

SURVEY REPORT
INTENSIVE-LEVEL SURVEY OF HERITAGE HILLS EAST
2017

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Abstract

The Intensive-level Survey of Heritage Hills East was conducted to develop an inventory of the buildings within the designated Heritage Hills East District boundaries and determine whether a National Register eligible district exists. The survey was conducted between August 2016 and January 2017. A total of 124¹ resources were recorded. None of the resources are currently listed or individually eligible. Due to its design and overall intact architectural integrity, Heritage Hills East is eligible as a historic district under the criteria of the National Register of Historic Places. Of the 124 buildings recorded, 88 were found to be contributing and 36 were designated as non-contributing. Due to the ages of the buildings and plats, a period of significance from 1907 to 1930 was established.

¹ All non-historic (c. 1980s) buildings at the Aberdeen complex were counted as a single resource

Introduction

The Intensive-level Survey of Heritage Hills East was initiated by the City of Oklahoma City to determine the eligibility of the Heritage Hills East District for the National Register of Historic places. Initial fieldwork was completed by students from the University of Oklahoma's (OU) College of Architecture while earning credit through the Environmental Design program, which is a part of the OU Institute for Quality Communities. Subsequent fieldwork, analysis, and the final report were completed by Stephanie Ballard, Survey Coordinator, and Lynda Ozan, National Register Program Coordinator, at the Oklahoma State Historic Preservation Office.

Research Design

A systematic effort of fieldwork, research, and analysis was completed to ensure: (1) conformity to national standards and requirements within the framework of the National Register of Historic Places, (2) consistency of evaluation, (3) awareness of historical concepts and contexts appropriate to understanding social changes, and (4) professional historical research techniques. Research, using primary and secondary sources, developed a historic context for the survey area and helped to establish dates of significance and construction for individual properties.

Project Objectives

The primary goal of the survey was to determine whether the Heritage Hills East District demonstrated sufficient integrity and design to be eligible for the National Register of Historic Places. Such a determination has implications for future planning and development within and around the district.

Associated objectives included:

- To photograph and document resources within the district according to national standards and requirements.
- To evaluate and identify each resource within the district's boundaries as contributing or non-contributing to the overall district according to national standards and requirements.
- To develop a historic context for the evaluation of resources within the Heritage Hills East District.

Area Surveyed

The area surveyed includes a little over eight blocks bounded on the east by N Broadway Avenue, the south by NW 14th Street, and the west by N Robinson Avenue. The northern boundary runs behind the residences on the north side of NW 22nd. Plats included in the survey area are Fay's Addition, Weaver's Addition, Overholser and Ayers Addition, Nichols and Chandler Amended Plat, and Winan's Highland Terrace Addition.

