properties. Listed properties reflect a variety of types, ranging from a World War II aircraft hangar to the Marland Mansion. Ponca City is proud of its heritage and of the buildings associated with it.

² “Vision 2020 Ponca City Comprehensive Plan,” <http://www.poncacityok.gov/DocumentCenter/View/190> (accessed May 2013).

³ For more information on the Main Street Program, visit <http://www.poncacitymainstreet.com/index.htm> and the Oklahoma Main Street Center’s Facebook page.

Research Design

A *survey* is the systematic process of identifying and recording historic buildings, structures, objects, districts, and sites. Surveys may be organized to look at all of the resources within a fairly small geographical area, such as a residential neighborhood, the incorporated limits of a city, or a section of land. Surveys may also identify resources relating to a specific theme within a county, region, or state.

The principal purpose of a survey is to gather the information needed to plan for the wise use of a community's resources. The historic resources in a community or neighborhood give it special character and cultural depth. To use those resources effectively, to respect their value, and to extend their lives, it is necessary to integrate historic preservation into community planning. Survey information can be used to prepare a preservation plan that helps the community establish policies, procedures, and strategies for maintaining and enhancing those resources that make the community special. Survey data can also facilitate the review of federally funded or permitted projects that are subject to compliance with Section 106 of the National Historic Preservation Act of 1966.

Survey information is used for a variety of purposes:

- To identify and to document individual properties and districts eligible for listing in the National Register of Historic Places;
- To identify districts, individual properties, or archeological sites that warrant further study;
- To identify areas that are *not* eligible for the National Register and warrant no further study at the time of the survey;
- To document the existence and distribution of specific property types;
- To provide a context for evaluating properties nominated to the National Register; and
- To assist in long-range planning for the protection of significant resources;

In an *intensive level* survey, the goal is to document all historic buildings, structures, sites, objects, and potential districts in the study area. Detailed research is conducted on each individual property sufficient to enable an evaluation of the property's eligibility for listing in the National Register.

The goal of a *reconnaissance level* survey is to estimate the distribution of historic properties in an area and to identify individual properties and areas that warrant further study. As such, it becomes the foundation for future survey and research efforts. Reconnaissance surveys generally fall into two categories: windshield survey and sample survey. In a windshield survey, researchers drive the streets and roads of a defined geographical area. The basic purpose of the windshield survey is to get a general picture of the distribution of different types and styles of properties, and of the character of different neighborhoods. Representative streetscape photographs that characterize the area are then taken and, ultimately, a short description is written describing the character of the study unit. The purpose of the sample survey is to record minimum-level documentation on all properties that appear to be eligible for listing in the National Register and on representative properties within the study unit. Minimum-level documentation includes a survey form and photographs. Included photographs were taken by the surveyor and are on file at the SHPO unless otherwise noted. In Oklahoma, a reconnaissance level survey generally includes elements of both the windshield and sample survey.

Project Objectives

The purpose of this survey was to document all buildings, sites, structures, objects, and districts within the identified survey area. The results of this project will provide a basis for updating and/or potentially expanding the previously listed downtown historic district. Ultimately, it will assist the city with long range planning and preservation.

Each property within the survey boundaries was documented at a minimum level, regardless of age or condition. Minimum level documentation includes the completion of a Historic Preservation Resource Identification Form (HPRI) and two photographs. The properties were also keyed to a survey map. The collected information was used to determine the property's eligibility for the National Register of Historic Places, as either an individual property or as part of a historic district. In this case, the information was also used to re-evaluate the condition of properties previously identified as individually eligible for the National Register or previously identified as contributing/non-contributing resources to the Downtown Ponca City Historic District.

Over the years, many modifications have been made to individual properties within the survey area. Although each property is assessed for its overall individual retention of integrity, there are several common alterations that affect a property's designation as contributing or non-contributing. These include the replacement of original materials such as cladding, windows, and doors, as well as additions. The effect of such replacements on the individual eligibility or the contributing/non-contributing status of a property depends on the material, its application, and its location. Radical and overwhelming alterations completed outside the period of significance, being 1895 to 1960, dramatically detract from the historic character of a property and result in its ineligibility for listing in the National Register of Historic Places.

Area Surveyed

The survey area extends from Cleveland Avenue in the NW, south ½ block on Pine, then west to Oak. From Oak, south ½ block to Grand. On Grand, east from Oak ½ block, then south one block to Central. East on Central to the railroad right of way. South on the railroad right of way to approximately Walnut. From the railroad right of way at Walnut, angled north and east to Oklahoma. East from Oklahoma to Sixth Street. North on Sixth Street to Central. East on Central to 7th Street. North on 7th Street to Cleveland. West on Cleveland to 5th Street. North on 5th to Chestnut. West on Chestnut to 1st Street. South on 1st to Cleveland. West on Cleveland to the point of beginning.

The properties surveyed are concentrated primarily along Grand Avenue. Nine blocks along Grand Avenue were surveyed. The properties sit on both the north and south side of the street. Within the survey area, Grand Avenue has nine intersecting streets and a railroad. West of the Railroad, the north-south streets bisecting Grand Avenue include: Union and Pine Streets. East of the Railroad, the north-south streets include: 1st, 2nd, 3rd, 4th, 5th, and 6th Street. The east-west avenues included in the survey, from south to north, are: Oklahoma Avenue (southernmost avenue), Central Avenue, Grand Avenue, Cleveland Avenue, and Chestnut Avenue (northernmost avenue).

Methodology

The National Register of Historic Places is the official list of the nation's most historic places. It was established with the passage of the Historic Preservation Act of 1966. Properties listed in the National Register must be significant for their association with a historic event or notable person or be architecturally or archaeologically significant. Properties meeting one or more of these criteria must then be further evaluated to ensure that the property's historic integrity is intact. Historic integrity is related to a building, site, structure, object, or district's ability to convey its historic significance. In laymen's terms, the historic elements of a property should continue to be recognizable. Integrity is assessed based on a property's location, design, setting, materials, workmanship, feeling, and association.

Prior to beginning fieldwork, the survey team reviewed documentary and archival sources relating to Ponca City and Kay County. The previous survey and existing National Register nominations were extremely helpful in providing a starting point for the research process. Resources utilized include Sanborn Fire Insurance Maps, oral history collections housed in the Research Division at the Oklahoma History Center, local histories, newspapers, historic photographs, and other relevant sources. Ponca City was founded in 1893, and from that time residents began building up their commercial district along Grand Avenue. The period of significance is 1895 to 1960 to encompass those buildings that best reflect the downtown area of Ponca City.

