ROUTE 66 IN OKLAHOMA CITY HISTORIC CONTEXT PROJECT REPORT

OKLAHOMA CITY, OKLAHOMA COUNTY, OKLAHOMA

Prepared for

City of Oklahoma City, Oklahoma

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1.0 ACKNOWLEDGMENT OF SUPPORT

The activity that is the subject of this historic context report has been financed in part with federal funds from the U.S. Department of the Interior National Park Service (NPS). The contents and opinions do not necessarily reflect the views or policies of NPS, nor does the mention of trade names or commercial products constitute endorsement or recommendation by NPS.

Blanton & Associates, Inc. (B&A) would also like to thank several people for their support of and assistance with this project. First, we would like to thank Kathryn Friddle, Susan Atkinson, Cameron Conyers, and the rest of the City of Oklahoma City Planning Department for their support of and input on the project, as well as for providing Geographic Information Systems (GIS) data for Business Improvement Districts and Commercial District Revitalization Areas. Second, B&A would like to thank the following people at various repositories who facilitated and assisted with the research for the historic context: Lisa Bradley, Metropolitan Library Special Collections; Mallory Covington, Archival Collections Manager, Oklahoma Historical Society; Alyssa Vaughn, Archivist, Oklahoma Department of Libraries, State Archives Division; Jennifer Green, Archivist, City of Oklahoma City, Office of the City Clerk, Archives and Records Management; and Mitchell Ferrell with Oklahoma Department of Transportation, Office Services Division Plans Library. Lastly, B&A thanks Ronald H. Frantz, Jr., Environmental Design Program Coordinator, Director of Small Town Studies for the Institute for Quality Communities, and Associate Professor for the Division of Architecture at the University of Oklahoma, and his Spring 2020 Capstone Course students for their support of and input on the project, and for sharing the results of their final class assignment to photograph buildings and other resources along various alignments of U.S. Highway 66 in Oklahoma City.

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2.0 NONDISCRIMINATION STATEMENT

This program receives federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability, or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to:

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3.0 ABSTRACT

In 1926, U.S. Highway 66, also known as Route 66, was designated to provide a transcontinental route connecting Chicago, Illinois, in the northeast United States to Los Angeles, California, in the southwest, and passing through Oklahoma City. Initially using previously established state highway alignments through Oklahoma City, the Route 66 alignments through the city would change multiple times over the more than four decades of its designation as a U.S. Highway. These changes accommodated the growing city and rapid rise in automobile ownership. Over time, a variety of businesses directly associated with Route 66, such as gas and service stations, garages, restaurants, tourist camps, cottage or tourist courts, motels, and tourist attractions, developed along the various alignments. Extant examples of these property types, as well as roadbed segments, bridges, and other road-related infrastructure, from the period when Route 66 was significant in Oklahoma City's development stand as "crucial artifacts that chart the changing social dynamics associated with Route 66."[1] Throughout this document, the term "Route 66" is used as the primary name of the highway unless the discussion is specific to the formal designation of the highway.

In December 2019, the city of Oklahoma City contracted with Blanton & Associates, Inc. (B&A) to prepare the historic context of Route 66 in Oklahoma City below (hereinafter referred to as the Project). The Project is the first phase of a possible multi-phased initiative to identify and evaluate specific buildings or other property types associated with Route 66 in Oklahoma City for nomination to the National Register of Historic Places (NRHP) or for inclusion in other local planning efforts. The Project is focused on all alignments of Route 66 identified in the literature within the current Oklahoma City limits.

[1] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F.

To complete the Project, B&A had three primary tasks: conduct research, prepare a detailed Project Report outline, and develop the Project Report, including the historic context. This Project Report includes the following components:

- Summary of the methodology used to complete the research
- Historic context of Route 66 in Oklahoma City
- Annotated Bibliography
- **Appendix A**: Figures showing the alignments of Route 66 in Oklahoma City, the Oklahoma City Business Improvement Districts and Commercial Development Revitalization Districts, and resources along Route 66 that were identified in the literature or through a 2020 windshield survey conducted in conjunction with preparation of this historic context as having potential significance under this historic context. An annotated list regarding the mapped resources is also included.
- **Appendix B**: Historic maps showing the evolution of Route 66 in Oklahoma City over time, historic photographs of the types of properties that were historically along the highway, and advertisements and excerpts from *The Daily Oklahoman* illustrating examples of Good Roads Movement promotion and use of the tagline "Main Street of America."
- **Appendix C**: Streetscape photographs taken along the various alignments of Route 66 in Oklahoma City during the 2020 windshield survey conducted in conjunction with preparation of this historic context. The photographs provide overviews of the development patterns and conditions along each of the Route 66 alignments within present-day Oklahoma City limits as of 2020.

- **Appendix D**: University of Oklahoma, College of Architecture, Environmental Design Program, EN D 4993 (SERV), Section 001: Environmental Design Capstone Final Projects related to Route 66 in Oklahoma City

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4.0 METHODOLOGY

To prepare the historic context that follows in the next section, B&A conducted an extensive literature review of online sources, including newspaper archives, and at state and local repositories. At the outset of the Project, B&A reviewed previously prepared historic contexts and studies about Route 66 nationally and in Oklahoma, route maps, and a general history book about Route 66 in Oklahoma to establish a baseline understanding of the subject highway. These documents included the following:

- *Route 66 and Associated Historic Resources in Oklahoma NRHP Multiple Property Documentation Form (MPDF)* (original and amended submissions)
- *Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970*
- *Oklahoma Route 66 Roadbed Documentation Project (1926-1970), A Survey of Roadbed and Integral Structures*
- *Route 66 Corridor National Historic Context*
- *Route 66 Special Resource Study*
- *Here It Is! The Route 66 Map Series*
- *EZ66 Guide for Travelers*
- *Oklahoma Route 66, Second Edition*

B&A also conducted a literature search to identify repositories in Oklahoma City to visit or from which to obtain additional information pertaining to the subject highway. B&A staff visited the various repositories January 7 through 11 and February 21, 2020, to review and obtain copies of relevant holdings, as summarized below:

- Oklahoma Historical Society Research Center – photos; vertical files pertaining to Route 66, Oklahoma City, and Roads and Highways/Route 66; Oklahoma Highway Department (forerunner of present-day Oklahoma Department of Transportation (ODOT)) archives; and Route 66 Museum collection

- Oklahoma Department of Libraries, Oklahoma Records and Archives – Oklahoma Highway Department annual and biennial reports; highway and transportation studies; and *Oklahoma Highway News*

- Oklahoma Department of Transportation – As-built plans for the original construction of U.S. Highway 66 in Oklahoma County; as-built plans for several mid-twentieth century modifications of the highway; historic county maps; general history of Oklahoma transportation

- Metropolitan Library System, Downtown [Oklahoma City] Library, Oklahoma History Collection – various Route 66 general history books and travel guides; historic Oklahoma City and Oklahoma County maps; Sanborn Fire Insurance maps; photos; postcards; vertical files; *Negro Motorist Green Book* (also reviewed electronically through the New York Public Library); and city of Oklahoma City comprehensive plans from the 1930s through 1960s[2]

- Oklahoma City Archives and Records – historic maps, highway studies, and general planning documents

[2] Per the city of Oklahoma City's request, we reviewed the *Negro Motorist Green Book* to identify any resources listed in the publication that were located along Route 66. However, no such resources were identified. In general, the resources were located farther south near the downtown and Bricktown areas of the City.

In addition to the repositories listed above, B&A reviewed and obtained information from the following websites:

- Oklahoma Historical Society, State Historic Preservation Office, website https://www.okhistory.org/shpo/ – three Route 66 thematic surveys, previously completed surveys and National Register of Historic Places (NRHP) nominations for properties and districts associated with U.S. Highway 66 and/or adjacent to alignments of the highway through Oklahoma City.
- ODOT Route 66 webpage https://www.odot.org/memorial/route66/index.htm - background; dedication and legislation history; construction history, maps; and photo gallery
- ODOT Cultural Resources Program website http://www.odotculturalresources.info/ – Route 66 webpage and historic bridge surveys

B&A also reviewed their collection of Route 66-specific books and general histories of Oklahoma City to understand establishment and use of the various alignments through the city within the greater context of the city's overall development.

In addition to reviewing the above-referenced sources to inform the context, B&A identified and mapped extant resources along or near Route 66 alignments that were mentioned in the literature, previously completed historic resources surveys, and NRHP nominations, or identified in a windshield survey conducted in conjunction with the preparation of the historic context. For more details about the methodology used for identifying the extant resources, please see the cover page to **Appendix A**.

During the Spring 2020 semester, University of Oklahoma students in the Christopher C. Gibbs College of Architecture, Environmental Design Program the EN D 4993 (SERV), Section 001: Environmental Design Capstone course completed a Route 66 Alignment Photographic Survey Assignment. Teams of students prepared photographic surveys of extant resources along Route 66 alignments in Oklahoma City. These photographic surveys are included in **Appendix D**.

5.0 HISTORIC CONTEXT

U.S. Highway 66. Main Street of America. The Mother Road. Route 66. Those are the primary names the now infamous highway connecting Chicago, Illinois, to Los Angeles, California. Designated in 1926, the highway passed through Oklahoma City, initially using previously established state highway alignments. Its alignment in Oklahoma City would change multiple times, however, over the more than four decades of its designation as a U.S. highway to accommodate the growing city and the rapid rise in automobile ownership. The following historic context is the story of Route 66 in Oklahoma City. It builds upon numerous, previous efforts to document the highway nationally and at the state level in various ways ranging from National Register of Historic Places nominations to general histories, travel guides, and photographic collections. For comprehensive contexts of Route 66 at the national and state levels, please refer to Michael Cassity, Ph.D.'s *Historic Properties Associated with U.S. Highway 66, from Chicago to Santa Monica, 1926 to 1985 National Register of Historic Places Multiple Property Documentation Form* and *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form (amended),* available through the National Park Service National Register of Historic Places and Oklahoma State Historic Preservation Office websites, respectively.

5.1 Oklahoma City Before 1926

At the turn of the twentieth century, Oklahoma City was still a young city, having been incorporated in the Oklahoma Territory in 1890. It was rapidly growing, though, as the population increased from 4,151 residents to just over 10,000 in its first decade.[3] In 1907, Oklahoma became the 46th

[3] U.S. Census Bureau. Table 37. Oklahoma – Race and Hispanic Origin for Selected Large Cities and Other Places: Earliest Census to 1990. Available at https://www.census.gov/population/www/documentation/twps0076/twps0076.html. Accessed 3/11/2020.

state, and three years later the state capital was moved from Guthrie to Oklahoma City, further spurring the city's development. The city's population was over 64,000 residents by 1910.[4] While Oklahoma City's early economy was based primarily on agriculture, it had become an important commerce and transportation center by that time due to multiple railroads traversing the city. The city also had a bustling downtown business district, an ever-growing network of hard-surfaced streets, and an active Chamber of Commerce promoting development and civic improvements throughout the city.[5] Additionally it had become home to several institutions of higher education, including Epworth University, later renamed as Oklahoma City University (See **Figure 2.21**, **Resource No. 184**).

In addition to the city's ever-growing network of hard-surfaced streets, Oklahoma City had a street railway system to accommodate residents' transportation needs. The initial system was established in the early twentieth century and quickly grew to include interurban lines that connected Oklahoma City with other nearby cities, including El Reno and Yukon to the west and Edmond to the north. Within the first two decades of the twentieth century, the street railway lines crisscrossed the city, defining primary transportation corridors and spurring residential, and to some degree commercial and industrial, development along them. Two of the street railway corridors - Classen Boulevard and N.W. 39th Street - would later be designated as components of U.S. Highway 66.[6]

[4] U.S. Census Bureau. Table 37. Oklahoma – Race and Hispanic Origin for Selected Large Cities and Other Places: Earliest Census to 1990. Available at https://www.census.gov/population/www/documentation/twps0076/twps0076.html. Accessed 3/11/2020.

[5] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 58, 143.

[6] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 162-163; *Association of Central Oklahoma Governments*, "Central Oklahoma's Historical Streetcar System," August 5, 2013. Available at http://www.acogok.org/central-oklahoma-historical-streetcar/. Accessed May 22, 2020.

The national Good Roads movement, which had risen in popularity around the time Oklahoma became a state, promoted the need for a network of better highways to connect cities and towns, provide an adequate transportation network for farmers to more quickly and efficiently get their goods and products to markets, and to get the traveling public out of the mud and onto all-weather roads. In addition to the Good Roads Movement, booster groups promoted a series of named highways that began crossing the United States in the late nineteenth and early twentieth centuries. Two of the named highways - the Postal Highway and the Ozark Trail – passed through Oklahoma City, and segments of each highway would eventually become state highways and later, U.S. Highway 66.

At the local level, Oklahoma City officials and businessmen were actively developing a system of improved roadways, as well as parks and boulevards, for the city. In a 1910 article, Oklahoma City Parks Commission Board President Will H. Clark described the current state of the city's roadway network and infrastructure system as, "84 miles of asphalt paved streets, 25 miles of brick paved streets, .75 miles of macadam, 350 miles of cement and brick walks, no board walks, 40 miles of sewers, and 83 miles of water pipes."[7] This illustrates the rapid of development of the city as city officials and businessmen strove to establish Oklahoma City as a major, progressive metropolis for the region. Part of those efforts also included the development of a premier park and boulevard system. In a 1910 report entitled *Oklahoma City: A Report on its Plan for an Outer Parkway and a Plan for an Interior System of Parks and Boulevards*, Kansa City landscape architect W.H. Dunn

[7] Will H. Clark, "How Oklahoma City Secured Its Park and Boulevard System," *The American City,* (New York, NY: Civic Press, Vols. 3-4, December 1910) 260-261.

laid out plans for public improvements focused on beautifying the city, promoting civic pride, and improving the health and safety of residents and visitors.[8] One feature of the plan was the construction of the 28-mile-long Grand Boulevard, a loop that would connect four large parks and a number of smaller ones surrounding the city. Grand Boulevard would later serve as the foundation for the third through fifth realignments of Route 66 (See **Figures 1.1** and **1.2**).

The national Good Roads movement was localized by various groups, including the Oklahoma City Chamber of Commerce's Good Roads Division. These groups worked collaboratively with the State Highway Department, which was established under a provision of the Oklahoma state constitution in 1911, county commissioners, and other local government officials to develop the network of state roads that would become the basis of Oklahoma's Federal Aid Highway System. In the State Highway Department's early years, it was funded by a $1 per vehicle registration fee. Since the automobile industry was still in its infancy, the department's total revenue in its first year was only $2,700.[9] Thus, the partners in the endeavors to improve roadways pooled resources when possible. One example of this collaboration was the $2,500 fund the Oklahoma City Chamber of Commerce and several individuals established then turned over to the State Highway Commission. In turn, the State Highway Commission awarded prizes to townships and counties that constructed the best segments of roads.[10]

[8] W.H. Dunn, *Oklahoma City: A Report on its Plan for an Outer Parkway and a Plan for an Interior System of Parks and Boulevards*, (Oklahoma City, OK: Oklahoma City Park Commission, 1910), 7; Cynthia Savage, "City Beautiful Movement," *The Encyclopedia of Oklahoma History and Culture,* available at https://www.okhistory.org/publications/enc/entry.php?entry=CI007, Accessed May 22, 2020.

[9] Oklahoma Department of Transportation, "Route 66 Background," *Oklahoma's Memorial Highways & Bridges.* Available at https://www.odot.org/memorial/route66/route66background.html. Accessed January 3, 2020.

[10] William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," PhD diss, (Oklahoma State University, 1982), 201.

In 1915, the Oklahoma County Tax Assessor reported that for the first time, automobiles outnumbered horses 1,900 to 1,353 in Oklahoma City.[11] The rise in automobile culture underscored the needs for improved roads. However, road improvement efforts largely continued as a state and local affair until the United States legislature passed the Federal Aid Road Act of 1916 (1916 Act). This national legislation stipulated mechanisms for the federal government to support transportation improvements, as well as established the Federal Aid Highway System. The 1916 Act appropriated $75 million for roadway improvements across the country over a five-year period and required states to provide a fifty percent match.[12] Drawing upon the work they had completed several years earlier with county commissioners and other local government officials to identify the state's network of highways, the State Highway Department officially designated the Oklahoma's Federal Aid Highway System and assigned numbers to each of the state highways. The state highways that would eventually be designated as U.S. Highway 66 through Oklahoma City were numbered State Highway Nos. 3 and 7. State Highway No. 3, also known as the Postal Highway, extended from Fort Smith, Arkansas, in the east to Texola, Texas, in the west. State Highway No. 7, which was oriented northeast to southwest and was also known as the Ozark Trail, connected Baxter Springs, Kansas, to Wellington, Texas.[13]

As federal dollars for roadway improvements began flowing into Oklahoma in the late 1910s, the population growth in Oklahoma City continued at a rapid pace, increasing 42 percent over the 1910 rate to 91, 295 residents in 1920.[14] Manufacturing and automobile distribution had become

[11] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 198.

[12] William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," PhD diss, (Oklahoma State University, 1982), 204.

[13] "Plain Figures Used to Mark All Highways," *The Daily Oklahoman*, June 21, 1925, A-13.

[14] U.S. Census Bureau. Table 37. Oklahoma – Race and Hispanic Origin for Selected Large Cities and Other Places: Earliest Census to 1990. Available at https://www.census.gov/population/www/documentation/twps0076/twps0076.html. Accessed 3/11/2020.

important sectors of the city's economy by this time. A March 1920 *Daily Oklahoman* article discussed that approximately half of the automobile dealers were making plans to get larger buildings for their companies. Many of those new, larger automobile dealership buildings were being constructed on North Broadway in the area that would become known as Automobile Alley.[15] By the next year, there were seventy-six automobile dealerships in Oklahoma City.[16] In 1922, the Oklahoma City Chamber of Commerce reported that 227 firms of all types were making nearly $70 million worth of products in the city.[17] During the same general period, the city saw progress in other areas, as well. In 1920, municipal bond elections were held to fund new schools and improvements to existing ones, purchase land for the state fairgrounds, extend the city's sewer and water systems, and to make other civic improvements.[18] Home building in the city, which had slowed in the mid-1910s, was also on the upswing. Developers were building new neighborhoods as the city continued expanding, particularly to the northwest.

Road bonds to fund hard surfaced roads were also included in the 1920 election, the first election in which women were allowed to vote. Leading up to the election, Good Roads Movement proponents, local businesses, and prominent, local women ran advertisements and editorials in *The Daily Oklahoman* to support the road bonds. Some advertisements were a full page and touted the benefits of good roads for the working man, farmers, and businessman. Others were a simple tag line included on a business's weekly sales advertisement. (See **Photos B18** and **B19** in **Appendix B** for examples). After Oklahoma County voters overwhelmingly approved the bond

[15] "Many Buildings Being Erected to be Used as Auto Distributors," *The Daily Oklahoman*, March 21, 1920, Auto Section, 1.

[16] Linda D. Wilson, "Oklahoma City," *The Encyclopedia of Oklahoma History and Culture*, https://okhistory.org/publications/enc/entry.php?entry=OK025. Accessed March 11, 2020.

[17] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 207.

[18] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 201.

issue, which amounted to $2,158,000, the campaign to promote Oklahoma County's bond issue became the model for other counties' bond elections. After the election, Oklahoma County engineers worked with federal and state engineers to develop a map of projects and the associated plans and specifications. The road program took two years to complete.[19]

A second round of federal transportation legislation, known as the Federal Aid Road Act of 1921 (1921 Act), authorized states to designate seven percent of its total highway mileage on which federal money would be spent. To create a network of good interstate thoroughfares, the Bureau of Public Roads (forerunner agency of the present-day Federal Highway Administration) worked with states to approve the designated highways.[20] With passage of the 1921 Act, the federal government through the Bureau of Public Roads also mandated, for the first time, specific requirements for roadway widths – a minimum of 18 feet for newly constructed roads. This legislation also placed authority for and responsibility of all construction, contracts, and plans in the hands of state highway departments. Up to that point, the Oklahoma State Highway Department had no authority over the planning and construction of roads; county and local governments held that authority. This change resulted in a substantial shift in the Oklahoma State Highway Department's role in the development and improvement of the state's transportation network.[21] However, the shift would not be fully completed until 1924, when state law was enacted to centralize full authority for construction and maintenance of roads with the State Highway Department. To fund the agency's new role, the state law also stipulated a three-cent per gallon sales tax on gas.[22]

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[19] "Voting of Bonds in County to Boost Building of Roads All Over the State, Wood Says," *The Daily Oklahoman,* April 1, 1920, 10.

[20] William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," PhD diss, (Oklahoma State University, 1982), 214.

[21] William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," PhD diss, (Oklahoma State University, 1982), 214.

[22] William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," PhD diss, (Oklahoma State University, 1982), 216.

It was within this framework of a newly organized State Highway Department in a period of unprecedented growth in the automobile industry as more and more citizens came to own cars during the 1920s that the next phase of transportation planning and improvements occurred in Oklahoma. In Oklahoma City, the next phase was set against the backdrop of the city's extensive development up to that point. The city was comprised of 17.3 square miles with 150 miles in paved streets, had 367 industries, 22,857 subscribers to the area's relatively new telephone system, five trunkline railroads, and almost 70 miles of electric interurban lines.[23] It had also become the largest distribution point between Kansas City and Dallas for automobiles.[24]

By the mid-1920s, areas of Oklahoma City along the future Route 66 corridor (See **Figures 1.1** and **1.2** in **Appendix A**) varied in their development. As previously discussed, Classen Boulevard from downtown to Edmond and N.W. 39th Street from Classen Boulevard to El Reno were street railway corridors. A review of the 1922 Sanborn Fire Insurance Maps indicates these corridors were largely developed with residential properties with small nodes of commercial and industrial development sporadically interspersed along the corridors. The N.W. 23rd Street corridor between the State Capitol and approximately N. Virginia Street also had primarily residential development, with a cluster of commercial and light industrial properties near N.W. 23rd Street's intersections with N. Robinson and N. Broadway Avenues (in the area near present-day U.S. 77/I-235). The commercial or industrial development near those N.W. 23rd Street intersections included a planing mill, several stores, an auto filling station (gas station), and an animal hospital on the north side of the street, and a lumber mill and residences on the south side of the street.[25] In contrast to the existing

[23] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 207.

[24] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 209.

[25] Sanborn Map Company. Insurance Maps of Oklahoma City, Oklahoma County. 1922. Volume 2, Sheets 197 and 198. Available at the Metropolitan Library System. Accessed January 11, 2020.

development in the city's northwest quadrant by the mid-1920s, the 1922 Sanborn Fire Insurance Map review indicates there was little development occurring in the city's northeast quadrant along the N. Lincoln Boulevard and N. Kelley Avenue corridors that would become the original alignment of Route 66.

Gaining the ranking as the largest automobile distribution point between Kansas City and Dallas was one indicator the city's residents were rapidly adopting the country's car culture. Another indicator of the upswing in the country's car culture was the increasing number of Americans traveling by automobile rather than train on leisure trips. As a result, a new type of accommodation became popular for travelers. Tourist camps soon began springing up alongside highways as an alternative to hotels in city centers. Municipalities and private enterprisers established the camps to provide tourists, seasonal migrant workers, and other long-distance travelers an inexpensive way to travel.[26] These tourist camps would also play a prominent role in the lives of Americans traveling on Route 66 between Oklahoma and California to escape the deleterious effects of the Great Depression and the Dust Bowl that plagued primarily rural farmers in the 1930s, discussed in more detail below. As with other civic development initiatives, the Oklahoma City Chamber of Commerce became involved in establishing an official tourist camp in the city. In January 1921, a committee was formed to plan for the new tourist camp with the hope that it could be established before the spring and summer travel season began that year.[27] An April 1921 article about the planning efforts described the benefits of the tourist camp as such:

[26] John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America*, (Baltimore, MD: The Johns Hopkins University Press, 1996), 33.

[27] "A Tourists' Camp," *The Daily Oklahoman*, January 8, 1921, 6.

> In the first place, such camps attract tourists who might not otherwise visit the city. In the second place, they render the stay of tourists here more pleasant, which makes them stronger boosters for the city. These boosters will induce other tourists to come this way. As an advertising proposition of the city, it appears that a tourist camp would pay for itself.[28]

A July 1924 announcement in *The Daily Oklahoman* indicated the Log Cabin Park, located at 2600 W. 39th Street approximately one-half mile east of N. May Avenue, celebrated its formal opening and offered a number of amenities, including gas, oil, and tires in addition to camping facilities. Although research did not yield information about the Oklahoma City Chamber of Commerce's planning efforts between April 1921 and the Log Cabin Park's opening in July 1924, an April 1925 article in *The Daily Oklahoman* identifies the Log Cabin Park as the Oklahoma City Chamber of Commerce's official tourist camp. It also mentioned other tourist courts on roads leading into the city, including one two miles north of the state capitol on the Edmond road. The article went on to say that the average cost per car per night was 50 cents.[29]

5.2 U.S. Highway 66 Designation

One of Oklahoma's staunchest good roads advocates was Cyrus Avery of Tulsa. Avery played a key role in the national and statewide initiatives to promote the Good Roads movement, serving on the board of highway booster organizations, as Tulsa County Commissioner, as the first chairperson of the State Highway Commission of Oklahoma, and as a member of the American Association of State Highway Officials (AASHO, the predecessor organization to the present-day American Association of State Highway and Transportation Officials (AASHTO)). His roles as the chairperson of the State Highway Commission of Oklahoma and as an AASHO member positioned

[28] "The Proposed Tourist Camp," *The Daily Oklahoman,* April 29, 1921, 6.

[29] "Tourists Given Good Service," *The Daily Oklahoman,* April 26, 1925, 11.

him for a key role on the committee to designate and number a national system of highways from existing thoroughfares and to adopt a standardized system of signs and markers for the roads.[30] Avery and the rest of the committee appointed by the United States Secretary of Agriculture (the federal Bureau of Public Roads was under the Secretary's authority at that time) were faced with a substantial task of determining which of the 250 marked trails across the United States would be included in the national system.[31] The committee worked with highway departments, and the highway departments, in turn, worked with booster groups and local officials to map the proposed routes. Ultimately, the process resulted in approval of a national highway system with 75,884 miles of primarily existing paved roadways.[32]

As an Oklahoman on the committee, Avery had substantial influence over the routes designated in his home state. Avery and committee representatives from Illinois and Missouri collaborated to identify a route that traversed the Middle West and ended at the Pacific Coast in California. This route was the exception to the development of the national highway system in that it did not follow only one established historic highway. Avery strongly believed that a highway should be routed through Oklahoma, particularly through his hometown of Tulsa and through the State Capital of Oklahoma City, for the benefit of all Oklahomans. It was also an exception in that it would not run north-south or east-west as all the others would, but rather would run generally northeast to southwest.[33] Despite some strong opposition from other states' committee members, Avery and his fellow supporters succeeded in getting the approval to include their proposed route in the highway system.

[30] Quinta Scott and Susan Croce Kelly, *Route 66,* (Norman, OK: University of Oklahoma Press, 1988), 11-13.

[31] Quinta Scott and Susan Croce Kelly, *Route 66,* (Norman, OK: University of Oklahoma Press, 1988), 13.

[32] Quinta Scott and Susan Croce Kelly, *Route 66,* (Norman, OK: University of Oklahoma Press, 1988), 13.

[33] Quinta Scott and Susan Croce Kelly, *Route 66,* (Norman, OK: University of Oklahoma Press, 1988), 14-15.

Once the process to establish the highway system was completed, the process of numbering them began. After much controversy and negotiation over the numbering system, the decisions about how to number the new national highway system, including U.S. Highway 66, were finally settled in 1926. The Secretary of Agriculture accepted the national highway system, and it was formally adopted into federal law in November 1926.[34] The Oklahoma State Highway Commission officially designated U.S. Highway 66 in Oklahoma on December 7, 1926. In Oklahoma City, the original alignment of U.S. Highway 66 entered the city from the northeast on N. Kelley Avenue, went south to the former Grand Boulevard (present-day Interstate Highway (I-) 44), turned west for approximately one-half mile, then turned south on Lincoln Boulevard. It went south on Lincoln Boulevard to the State Capitol at 23rd Street and turned west again. The route followed N.W. 23rd Street west to Classen Boulevard and turned north/northwest. It followed Classen Boulevard to N.W. 39th Street, where it then turned west to follow N.W. 39th Street out of the Oklahoma City limits to Bethany and continued generally due west to the Pacific Coast.[35] These original alignments through Oklahoma City would be used until 1930 when the first realignment was made. See **Figures 1.1** and **1.2** in **Appendix A** for an overview of the original alignment and subsequent realignments and alternative routes, which are discussed in more detail below. **Photos B1 through B6** are excerpts from state highway maps from various years that also various years the evolution of the highway.

Upon designation of U.S. Highway 66, the State Highway Department initiated efforts to pave the unpaved segments of the highway across the state, and to upgrade other segments. The Route 66 Association, led by Cyrus Avery, who had become known as the Father of Route 66, was also established as an organization of business owners along the highway to promote it. It was during

[34] Quinta Scott and Susan Croce Kelly, *Route 66,* (Norman, OK: University of Oklahoma Press, 1988), 17.

[35] Jim Ross, *Oklahoma Route 66,* Second Edition, (Arcadia, OK: Ghost Town Press), 118-119.

the association's first meeting the highway was dubbed "The Main Street of America" for promotional purposes.[36] This tag line was used in a variety of ways over time. One of the ways was in *The Daily Oklahoman's* regular column updating readers on the current road conditions and paving status for the state's highways. The subheading for the U.S. Highway 66 section included "The Main Street of America" in it. One advertising example was a full-page advertisement for a group of businesses located between Robinson and Broadway in Oklahoma City. The banner line reads, "Greetings from Busiest Community Center on Main Street of America." The 1927 advertisement includes a panoramic photograph of the row of businesses on the north side of N.W. 23rd Street. The listed businesses included the Macklanburg-Duncan Co., Building Specialties Co., La Vina Barber Shop, Goodpasture's Lunch (listed at 117 N.W. 23rd Street, which is **Resource No. 264** on **Figure 2.25**), Piggly Wiggly, Pette Hardware Company, and U-Save Store and General Offices. The advertisement indicates the row of businesses had opened the week before the December 25, 1927, advertisement was published.[37] Of the buildings shown in the photograph, it appears that 119 and 133 N.W. 23rd Street are extant today (although they appear to have been significantly altered over time). Another promotional example was in the 1929 advertisement using "The Main Street of America" to help describe the business's location when the Schmitt Super Service Station's new building at N.W. 23rd Street and N. Broadway Avenue was announced.[38]

[36] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section E, page 13.

[37] *The Daily Oklahoma*, "Greetings From The Busiest Community Center on Main Street of America," December 25, 1927, A-15.

[38] *The Daily Oklahoma*, "Announcing the Opening of Schmitt Super Service Station Announcing the Opening of Schmitt Super Service Station," April 6, 1929, 13.

See **Photos B20 through B22** in **Appendix B**. This name or tagline "merged the positive connotations of small-town life with national bonds and linkages" and continues to be associated today with the nostalgia the highway evokes for many people.[39]

The State Highway Department's primary focus for the newly designated U.S. Highway 66 was getting the entire length of the highway in the state paved as quickly as possible and upgrading sections that had fallen into disrepair due to lack of maintenance. Prior to U.S. Highway 66's designation, the State Highway Department had established a standard for a minimum roadway width of 18 feet within an 80-foot-wide right-of-way. The minimum width was increased to 20 feet within an 100-foot-wide right-of-way in 1930. Portland concrete or asphalt over a concrete base were also established as the preferred paving materials.[40] In Oklahoma City, the streets designated as U.S. Highway 66 were generally already paved, due in large part to the Oklahoma City Chamber of Commerce's initiatives. However, the state's last stretch of Route 66 was not paved until 1937.

On the heels of the highway's designation, a major event that would come to have substantial, long-lasting effects on the city's economy occurred – the discovery of oil in the Oklahoma City field in late 1928. Practically overnight, the city became a central hub for numerous oil and gas companies. In the decade between 1920 and 1930, the city's population more than doubled with an increase to 185,389 residents sparking another construction boom in the city.[41] Additionally, the city saw an increase in the number of vehicles passing through. In 1926, the traffic count for a point north of

[39] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section E, page 13.

[40] Jim Ross, *Oklahoma Route 66*, Second Edition, (Arcadia, OK: Ghost Town Press), 10-11.

[41] U.S. Census Bureau. Table 37. Oklahoma – Race and Hispanic Origin for Selected Large Cities and Other Places: Earliest Census to 1990. Available at https://www.census.gov/population/www/documentation/twps0076/twps0076.html. Accessed 3/11/2020.

the state capitol was 3,362 vehicles; it increased to 7,365 by 1930.[42] As the Oklahoma City field was developed, the landscape surrounding the state capitol, including the N. Lincoln Boulevard corridor designated as U.S. Highway 66, became dominated by oil derricks and associated equipment.

In contrast to the positive effects of the discovery of oil, the stock market crash of 1929 and the resultant Great Depression in the 1930s, as well as the drought and severe dust storms, known as the Dust Bowl, of the mid-1930s, had deleterious effects for many Oklahomans. Oklahoma City's economy was not as severely impacted as were other locations, however, due to the oil and associated construction booms that began just two years before the onset of the Great Depression. At the height of the Great Depression and the Dust Bowl, Oklahoma City businesses along Route 66 offered gas and other automobile services, food, and lodging to travelers from rural Oklahoma migrating via the highway to California in search of better opportunities. Tourist camps often became temporary homes for the migrants as they lingered in one place as long as allowed before moving to the next as they made their way west.[43] Written in 1938, John Steinbeck's *Grapes of Wrath* told the story of the migrants' plight traveling across Route 66 from Oklahoma to California in search of a better way of life during the era of the Great Depression and the Dust Bowl. This was, perhaps, the first time Americans saw the now infamous highway as something more important than just a mere roadway.

While the city fared this time period relatively well when compared to other locations within the state and across the country, it still benefitted from some of the federal relief programs, as well as

[42] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section E, page 14.

[43] John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America*, (Baltimore, MD: The Johns Hopkins University Press, 1996), 33-34.

state-level programs, that were implemented to provide employment for the unemployed. For example, the Oklahoma National Guard Armory (**Resource No. 269** on **Figure 2.26**) located along Route 66 just west of the state capitol was constructed under Governor Ernest Whitworth Marland's state-level work relief program.[44] The building did not have a direct association with Route 66, but it was sited at the time of its construction in 1938 to be located on one of the city's primary highways.

In the early 1930s, the State Highway Department and Oklahoma City officials made the first of several realignments of, and additions to, Route 66 in the city due to its growth. As previously mentioned, the original alignment traversed Classen Boulevard from N.W. 23rd Street north to N.W. 39th Street and then turned west again. The first realignment moved the highway designation from Classen Boulevard to Western Avenue. Since the Classen Boulevard corridor developed during the street railway era, widening for additional automobile travel would have been constrained by the existing development along the corridor. Based on review of the 1922 Sanborn Fire Insurance Maps, the Western Avenue corridor was more sparsely developed and likely did not yet have as much traffic as Classen Boulevard would have already been experiencing. Not long after the road's first realignment, the second realignment moved Route 66 from Western Avenue between N.W. 23rd Street and N.W. 39th Street west to N. May Avenue between N.W. 23rd Street and N.W. 39th Street. Additionally, the new "Beltline" route, which served as a bypass around the north and northwest side of Oklahoma City, was designated around the same time. The Beltline route extended from N. Kelley Street along Britton Road west, through the former city of Britton to N. Western Avenue. From the Britton Road and N. Western Avenue intersection, the alignment turned south to follow N. Western Avenue to N.W. 39th Street where it then turned west to join the original

[44] Catherine Montgomery and Matthew A. Pearce, "Oklahoma National Guard Armory National Register of Historic Places Nomination Form," (National Park Service Reference No. 100004739. National Park Service, 2019).

alignment.[45] In 1935, there was also a proposal to widen N.W. 36th Street from N. Western Avenue to a point west of Bethany so that Route 66 could be rerouted onto N.W. 36th Street from N.W. 39th Street.[46] It does not appear from the research that this rerouting was completed, however, and no information on the reasons was identified.

As previously mentioned, the Beltline route passed through the heart of the former city of Britton. Platted in the late nineteenth century, Britton was a stop on the Santa Fe Railroad and had a well-established commercial district by the time the main east-west road through the city – Britton Road – was designated as part of the Route 66 Beltline alignment in 1931. Designation of the Beltline route and general oil field activity in the area during that time spurred additional commercial development, particularly auto-related services (several of which were extant at the time this historic context was developed; See **Resource Nos. 49, 52, 54 and 69** on **Figure 2.11**) within Britton. The Owl Court Tourist Court, located at 742 W. Britton Road (**Resource No. 64** on **Figure 2.11**), is one example of an auto-related businesses established in Britton after the Beltline route was established. Unlike Britton, which experienced growth after the Beltline route was designated, the areas east of Britton along Britton Road and along N. Kelley Road from its intersection with Britton Road north to U.S. Highway 77 experienced little growth and remains relatively rural in nature. The Beltline route maintained its designation until 1953 when the new Route 66 Bypass was constructed. Around the same time the Route 66 Bypass was constructed, Oklahoma City annexed the city of Britton. (For more information about Britton's history, please refer to the 2019 *Intensive-Level Survey of Historic Britton Commercial District Survey Report*, available on the Oklahoma State Historic Preservation Office website).

[45] Jim Ross, *Oklahoma Route 66*, Second Edition, (Arcadia, OK: Ghost Town Press), 118-119.

[46] "City Plans Rerouting of U.S. Highway No. 66," *The Daily Oklahoman*, July 15, 1935, 4.

During the 1930s, accommodations for travelers began evolving from primarily hotels located near railroads or in downtown cores and the tourist camps previously discussed to also include tourist homes, cabin camps, and cottage or tourist courts. Tourist homes generally entailed a rented room in a private home. Cabin camps were typically facilities with camping spaces like the auto camps provided, as well as small cabins and bathroom buildings. The cottage or tourist courts were a version of the cabin camps where the cabins included attached carports for the travelers' automobiles. In some cases, the cabins were attached with the carports between the cabins; in other cases, the cabins with carports were stand-alone buildings. It was common for owners of gas stations or stores to add the cabin camps and cottage or tourist courts to their property as they did not require a large capital outlay to construct them.[47] Postcards of tourist courts such as the Jackson Courts shown in **Photo B7** in **Appendix B** illustrate these early accommodations. Despite the rapid rise in popularity and their commonality in the 1930s, surviving examples of tourist courts are rare today. In fact, only one extant example along Route 66 in Oklahoma City - the Owl Court Tourist Court located at 742 W. Britton Road (**Resource No. 64** on **Figure 2.11**) - was identified in the 2020 windshield survey conducted in conjunction with the preparation of this historic context. Just as the mom-and-pop accommodations industry experienced an upswing during this time, so did the restaurants, gas stations, and automobile service stations. Existing businesses expanded and new ones were opened all along Route 66, including in Oklahoma City. This was also a period when national and regional gas companies began constructing "branded" gas and service stations. An example of this is the former Phillips 66 "cottage style" gas station at the northwest corner of N.W. 23rd Street and N. Hudson Avenue (**Resource No. 256** on **Figure 2.25**).

[47] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section E, page 20.

In the era of Jim Crow laws enforcing racial segregation prior to the Civil Rights movement, a travel guide provided information to African American travelers on accommodations, gas and service stations, and restaurants in major cities across the country. Known originally as the *Negro Motorist Green Book* and later renamed *The Travelers' Green Book Guide for Travel & Vacations,* this guide was organized by state and city, and listed the name, type, and address for each business that served African American travelers. While the businesses were sometimes located along major transportation corridors in cities, that was not the case for Route 66 in Oklahoma City. A review of various issues published between 1937 and 1966 revealed the listed businesses in Oklahoma City were primarily clustered in the area east of downtown along the 200 to 900 blocks of N.E. 2nd Street and the 400 to 1000 blocks of N.E. 4th Street.[48] One listed motel – the former Luster's Modern Motel - was located northeast of downtown at 3402 N.E. 23rd Street. Little remains today of the listed businesses as many have been replaced by new residential construction in the area known as Deep Deuce or have been demolished and the parcels are now vacant. In the 2020 windshield survey, only two listed businesses in the downtown area, which are located at 322 and 601 N.E. 2nd Street, were confirmed as extant.[49] The former Luster's Modern Motel is also extant and is known today as the Deluxe Inn.

5.3 World War II and the Post-War Impacts on Route 66

With the start of World War II and then the United States' subsequent entry into the war in 1941, the nation shifted from the ordeal of the Great Depression to the war effort. As a result, there was an immediate transition to a manufacturing economy oriented completely on the war effort. The Oklahoma City metropolitan area became one of the nation's primary military training and manufacturing centers when the federal government decided to construct the Midwest Air Depot

[48] *The New York Public Library Digital Collections*, "The Green Book," Available at https://digitalcollections.nypl.org/collections/the-green-book#/?tab=about&scroll=5. Accessed January 17, 2020.

[49] Given their distance away from the Route 66 alignments in Oklahoma City, these extant resources are not anticipated to have historic significance specifically for an association with Route 66.

military installation (known today as Tinker Air Force Base) a short distance east of downtown Oklahoma City. This ushered in a new wave of construction all around the metropolitan area, including the 2,500-resident planned community adjacent to the Midwest Air Depot that would become known as Midwest City, as well as initiatives to upgrade highways and other roadways necessary for the network of defense highways. According to Historian Roy Stewart, "One hundred and twenty-three manufacturers and wholesalers in the city, including sub-contractors, received what was called National Defense contracts" in 1941 alone.[50]

Despite the upswing in manufacturing and the economy due to the war effort during the early 1940s, manufacturing of automobiles for personal use all but ceased, and gas rationing prevented Americans from being able to regularly travel. Some of the mom-and-pop businesses were also forced to close during the war due to military drafts or the loss of business. However, business owners who were forced to close due to loss of business did not have to look far to find jobs if they were not called into the military.

With the military build-up in the early part of the decade and the post-World War II surge of population into the city, Oklahoma City area's population increased from 204,424 residents in 1940 to 243,504 by 1950. Riding the wave of the burgeoning economies established by the oil industry in the late 1920s and the manufacturing and military-based economies established in the early 1940s, Oklahoma City experienced growing pains by the mid- to late-1940s due to the increased traffic in the area. In 1947, the Beltline route of Route 66 was extended west along Britton Road from N. Western Avenue to N. May Avenue, where it then turned south until it met the original alignment again at N.W. 39th Street.[51] Planning began around the same time for a new four-lane highway

[50] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 248.

[51] Jim Ross, *Oklahoma Route 66*, Second Edition, (Arcadia, OK: Ghost Town Press), 118-119.

between Oklahoma City and Tulsa to help alleviate the high traffic volumes on Route 66. The planning also included another new bypass alternative for Route 66 within Oklahoma City, which ultimately replaced the Beltline route along Britton Road. See **Figure 1.1** in **Appendix A**.

At the time the Beltline was extended, there was some existing residential development at the western edge of Britton (between N. Western Avenue and approximately Waverly Avenue); however, the land west of Britton in what would soon become the city of The Village was still largely undeveloped. The Village's first addition was developed beginning in 1949. Several more additions soon followed, and the town of The Village was incorporated in 1950. Just nine years later, it was incorporated as a city in 1959.[52] The Beltline extension provided new residents and business owners of the burgeoning community an upgraded transportation route to easily travel to and from Oklahoma City and other communities in the area. Since the early 1950s, the Beltline extension corridor has been densely developed with residential and commercial properties.

In the post-World War II years, Oklahoma City was rapidly expanding to the northwest. In the decade between 1950 and 1960, the city's population increased by 33% from 243,504 to 324,253 residents. Neighborhood after neighborhood was constructed at a break-neck speed. While a strip of land near the former Bell Isle Lake (area east of Penn Square Mall where present-day Belle Isle Station is located) was still undeveloped, there were intense development pressures in the area and on Classen Boulevard north of N.W. 50th Street. City transportation engineers collaborated with the State Highway Department's engineers to design a bypass route for Route 66 that would traverse the city from the northeast corner where it would connect with the new, four-lane highway from Tulsa under development and extend diagonally across the north/northwest side of the city to connect with N.W. 39th Street. See the third through fifth realignments on **Figure 1.1** in

[52] Bruce K. Stone, *The City of The Village* website, "A Brief History of The Village," Available at http://www.thevillageok.org/wp-content/uploads/2018/08/Brief-History.pdf, Accessed May 27, 2020.

Appendix A. The new bypass route would pass through the areas under intense development pressures, but the City was able to stave off those intense development pressures threatening to gobble up available land long enough for the State Highway Department to get federal approval for the bypass alignment plan and to begin purchasing right-of-way. The new bypass route was designed by the Treat Engineering Company of Oklahoma City, and was estimated to cost $3 million. The Oklahoma City Chamber of Commerce was involved in the right-of-way acquisition process, as well.[53]

The new route partially followed Grand Boulevard, which was established in the early twentieth century as an outer loop around the city to connect a series of parks, as previously discussed, and partially followed State Highway 3. The new highway between Oklahoma City and Tulsa called the Turner Turnpike was completed in 1953, and the new Route 66 Bypass was completed in 1954. A few years later, Turner Turnpike and the new Route 66 Bypass were co-designated I-44. For a short time, the new Route 66 Bypass also followed Northwest Expressway west from N. Western Avenue to May Avenue before turning south to N.W. 39th Street. In 1955, the Northwest Expressway and N. May Avenue segment was eliminated when a new connection between the new Route 66 Bypass near Pennsylvania Avenue and State Highway 74 was constructed. When construction of the new Route 66 Bypass route was completed, the original alignments on Lincoln Boulevard and N.W. 23rd Street, and the third realignment on N. May Avenue were re-designated as the Route 66 Business route. See **Figure 1.1** in **Appendix A**. The State Highway Department also undertook an initiative to plant trees along the new Route 66 bypass as part of the new highway beautification program.

[53] "City Gets Busy to Clear Road for By-Pass," *The Daily Oklahoman,* December 12, 1948, 1.