Map 1: Full Survey Area



Scale 1:6,000

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

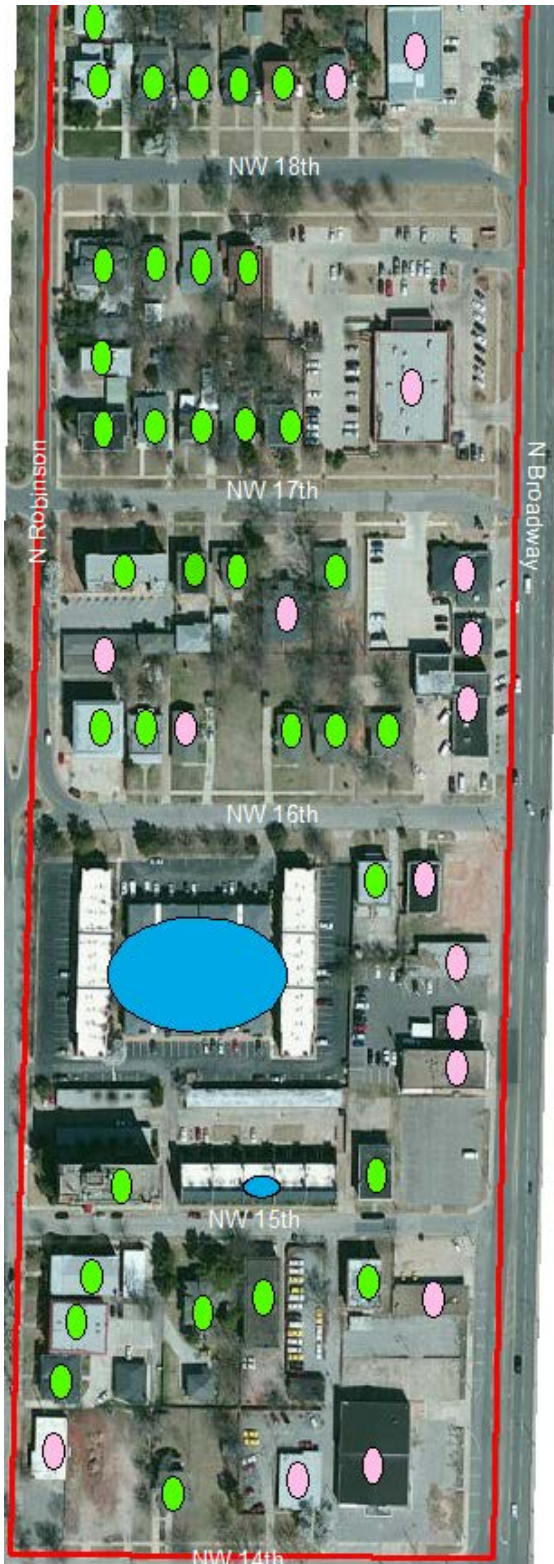
Map 2: North Survey Area, NW 22nd Street – NW 19th Street






Contributing	
Non-contributing	
Demolished	
Scale	1: 2,500

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Map 3: South Survey Area, NW 18th Street – NW 14th Street



Contributing	
Non-contributing	
1980s Aberdeen addition (Counted as one resource, non-contributing)	
Scale	1:3,000

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Methodology

This project was initiated at the request of Kathryn Friddle, Historic Preservation Officer with the City of Oklahoma City in coordination with students in a class at OU's College of Architecture taught by Ron Frantz. Lynda Ozan, National Register Program Coordinator, and Stephanie Ballard, Survey Coordinator, from the Oklahoma State Historic Preservation Office provided training in collecting survey information for a potential historic district. The students prepared photos and draft Historic Preservation Resource Identification forms as part of their curriculum and presented them to the State Historic Preservation Office. Lynda Ozan and Stephanie Ballard reviewed, edited, and completed the forms. The final report was composed by Stephanie Ballard.

Each resource within the Heritage Hills East District was labeled either contributing or non-contributing to the historic district. Contributing resources were those that were built within the period of significance (1907-1930) and had retained sufficient architectural integrity. Non-contributing resources were those that were built outside the period of significance, commercial, or had lost integrity due to substantial alterations. Alterations observed in the survey area included replacement siding, replacement porch supports, additions, enclosure of or alterations to the entryway, and replacement windows. If a resource exhibited three of these alterations, it was considered non-contributing. Garages visible from the street were noted on the Historic Preservation Resource Identification Forms for their respective main structures. However, garages were not counted in the final report as many were inaccessible from the public right of way.

Results

The survey concluded that the Heritage Hills East District has retained sufficient integrity to be eligible as a district for the National Register of Historic Places. Of the 124 resources surveyed, 88 were determined to be contributing to the district and 36 were designated as non-contributing.