Buildings, sites, structures, and objects along each street in the survey area were recorded and photographed. The field work was compiled and each property assessed based on the standards provided in the National Register Criteria for Evaluation.

Ponca City Downtown Intensive Level Survey Property List

FIRST STREET							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
105-107 North 1 st	1905	N/A	X	C	C		Classical Revival
106-108 North 1 st	1930	Acton Produce & Feed Co.	X	NC	NC	Alterations	No Distinctive Style
109 North 1 st	c. 1920	Chittum's Gun Shop	X	C	C		Commercial
110-118 North 1 st	1930	McVay Bldg.	X	NC	NC	Alterations	No Distinctive Style
111 North 1 st	c. 1973	Goodyear Tire Center	X	NC	NC	Age	Modern Movement
122 North 1st	1930	Mires Tire Company	X	NC	NC	Alterations	No Distinctive Style
200 North 1st	c. 1916	Quality Grocery Market			NC	Alterations	No Distinctive Style
201 North 1st	1930	Hawkins Hotel	X	C	C		Commercial
203 North 1st	c. 1930	Howe Baking Company	X	C	C		Commercial
205 North 1st	c. 1920	Cadillac Hotel	X	C	C		Commercial
209 North 1st	1945	Eldridge Implement/ Holbert Oldsmobile	X	C	C		Commercial
220 North 1st	c. 1910	Ponca City Ice Plant			C		No Distinctive Style
110 South 1st	1920	Bert McCarty Furniture	X	C	C		Commercial
112-118 South 1st	1920	Waldrip Garage	X	C	NC	Alterations	Commercial
200 South 1 st	N/A	Hinton Tire Service Bldg.			NC	Alterations	Commercial
201 South 1st	c. 1920	Machine Shop			C		Commercial
203-205 South 1st	c. 1925	Ponca City Cleaners			C		Commercial
207 South 1st	1923	Cozart Hotel			C		Commercial
208 South 1 st	N/A	Farha Wholesale Bldg.			NC	Alterations	Commercial
209 South 1 st	1923	Colorado Hotel			C		Commercial
211 South 1st	c. 1925	Houser Pharmacy			C		Commercial
213-215 South 1st	1920	Hotel Metropolitan			NC	Alterations	Commercial
2011 NRHP = Within Boundary of NR Listed Downtown Historic District C = Contributing Resource NC = Noncontributing Resource							

SECOND STREET							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
102-104 North 2 nd	c. 1929	N/A	X	C	C		Commercial
105-109 North 2 nd	c. 1925	North Second Commercial	X	C	C		Commercial
106-108 North 2 nd	c. 1929	N/A	X	C	C		Commercial
116-120 North 2 nd	1924	Palacene Hotel/Apartments	X	NC	C		Commercial
122 North 2 nd	1924	Gill Funeral Home	X	C	C		Colonial Revival
200 North 2 nd	1940	Andersen Bldg.	X	C	C		Commercial
201 North 2 nd	1926	Union Bus Station	X	C	C		Commercial
205 North 2 nd	1950	Seller's Café	X	C	C		Modern Movement
207 North 2 nd	1950	Wentz Garage Bldg.	X	C	C		Modern Movement
209 North 2 nd	1940	Crystal Bar	X	C	C		Modern Movement
211 North 2 nd	c. 1950	Dreyfus Bldg.	X	C	C		Modern Movement
212 North 2 nd	1972	First National Bank Branch	X	NC	NC	Age	Modern Movement
213 North 2 nd	c. 1929	Courier Printing	X	C	C	Alterations	Commercial
215-219 North 2 nd	1924	Rip Van Winkle Bldg	X	C	C	Alterations	Commercial
221 North 2 nd	c. 1924	Southwest Bell Telephone	X	C	C		No Distinctive Style
104 South 2 nd	1908	First National Bank	X	NC	NC	Alterations	No Distinctive Style
112 South 2 nd	1915	Fordson Ford	X	C	C		Commercial
121 South 2 nd / 201 East Central	c. 1965	Security Motor Bank	X	NC	C	In Period of Significance	No Distinctive Style
207 South 2 nd	c. 1924	Wentz Garage			NC	Alterations	No Distinctive Style
208 South 2 nd	1925	Mertz Bldg.			C		Commercial
210 South 2 nd	1940	Mertz Machine Shop 1			C		Moderne
211-213 South 2 nd	c. 1920	Miller Hotel Bldg.			C		Commercial
217 South 2 nd	c. 1948	Dick & Runt BBQ			C		Commercial
221 South 2 nd	c. 1950	O'Mealy Body & Paint			C		Commercial
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THIRD STREET							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
111 North 3 rd	c. 1919	Moose Bldg.	X	C	C		Classical Revival
112 North 3 rd	1930	Ponca City Gas Co.	X	C	C		Mission/Spanish Colonial Revival
114 North 3 rd	1920	Quality Meat Market	X	C	C		Commercial
116 North 3 rd	1930	Ponca Cafeteria	X	C	C		Commercial
117 North 3 rd	1920	Peggs Café	X	C	C		Commercial
118 North 3 rd	1930	Curtis Furniture	X	C	C		Commercial
119 North 3 rd	1925	Walton Grocery	X	C	C		Commercial
120-122 North 3 rd	1930	Lahoma Hotel	X	NC	C		Commercial
121-123 North 3 rd	c. 1916	Anthony Motor Co.	X	C	C		Commercial
201 North 3 rd	1925	Wilbanks Apartments	X	C	C		Commercial
205 North 3 rd	1925	Gladstone Hotel	X	C	C		Commercial
206 North 3 rd	1930	Huff Residence	X	NC	NC	Prop. Type	No Distinctive Style
211 North 3 rd	1925	Texas Hotel	X	C	C		Commercial
212 North 3 rd	1930	Childers Gift Shop	X	C	C		Modern Movement
213 North 3 rd	1930	Parisian Cleaners	X	C	C		Commercial
215 North 3 rd	1948	Gibson Clinic	X	C	NC	Alterations	Modern Movement
120 South 3 rd	1956	Ponca City Savings & Loan	X	C	C		Modern Movement
202 South 3 rd	c. 1928	Star Café Bldg			NC	Alterations	Commercial
204 South 3 rd	1948	Softwater Services			NC	Alterations	Commercial
207 South 3 rd	c. 2000	Commercial Warehouse			NC	Age	No Distinctive Style
212 South 3 rd	c. 1924	Salvation Army Citadel			C		Mission/Spanish Colonial Revival
<p align="center">2011 NRHP = Within Boundary of NR Listed Downtown Historic District C = Contributing Resource NC = Noncontributing Resource</p>							