Not long after the new Route 66 Bypass was constructed, Lincoln Boulevard south of the Route 66 Bypass/I-44 was widened and a new interchange at the Route 66 Bypass/I-44 and Lincoln Boulevard intersection was constructed. This resulted in a slight realignment of Lincoln Boulevard just south of the interchange, leaving a short, remnant segment of the original Route 66 alignment intact. Now known as Beverly Drive, the remnant segment of the original Route 66 alignment is located between N.E. 50th Street and Central Park Drive. After Lincoln Boulevard was widened, the corridor between the Route 66 Bypass and the State Capitol began transitioning from its early twentieth century landscape of oil wells, restaurants, and gas stations to one of office and professional services buildings constructed in the Modern and post-Modern architectural styles. New hotels and motels also began replacing the tourist courts. One more revision to the Route 66 Bypass alignment happened in the mid-1970s when Classen Circle, which was located at the intersection of Classen Boulevard and Route 66 Bypass was reconstructed and the roundabout which gave the street its name was removed.

5.4 Built Environment Associated with Route 66 Following World War II

One aspect of American society that saw a dramatic change following World War II was the popular architectural styles used for all types of buildings. Prior to the war, the Victorian style and related variations, which became popular in the nineteenth century and often had a high degree of ornamentation, continued to dominate architecture. However, the styles began to shift just before the war with the rise of styles such as Streamline Moderne and Art Moderne. Following the war, the design philosophy of clean lines and little ornamentation, which was heavily influenced by the rise of the auto culture, came into vogue. It also became important for businesses to attract the attention of highway travelers driving at higher rates of speed. Thus, there was a dramatic change in the architecture of many buildings. Restaurants and gas stations, for example, were designed with bold, exaggerated roof lines in the Googie style. Although it is a late example, the former truck stop restaurant (**Resource No. 290** on

Figure 2.32), which is currently the Stone & Stucco Company, located at 8402 N I35 Service Road reflects the Googie style.

The other shift in the built environment that became highly visible along Route 66 was the transition from the cabin camps and cottage or tourist courts of the early twentieth century to the motel. The primary difference was that all the lodging rooms, and often the office too, were under one roof, rather than being individual buildings. Parking was provided in a large lot in front or to the side of the motel and was often surrounding a swimming pool and/or playground in the middle of the parking lot. Large, elaborate signs in front of the motels were designed to attract travelers' attention. Many also included neon so as to be highly visible to the weary, late-night traveler looking for a place to rest for the night. These new motels were typically built at the edges of cities; in some cases, such as along N.W. 39th Street between State Highway 74 and Bethany, they were built in a row, one next to the other along the highway. See **Photos B7 through B12** in **Appendix B** for examples of motels that were once located along N.W. 39th Street and Lincoln Boulevard. See also **Resource Nos. 15 and 16** on **Figure 2.7**, which are extant remnants of two of the motels along N.W. 39th Street. Although it was not located directly on an alignment of Route 66, the former Luster's Modern Motel, now known as the Deluxe Inn, stills stands at 3402 N.E. 23rd Street as an example of a mid-twentieth century motel that served African American travelers using Route 66 prior to the Civil Rights Movement. New restaurants were also constructed near the motels to provide travelers convenient options for meals. Although it is no longer extant, the Suntide Motel, which was located at 3200 N.W. 39th Street, exemplified the motel and restaurant combination. See **Photo B10** in **Appendix B** for a postcard image. The rise of the motels, franchise restaurants, and company-owned or franchised gas stations following World War II marked the end of many mom-and-pop businesses that had managed to survive the war years or reopened after the war was over.

The post-World War II period also ushered in a new wave of tourist attractions that were often sited along major highways to attract visitors. Two prime examples in Oklahoma City are Frontier City and the National Cowboy & Western Heritage Museum (see **Resource Nos. 292** and **288** on **Figures 2.34** and **2.30**, respectively, in **Appendix A**). Originally known as the Cowboy Hall of Fame, the National Cowboy & Western Heritage Museum was founded in 1955, and it soon became an important cultural icon in Oklahoma City. It was built atop a hill overlooking the Route 66 Bypass, and it continues to attract many visitors each year.[54] In 1958, James Burge who directed the Oklahoma Semi-Centennial Exposition of 1957, opened Frontier City along the Route 66 Bypass (present-day I-35). The amusement park included rides and concessions oriented around a frontier theme. It has changed owners over time, and rides have been updated, but it remains today as an important component of Oklahoma City's tourism and entertainment industries.[55]

5.5 The Interstate Bypasses Route 66

The construction of I-44 between Oklahoma City and Tulsa in the 1950s was the beginning of the end for U.S. Highway 66 in Oklahoma City. The State Highway Department, in collaboration with the City's transportation officials, undertook transportation plans in the years immediately following the war to understand the region's transportation network and to identify where improvements were needed. After the Federal Aid Highway Act of 1956 established the Interstate Highway program for the country, the state's and city's planning results were used to establish the Interstate Highway network in and around Oklahoma City. Ultimately, I-35 and I-40 were constructed through Oklahoma City and portions of each interstate, as well as I-44, supplanted Route 66 in the City. By the 1970s, the interstates were

[54] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 107.

[55] Roy P. Stewart. *Born Grown: An Oklahoma City History*, First Edition. (Oklahoma City, OK: Fidelity Bank, 1975), 106.

largely complete, and the national U.S. Highway 66 Association, which had promoted improvement of and tourism along U.S. Highway 66 since the highway's designation in 1926, was disbanded in 1976.[56] It would take until 1985, however, for all U.S. Highway 66 signs to be removed and for the federal government to remove its designation.

As transportation studies were conducted and construction of the interstate highway system got underway, the potential effects on businesses that would no longer be on a main transportation artery became a topic in the local and national newspapers. While research revealed little information on any opposition to the construction of bypass and interstate highway routes, it did reveal articles that indicated there was little to no effect on businesses located along the former main arteries. In late 1952 and early 1953, *The Daily Oklahoman* published editorials discussing the results other states experienced as new highways and bypasses were constructed in terms of the effects on businesses. In one article, the author discussed the results of a survey conducted by the California Highway Commission that showed businesses no longer directly on the main transportation routes did not suffer negative impacts. Rather, in some cases, they saw increased activity based on traffic count studies.[57] In another article, the author indicated other states, such as Pennsylvania, found that former highway routes acted as feeder routes to the newly established highways and toll roads and were used even more than they had been previously. As a result, local businesses on the former highway routes were seeing increased business.[58] Research to support or refute these claims for Oklahoma City businesses after the original and early realignments of Route 66 through the City were bypassed was not identified. What is apparent, however, is that new businesses very quickly developed along Oklahoma City's new highways after they were constructed, based on review of historic maps and aerial photographs.

[56] Quinta Scott and Susan Croce Kelly, *Route 66,* (Norman, OK: University of Oklahoma Press, 1988), 185.

[57] "Some New Angles on New Turnpike," *The Daily Oklahoman,* December 13, 1952, 6.

[58] "Toll Highway Most Logical," *The Daily Oklahoman,* March 30, 1953, 18.

With the development of the interstate highway system around Oklahoma City, a new pattern of development designed to accommodate travelers emerged. The intersection of I-35 and N.E. 122nd Street, just south of the I-35 and I-44 intersection, exemplifies this trend. The pattern consists of a cluster of restaurants, motels, hotels, and gas stations large enough to accommodate tractor-trailers located in close proximity to each other with convenient access to/from the interstate. Since the early 1970s, the area surrounding the intersection of I-35 and N.E. 122nd Street has seen the establishment of multiple hotels and motels, construction of several chain restaurants popular with travelers, including McDonald's, Waffle House, Sonic, and Cracker Barrel, two large travel centers designed to accommodate tractor-trailers and automobiles alike, and smaller gas stations. In more recent years, a commuter parking lot and an Oklahoma Welcome Center have been added to the area.

The 2020 windshield survey revealed that many of the extant resources located along Route 66 alignments through the City have been converted to new uses. Commercial nodes along the alignments have been redeveloped with businesses to accommodate local residents, rather than catering to travelers through the city. While some service stations along Route 66 alignments in the city remain in use as auto repair centers, none were identified as remaining in use as gas stations. This is likely due to changes in federal regulations pertaining to gas storage tanks in the 1990s making upgrades for small gas stations cost prohibitive and the strong competition from large, chain gas stations that are now commonplace. Thus, many of the gas stations have been reinvented into retail businesses, restaurants, and other uses. Today, extant examples of two categories of resources once associated with Route 66 are largely unrepresented. Those categories are first generations of lodging (tourist courts and early motels) and mid-twentieth century restaurants designed to attract travelers (e.g. Googie style) or accommodate autos (drive-ins). More in-depth research and/or a historic resources survey may reveal additional examples, but the 2020 windshield survey only revealed a few examples each of first- and second-generation lodging (tourist courts and early motels, respectively) and mid-twentieth century restaurants.

5.6 Rebirth of Route 66

While Route 66 had the same type of early highway boosters and tourism promoters other highways in the United States had, it seemed to capture the imaginations of Americans to a much greater extent. It played a prominent role in the story of the Joad family, the key characters in *The Grapes of Wrath* in the 1930s and in a 1960s television show called *Route 66*. Bobby Troup's jazzy lyrics for "Get Your Kicks on Route 66," written while he and his wife were driving along Route 66 in California after he returned from World War II, became a popular musical backdrop for leisure travelers using Route 66. In the decades since the federal government removed the highway designation and U.S. Highway 66 officially ceased to exist, there has been substantial growth in the interest the former highway evokes for people from all over the world. Modern-day promotion of the highway has become a major aspect of the tourism industries for the states and cities through which it passed. Some of the largest Route 66 fan clubs are located in other countries, such as Japan and Germany. Numerous books ranging from turn-by-turn guidebooks to general histories about the highway, its people, and places to books about the weird and unusual along the highway have been written through the years. It has also become an important economic development driver as owners rehabilitate former gas stations, restaurants, and other resources along the route and give them new lives. Additionally, communities have developed infrastructure to celebrate the history and culture related to the highway. One example in Oklahoma City is the Route 66 Park at the edge of Lake Overholser developed in the early 2000s.

Evidence of the former U.S. Highway 66 and associated property types is identifiable in quite a few places within the City. Opportunities abound for the city of Oklahoma City and private property owners to capitalize on programs that promote heritage tourism, foster economic development, and support rehabilitation projects. Two opportunities are the City's already-established Commercial District Revitalization Program and the Business Improvement Districts. A basic strategy for

promoting heritage tourism is to install additional signage marking the various alignments around the city. Lastly, a strategy property owners may consider is the Historic Tax Credit program that applies to income-producing historic properties that are revitalized. Any of these strategies, and others not identified here, would build upon this historic context to further preserve the legend of by-gone years and a cultural icon of the American landscape.

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6.0 PROPERTY TYPES

The *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form (amended)* established the types of, and associated registration requirements for the properties that may meet the National Register of Historic Places Evaluation Criteria to be considered historically significant. This section provides a brief summary of those property types. The reader is referred to the *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form (amended)* for more details about each property type and for the registration requirements. Additionally, B&A recommends the City consider including additional property types, as discussed below.

6.1 Summary of Property Types from the Statewide Context

Property types established in The *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form (amended)* are as follows:

1. Roadbeds – Road segments "…are valuable artifacts that serve to chart the changing social dynamics associated with Route 66. The materials, the designs, and the locations of these road segments reflect on the one hand new and changing technologies and the evolution of pavement design and traffic engineering, and on the other hand the circumstances that gave rise to changing patterns of social interaction."[59]

[59] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 62.

2. Bridges – "Bridges...form integral portions of Route 66 and also serve as distinct architectural and structural products associated with the road… one can gain an understanding of the society that produced them, not just in the technology and materials available, but in the specific features, such as pedestrian walkways, and in the dimensions."[60]

3. Gasoline/Service Stations/Garages – "Because of the length and the dates of the period of significance for Route 66, it is possible to identify along Route 66 major contours of the evolution of the commercial operations at which travelers would purchase gasoline, and later the full gamut of fuels, lubricants, tires, batteries, and other supplies and repairs for their vehicles… Gas stations, service stations, garages, and automobile dealerships…are crucial artifacts that serve to chart the changing dynamics associated with Route 66."[61]

4. Restaurants/Diners – Early cafes were distinguished by their "independent ownership, unregimented appearance, and frequently casual approach to business." Later in the history of Route 66, the cafes gave way to franchises with distinct chain designs and uniform menus. As with gasoline/service stations/garages, these resources "… are crucial artifacts that chart the changing social dynamics associated with Route 66."[62]

[60] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, pages 63-64.

[61] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, pages 65-66.

[62] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 67-68

5. Motels/Tourist Courts – "The need for overnight lodging was concomitant development of the rise in automobile travel…"[63] Those along Route 66 alignments that survive are "…sometimes like museum pieces that help to date a culture."[64]

6. Recreation/Travel Stops/Destinations – "…Earliest attractions along Route 66 in Oklahoma were entirely natural or related to the indigenous cultures…in the 1950s…a new form of tourist attraction emerged, one that appealed to the curiosity about the different and exotic, one that drew upon new technology, and one that focused increasingly on Americans in their automobiles."[65] As with previous property types, extant examples of this type "…are crucial artifacts that serve to chart the changing social dynamics associated with Route 66."[66]

7. Roadside Parks and Markers – "These features…marked the road and provided an opportunity for resting or lunching, and possibly even camping, for early travelers…also mark a different period in time when travelers would stop by the side of the road to unwrap a sandwich instead of journeying on to the next fast food franchise…those parks and markers that remain…stand out as survivors of an earlier time distinguished by slower travel, shorter travel spans during a day, and more modest expectations of accommodations."[67]

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[63] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 70.

[64] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 71.

[65] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 73.

[66] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 73.

[67] Michael J. Cassity, Ph.D. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form* (amended). (National Park Service Reference No. 64500829. National Park Service, 2003), Section F, page 75.

6.2 Recommendations for Additional Property Types

In this section, B&A offers recommendations for the consideration of several additional property types that may have significance for an association with Route 66. Additional research and the development of registration requirements may be required should the city of Oklahoma City or another entity wish to evaluate these types of property for the National Register of Historic Places.

1. Road-related infrastructure – In addition to roadbed segments and bridges identified and summarized above, B&A recommends all road-related infrastructure constructed during the period of significance for Route 66 be considered. For example, there is at least one pedestrian tunnel on N.W. 23rd Street that was constructed in the 1930s. See **Resource No. 180** on **Figure 2.19** for the location. Its purpose was to provide pedestrian access between the school on the north side of the street and the residential neighborhood to the south in a safer manner than pedestrians trying to cross the very busy N.W. 23rd Street.

2. Business signage – Used to promote commercial enterprises, business signage became more and more important with the rise of the automobile culture. As automobile technology progressed and travelers were able to drive at higher speeds, it also became important for advanced design and technology of signage to attract travelers' attention. As such, signs got larger and incorporated technology such as neon. While the signage would likely be considered a contributing component of a commercial property, it may also be considered individually.

3. Commercial or retail business – If a direct and documented important association with Route 66 can be established through research, individual retail businesses may be considered historically significant under the Route 66 context. Often such businesses were sited or located to benefit from travelers using Route 66. In some cases, they were oriented around a theme or specific type of commercial enterprise and capitalized on the theme or type of enterprise through advertisement and signage to attract shoppers. The Western Trail Trading Post located at 9100 N. Western Avenue (**Resource No. 71** on **Figure 2.11**) may be an example if additional research indicates it was established during the period of significance.

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7.0 ANNOTATED BIBLIOGRAPHY

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This survey was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Association of Central Oklahoma Governments, "Central Oklahoma's Historical Streetcar System," August 5, 2013. Available at http://www.acogok.org/central-oklahoma-historical-streetcar/. Accessed May 22, 2020.

This website provides an overview of Oklahoma City's historic street railway system. It includes an interactive map of the historic (pre-1947) urban streetcar and the interurban routes.

Cassity, Ph.D, Michael J. *Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970.* 2002 Available at https://www.okhistory.org/shpo/thematic/rt66hr26-70.pdf. Accessed November 18, 2019.

This resource provides an historic context of U.S. Highway 66, an inventory of resources located along the highway across the state, an evaluation of National Register of Historic Places eligibility, and a brief description of each resource.

_____. *Historic Properties Associated with U.S. Highway 66, from Chicago to Santa Monica, 1926 to 1985 National Register of Historic Places Multiple Property Documentation Form (amended)*. National Park Service Reference No. 64501140. National Park Service, 2012.

This multiple property documentation form is an amendment of the previously-completed multiple property documentation form to update the historic context and period of significance to 1970, the point in time when the last segment of U.S. Highway 66 was bypassed in Oklahoma by an interstate highway.

_____. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form*. National Park Service Reference No. 64500829. National Park Service, 2003.

This multiple property documentation form provides the historic context of U.S. Highway 66 in Oklahoma, as well as provide registration requirements for associated property types that may be assessed for historic significance under the context.

Clark, Will H. "How Oklahoma City Secured Its Park and Boulevard System," *The American City*. New York, NY: Civic Press, Vols. 3-4, December 1910.

The article describes the City's early twentieth century park and boulevard system development.

Corbett, William Paul. "Oklahoma's Highways: Indian Trails to Urban Expressways." PhD diss. (Oklahoma State University, 1982.

This dissertation provides a comprehensive study of Oklahoma's transportation network as it developed over time.

Dunn, W.H. *Oklahoma City: A Report on its Plan for an Outer Parkway and a Plan for an Interior System of Parks and Boulevards*. Oklahoma City, OK: Oklahoma City Park Commission, 1910.

The report provided an overview of early Oklahoma City planning initiatives for parks and boulevards.

Howell, Gary Ray. *From Muddy Roads to Eight Lanes: The Oklahoma Department of Transportation History*. *Brief History Reference for Centennial Staff Use*. 2016. Available at the Oklahoma Department of Libraries State Archives and Records. Accessed January 9, 2020.

This resource provides a general overview of the state's transportation network as it developed over time, as well as a history of the agency.

Jackle, A. John, Sculle, Keith A., and Rogers, Jefferson S. 1996. *The Motel in America.* Baltimore, MD: The Johns Hopkins University Press.

Jackle, et al provide a comprehensive history and development of lodging and travel accommodations in America. This served as a resource for understanding the evolution for lodging types that were provided to travelers on U.S. Highway 66 over time.

Lackmeyer, Steve and Jack Money. *OKC Second Time Around, A Renaissance Story.* Oklahoma City, OK: Full Circle Press, 2006.

This book provides a general history of Oklahoma City development in the second half of the twentieth century, particularly with a focus on urban renewal initiatives that dramatically altered the city's downtown core.

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This collection of maps was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

McClanahan, Jerry and Jim Ross. *Here It Is! Route 66 The Map Series, Oklahoma, Fourth Edition.* Arcadia, OK: Ghost Town Press, 2015.

This collection of maps was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Meacham, Maryjo, Brenda Peck, Lisa Bradley, and Susan Roth. *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form*. National Park Service Reference No. 64500493. National Park Service, 1995.

This National Register of Historic Places Multiple Property Documentation Form was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Montgomery, Catherine and Pearce Mathew A. 2019. "Oklahoma National Guard Armory National Register of Historic Places Nomination Form," National Park Service Reference No. 100004739.

This documentation provides information on the history of the armory and its location along the subject highway just west of the state capitol.

National Park Service. *Route 66, Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, California Special Resources Study*. 1995. Available at https://ncptt.nps.gov/rt66/wp-content/uploads/2015/03/SpecialResourceStudy.pdf. Accessed November 18, 2019.

This study provides a general overview of the subject highway's development from a national perspective, as well as discusses strategies for documenting and celebrating its role in American society.

Oklahoma Department of Libraries State Archives and Records. "Oklahoma Highway Department" Archive. Available at the Oklahoma Department of Libraries. Accessed January 9, 2020.

This archive provided primary source material about the subject highway and transportation network development in general.

Oklahoma Department of Transportation. "Route 66." *Oklahoma's Memorial Highways & Bridges.* Available at https://www.odot.org/memorial/route66/route66background.htm. Accessed January 3, 2020.

The Oklahoma Department of Transportation's webpages regarding Route 66 provide a good overview of the highway's development over time, providing details about paving and upgrades, dates of legislation designating various segments and realignments, and photographs.

Oklahoma Historical Society. "City of Oklahoma City" Archive. Available at the Oklahoma Historical Society Research Center. Accessed January 8, 2020.

_____. "Historic Oklahoma, Maps" Archive. Available at the Oklahoma Historical Society Research Center. Accessed January 8, 2020.

_____. "Historic Oklahoma, Route 66" Archive. Available at the Oklahoma Historical Society Research Center. Accessed January 8, 2020.

_____. "Oklahoma Department of Highways" Archives. Available at the Oklahoma Historical Society Research Center. Accessed January 8, 2020.

_____. "Roads and Highways, Route 66" Vertical Files. Available at the Oklahoma Historical Society Research Center. Accessed January 8, 2020.

Each of the archive and vertical files listed above provided general information about the subject highway and the state's transportation network. Some also contained information about the development of several historical and cultural destinations in Oklahoma that are interpreting the subject highway's history.

Oklahoma Route 66 Association. *Oklahoma Route 66 Roadbed Documentation Project (1926 – 1970), A Survey of Roadbed and Integral Structures.* 2001-2002. Available at https://www.okhistory.org/shpo/thematic/rt66roadbed.pdf. Accessed November 18, 2019.

This survey report was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Roland, Carol, Heather Goodson, Chad Moffett, and Christina Slattery. *U.S. Highway 66 in California National Register of Historic Places Multiple Property Documentation Form.* National Park Service Reference No. 64501129. National Park Service, 2011.

This documentation provided general history of the subject highway in another state and served as a framework for this report.

Ross, Jim. *Oklahoma Route 66: The Cruiser's Companion.* Arcadia, OK: Ghost Town Press, 1992.

This resource provides maps of the subject highway, as well as information on resources to see or visit along the way.

_____. *Oklahoma Route 66, First Edition*. Arcadia, OK: Ghost Town Press, 2001

This book provides a brief history and detailed maps of the subject highway in Oklahoma.

_____. *Oklahoma Route 66, Second Edition*. Arcadia, OK: Ghost Town Press, 2011.

This resource is an updated version of the first edition and provides a brief history of the subject highway in Oklahoma. It also provides detailed maps of how the alignments evolved over time. The Oklahoma City maps are very detailed in showing the changes over time for the various alignments and provided the foundation for the figures included in Appendix A of this report.

Ross, Jim and Shellee Graham. *Secret Route 66: A Guide to the Weird, Wonderful, and Obscured.* St Louis, MO: Reedy Press, 2017.

This book was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Sanborn Map Company. *Insurance Maps of Britton, Oklahoma County*. 1926, revised 1938. Available at the Metropolitan Library System. Accessed January 11, 2020.

_____. *Insurance Maps of Oklahoma City, Volumes One through Three*. 1922, revised 1950. Available at the Metropolitan Library System website (in-library access). Accessed January 11, 2020.

The Sanborn Insurance Maps provided a general overview of the City's development in the early twentieth century.

Savage, Cynthia. "City Beautiful Movement," *The Encyclopedia of Oklahoma History and Culture*, available at https://www.okhistory.org/publications/enc/entry.php?entry=CI007, Accessed May 22, 2020.

This article provided an overview of the City Beautiful activities the city of Oklahoma City undertook in the early twentieth century.

Scott, Quinta and Kelly, Susan Croce. 1988. *Route 66.* Norman, OK: University of Oklahoma Press.

This book provides a comprehensive history of the subject highway in Oklahoma and a photographic essay of resources along the highway.

Sonderman, Joe and Jim Ross. *Images of America: Route 66 in Oklahoma*. Charleston, SC: Arcadia Publishing, 2011.

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State of Oklahoma Department of Highways. Plan and Profile of Proposed State Highway Federal Aid Project 60 A-D. 1922. Available at the Oklahoma Department of Transportation. Accessed January 10, 2020.

_____. Plan and Profile of Proposed State Highway Federal Aid Project No. UI-60 (3). 1953. Available at the Oklahoma Department of Transportation. Accessed January 10, 2020.

_____. Plan and Profile of As Built State Highway Federal Aid Project No. U 60 (4), US Highway No. 66. 1954. Available at the Oklahoma Department of Transportation. Accessed January 10, 2020.

_____. Plan and Profile of As Built State Highway Federal Aid Project No. U 60 (5), US Highway No. 66. 1955. Available at the Oklahoma Department of Transportation. Accessed January 10, 2020.

The plan and profile sets listed above provided a very detailed understanding of how some segments of the predecessor roadway to U.S. Highway 66 and later modifications to U.S. Highway 66 were designed.

Stewart, Roy P. *Born Grown: An Oklahoma City history, First Edition.* Oklahoma City, OK: Fidelity Bank, 1975

This resource provides a general history of Oklahoma City's development over time. It was invaluable source for understanding how major events in the development of the city's transportation network, including U.S. Highway 66, fit into the larger context of the city's development.

Stone, Bruce K. *The City of The Village* website, "A Brief History of The Village," Available at http://www.thevillageok.org/wp-content/uploads/2018/08/Brief-History.pdf, Accessed May 27, 2020.

The article provides a brief history of The Village.

Taylor, Troy. *Weird Highway Route 66 Oklahoma History & Hauntings, Legends & Lore.* Jacksonville, IL: American Hauntings Ink, 2017.

This book was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

The Daily Oklahoman. "Announcing the Opening of Schmitt Super Service Station," April 6, 1929.

This was an advertisement for the opening of the Schmitt Super Service Station, which identified the types of services the service station provided and its location on Route 66 at the corner of N.E. 23rd Street and N. Broadway Avenue. The advertisement also used the tagline "The Main Street of America."

_____. "A Tourists' Camp." January 8, 1921, 6.

This article discusses the Oklahoma City Chamber of Commerce's initiatives to plan and develop a municipal tourist camp in the city.

_____. "City Gets Busy to Clear Road for By-Pass." December 12, 1948, 1.

This article discusses the plans for building the U.S. Highway 66 bypass route in the late 1940s and early 1950s.

_____. "City Plans Rerouting of U.S. Highway No. 66," July 15, 1935.

This article discusses the proposed plans for widening N.W. 36th Street to reroute the subject highway from N.W. 39th Street. However, the plans were never realized.

_____. "Greetings From The Busiest Community Center on Main Street of America," December 25, 1927.

This was a full-page advertisement for the businesses located on N.W. 23rd Street between N. Robinson and N. Broadway Avenues. It provides an understanding of the types of businesses along a segment of Route 66 one year after the highway was designated.

_____. "Many Buildings Being Erected to be Used as Auto Distributors." March 21, 1920, Auto Section, 1.

This article provides an overview of the auto industry in Oklahoma City at the point in time the article was written and underscores how quickly the industry was growing in the early twentieth century.

_____. “Plain Figures Used to Mark All Highways.” June 21, 1925, A-1.

This article discusses the initiative to standardize highway signage.

_____. “Some New Angles on New Turnpike.” December 13, 1952, 6.

In this article, the author provides information about the effects on businesses of being bypassed by new highways.

_____. “Tourists Given Good Service.” April 26, 1925, 11.

This article provides an update about the municipal tourists camps in the city.

_____. “The Proposed Tourist Camp.” April 29, 1921, 6.

This is another article about the Oklahoma City Chamber of Commerce’s initiatives to plan and develop a municipal tourist camp in the city.

_____. “Toll Highway Most Logical.” March 30, 1953, 18.

This article provides a discussion about tolled highways and why they are necessary, as well as business impacts.

_____. “Voting of Bonds in County to Boost Building of Roads All Over the State, Wood Says.” April 1, 1920, 10.

This article discusses the bond elections to fund road construction.

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This is a collection of the *Negro Motorist Green Book*, later renamed *The Traveler’s Green Book Guide for Travel & Vacations*, that provides lists of accommodations, service/gas stations, restaurants, etc. that would serve African American travelers during the era of Jim Crow laws prior to the Civil Rights movement.

U.S. Census Bureau. Table 37. Oklahoma – Race and Hispanic Origin for Selected Large Cities and Other Places: Earliest Census to 1990. Available at https://www.census.gov/population/www/documentation/twps0076/twps0076.html. Accessed 3/11/2020.

This table provides population data for the City of Oklahoma City for the years between 1890 and 1990, providing a quick overview of how the city grew over time.

Wagner, Don. *Route 66: The Oklahoma Experience.* Tulsa, OK: Tulsa Books, 2010.

This book was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Wallis, Michael. *Route 66, The Mother Road, 75th Anniversary Edition*. New York, NY: St. Martin's Press, 2001.

This book was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

Wilson, Linda D. Oklahoma City," *The Encyclopedia of Oklahoma History and Culture*, https://okhistory.org/publications/enc/entry.php?entry=OK025. Accessed March 11, 2020.

This article provides a general overview of Oklahoma City's history.

Womack, John Calvin. *Once Upon a Highway: Route 66 in Oklahoma*. Stillwater, OK: New Forums Press, 2007.

This book was used to inform the list of resources included in Appendix A and mapped on Figures 2.1 through 2.35.

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Appendix A

Figures and List of Resources Along Route 66

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This appendix includes two sets of figures and a table of resources located along the various alignments of Route 66 through Oklahoma City that have been identified in the research and through the 2020 windshield survey conducted in conjunction with preparation of this historic context. The first set of figures shows the various alignments, as well as the City of Oklahoma City's Business Improvement Districts and Commercial District Revitalization Program areas. The second set of figures shows the location of each resource included in the associated table of resources.

In the resource table, only those resources mentioned in the literature that are extant or identified through the 2020 windshield survey and are located on an alignment of Route 66 through Oklahoma City are listed. If the literature identifies a resource as no longer extant or the 2020 windshield survey of the alignments found the resource is no longer extant, the resource is not included in the list. (Resources identified in the literature, such as the Oklahoma City National Memorial, the Oklahoma City Museum of Art, and businesses listed in the *Negro Motorist Green Book*, that are not on or in close proximity to a Route 66 alignment are not listed.) The resources were identified using literature listed in the Annotated Bibliography, as well as the National Register of Historic Places database and the Oklahoma Landmarks Inventory provided on the Oklahoma State Historic Preservation Office's website.

The property type categories used in the table below are identified in the *Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Documentation Form (amended)* and were supplemented as the historic context for Route 66 in Oklahoma was developed. The property type category identified for each resource was assessed based on the literature review and the 2020 windshield survey. More in-depth research and/or historic resources survey may result in modifications and/or additions to the categories for a particular property.

Iconic resources, such as the Milk Bottle Building on Classen Boulevard, that are commonly identified in the Route 66 literature, but do not fall within the property type categories, are listed for informational purposes only. Information provided in the significance column for each resource is preliminary based on the 2020 windshield survey and specific to the U.S. Highway 66 context (there may be other areas of significance under which the resources may be significant but were not reviewed for this Project). A formal evaluation using the National Register of Historic Places Evaluation Criteria for each resource would be necessary for a final determination of eligibility.

Lastly, an abbreviated version of the source citation is provided in the table should reference need to be made to the information about the listed resource. The table is organized by Resource Identification Numbers, which are keyed to **Figures 2.1** through **2.35**.

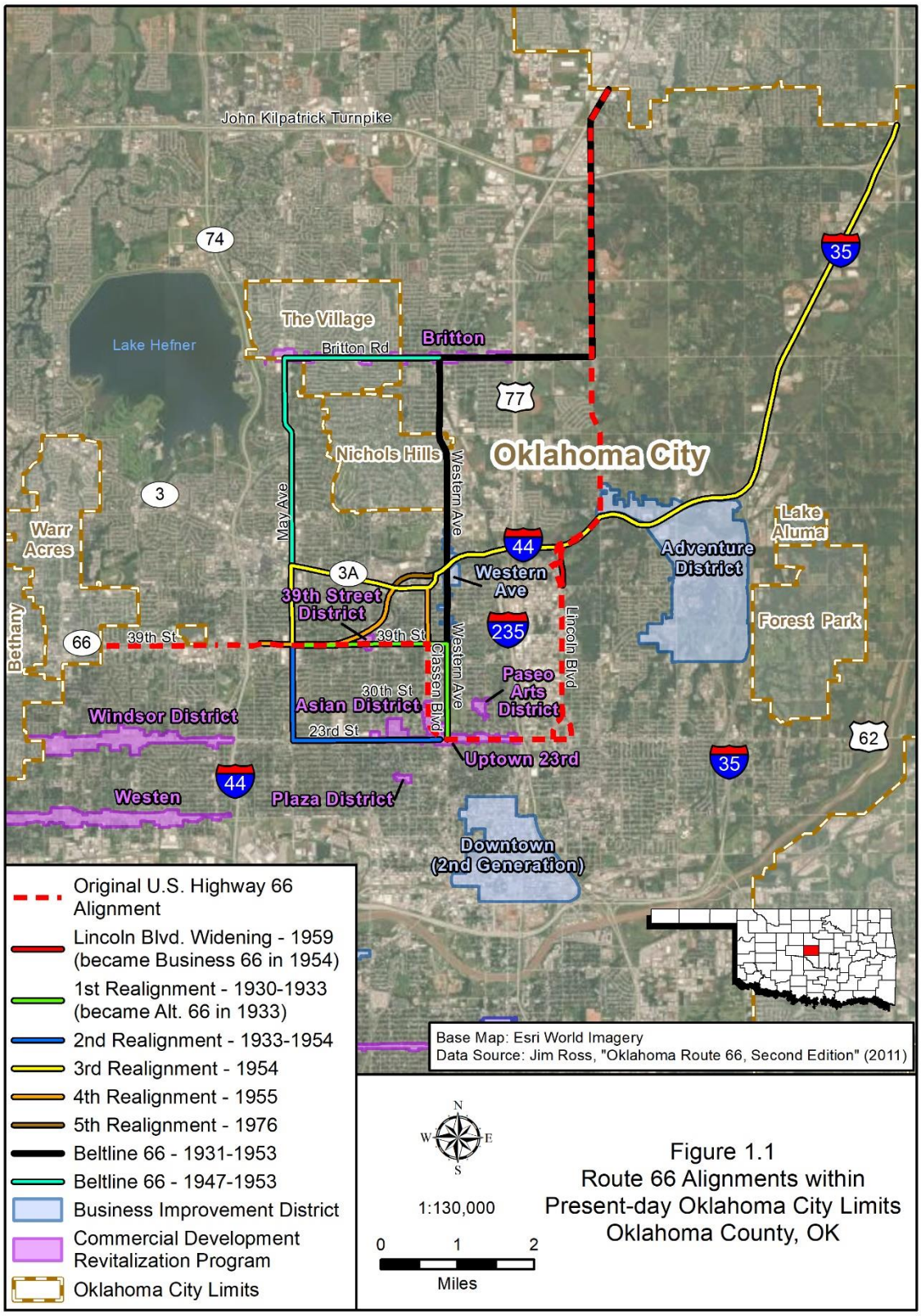


Figure 1.1
Route 66 Alignments within
Present-day Oklahoma City Limits
Oklahoma County, OK

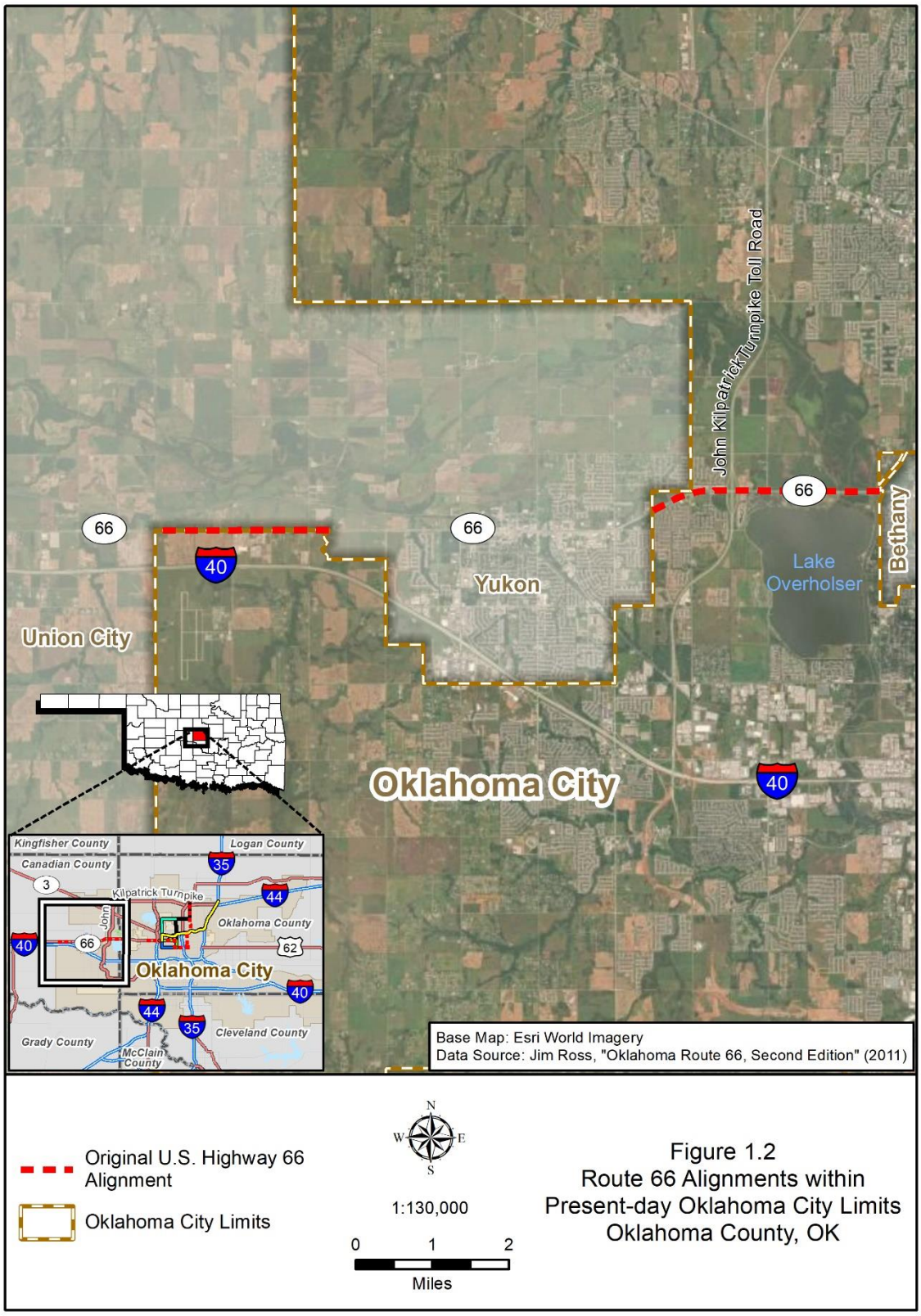


Figure 1.2
Route 66 Alignments within
Present-day Oklahoma City Limits
Oklahoma County, OK