Types of Properties in the Survey Area

Heritage Hills East is a largely residential district with minimal modern commercial intrusion. The majority of the commercial buildings are concentrated along N Broadway, especially between NW 14th and NW 19th. Two originally residential buildings on NW 22nd have been given false fronts and converted for commercial purposes. Most of the commercial buildings were also built outside the period of significance. On the block between NW 15th and NW 16th is the large Aberdeen apartment complex. The original seven story building was built in 1927 and is a contributing resource to the district. The remainder of the complex consists of non-contributing apartment buildings and garages constructed in the 1980s.² The remaining non-contributing resources include apartment buildings and single-family residences built outside the period of significance, one religious building built outside the period of significance, and residential buildings constructed within the period of significance but with substantial alterations that undermine their architectural integrity. The latter have a combination of replacement siding, replacement windows, replacement porch supports, and alterations to the front porch that cause them to be non-contributing resources.

Contributing resources include a mix of two-story apartment buildings and one-story mostly Craftsman-style single family or duplex bungalows. A small fraction of the bungalows are two stories. Most of the bungalows have wood siding but some exhibit original stucco or brick. There are both brick and stucco apartment buildings. Some of the contributing resources have either replacement siding, replacement windows, replacement porch supports, or alterations to the front porch.

² Oklahoma County Assessor

Historic Context

The area that is now Oklahoma City began as a stop on the Southern Kansas Railway and was known as Oklahoma Station.³ It was opened to non-Indian settlement on April 22nd as part of the 1889 land run. By sundown the area had become a boomtown with a population of approximately 10,000 people. Within the first couple of years the city's economy and population fluctuated. In 1897 a strong agricultural market and the arrival of the Frisco Railroad enlivened the city's economy and boosted its population from 10,037 in 1900 to 64,206 in 1910.⁴ Resulting commercial and residential growth was significant. Prosperous businessmen, such as Henry Overholser and A.M. Bolt, had arrived during or shortly after the run and quickly developed the city's commercial industries: stores and hotels lined the new downtown streets, manufacturing plants attracted settlers searching for employment, and brick buildings replaced the temporary wooden structures that had been erected immediately after the land run.⁵

Residential buildings popped up around Grand Avenue, where the commercial district was initially concentrated. Starting in 1902 the electric streetcar revolutionized the geography of residential development by connecting the downtown to outer-lying areas that previously had been too far from the city center to entice commuters. The streetcar initially ran north from Main Street on N Broadway Avenue and west on Main Street to

³ Linda D. Wilson, "Oklahoma City," *The Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed January 30, 2017).

⁴ Cathy Ambler, National Register of Historic Places Multiple Property Documentation Form: Midtown Brick Box Apartments 1910-1935, Oklahoma City, Oklahoma, January 2012, CD, p. 6.

⁵ Bob L. Blackburn, *Heritage Hills: Preservation of a Historic Neighborhood* (Oklahoma City: Western Heritage Books, 1990), pp 2-6; Ambler, National Register, p 5.

Western Avenue. It also traveled on Walker Street and Classen Boulevard north from Main Street to NW 13th Street and from there to N Broadway.⁶

One proponent of the streetcar was Anton Classen, an attorney who had moved to Oklahoma City in 1897. Like Overholser and Bolt, Classen quickly became a prominent citizen and businessman and was partially responsible for persuading the city council to approve the electric streetcar. This legislation was particularly beneficial to Classen and certain other businessmen such as Charles Colcord and John Winans. They already had begun developing plots of land that surrounded the city in anticipation of the area's growth.⁷ With the advent of the streetcar interest in their developments grew as more workers moved out of the city and into the suburbs.

These new developments included Classen's Highland Parked, Classen's West Highland Parked Addition, Colcord Heights Addition, and Winan's Highland Terrace Addition. The latter, platted in 1907, was bounded by NW 16th on the south, NW 19th on the north, Broadway on the east, and Walker on the west and excluded four blocks in the center. It was a U-shaped plat, the eastern portion of which was later incorporated into the Heritage Hills East District.⁸ Winans platted the remainder of what would later become the northern portion of the Heritage Hills East District, NW 19th to NW 22nd, in 1910, the same year in which Oklahoma City became the state capital.⁹

Winan's 1910 addition remained largely vacant until 1917 due to an economic downturn that ended with the United States' entry into World War I.¹⁰ Like the rest of

⁶ Ambler, *National Register*, p. 6.

