SURVEY REPORT

ARCHITECTURAL/HISTORIC SURVEY OF DOWNTOWN VINITA IN CRAIG COUNTY

Vinita, Oklahoma

MARCH 7, 2025

PREPARED FOR

Oklahoma Historical Society

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Cover Page: 1920s view looking north on South Wilson Street from Canadian Avenue. Source: Eastern Trails Museum Collection, Oklahoma Digital Prairie.

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1. ABSTRACT

This document presents the findings of the architectural/historic survey of downtown Vinita, Craig County, Oklahoma (**Figure 1, Appendix A**). The Oklahoma Historical Society/State Historic Preservation Office (OK/SHPO) retained Stantec Consulting Services Inc. (Stantec) in summer 2024 to conduct the survey. The purpose of the survey was to document buildings, sites, structures, objects, and districts (defined as "resources") in the survey area at a minimum level of documentation and to identify resources or districts potentially eligible for the National Register of Historic Places (NRHP).

During field survey between September 17 and 19, 2024, 50 resources were documented and evaluated for NRHP eligibility, individually and as a historic district, considering historical significance and integrity. All documented properties, aside from the Vinita City Hall (104 East Illinois Avenue), Vinita Post Office (120 East Illinois Avenue), and Hotel Vinita (a hotel converted into lofts; 107 West Canadian Avenue), have a historical commercial use. Vinita City Hall and the Vinita Post Office were previously determined eligible for the NRHP under Criterion A and C, respectively. Hotel Vinita (205 South Wilson Street) and the Randall Tire Company (237 South Wilson Street) are listed in the NRHP under both Criterion A for Commerce and Criterion C for Architecture. The no-longer-extant Spraker Service Station (240 South Wilson Street) was also listed in the NRHP under Criterion A for Commerce but has since been demolished. Eligibility for previously determined eligible and extant NRHP-listed buildings was affirmed. As a result of this survey, Stantec recommends a collection of resources as a potential NRHP-eligible historic district. Buildings facing South Wilson Street in the survey area retain the highest degree of integrity. Stantec recommends a section of this area eligible for the NRHP under Criterion A in the area of Commerce and under Criterion C in the area of Architecture, both at the local level of significance. The proposed historic district is as a cohesive collection of commercial resources representing the economic prosperity and local businesses of Vinita from founding through the

construction of Route 66 through the commercial core. The property types are intact, representative examples of commercial buildings from the late nineteenth century through the mid-twentieth century. The period of significance for the proposed district is from 1872, the platting date of Vinita and establishment date of South Wilson Street, through 1958, when the Turner Turnpike and the Will Rogers Expressway displaced Route 66 and rerouted traffic away from South Wilson Street. Stantec has recommended contributing and noncontributing resources for the proposed district. Areas to the west of the survey area could be surveyed and could potentially be part of a larger NRHP district. Additional research, comparative analysis, and consideration of integrity at the time of pursuit would be necessary to justify a larger NRHP boundary. No individual resources are recommended eligible for the NRHP other than the affirmation of those previously listed or determined eligible. It is recommended that a building adjacent to and associated with Hotel Vinita (205 South Wilson Street) be added to the existing NRHP nomination as a contributing resource.

This report begins with an introduction to the project and the project area. Next, the research design, project objectives, survey area, and survey methodology are described. The results of the survey are then presented along with a discussion of NRHP eligibility. A historic context for Vinita is provided, followed by an annotated bibliography and a summary of the report. Included in the appendices are GIS-based maps of the survey area and survey results (**Appendix A**), an inventory table (**Appendix B**), and the OK/SHPO's Historic Preservation Resource Identification (HPRI) forms for each resource (**Appendix C**).

2. INTRODUCTION

The survey was accomplished as part of the Oklahoma Comprehensive Survey Program. This ongoing program is supported by state and federal funds and intends to increase the number of resources surveyed in the state to identify potential NRHP-eligible buildings, districts, structures, objects, and sites. The purpose of this downtown Vinita survey was to record properties at the minimum level of documentation in the survey area and evaluate these resources for potential NRHP eligibility individually and collectively as a potential historic district.