FOURTH STREET							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
110-114 North 4 th	1927	Howe Bldg.	X	C	C		Italian Renaissance
113 North 4 th	1946	Paris Furniture Annex	X	C	C		No Distinctive Style
115 North 4 th	1940	Safeway Store	X	C	C		Modern Movement
116 North 4 th	1940	Odd Fellows/Kroger	X	C	C		Commercial
202 North 4 th	2018	New Apartments			NC	Outside Period of Significance	No Distinctive Style
200 South 4 th	c. 1940	Pullman Market			C		Commercial
214 South 4 th	c. 1950	Hyatt Bldg.			C		Commercial
220 South 4 th	c. 1939	Clem & Cliff Service Station			C		Mission/Spanish Colonial Revival
FIFTH STREET							
110 North 5 th	c. 1940	N/A	X	C	C		Commercial
116-118 North 5 th	1940	Pat Murphy Brick	X	C	C		No Distinctive Style
210 North 5 th	1923	First Christian Church	X	C	C		Mission/Spanish Colonial Revival
114 South 5 th	1938	Sutton Lincoln-Mercury Dealership	X	C	NC	Demolished	Demolished
221 South 5 th	1949	First Baptist Church			C		Commercial
SIXTH STREET							
200 South 6 th	1925	First United Methodist Church			NC	Alterations	Colonial Revival
218 South 6 th	c. 1950	First Baptist Church Annex Bldg.			NC	Alterations	Commercial
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CENTRAL AVENUE							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
101 East Central	c. 1960	First National Motor Bank	X	C	NC	Demolished	Demolished
204 East Central	c. 1925	Black Tire Company Building			C		Modern Movement
220 East Central	c. 1925	Cities Service Station			NC	Alterations	Commercial
300 East Central	c. 1925	Monsour's Supermarket			NC	Alterations	Commercial
314 East Central	c. 1950	Jaqua and Shriver Building			C		Commercial
400 East Central	1974	Commercial Federal Bank			NC	Age	Modern Movement
114 West Central	1922	Ponca City Milling Co			C		Commercial
117 West Central	c. 1925	Ponca City Milling	X	C	C		Commercial
CHESTNUT AVENUE							
112 East Chestnut	c. 1950	N/A	X	NC	NC	Alterations	No Distinctive Style
210 East Chestnut	c. 1930	Electric Repair Shop	X	C	C		No Distinctive Style
CLEVELAND AVENUE							
217 East Cleveland	N/A	Ponca City News	X	C	C		Commercial
313-315 East Cleveland	c. 1925	Filling Station	X	C	NC	Demolished	Demolished
317 East Cleveland	1950	N/A	X	C	NC	Demolished	Demolished
214 West Cleveland	1924	Firestone Service Station	X	NC	NC	Alterations	No Distinctive Style
216 West Cleveland	c. 1925	Cooley Plumbing	X	C	C		Commercial
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EAST GRAND AVENUE							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
100 East Grand	1900	Brett Implement Co.	X	C	C		Romanesque Revival
101 East Grand	1905	First National Bank	X	NC	NC	Alterations	Commercial
104 East Grand*	1927	Ponca Theatre	X	C	C		Mission/Spanish Colonial Revival
105 East Grand	1928	Kress Bldg.	X	C	C		Classical Revival
108 East Grand	c. 1910	RCB Bank	X	NC	NC	Alterations	No Distinctive Style
107-111 East Grand	c. 1920	Hayward Bldg.	X	C	C		Commercial
110-118 East Grand	c. 1910	RCB Bank	X	NC	NC	Alterations	No Distinctive Style
113-117 East Grand	1925	Mooney Bldg.	X	NC	NC	Alterations	Commercial
119-121 East Grand	1909	Donahue/ Souligny Bldg.	X	C	C		Commercial
120-122 East Grand	1910	RCB Bank	X	NC	NC	Alterations	No Distinctive Style
123 East Grand	1929	Security State Bank	X	C	C		Commercial
200 East Grand	1928	Hart Bldg.	X	C	C	Alterations	Commercial
201 East Grand	1902	Pabst Bldg.	X	C	C		Tudor Revival
202 East Grand	1924	Brunswick Billiard	X	NC	NC	Alterations	Commercial
203 East Grand	1900	Sam Lee's Clothing Store	X	C	C		Commercial
204 East Grand	1924	Recreation Billiards	X	NC	NC	Alterations	Commercial
205 East Grand	1920	Cann Bldg.	X	C	C		Commercial
206-208 East Grand	1927	Murray Theater	X	NC	NC	Alterations	Commercial
207 East Grand	1924	Harter Bldg.	X	C	C	Alterations	Commercial
209 East Grand	c. 1900	Stiles Block Bldg.	X	C	C	Alterations	Commercial
210 East Grand	1923	Shannon Bldg.	X	C	C		Commercial
211 East Grand	1900	Gott Hardware/ Stanley Jewelry	X	C	C	Alterations	Commercial
212-218 East Grand	1910	Security/Eastman Bank Annex	X	NC	NC	Alterations	No Distinctive Style
213 East Grand	1925	Germain Bldg.	X	NC	NC	Alterations	No Distinctive Style
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EAST GRAND AVENUE

Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
215-217 East Grand	1925	Hatfield's Grocery	X	C	C		Commercial
219 East Grand	1925	Humes Rexall Drug	X	NC	NC	Alterations	No Distinctive Style
222 East Grand	1924	Masonic Bldg.	X	C	C		Classical Revival
223 East Grand	1924	Community Bldg.	X	C	C		Classical Revival
300 East Grand	1895	Stewart Bldg.	X	C	C		Romanesque Revival
301-303 East Grand	1911	Barnes Bldg.	X	C	C		Classical Revival
302-306 East Grand	1923	J.C. Penney Store	X	C	C		Commercial
305-307 East Grand	1916	Hutchins & Hanley	X	C	C		Classical Revival
308-310 East Grand	1927	C.R. Anthony Store	X	C	C		Commercial
309 East Grand	c. 1916	Harsh & Bush Grocery	X	NC	NC	Alterations	No Distinctive Style
311 East Grand	1911	Old Post Office	X	C	NC	Alterations	No Distinctive Style
312-314 East Grand	1923	Grand Hotel/ Millinery Co.	X	C	C	Alterations	Commercial
313 East Grand	1911	Hudson Shoe Company	X	C	C		Commercial
315 East Grand	1911	Majestic Theater	X	C	C		Commercial
316-318 East Grand	1923	Hotel Ponca	X	C	C		Commercial
317 East Grand	1911	Milly & Music Bldg.	X	C	C		Commercial
319 East Grand	1911	De Witt's Clothes Hospital	X	C	C		Commercial
322-324 East Grand	1923	Marland Bldg.	X	C	C		Commercial
401 East Grand	1923	Royalty Bldg.	X	C	C		Mission/Spanish Colonial Revival
402-404 East Grand	1934	USPS & Federal Bldg.	X	C	C		Art Deco
409 East Grand	1927	Paris Furniture Bldg.	X	C	C		Mission/Spanish Colonial Revival
410 East Grand	1937	Suttle Meat Market	X	NC	NC	Alterations	No Distinctive Style
417-419 East Grand	1929	Montgomery Ward	X	C	C		Classical Revival
420 East Grand	c. 1940	Eunice Burrow Bldg.	X	C	C		No Distinctive Style

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EAST GRAND AVENUE							
Address	Date	Building Name	2011 NRHP	2011 Status	2018 Status	Justification	Style
421 East Grand	c. 1940	Happy Days Café	X	C	C		No Distinctive Style
423 East Grand	c. 1940	Bill & Jean's Café	X	C	C		No Distinctive Style
500-516 East Grand	1917	Ponca City Municipal Bldg.	X	C	C		Mission/Spanish Colonial Revival
515 East Grand	1935	Ponca City Library	X	C	C		Renaissance Revival
612 East Grand	1939	Ponca City Junior H. S.	X	C	C		Art Deco
613-615 East Grand	1930	Roosevelt School Bldg.	X	C	C		Art Deco
WEST GRAND AVENUE							
101 West Grand	1901	C.F. Calkins/ IOOF Bldg.	X	C	C		Romanesque Revival
104 West Grand	1995	O'Reilly Auto Parts	X	NC	NC	Age	No Distinctive Style
105-107 West Grand	c. 1910	Bill Troup Furniture	X	C	C		Commercial
111 West Grand	1948	School District Administration	X	NC	NC		Modern Movement
118 West Grand	1920	George Brett Implement Co.	X	C	C		Commercial
200 West Grand	1927	Savage Motor Co.	X	C	C		Eclectic
201 West Grand	1941	Bowker Used Auto Repair	X	NC	NC		No Distinctive Style
204-206 West Grand	1926	Ritz Theatre	X	C	C		Mission/Spanish Colonial Revival
205 West Grand	1929	Nonnamaker Hall	X	C	C		Mission/Spanish Colonial Revival
210 West Grand	1980	Auto Repair Shop	X	NC	NC	Age	No Distinctive Style
214 West Grand	1927	Peter Pan Cleaners	X	C	C		Commercial
215 West Grand	c. 1940	Westside Bar	X	NC	NC	Alterations	No Distinctive Style
216 West Grand	1940	Morris Café	X	C	C		Modern Movement
218 West Grand	1940	West Tire Shop	X	C	C		Modern Movement
219 West Grand	1925	Avon Hotel	X	C	C		Commercial
220 West Grand	c. 1940	Jackson Hewitt Tax Service	X	NC	NC	Alterations	Modern Movement
2011 NRHP = Within Boundary of NR Listed Downtown Historic District C = Contributing Resource NC = Noncontributing Resource							

WEST GRAND AVENUE							
Address	Date	Building Name	NRHP 2011	2011 Status	2018 Status	Justification	Style
223 West Grand	1920	Jitney Jungle/ Tucker Hotel	X	C	C		Commercial
300 West Grand	c. 1995	Mock Fashion Floors & Interiors			NC	Age	Commercial
301 West Grand	1923	Westside Drug			C		Commercial
304 West Grand	c. 1995	Moreland Garage			NC	Age	Commercial
307 West Grand	c. 2000	Jay's Mini Storage			NC	Age	Commercial
308 West Grand	c. 1995	Jay's Mini Storage			NC	Age	Commercial
319 West Grand	c. 1940	Ponca City Senior Center			C		Commercial
EAST OKLAHOMA AVENUE							
111 East Oklahoma	1947	Commercial Bldg.			C		Commercial
115 East Oklahoma	c. 1956	Axle Wheel Aligning Co.			C		Commercial
215 East Oklahoma	c. 1950	Patterson Battery & Radiator			C		Commercial
PINE STREET							
113 North Pine	c. 1895	Wegner Planing Mill	X	C	C		19 th Century Commercial
115 North Pine	1940	Ponca City Motorcycle Shop	X	C	C		No Distinctive Style
117 North Pine	1925	Conner Sheet Metal Works	X	C	C		Art Deco
123 North Pine	1928	Van's Service Station	X	C	C		Tudor Revival
103 South Pine	1940	N/A	X	NC	NC	Alterations	No Distinctive Style
105 South Pine	1931	Continental Filling Station No. 2	X	C	C	Alterations	Modern Movement
112 South Pine	c. 1925	Douglas Apartments			C		Commercial
113 South Pine	c. 1980	Affordable Carpet Storage			NC	Age	No Distinctive Style
114 South Pine	c. 1925	Douglas Apartments			C		Commercial
115 South Pine	c. 1924	Payne Motor Co.			C		Commercial
2011 NRHP = Within Boundary of NR Listed Downtown Historic District C = Contributing Resource NC = Noncontributing Resource							