⁷ Bob L. Blackburn, *Heart of the Promised Land*, (Woodland Hills: Windsor Publications, Inc.), pp. 88-89.

⁸ Blackburn *Heritage Hills*, pp. 6-9, 12-14.

⁹ *Ibid.*, pp. 6, 9, 12.

¹⁰ *Ibid.*, pp. 18-19.

Oklahoma, Oklahoma City experienced periodic booms and busts typically dependent on the oil industry and railroads. With railroads connecting the city to a myriad of consumers across the country national events such as the United States' entrance into World War I boosted Oklahoma City's economy by providing an urgent need for Oklahoma-made products and livestock.¹¹

This boost continued through the 1920s and 1930s when the Oklahoma City Oil Field was discovered. Opened in 1928, the field eventually stretched from the Cleveland County line to northwest Oklahoma County. It produced over 400,000 barrels of oil and injected millions of dollars into Oklahoma City's economy. The field even mitigated the effects the Great Depression had on the city by providing it with a relatively profitable product despite the national economic downturn.¹²

Even with its burgeoning oil industry, Oklahoma City could not completely escape the Great Depression. As the level of impoverished citizens grew, organizations in the city launched food and clothing drives for the needy. Federal programs such as the Works Progress Administration, Public Works Administration, and Civilian Conservation Corps constructed infrastructure and provided jobs for locals who were unemployed. There was even a camp established in Oklahoma City to house unemployed migrants looking for work.¹³ The depression also changed the distribution of commercial structures in the city. Before the depression most businesses were relatively contained in the downtown area, which was surrounded by clusters of residential suburbs. However, with the sudden economic decline some homeowners found it difficult to make their house payments or

¹¹ Ibid., p.17.

¹² Roy P. Stewart, *Born Grown: An Oklahoma City History* (Oklahoma City: Fidelity Bank, 1974), pp. 212-213; Blackburn, *Heart of the Promised Land*, pp. 136-140.

¹³ Wilson, "Oklahoma City".

find renters. A popular alternative was to let out or sell buildings to businesses.

Proprietors readily accepted this situation since rent in the suburbs could be a fraction of what they would have paid downtown.¹⁴ As a result neighborhoods adjacent to the city center, such as Heritage Hills and Heritage Hills East, witnessed noticeable commercial encroachment. By 1932 NW 13th Street and NW 16th Street, both in Heritage Hills, each had four commercial properties whereas in 1929 they had been exclusively residential.¹⁵

In 1941 the Army Corps announced that Oklahoma City was to be the site of a new air depot. Tinker Airforce Base was completed two years later and at its opening employed over 3,500 workers and brought an influx of servicemen and civilians to Oklahoma City.¹⁶ During World War II the base performed a range of functions from building C-47s to repairing and maintaining bombers.¹⁷ Also commissioned in 1941 was Will Rogers Field, currently known as Will Rogers World Airport. The Army Air Corps housed a light bombardment company there during World War II. After the war it was converted into a commercial airport as airplanes began to replace trains as the primary method of long-distance travel.¹⁸ Will Rogers World Airport continues to serve thousands of passengers each day.

Another mode of transportation that expanded in the 1940s was the private automobile. Just as the electric streetcar had in the early 1900s, the automobile changed Oklahoma City's layout and travel patterns. Roads replaced trolley lines and new superhighways connected Oklahoma City to other urban areas. Residents no longer relied

¹⁴ Blackburn, *Heritage Hills*, p. 26.

¹⁵ *Ibid.*, pp. 28-32.

¹⁶ Bob L. Blackburn, *Heart of the Promised Land*, p. 156.