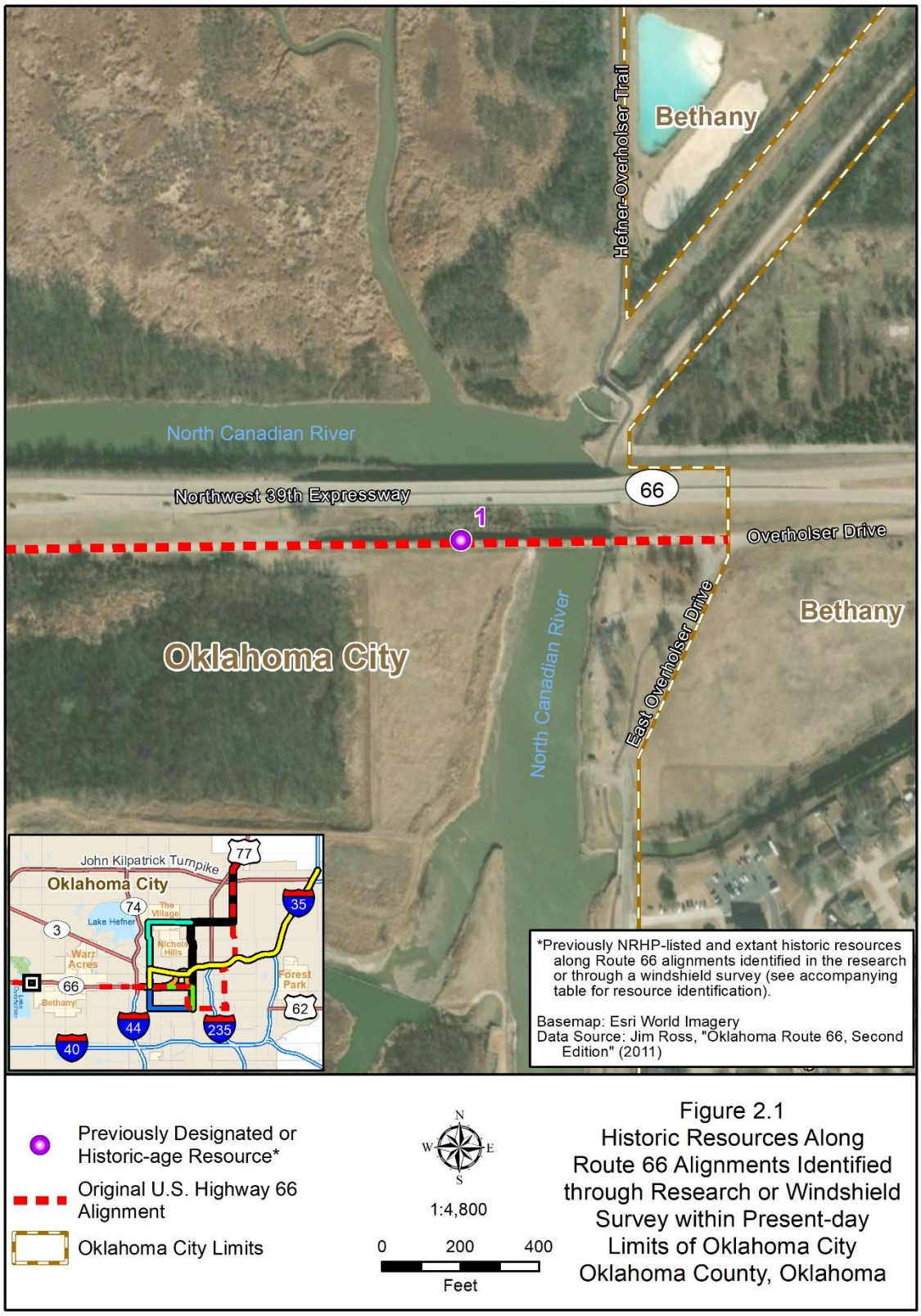


Figure 2.1
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

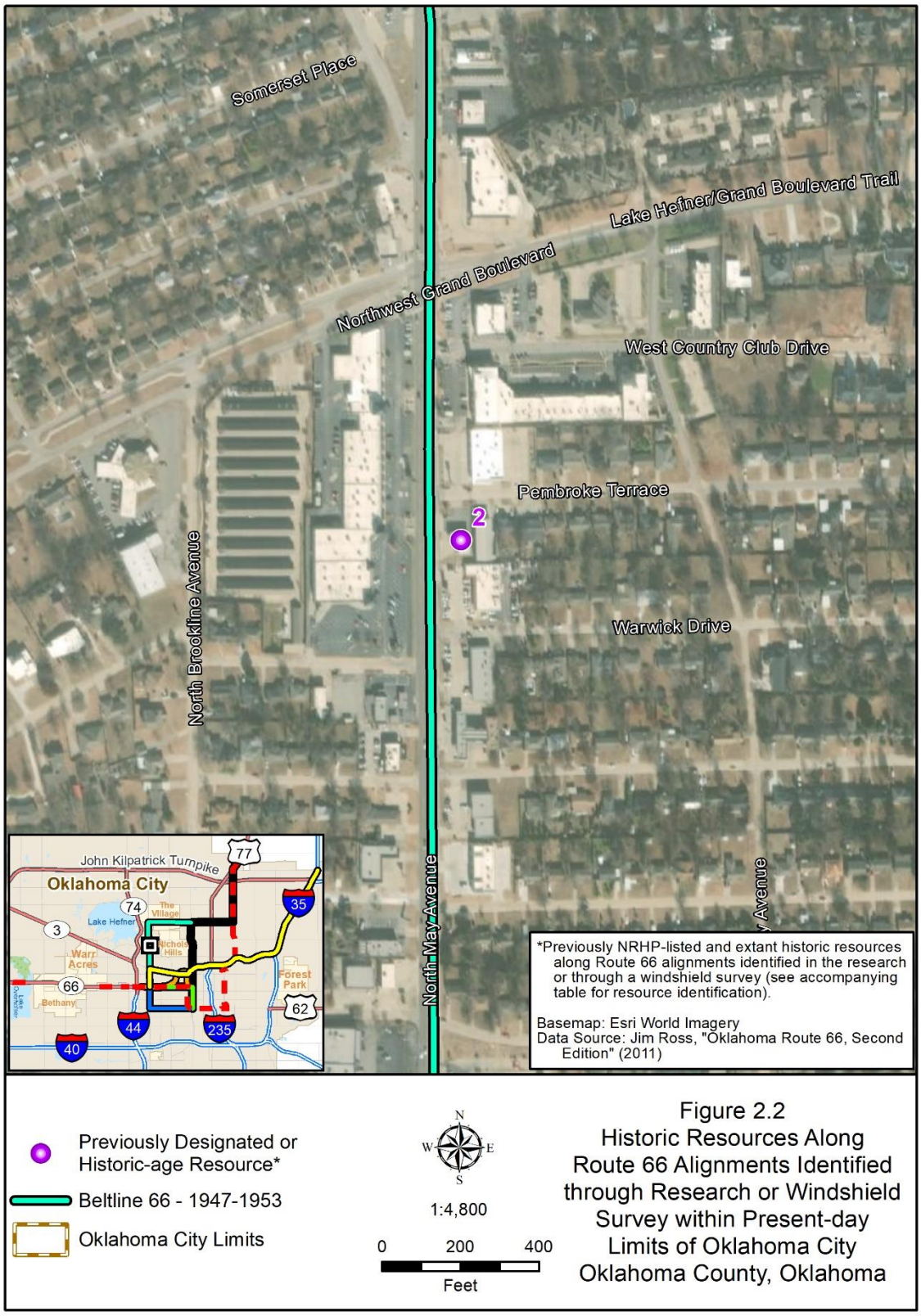


Figure 2.2
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

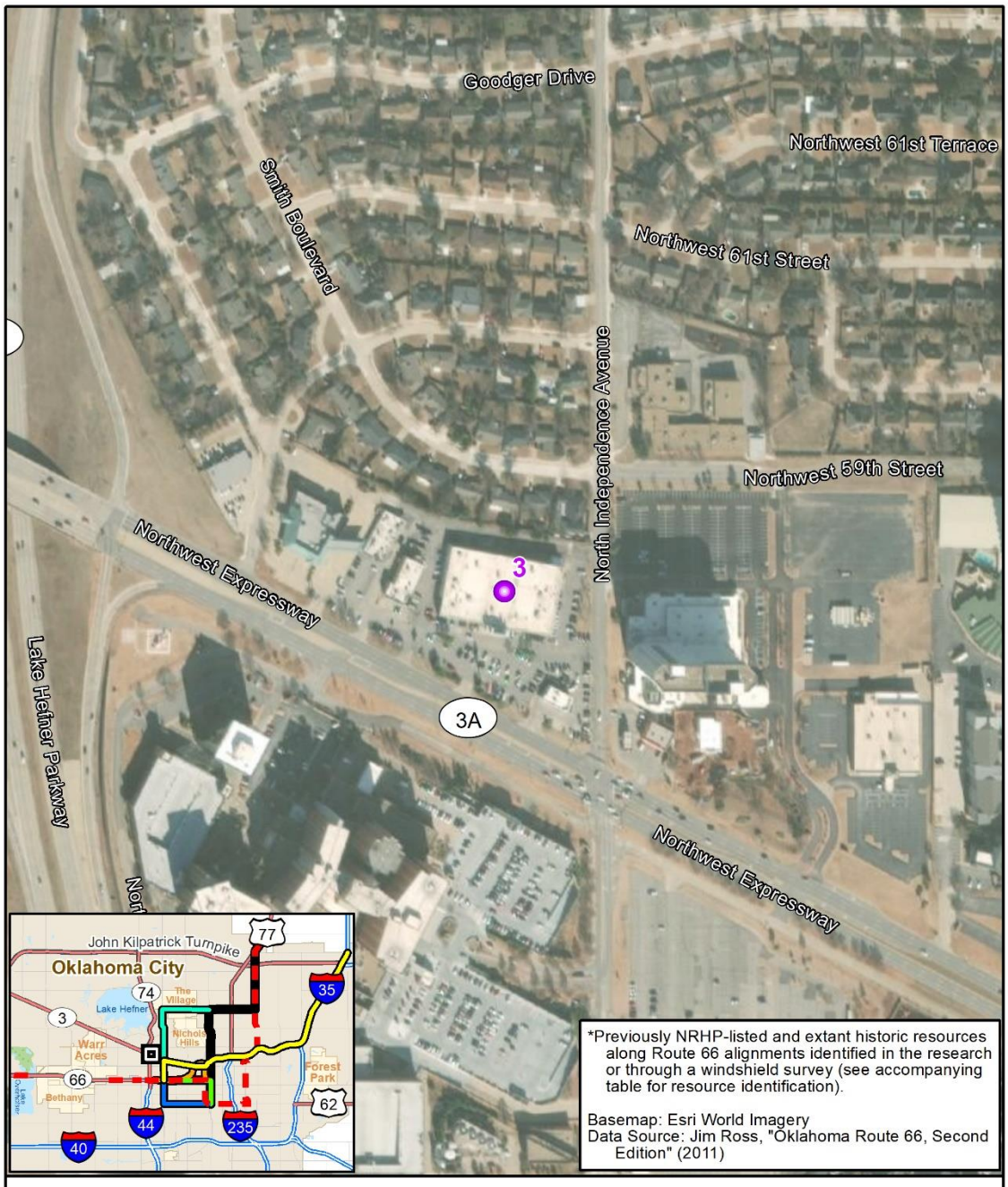


Figure 2.3
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

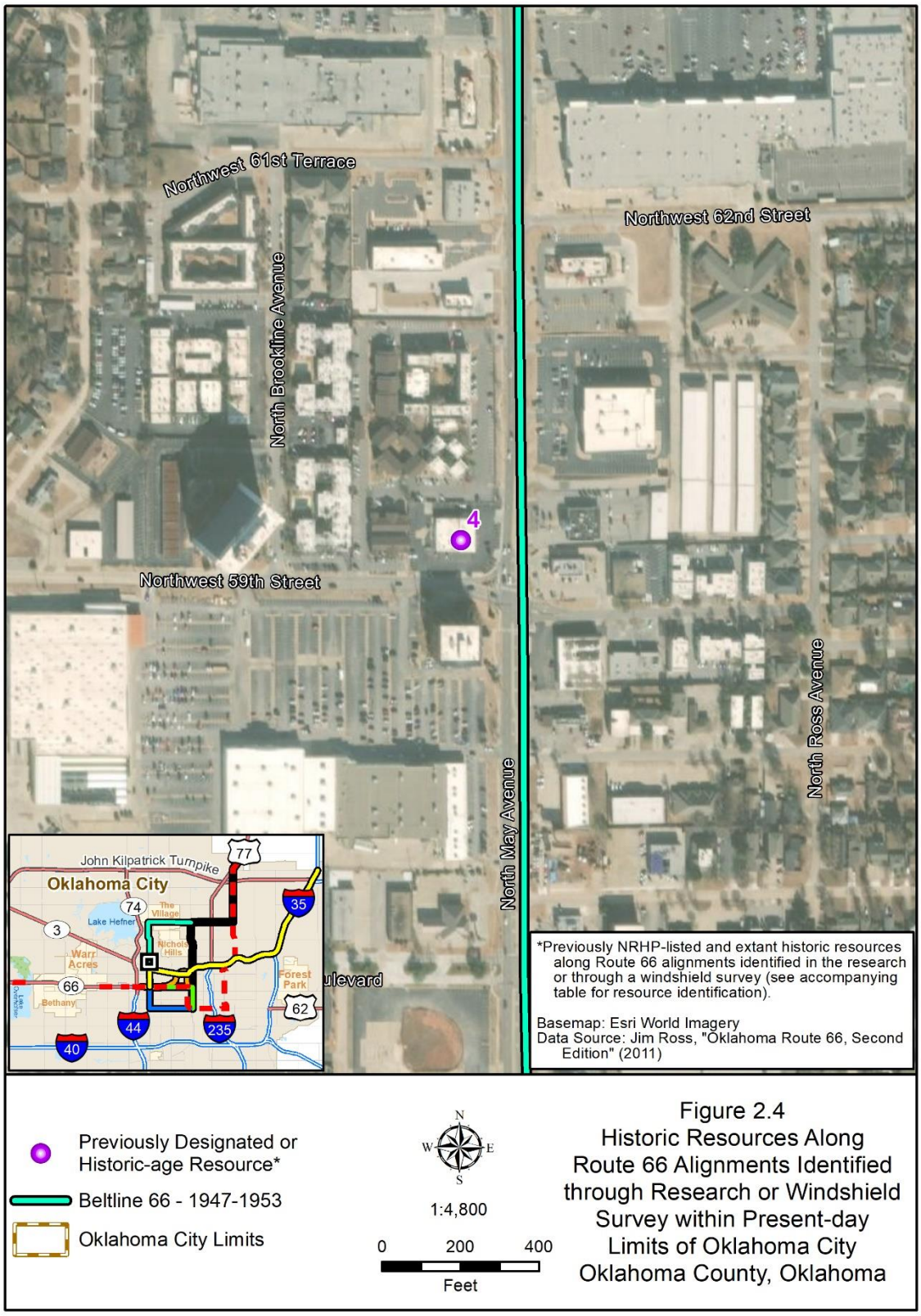


Figure 2.4
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

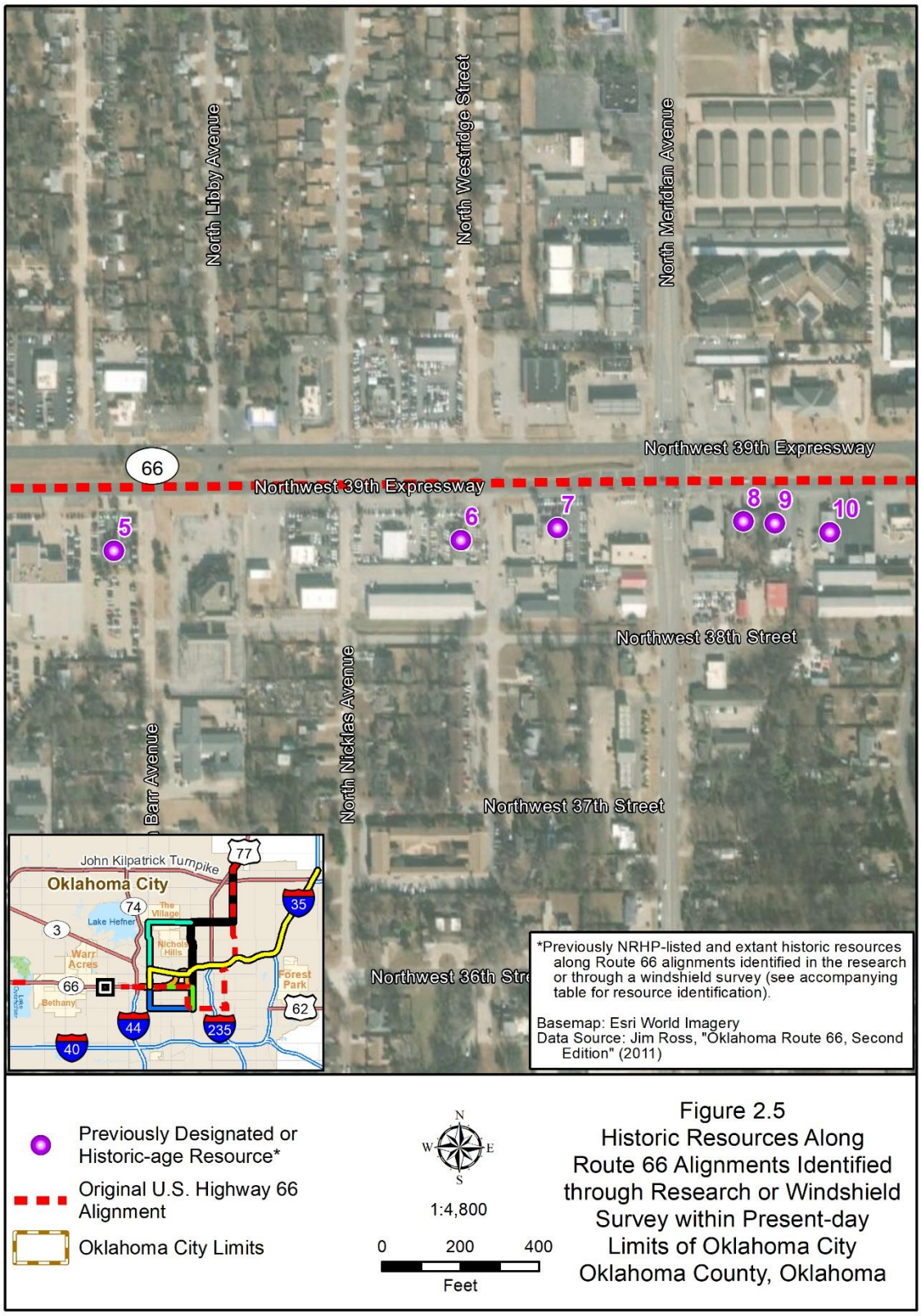


Figure 2.5
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

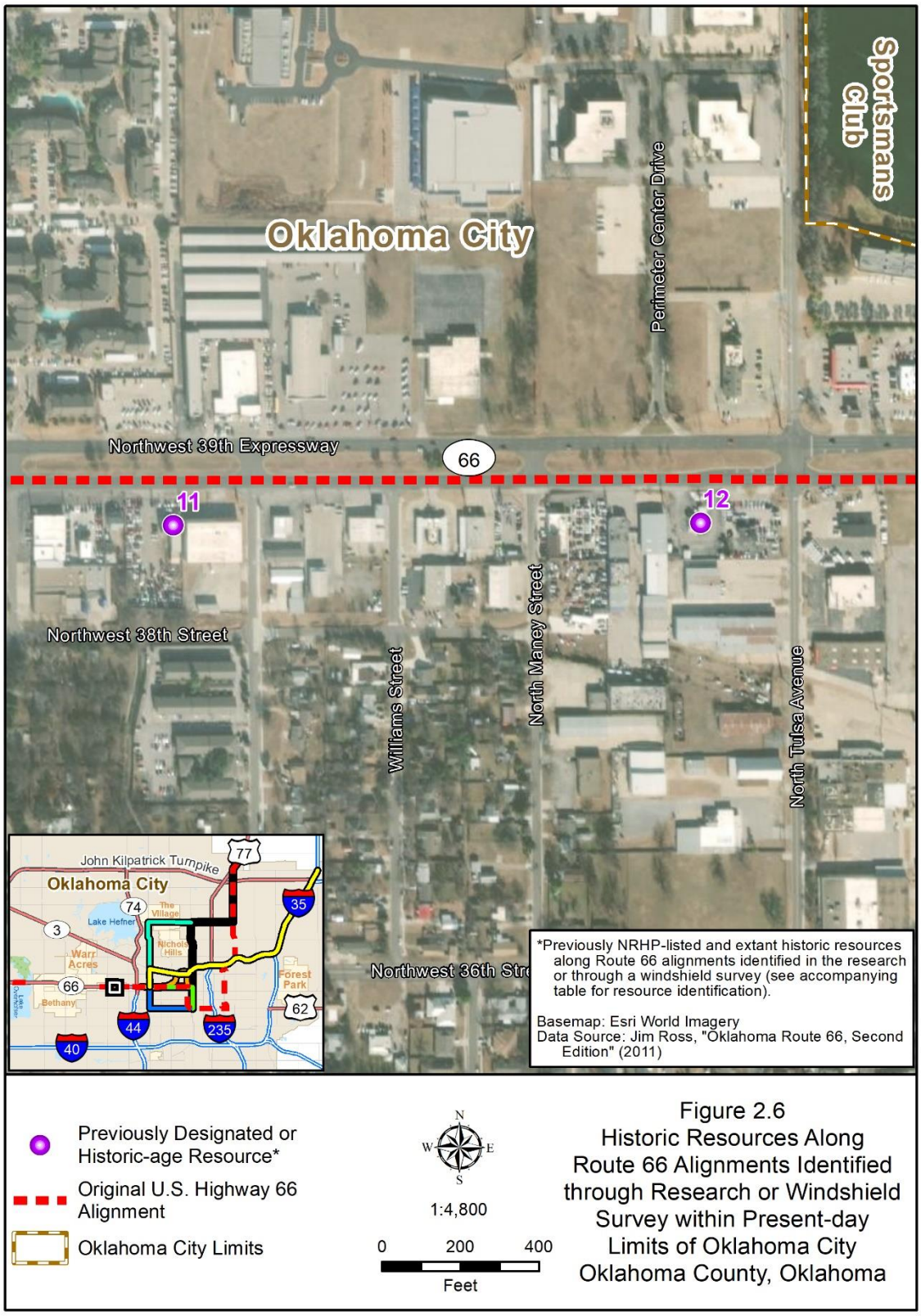


Figure 2.6
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

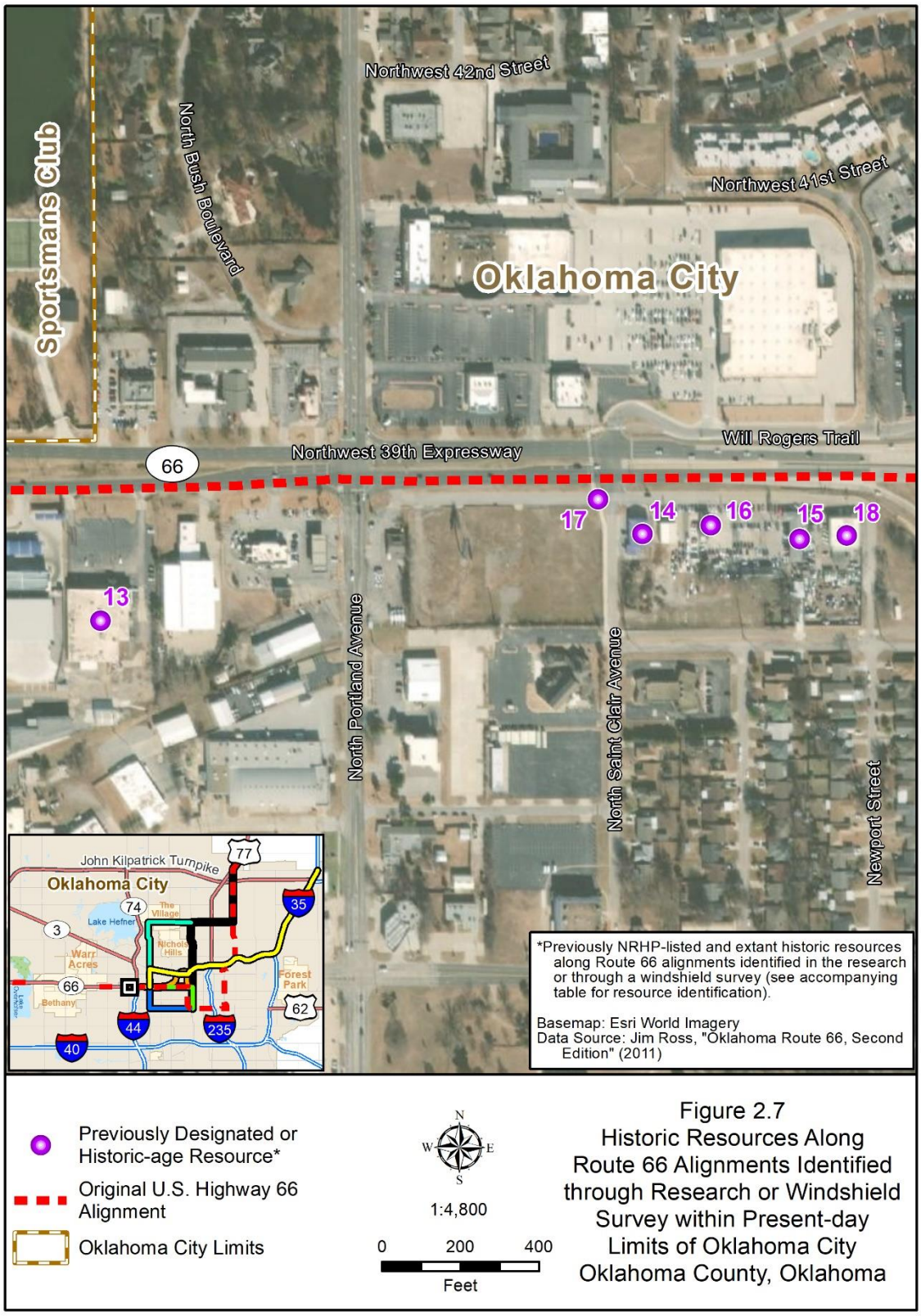


Figure 2.7
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

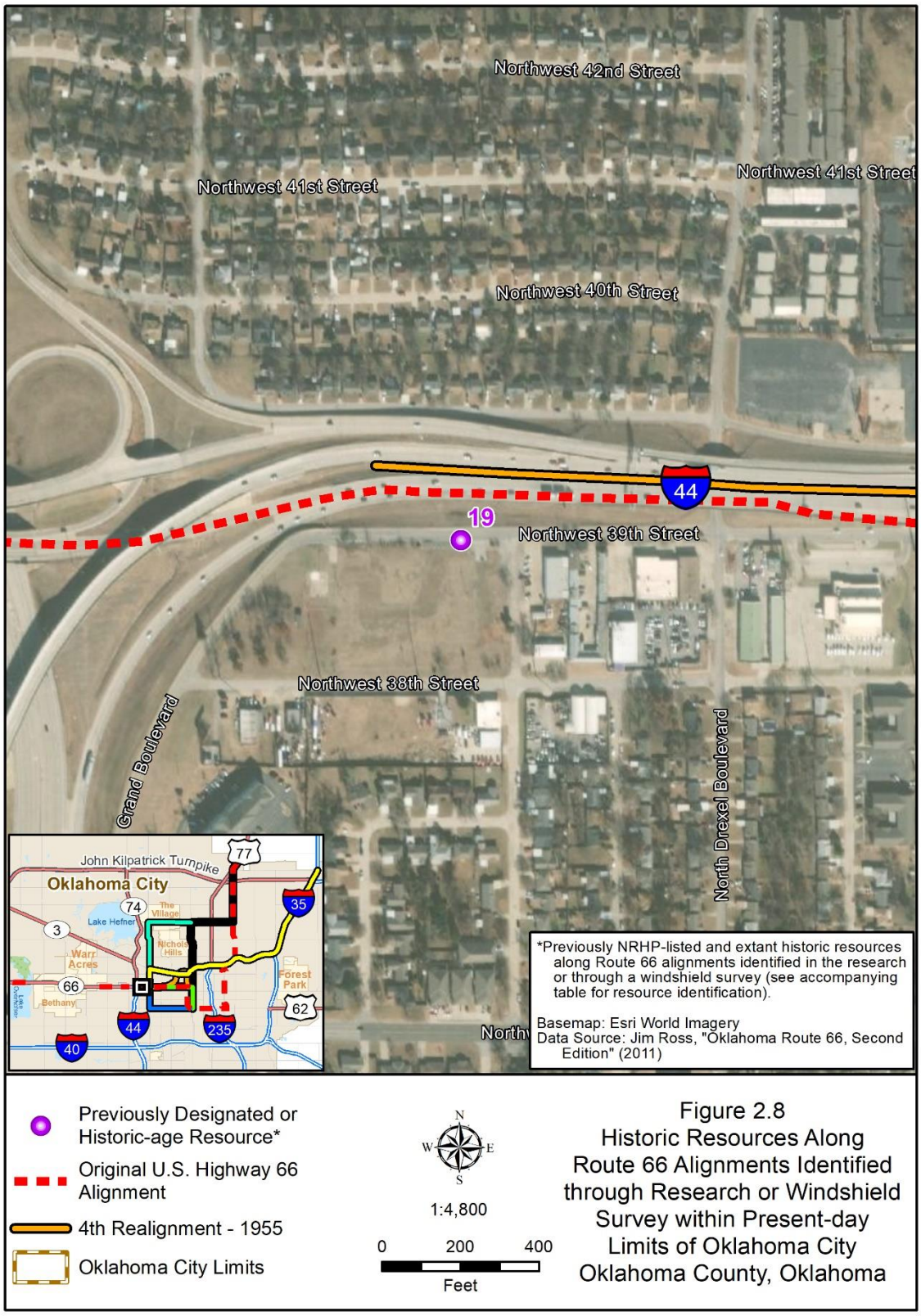


Figure 2.8
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

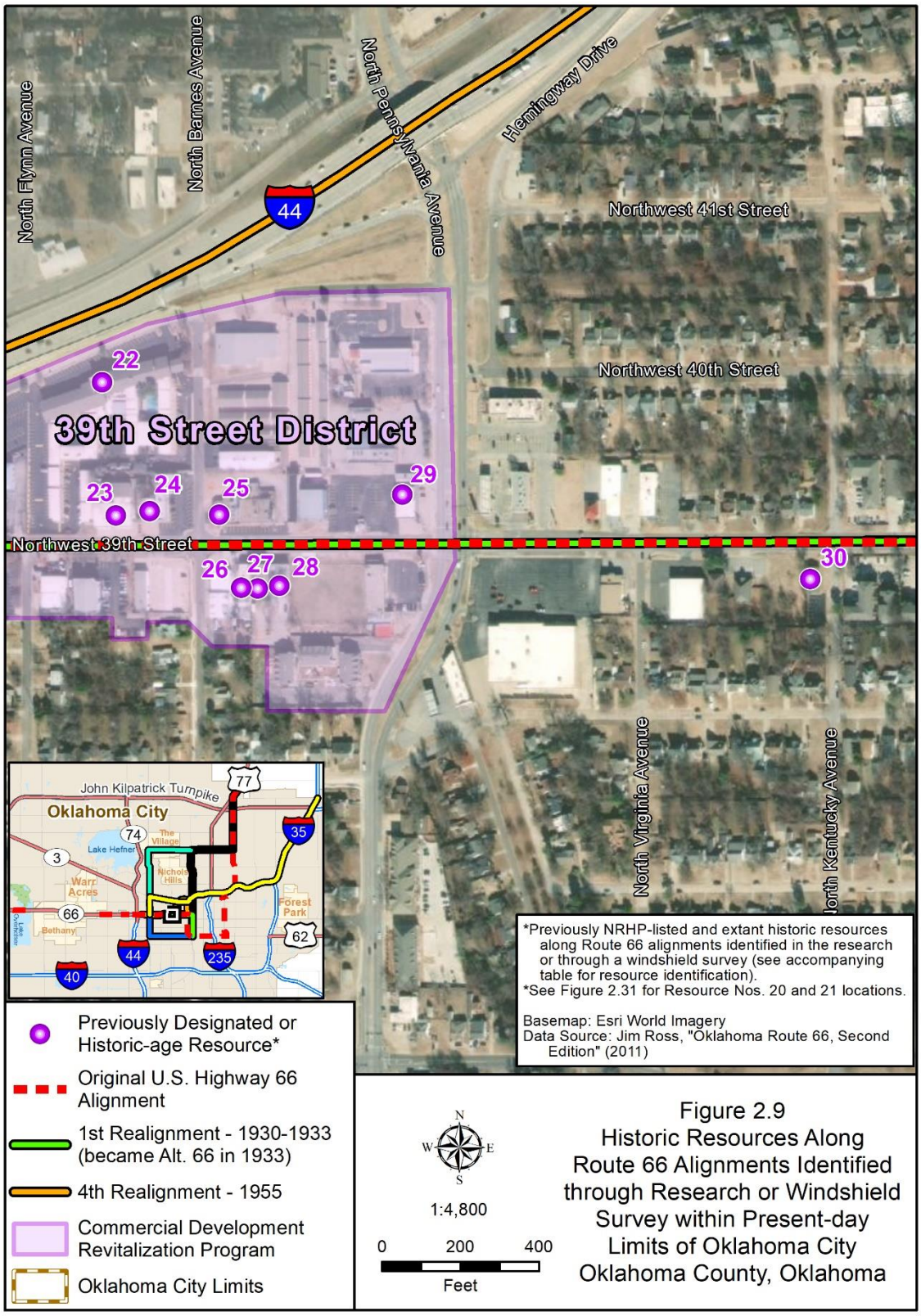


Figure 2.9
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

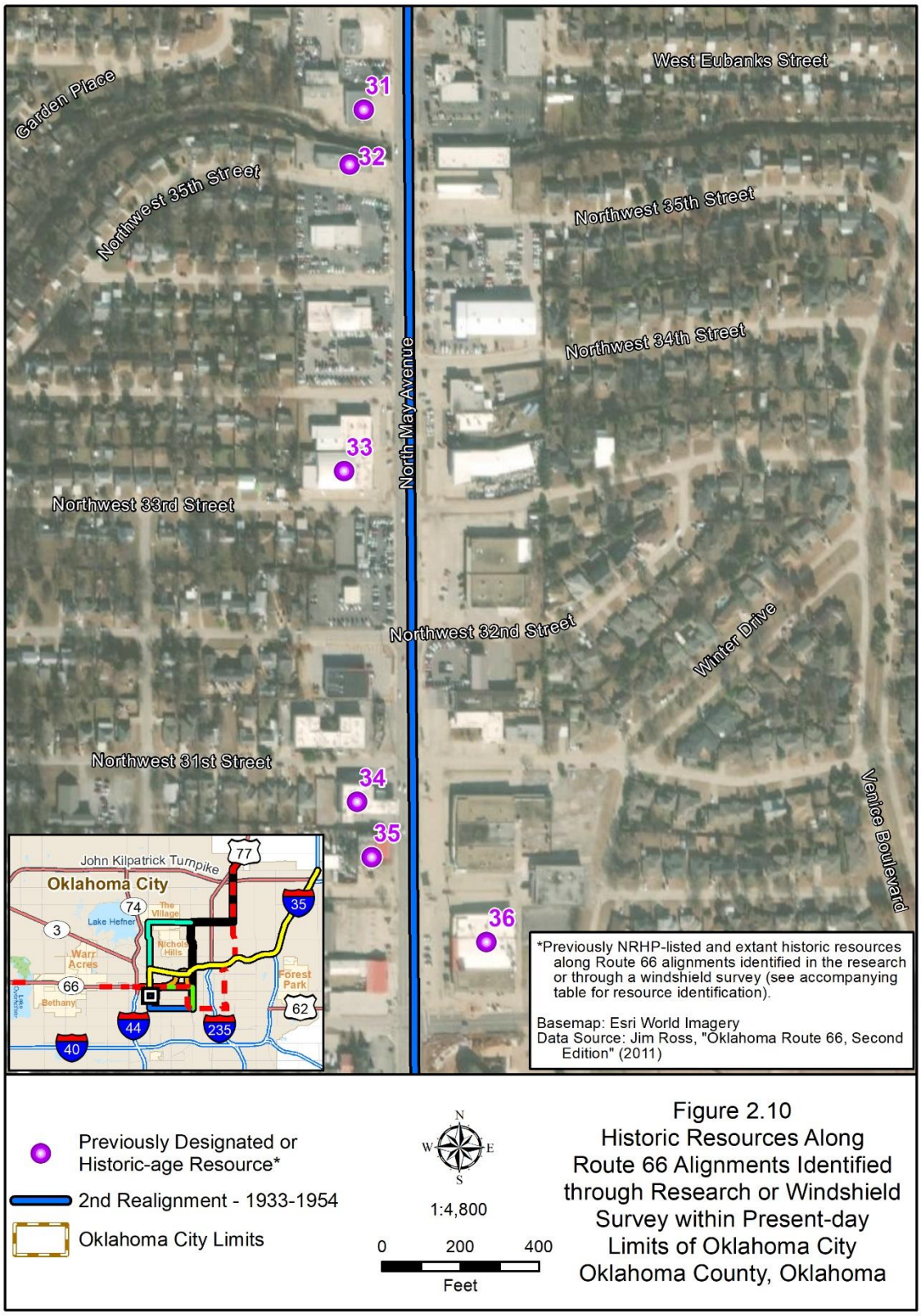


Figure 2.10
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

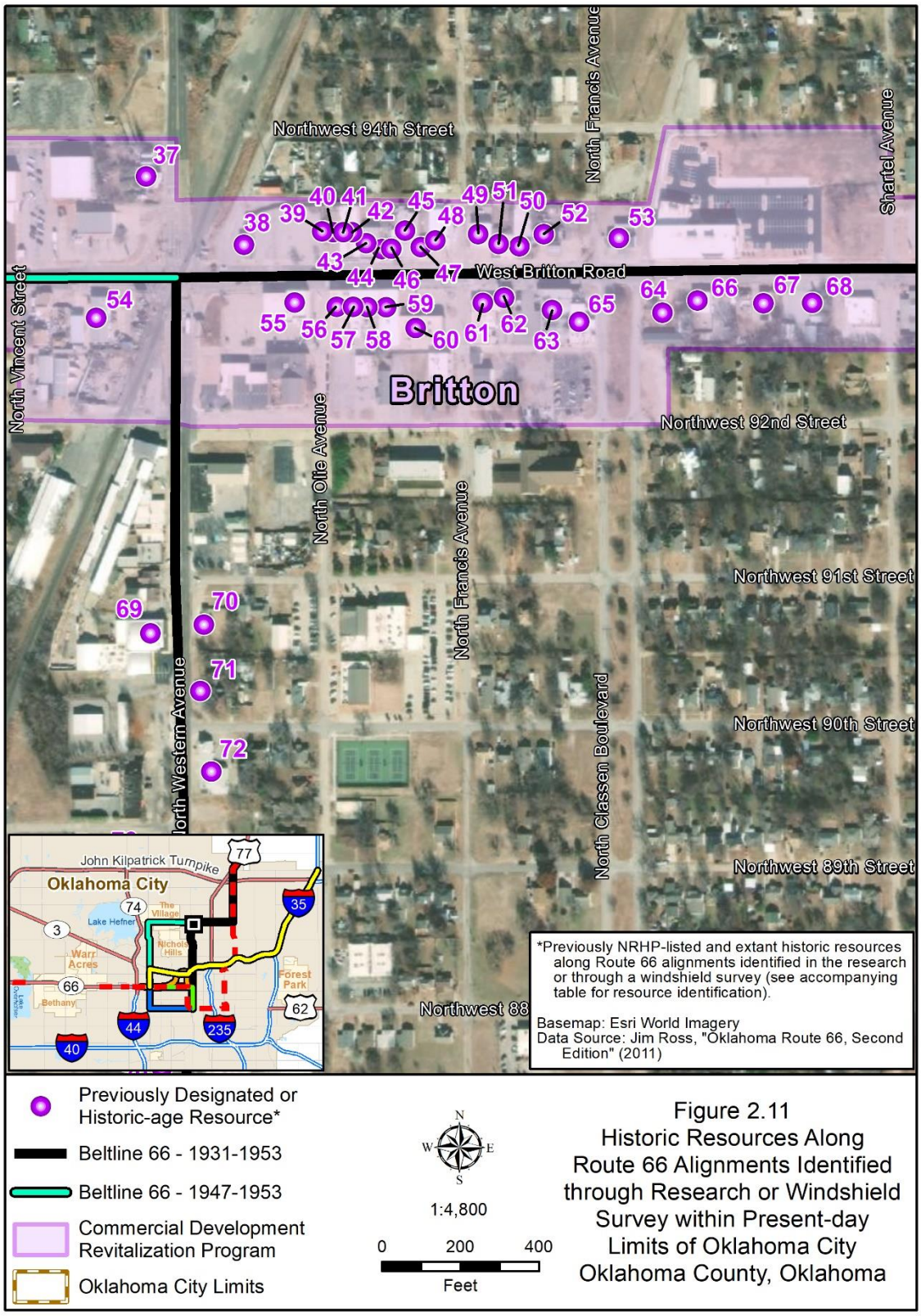


Figure 2.11
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

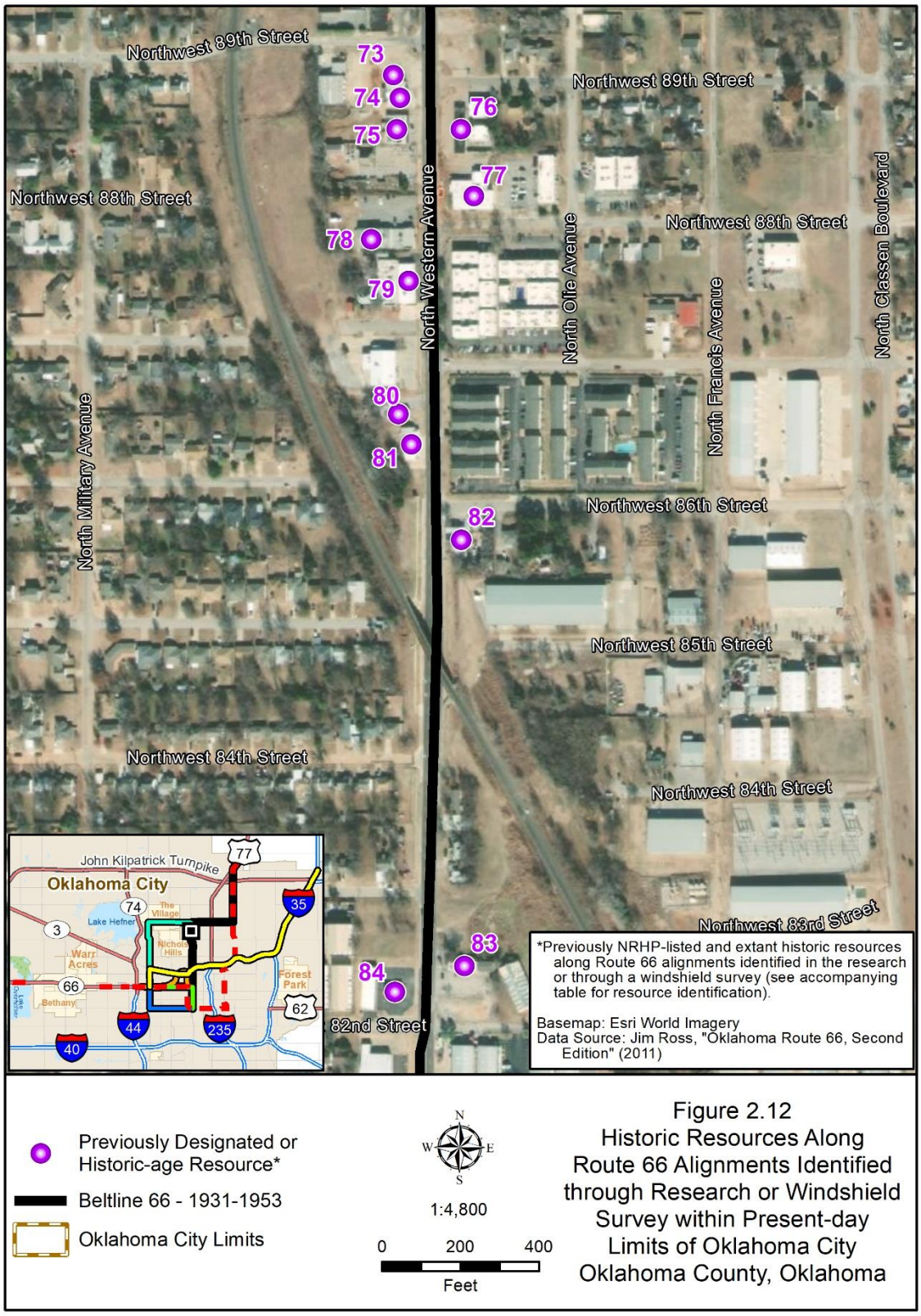


Figure 2.12
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

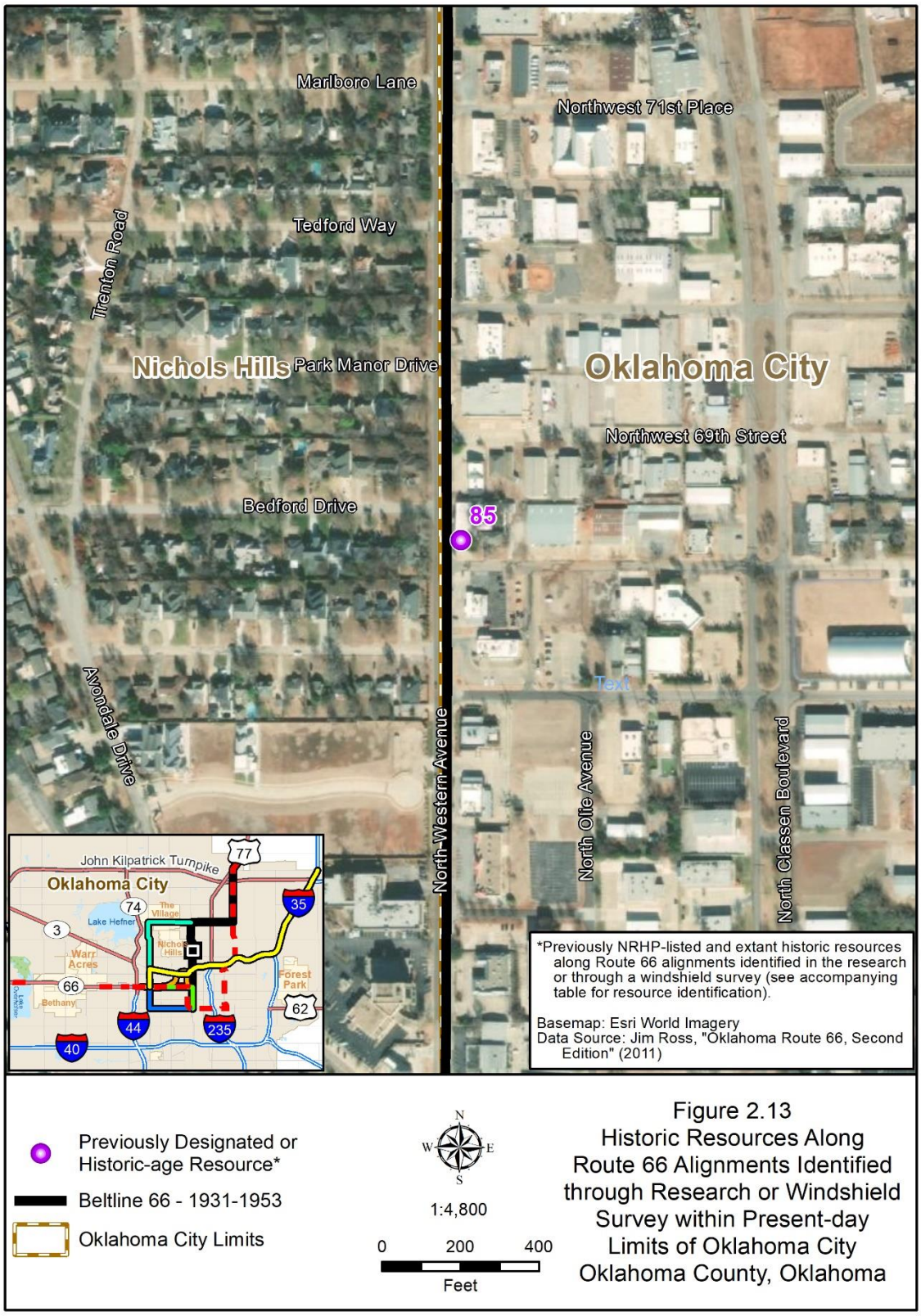


Figure 2.13
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

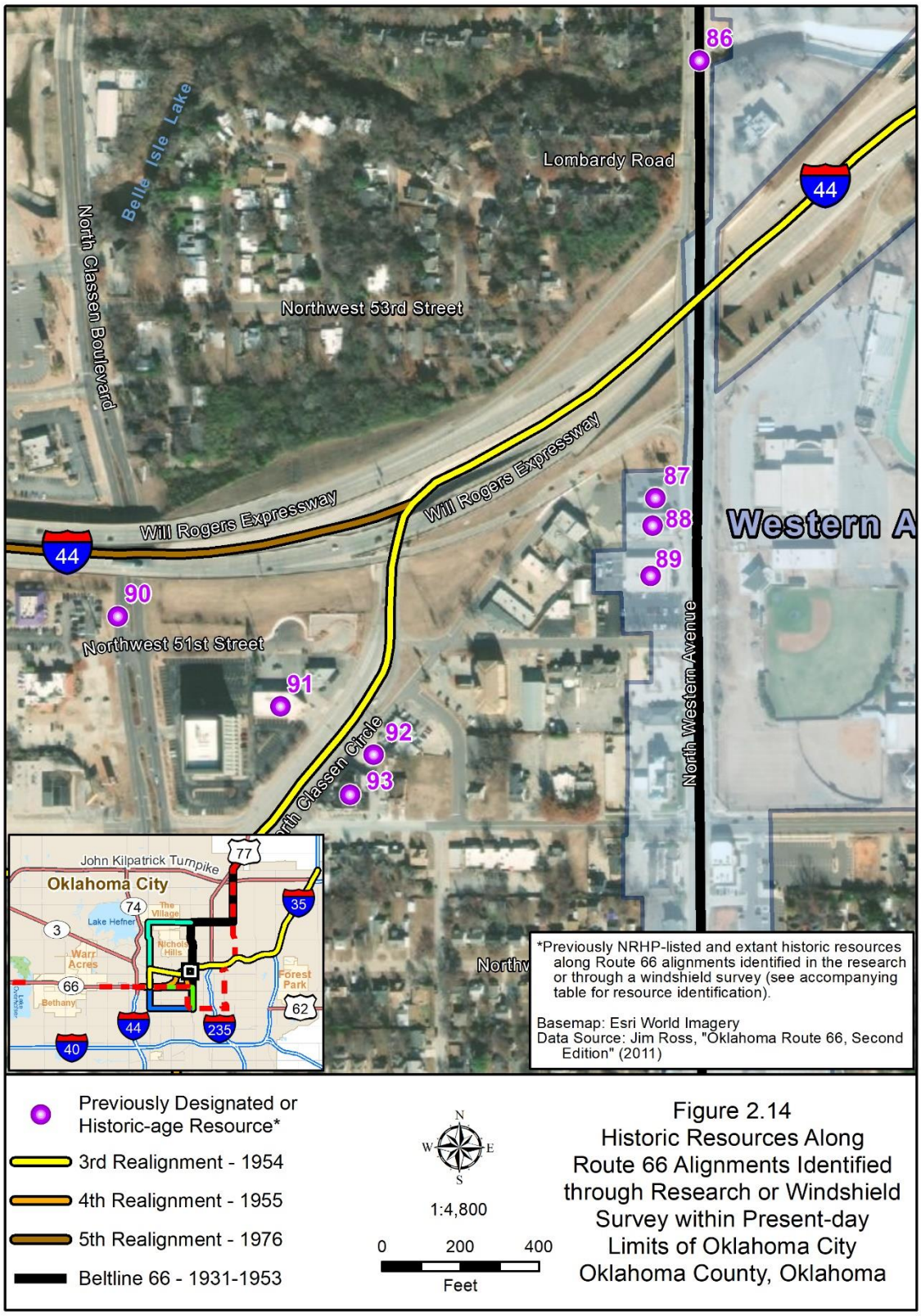


Figure 2.14
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

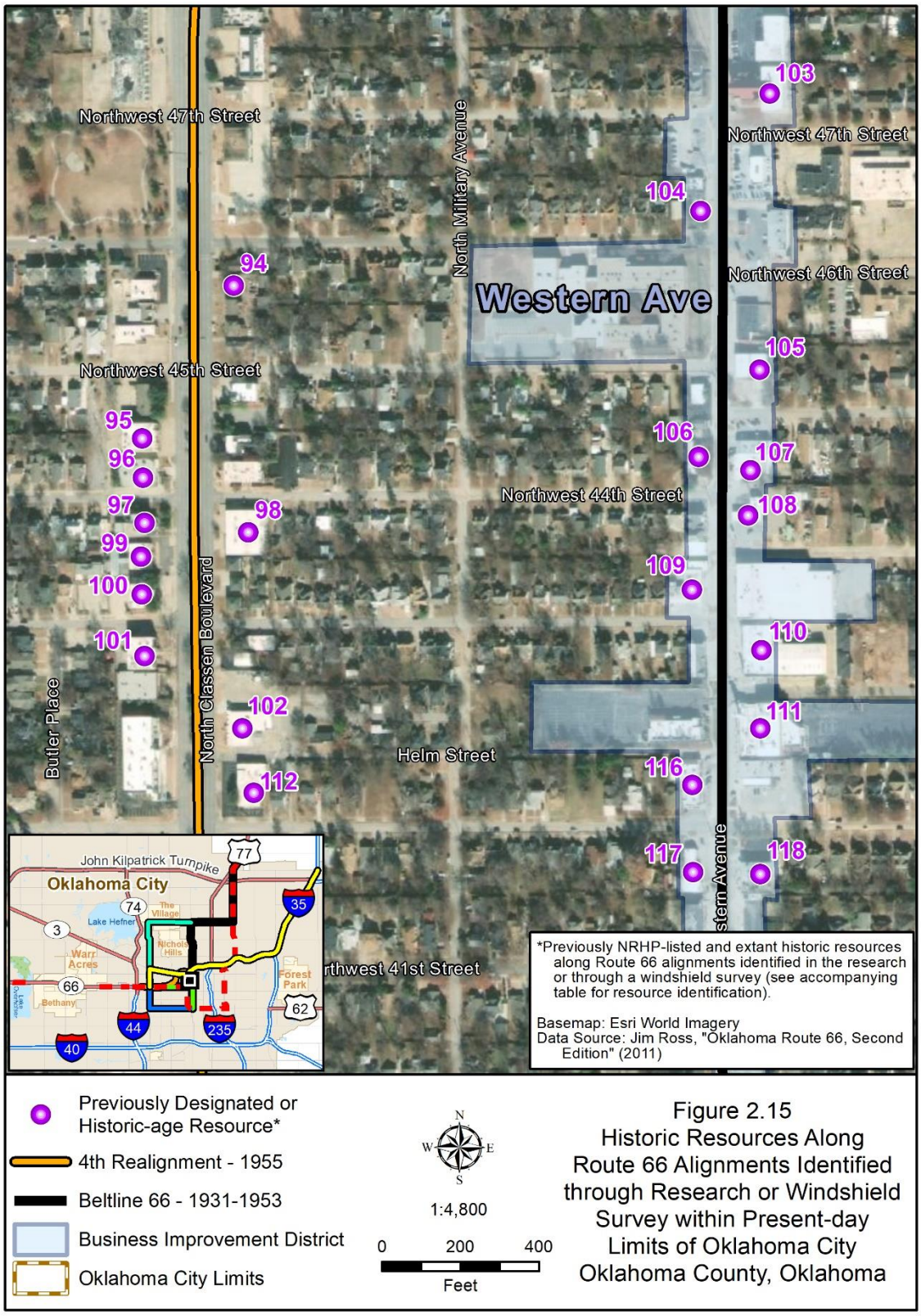


Figure 2.15
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

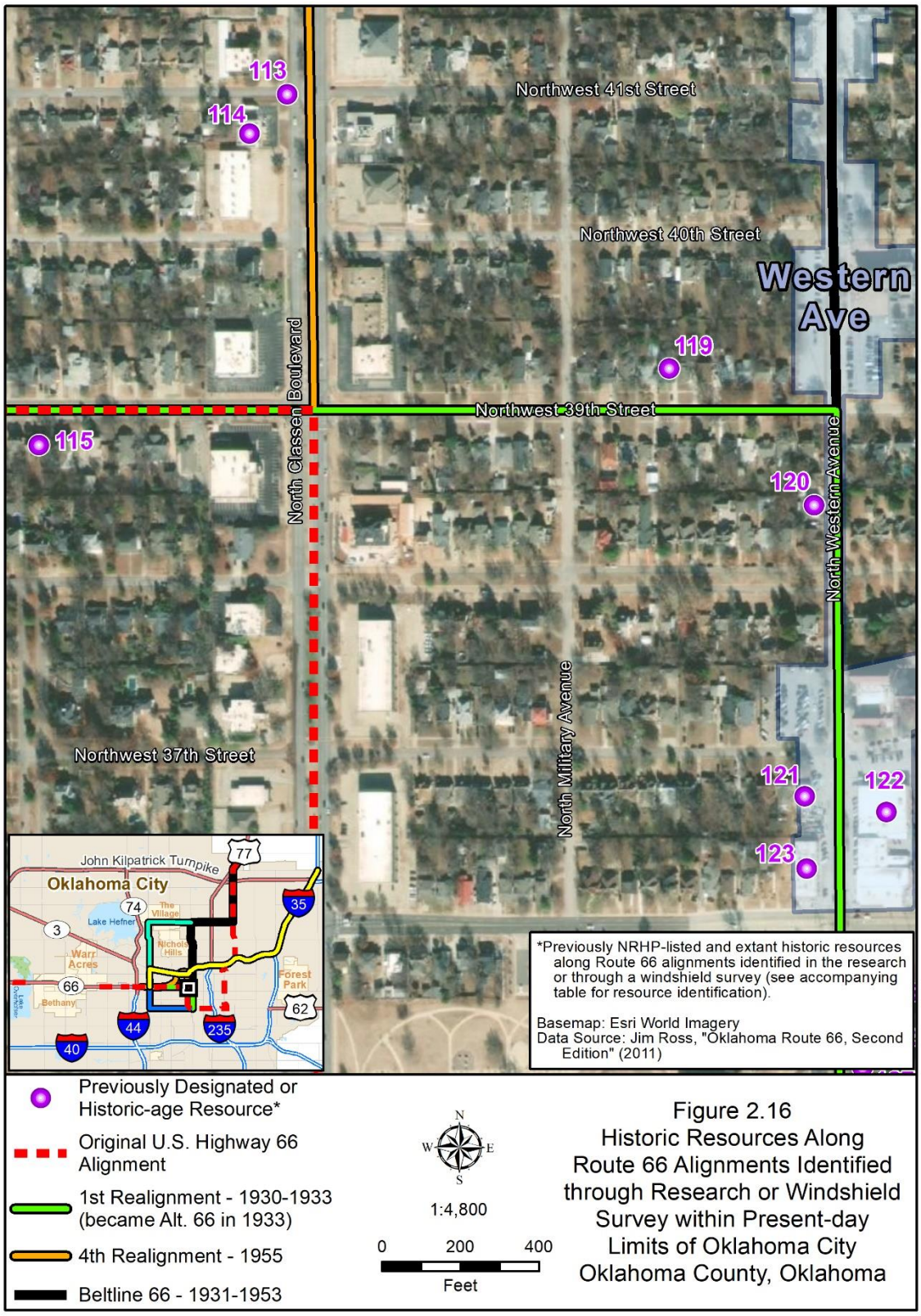


Figure 2.16
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

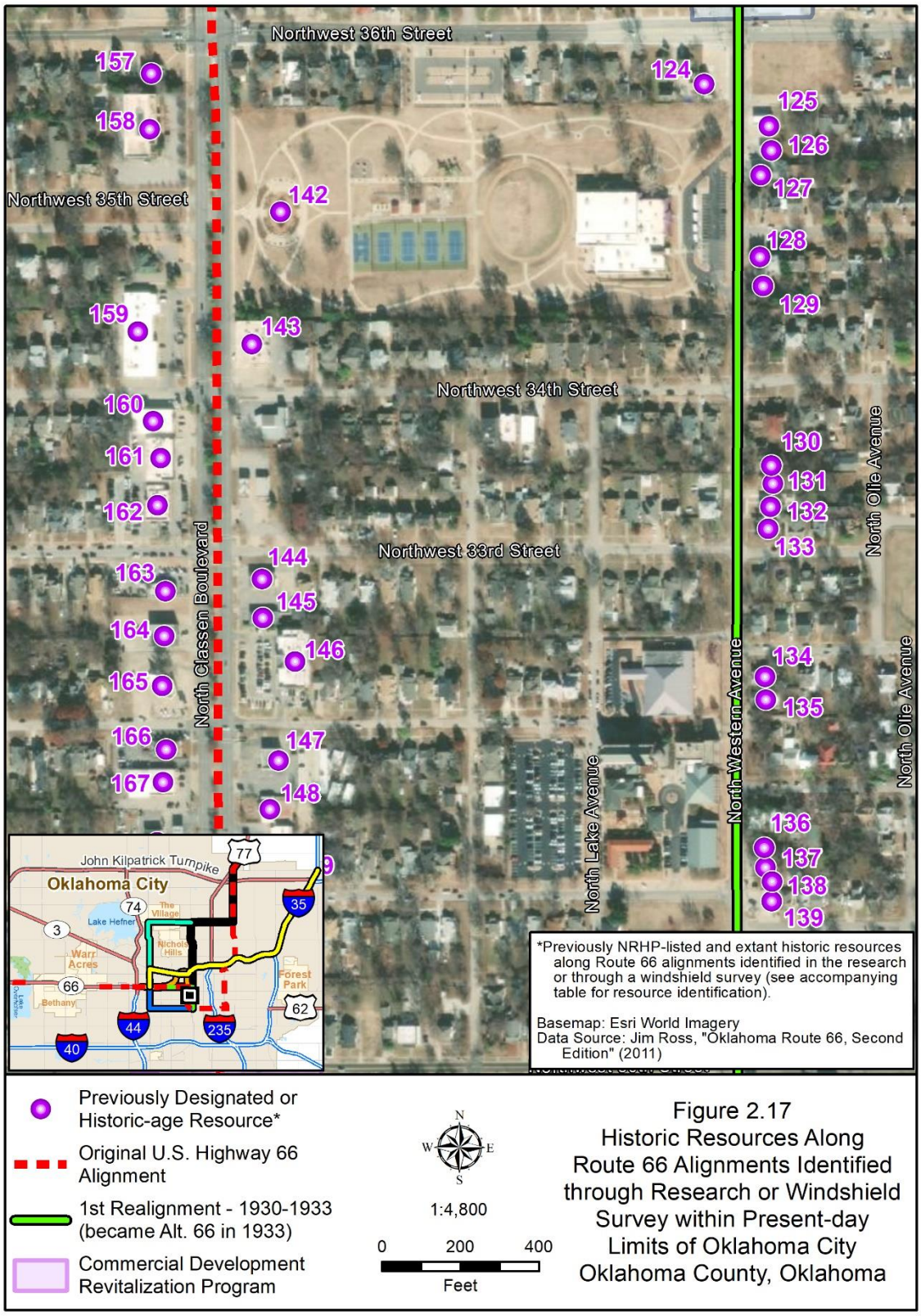


Figure 2.17
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

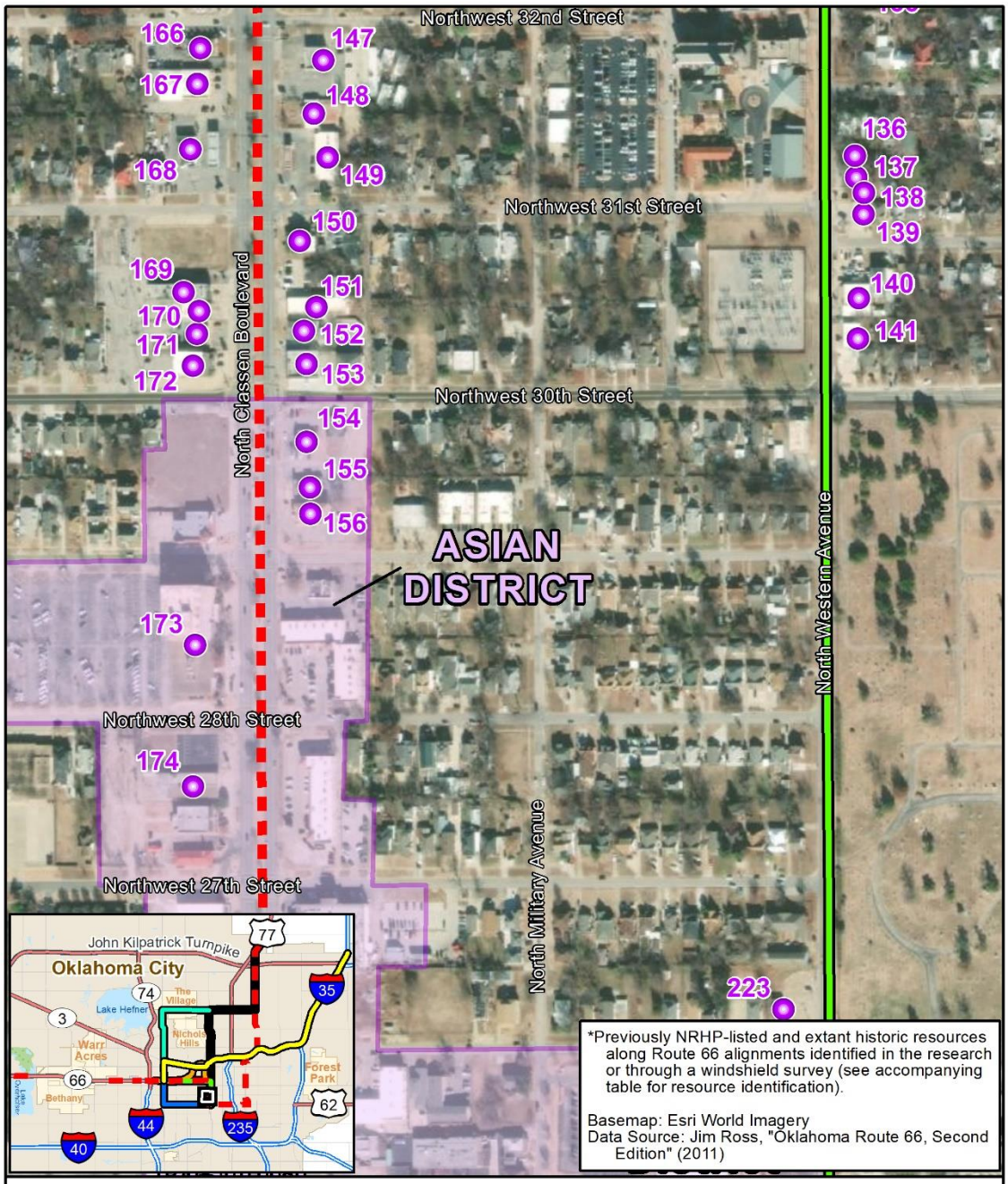


Figure 2.18
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

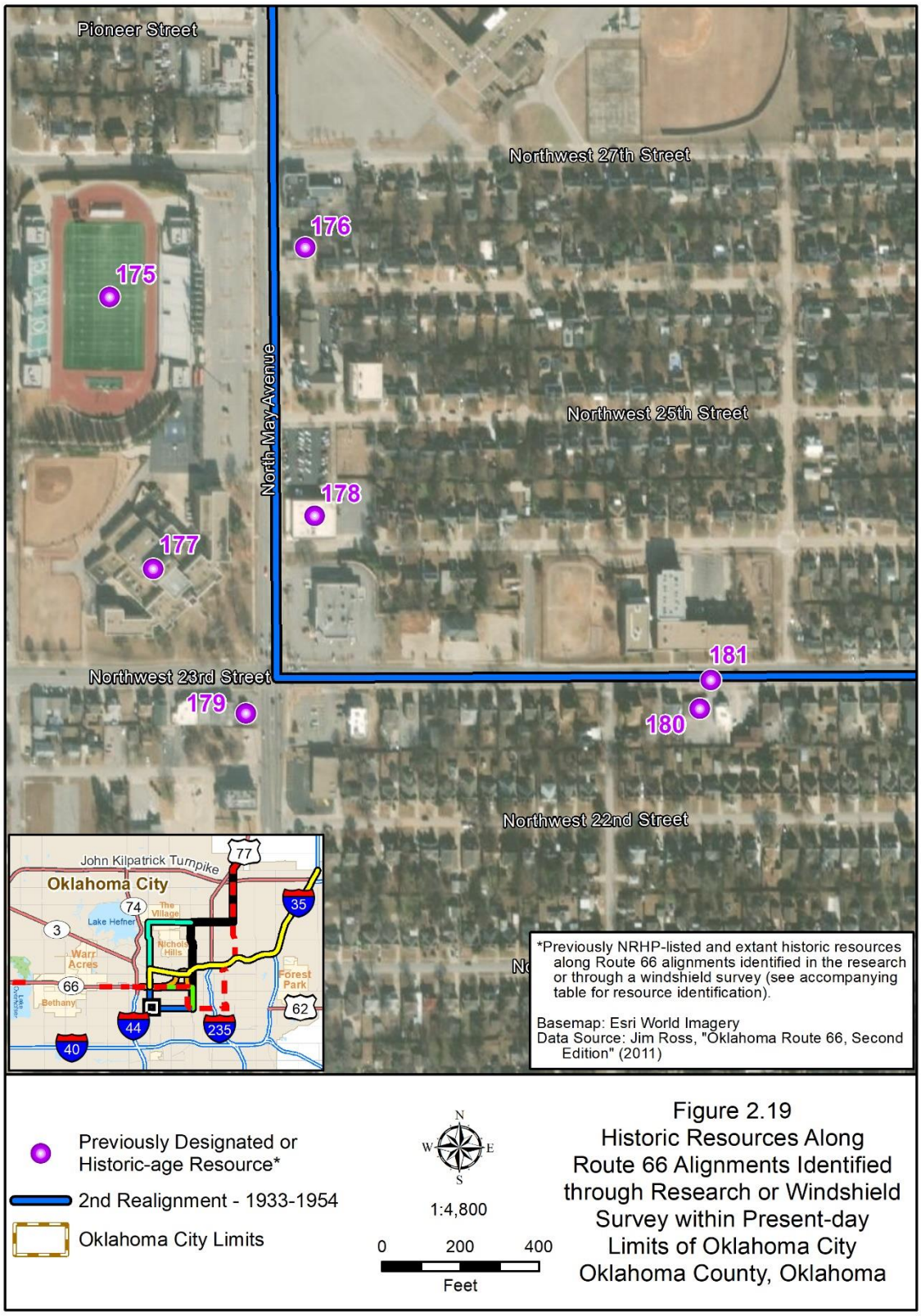


Figure 2.19
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

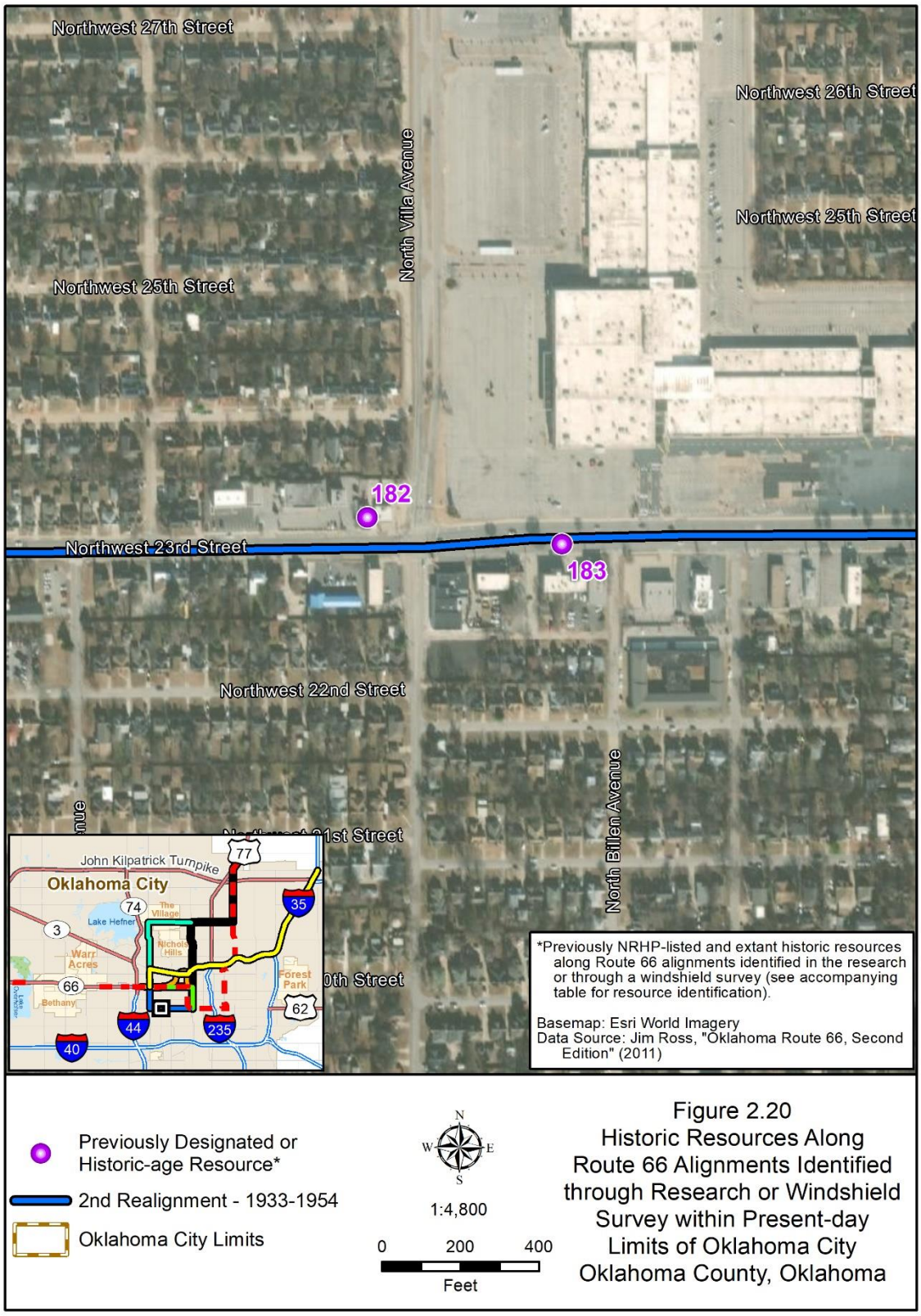


Figure 2.20
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

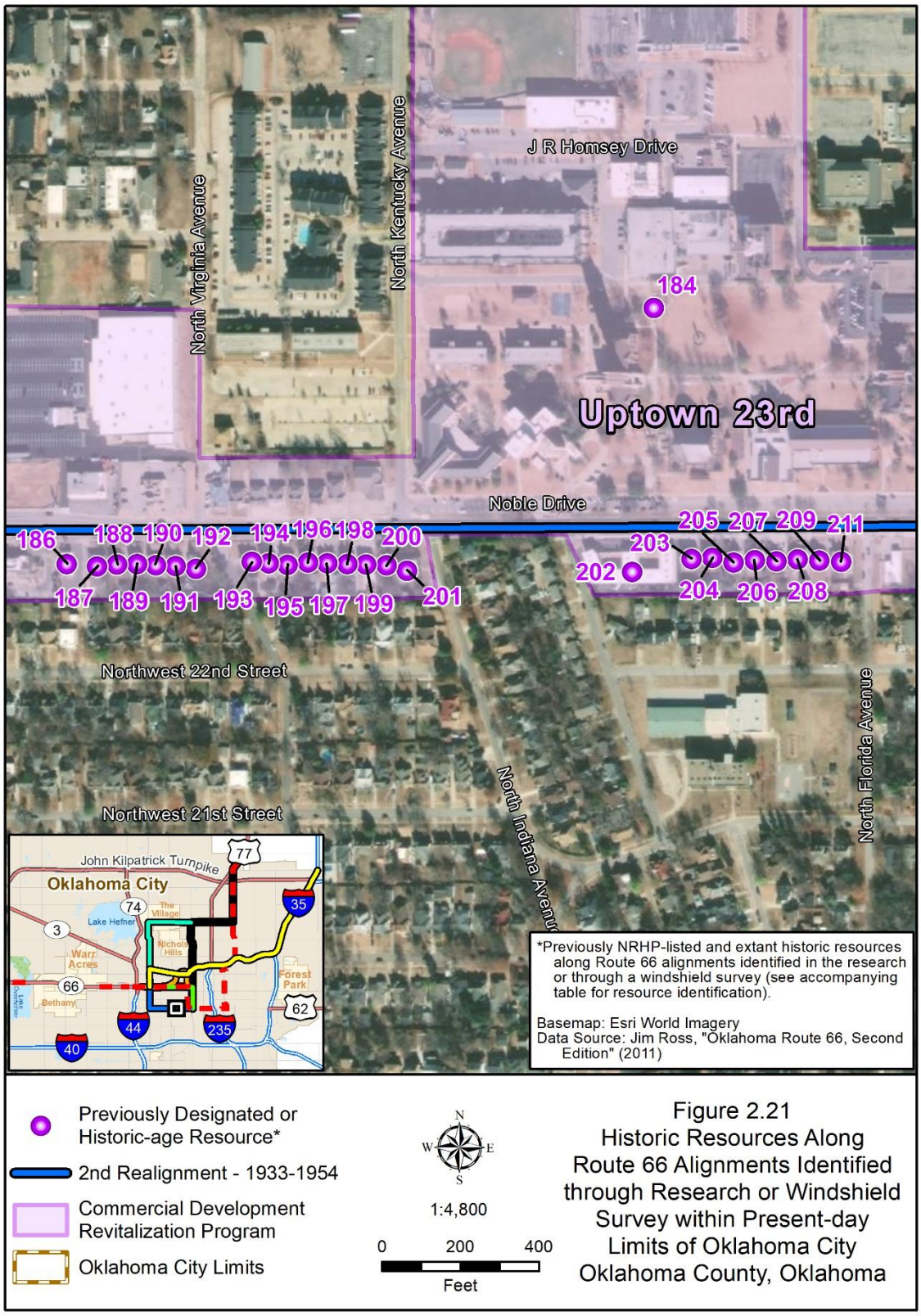


Figure 2.21
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

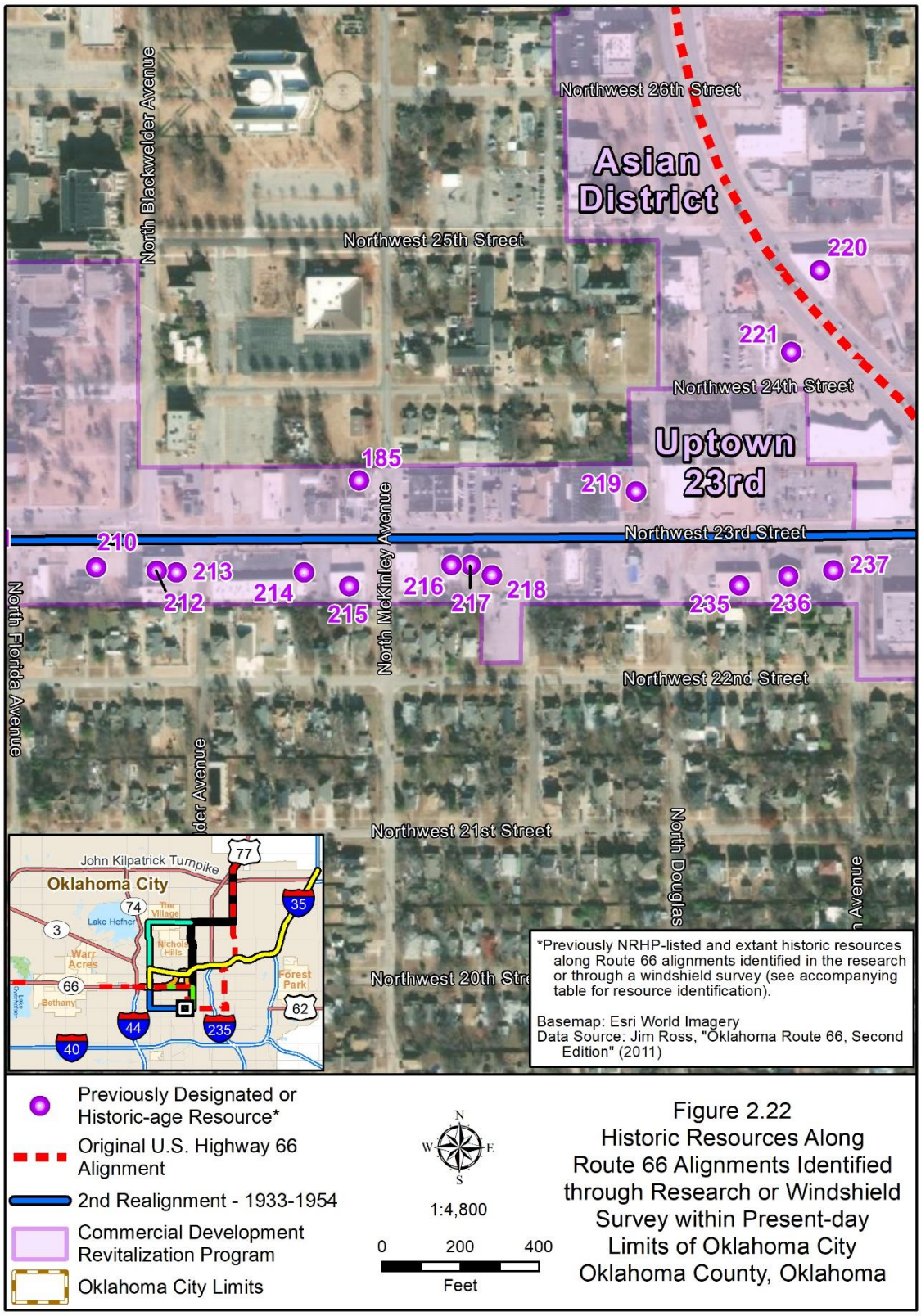


Figure 2.22
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

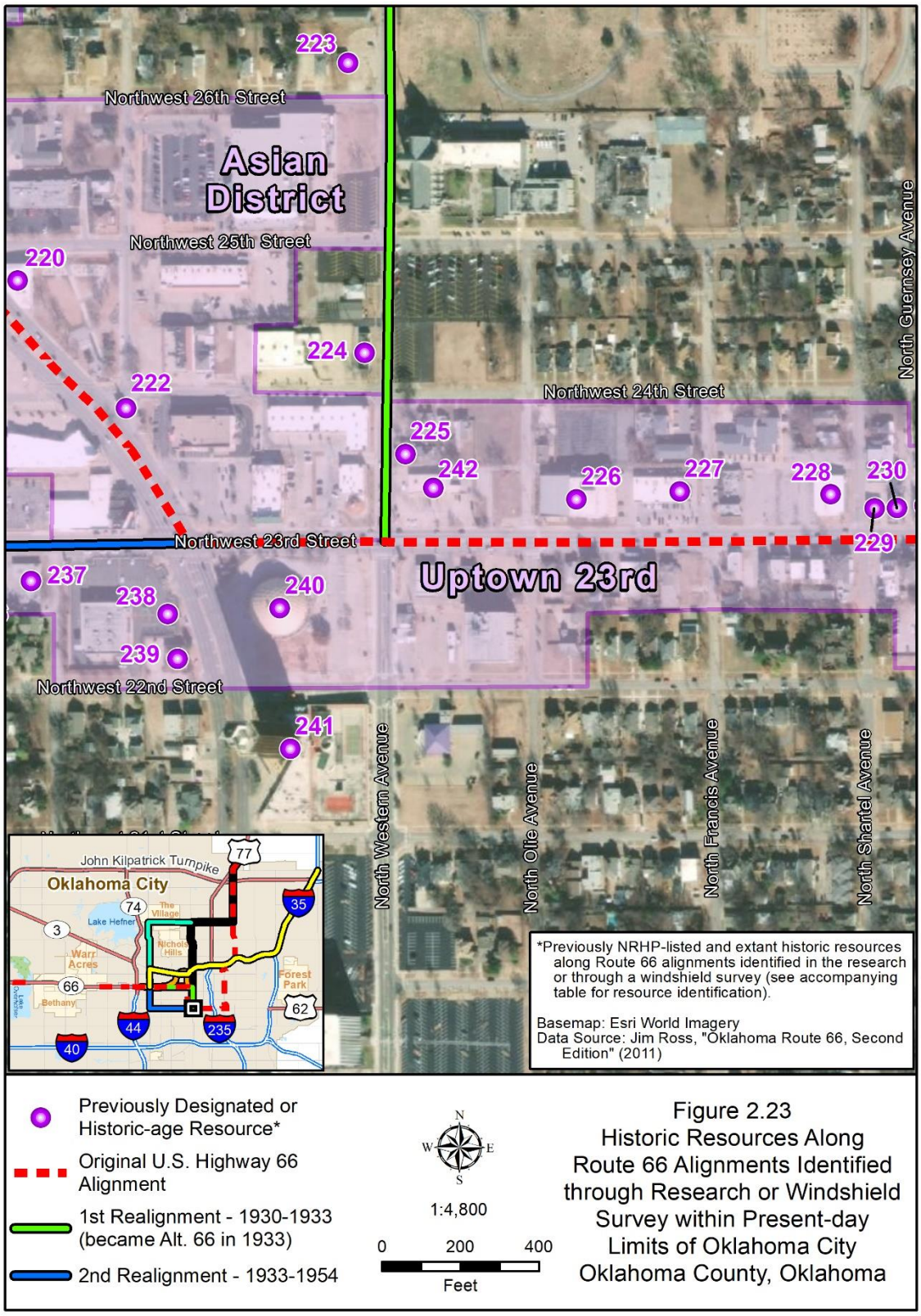


Figure 2.23
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

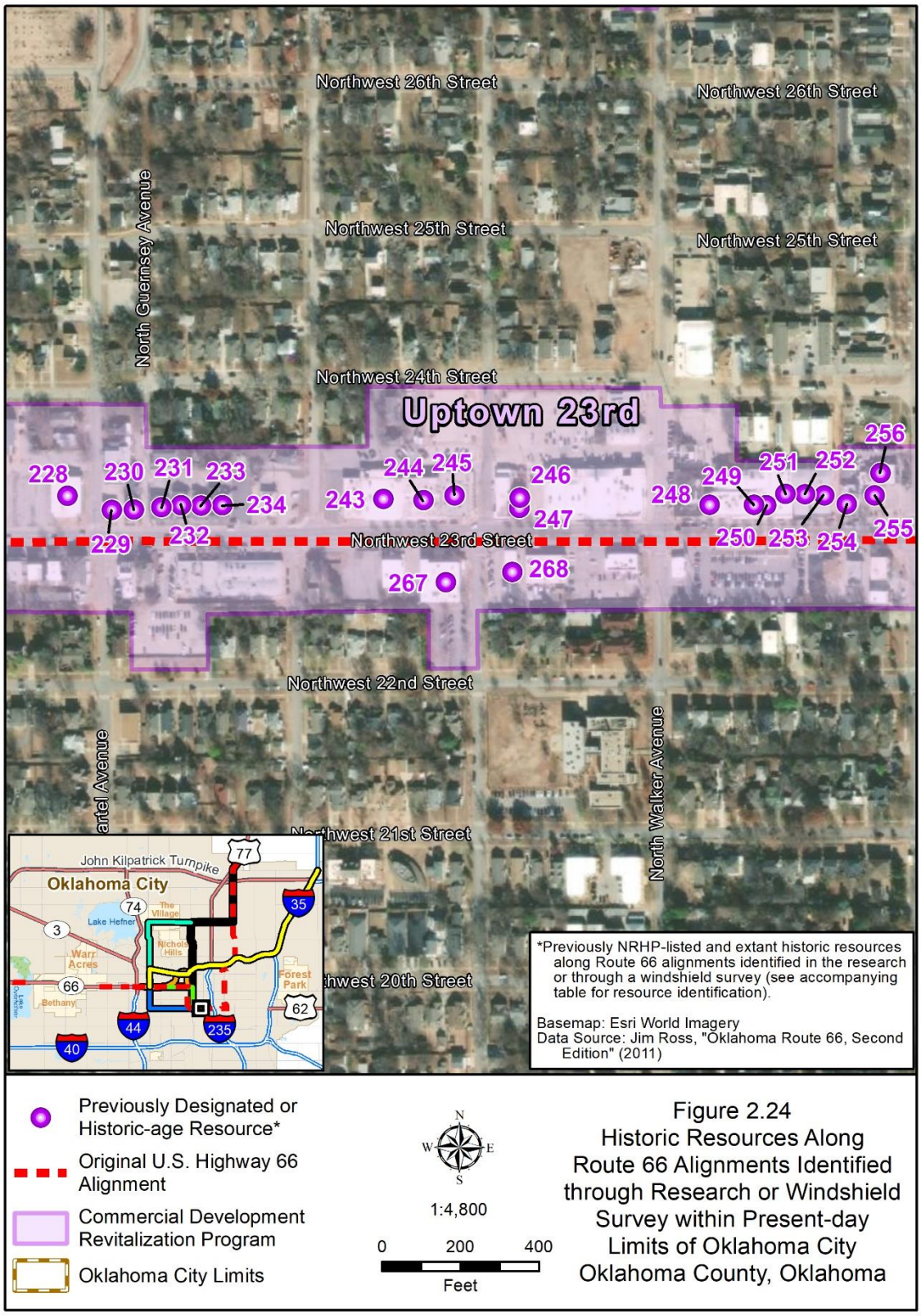


Figure 2.24
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

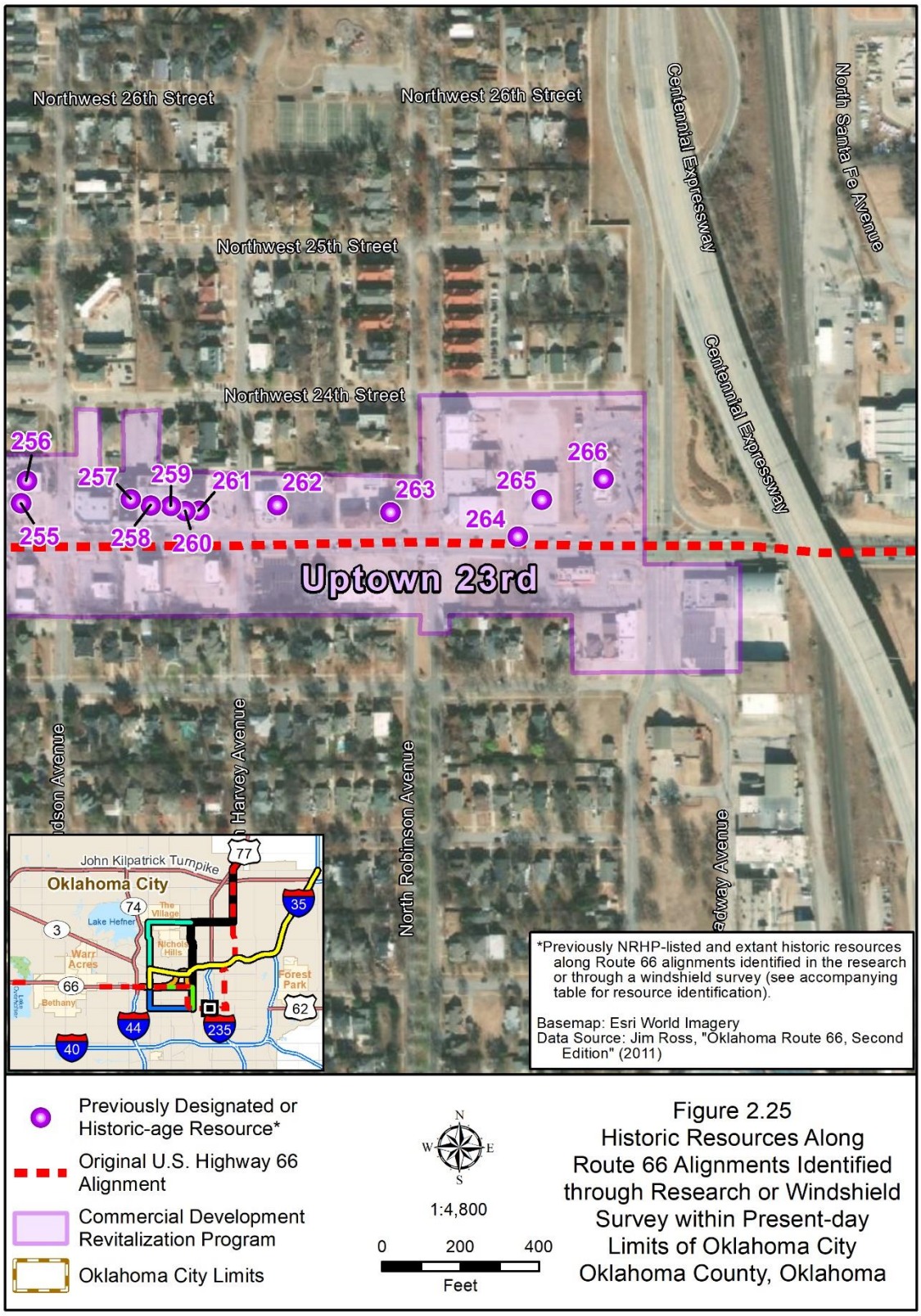


Figure 2.25
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

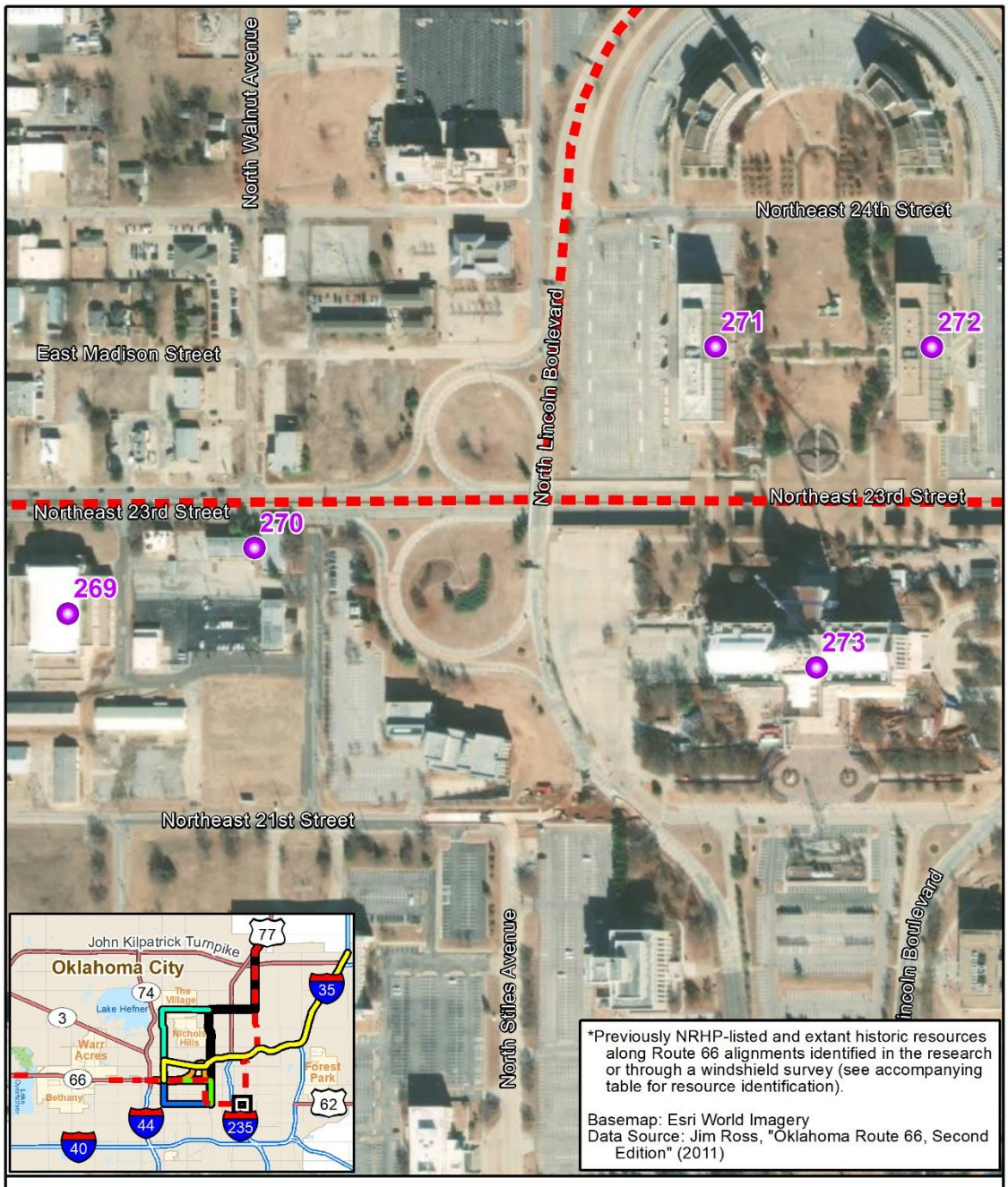


Figure 2.26
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

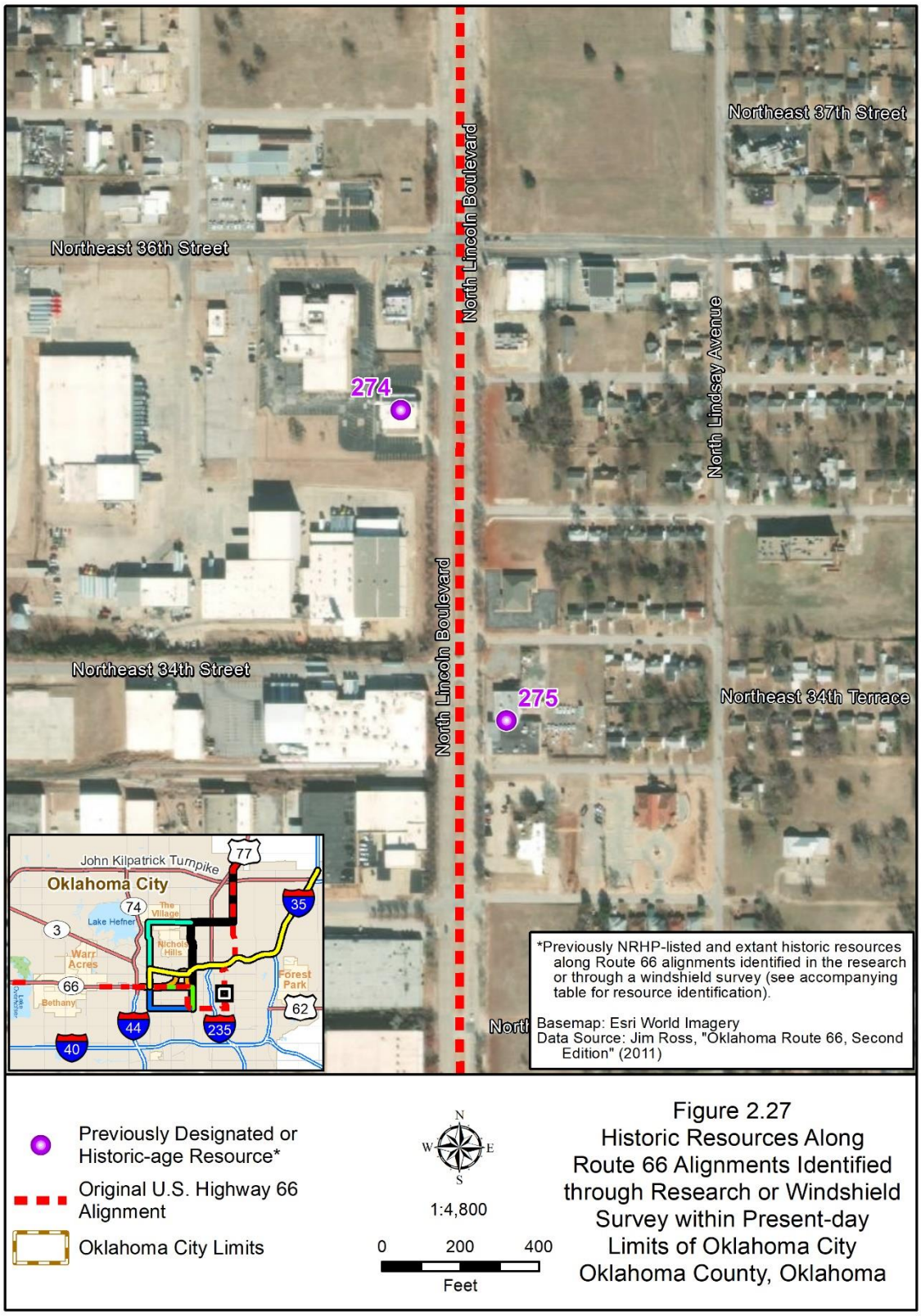


Figure 2.27
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

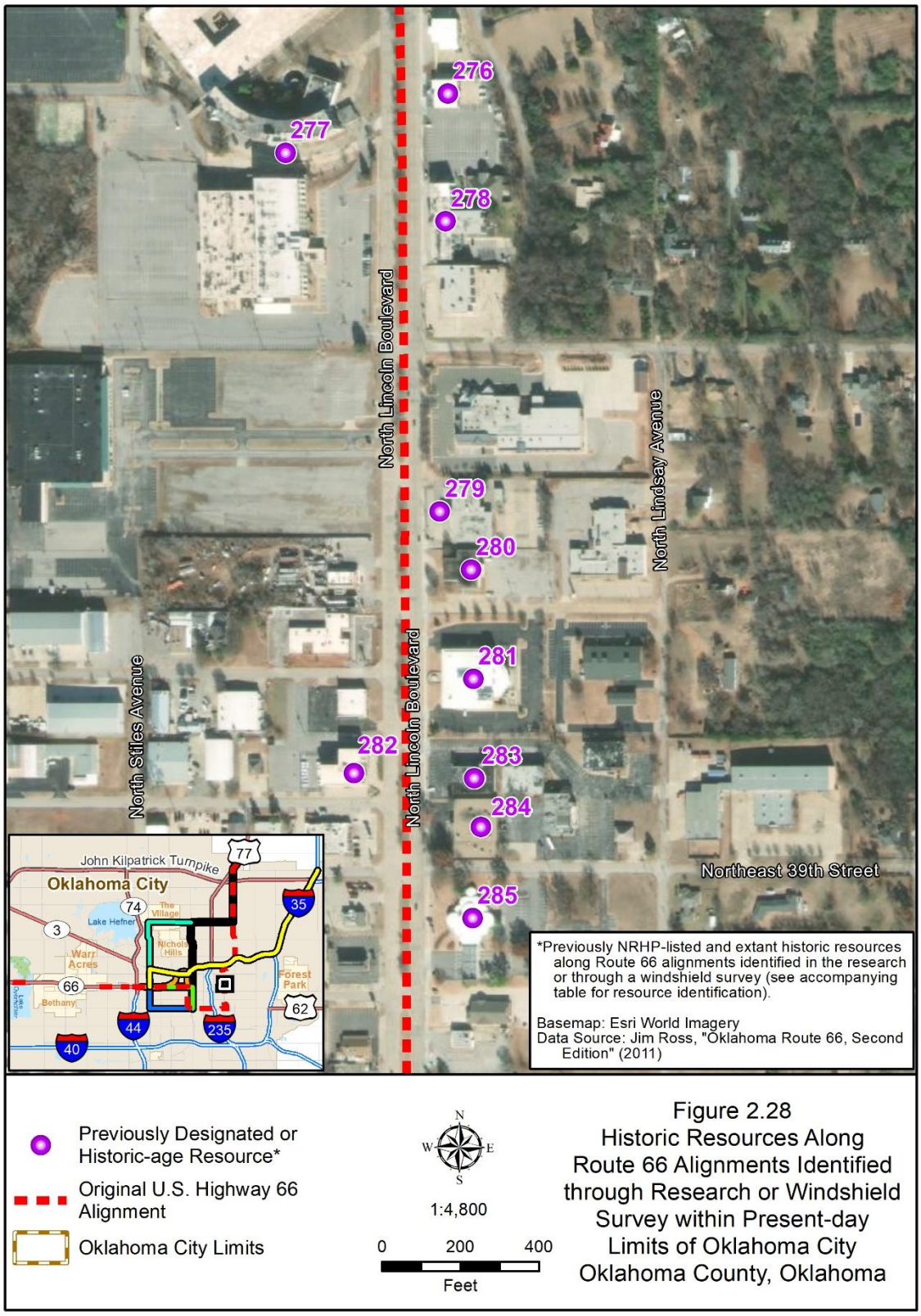


Figure 2.28
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

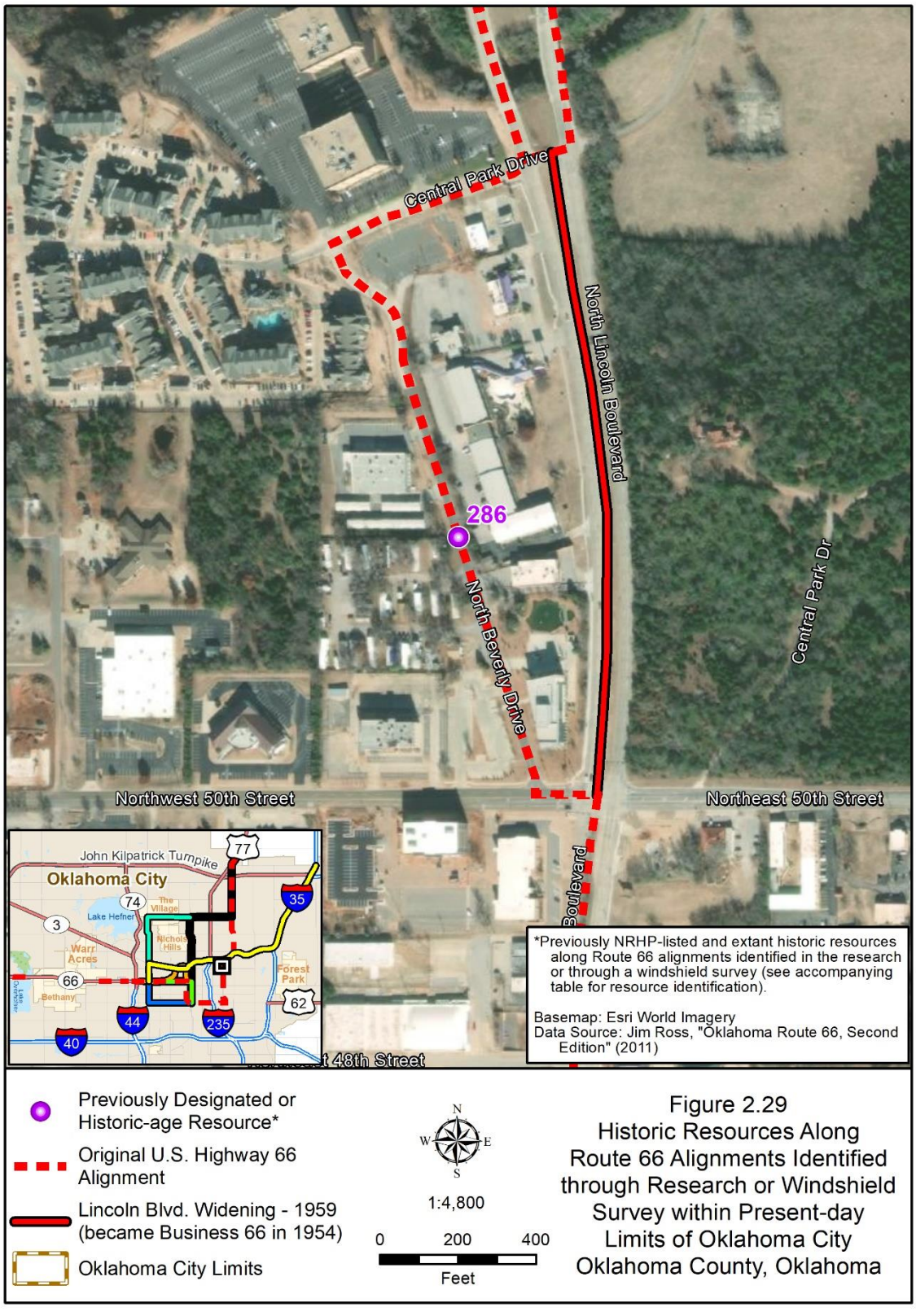


Figure 2.29
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

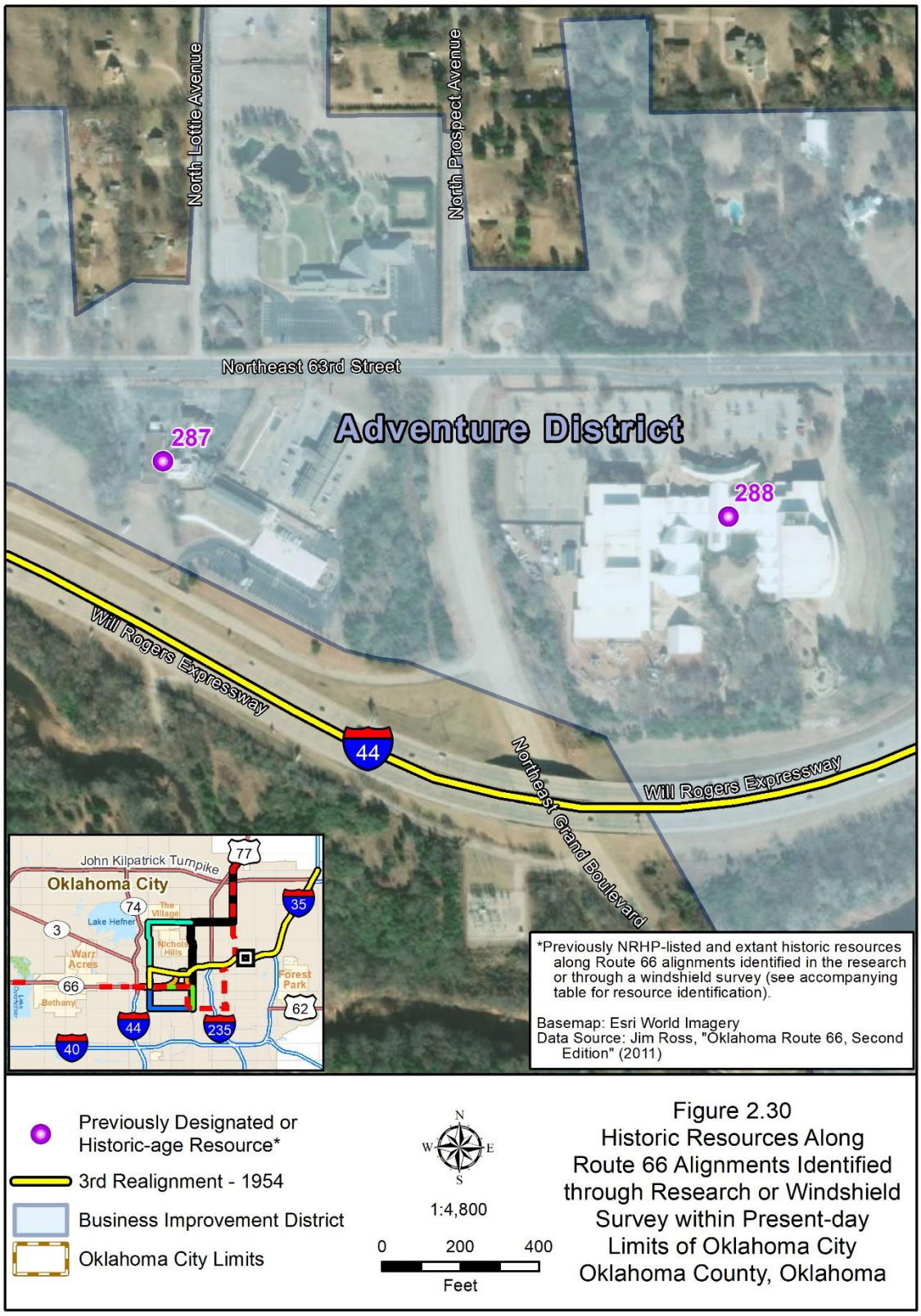


Figure 2.30
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma



Figure 2.31
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

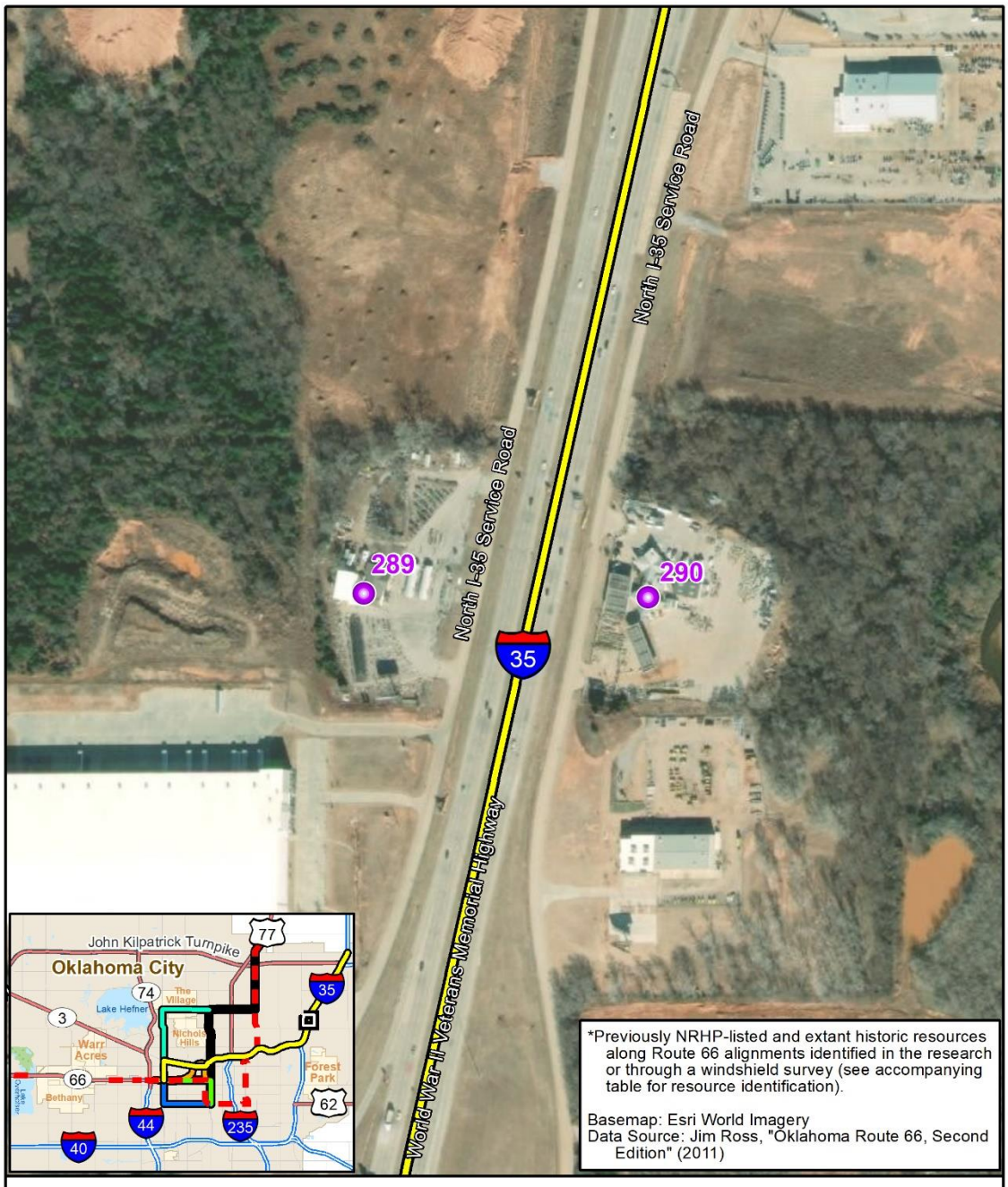


Figure 2.32
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma



Figure 2.33
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

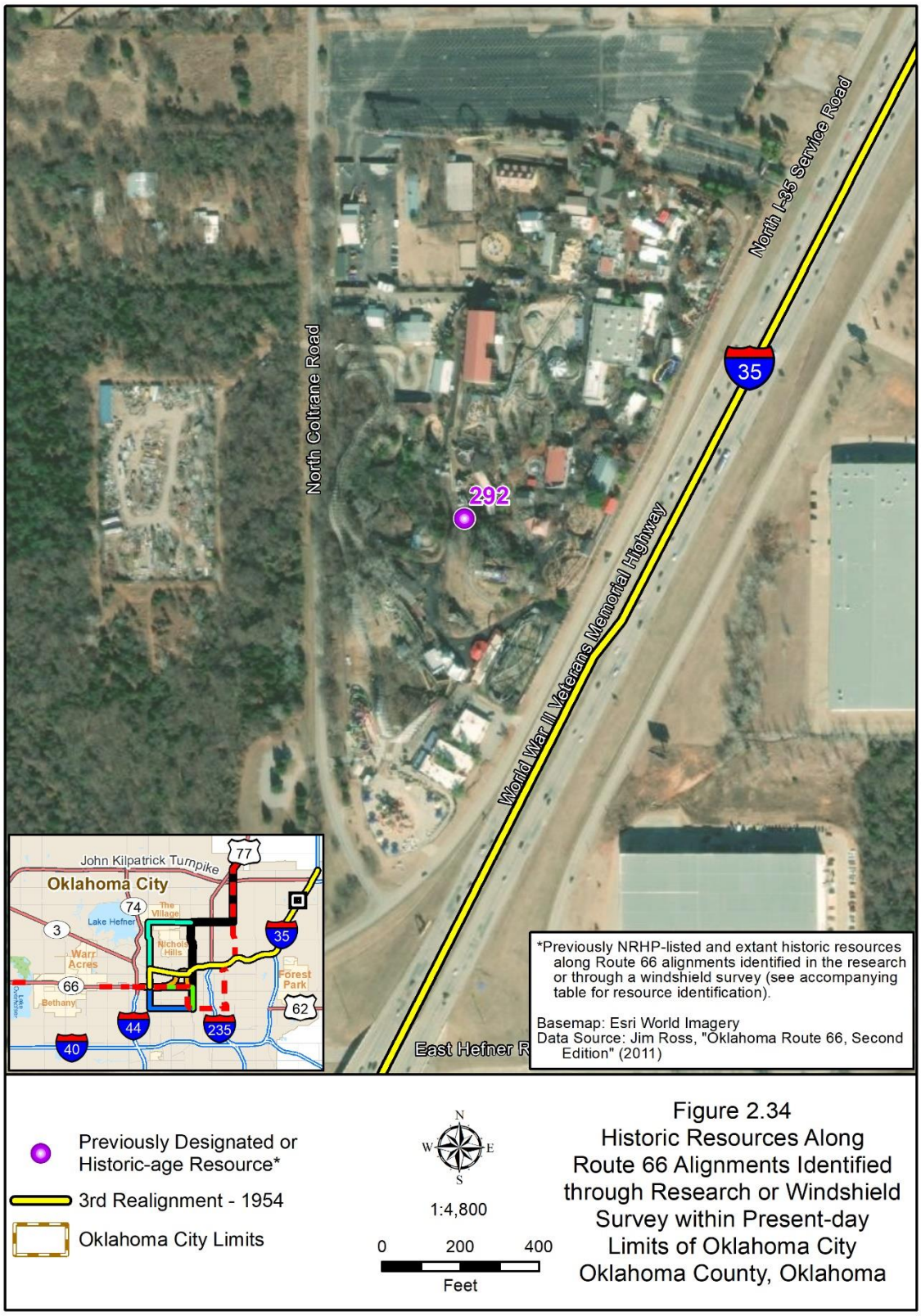


Figure 2.34
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

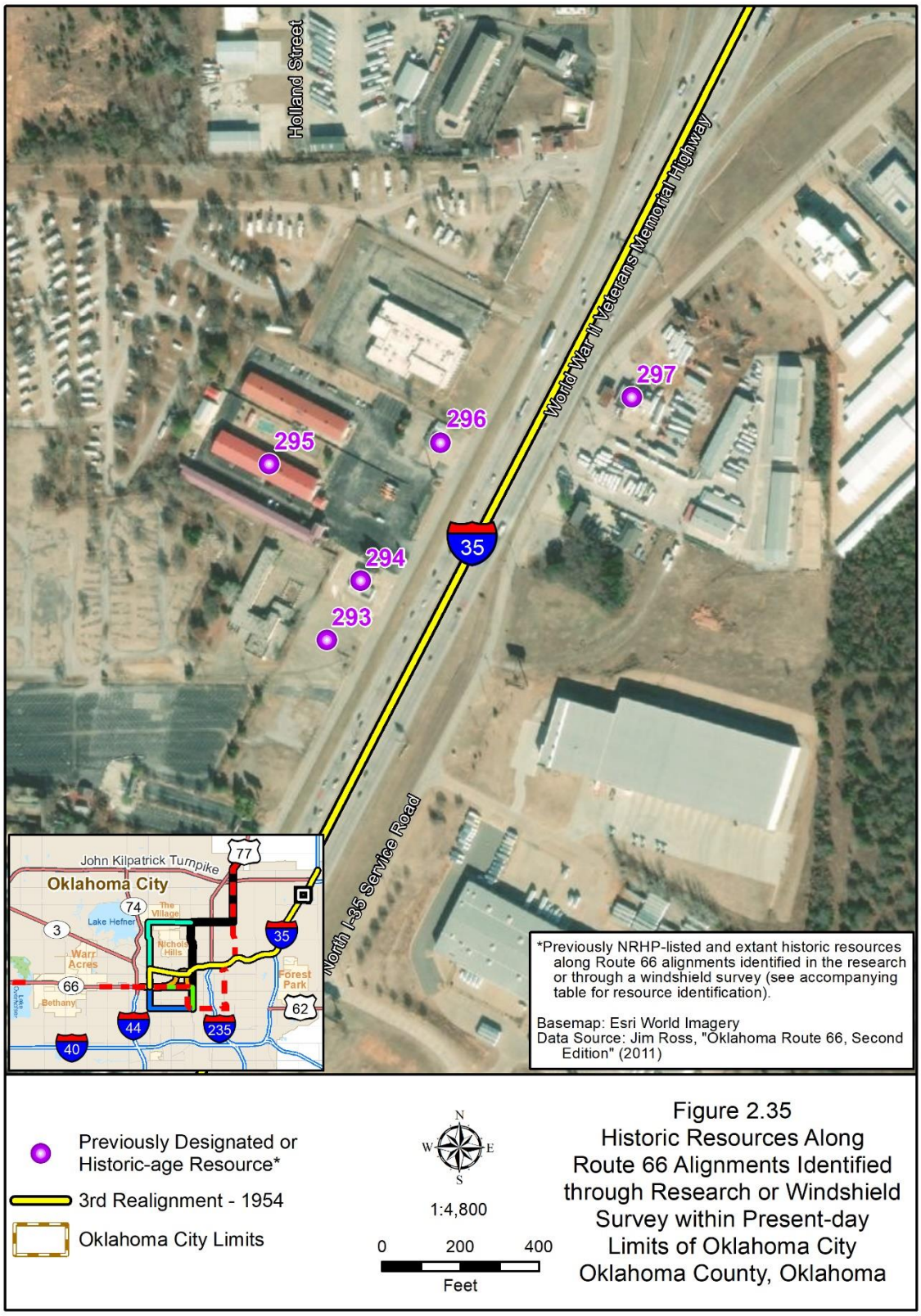


Figure 2.35
Historic Resources Along Route 66 Alignments Identified through Research or Windshield Survey within Present-day Limits of Oklahoma City Oklahoma County, Oklahoma

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List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
1	Overholser Drive over North Canadian River	Lake Overholser Truss Bridge	Bridges	Road-related (vehicular)/ Road-related (vehicular)	Listed in the National Register of Historic Places under Criteria A and C	*Lake Overholser Bridge National Register of Historic Places Registration Form (2004)*
2	7420 N. May Avenue	Goodwill Donation Center	Gasoline/ Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
3	3315 N.W. Expressway	Beverly's Pancake House/Chicken in the Rough	Restaurant/Diner	Restaurant/ Restaurant	Not likely to have significance due to age under the Route 66 in Oklahoma City context	*EZ 66 Guide For Travelers, Third Edition* (2013), OK-20; *Weird Highway Route 66: History & Hauntings, Legends & Lore* (2017), 189
4	6001 N. May Avenue	City Bites/American Cleaners	Commercial	Commercial/ Restaurant	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
5	4700 N.W. 39th Expressway	1st Choice Auto	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
6	4600 N.W. 39th Expressway	Caspian Auto Sales	Restaurant/Diner	Restaurant/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
7	4508 N.W. 39th Expressway	Car Source	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
8	4420 N.W. 39th Expressway	Cruz Tire Shop	Gasoline/Service Station	Gasoline/Service Station/ Gasoline/Service Station	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
9	4418 N.W. 39th Expressway	Jack's Bar B Que	Restaurant/Diner	Restaurant/ Restaurant	Identified in Oklahoma Route 66 Historic Resources Survey as an example of the modern movement architecture associated with the drive-in restaurant industry that emerged along the expanding highway system in the early and mid-twentieth century; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*
10	4414 N.W. 39th Expressway	Amigos Tire Shop	Gasoline/Service Station	Gasoline/Service Station/ Gasoline/Service Station	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
11	4316 NW 39th Expressway	Happy Auto Sales	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
12	4106 N.W. 39th Street	Ann's Chicken Fry House (formerly a gas station)	Gasoline/Service Station; Restaurant/Diner	Gasoline/Service Station/ Restaurant	May have significance under Criterion A in the areas of Transportation and Commerce for both property types under the Route 66 in Oklahoma City context	*Once Upon a Highway: Route 66 in Oklahoma* (2007), 106; *Route 66: The Oklahoma Experience* (2010), 57
13	3810 N.W. 39th Expressway	66 Bowl (formerly)/Spices of India (currently)	Recreation Travel Stops/ Destinations	Bowling Alley/ Commercial	Identified in Oklahoma Route 66 Historic Resources Survey as an example of the modern movement architecture associated with recreation activities popular during the 1950s and 1960s; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
14	3540 N.W. 39th Expressway	Weaver's Garage	Gasoline/Service Station; Gasoline/Service Station	Gasoline/Service Station/ Gasoline/Service Station	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