PINE STREET							
Address	Date	Building Name	NRHP 2011	2011 Status	2018 Status	Justification	Style
120.5 South Pine	c. 1952	Bryan Electric Co.			C		Commercial
126 South Pine	c. 1925	Phillips 66 Service Station			C		Commercial
127 South Pine	c. 1924	Vance Motor Co.			C		Commercial
RAILROAD EASEMENT, 100 BLOCK WEST OF OKLAHOMA AVENUE							
100 Block West of Oklahoma Avenue*	1911	Atchison, Topeka, and Santa Fe Railroad Depot			C		Mission/Spanish Colonial Revival
UNION STREET							
110-120 North Union	c. 1990	Helton Quonset Huts	X	C	NC	Age	No Distinctive Style
112 South Union	1960	Western Body Works			NC	Alterations	No Distinctive Style
114 South Union	c. 1964	Used Car Sales Office			NC	Demolished	Demolished
2011 NRHP = Within Boundary of NR Listed Downtown Historic District C = Contributing Resource NC = Noncontributing Resource *Listed in the NRHP							

Results



Total Resources Surveyed		
<u>Resource Status</u>	<u>Resources</u>	<u>Percentage of Total</u>
Contributing	136	69%
Noncontributing	58	29%
Total	194	100%

In total, 194 resources were documented in 2018. The documented resources included government buildings, historic and non-historic commercial buildings, schools, religious buildings, apartments, and garages. There are 136 resources that can be considered contributing and 58 resources that should be considered noncontributing.

2011 NRHP Ponca City HD		
<u>Resource Status</u>	<u>Resources</u>	<u>Percentage of Total</u>
Contributing	107	75%
Noncontributing	35	25%
Total	142	100%

Of the cumulative total of 194 resources surveyed, 73% of the resources (142 resources) are located within the boundaries of the original 2011 NRHP district and were identified in the 2011 NRHP nomination. As part of this survey, these initial 142 resources were resurveyed to ascertain their current condition. Of the original 107 contributing resources, there are now 105 buildings that can be considered contributing, a decrease of 2 contributing resources (representing a 2% decrease in the contributing resources present in the district). Of the initial 35 noncontributing resources, there are 33 that should still be considered noncontributing, a decrease of 2 noncontributing resources (representing a 6% decrease in noncontributing resources present in the district). Additionally, between the period of 2011 to 2018, 4

noncontributing resources were demolished, representing 3% of all resources within the existing district.

2018 ILS Update of 2011 NRHP Ponca City HD Resources			
<u>Resource Status</u>	<u>Resources</u>	<u>Change from 2011</u>	<u>% of Total</u>
Contributing	105	 2%	72%
Noncontributing	33	 6%	25%
Demolished	4	N/A	3%

In order to be eligible for inclusion into the National Register of Historic Places, a property must have both historic integrity and significance. For the purposes of this survey, properties must be individually evaluated and then determined as to their ability to continue contributing to the historic district. Ponca City is, as all cities are, a constantly evolving town with changing needs. Taking this into account, and how sometimes historic integrity and modern necessity collide, buildings and structures were taken individually and determined as either contributing or non-contributing. Their status was determined by researching the construction date and finding whether construction occurred during the period of significance, 1895 to 1960. The resource also had to retain a sufficient degree of historic integrity that successfully communicates the historical importance of the district. As should be expected, some notable changes have occurred to the status of the Downtown Ponca City Historic District’s contributing and non-contributing resources. They are addressed below.

1. Non-contributing now changed to contributing:

The Palacene Hotel at 116-120 North 2nd Street should be considered contributing. The changes to the façade are not enough to detract from the historical integrity of the building.

The Lahoma Hotel at 120-122 North 3rd Street should be considered contributing. The changes to the façade are not enough to detract from the historical integrity of the building.

2. Contributing now changed to non-contributing:

Waldrip Garage at 112-118 South 1st Street has been altered with non-historic materials that now cover the majority of the historic storefront façade.

Gibson Clinic at 215 North 3rd has been altered beyond recognition because of a ca. 2010 renovation that applied numerous materials from outside the period of significance.

The Sutton Lincoln-Mercury Dealership Buildings at 114 South 5th has been demolished and the site paved for a parking lot.

The First National Motor Bank at 101 East Central Avenue has been demolished and the site now a gravel lot used for parking.

The filling station at 313-315 East Cleveland Avenue has been demolished and the site now newly constructed residential apartments.

The building at 317 East Cleveland Avenue has been demolished and the site now newly constructed residential apartments.

The Old Post Office at 311 East Grand Avenue has been altered with non-historic materials that now cover a portion of the historic storefront façade and transoms.

3. Changes to the district boundaries:

Based on the survey findings, the boundaries of the existing Downtown Ponca City Historic District (NRIS #10001010) could be expanded to include those buildings along the south side of Central Avenue and the north side of Oklahoma Avenue from just west of the Railroad Easement 100 to just east of South Fifth Avenue. The boundaries would remain bordering the north side of Chestnut Avenue and then extend southward to include properties along the north side of Oklahoma Avenue. The buildings retain a significant degree of historical integrity. This expanded district would also represent a continuous area of contributing resources to the downtown historic district. The district should also be expanded to include the west side of South

Pine Street from West Cleveland Avenue to the north side of West Oklahoma Avenue. This expansion would capture those properties lining the west side of South Pine Street that retain a high degree of historic integrity. Although the southwest corner of West Grand Avenue and South Pine Street contains a modern building constructed after the period of significance, a natural continuation of historic buildings continue immediately south of that property. A series of historic buildings spans south to the north side of West Oklahoma Avenue. The expansion of the boundary proposal cuts through the center of the Pine Street-Oak Street block. West of this line, modern commercial and residential buildings delineate the district starkly.

4. Areas needing further research:

There are some buildings that are contiguous to the district and could be considered contributing that require further study. The buildings that line South Pine Street south of West Central Avenue to West Oklahoma Avenue should be further investigated and potentially included in any future nominations for the downtown historic district. There is a natural continuation of historic buildings from those buildings just north of this block. West of these buildings are predominately residential areas and a few modern commercial structures, providing a clear delineation between what is potentially significant to the commercial growth of Ponca City and what is not. The properties proposed to be included should be: 204 South Pine, 205 South Pine, 209 South Pine, 211 South Pine, 212 South Pine, 217 South Pine, 218 South Pine, 219 South Pine, 301 South Pine, and 305 South Pine Street. Although these were not included in this survey, and some buildings appear demolished, they may be significant to the development of Ponca City's downtown historic district, and thus, eligible to be included in the district.