Downtown Vinita is a commercial corridor developed on the east and west sides of South Wilson Street south of the east–west Missouri, Kansas, and Texas Railway (present-day Union Pacific Railroad) tracks. South Wilson Street anchored the downtown starting in the late nineteenth century and it expanded north and south as local business grew. During the 1920s, Wilson Street became part of United States Highway 66, also known as Route 66. The survey area is roughly bound by West Delaware Avenue to the southwest, Flint Avenue to the northeast, South Scraper Street to the northwest, and South Vann Street to the southeast (**Figure 1**, **Appendix A**). In coordination with OK/SHPO, the survey area was reduced within the rectangular area to only include parcels facing South Wilson Street, the north side of West Delaware Avenue, both sides of West Canadian Street, and both sides of West Illinois Avenue. Properties midblock facing South Vann and South Scraper streets were omitted but they may be part of future survey efforts. Forty-three historic-age resources (constructed in 1984, 50 years prior to the date or survey, or earlier) were recorded. Seven nonhistoric-age resources (constructed after 1984) and 13 vacant parcels were also in the survey area. These parcels historically had buildings that were incrementally demolished between the 1970s and 2010s, and most are now parking lots. Most of the historic-age properties had a commercial function, except for the Vinita Post Office (120 East Illinois Avenue) and the Vinita City Hall (104 East Illinois Avenue). Most commercial properties have retained

their function with the exception of the Hotel Vinita (107 West Canadian Avenue), which was converted into apartments, and several vacant properties, like the Western Hotel (123 West Illinois Avenue).

Properties in the downtown Vinita survey area were constructed between 1894 and circa (ca.) 2018. Most are one- or two-part commercial block buildings, and the majority of development occurred during the early twentieth century. A second wave of development occurred during the 1920s and 1930s in response to the expansion of Route 66 through the center of the district. A third wave of development is also evident in the 1960s.

The scope of this survey required that all properties were documented according to OK/SHPO standards. Stantec's study involved development of a historic context and reassessment of previous determinations. Stantec also evaluated all resources in the survey area for NRHP eligibility. Two resources were previously determined eligible for the NRHP, Vinita City Hall (104 East Illinois Avenue) and Vinita Post Office (120 East Illinois Avenue), and eligibility was affirmed. Two resources, Hotel Vinita (107 West Canadian Avenue) and the Randall Tire Company (107 West Canadian Avenue), were previously listed in the in the NRHP, and eligibility is affirmed. A building adjacent to and associated with Hotel Vinita (205 South Wilson Street) is recommended contributing to the Hotel Vinita NRHP nomination. A cohesive collection of commercial resources is recommended eligible for the NRHP as a historic district significant under Criterion A for Commerce and Criterion C for Architecture at the local level. Eligibility evaluations are discussed in the report.

3. RESEARCH DESIGN

This research design begins with an overview of historic resource surveys, including the purpose, types, and components of a survey. A brief overview of the NRHP program and associated terminology is presented next. The research design concludes with a statement regarding the standards and guidelines applied to this survey and the qualifications of project personnel.

3.1 HISTORIC RESOURCE SURVEYS

A historic resource survey is a process to identify and gather data about a community's historic resources.[1] Throughout this report, "resource" is the term applied to any building, structure, site, or object documented as part of the survey. Per the OK/SHPO's *Architectural/Historic Resource Survey: A Field Guide*, there are two types of historic resource surveys: reconnaissance surveys and intensive surveys.[2] Reconnaissance surveys involve an inspection of an area to generally characterize common resource types and develop a plan for future survey efforts, whereas intensive surveys are a systematic documentation and evaluation of all resources located within a survey area. Surveys are commonly used to identify historic resources eligible for local, state, or national designation. A survey involves the development of a historic context, which is a brief narrative of the broad patterns of historical development in an area. Resources in a survey area are evaluated using the context to assess historic significance. This project is an intensive level survey, and its primary purpose is to identify NRHP-eligible properties or districts in the survey area.

[1] Anne Derry et al., *National Register Bulletin 24: Guidelines for Local Surveys, A Basis for Preservation Planning* (National Park Service, 1984).
[2] Oklahoma Historical Society, "Architectural/Historic Resource Survey: A Field Guide," (2013).

3.2 NATIONAL REGISTER OF HISTORIC PLACES

The NRHP is a federal list of historic resources deemed worthy of preservation for their historic significance. The list is administered by the National Park Service (NPS), and inclusion in the list is an honorary and administrative designation bestowed upon properties that meet registration criteria.[3] In general, for a property to be deemed eligible for inclusion in the NRHP, it must be at least 50 years old and must possess historic significance and integrity.[4] Both individual properties and districts can be listed in the NRHP.

Historic Significance

The NPS has established four criteria under which a property may be significant, and a resource must possess significance under at least one criterion to be eligible for listing in the NRHP.[5] The four criteria are listed below.

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

Criterion B. Properties associated with the lives of persons significant in our past.