15	3520 N.W .39th Expressway	Arcadia Motel (formerly) Italauto (currently)	Motels/Tourist Courts	Motel/ Commercial	Identified in Oklahoma Route 66 Historic Resources Survey as an example of the motel architecture associated popular during the 1950s and 1960s; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*
16	3530 N.W. 39th Expressway	Motel Nuhoma	Motels/Tourist Courts	Motel/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
17	Service Road from N. Portland Avenue to Newport Street	"Historic Route 66 strip"	Roadbed	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Transportation under the Route 66 in Oklahoma City context	*Oklahoma Route 66: The Cruiser's Companion* (1992), 2
18	3500 N.W. 39th Expressway	Meadows Steakhouse (now auto sales establishment)	Restaurant/Diner	Restaurant/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Images of America Route 66 in Oklahoma* (2011), 90; *Weird Highway Route 66: History & Hauntings, Legends & Lore* (2017), 187
19	Service Road between May Avenue and the north-south lanes of I-44	"Historic Route 66 strip"	Roadbed	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Transportation under the Route 66 in Oklahoma City context	*Oklahoma Route 66: The Cruiser's Companion* (1992), 2
20	2627 E. I44 Service Road	CSI	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
21	2211 E. I44 Service Road	Red Earth Feed and Tack	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
22	2200 W. I44 Service Road	Habana Inn	Motels/Tourist Courts	Motel/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
23	2215 N.W. 39th Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
24	2207 N.W. 39th Street	Commercial Building	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
25	2127 & 2139 N.W. 39th Street	Bray R. L. Filling Station (formerly)/ Pulse and Wreck Room (currently)	Gasoline/Service Station	Gasoline/Service Station/ Gasoline/Service Station	Identified in a previous survey as an example of the representative style of commercial buildings in the city but not individually NRHP eligible and located outside the historic district boundaries; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
26	2124 N.W. 39th Street	Commercial Building	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
27	2120 N.W. 39th Street	Phoenix Rising OKC	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
28	2116 N.W. 39th Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
29	4001 N. Pennsylvania Avenue	Oklahoma Coin and Gold/ Sahhar/Ziggyz	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
30	1900 N.W. 39th Street	RB Optical	not applicable	Professional office/Medical office	Identified in a previous survey as not NRHP eligible due to lack of architectural significance within the larger context of Oklahoma City; not likely to have significance under the Route 66 in Oklahoma City context due as an office building	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
31	3611 N. May Avenue	Nick's Stereo	Gasoline/Service Station	Gasoline/Service Station/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
32	3601 N. May Avenue	Loan Depot	Restaurant/Diner	Restaurant/ Commercial	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
33	3401 N. May Avenue	Haggard's Fine Furniture	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
34	3131 N. May Avenue	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
35	3125 N. May Avenue	Commercial Building	Gasoline/Service Station	Gasoline/Service Station/ Gasoline/Service Station	May have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
36	3106 N. May Avenue	Eley's Food	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context but has integrity impacts	2020 Windshield Survey
37	9413 N. Western Avenue	Caleb Smith Photography	Gasoline/Service Station	Gasoline/Service Station/ Commercial	Identified as a non-contributing resource in Britton Commercial District Intensive Level Survey due to significant alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
38	1015 W. Britton Road	Leighton Veterinary	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as a non-contributing resource in Britton Commercial Historic District Intensive Level Survey due to age	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
39	925 W. Britton Road	Artist of Hair	Commercial	Medical Business/Office/ Commerce/Trade	Identified as individually NRHP eligible in Britton Commercial Historic District Intensive Level Survey	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
40	923 W. Britton Road	Pippin Building/Ward's Dry Goods/Britton Theater	Commercial	Commerce/ Trade/ Vacant/ Not in Use	Identified as a non-contributing resource in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
41	921 W. Britton Road	King's Klinic	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Britton Commercial Historic District Intensive Level Survey as a resource located along the Route 66 Bypass and associated with its development; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
42	919 W. Britton Road	Randolph Remodeling/Studio 919	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Britton Commercial Historic District Intensive Level Survey as a resource located along the Route 66 Bypass; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
43	915 W. Britton Road	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in Use	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to significant alterations but identified as a good example of early commercial architecture	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
44	913 W. Britton Road	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Britton Commercial Historic District Intensive Level Survey as a contributing resource to a district associated with Route 66; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
45	907 W. Britton Road	No Boundaries International	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Britton Commercial Historic District Intensive Level Survey as a contributing resource to a district associated with Route 66; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
46	911 W. Britton Road	Hideout Art	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
47	903-905 W. Britton Road	Rooks-Witten Tax Service/Gerv's Golf	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
48	901 W. Britton Road	Jess Scruggs Texaco Service Station	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified in Britton Commercial Historic District Intensive Level Survey as a good example of Spanish Colonial Revival Commercial Architecture and is associated with the development of Route 66; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
49	819 W. Britton Road	Texaco Service Station	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified in Britton Commercial Historic District Intensive Level Survey as a good example of Commercial and Mission Architecture Associated with the service station industry; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
50	811 W. Britton Road	Happy Root 420	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019);* Oklahoma Landmarks Inventory