5. Areas Examined that do not meet Eligibility Criteria:

As noted in the 2008 Intensive Level Survey of this area, the Lynchville Addition, Block 3, does not meet eligibility criteria for inclusion. The First Methodist Church and First Baptist Church group closely to one another within this area, leaving only narrow alleys between structures. Although imposing structures in the downtown area, they are ultimately ineligible as modern renovations overwhelm much of the façade of the First Methodist Church's east elevation. The education wing of the church along the northwest corner of Oklahoma Avenue and Sixth Street was added in 1966. A steepled building was added in 1987. The 1987 construction mimics the south temple, thus obscuring the line between new and old construction. The parking lot to the

east of both churches could potentially be included in a historic area, had they been eligible. This would help square-up the district's eastern side.

There are three more non-contributing areas within the district. First, the entire 300 Block of West Grand Avenue that spans west from Pine Street toward Oak Street. 307 West Grand Avenue has a brick veneer north-facing façade. However, its east (side) elevation is clad in standing seam metal panels. The roof is also clad in the same metal. Immediately west of 307 West Grand Avenue are a series of metal-clad storage units belonging to 'Jay's Mini Storage Area.' West of the storage units is a modern gas station called the 'Short Stop.' North of the gas station is 319 West Grand Avenue. To its east is an extension of storage units owned by Jay's Mini Storage. To the east of these storage units is a two-story stucco building at 301 West Grand Avenue. Although this building could be considered contributing, it is visually distinct from the district's predominately brick and stone facades.

The next non-contributing area is located on the Hartman Addition's Block 50, at 104 West Grand Avenue. Although one building, this non-contributing area encompasses six lots, including a parking lot along the east and north elevations, which creates an interruption of the downtown area. The intrusion is represented by a modern squared concrete-block building.

The final non-contributing area is Lynchville Plat's Block 7 along city block 2-7. This area has three, metal-clad storage buildings just east of the Ponca City Milling Company's tall grain elevators. This area interrupts a continuous line of contributing resources that spans across the Railroad Easement and onto Union and Pine Streets.

Together, these four areas provide notable interruptions in what is, otherwise, a continuous area of contributing resources. For the district, these structures are modern enough to avoid being mistaken for historic structures and sparse enough not to detract from the surrounding historic buildings.

Proposed Ponca City Historic District 2018 Expansion

The 2008 survey that laid the groundwork for 2011 NRHP nomination also identified additional resources located in areas contiguous to the Downtown Ponca City Historic District. These resources, located predominately along the south side of Central Avenue and the north side of Oklahoma Avenue from just west of the Railroad Easement 100 to just east of South Fifth Avenue, were found to be within the period of significance. Of the 52 new resources identified in this areas, 31 should be considered contributing (representing 60% of total resources in the proposed area of expansion) and 21 should be considered noncontributing (representing 40% of total resources in the proposed area of expansion).

Ponca City HD 2018 Proposed Expansion		
<u>Resource Status</u>	<u>Resources</u>	<u>Percentage of Total</u>
Contributing	31	60%
Noncontributing	21	40%
Total	52	100%

If this proposed area of expansion was incorporated in to the existing Downtown Ponca City Historic District, the cumulative total of resources that would comprise the district would be 194 resources. Out of 194 resources, 136 would be considered contributing, representing 70% of total resources in the expanded district. Additionally, 58 resources would be considered noncontributing, representing 30% of the expanded district.

Proposed Expansion of Ponca City HD 2018		
<u>Resource Status</u>	<u>Resources</u>	<u>Percentage of Total</u>
Contributing	136	70%
Noncontributing	58	30%
Total	194	100%

Historic Context

Just south of the Kansas and central-Oklahoma state line is Kay County. In the southeastern corner of Kay County sits Ponca City. Kay County, and thus Ponca City, was part of the “Cherokee Outlet.” In 1835, in the Cherokee Capitol of New Echota, Georgia, a pro-removal group of Cherokees signed a treaty agreeing to move all the Cherokee people from their ancestral eastern lands to the West and settle along a sixty-mile wide strip of land known as the “Cherokee Outlet.”⁴ The Outlet became the home of other forcibly removed tribes as well, including the Tonkawa and the Ponca. During the great cattle drives, non-native ranchers used the land for grazing. Initially, ranchers grazed their herds without compensating the tribes, but eventually, a price per head rental was paid. In 1883, the Cherokee Strip Live Stock Association was formed, and the entire area was leased by the Association from the tribes. Although the Strip had been given to the tribes in perpetuity, increasing pressure from white settlers led to the opening of the Cherokee Outlet for settlement in 1893. Prior to the opening, the land was surveyed and broken into seven, lettered counties. Kay County was initially “K” county. Settlers could claim 160 acres, a quarter section.⁵

In the months leading to the run, potential settlers from across the country and even around the world flocked to Arkansas City, just across the Kansas state line. Among those settlers was B.S. Barnes, a Michigan businessman looking to make it rich in real estate. He hoped to subdivide whatever 160 acres he claimed into a new town. The federal government had already surveyed and staked off numerous towns, but there was little opportunity to make money from selling lots in a government-controlled township. So, B.S. Barnes traveled the Outlet and stumbled across a spring just outside of the Ponca Reservation. The site was near the current railroad line and the water in the natural spring was potable and abundant. Barnes brought in surveyors to plat the area and returned to Arkansas City, promoting his new town and forming the Ponca City

⁴ Carl Vipperman, "The Bungled Treaty of New Echota: The Failure of Cherokee Removal, 1836-1839," *The Georgia Historical Quarterly* 73, no. 3 (1989): 540-58 and Chadwick Smith and Faye Teague, "The Response of the Cherokee Nation to the Cherokee Outlet Centennial Celebration: A Legal and Historical Analysis," 29 *Tulsa Law Journal*, (2013).

⁵ Alvin O. Turner, “Cherokee Outlet Opening,” *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (accessed June 24, 2013) and Louis Seymour Barnes, “The Founding of Ponca City,” *Chronicles of Oklahoma* 35 (Summer 1957): 154-162.

Townsite Company. His company sold more than 2,000 city lots for \$2.00 each. Lots were to be distributed through a drawing.⁶

On the day of the opening, B.S. Barnes joined thousands of others. He arrived at his “town” and staked his claim. However, Barnes was not the only one to claim the plot. Others claimed the quarter section as well. Eventually, Barnes was able to negotiate with the other claimants and carried out his plans for distribution. On September 21, 1893, a drawing was held in the new town and over 2,000 lots were awarded to those who bought tickets. The city was incorporated in December 1893.