Criterion C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D. Properties that have yielded, or may be likely to yield, information important in prehistory or history.[6]

Integrity

For a historic resource to be determined eligible for the NRHP, it must retain enough of its historic integrity to convey its significance.[7] For the NRHP, there are seven aspects of integrity: location,

[3] For more information about the NRHP, https://www.nps.gov/subjects/nationalregister/index.htm.
[4] Patrick W. Andrus and Rebecca H. Shrimpton, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (U.S. Department of the Interior, National Park Service, Cultural Resources, National Register of Historic Places, 1995), 3.
[5] Andrus and Shrimpton, *Apply the National Register Criteria*, 11.
[6] Andrus and Shrimpton, *Apply the National Register Criteria*, 12–24.
[7] Andrus and Shrimpton, *Apply the National Register Criteria*, 44.

design, materials, workmanship, feeling, setting, and association. A resource need not possess all seven aspects to retain integrity; a combination of some or most may be sufficient.[8] Aspects of integrity are also weighted differently for each of the four NRHP Criteria of Significance.[9] For example, a resource eligible under Criterion C should retain the aspects of integrity linked to physical qualities (design, materials, and workmanship) to a higher degree than one that is eligible for its historical associations (Criterion A or B). However, a resource that is eligible for its historical associations (Criterion A or B) should still possess sufficient physical integrity to be recognizably associated with the time or era in which it attained significance.

Period of Significance

NRHP nominations must establish a "period of significance." According to the NPS, a period of significance is "the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing."[10] For individual properties significant under Criterion C for Architecture, the period of significance is typically the date of construction. For districts or properties that are eligible under other criteria where the significance may span a period of time, the period of significance may be a date range. NPS allows that 50 years ago may be "used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period."[11]

[8] Andrus and Shrimpton, *Apply the National Register Criteria*, 44.
[9] Andrus and Shrimpton, *Apply the National Register Criteria*, 45–46.
[10] Linda Flint McClelland, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (U.S. Department of the Interior, National Park Service, Cultural Resources, National Register of Historic Places, 1997), 40.
[11] McClelland, *How to Complete the National Register Registration Form*, 42.

NRHP Districts

An NRHP district is a set of resources that are grouped together because they share a historic context. To be eligible for the NRHP, a district must have enough properties within it that can convey the historic significance of the district.

Contributing and Noncontributing Resources

Each substantial resource within a district is classified as "contributing" or "noncontributing." To be classified as a contributing resource, it must have been built within the period of significance and retain integrity (as discussed above). Noncontributing buildings may have been: (1) built within the period of significance of the district but do not retain their historic character due to alterations, (2) built after the period of significance of the district, or (3) unassociated with the area of significance. Although there is no set requirement, successful NRHP district nominations typically encompass areas that are at least one block face in length with at least 50 percent of the resources within the boundary classified as contributing.

Evaluating a Potential NRHP District

When evaluating the area of significance for a potential NRHP-eligible district, the criteria must be applied to the district as a whole. National Register guidelines and the methodology from the OK/SHPO manual were used to assess groups of resources for eligibility. This section describes the methodology for evaluating the area of significance of a potential district and assessing its integrity.

Criterion A is defined as an association with events that have made a significant contribution to the broad patterns of our history. For a district to be eligible under Criterion A, the National Register guidance emphasizes the idea of *importance* in history. For example, an area must reflect an important

historic trend in the development and growth of a locality or metropolitan area, it must have introduced important conventions of community planning, or it must represent an important event.

According to the National Register guidance, to be eligible under Criterion B, a district or property must be associated with the life and career of an individual important to local, state or national history. It should be limited to properties that "illustrate (rather than commemorate) a person's important achievements" and should be associated with "a person's productive life, reflecting the time period when he or she achieved significance."[12] The guidance recommends comparative analysis with other properties associated with the individual's productive life to identify which property is the "best representation of the person's historic contributions."[13]

Historical districts eligible under Criterion C are typically evaluated as "a significant and distinguishable entity whose components may lack individual distinction."[14] The National Register guidance specifies that a collection of architecture must be an important example of a distinctive period of construction, method of construction, or the work of one or more notable architects; it must reflect principles of design important in the history of community planning or landscape architecture; or it must embody high artistic value through the overall plan or design.[15]

Criterion D most commonly applies to archaeological sites or districts that "contain or are likely to contain information bearing on an important archaeological research question."[16] For a district composed of buildings, structures, and/or objects to be eligible under Criterion D, it must be or have been the principal source of the important information that contributes to our understanding of human history or prehistory. For example, a district containing buildings exhibiting a local building tradition that