51	815-817 W. Britton Road	Rapid Tax Return/Cut The Cake	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
52	803 W. Britton Road	Fred Young Motors	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
53	801 W. Britton Road	Tom's Tire Shop	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified in Britton Commercial Historic District Intensive Level Survey as an example of commercial architecture associated with the automobile culture of Route 66; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
54	1112 W. Britton Road	Big Paul's Auto Sales & Paint and Body Printing	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as a non-contributing resource in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
55	1000 W. Britton Road	First Enterprise Bank	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
56	920 W. Britton Road	Rorem Building	Commercial	Commerce/ Trade/ Vacant/ Not in Use	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
57	918 W. Britton Road	Alley Records	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in the Britton Commercial Historic District Intensive Level Survey as a resource that represents the building boom of post-WWII and the impact of the Route 66 Bypass; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
58	916 W. Britton Road	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in the Britton Commercial Historic District Intensive Level Survey as a resource built during the post-WWII boom period of 1946-1960 and is associated with the Route 66 Bypass alignment of 1926-1936; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
59	912 W. Britton Road	Ritz Theater	Recreation Travel Stops/ Destinations	Theater/Vacant/ Not in Use	Identified in the Britton Commercial Historic District Intensive Level Survey as a resource that warrants further study because of its connection with entertainment in Oklahoma City; may have significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/Recreation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
60	900 W. Britton Road	Britton Park, LLC/Labor Finders	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as a non-contributing resource in Britton Commercial Historic District Intensive Level Survey due to age	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
61	814 W. Britton Road	Top LLC Land Office	Gasoline/Service Station	Road-related (vehicular)/ Office	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
62	816 W. Britton Road	High Garden	Restaurant/Diner	Restaurant/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
63	804 W. Britton Road	Family Dollar	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey due to alterations	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
64	742 W. Britton Road	Owl Court Office	Motels/Tourist Courts	Hotel/Vacant/ Not in Use	In the Britton Commercial Historic District Intensive Level Survey, the resource was identified as a building that exemplifies roadside commerce that evolved during the historic period of Route 66 tourism and as a black-owned business that was used exclusively by African-American travelers; integrity impacts due to alterations and change in use	*Images of America Route 66 in Oklahoma* (2011), 78; *Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
65	800 W. Britton Road	Tom's Tire Shop	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified in the Britton Commercial Historic District Intensive Level Survey as a contributing resource as it was built during the period of significance and has a distinctive architectural style; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
66	730 W. Britton Road	Allstate/Little Hearts Child Care	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in the Britton Commercial Historic District Intensive Level Survey as a resource that dates to the period of significance and is associated with Route 66 (1936-1953); may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
67	724 W. Britton Road	DeWayne Hays Lawyer Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in the Britton Commercial Historic District Intensive Level Survey as a resource that dates to the period of significance and represents the commercial component; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
68	708 W. Britton Road	Britton Feed and Seed	Commercial	Commerce/ Trade/ Commerce/Trade	Identified as non-contributing in Britton Commercial Historic District Intensive Level Survey	*Survey Report, Intensive-Level Survey of Historic Britton Commercial District (2019); Oklahoma Landmarks Inventory*
69	9101 N. Western Avenue	Pat Pugh Ford/Sign Innovations	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified as an example of Mission architecture with Gothic influences; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*
70	9110 N. Western Avenue	Britton Cities Service Station/ Suzzane Peck Art Studio	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified as an excellent example of early service station architecture; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*
71	9100 N. Western Avenue	Western Trail Trading Post	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*EZ 66 Guide For Travelers, Third Edition* (2013), OK-19

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
72	9014 N. Western Avenue	Dinah's Bar-B-Que	Restaurant/Diner	Restaurant/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Weird Highway Route 66: History & Hauntings, Legends & Lore* (2017), 189
73	8917 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
74	8915 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
75	8911 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
76	8920 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
77	8900 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
78	8815 N. Western Avenue	C&C Auto	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
79	8801 N. Western Avenue	Complete Rentals	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
80	8709 N. Western Avenue	Commercial Building	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
81	8703 N. Western Avenue	Commercial Building	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
82	1020 N.W. 86th Street	M.D. Transmission & Automotive Repair	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
83	8310 N. Western Avenue	Classics Club	Restaurant/Diner	Restaurant/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*EZ 66 Guide For Travelers, Third Edition* (2013), OK-19
84	8301 N. Western Avenue	Goodwill Donation Center	Restaurant/Diner	Restaurant/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
85	6900 - 6908 N. Western Avenue	Hey Lolly Lolly, CBD Unlimited (multiple storefronts, some of which appear to be vacant)	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
86	5420 N. Western Avenue	1941 steel I-beam bridge with decorative guardrail	Bridges	Road-related (vehicular)/ Road-related (vehicular)	Was not determined eligible in previous Route 66 survey	*Oklahoma Route 66 Roadbed Documentation Project (1926-1970) A survey of Roadbed and Integral Structures* (2001-2002), 22