¹⁷ James L. Crowder, "Tinker Air Force Base," *The Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed January 30, 2017).

¹⁸ Blackburn, *Heart of the Promised Land*, p. 175.

on scheduled public transport that was restricted to certain routes. Automobiles and new roads allowed travelers more flexibility while simultaneously connecting them to a wider scope of urban, suburban, and rural locations.¹⁹

As the century progressed, businesses and commercial buildings continued their invasion of previously residential areas that had begun during the Great Depression. Doctor's offices, insurance companies, and law offices replaced single-family homes and apartment buildings as part of a city-wide development campaign.²⁰ In the 1960s the Oklahoma City Urban Renewal Authority (OCURA) began a large-scale project to re-develop a substantial portion of Oklahoma City. OCURA purchased land throughout the metro area and worked with architectural firm I.M. Pei to revitalize the city by demolishing old structures and constructing new roads and buildings. Products of the early renewal campaign included hospitals, residential buildings, shops, offices, and hotels.²¹

This campaign reflected the mindset that one could reconstruct and affect change on his or her community, as exemplified by the contemporaneous Civil Rights movement.²² While the campaign's goal was to aid and reinvigorate the city, it also initiated a rather destructive program of urban renewal that continues today. As historic buildings are torn down to make way for new construction, Oklahoma City loses a portion of its heritage in the name of progress. Within Heritage Hills East, the majority of late 20th and early 21st century intrusions can be found along N Broadway. Most are commercial buildings that have replaced original early 20th century houses but are not numerous enough to significantly deplete the district's architectural integrity as they have in other parts of the

¹⁹ Ibid., pp. 176-177.

²⁰ Blackburn, *Heritage Hills*, pp. 28-32.

²¹ Blackburn, *Heart of the Promised Land*, pp. 168-169.

²² Ibid., p. 169.

city. Heritage Hills East District remains a cohesive historic district with a high level of integrity despite small strips and intermittent late 20th and early 21st century non-residential incursion.

List of Properties

Address	Status
107 Northwest 14th Street	Non-contributing
115 Northwest 14th Street	Contributing
108 Northwest 15th Street	Contributing
111-113 Northwest 15th Street	Contributing
116 Northwest 15th Street	Contributing
124 Northwest 15th Street	Contributing
125 Northwest 15th Street	Contributing
125 Northwest 15th Street (Building 2)	Non-contributing
109-111 Northwest 16th Street	Contributing
110-112 Northwest 16th Street	Contributing
115-117 Northwest 16th Street	Contributing
119 Northwest 16th Street	Contributing
127 Northwest 16th Street	Non-contributing
131-133 Northwest 16th Street	Contributing
112-114 Northwest 17th Street	Contributing
117-119 Northwest 17th Street	Contributing
120 Northwest 17th Street	Non-contributing
121 Northwest 17th Street	Contributing
124 Northwest 17th Street	Contributing
125-127 Northwest 17th Street	Contributing
126 Northwest 17th Street	Contributing
129 Northwest 17th Street	Contributing
130 Northwest 17th Street	Contributing
130 Northwest 17th Street (Building 2)	Non-contributing
135-137 Northwest 17th Street	Contributing
115 Northwest 18th Street	Non-contributing
117-119 Northwest 18th Street	Contributing
120 Northwest 18th Street	Contributing
121 Northwest 18th Street	Contributing
122-124 Northwest 18th Street	Contributing
126 Northwest 18th Street	Contributing
127-129 Northwest 18th Street	Contributing
131 Northwest 18th Street	Contributing
136 Northwest 18th Street	Contributing
137 Northwest 18th Street	Contributing
101 Northwest 19th Street	Contributing
101 Northwest 19th Street (Building 2)	Non-contributing
105 Northwest 19th Street	Contributing
108 Northwest 19th Street	Contributing