Initially, the new town was hampered by limited access to the railroad because the federal government had platted the town of Cross, which was located within one mile of the Ponca City townsite and was the only location in the area where the Santa Fe Railroad stopped. Barnes and other Ponca City residents attempted to convince the Santa Fe to add a stop at Ponca City, but were unsuccessful initially. It was not until 1894 that service to Ponca City began with a boxcar depot to serve only the immediate needs of the community. Cross and Ponca City continued to compete until Barnes convinced the Santa Fe station master in Cross to move to Ponca City. With that defection, other Cross residents and businesses moved, literally, to nearby Ponca City. Eventually, the Cross community would be annexed into Ponca City.⁷

As the principal city of Kay County and north-central Oklahoma, Ponca City quickly became a commercial center. It was a trading post for Native Americans and farmers. Wheat was the major crop and ranching continued to be an important industry. By 1894, the city had its first flour mill and electric lights. Telephones arrived in 1896. In 1900, the first phase of the City Hall was completed. In that same year, a massive fire on Grand Avenue destroyed many of the original businesses, which were constructed of frame and locally-mined stone. As the businesses rebuilt, most business owners chose to construct more permanent brick structures. In 1901, the city laid the first brick sidewalks. In 1909, the city received \$6,500 for the construction of a public library from the Carnegie Foundation. By 1910, Ponca City’s population had reached approximately

⁶ Barnes, “Founding of Ponca City.”

⁷ Paula Carmack Denson, “Ponca City,” *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (accessed June 24, 2013) and Barnes, “Founding of Ponca City.”

4,000 and the city boasted a waterworks, public sewers, an iron works, ice cream factory, and three grain elevators.⁸

In 1905, natural gas was discovered near Ponca City and the city's history was altered forever. At first the discovery had little impact on the community because oil exploration centered on the Osage Reservation to the east. But in 1908, large scale exploration for oil and natural gas in Kay County began with the arrival of E.W. Marland. Marland, who began his career by drilling in the coal fields of West Virginia, was the first oil man to use geology to successfully locate oil. He had heard of the natural gas finds in the Ponca City area and decided to explore the possibility. Marland was the first to drill for oil in Kay County, and the first to drill west of Osage County. His first well was located on lands belonging to the Millers on the 101 Ranch. Marland's ninth well struck oil and he soon after formed the 101 Ranch Oil Company.

With Marland's success, oil and gas exploration became a major industry for Ponca City. The first major field was opened at Mervine in 1913, followed by the North Newkirk in 1916, and the Three Sands Field in 1921. Typical of other boom towns, Ponca City soon resembled a Wild West community, with gun fights, cattle rustlers, prostitutes, and an overall sense of lawlessness amidst sudden prosperity. The discovery of oil and natural gas resulted in a dramatic population increase in Ponca City and the surrounding areas of Kay County, as well as a shift in the community's economy from agriculture to oil/natural gas.⁹

In 1915, E.W. Marland established a refinery for his oil at Ponca City and added a research center to develop new and better petroleum products. Refining and research operations were located to the south of the downtown district, but many of the oil and gas companies set up their offices downtown. New hotels, restaurants, and theaters were built. By 1922, Marland Oil controlled one-tenth of the world's oil reserves and more than one-third of Ponca City's population were employed by this one company. Marland rewarded his employees generously and gave lavishly to the local community by helping to build churches and other public facilities. Marland was a builder at heart and brought in architect John Duncan Forsyth to design private

⁸ Barnes, "Founding of Ponca City;" *Ponca City News*; and "History of Ponca City," <http://poncacity.com/centennial/index.html> (accessed June 2013).

⁹ John Joseph Matthews, *Life and Death of an Oilman: The Career of E.W. Marland* (Norman: University of Oklahoma Press, 1951) and Bobby D. Weaver, "Marland Oil Company," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia> (accessed June 2013).

and business-related facilities throughout Ponca City.¹⁰ New retail shops like JCPenney and Montgomery Ward moved into town, as well as local retail operations like the Paris Furniture Store. The Ponca City Schools expanded to meet the population increase, and the Roosevelt School and East Junior High School are examples of facilities constructed downtown to meet the needs of the growing student population.

In 1928, Marland Oil Company became part of Continental Oil (Conoco) following a hostile takeover by J.P. Morgan. Conoco continued exploration as well as research and development in the Ponca City area, bringing new jobs and construction projects. No longer in control of the oil company he had built, E.W. Marland chose to become involved in state politics. As governor, Marland was instrumental in bringing WPA projects to Oklahoma during the Great Depression and in establishing the Interstate Oil Compact.¹¹

World War II brought increased prosperity to the area. During the war, Conoco was involved in developing petroleum products for the government. To continue research and development as well as increase production, Conoco employees worked extended hours. Further, Conoco employees were encouraged to volunteer their free time to assist local farmers in planting and harvesting their crops. For the first time, women were allowed to work in the refinery during the war. Due to the availability of jobs, the local population surged and there was a subsequent housing shortage. An additional boon to the local economy came in the form of military instruction. The local airfield became an important training center for the British Royal Air Force with the establishment of the Darr School of Aeronautics. Following the war, Conoco again expanded its refining operations in Ponca City but relocated the corporate headquarters to Houston in 1949. Growth in Ponca City, specifically in the downtown area, slowed in the post-war years as the population stabilized and fossil fuel production returned to more normal levels.

During the late 1960s and early 1970s, the Middle Eastern oil crisis resulted in increased demand for domestic oil and gas exploration. This was a boon for the local economy and contributed to a new wave of downtown updating and construction. First National Bank and Security National

¹⁰ Denson, "Ponca City" Barnes, "Founding of Ponca City;" *Ponca City News*; and "History of Ponca City,"

¹¹ Matthews, *Life and Death of an Oilman* and Weaver, "Marland Oil."

Bank underwent significant remodeling projects by expanding their presence in the downtown area. However, during the same period, new construction moved beyond the downtown core. Expansion was primarily to the west (nearer to the refineries) and to the north and east along Highway 77. Over the years, the fortunes of Ponca City continued to rise and fall with that of the oil industry. The long years of commercial success is evident in many of the extant properties.¹²

¹² “History of Ponca City.”

Summary

The Intensive Level Survey for Ponca City's Downtown Historic District was successful. It spanned west from 7th Street all the way to Oaks Street. The surveyed area spanned north to south from Chestnut Avenue to Oklahoma Avenue. A total of 185 properties were surveyed.