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
87	5225 N. Western Avenue	Gold Leaf Nutrition	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
88	5219 N. Western Avenue	Antique Avenue Market	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
89	5207 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
90	5137 N. Classen Boulevard	Edna's	Gasoline/Service Station	Road-related (vehicular)/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; has had integrity impacts	2020 Windshield Survey
91	5131 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
92	5114 N. Classen Circle	Classen Grill	Restaurant/Diner	Restaurant/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
93	1221 N.W. 50th Street	Hi Lo Club/Sidecar Lounge/Charlie's Records	Restaurant/Diner	Restaurant/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
94	4614 N. Classen Boulevard	Ghazal Apartments	not applicable	Domestic/ Domestic	Identified in a previous survey as not contributing due to age; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
95	4509 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not contributing due to age; not likely to have significance under Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
96	4501 N. Classen Boulevard	The Galleria	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as NRHP eligible under Criterion C as an interesting example of a Modern style one-story office building with underground parking garage; not likely to have significance under Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
97	4415 N. Classen Boulevard	Oklahoma Environmental Services	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as a variation of a style seen only in a few places elsewhere but is not individually NRHP eligible and is located outside of historic districts; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
98	4444 N. Classen Boulevard	Lee Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to lack of historic integrity; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
99	4409 N. Classen Boulevard	Medical Office	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to age (reevaluation recommended when it is 50 years of age); not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
100	4401 N. Classen Boulevard	Hyde & Associates	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to age (reevaluation recommended when it is 50 years of age); not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
101	4335 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to age (reevaluation recommended when it is 50 years of age); not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
102	4312 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to lack of historic integrity; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
103	4802 N. Western Avenue	Crown Heights Baptist Church	not applicable	Religion/ Religion	Identified in previous surveys as individually NRHP eligible under Criterion C for its Gothic Revival style; not likely to have significance as a religious facility under Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
104	4601 N. Western Avenue	The Wedge Pizzeria	Gasoline/Service Station	Road-related (vehicular)/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; has had integrity impacts	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
105	4608 N. Western Avenue	Northwest Automotive	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; has had integrity impacts	2020 Windshield Survey
106	4501 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to lack of architectural significance within larger context of Oklahoma City; Not likely to have significance under Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
107	4520 & 4512 N. Western Avenue	Quick Kleen Laundromat Cleaners	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
108	4500 N. Western Avenue	QC Grocery	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; has had integrity impacts	2020 Windshield Survey
109	4401 N. Western Avenue	Freeman's Liquor Mart	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
110	4400 N. Western Avenue	Rug & Carpet of Oklahoma/ Savory Spice Shop	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not contributing due to age; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
111	4322 N. Western Avenue	Will Rogers Theater	Recreation Travel Stops/ Destinations	Theater/Theater	Identified in previous surveys as a resource that warrants further study; may have significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/Recreation under the Route 66 in Oklahoma City context	*Thematic Survey of Historic Movie Theaters in Central Oklahoma (2004-2005); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
112	4300-4308 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to age (reevaluation recommended when it is 50 years of age); not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
113	4195 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to age (reevaluation recommended when it is 50 years of age); not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
114	4115 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to age (reevaluation recommended when it is 50 years of age); not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
115	1446 N.W. 39th Street	Duplex	not applicable	Domestic/ Domestic	Identified in a previous survey as not NRHP eligible individually and located outside the boundaries of historic districts; not likely to have significance under the Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
116	4309 N. Western Avenue	Sipango Lounge/Drum Room	Commercial	Commerce/ Trade/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
117	4217 N. Western Avenue	William Eckhardt DX	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified as an example of Moderne architecture associated with the automobile industry; may have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*
118	4200 N. Western Avenue	Crown Drug Co. #104/VZD Restaurant and Club	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing to the NRHP-listed Crown Heights Historic District; may have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	*Crown Heights Historic District National Register of Historic Places Registration Form (1994); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
119	1127 N.W. 39th Street	Residence	not applicable	Domestic/ Domestic	Identified in a previous survey as not NRHP eligible individually and located outside the boundaries of historic districts; not likely to have significance under the Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
120	3905 N. Western Avenue	Thomson & Thomson	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
121	3721 N. Western Avenue	Autobahn Foreign Car Repair, Inc.	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
122	3704 – 3726 N. Western Avenue	Multiple storefronts	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
123	3701 – 3709 N. Western Avenue	Multiple storefronts	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
124	3621 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Vacant/Not in Use	Non-contributing resource to the Military Park Historic District due to age; may have significance under Criterion A in the areas of Commerce and Transportation under the Route 66 in Oklahoma City context	*Military Park Neighborhood Architectural/Historical Survey (1993); Oklahoma Landmarks Inventory*
125	3620 N. Western Avenue	Bates Brothers Filling Station	Gasoline/Service Station	Road-related (vehicular)/ Vacant/ Not in use	Identified in a previous survey as an example of commercial architecture associated with the automotive industry; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
126	3612 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing to the NRHP-eligible Central Park Historic District; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 25; *Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
127	3608 N. Western Avenue	Senses Salon and Spa	not applicable	Domestic/ Commerce/Trade	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
128	3520 N. Western Avenue	Duplex	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
129	3512 N Western Ave	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
130	3416 N Western Ave	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
131	3408-2410 N. Western Avenue	Duplex	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
132	3404 N. Western Avenue	Residence	not applicable	Domestic/ Domestic	Located within boundary of the NRHP-eligible Central Park Historic District (contributing/non-contributing status unknown); not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
133	3400 N. Western Avenue	Duplex	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
134	3318 N. Western Avenue	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
135	3314 N. Western Avenue	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
136	3214 N. Western Avenue	Duplex	not applicable	Domestic/ Domestic	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
137	3210 N. Western Avenue	Gas station	Gasoline/Service Station	Road-related (vehicular)/ Vacant/ Not in use	Contributing to the NRHP-eligible Central Park Historic District; May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
138	3208 N. Western Avenue	Apartment	not applicable	Domestic/ Multiple/ Domestic/ Multiple	Contributing to the NRHP-eligible Central Park Historic District; not likely to have significance as a domestic resource under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
139	3200 N. Western Avenue	T&B Express	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing to the NRHP-eligible Central Park Historic District; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
140	3114 N. Western Avenue	Jet-Low Detailing/Fast Eddie's	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing to the NRHP-eligible Central Park Historic District; May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
141	3104 N. Western Avenue	Ludwig's Barber Shop	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; has had integrity impacts	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
142	3600 N. Classen Boulevard	Putnam Park/Memorial Park/Uptown Kiwanis Park	Recreation Travel Stops/ Destinations	Park/Park	Identified in a previous survey as contributing to the NRHP eligible Military Park Historic District; may have significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/Recreation under the Route 66 in Oklahoma City context	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
143	3504 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
144	3328 N. Classen Boulevard	Commercial Building	Commercial	Domestic/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; integrity impacts due to alterations and change in use	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
145	3324 N. Classen Boulevard	Commercial Building	Commercial	Domestic/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; integrity impacts due to alterations and change in use	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
146	3300 N. Classen Boulevard	Lee's Sandwiches	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
147	3224 N. Classen Boulevard	Subway	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
148	3214 N. Classen Boulevard	Professional Automotive/ Classen Deli	Commercial	Commerce/ Trade/ Specialty School	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
149	3200-02 N. Classen Boulevard	7-Eleven & Classen Liquor	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
150	3124 N. Classen Boulevard	TJ's Cut and Style	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
151	3114 N. Classen Boulevard	Denton's Picture Framing & Supplies	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
152	3108 N Classen Blvd	Residence	not applicable	Domestic/ Domestic	Identified in a previous survey as contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City context as a domestic resource	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
153	3100 N. Classen Boulevard	Classen Tag Agency & Mail Center	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; Not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
154	3016 N. Classen Boulevard	Pho oung	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
155	3010 N. Classen Boulevard	Khuu & Associates	not applicable	Domestic/ Commerce/Trade	Identified in a previous survey as contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City context as a domestic resource	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
156	3000 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
157	3625 N. Classen Boulevard	Residence	not applicable	Domestic/ Domestic	Identified in a previous survey as a building that warrants further study to determine if it contributes to the Putnam Heights Historic District if that district's boundaries were amended to include this building adjacent to it; Not likely to have significance under the Route 66 in Oklahoma City context as a domestic resource	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
158	3601 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
159	3509-15 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
160	3421 N. Classen Boulevard	Sam's Nail Supply	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
161	3411-09 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
162	3401 N. Classen Boulevard	Jeff's Country Café	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
163	3325 N. Classen Boulevard	Café Kacao	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
164	3313 N. Classen Boulevard	W&W Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; Not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
165	3301 N. Classen Boulevard	Neptune Submarine Sandwiches	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
166	3231 N. Classen Boulevard	Fung's Kitchen	Restaurant/Diner	Restaurant/ Restaurant	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
167	3221 N. Classen Boulevard	Robert Bell School of Ballet	Commercial	Commerce/ Trade/ Education/ School	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
168	3201 N. Classen Boulevard	Texaco	Gasoline/Service Station	Road-related (vehicular)/ Office	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
169	3121 N. Classen Boulevard	Classen Food	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
170	3113 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context; integrity impacts due to alterations	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
171	3109-11 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to age; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
172	3101 N. Classen Boulevard	Treat Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as non-contributing to the NRHP eligible Military Park Historic District due to alterations; Not likely to have significance under the Route 66 in Oklahoma City context due to age	*Military Park Neighborhood Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
173	2901 & 2915 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as a building that warrants further study due to integrity questions; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
174	2817 N. Classen Boulevard	Rainbow Travel Service, Inc.	Commercial	Commerce/ Trade/ Commerce/Trade	Previously surveyed but NRHP eligibility evaluation not provided; not likely to have significance under the Route 66 in Oklahoma City context due to age	*Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
175	2609 N. May Avenue	Taft Stadium	not applicable	Education/ Stadium/ Education/ Stadium	Identified in a previous survey as individually NRHP eligible as an outstanding example of the WPA style applied to a sports facility; not likely to have significance under the Route 66 in Oklahoma City context as an education resource	*WPA Structures Thematic Survey (Phase III) Final Report (1987); Oklahoma Landmarks Inventory*
176	2700 N. May Avenue	Bill's Convenience Store	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
177	2901 N.W. 23rd Street	Taft Junior High School	not applicable	Education/ School/ Education/ School	Listed in the National Register of Historic Places under Criterion C	*Taft Junior High School National Register of Historic Places Registration Form (2007); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); WPA Structures Thematic Survey (Phase III) Final Report (1987); Oklahoma Landmarks Inventory*
178	2500 N. May Avenue	New Leaf Florist	Commercial	Commerce/ Trade/ Commerce/Trade	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
179	2900 N.W. 23rd Street	Vape Shop	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
180	2756 N.W. 23rd Street	Pedestrian Tunnel under N.W. 23rd Street	Road-related structures	Road-related (vehicular)/ Road-related (vehicular)	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Secret Route 66: A Guide to the Weird, Wonderful, and Obscure* (2017), 19
181	2725 N.W. 23rd Street	Grover Cleveland School	not applicable	Education/ School/ Education/ School	Identified in a previous survey as individually NRHP eligible; not likely to have significance under the Route 66 in Oklahoma City context as an education resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
182	2507 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
183	2410 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Not NRHP eligible due to lack of architectural significance within larger context of Oklahoma City; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
184	2501 N. Blackwelder Avenue	Oklahoma City University	not applicable	Education/ College/ Education/ College	Listed in the National Register of Historic Places under Criterion A	*Oklahoma Route 66: The Cruiser's Companion* (1992), 3; *Oklahoma City University National Register of Historic Places Inventory Nomination Form* (1978)
185	1601 N.W. 23rd Street	Edwin J. Stahl Filling Station	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified in a previous survey as an example of the Modern Movement architecture that is associated with the automobile; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Final Survey Report for the Oklahoma Route 66 Historic Resources Survey*, 1926-1970 (2002), 26; *Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
186	2024 N.W. 23rd Street	Winchell's Donut House/Metro PCS	Restaurant/Diner	Restaurant/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood West Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
187	2020 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Non-contributing to the NRHP-listed Gatewood West Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
188	2016 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
189	2012 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
190	2008 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
191	2004 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
192	2000 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
193	1932 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
194	1928 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
195	1924 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
196	1920 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Non-contributing to the NRHP-listed Gatewood West Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
197	1916 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
198	1912 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
199	1908 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
200	1904 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
201	1900 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
202	1844 N.W. 23rd Street	Flamingo Apartments	not applicable	Domestic/ Domestic	Non-contributing to the NRHP-listed Gatewood West Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
203	1828-30 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
204	1824-26 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
205	1820 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
206	1816 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
207	1812 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Non-contributing to the NRHP-listed Gatewood West Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
208	1808 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
209	1804 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
210	1714 N.W. 23rd Street	23rd Street Food Mart	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Non-contributing to the NRHP-listed Gatewood West Historic District; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
211	1800 N.W. 23rd Street	Residence	not applicable	Domestic/ Domestic	Contributing to the NRHP-listed Gatewood West Historic District (rear building is non-contributing); not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood West Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
212	1704 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
213	1700 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
214	1614 N.W. 23rd Street	Sala Thai	Restaurant/Diner	Restaurant/ Restaurant	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
215	1600 N.W. 23rd Street	Cash America Pawn	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; Not likely to have significance under Route 66 in Oklahoma City context due to age	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
216	1516 N.W. 23rd Street	Outreach Ministries Thrift	not applicable	Domestic/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; Not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
217	1508 N.W. 23rd Street	Just Weaves	not applicable	Domestic/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
218	1500 N.W. 23rd Street	Taj Cuisine of India	Restaurant/Diner	Restaurant/ Restaurant	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
219	1401 N.W. 23rd Street	Smith & Kernke Funeral Home	not applicable	Funerary/ Funerary	Listed in the National Register of Historic Places under Criterion C	*Smith & Kernke Funeral Directors National Register of Historic Places Registration Form (1999)*
220	2520 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in Use	Potentially NRHP eligible under Criterion A in the area of Commerce; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
221	2501 N. Classen Boulevard	Donuts	Commercial	Commerce/ Trade/ Commerce/Trade	Previously surveyed but NRHP eligibility evaluation not provided; not likely to have significance under Route 66 in Oklahoma City context due to age	*Oklahoma Landmarks Inventory*
222	2426 N. Classen Boulevard	Milk Bottle Building	Commercial	Commerce/ Trade/ Commerce/Trade	Listed in the National Register of Historic Places under Criterion C	*Oklahoma Route 66 (2011), 122; Images of America Route 66 in Oklahoma (2011), 88; Once Upon a Highway: Route 66 in Oklahoma* (2007), 105; *Here It Is! Route 66, Oklahoma, Map Series* (2015); *EZ 66 Guide For Travelers*, Third Edition (2013), OK-20; *Route 66: The Mother Road* (2001), 115; *Route 66: The Oklahoma Experience* (2010), 57; *Milk Bottle Grocery National Register of Historic Places Registration Form* (1998); *Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
223	2701 N. Western Avenue	Commercial Building	Gasoline/Service Station	Road-related (vehicular)/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
224	2501-2503 N. Western Avenue	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in previous survey as not NRHP eligible due to lack of architectural significance within larger context of Oklahoma City; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
225	2416 N. Western Avenue	Commercial Building	not applicable	Domestic/ Commerce/Trade	Non-contributing to the Paseo Neighborhood Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
226	919 N.W. 23rd Street	DOVE Science Academy	not applicable	Education/ School/ Education/ School	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; not likely to have significance under Route 66 in Oklahoma City context as an education resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
227	901-909 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
228	801 N.W. 23rd Street	Medical Clinic	not applicable	Health care/ Health care	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; NRHP eligible under Criterion C as a good example of Modern style medical office; not likely to have significance under Route 66 in Oklahoma City context as a health care facility	*Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
229	737 N.W. 23rd Street	Airway Travel	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
230	733 N.W. 23rd Street	Tattoo and Art	not applicable	Domestic/ Commerce/Trade	Identified in a previous survey as contributing to the Paseo Neighborhood Historic District but is not located within the historic district's boundaries; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
231	727 N.W. 23rd Street	Cuppies & Joe	not applicable	Domestic/ Restaurant	Non-contributing resource in the Paseo Neighborhood Historic District due to alterations; Not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
232	723 N.W. 23rd Street	Spotlight Lounge	not applicable	Domestic/ Restaurant	Non-contributing resource in the Paseo Neighborhood Historic District due to alterations; Not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
233	719 N.W. 23rd Street	Starlite Salon	not applicable	Domestic/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District due to alterations; Not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
234	715 N.W. 23rd Street	Chick Bar	not applicable	Domestic/ Restaurant	Non-contributing resource in the Paseo Neighborhood Historic District due to alterations; Not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
235	1328 N.W. 23rd Street	Auto Zone	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; Not likely to have significance under Route 66 in Oklahoma City context due to age	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
236	1308 N.W. 23rd Street	Valvoline	Gasoline/Service Station	Road-related (vehicular)/ Road-related (vehicular)	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
237	1300 N.W. 23rd Street	Fashion Sport Uniforms	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
238	2325 N. Classen Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; not likely to have significance under Route 66 in Oklahoma City context due to age	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*
239	2301 N. Classen Boulevard	Classen View Veterinary Clinic	not applicable	Health care/ Health care	Identified in Gatewood Intensive Survey but is located outside the boundary of the NRHP-listed Gatewood East Historic District; not likely to have significance under Route 66 in Oklahoma City context due to age	*Gatewood East Historic District National Register of Historic Places Registration Form (2004); Gatewood Neighborhood University Historic District and Gatewood Historic District Intensive Level Architectural/ Historical Survey (1993); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
240	1112 N.W. 23rd Street	Citizens State Bank	Commercial	Commerce/ Trade/ Commerce/Trade	Listed in the National Register of Historic Places under Criterion C	*Images of America Route 66 in Oklahoma* (2011), 87; *Once Upon a Highway: Route 66 in Oklahoma* (2007), 104; *EZ 66 Guide For Travelers, Third Edition* (2013), OK-19; *Citizens State Bank National Register of Historic Places Registration Form (2003); Oklahoma Landmarks Inventory*
241	2300 N. Classen Boulevard	Citizens Bank Tower	Commercial	Commerce/ Trade/ Commerce/Trade	Listed in the National Register of Historic Places under Criterion C	*Images of America Route 66 in Oklahoma* (2011), 87; *Once Upon a Highway: Route 66 in Oklahoma* (2007), 104; *EZ 66 Guide For Travelers, Third Edition* (2013), OK-19; *Citizens Bank Tower National Register of Historic Places Registration Form* (2009)

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
242	2400 N. Western Avenue	O'Reilly Auto Parts	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
243	615-19 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
244	607-613 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District due to insufficient age; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
245	601 N.W. 23rd Street	Hurts Donuts/Uptown Smiles Family Dentistry	Commercial	Commerce/ Trade/ Commerce/Trade	Listed in the National Register of Historic Places under Criterion C	*Mutual Savings and Loan Association Building National Register of Historic Places Registration Form (2016); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

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Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
246	531 N.W. 23rd Street St	I.V.I	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*
247	523-527 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Paseo Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Paseo Neighborhood Historic District National Register of Historic Places Registration Form (2004); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
248	445 N.W. 23rd Street	Alley Café	Restaurant/Diner	Restaurant/ Restaurant	Non-contributing resource in the Jefferson Park Historic District due to alterations; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
249	427-443 1/2 N.W. 23rd Street	Tower Building	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing resource in the Jefferson Park Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
250	423-425 N.W. 23rd Street	Tower Theater	Recreation Travel Stops/Destinations	Theater/Theater	Contributing resource in the Jefferson Park Historic District; may have significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/Recreation under Route 66 in Oklahoma City context	*Oklahoma Route 66* (2011), 121; *Images of America Route 66 in Oklahoma* (2011), 86; *Once Upon a Highway: Route 66 in Oklahoma* (2007), 103; *EZ 66 Guide For Travelers, Third Edition* (2013), OK-20; *Route 66: The Oklahoma Experience* (2010), 57; *Thematic Survey of Historic Movie Theaters in Central Oklahoma (2004-2005); Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
251	421 N.W. 23rd Street	Oklahoma City Community Church	not applicable	Commerce/ Trade/ Religion	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
252	417 N.W. 23rd Street	Galleries (Antique Art Galleries)	Restaurant/Diner	Restaurant/ Commerce/Trade	Non-contributing resource in the Jefferson Park Historic District due to age; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
253	413-15 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Jefferson Park Historic District due to alterations; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
254	411 N.W. 23rd Street	23rd Street Body Piercing	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
255	401 N.W. 23rd Street	Phillips 66 "Cottage Style" Service Station	Gasoline/Service Station	Road-related (vehicular)/ Commerce/Trade	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Once Upon a Highway: Route 66 in Oklahoma* (2007), 102; *Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970* (2002), 26; *Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
256	2409 N. Hudson Avenue	Cheever's Flower Shop	Commercial	Commerce/ Trade/ Restaurant	Contributing resource in the Jefferson Park Neighborhood Historic District; individually NRHP-eligible; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Once Upon a Highway: Route 66 in Oklahoma* (2007), 102; *Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
257	319 N.W. 23rd Street	Queen's Beauty Supply	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Jefferson Park Historic District due to loss of integrity; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
258	315-317 N.W. 23rd Street	Backyard BBQ/Grandad's	Commercial	Commerce/ Trade/ Restaurant	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
259	313 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Vacant/ Not in Use	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
260	309 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
261	305 N.W. 23rd Street	Family Dollar	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
262	227 N.W. 23rd Street	Basil Mediterranean Cafe	Commercial	Commerce/ Trade/ Commerce/Trade	Non-contributing resource in the Jefferson Park Neighborhood Historic District; not likely to have significance under Route 66 in Oklahoma City context due to age	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
263	201-207 N.W. 23rd Street	Apartment Building	not applicable	Domestic/ Domestic	Contributing resource in the Jefferson Park Neighborhood Historic District; not likely to have significance under Route 66 in Oklahoma City context as a domestic resource	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
264	129-133 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
265	119-123 N.W. 23rd Street	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Contributing resource in the Jefferson Park Neighborhood Historic District; may have significance under Criterion A in the area of Commerce and Transportation under Route 66 in Oklahoma City context	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
266	113 N.W. 23rd Street	McDonald's	Restaurant/Diner	Restaurant/ Restaurant	Non-contributing resource in the Jefferson Park Neighborhood Historic District due to age; not likely to have significance under Route 66 in Oklahoma City context due to age	*Jefferson Park Historic District National Register of Historic Places Registration Form (1992); Reconnaissance Survey of Portions of Oklahoma City, Northeast, Northwest, and South Oklahoma City (1994); Oklahoma Landmarks Inventory*
267	600 N.W. 23rd Street	Commercial Building	Commercial	Commerce/Trade Restaurant	Not NRHP eligible due to lack of architectural significance within larger context of Oklahoma City; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
268	528 N.W. 23rd Street	Big Truck Tacos	Restaurant/Diner	Restaurant/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
269	200 N.E. 23rd Street	Oklahoma National Guard Armory	not applicable	Defense/Vacant/Not in Use	Listed in the National Register of Historic Places under Criteria A and C	*Oklahoma National Guard Armory National Register of Historic Places Registration Form (2019); Oklahoma Landmarks Inventory*
270	2311 N. Central Avenue	Oklahoma State Highway Department Testing Laboratory/Oklahoma Veterans Affairs Building	not applicable	Government/ Vacant/ Not in Use	Listed in the National Register of Historic Places under Criteria A and C	*State Highway Department Testing Laboratory National Register of Historic Places Registration Form (2019); Oklahoma Landmarks Inventory*
271	2401 N. Lincoln Boulevard	Will Rogers Memorial Building	not applicable	Government/ Government	Identified in previous survey as NRHP eligible under Criterion C as a striking example of a Miesan, state-sponsored office building; not likely to have significance as a government resource under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
272	2400 N. Lincoln Boulevard	Sequoyah Office Building	not applicable	Government/ Government	Identified in previous survey as NRHP eligible under Criterion C as a striking example of a Miesan, state-sponsored office building; not likely to have significance as a government resource under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
273	2300 N. Lincoln Boulevard	Oklahoma State Capitol	not applicable	Government/ Government	Listed in the National Register of Historic Places under Criteria A	*Oklahoma State Capitol National Register of Historic Places Inventory Nomination Form (1976); Oklahoma Landmarks Inventory*
274	3601 N. Lincoln Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	NRHP eligible under Criterion C as a striking example of a Neo-expressionist style office building; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
275	3400 N. Lincoln Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	Not NRHP eligible due to lack of architectural significance within larger context of Oklahoma City; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
276	4420 N. Lincoln Boulevard	Red Rock	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in previous survey as not NRHP eligible due to lack of historic integrity; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
277	4345 & 4545 N. Lincoln Boulevard	Lincoln Plaza	Commercial	Domestic/ Commerce/ Trade/Vacant/ Not in Use	Listed in the National Register of Historic Places as a historic district under Criterion A	*Lincoln Plaza Historic District National Register of Historic Places National Register of Historic Places Registration Form (2016); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
278	4400 N. Lincoln Boulevard	Red Rock	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in previous survey as a building that warrants further study; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
279	4130 N. Lincoln Boulevard	Planet Rock	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in previous survey as not NRHP eligible due to lack of architectural significance within larger context of Oklahoma City; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
280	4100 N. Lincoln Boulevard	Commercial Building	Commercial	Commerce/ Trade/ Commerce/Trade	NRHP eligible under Criterion C as a good example of new formalism; may have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
281	4040 N. Lincoln Boulevard	Forty Forty Building	Commercial	Commerce/ Trade/ Commerce/Trade	NRHP eligible under Criterion C as unusual example of a Neo-Expressionism style office building; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
282	4001 N. Lincoln Boulevard	Lincoln Terrace	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to lack of architectural significance within the larger context of Oklahoma City; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
283	4020-4028 N. Lincoln Boulevard	Northgate Office Park	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as a resource that is potentially NRHP eligible and should be reevaluated at 50 years of age; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
284	4000 N. Lincoln Boulevard	Oklahoma Hospital Association	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to lack of architectural significance within the larger context of Oklahoma City; not likely to have significance due to age under the Route 66 in Oklahoma City context	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
285	3900 N. Lincoln Boulevard	Arvest Bank	Commercial	Commerce/ Trade/ Commerce/Trade	Identified in a previous survey as not NRHP eligible due to lack of historic integrity; may have significance under Criterion A in the area of Commerce and Transportation	*Reconnaissance Level Survey of Modern Architecture in Oklahoma City (2009); Oklahoma Landmarks Inventory*
286	Beverly Drive between N.E. 50th Street and Central Park Drive	"Scrap of the original route that survived the realignment of Lincoln in the 1950s"	Roadbed	Road-related (vehicular)/ Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Oklahoma Route 66: The Cruiser's Companion* (1992), 23
287	1226 N.E. 63rd Street	The Kentucky Club (formerly)/Gabriella's Italian Grill & Pizzeria (currently)	Restaurant/Diner	Restaurant/ Restaurant	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	*Secret Route 66: A Guide to the Weird, Wonderful, and Obscure* (2017), 2-3

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
288	1700 N.E. 63rd Street	National Cowboy and Western Heritage Museum	Recreation Travel Stops/ Destinations	Amusement Park/ Amusement Park	May have significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/Recreation under the Route 66 in Oklahoma City context	*Once Upon a Highway: Route 66 in Oklahoma* (2007), 99; *Oklahoma Route 66: The Cruiser's Companion* (1992), 23; *Here It Is! Route 66, Oklahoma, Map Series* (2015); *EZ 66 Guide For Travelers, Third Edition* (2013), OK-20; *Weird Highway Route 66: History & Hauntings, Legends & Lore* (2017), 187; *Route 66: The Oklahoma Experience* (2010), 57
289	8401 N. I-35 Service Road	General Compressor, Inc.	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
290	8402 N. I-35 Service Road	Stone & Stucco Co.	Gasoline/Service Station and Restaurant/Diner	Road-related (vehicular) and Restaurant/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
291	9601 N.E. I-35 Service Road	Protection Electronics	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
292	11501 N. I-35 Service Road	Frontier City	Recreation Travel Stops/ Destinations	Amusement Park/ Amusement Park	May have significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/Recreation under the Route 66 in Oklahoma City context	*Images of America Route 66 in Oklahoma* (2011), 77; *EZ 66 Guide For Travelers*, Third Edition (2013), OK-20; *Weird Highway Route 66: History & Hauntings, Legends & Lore* (2017), 192
293	11901 N.E. Expressway Street	Motel	Motels/Tourist Courts	Motel/Vacant/ Not in use	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
294	11925 N.E. Expressway Street	Commercial Building	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

List of Resources Along Route 66 in Oklahoma City, Oklahoma County, Oklahoma

Resource ID No. (keyed to Figures 2.1 to 2.35)	Address	Resource	Property Type Category	Historic Function/ Current Function	Significance	Source
295	12001 N.E. Expressway Street	America's Best Value Inn	Motels/Tourist Courts	Motel/Motel	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
296	12007 N.E. Expressway Street	Titus Home Enhancements	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey
297	11712 N. I-35 Service Road	PDQ	Gasoline/Service Station	Road-related (vehicular)/ Commercial	May have significance under Criterion A in the area of Commerce and Transportation under the Route 66 in Oklahoma City context	2020 Windshield Survey

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Appendix B

Historic Maps, Photographs, and Advertisements

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Photo B1. Excerpt of 1907 State of Oklahoma Map showing railroad network in/around Oklahoma City. Available https://www.odot.org/maps/state/archive-a.htm

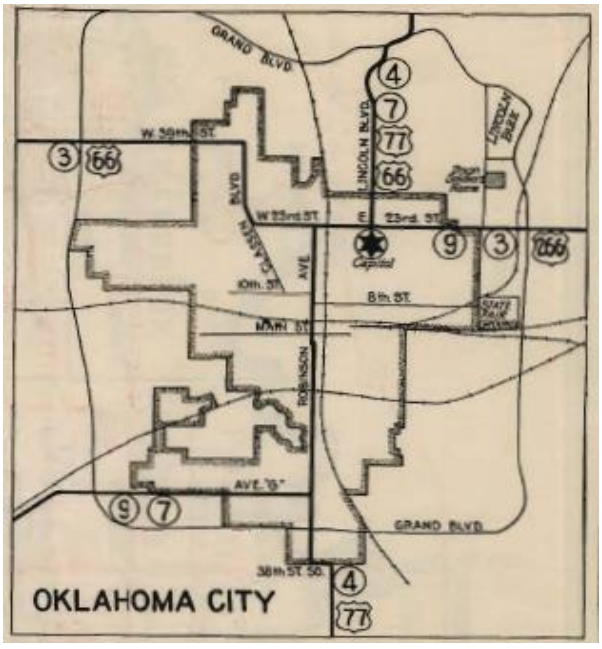


Photo B2. Excerpt of 1929 Oklahoma State Highway Map Oklahoma City inset map showing original alignment of U.S. Highway 66. Available https://www.odot.org/maps/state/archive-a.htm

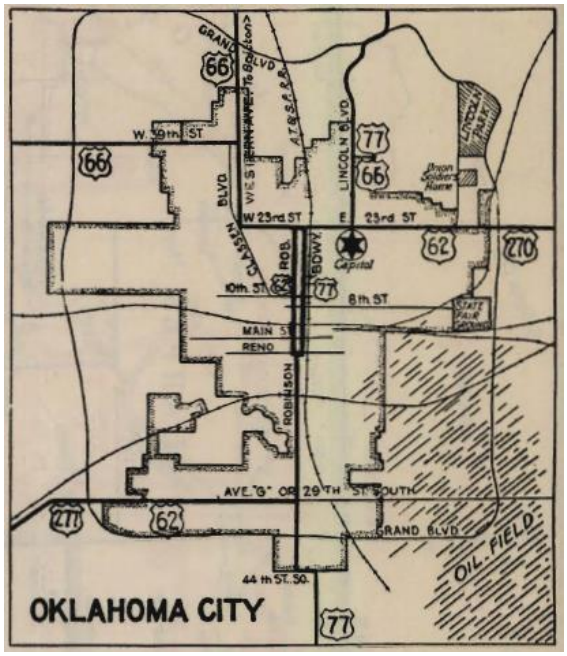


Photo B3. Excerpt of 1931 Oklahoma State Highway Map Oklahoma City inset map showing alignment of U.S. Highway 66 along N. Western Avenue. Available https://www.odot.org/maps/state/archive-a.htm

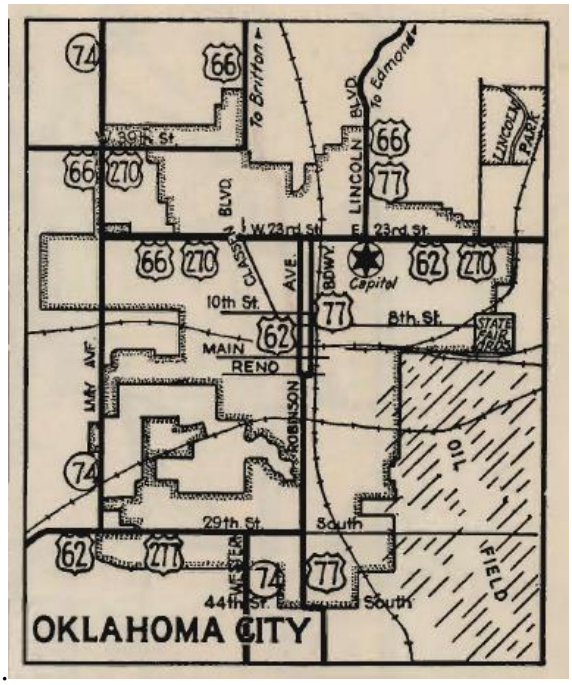


Photo B4. Excerpt of 1935 Oklahoma State Highway Map Oklahoma City inset map showing alignments of U.S. Highway 66, including the Beltline. Available https://www.odot.org/maps/state/archive-a.htm

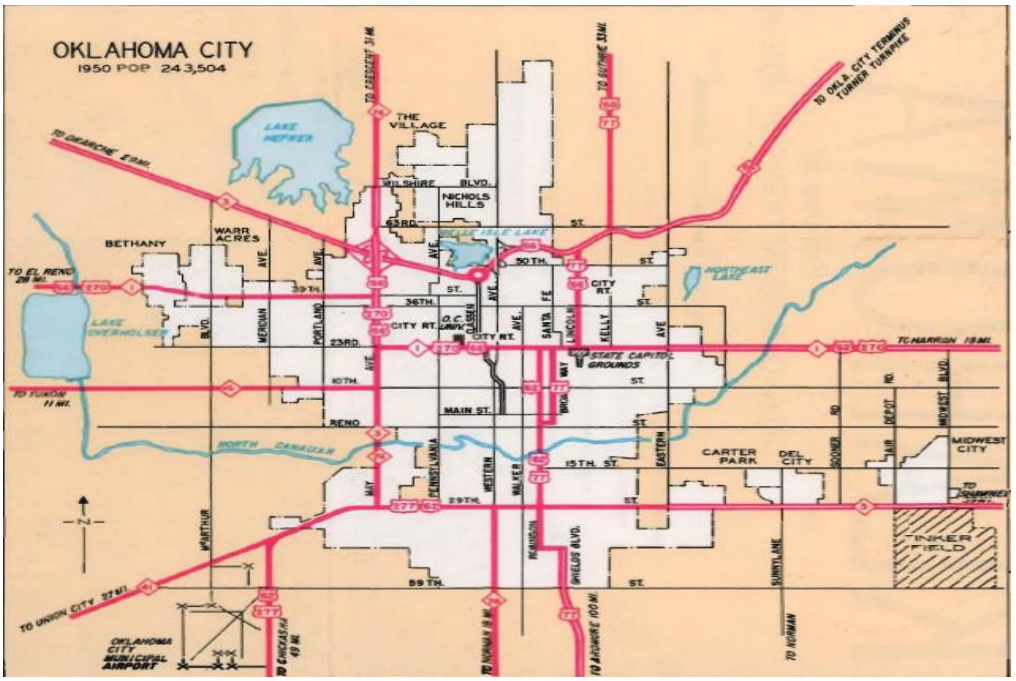


Photo B5. Excerpt of 1954 Oklahoma State Highway Map Oklahoma City inset map showing alignments of U.S. Highway 66, including bypass route that would later be co-designated I-44. *Available https://www.odot.org/maps/state/archive-a.htm*

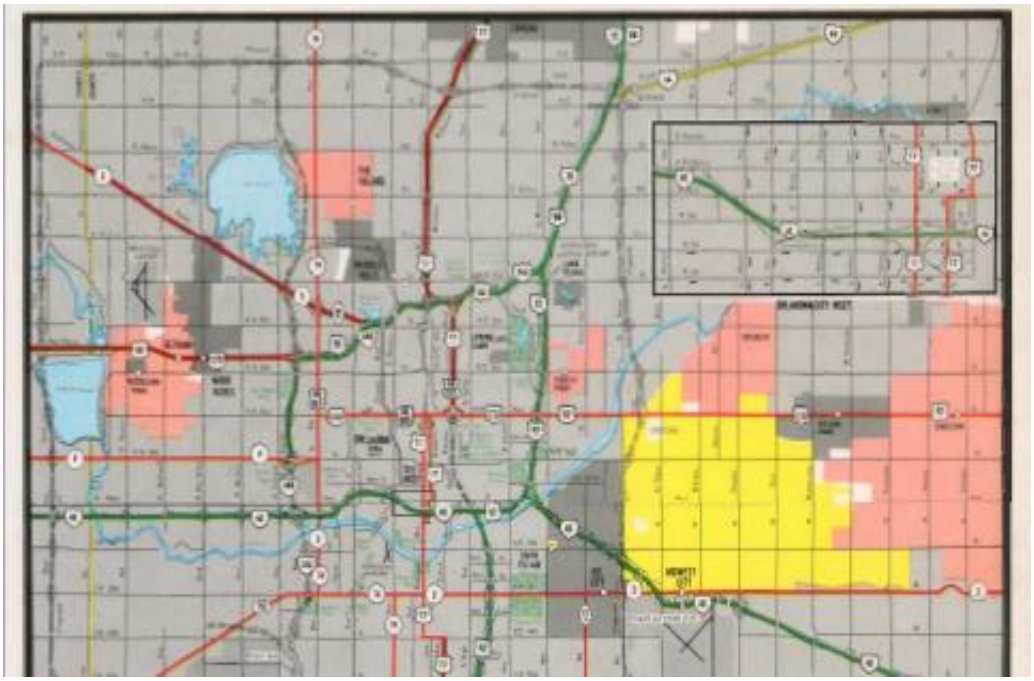


Photo B6. Excerpt of 1975 Oklahoma State Highway Map Oklahoma City inset map showing the interstate highway system in relation to U.S. Highway 66, which was stilled labeled as such on the map. *Available https://www.odot.org/maps/state/archive-a.htm*



Photo B7. Postcard from the Jackson Courts, an example of tourist or cottage court type of accommodations. *Image courtesy of the Metropolitan Library Oklahoma Collection.*



Photo B8. Nu-Homa Motel, which is located at 3530 N.W. 39th Street, in ca. 1955. Only the office building is extant in 2020.
Image courtesy of the Metropolitan Library Oklahoma Collection.



Photo B9. Nu-Homa Motel, located at 3530 N.W. 39th Street, in ca. 1970.
Only the office building is extant in 2020.
Image courtesy of the Metropolitan Library Oklahoma Collection.



Photo B10. Suntide Inn, which was located at 3200 N.W. 39th Street.
This is an example of a typical motel from the 1960s and 1970s.
Image courtesy of the Metropolitan Library Oklahoma Collection.



Photo B11. Palomino Motel, which was located at 3316 N. Lincoln.
Image courtesy of the Metropolitan Library Oklahoma Collection.



Photo B12. Flamingo Motel, which was located at 3312 N. Lincoln.
Image courtesy of the Metropolitan Library Oklahoma Collection.



Photo B13. Postcard from Beverly's, a restaurant once located just north of the State Capitol. The recipe for Chicken in the Rough is still used at Beverly's Pancake House at 3315 Northwest Expressway. *Image courtesy of the Metropolitan Library Oklahoma Collection.*

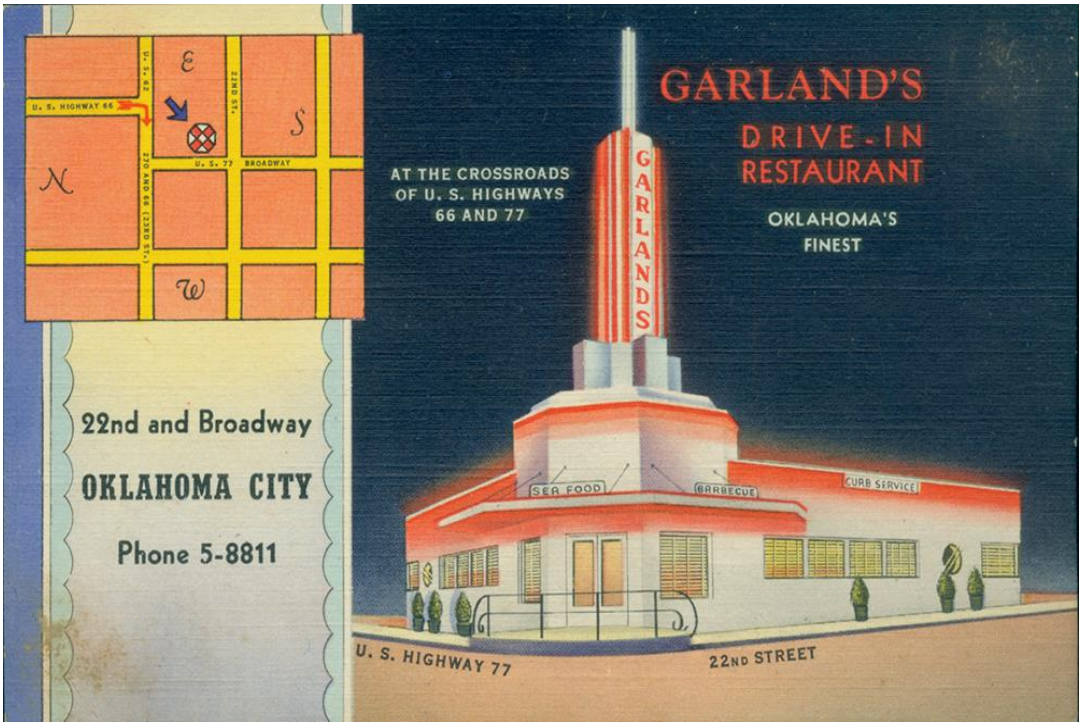


Photo B14. Postcard from Garland's Drive-In Restaurant, a post-World War II restaurant sited to serve travelers on U.S. Highway 66 and U.S. Highway 77. This is an example of the bold architecture and large signage popular at the time to attract travelers' attention. *Image courtesy of the Metropolitan Library Oklahoma Collection.*



Photo B15. Ca. 1960 photo of the entrance to Frontier City, one of the prominent post-World War II attractions located along U.S. Highway 66 (now I-35). *Image courtesy of the Metropolitan Library Oklahoma Collection.*



Photo B16. Ca. 1960 photo of Frontier City showing the frontier theme carried through other aspects of the park beyond the entrance gate. *Image courtesy of the Metropolitan Library Oklahoma Collection.*



Photo B17. Postcard from the National Cowboy Hall of Fame (now known as the National Cowboy and Western Heritage Museum), another one of the popular post-World War II attractions along U.S. Highway 66 in Oklahoma City. *Image courtesy of the Metropolitan Library Oklahoma Collection.*



KERR'S — Pay-Up Time, February 5th to 15th. — KERR'S

AT KERR'S

Women's Winsome Wearables for Time o'Spring

New Arrivals will Make Our Second Floor Dress Salons More Than Ever a Bustling Mart Today!

Modish women will find an alluring array of Spring fashions and fabrics here in tempting profusion and at prices that will fit the conservative purses of the thrifty.

Dresses, $45 to $145

We can only hint at the splendid assortings of dresses here for your inspection.

The fabrics include Taffeta, Tricolette, Satins and the most alluring of all popular combinations, Taffeta and printed Georgettes. The styles are fresh with the last lingering touches of Paris Fashion.

Suits, $45 to $245

We can only give you a microscopic glimpse of the suits in print. Materials are of Broadcloth, Jersey, Heather, Men's Wear Serges, Silvertone, Tricolette and Duvetyn. The styles are alluring and varied, semi-tailored, ripple, vestee and Toreado effects, as fashion's decree is the new colorings. We wish you to see this advance Spring showing; it is really style education.

(Second Floor)

Springtime Blouses

On Third Floor

We are receiving daily the latest in crepe de chine blouses. These have that touch of individuality which makes them so dear to the feminine heart.

Tricolettes in white, navy and green combined with duvetyn and silk filet are charming new styles that sell at $35 and $45.

Another charming blouse is of navy filet and Irish crochet. The new sheer sleeve, finished at waist with gold and delf blue girdle with lace peplum, $33.

White and flesh georgette combined with newest lines and hand embroidery. Orchid and copper crepes with lamount stripe, $23.75 to $45.

Springtime Underwear

Just Unpacked From Their Tissue Wrappings Fresh and Dainty in Their New Creations

Extra size underwear for the stout woman consisting of slipover gowns, drawers, combinations, corset covers and petticoats made in good qualities nainsook and longcloth. Most of these garments are reinforced where strain is greatest. Gowns, corset covers, combinations, drawers, skirts with wide flounce and double panel skirts.

A pretty line of flesh colored underwear at popular prices. We are showing an assortment of smart gowns, combination and bloomers in pink nainsook trimmed in pretty "V" laces with touches of hand work. Gowns, combination and bloomers.

Vote for Good Roads

KERR'S

(W. S. BULKLEY, President.)

Take Your Feet Out of the Mud

Photo B18. Advertisement for Kerr's. Note "plug" for Good Roads bond issue at the bottom. Image courtesy of *The Daily Oklahoma*, February 11, 1920



Photo B19. Advertisement for Borabaugh-Brown Dry Goods Company. Note "plug" for Good Roads bond issue at the top. Image courtesy of *The Daily Oklahoma*, February 18, 1920



Photo B20. Advertisement for various businesses along N.W. 23rd Street. Note use of "Main Street of America" at the top. Image courtesy of *The Daily Oklahoma,* December 25, 1927



23rd St. at Broadway
4-6593
4-2812
The Main Street of America
Official 3-A Service
Always Open

Announcing the Opening of
Schmitt Super Service Station

We take a great deal of pleasure in announcing the opening of Schmitt's Super Service Station to the public. It is the largest of its kind in the city and equipped with the latest time saving devices. We are always open day and night, with tire and wrecker service and general repair work. Our 30-minute Klean-Rite Auto Laundry service is superb.

Our merchandise is absolutely the best in the world. We sincerely invite your patronage.

We Recommend Exclusively
SEIBERLING
the PROTECTED tire

WE PROTECT
every Seiberling passenger car tire for one full year against further expense due to accident from any cause.

We Extend
our best wishes for the continued success of your super service station at 23rd and Broadway.

The Binkley Co.
Automotive Radiators
222-224 W. 3rd 2-2222

Schmitt's Super Service Uses and Recommends
Willard Storage Batteries
Exclusively
We wish you every success in your splendid location on America's Main Street.
Oklahoma City Battery Co.
Distributors of WILLARD BATTERIES
Broadway at 6th

For the information of the hundreds of customers of Schmitt's Service Station, Mr. Schmitt in his elegant new station at 23rd and Broadway will continue filling good motors with HyVis Motor Oil.

HyVis Motor Oil
For a thousand miles or more HyVis easily lubricates today's high-compression motors, always giving perfect lubrication. Mr. Schmitt will also continue making satisfied customers with

CONOCO ETHYL GASOLINE
The Only Knockless Gasoline on the Market

Security Petroleum Co.
1800 W. Sixth

The New Schmitt
Super Service Station
Handles and Recommends

DEEP ROCK
MOTOR OIL

Mr. Schmitt and his other good service men know that the main reason for automobile engine wear is poor lubrication. Deep Rock motor oil holds it body under most extreme operating conditions. It is 100 per cent pure paraffine oil. Mr. Schmitt also features Kant Knock gasoline, a 100 percent pure petroleum, approved making aviation gas specifications.

HIGH TEST OIL CORP.
Magnolia Bldg.

We congratulate Schmitt's Super Service on their fine new building.

Auto Body Glass Works
"Anything in Auto Glass"
112 W. 5th 2-8690

To Mr. and Mrs. Schmitt
We extend to you our hearty congratulations in your beautiful and spacious new home. We wish you continued success and appreciate your pleasant relations.

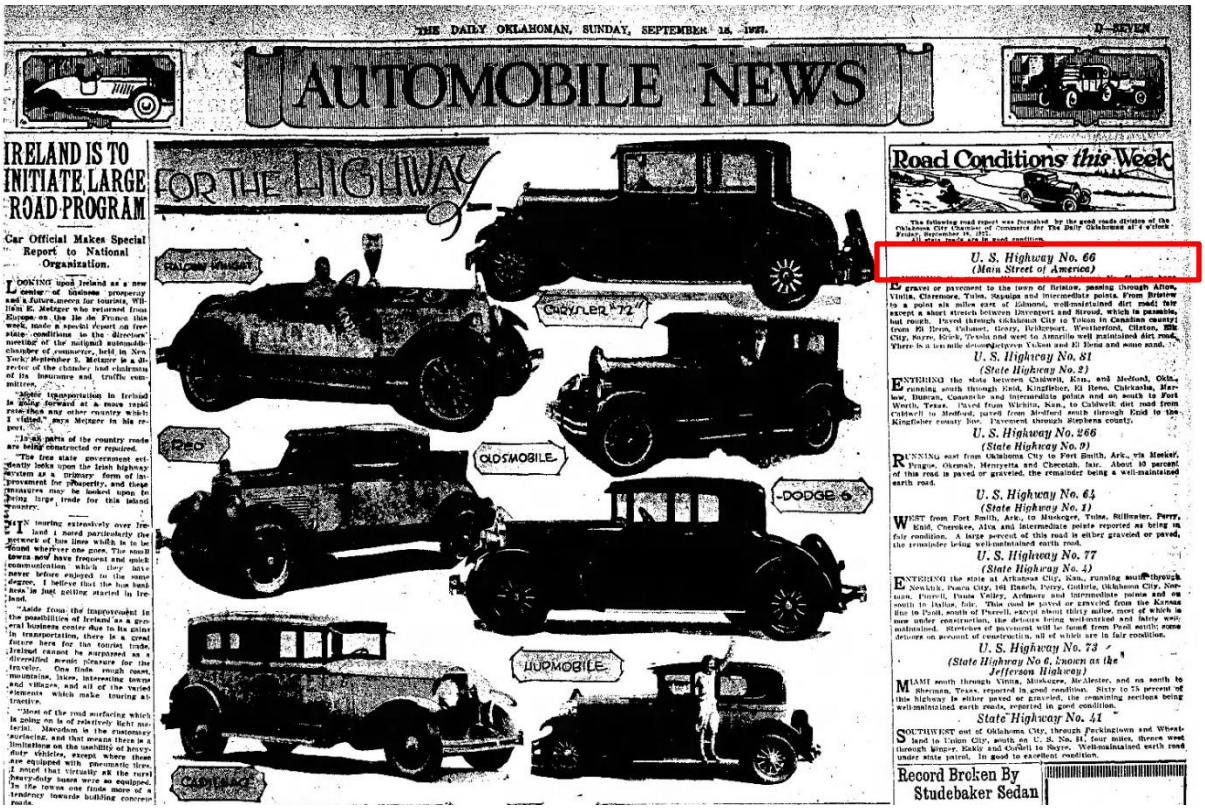
American Electric-Ignition Company
708 N. Broadway, 3-6496
Magnetos
Everything Electrical for the Automobile, Truck and Tractor

VISIT
Schmitt's Super Service Station
at 23rd and Broadway
The Main Street of America
Billie Tipton Machine Shop
710 N. Broadway 2-0366

WRECKED CARS
Rebuilt
Refinished in Duco
Reupholstered
Glass installed while you wait. One day service on damaged fenders.
We congratulate Mr. and Mrs. Schmitt on their excellent new home.
HICKMAN-SMITH CO., INC.
2-0330 17 East Sixth St.

Congratulations and best wishes to Mr. and Mrs. Schmitt on your new Station
J. C. HAMILTON COMPANY
121 W. 3rd 2-0793
Delco Rims, Stromberg Carburetors, Hydro Brake Linings, Delco Batteries and Generators and Speeds Motor Service.

Photo B21. Advertisement for the Schmitt Super Service Station. Note use of "Main Street of America" at the top left. Image courtesy of *The Daily Oklahoma*, April 6, 1929



THE DAILY OKLAHOMAN, SUNDAY, SEPTEMBER 18, 1927.

AUTOMOBILE NEWS

IRELAND IS TO INITIATE LARGE ROAD PROGRAM

Car Official Makes Special Report to National Organization.

LOOKING upon Ireland as a new center of business prosperity and a future mecca for tourists, William E. Metzger who returned from Europe on the Ile de France this week, made a special report on free state conditions to the directors' meeting of the national automobile chamber of commerce, held in New York, September 1. Metzger is a director of the chamber and chairman of its insurance and traffic committee.

"Motor transportation in Ireland is going forward at a more rapid rate than any other country which I visited," says Metzger in his report.

"In all parts of the country roads are being constructed or repaired.

"The free state government evidently looks upon the Irish highway system as a primary form of improvement for prosperity, and these measures may be looked upon to bring large trade for this inland country.

"IN touring extensively over Ireland I noted particularly the network of bus lines which is to be found wherever one goes. The small towns now have frequent and quick communication which they have never before enjoyed to the same degree. I believe that the bus business is just getting started in Ireland.

"Aside from the improvement in the possibilities of Ireland as a general business center due to its gains in transportation, there is a great future here for the tourist trade. Ireland cannot be surpassed as a diversified scenic panorama for the traveler. One finds rough coast, mountains, lakes, interesting towns and villages, and all of the varied elements which make touring attractive.

"Most of the road surfacing which is going on is of relatively light material. Macadam is the customary surfacing, and that means there is a limitation on the usability of heavy, dusty vehicles, except where these are equipped with pneumatic tires. I noted that virtually all the rural heavy-duty buses were so equipped. In the towns one finds more of a tendency towards building concrete roads.

FOR THE HIGHWAY

HUPMOBILE

Road Conditions this Week

The following road report was furnished by the good roads division of the Oklahoma City Chamber of Commerce for The Daily Oklahoman at 4 o'clock Friday, September 16, and is in good condition.