[12] Andrus and Shrimpton, *Apply the National Register Criteria*, 14–15.
[13] Andrus and Shrimpton, *Apply the National Register Criteria*, 15.
[14] Andrus and Shrimpton, *Apply the National Register Criteria*, 17–20.
[15] Andrus and Shrimpton, *Apply the National Register Criteria*, 17–20.
[16] Andrus and Shrimpton, *Apply the National Register Criteria*, 21.

reflects important information regarding the availability of materials may be eligible, but a district of buildings that have been altered and no longer exhibit this local building tradition would not be eligible, as it would not be the primary source of the important information.[17]

3.3 COMPLIANCE WITH NRHP AND OK/SHPO STANDARDS AND GUIDELINES

This project was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Identification and Evaluation* and the guidelines for surveys set forth in OK/SHPO's *Architectural/Historic Resource Survey: A Field Guide*.[18] In applying the National Register Criteria for Evaluation to each property and to a potential historic district, Stantec historians used several documents. The resources included: National Register Bulletin 15, *How to Apply the National Register Criteria*, and the April 2023 NPS publication*,* "Debating District Boundaries."[19]

Stantec project personnel are professionals who meet or exceed the Secretary of the Interior's Professional Qualification Standards for Architectural History and have extensive experience with similar projects.[20] Emily Reed served as the Principal Investigator. Architectural historians Jenya Green and Robin Miller participated in fieldwork. Historic Preservation Specialist Izabella Nuckels, Architectural Historian Althea Wunderler-Selby, and Senior Architectural Historian Gregory Smith assisted with evaluations of significance, inventory forms, and report preparation. GIS Analyst Sara Laurence prepared mapping and provided GIS support. Jenya Green and Izabella Nuckels provided quality assurance review.

[17] Andrus and Shrimpton, *Apply the National Register Criteria*, 21–24.
[18] U.S. Department of the Interior, National Park Service, *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (Federal Register), September 29, 1983; Oklahoma Historical Society, "Architectural/Historic Resource Survey: A Field Guide."
[19] Andrus and Shrimpton, *Apply the National Register Criteria*; National Park Service, "Debating District Boundaries," 2023.
[20] National Park Service, "Secretary of the Interior's Standards and Guidelines"; "Debating District Boundaries."

3.4 PREVIOUS SURVEYS AND DESIGNATIONS

This section describes the previous survey efforts, existing determinations of eligibility, and designated properties and districts in downtown Vinita. Because of the amount of time that has passed since some determinations were made, all determinations of eligibility were reevaluated as part of this study.

Previous Surveys

No previous architectural surveys of Vinita or Craig County are listed on the OK/SHPO website. South Wilson Street in Vinita was surveyed as part of several Route 66 surveys in Oklahoma. Six resources in the survey area were included in the Oklahoma Landmarks Inventory database as previously surveyed (**Table 1**).[21] The *Route 66 in Oklahoma: An Historic Preservation Survey* (1984) documented select properties along the transportation corridor. Within Vinita, these included Hotel Vinita, Randall Tire Company, and the Spraker Service Station. All three of these properties were nominated to and listed in the NRHP after the survey (**Table 3**).[22] Other resources in Vinita, outside of the survey area, and associated with the roadway, like the roadbed, were documented in later studies but are outside of the scope of this project and were therefore not documented.[23]

Table 1. Resources Listed in the Oklahoma Landmarks Inventory (OLI)[24]

Property Name	Address	Survey	Survey Date	Notes
Randall Tire Company	237 South Wilson Street	USDI/NPS NRHP	1992	N/A
Conoco/Phillips Station	211 South Wilson Street	Route 66 Resources Survey, 1926-1970	2002	No longer extant

[21] Oklahoma Historical Society, "Oklahoma Landmarks Inventory," 2024.
[22] Mary Ann Anders, "Route 66 in Oklahoma: An Historic Preservation Survey," History Department, Oklahoma State University via Oklahoma Historical Society (1984).
[23] Michael Cassity, "Oklahoma Route 66 Historic Resources Survey, 1926–1970," Oklahoma State Historic Preservation Office via the Oklahoma Historical Society (2002).
[24] Oklahoma Historical Society, "Oklahoma Landmarks Inventory."

Property Name	Address	Survey	Survey Date	Notes
Cobb Hotel	125 East Illinois Avenue	N/A	2005	The OLI record notes that this building, named the H&R Block Building, was part of the former Cobb Hotel and that it was an example of statehood-era architecture.
Hotel Vinita	Corner of Canadian and Wilson (107 West Canadian Avenue)	USDI/NPS NRHP	1992	The OLI entry notes that the building is one of the "three remaining high rise hotels along the Oklahoma portion of Route 66."
Spraker Service Station	240 South Wilson Street	USDI/NPS NRHP	1994	No longer extant
United States Post Office	120 East Illinois Avenue	Thematic Survey of New Deal Art	1982, updated June 21, 2004	This survey notes the presence of interior wall murals.