109 Northwest 19th Street	Contributing
111-113 Northwest 19th Street	Contributing
112 Northwest 19th Street	Contributing
115 Northwest 19th Street	Contributing
118 Northwest 19th Street	Contributing
119 Northwest 19th Street	Contributing
122 Northwest 19th Street	Contributing
123 Northwest 19th Street	Non-contributing
125 Northwest 19th Street	Contributing
126 Northwest 19th Street	Contributing
129 Northwest 19th Street	Contributing
130 Northwest 19th Street	Contributing
134 Northwest 19th Street	Non-contributing
135 Northwest 19th Street	Non-contributing
140 Northwest 19th Street	Contributing
100 Northwest 20th Street	Non-contributing
103 Northwest 20th Street	Contributing
104 Northwest 20th Street	Contributing
105 Northwest 20th Street	Contributing
106-108 Northwest 20th Street	Contributing
109 Northwest 20th Street	Contributing
110 Northwest 20th Street	Contributing
112-114 Northwest 20th Street	Contributing
115 Northwest 20th Street	Contributing
116-118 Northwest 20th Street	Contributing
117 Northwest 20th Street	Contributing
121 Northwest 20th Street	Contributing
122 Northwest 20th Street	Contributing
125 Northwest 20th Street	Contributing
136 Northwest 20th Street	Contributing
136 Northwest 20th Street (Building 2)	Contributing
100 Northwest 21st Street	Contributing
101 Northwest 21st Street	Non-contributing
104 Northwest 21st Street	Non-contributing
105 Northwest 21st Street	Contributing
110 Northwest 21st Street	Non-contributing
111 Northwest 21st Street	Non-contributing
114 Northwest 21st Street	Contributing
115 Northwest 21st Street	Contributing
118 Northwest 21st Street	Non-contributing
119 Northwest 21st Street	Contributing
122 Northwest 21st Street	Contributing
123 Northwest 21st Street	Contributing

126 Northwest 21st Street	Contributing
127 Northwest 21st Street	Contributing
130 Northwest 21st Street	Contributing
131 Northwest 21st Street	Non-contributing
105 Northwest 22nd Street	Non-contributing
109 Northwest 22nd Street	Non-contributing
110 Northwest 22nd Street	Contributing
113 Northwest 22nd Street	Contributing
114 Northwest 22nd Street	Contributing
118 Northwest 22nd Street	Contributing
119 Northwest 22nd Street	Contributing
122 Northwest 22nd Street	Contributing
123 Northwest 22nd Street	Contributing
125 Northwest 22nd Street	Contributing
126 Northwest 22nd Street	Contributing
129 Northwest 22nd Street	Contributing
130 Northwest 22nd Street	Non-contributing
133 Northwest 22nd Street	Contributing
1500 North Robinson Avenue	Non-contributing
1508-1510 North Robinson Avenue	Contributing
1518 North Robinson Avenue	Contributing
1520 North Robinson Avenue	Contributing
1700 North Robinson Avenue	Contributing
1806-1808 North Robinson Avenue	Contributing
1908 North Robinson Avenue	Contributing
2100 North Robinson Avenue	Non-contributing
1501 North Broadway Avenue	Non-contributing
1525 North Broadway Avenue	Non-contributing
1613 North Broadway Avenue	Non-contributing
1615 North Broadway Avenue	Non-contributing
1621 North Broadway Avenue	Non-contributing
1621 North Broadway Avenue (Building 2)	Non-contributing
1701-1707 North Broadway Avenue	Non-contributing
1715 North Broadway Avenue	Non-contributing
1717 North Broadway Avenue	Non-contributing
1801 North Broadway Avenue	Non-contributing
1907 North Broadway Avenue	Non-contributing
1919 North Broadway Avenue	Non-contributing
2109 North Broadway Avenue	Contributing
2207 North Broadway Avenue	Non-contributing
2215 North Broadway Avenue	Contributing
2303 North Broadway Avenue	Non-contributing

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