U. S. Highway No. 66
(Main Street of America)

E gravel or pavement to the town of Bristow, passing through Afton, Vinita, Claremore, Tulsa, Sapulpa and intermediate points. From Bristow to a point six miles east of Edmond, well-maintained dirt road; fair except a short stretch between Davenport and Stroud, which is passable, but rough. Paved through Oklahoma City to Yukon in Canadian county; from El Reno, Calumet, Geary, Hydro, Weatherford, Clinton, Elk City, Sayre, Erick, Texola and west to Amarillo well maintained dirt road. There is a ten mile detour between Yukon and El Reno and some sand.

U. S. Highway No. 81
(State Highway No. 2)

ENTERING the state between Caldwell, Kans., and Medford, Okla., running south through Enid, Kingfisher, El Reno, Chickasha, Marlow, Duncan, Comanche and intermediate points and on south to Fort Worth, Texas. Paved from Wichita, Kan., to Caldwell; dirt road from Caldwell to Medford, paved from Medford south through Enid to the Kingfisher county line. Pavement through Stephens county.

U. S. Highway No. 266
(State Highway No. 9)

RUNNING east from Oklahoma City to Fort Smith, Ark., via Meeker, Pawnee, Okemah, Henryetta and Checotah, fair. About 40 percent of this road is paved or graveled, the remainder being a well-maintained earth road.

U. S. Highway No. 64
(State Highway No. 1)

WEST from Fort Smith, Ark., to Muskogee, Tulsa, Stillwater, Perry, Enid, Cherokee, Alva and intermediate points reported as being in fair condition. A large percent of this road is either graveled or paved, the remainder being well-maintained earth road.

U. S. Highway No. 77
(State Highway No. 4)

ENTERING the state at Arkansas City, Kans., running south through Newkirk, Ponca City, Hi Ranch, Perry, Guthrie, Oklahoma City, Norman, Purcell, Pauls Valley, Ardmore and intermediate points and on south to Dallas, fair. This road is paved or graveled from the Kansas line to Pond, south of Purcell, except about thirty miles, most of which is now under construction, the detours being well-marked and fairly well-maintained. Stretches of pavement will be found from Pond south; some detours on account of construction, all of which are in fair condition.

U. S. Highway No. 73
(State Highway No 6, known as the Jefferson Highway)

MIAMI south through Vinita, Muskogee, Mc Alester, and on south to Sherman, Texas, reported in good condition. Sixty to 75 percent of this highway is either paved or graveled, the remaining sections being well-maintained earth roads, reported in good condition.

State Highway No. 41

SOUTHWEST out of Oklahoma City, through Packingtown and Wheatland to Union City, south on U. S. No. 81, four miles, thence west through Kinger, Kiddy and Corbett to Sayre. Well-maintained earth road under state patrol. In good to excellent condition.

Record Broken By Studebaker Sedan

Photo B22. Excerpt from the Automobile News showing the Road Conditions for the week. Note use of "Main Street of America" under the U.S. Highway 66 heading in the red box above. Image courtesy of *The Daily Oklahoma,* September 18, 1927.

Appendix C

2020 Windshield Survey Streetscape Photographs

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N. Kelley Avenue – Original Route 66 Alignment (1926-1954)



Photo C1. N. Kelley Avenue near its intersection with present-day U.S. 77. Memorial Park Cemetery is at the right side of the photo. Historically, this area was relatively rural. View facing north/northeast.



Photo C2. N. Kelley Avenue at its intersection with N.E. 101st Street. Roadway segment maintains the two-lane without shoulder configuration of Route 66. View facing north.

Beverly Drive – Original Route 66 Alignment (1926-1954)



Photo C3. Beverly Drive between N.E. 50th Street and Central Park Drive, which is a remnant segment of the original Rouge 66 alignment. Development along the street generally post-dates Route 66. See also **Resource No. 268** in **Appendix A**. View facing north.

N. Lincoln Boulevard – Original Route 66 Alignment (1926-1954); U.S. Highway 66 Business (1959-1979)



Photo C4. Overview of N. Lincoln Boulevard, which was widened in the late 1950s after the Route 66 Bypass was completed and N. Lincoln Boulevard became U.S. Highway 66 Business. View facing south.

N.E. 23rd Street – Original Route 66 Alignment (1926-1954); Second Realignment – segment between N. Classen Boulevard and N. May Avenue (1933-1954); U.S. Highway 66 Business (1959-1979)



Photo C5. Overview of N.E. 23rd Street west of N. Robinson Street. View facing west.



Photo C6. Overview of N.E. 23rd Street at N. Dewey Avenue View facing east.



Photo C7. Intersection where the original Route 66 alignment (present-day N.E. 23rd Street) turned north onto N. Western Avenue due to the first realignment (1930-1933). View facing north.



Photo C8. Intersection where the original Route 66 alignment (present-day N.E. 23rd Street) turned north onto N. Classen Boulevard. View facing north.



Photo C9. Overview of N.E. 23rd Street, west of N. Douglas Avenue, which became part of Route 66 with the second realignment in 1933. View facing west/northwest.



Photo C10. Residential development along N.E. 23rd Street, west of Villa Avenue, which became part of Route 66 with the second realignment in 1933. View facing west.



Photo C11. Overview of N.E. 23rd Street, west of Grover Cleveland School (**Resource No. 181**), which became part of Route 66 with the second realignment in 1933. View facing west.



Photo C12. Pedestrian tunnel (**Resource No. 180**) at Grover Cleveland School (**Resource No. 181**) that has provided safe pedestrian crossing of the busy street since the 1930s. View facing north/northeast.



Photo C13. Overview of northwest corner of N.E. 23rd Street and N. May Avenue showing the early twentieth century gas station (center), mid-twentieth century retail store (right), and late twentieth century bank (left) as examples of the evolution of development along the former Route 66 corridor. View facing southwest.

N. Classen Boulevard – Segment between N.W. 23rd and N.W. 39th Streets as original Route 66 Alignment (1926-1930); Segment between N.W. 39th Street and Northwest Expressway as temporary bypass alignment (1954)



Photo C14. Overview of N. Classen Boulevard at N.W. 25th Street. The now-vacant building at the left side of the photo (**Resource No. 220**) is one of the few extant buildings along N. Classen Blvd. that dates to or before the boulevard's designation as U.S. Highway 66 (1926-1930). View facing southwest.



Photo C15. Overview of N. Classen Boulevard at N.W. 42nd Street. View facing north.

N. Western Avenue – First Realignment of Route 66 between N.E. 23rd Street and N.E. 39th Street (1930-1933); Route 66 Beltline - segment between N.W. 39th Street and Britton Road (1931-1947)



Photo C16. Overview of N. Western Avenue at N.W. 31st Street. View facing south.



Photo C17. Overview of N. Western Avenue at N.W. 41st Street. View facing north.



Photo C18. Mid-twentieth century development along N. Western Boulevard near its intersection with the Route 66 Bypass (present-day I-44). View facing northwest.



Photo C19. Overview of N. Western Boulevard near N.W. 67th Street View facing south.



Photo C20. Overview of N. Western Boulevard near N.W. 83rd Street View facing north.



Photo C21. Overview of N. Western Avenue south of N.W. 91st Street View facing south.

N. May Avenue – Second Realignment of Route 66 – segment between N.E. 23rd Street and N.E. 39th Street; Route 66 Beltline – segment between N.E. 39th Street and Britton Rd. (1947-1953); Third realignment of Route 66 – segment between N.E. 39th Street and Northwest Expressway (1954); U.S. Highway 66 Business (1954-1979)



Photo C22. Overview of N. May Avenue near W. Hill Street View facing northwest.



Photo C23. Overview of N. May Avenue near N.W. 63rd Street View facing north.

N.W. 39th Street – Original alignment of Route 66 (1926-1979); First realignment of Route 66 - segment between N. Western Avenue and N. Classen Boulevard (1930-1933)



Photo C24. Overview of N.E. 39th Street between N. Western Avenue and N. Classen Boulevard View facing west.



Photo C25. Overview of N.E. 39th Street near N. Flynn Avenue View facing east.



Photo C26. Overview of N.E. 39th Expressway west of N. Tulsa Avenue View facing west.



Photo C27. Overview of the original Route 66 alignment over the North Canadian River (see also **Resource No. 1** in **Appendix A**). View facing northwest.



Photo C28. Overview of the former Route 66 alignment (present-day State Highway 66) near Oklahoma City's western city limit boundary west of Yukon. View facing east.

Britton Road – Route 66 Beltline (1931-1953)



Photo C29. Overview of W. Britton Road, the former Route 66 Beltline alignment, east of N. Oklahoma Avenue View facing east.



Photo C30. Overview of W. Britton Road, the former Route 66 Beltline alignment, at its intersection with U.S. Highway 77. View facing west.



Photo C31. Overview of W. Britton Road, the former Route 66 Beltline alignment, west of N. Classen Boulevard. View facing west.



Photo C32. Overview of the former Route 66 Beltline alignment at intersection of present-day W. Britton Road and N. Western Avenue View facing south.

I-35 – Route 66 Bypass/Third Realignment of Route 66 (1954)



Photo C33. Overview of I-35, which was part of the 1954 Route 66 Bypass, south of N.E. 122nd Street showing late-twentieth and early twenty-first centuries development along the interstate highway. View facing south.



Photo C34. Overview of I-35 at N.E. 108th Street showing Frontier City (**Resource No. 292** in **Appendix A**) in the background at left side of photo. I-35 supplanted Route 66 as the primary highway through Oklahoma City by the 1970s. View facing north.

I-44 – Route 66 Bypass/Third Realignment of Route 66 (1954); Lincoln Boulevard widening (1959)



Photo C35. Overview of Lincoln Boulevard and I-44 interchange, which was constructed in 1959. View facing east/northeast.

I-44 – Fourth Realignment of Route 66 (1955)



Photo C36. Overview of I-44, which was part of the Route 66 Bypass, looking southwest from the bridge over N. Pennsylvania Avenue Note the Habana Inn (**Resource No. 22**) at the left (south) side of the highway. View facing southwest.

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Appendix D

University of Oklahoma, College of Architecture,
Environmental Design Program,
EN D 4993 (SERV), Section 001: Environmental Design Capstone Final
Projects related to Route 66 in Oklahoma City

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This appendix includes the final PowerPoint presentations students completed as part of their final assignment for the University of Oklahoma, College of Architecture, Environmental Design Program's Spring 2020 En D 4993, Section 001: Environmental Design Capstone course taught by Ron Frantz. The presentations are included to provide some relatively recent images of resources located along Route 66 in Oklahoma City.

The course included 18 undergraduate students who were Environmental Design majors. Professor Frantz's focus for the course was a study of various Route 66 alignments throughout Oklahoma City, and he provided opportunities for writing workshops, critical reflection writing assignments, and guest speakers, culminating in the final assignment. The students' final assignment entailed using online sources to prepare photographic surveys of the various alignments of Route 66 in Oklahoma City.

The primary course assignments are summarized below.

- **"This is What Makes My Hometown, (Town Name), So Cool…" Critical Reflection Writing Assignment.**

  This assignment was meant to have students think of interesting and unique things that may be available in their hometowns. Maybe these things are overlooked or sort of taken for granted. What would make someone want to visit?

- **Placewriting Workshop/Family Road Trip Critical Reflection Writing Assignment.**
  - This was a two-part writing workshop. Mary Anna Evans, Assistant Professor, Professional Writing, Gaylord College of Journalism and Mass Communications, delivered an in-class workshop for placewriting. The second part of the workshop included a descriptive writing assignment for students to recount a family road trip.

- **Route 66 Critical Reflection Writing Assignment.**

  This writing assignment was a critical reflection on how the teams adjusted to online classes and digital surveys after the transition to online learning (as a result of the 2020 Covid-19 pandemic).

- **Route 66 Alignment Photographic Survey**

  For the final assignments, six teams of students prepared photographic surveys of various Route 66 alignments using online sources. Each team presented the photographic surveys using PowerPoint.

Route 66 Alignment Photographic Survey
Environmental Design Capstone
En D 4993 (SERV), Section 001
2020 Spring Semester

THE UNIVERSITY OF OKLAHOMA

CHRISTOPHER C. GIBBS COLLEGE OF ARCHITECTURE

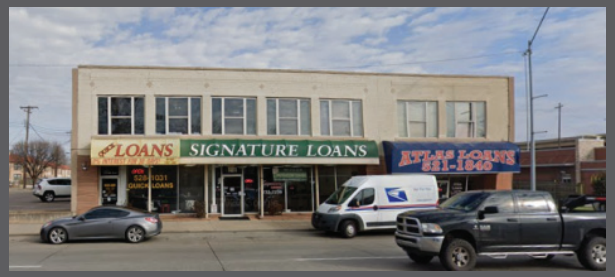
ENVIRONMENTAL DESIGN PROGRAM

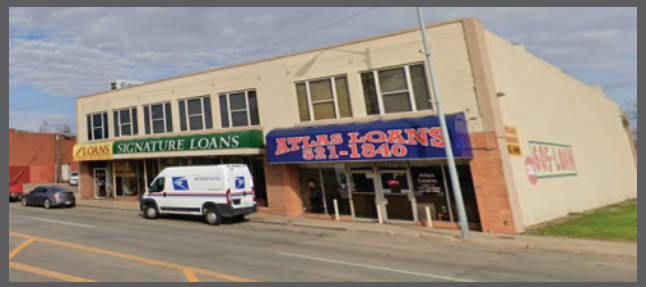
TEAM 1

- Matthew Tillinghast Monument, CO
- Annabelle Watson Fort Worth, Texas
- Gunner Harris Broken Arrow, OK

Zone 1







LEFT PERSPECTIVE!!!!!!!!!!!!!!!!!!!!!! STRAIGHT ELEVATION!!!!!!!!!!!!!!! RIGHT PERSPECTIVE!

ROUTE 66 ALIGNMENT:!!N.W. 23RD STREET (EAST)!!!**ORIGINAL ROUTE:** FROM BROADWAY TO DEWEY!

BUILDING TYPE:! COMMERCIAL! !! ! **BUILDING ADDRESS(ES):** 119-123 NW 23RD ST

NAME(S) OF BUSINESS(S): QUICK LOANS, SIGNATURE LOANS, ATLAS LOANS

FAÇADE ORIENTATION:! SOUTH! !







Left Perspective!!!!!!!!!!!!!!!!!!!!!! Straight Elevation!!!!!!!!!!!!!!!! Right Perspective!

Route 66 Alignment:!!N.W. 23rd Street (East)!!!**Original Route:** From Broadway to Dewey!

Building Type:! Commercial! !! ! **Building Address(es):!**129-135 NW 23rd st

Name(s) of Business(s): 23rd St Vapes, Martinez Tires

Façade Orientation:! South! !





LEFT PERSPECTIVE! !STRAIGHT ELEVATION

ROUTE 66 ALIGNMENT:!!N.W. 23RD STREET (EAST)!!!**ORIGINAL ROUTE:** FROM BROADWAY TO DEWEY!

BUILDING TYPE:! COMMERCIAL! !! ! **BUILDING ADDRESS(ES):**!212-216 NW 23RD ST

NAME(S) OF BUSINESS(S): ACE CASH EXPRESS, Q-MART

FAÇADE ORIENTATION:! NORTH













Left Perspective!!!!!!!!!!!!!!!!!!!!!! Straight Elevation!!!!!!!!!!!!!!!! Right Perspective!

Route 66 Alignment:!!N.W. 23rd Street (East)!!!**Original Route:** From Broadway to Dewey!

Building Type:! Commercial! !! ! **Building Address(es):!**305-323 NW 23rd st

Name(s) of Business(s): Dunkin' Donuts, Baskin Robbins, Queen's Beauty Supply, Back Door BBQ, APCO Med, Family Dollar, Cannabless

Façade Orientation:! South! !



!STRAIGHT ELEVATION

ROUTE 66 ALIGNMENT:!!N.W. 23RD STREET (EAST)**!!!ORIGINAL ROUTE:** FROM BROADWAY TO DEWEY**!**

BUILDING TYPE:! COMMERCIAL**!** !! **! BUILDING ADDRESS(ES):!**324 NW 23RD ST

NAME(S) OF BUSINESS(S): TUCKER'S ONION BURGERS

FAÇADE ORIENTATION:! NORTH

Zone 2







Left Perspective!!!!!!!!!!!!!!!!!!!!!! Straight Elevation!!!!!!!!!!!!!!! Right Perspective!

Route 66 Alignment:! N.W. 23rd Street (East)! Original Route: From Broadway to Dewey!

!Building Type:! Commercial Building / Former Service Station Address(es): 401 NW 23rd St, Oklahoma City, OK 73103

Name(s) of Business(s): KLLR Coffee LLC







Left Perspective!!!!!!!!!!!!!!!!!!!!!! Straight Elevation!!!!!!!!!!!!!!! Right Perspective!

Route 66 Alignment:! N.W. 23rd Street (East)! Original Route: From Broadway to Dewey!

!Building Type:! Commercial Building Address(es): 409 & 411 N.W. 23rd Street Oklahoma City OK 73013!

Name(s) of Business(s): Atomic Lotus Tattoo (right side),! 23rd Street Body Piercings (Left side)







Left Perspective *Straight Elevation* *Right Perspective*

Route 66 Alignment: N.W. 23rd Street (East) Original Route: From Broadway to Dewey

Building Type: Commercial Building Address(es): 415 & 417 N.W. 23rd Street Oklahoma City, OK 73103

Name(s) of Business(s): Unknown

Façade Orientation: South







Left Perspective!!!!!!!!!!!!!!!!!!!!!!!! Straight Elevation!!!!!!!!!!!!!!! Right Perspective!

Route 66 Alignment:!!N.W. 23RD Street (East)!!!**Original Route:** From Broadway to Dewey!

Building Type:! Commercial, Restaurants, Neon Sign , Historic Theater **Building Date:!**1937

!Building Address(es):

421,423,427,429,431, 433, 447 N.W. 23RD Street

Name(s) of Business(s): OKC Community Church, Ponyboy Bar, Tower Theater, Scotties Deli, Honey Bunny Biscuit Company, BNK Club, Alley Café

Façade Orientation:! South !


TOWER
CLEOPATRA
R. ANTHONY CO.

Zone 3







Left perspective

Straight Elevation

Right Perspective

ROUTE 66 ALIGNMENT: N.W. 23RD STREET (EAST) **ORIGINAL ROUTE:** FROM BROADWAY TO DEWEY

BUILDING TYPE: COMMERCIAL BUILDING **HISTORIC NAME OF BUSINESS:** HOTEL MOTEL LIQUIDATORS INC. (1939)

CURRENT NAME(S) OF BUSINESS(S): THE DRAKE, ANYTIME FITNESS, WALK-IN, COX, SAFETY SKILLS, WALGREENS

ADDRESS(ES): 511-519 N.W. 23RD STREET **ORIENTATION OF PRIMARY STREET FACADE:** SOUTH







Historic photos of The Rise building



Left perspective



Straight Elevation



Right Perspective

Route 66 Alignment: N.W. 23rd Street (East) **Original Route:** from Broadway to Dewey

Building Type: Commercial Retail Building **Current name(s) of Business(s):** Studio 7 Dance, August & Omni, Big Truck Tacos

Address(es): 516-522 N.W. 23rd Street **Orientation of primary street façade:** North



Left perspective



Straight Elevation



Right Perspective

ROUTE 66 ALIGNMENT: N.W. 23RD STREET (EAST) **ORIGINAL ROUTE:** FROM BROADWAY TO DEWEY

BUILDING TYPE: COMMERCIAL, RESTAURANT **CURRENT NAME(S) OF BUSINESS(S):** THAI HOUSE RESTAURANT

ADDRESS: 500 N.W. 23RD STREET **ORIENTATION OF PRIMARY STREET FAÇADE:** NORTH



Left perspective



Straight Elevation



Right Perspective

ROUTE 66 ALIGNMENT: N.W. 23RD STREET (EAST) **ORIGINAL ROUTE:** FROM BROADWAY TO DEWEY

BUILDING TYPE: COMMERCIAL BUILDING **CURRENT NAME(S) OF BUSINESS(S):** HOUSE LAW GROUP

ADDRESS: 527 N.W. 23RD STREET **ORIENTATION OF PRIMARY STREET FAÇADE:** SOUTH

Route 66 Alignment Photographic Survey

2020 Spring Semester

Conducted by Students in
Environmental Design Capstone
En D 4893 (SERV)
Christopher C. Gibbs College of Architecture
The University of Oklahoma

Note: This class collaborated with Katie Friddle of the City of Oklahoma City Planning Department's Historic Preservation Office and Heather Goodson of Blanton & Associates in Austin, Texas. The selected areas of this photographic survey are various alignments of historic Route 66 within the city limits of Oklahoma City.

Route 66 Alignment: NW 23rd Street (East)

Alignment Dates: May 1

Names of Team Members: Matthew Tillinghast, Gunner Harris, Annabelle Watson

Building Type: Commercial Restaurant Building

Historic Name of Business: None

Current Name of Business(es): Thai House Restaurant

Current Address: 500 NW 23rd Street

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North

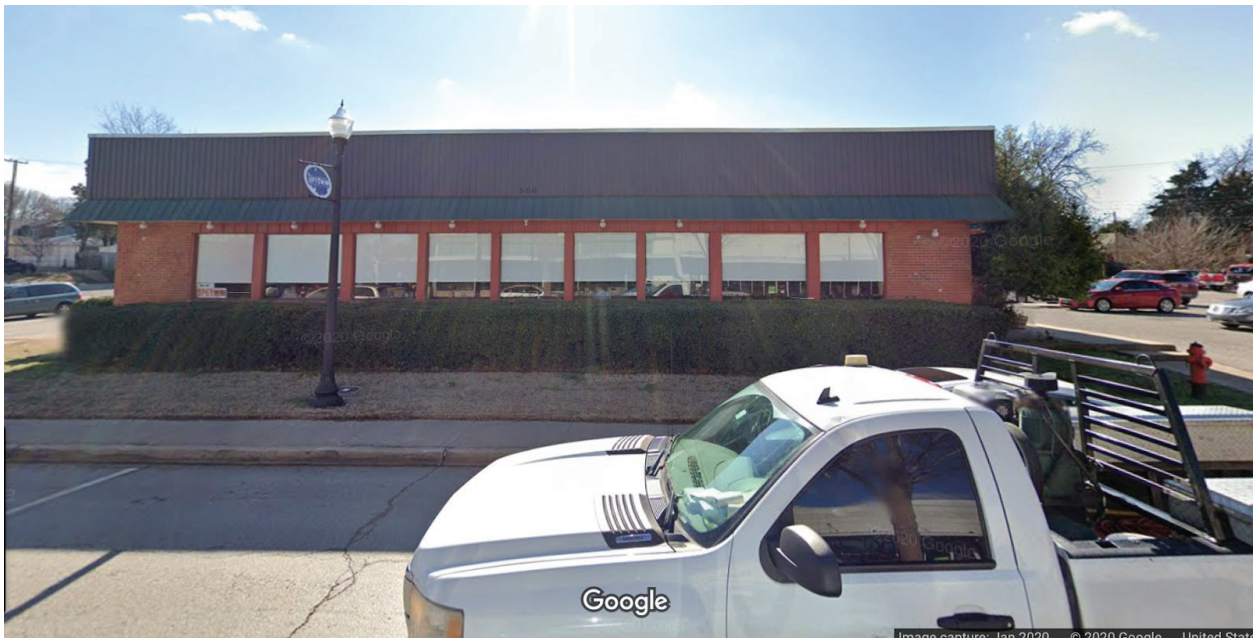
Please see Page Two for photograph instructions.

Please provide these photographs:
Left perspective



500 NW 23rd Street, Oklahoma City, Oklahoma 73103

Straight elevation



500 NW 23rd Street, Oklahoma City, Oklahoma 73103

Right perspective



500 NW 23rd Street, Oklahoma City, Oklahoma 73103

Route 66 Alignment Photographic Survey

2020 Spring Semester

Conducted by Students in
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Route 66 Alignment: NW 23rd Street (East)

Alignment Dates: May 1

Names of Team Members: Matthew Tillinghast, Gunner Harris, Annabelle Watson

Building Type: Commercial Retail Building

Historic Name of Business: None

Current Name of Business(es): Studio 7 Dance, August & Omni, Big Truck Tacos

Current Address: 516-522 NW 23rd Street

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North

Please see Page Two for photograph instructions.

Please provide these photographs:
Left perspective



516-522 NW 23rd Street, Oklahoma City, Oklahoma 73103

Straight elevation



516-522 NW 23rd Street, Oklahoma City, Oklahoma 73103

Right perspective



516-522 NW 23rd Street, Oklahoma City, Oklahoma 73103

Route 66 Alignment Photographic Survey

2020 Spring Semester

Conducted by Students in
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Note: This class collaborated with Katie Friddle of the City of Oklahoma City Planning Department's Historic Preservation Office and Heather Goodson of Blanton & Associates in Austin, Texas. The selected areas of this photographic survey are various alignments of historic Route 66 within the city limits of Oklahoma City.

Route 66 Alignment: NW 23rd Street (East)

Alignment Dates: May 1

Names of Team Members: Matthew Tillinghast, Gunner Harris, Annabelle Watson

Building Type: Commercial Building, built in 1924

Historic Name of Business: Not known

Current Name of Business(es): House Law Group

Current Address: 527 NW 23rd Street

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: South

Please see Page Two for photograph instructions.

Please provide these photographs:
Left perspective



527 NW 23rd Street, Oklahoma City, Oklahoma 73103

Straight elevation



527 NW 23rd Street, Oklahoma City, Oklahoma 73103

Right perspective



527 NW 23rd Street, Oklahoma City, Oklahoma 73103

Route 66 Alignment Photographic Survey

2020 Spring Semester

Conducted by Students in
Environmental Design Capstone
En D 4893 (SERV)
Christopher C. Gibbs College of Architecture
The University of Oklahoma

Note: This class collaborated with Katie Friddle of the City of Oklahoma City Planning Department's Historic Preservation Office and Heather Goodson of Blanton & Associates in Austin, Texas. The selected areas of this photographic survey are various alignments of historic Route 66 within the city limits of Oklahoma City.

Route 66 Alignment: NW 23rd Street (East)

Alignment Dates: May 1

Names of Team Members: Matthew Tillinghast, Gunner Harris, Annabelle Watson
Building Type: Commercial Building

Historic Name of Business: Hotel Motel Liquidators Inc. (1939)

Current Name of Business: The Rise

Tenants: The Drake, Anytime Fitness, Walk-in, Cox, Safety Skills, Walgreens

Current Address: 511-519 NW 23rd Street

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: South

Please see Page Two for photograph instructions.

Building Name: The Rise
Building Address: 511-519 NW 23rd Street
Page Two

Please provide these photographs:
Left perspective



511-519 NW 23rd Street, Oklahoma City, Oklahoma 73103

Straight elevation



511-519 NW 23rd Street, Oklahoma City, Oklahoma 73103

Right perspective



511-519 NW 23rd Street, Oklahoma City, Oklahoma 73103

Any other details that may be of interest:

The building was built in 1939. It was renovated in 2013, during the renovations the original art deco exterior was uncovered and restored. Originally, there were three small apartments squeezed into what is now the alley behind The Rise. Today, it is home to a number of restaurants and businesses and retains its historic beauty.

ROUTE 66 ALIGNMENT PHOTOGRAPHIC SURVEY

YADIRA TORRES, JAKE CARTLEDGE, SHOBHA PATHMANATHAN

TEAM 2 N.W. 23RD STREET (WEST)

Yadira Torres – Oklahoma City

Jake Cartledge Oklahoma City, OK

Shobha Pathmanathan- Yukon, OK





- *Left Perspective*

Straight Elevation

- Route 66 Alignment: NW 23rd St. Original Route
- Building Type: Commercial Address: 617-619 NW 23rd St
- Name(s) of Business(s): H&R Block, Lily Strickler, Planned Parenthood
- Façade Orientation: North Oklahoma City, Oklahoma County, OK



- *Straight Elevation*

- Route 66 Alignment: NW 23rd St Original Route
- Building Type: Commercial Address: 607-611 NW 23rd St
- Name(s) of Business(s): Paseo Apostolic Church
- Façade Orientation: North Oklahoma City, Oklahoma County, OK



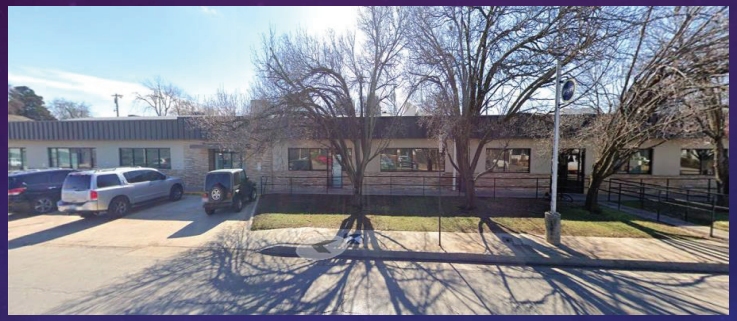
Straight Elevation



Right Perspective

- Route 66 Alignment: NW 23rd St. Original Route
- Building Type: Commercial Building Address: 601 NW 23rd St.
- Name(s) of Business(s): Hurt's Donuts
- Façade Orientation: South Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: NW 23rd St Original Route
- Building Type: Commercial Address: 700-716 NW 23rd St
- Name(s) of Business(s): CSL Plasma
- Façade Orientation: North Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: NW 23rd St Original Route
- Building Type: Residential Address: 715 NW 23rd St
- Name(s) of Business(s): Chick N Beer
- Façade Orientation: South Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: Doctor's office Address: **801 NW 23rd St**
- Name(s) of Business(s): Clinica Guadalpana
- Façade Orientation: South Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: resturaunt Address: **825 NW 23rd St**
- Name(s) of Business(s): Miriwa Resturaunt
- Façade Orientation: South Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: strip mall Address: **901, 905, 907, 909 NW 23rd St**
- Name(s) of Business(s): Pho Lien Hoa, Thanh-Son Tofu, La Belle Beauty Salon, Western Union
- Façade Orientation: South Oklahoma City, Oklahoma County, OK

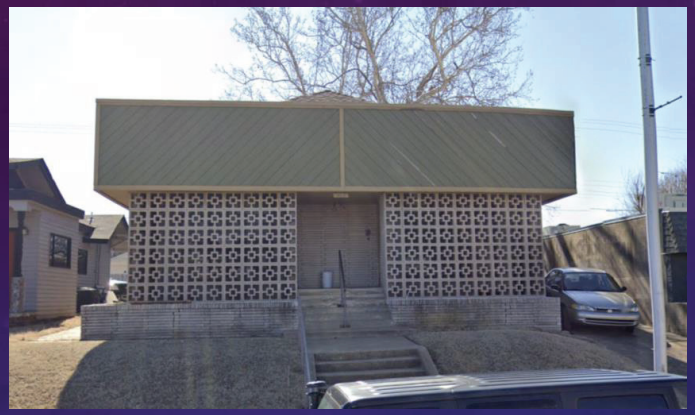






- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: Tattoo parlor Address: **904 NW 23rd St**
- Name(s) of Business(s): Hard Luck Tattoos
- Façade Orientation: North Oklahoma City, Oklahoma County, OK

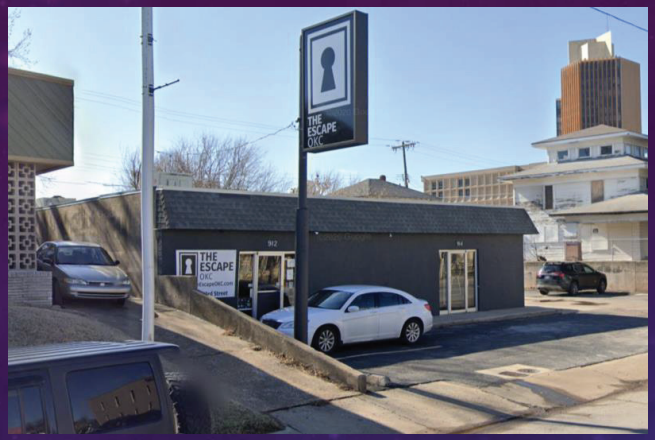






- *Left Perspective* *Straight Elevation* *Right Perspective*

- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: residence Address: **908 NW 23rd St**
- Name(s) of Business(s): Home
- Façade Orientation: North Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: Business (entertainment) Address: **912 NW 23rd St**
- Name(s) of Business(s): The Escape OKC
- Façade Orientation: North Oklahoma City, Oklahoma County, OK

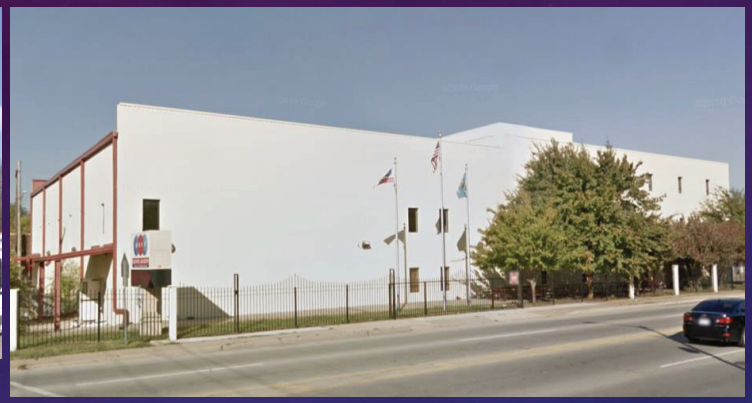






- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: Bookstore Address: **928 NW 23rd St**
- Name(s) of Business(s): Michael's Old Books
- Façade Orientation: North Oklahoma City, Oklahoma County, OK







- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: School Address: **919 NW 23rd St**
- Name(s) of Business(s): Dove Science Academy
- Façade Orientation: South Oklahoma City, Oklahoma County, OK







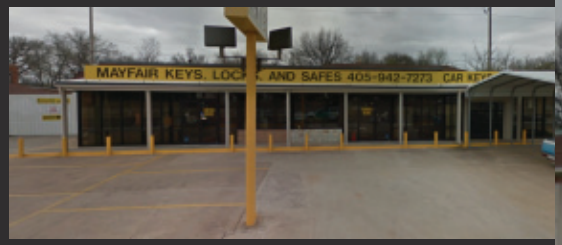
- *Left Perspective* *Straight Elevation* *Right Perspective*
- Route 66 Alignment: Northwest 23rd St Original Route
- Building Type: Bank Address: **1112 NW 23rd St**
- Name(s) of Business(s): The Gold Dome
- Façade Orientation: West Oklahoma City, Oklahoma County, OK

Team 3
39th Street District

Nicholas Williams, Yueyang “Elijah” Wu, Emily Gaston


39th Street District
From Pennsylvania Ave to Frankford Ave
Legend
Elijah's section
Emily's Section
Feature 1
Frankfrod Ave
Nicholas's Section
Pennsylvania Ave
Frankfrod Ave
Chicago St.
Youngs Blvd
Pennsylvania Ave
Google Earth
© 2020 Google
N
1000 ft







Alignment ates: riginal Route; 1st ealignment, 1930-1933
Names of Team Members: mily Gaston, Yueyang “Elijah” Wu, Nicholas Williams
Building Type: ommercial
Historic Name of Business: /A
Current Name of Business: ayfair Key and Lock
Current Address: 628 W 144 Service Rd
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North







Building Type: ommercial
Historic Name of Business: /A
Current Name of Business: ffice Concept Sales
Current Address: 520 NW 39th St
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: Commercial
Historic Name of Business: N/A Current Name of Business: Adam's Crossing
Current Address: 2424 NW 39th St
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: APOTHOCARY 39 / NO NAME
Current Address: 2127 NW 39TH STREET
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade:
North South







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: HOTEL HABANA LLC
Current Address: 2200 W I 44 SERVICE RD
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North

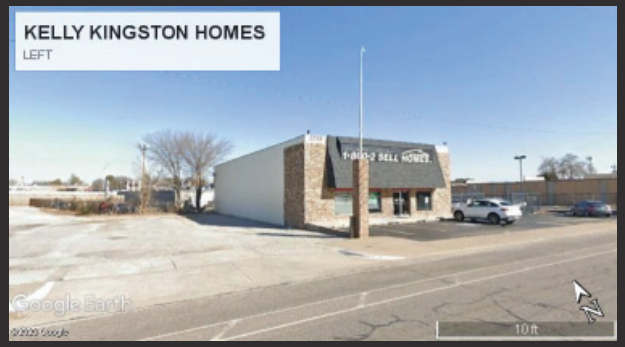
THE STRUCTURE WAS CONSTRUCTED IN 1969 AND IS A 2 STORY BUILDING. THE STRUCTURE IS 81,875 SQFT AND AS OF 2020 IT IS VALUED $2,518604

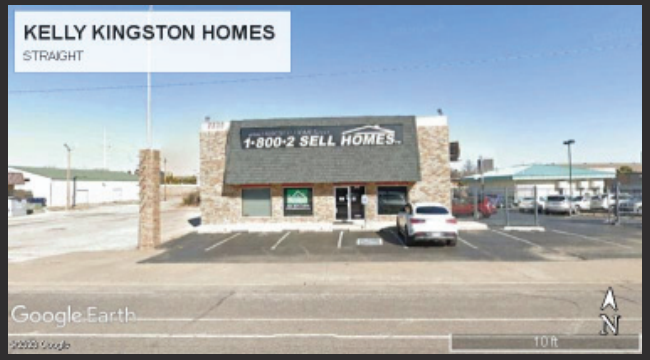


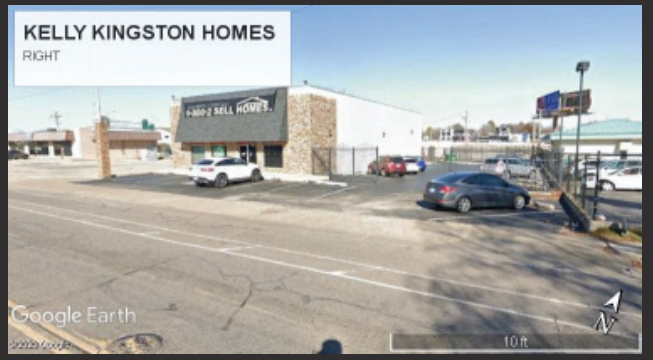




Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: INDUSTRIAL
Historic Name of Business: N/A
Current Name of Business: K&K MECHANICAL / VACANT
Current Address: 2215 NW 39TH ST
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: South
STRUCTURE WAS CONSTRUCTED IN 1953 AND WAS ORIGINALLY 5,790 SQFT. IN 1953 THE STRUCTURE WAS IMPROVED UPON BY SECTIONING OFF THE BUILDING INTO MULTIPLE UNITS. THE STRUCTURE WAS ORIGINALLY DOCUMENTED AS 5,790 SQ FT AND ONCE IMPROVED 1,440 SQFT. THE STRUCTURE WOULD SEE ITS LAST DOCUMENTED IMPROVEMENT IN 1970 INCREASING THE SQFT TO 2,550 SQFT







Alignment Dates: Original Route; 1st Realignment, 1930-1933

Building Type: OFFICE

Historic Name of Business: N/A

Current Name of Business: KELLY KINGSTON HOMES

Current Address: 2239 NW 39TH STREET

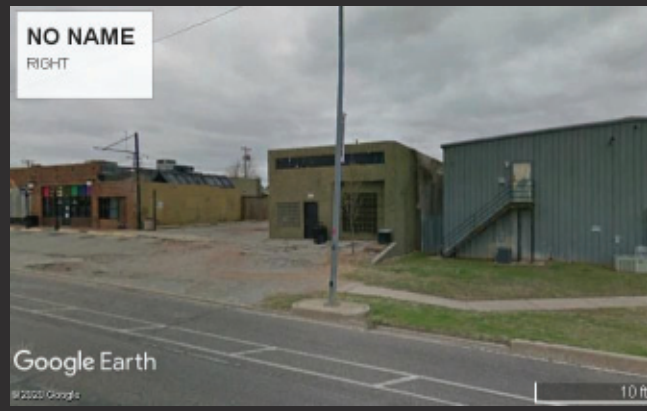
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: South

Any other details that may be of interest: STRUCTURE WAS CONSTRUCTED IN 1951 AND IS A 2 STORY BUILDING WITH A MARKET VALUE OF $572,256







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: NO NAME (15316 GRAND PARKE DR)
Current Address: 2116 NW 39TH ST
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North
STRUCTURE WAS CONSTRUCTED IN 1845 AND IS 5,192 SQ FT. STRUCTURE APPEARS TO BE BRICK WITH A SMOOTH MORTAR FAÇADE FINISH







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: NO NAME
Current Address: 2119 NW 39TH STREET
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: SOUTH







Route 66 Alignment: 39TH STREET *PENNSYLVANIA AVE TO FRANKFORD AVE*
Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: OKLAHOMA COIN & GOLD/SAHHAR DIAMONDS/ZIGGY'S, HOOKAS NOVELTY
Current Address: 4001 N PENNSYLVANIA AVE
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: East







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: PHOENIX RISING OKC
Current Address: 2120 NW 39TH ST
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North South East West
STRUCTURE WAS CONSTRUCTED IN 1925 AND IS 3,594 SQ FT. BUILDING APPEARS TO BE BRICK WITH A SMOOTH MORTAR FINISH WITH A GREY PAINT APPLIED TO THE FAÇADE.

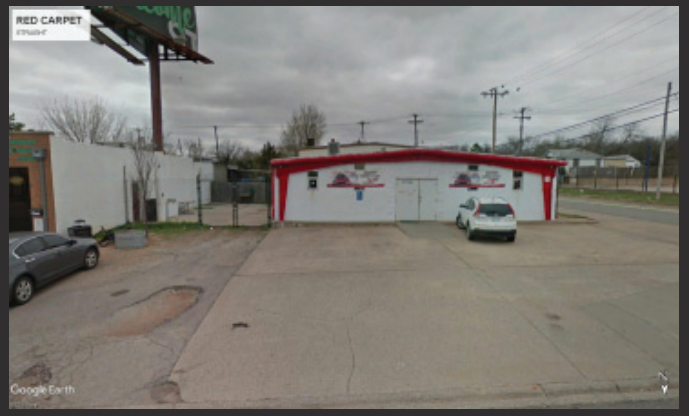






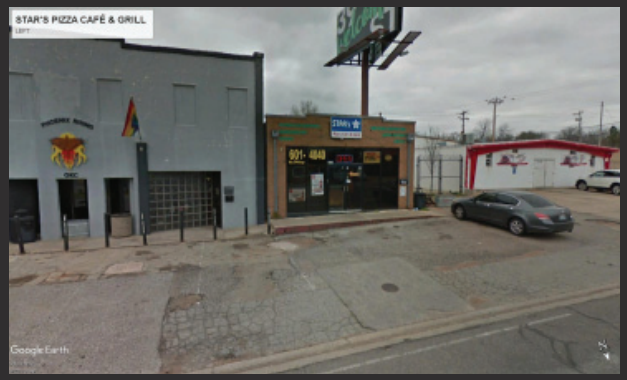
Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: PULSE UNDERWEAR
Current Address: 2139 NW 39TH ST
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: South
Any other details that may be of interest: STRUCTURE WAS CONSTRUCTED IN 1920 AND IS 1 STORY. WAS REMODELED IN 2013 FOR FIRE REMODEL. STRUCTURE IS 2,168 SQ FT. STRUCTURE IS MADE OF BRICK WITH LARGE WINDOWS.

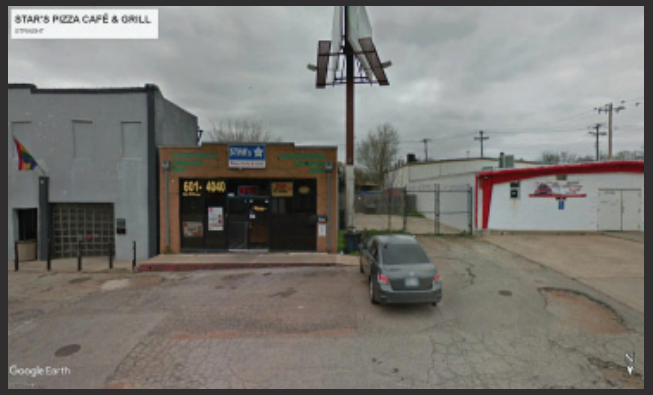


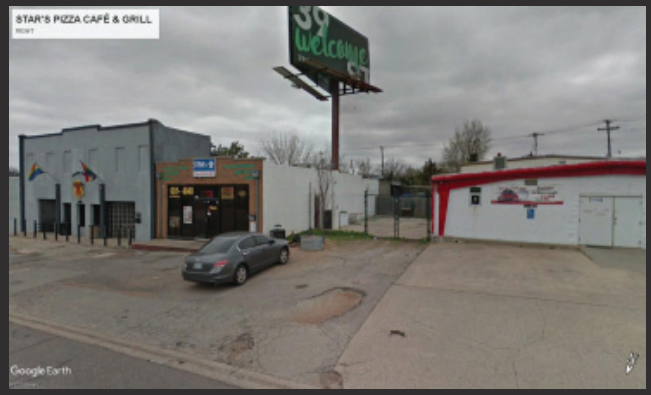




Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: INDUSTRIAL
Historic Name of Business: N/A
Current Name of Business: RED CARPET
Current Address: 2136 NW 39TH ST
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North
STRUCTURE WAS CONSTRUCTED IN 1962 AND IS 6,000 SQFT. THE FRAME APPEARS TO BE PRE-ENGINEERED WITH NON STRUCTURAL CMU FAÇADE.