Adding to the 2008 Intensive Level Survey performed by Michael Cassity, and the National Register of Historic Places Nomination written by Kelli Crews Gaston, this survey plays an essential part in the record-keeping process of the historic area. Some properties that were determined ineligible were determined contributing. Some contributing resources were either altered or demolished, thus changing their status. These surveys provide an important context to the local communities in the maintenance of these areas. This survey also proposes that the area of contributing historical resources be extended to the south and west. Buildings along the south side of Central Avenue and on both sides of Oklahoma Avenue were found to be eligible as part of the wider historic area.

Additionally, it would be possible to identify areas along South Pine Street which contribute to the downtown historic area or may be determined to be a separate commercial district serving the railroad traffic. The Ponca City Mill Company Elevator also provides a different type of commercialism from the downtown shopping and office area of most of the Downtown Historic District. These areas were distinct, yet symbiotic and deserve further analysis to consider the creation of a separate district.

Bibliography

Adventures in History & Heritage: A Directory of Cultural Sites in Ponca City, Oklahoma. Ponca City Historic Preservation Panel, <http://www.poncacitymainstreet.com/adventures%20book%20for%20web.pdf> <accessed March 2018>

This source gives information on individual historic sites and museums, some of which are included in the Downtown Ponca City Historic District. This was particularly helpful for understanding the history of City Hall, Ponca City Library, and the Poncan Theatre.

Blackburn, Bob L. and Paul F. Lambert. "The Legacy of Oil and Gas in Oklahoma." *Oil & Gas Investor* (2007): 10-39.

This article provides a general history of the oil and gas industry, and contextualizes the importance of E.W. Marland, and thus Ponca City.

Carter, Bret. *Kay County's Historic Architecture*. Charleston, SC: Arcadia Publishing, 2007.

This book provides an important contribution to preserving the historic visual history of Ponca City. Richly illustrated and written, this book provide both helpful images and descriptions of Ponca City's downtown area.

Cassity, Michael. *Intensive Level Survey for Downtown Ponca City*, 2008.

This 2008 Intensive Level Survey of Ponca City's Downtown documents resources and provides a historical narrative that helped define the parameters of this survey. It also provides a helpful bibliography that was used during the research and writing of this survey.

Denson, Paula Carmack, "Ponca City," *Encyclopedia of Oklahoma*, Oklahoma Historical Society, 2009. <http://www.okhistory.org/publications/enc/entry.php?entry=PO008> <accessed February 2018>

This source provides context for the growth of Ponca City's economy as well the statewide and nationwide importance of the city.

Barnes, Louis Seymour. "The Founding of Ponca City." *Chronicles of Oklahoma* 35 (1957).

This source gives context for how Ponca City turned into a boom town.

The Daily Oklahoman

Although not Ponca City-specific, the *Daily Oklahoman* reported on events and some construction of buildings in Ponca City. There are a few photos from the paper.

Gaston, Kelli Crews. "Downtown Ponca City Historic District, National Register of Historic Places, National Register of Historic Places." 2008.

This 2008 nomination provided an invaluable guide for the research. Buildings described in the Narrative Description section were able to be compared easily to their March 2018 status. The Historic Narrative also helped guide the historic research.

Kay County Gas Co. (1919). *Kay County, Oklahoma*. Kay County Gas.

This source is a contemporaneous source of oil tycoon's E.W. Marland's oil company development, and thus Ponca City's development. This fascinating resource also puts the development of oil in context with the local tribes. There are maps and photos of Ponca City.

Mathews, John Joseph. *Life and Death of an Oilman: the Career of E.W. Marland*. Norman: University of Oklahoma Press, 1951.

This interesting source is helpful in understanding the history of Ponca City's economy development in the early twentieth century.

McAlester, Virginia Savage. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Knopf, 2015.

This is an updated version of the original McAlester book which provides a visual a descriptive analysis of American home styles. For the uses of this downtown district, it was helpful in creating a consistent terminology and architectural analysis.

Oklahoma Historical Society: *Clarkson Fire Insurance Maps*, *Albertype Collection*, *Ponca City Courier Collection*, *Oklahoma Publishing Company Photography Collection*.

These collections provide historic photographs and newspaper articles of Ponca City. Although the Sanborn Maps are used more extensively, the *Clarkson Fire Insurance Maps* gave some more context. The *Albertype Collection* has many of the historic photos used. The *Oklahoma Publishing Company Photography Collection* also provides photos of some of the buildings (churches, city hall, schools, and library especially). The *Ponca City Courier Collection* is part of the *Oklahoma Publishing Company Photography*.

Polk City Directory. Chicago: R.L. Polk and Company.

This resource can be found for Ponca City at the Oklahoma Historical Society. The years range from the 1920's to the 1960's. These references help confirm the past occupants of various buildings.

Ponca City Information: Ponca City History. <http://www.poncacity.com/history/index.htm>
<accessed March 2018>

This resource strives to provide a year-by-year guide to significant events in Ponca City's history from 1876 to 2015.

Ponca City News

This source provides a daily record of the local Ponca community. The paper was created with the *Ponca City Courier* and the *Ponca City Democrat* merged in 1918. This resource helps fill the timeline of Ponca's local developments.

Sanborn Fire Insurance Maps, 1894-1947. Ponca City, Oklahoma.

This source provides a series of maps that show structures and buildings for the purposes of insurance. The maps are now used to provide evidence for the type, size, and general purpose of a building.

Smith, Chadwick and Faye Teague, "The Response of the Cherokee Nation to the Cherokee Outlet Centennial Celebration: A Legal and Historical Analysis," 29 *Tulsa Law Journal*, (2013).

This source follows the story of the Cherokee Outlet from the Treaty of Echota in 1835. Although the treaty was declared void by the Cherokee people, President Andrew Jackson ratified it as law, which initiated the forced removal of the Cherokee people from the eastern United States.

United States. Congress. Senate. Committee on Public Lands. (1916). *Ponca City, Oklahoma*. (S.rp.179). Washington.

This resource is one of many from the federal government describing, debating, and confirming the development of Ponca City.

Vipperman, Carl. "The Bungled Treaty of New Echota: The Failure of Cherokee Removal, 1836-1839," *The Georgia Historical Quarterly* 73, no. 3 (1989): 540-58.

This is a companion source to establish the historiography of the Cherokee Outlet and its origination.