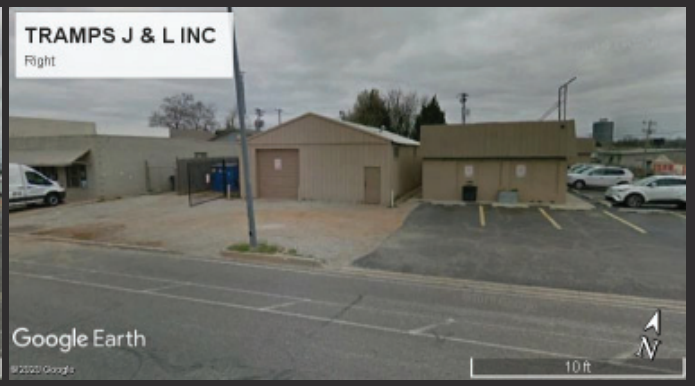




Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: COMMERCIAL
Historic Name of Business: N/A
Current Name of Business: STAR'S PIZZA CAFÉ & GRILL
Current Address: 2124 NW 39TH ST
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: North
STRUCTURE WAS CONSTRUCTED IN 1955 AND 1,250 SQFT. THE STRUCTURE HAS A 1950’S ALUMINUM WINDOW FRONT. THE STRUCTURES FAÇADE IS BRICK WITH A STONE CAP.







Alignment Dates: Original Route; 1st Realignment, 1930-1933
Building Type: INDUSTRIAL
Historic Name of Business: N/A
Current Name of Business: TRAMPS J & L INC.
Current Address: 2207 NW 39TH ST, UNIT 100
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma
Orientation of primary street façade: South
Any other details that may be of interest: STRUCTURE WAS CONSTRUCTED IN 1956 AND IS A STEEL CORRUGATED BUILDING. THE STRUCTURE IS 1,920 SQ FT.

Route 66 Alignment Photographic Survey

Professor Frantz

Environmental Design Capstone

Spring 2020

Team 4 • Asian District



Cole Brignac • Mansfield, Texas



Tanner Struble • Enid, Oklahoma



Reese McDonald • Fort Worth, Texas

Milk Bottle Grocery • Triangle Grocery

2426 N Classen Blvd



Building Type: Commercial – Restaurant – Other

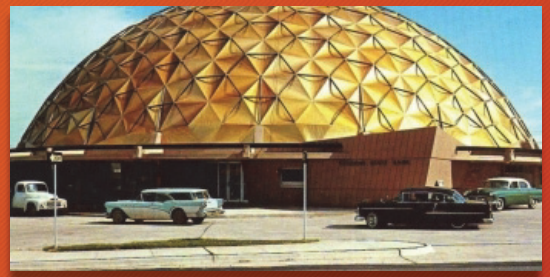
- Constructed in 1930
- Milk bottle added in 1948
- Added to the National Register of Historic Places in 1998
- Has served as a cleaners, fruit market, barbeque shack, realty office, Vietnamese sandwich shop and grocery



Citizens State Bank • The Gold Dome

1112 NW 23rd Street







Building Type: Bank – Commercial

Completion Date: 1958

The Gold Dome was the fifth geodesic dome constructed in the world and the first to be used as a bank at the time of its construction

Sold for $1.1 million in 2015

Jensen & Smith Construction • Rex Westerfield Linoleum

1215 NW 23rd Street

Building Type: Commercial

Completion Date: 1950s

The current buildings were erected in the 1950s and replaced a deco building that housed the Jensen & Smith Construction Company in 1945

1215 NW 23rd was once home to Rex Westerfield Linoleum

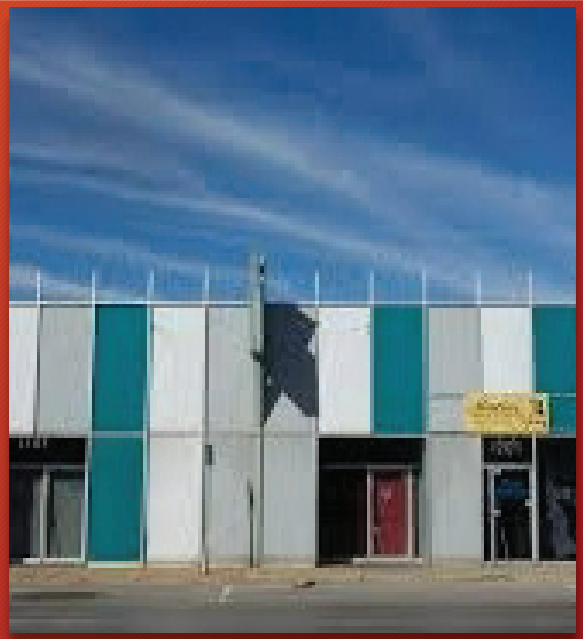












Roberts Rexall Drugs • Macia's Dance Center • Craig's Emporium

1205 NW 23rd

Building Type: Commercial

Construction Date: 1950s





Rainbow Records • Roberts Rexall Drugs

2401 N Classen Blvd

Building Type: Commercial

Construction Date: 1950s

Business has failed due to lack of parking

Ice Bevo • Classen Ice Dock

Building Type: Service - Other

Construction Date: N/A

Bevo was a non-alcoholic malt beverage, or near beer, brewed in the United States by Anheuser-Busch. It enjoyed its greatest success during prohibition, when beer was illegal.

Corner of Classen and NW 25th



Owned by New State Ice Co.

Mayflower Theatre • Hy Palace Restaurant

1133 NW 23 Street



The Mayflower was constructed in 1938 and became an “art” theater 20 years later and showed mainly foreign films. In 1966, the Mayflower became the Cinema Mayflower:



By the 1980s, the Cinema Mayflower was an adult movie theater, and it closed for good in the early 1990s. In 1998, new owners converted the once-lovely theater into the Hy Palace Asian Restaurant

Master Cleaners • Classen Collective

2717 N Classen Blvd

Building Type: Commercial – Service

Construction Date: N/A

The Master Cleaners building is famous for its glass windows and retro façade











Wesley United Methodist Church

1401 NW 25th Street

- Built in 1928
- Joined the Milk Bottle building and the Gold Dome as sites along Route 66 loop

Route 66 Alignment Photographic Survey

2020 Spring Semester

Conducted by Students in
Environmental Design Capstone
En D 4893 (SERV)
Christopher C. Gibbs College of Architecture
The University of Oklahoma

Note: This class collaborated with Katie Friddle of the City of Oklahoma City Planning Department's Historic Preservation Office and Heather Goodson of Blanton & Associates in Austin, Texas. The selected areas of this photographic survey are various alignments of historic Route 66 within the city limits of Oklahoma City.

Route 66 Alignment: Asian District
(street names) *N.W. 23rd from Western to Ellison;*
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: _____Old Theatre now a Chinese Buffet _____
(based on list)

Historic Name of Business: _____Caporal's Mayflower Theatre_____

Current Name of Business: _____Hu Place (Chinese Buffet) _____

Current Address: _____1133 NW 23rd Street_____
(possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

Although it has been renovated this building once used to be an old theatre. It was built in 1968, it closed in 1991.

1133 NW 23rd St, Oklahoma City, OK 73106

(1) Left perspective



(2) Straight elevation



(3) Right perspective



Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: _____restaurant _____
(based on list)

Historic Name of Business: _____Braums_____

Current Name of Business: _____Milk Bottle Grocery Store_____

Current Address: _____2416 North Classen Blvd_____
(possible multiple addresses)

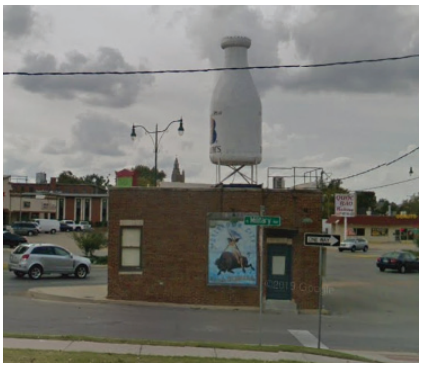
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other SOUTHWEST
circle one (if northeast, southwest, etc., note)

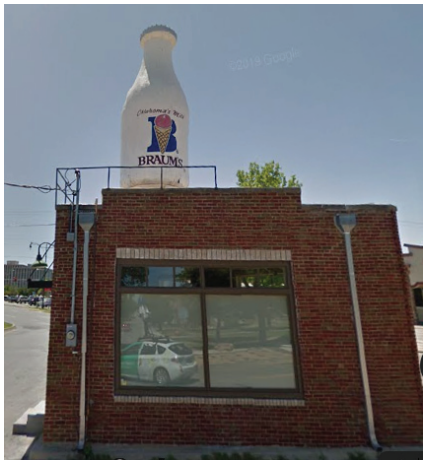
Any other details that may be of interest:

__One of the first Braums in Oklahoma, tourist site today_____

Please provide these photographs:
(1) Left perspective (2) Straight elevation (3) Right perspective







2416 North Classen Boulevard, Oklahoma City, OK

Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: _____Ice Dock _____
(based on list)

Historic Name of Business: _____ICE BEVO_____

Current Name of Business: _____Unoccupied_____

Current Address: _____Corner of Classen and NW 25th_____
(possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

_____Owned by New State Ice Co._____

Please provide these photographs:
(1) Left perspective (2) Straight elevation (3) Right perspective



Corner of classen and NW 25th, Oklahoma City, OK (could not find proper address) v

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: _____Store Front/shop_____
(based on list)

Historic Name of Business: _____Hoover Vacuum Shop_____

Current Name of Business: _____Unoccupied_____

Current Address: _____1215 Northwest 23rd street_____
(possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

_____Old Hoover vacuum store_____

Please provide these photographs:
(1) Left perspective (2) Straight elevation (3) Right perspective





1215 Northwest 23rd Street, Oklahoma City, OK

Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: _____Bank_____
(based on list)

Historic Name of Business: _____Citizen State Bank_____

Current Name of Business: _____Unoccupied (Gold Dome)_____

Current Address: _____1112 NW 25th Street_____
(possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

_____ The Gold Dome was the fifth geodesic dome constructed in the world and the first to be used as a bank at the time of its construction_____

Please provide these photographs:
(1) Left perspective (2) Straight elevation (3) Right perspective





1112 NW 25th Street, Oklahoma City Oklahoma

Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: _____ commercial Building

Historic Name of Business: Micas Dance Center
_____

Current Name of Business: Craigs Emporium
_____

Current Address: _____1205 NW 23rd Street_____
(possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

Construction Date: 1950s, old dance studio
_____

Please provide these photographs:
(1) Left perspective (2) Straight elevation (3) Right perspective



1205 NW23rd St, Oklahoma City, Oklahoma

Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: Commercial - Service
(based on list)

Historic Name of Business: Rainbow Records

Current Name of Business: Rainbow Records - Abandoned

Current Address: 2401 N Classen Blvd (possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other Southeast_
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

Business has failed because of lack of parking along busy Classen Blvd

Please provide these photographs:
(1) Left perspective (2) Straight elevation (3) Right perspective





2401 N Classen Blvd., Oklahoma City, Ok

2401 N Classen Blvd., Oklahoma City, Ok

Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: Religious – Church
(based on list)

Historic Name of Business: Wesley United Methodist Church

Current Name of Business: Wesley United Methodist Church

Current Address: 1401 NW 25th Street (possible multiple addresses)

Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

Built in 1928

Please provide these photographs:
(2)Left perspective (2) Straight elevation (3)Right perspective





1401 NW 25th Street, Oklahoma City, Ok

NOTE: Label all photographs with street address, town, and state.
Example: 3603 N. Western Avenue, Oklahoma City, OK (1) or (2) or (3)

Route 66 Alignment: Asian District
(street names) N.W. 23rd from Western to Ellison;
Classen from N.W. 23rd to N.W. 30th

Alignment Dates: Original Route

Team: 4
Team Members: Tanner Struble, Reese McDonald, Cole Brignac

Building Type: Commercial - Service
(based on list)

Historic Name of Business: Master Cleaners

Current Name of Business: Classen Collective

Current Address: 2717 N Classen Blvd (possible multiple addresses)

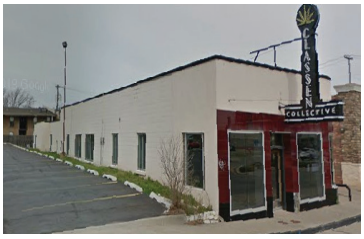
Town, County, State: Oklahoma City, Oklahoma County, Oklahoma

Orientation of primary street façade: North South East West Other _____
circle one (if northeast, southwest, etc., note)

Any other details that may be of interest:

Famous for its glass and retro façade, building has not been altered over the years.

Please provide these photographs:
(1)Left perspective (2) Straight elevation (3) Right perspective







2717 N Classen Blvd, Oklahoma City, Ok

Western Avenue

From 36th to 44th

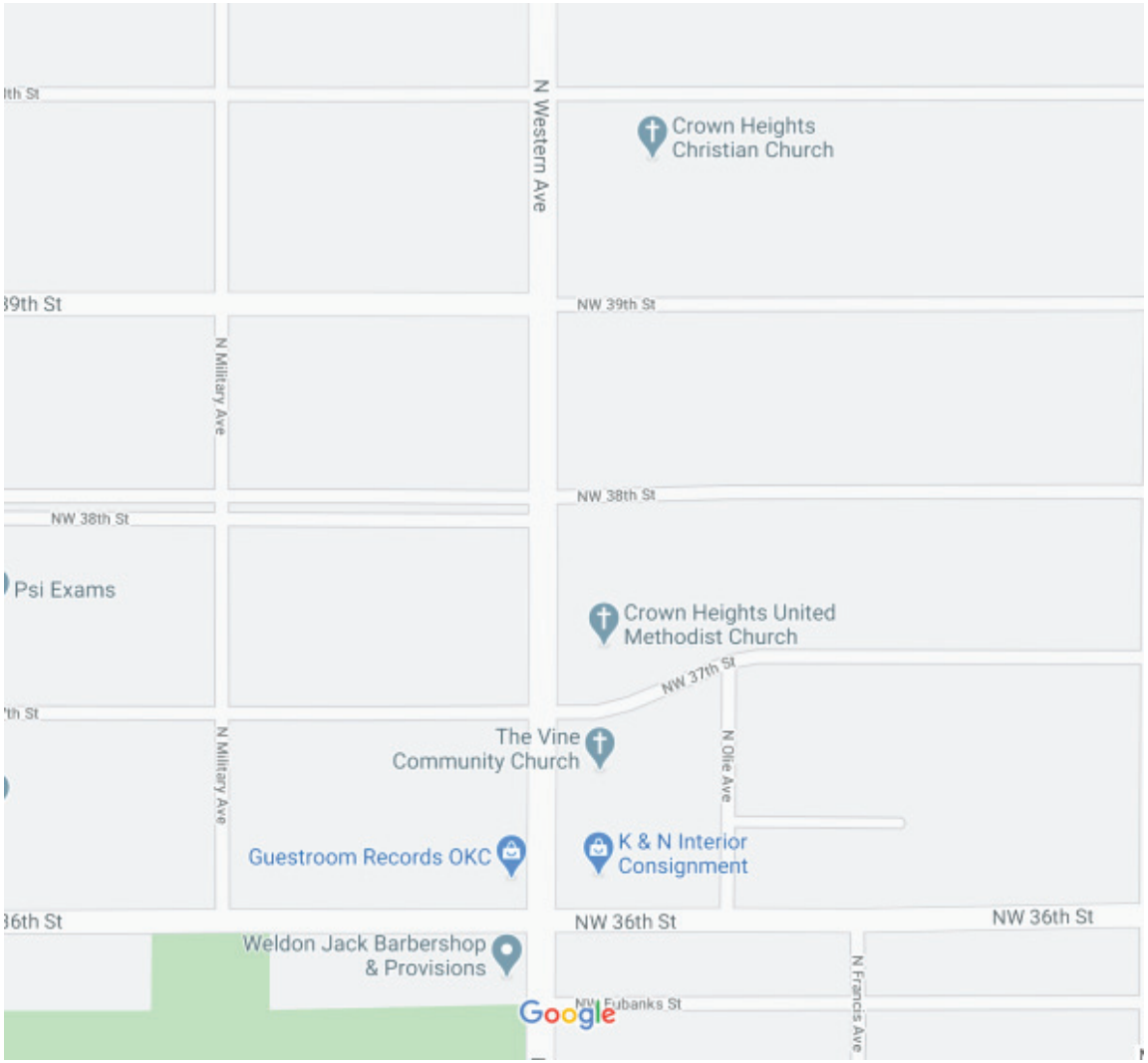
En D 4993

Ronald Frantz

1 May 2020

Team Members

Andrew Meyers: Nixa, Missouri
Charles Joly: Denver, Colorado
Justin Fish: Im p sure somewhere in Oklahoma



Western Ave

36th-40th



Autobahn Foreign Car Repair

Building Type: Service Station

3721 N Western Ave, Oklahoma City, OK 73118

The right side of this building caught my eye. It is boarded up and looks like at one time was all glass. In Route 66 Hay Day I would say this was a service station.

Route 66 Alignment: Western Ave

Facade: East

This building caught my eye because of the interesting details on top. Currently when constructing buildings these decoration pieces are often lacking. That was one of the most apparent parts of the building. Id say this was a commercial building; this could however have been a restaurant as well.



Hoffman Furniture; Includes a Pilates Studio

3712 N Western Ave, Oklahoma City, OK 73118

Facade: West

Route 66 Alignment: Western Ave.

Building Type: Commercial

Guestroom Records + Others

3709 N Western Ave, Oklahoma City, OK 73118

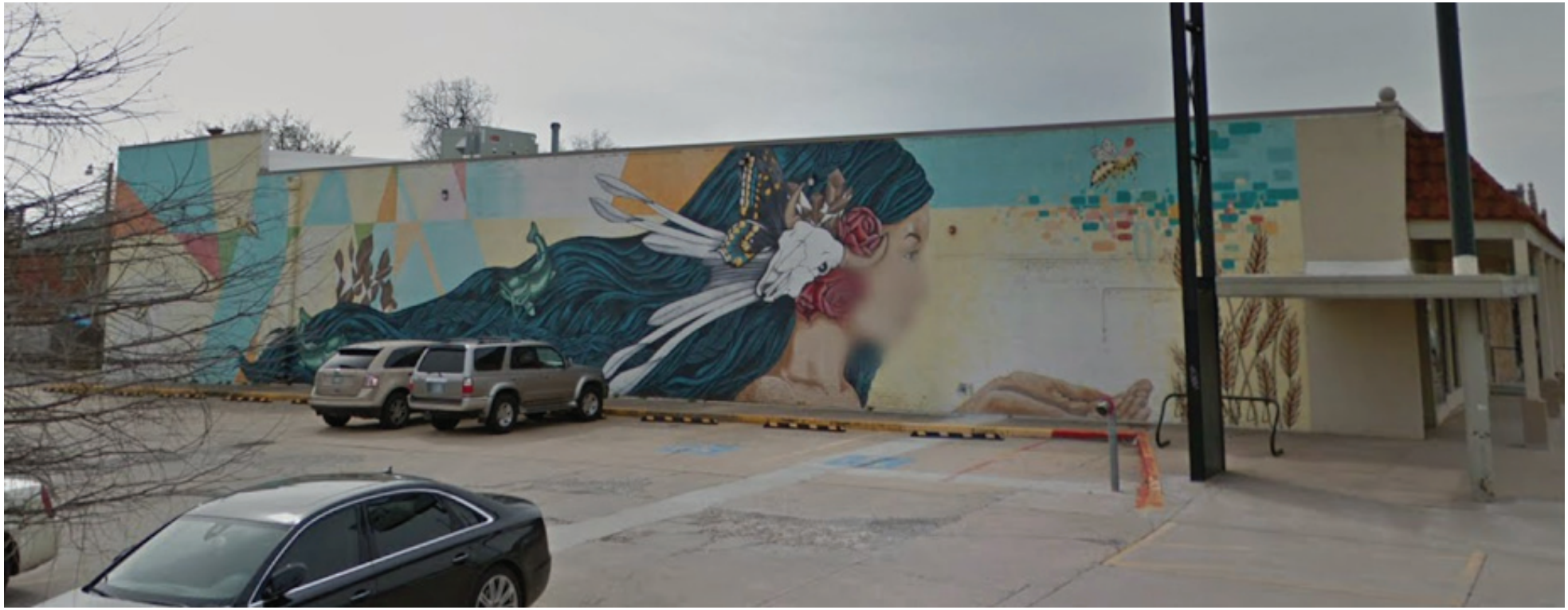
As with the last building the decoration on the top of the building caught my eye. Probably used as a commercial building along Route 66.

Facade: East Route 66 Alignment: Western Ave Building Type: Commercial



Mural

This mural avoided me the first time I looked through our district. Only on the way back did my eye get caught. It is a beautiful mural. I am not completely sure if it was there for Route 66 but neat either way.



North side of: 3714 N Western Ave, Oklahoma City, OK 73118

Thomson + Thomson

This building could be from the early days of Route 66. It has the general style of buildings then.



Facade: East

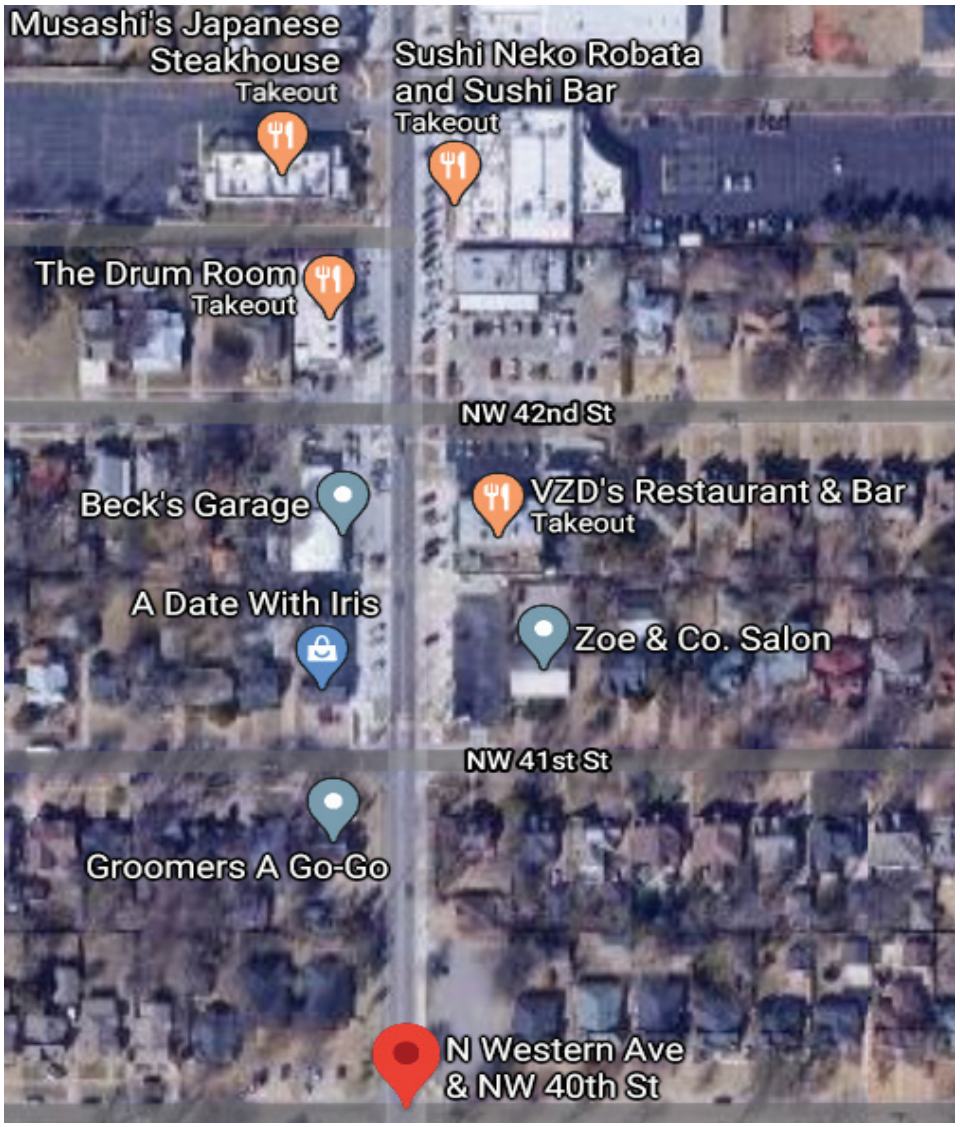
Route 66 Alignment: Western



However since the tenants are architects I am hesitant to include this building. Its got the round window out front, the detailing on top of the building, and the small size that would indicate it is from the Route 66 era. I however have no idea what this could've been. Maybe a diner, or a service station that had all pumps removed.

Building Type: Residential turned Commercial

3905 N Western Ave, Oklahoma City, OK 73118



Western Ave

NW 40th St. - NW42nd St.

Sage Wellness Dispensary & VZD Restaurant & Club (*Straight elevation*)



4200 N Western Ave suite a, Oklahoma City, OK 73118

Building Type:
Restaurant/Diner

The building design is is that of a popular style along route 66 and the time frame.
The style is what stood out to me the most. It resembles a building we looked at as a class around Hasslers.

Facade: West

Building Type: Restaurant/Diner

Route 66 Alignment: Western Ave

Beck's Garage (*Straight elevation*)

4217 N Western Ave, Oklahoma City, OK 73118



This building type stood out to me because of the vintage cars that were displayed outside. This business was not always in this location. From the information I was able to find the current owner had interest in this building for years because of its aesthetic (TheOklahoman).

https://oklahoman.com/article/2916411/made-in-oklahoma-becks-garage

Facade: East

Building type: Service Station

Route 66 Alignment: Western Ave

Sipango Lounge (*Straight elevation*)

4301 N Western Ave #5417, Oklahoma City, OK 73118



Established in 1936, the old name was 42nd St Beer Club. The oldest bar in Oklahoma City. The name was changed later to Sipango Lounge.

Facade: East

Building type: Restaurant/Diner

Route 66 Alignment: Western Ave

The Barrel (Closed) (*Straight elevation*)

4308 N Western Ave, Oklahoma City, OK 73118



This buildings type stood out to me because of the side room on its right side. The big glass doors give a sense that this was a car dealership of some kind, or a general store that put stuff in the window for display.

Facade: West

Building type: Restaurant/Diner

Route 66 Alignment: Western Ave

The Barrel (Closed) (*Right perspective*)

4308 N Western Ave, Oklahoma City, OK 73118



Will Rogers Theatre Special Event Venue

Route 66 Alignment: Western Ave Facade: West

(*Straight elevation*)



Building type: Recreation Travel Stops/ Destinations/ neon sign

Built as a single screen movie theater post World War 2 around 1945 (Willrodgerstheatre).

The building is now used as an event space.

https://www.willrogerstheatre.com/content/oklahoma-city-landmark

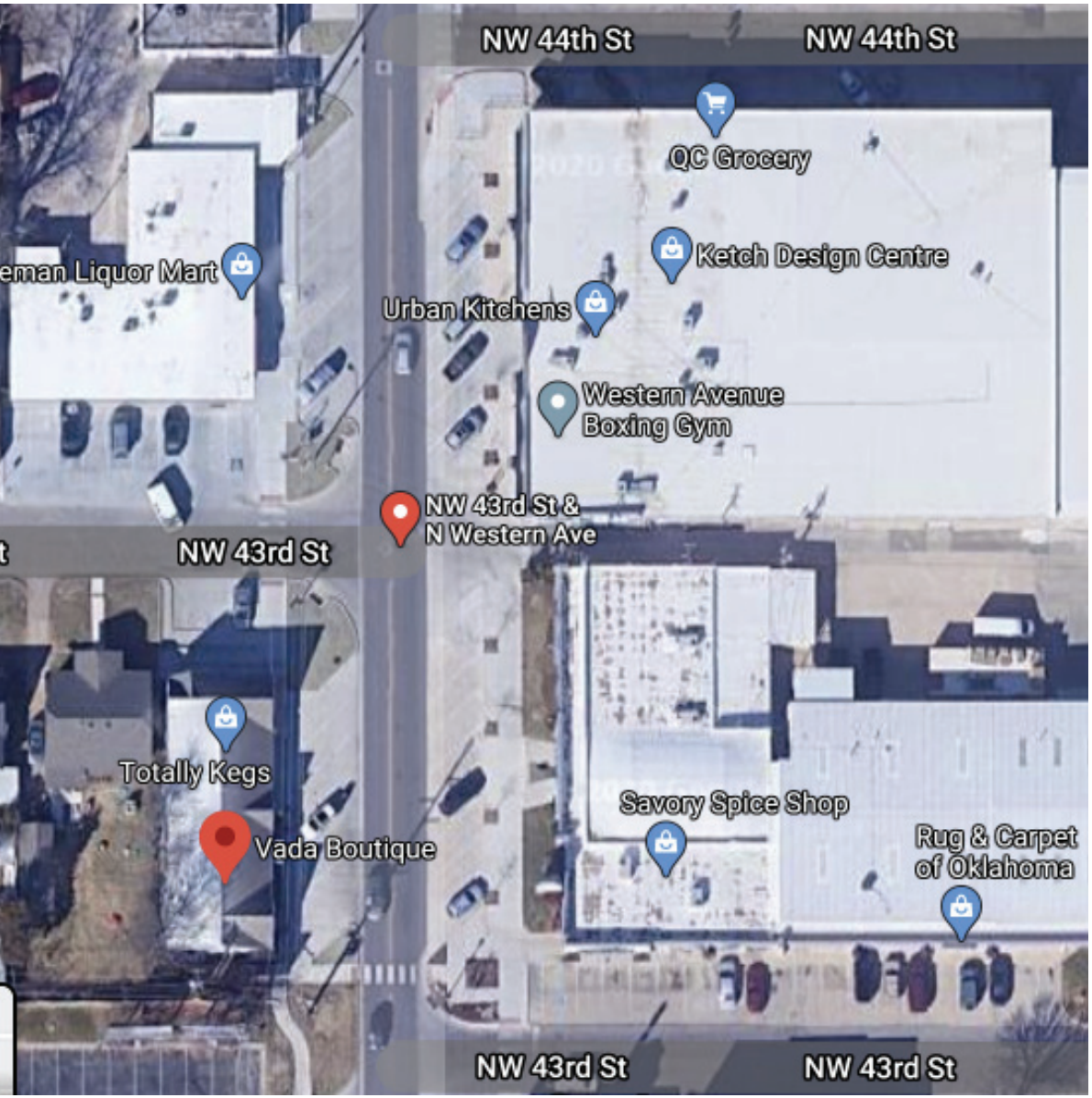
4322 N Western Ave, Oklahoma City, OK 73118

Will Rogers Theatre Special Event Venue

(*Left perspective*)



4322 N Western Ave, Oklahoma City, OK 73118



Western Ave

43rd St. - 44th St.

Ketch Design Centre

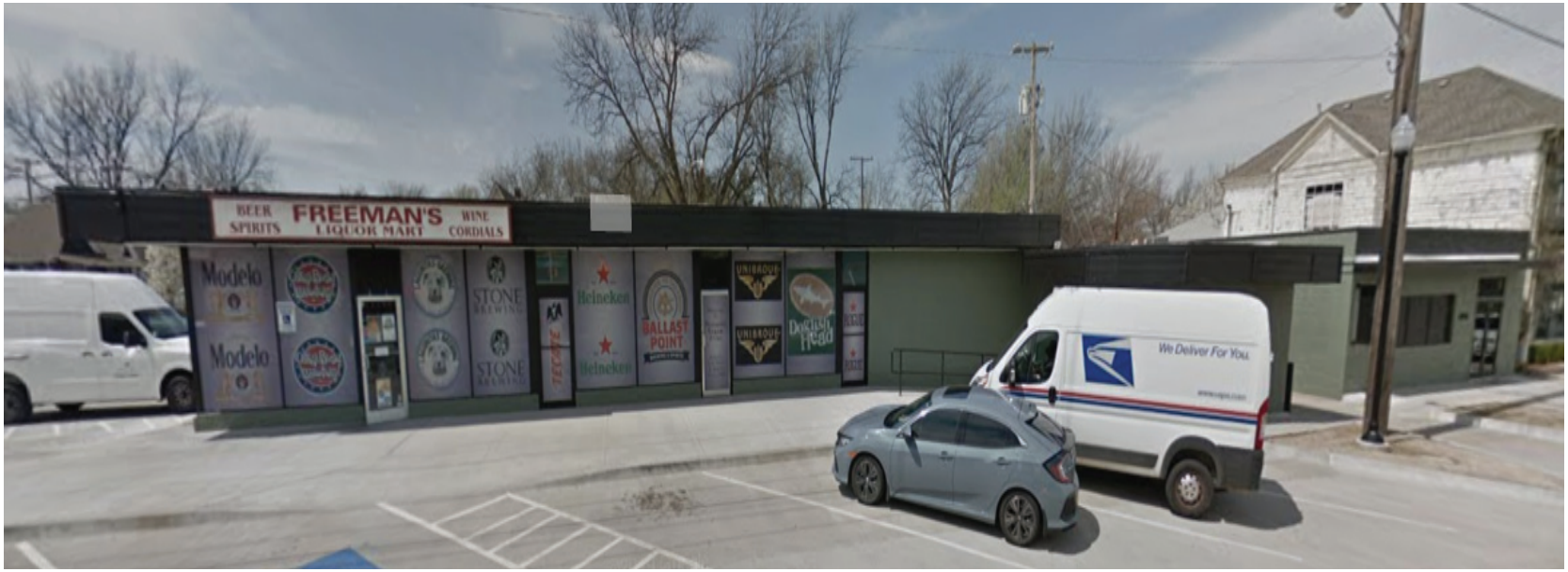
4416 N Western Ave



Boxing Gym

4408 N Western Ave





Freeman Liquor Mart

4401 N Western Ave Oklahoma City, OK 73118



4400 N Western Ave

Savory Spice Shop



4404 N Western Ave

Rug & Carpet of Oklahoma





Vada

Jewelry, Handbags & Gifts

4327 N Western Ave Oklahoma city, OK 73118

Route 66 Photographic Alignment

Dean Sayers, Eddie Schwarz, Cy Bergner

Lincoln Plaza

Route 66 Alignment: South of Route 66, in between NE 50th St and NE 42th St

Building Type: Commercial, residential

Address: 4545 N Lincoln Boulevard Oklahoma City, Oklahoma 73105

Name(s) of Business(s): Lincoln Plaza Hotel, Hertz, Wilson Company, Lincoln Plaza Apartments

Façade Orientation: Southeast

Left Perspective



Straight Perspective



Right Perspective



Red Rock

Route 66 Alignment: North of 42nd St in between Lincoln and Woodland Dr

Building Type: Office

Address: 4400 N Lincoln Boulevard Oklahoma City, Oklahoma 73105

Name(s) of Business(s): Red Rock Behavioral Health Services

Façade Orientation: West

Left Perspective



Middle Perspective



Right Perspective

Red Rock

Route 66 Alignment: North of 42nd St in between Lincoln and Woodland Dr

Building Type: Office

Address: 4420 N Lincoln Boulevard Oklahoma City, Oklahoma 73105

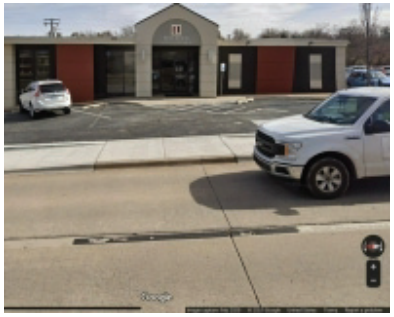
Name(s) of Business(s): Red Rock Family Health Services

Façade Orientation: West

Left Perspective



Middle Perspective



Right Perspective



Planet Rock

Route 66 Alignment: South of NE 42nd St and North of NE 41st St

Building Type: Office

Address: N Lincoln Boulevard Oklahoma City, Oklahoma 73105

Name(s) of Business(s): Planet Rock Health Services

Façade Orientation: West

Left Perspective



Middle Perspective



Right Perspective



Commercial Building

Route 66 Alignment: North of NE 41st St in between Lincoln Boulevard and N Lindsey Ave

Building Type: Office

Address: 4100 N Lincoln Boulevard Oklahoma City, Oklahoma 73105

Name(s) of Business(s): StanTech LLC.

Façade Orientation: West

Left Perspective



Middle Perspective



Right Perspective



State Highway Department

2311 N Central Avenue, Oklahoma City. OK 73105





Oklahoma National Guard Armory

200 NE 23rd Street, Oklahoma City, OK, 73105





National Cowboy and Western Heritage

1700 NE 63rd Street, Oklahoma City, OK, 73111





Frontier City

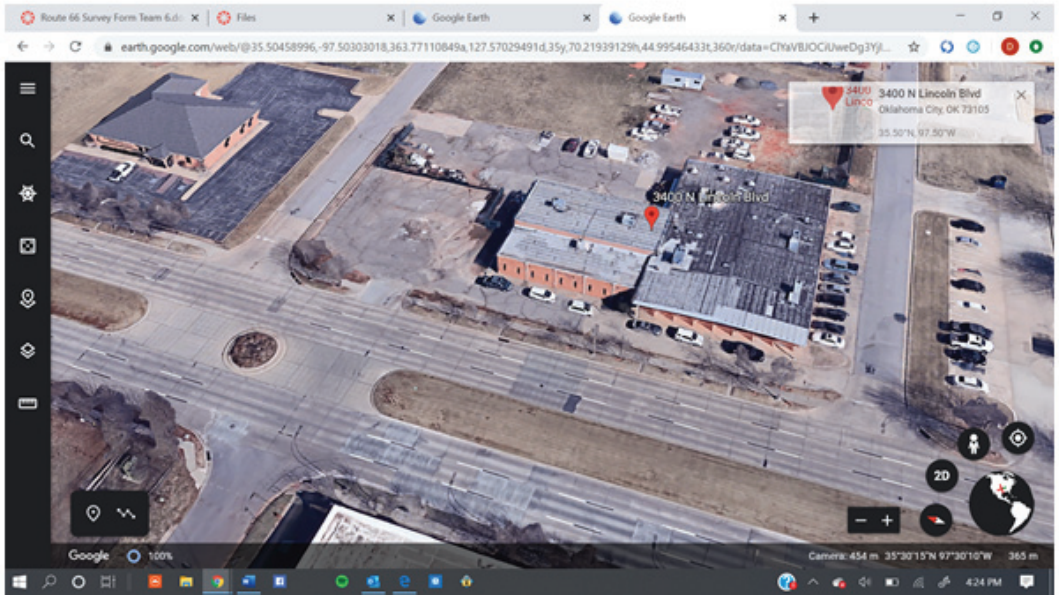
11501 N, I-35 Service Road, Oklahoma City, OK, 73131





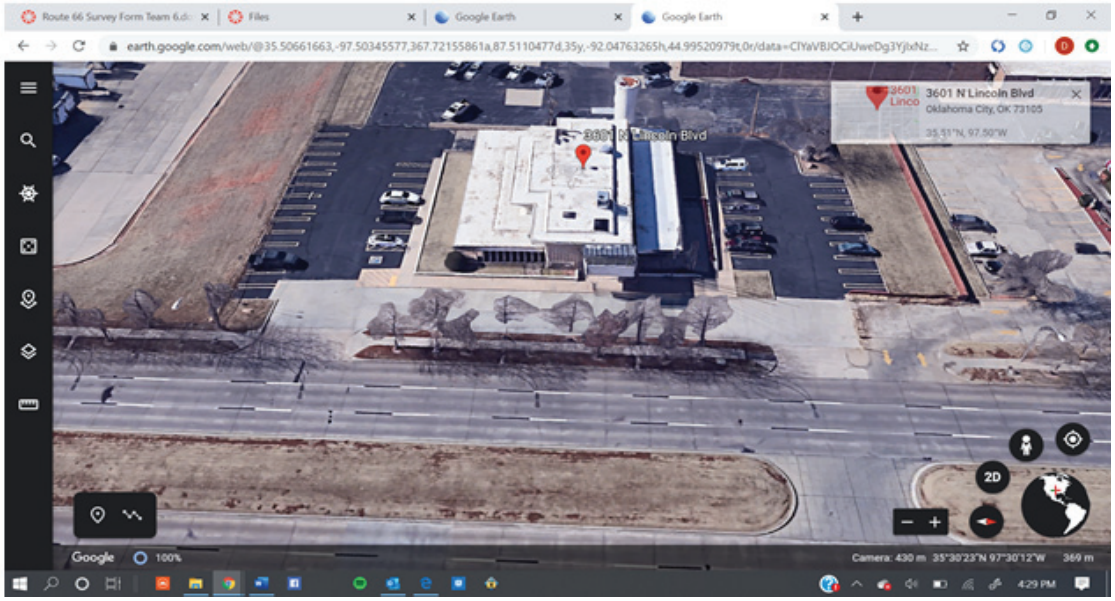
3400 N Lincoln BLVD

- Commercial Building
- Currently Vacant office building
- Used to be the Red Rock Behavioral health services until the company moved to 4400 N Lincoln



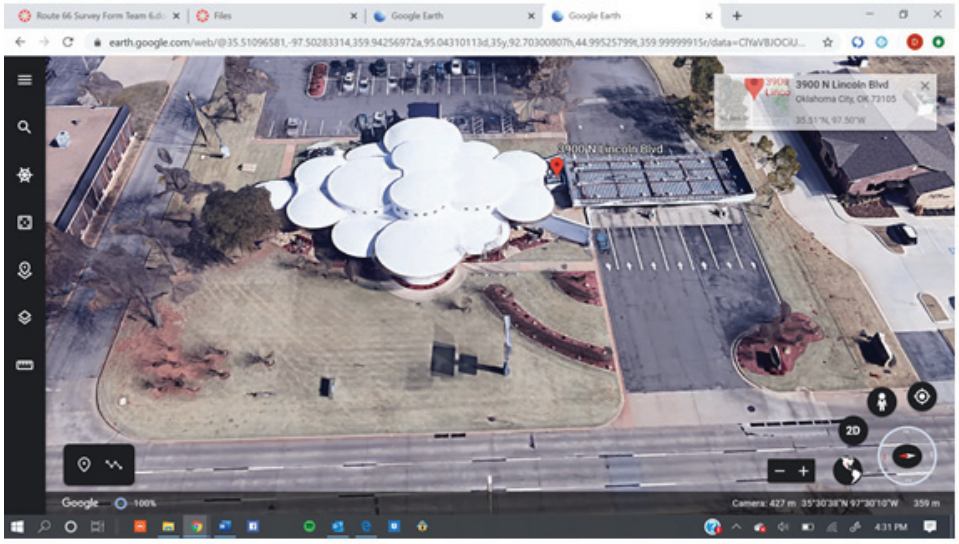
3601 N Lincoln BLVD

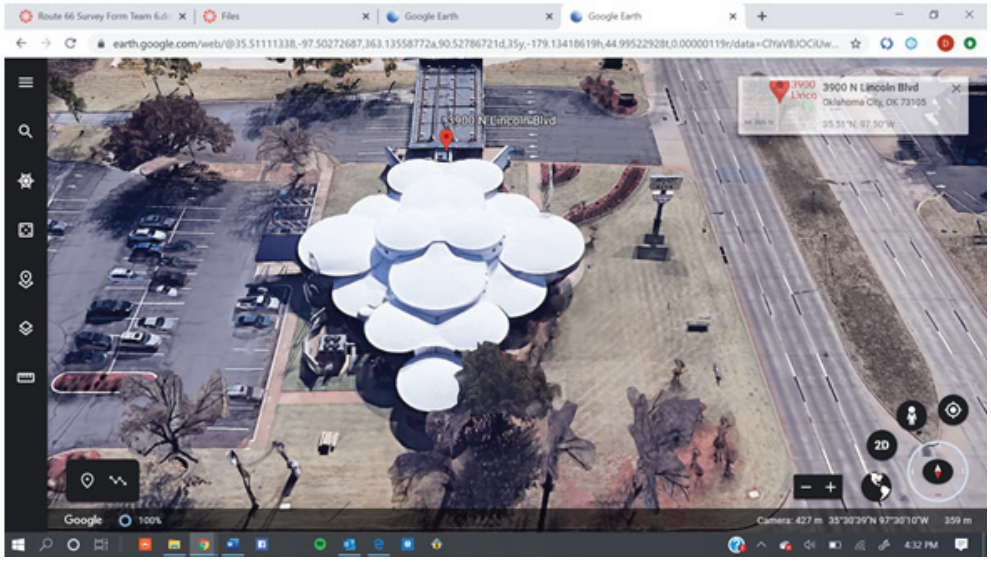
- Commercial building
- Oklahoma Press Association Office building



3900 N Lincoln BLVD

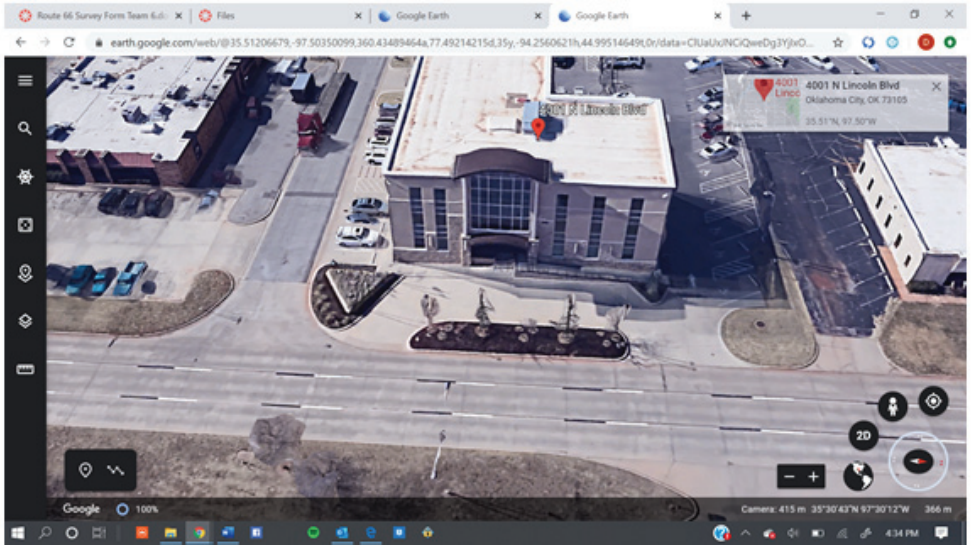
- Commercial Bank
- Arvest Bank





4001 N Lincoln BLVD

- Office Building
- Oklahoma City Area Office for the Chickasaw Nation



4040 N Lincoln BLVD

- Sports and Entertainment
- Oklahoma Sports Hall of Fame and Jim Thorpe Museum