Resources Previously Determined Eligible for the NRHP

Two resources, Vinita City Hall and Vinita Post Office, were previously determined eligible for listing in the NRHP (**Table 2**). The resources are adjacent to each other at the northeast corner of the intersection of South Wilson Street and East Illinois Avenue.

Table 2. Resources Previously Determined Eligible for the NRHP[25]

Property Name	Location	Determination of Eligibility (DOE) Type and Criteria	Date of DOE
Vinita City Hall	104 East Illinois Avenue	Consensus A	02/207/2006
Vinita Post Office	120 East Illinois Avenue	Consensus C	4/25/1990

NRHP-Listed Resources

Two buildings, Hotel Vinita and Randall Tire Company, are listed in the National Register of Historic Places and located on the west side of South Wilson Street between West Canadian Avenue and West Delaware Avenue. A third building, Spraker Service Station, at the northwest corner of the West

[25] Oklahoma Historical Society, "Determinations of Eligibility Search," 2024.

Delaware Avenue and South Wilson Street intersection, has been demolished since listing (**Table 3**). All three resources are significant for their association with travel along Route 66, now South Wilson Street.

Table 3. NRHP-listed Resources in the Survey Area[26]

Property Name	Location	Year Built Date	Area(s) of Significance	Period of Significance	Listing Date
Hotel Vinita	107 West Canadian Avenue	1930	A (Commerce) C (Architecture)	1930-1944	1995
Randall Tire Company	237 South Wilson Street	1931	A (Commerce) C (Architecture)	1931-1944	1992
Spraker Service Station	240 South Wilson Street	1929	A (Commerce)	Ca. 1927-1944	1995 (Demolished)

[26] Oklahoma Historical Society, "Oklahoma's National Register of Historic Places," Oklahoma Historical Society, 2024.

4. PROJECT OBJECTIVES

The objective of the downtown Vinita project was to document resources in the project area (**Figure 1, Appendix A**), as amended from the survey area in the Request for Proposals, in accordance with the Secretary of the Interior's *Standards and Guidelines for Identification and Evaluation* and the OK/SHPO's standards for surveys, and to recommend NRHP eligibility within the survey area. This involved historic context development; documentation of all resources (both historic-age and nonhistoric-age) in the survey area with photographs and HPRI forms; evaluation of collections of resources in the survey area for NRHP district eligibility; and evaluation of resources for individual NRHP eligibility.

5. AREA SURVEYED

The downtown Vinita survey area comprises 50 resources. It is a commercial district in the center of Vinita, Oklahoma, south of the Missouri, Kansas, and Texas Railway (the present-day Union Pacific Railroad) tracks and bisected by the historic Route 66 alignment (the present-day north–south alignment of South Wilson Street). It is roughly bound by West Delaware Avenue to the southwest, Flint Avenue to the northeast, South Scraper Street to the northwest and South Vann Street to the southeast. In coordination with OK/SHPO, the survey area was reduced within the rectangular area to only include parcels facing South Wilson Street, the north side of West Delaware Avenue, both sides of West Canadian Street, and both sides of West Illinois Avenue. Properties midblock facing South Vann and South Scraper streets were omitted but they may be part of future survey efforts (**Figure 1**, **Appendix A**).

6. METHODOLOGY

Stantec developed a methodology for this project based on standards set by NPS and guidelines for historic resource surveys recommended by the OK/SHPO. Approaches to research, survey, and evaluation were determined at the outset of the project and were adhered to throughout. The survey component of the project involved four main tasks: (1) fieldwork preparation, (2) on-the-ground fieldwork activities, (3) research, and (4) post-field data processing and evaluation. These steps are described in detail below.

6.1 FIELDWORK PREPARATION

Stantec commenced project coordination with OK/SHPO in summer 2024 and subsequently began the process of preparing for the survey. Initial tasks were to acquire parcel data and historical aerial images, and to prepare a GIS-based map in ArcGIS. This map included the boundary of the survey area, and parcel lines and addresses from the Craig County Assessor parcel data. Stantec also reviewed high-resolution aerial photographs and historic fire insurance maps of the survey area from 1958, 1970, 1971, 1980, 1995, 2003, 2008, and 2010; Sanborn Fire Insurance maps from 1886, 1894, 1898, 1900, 1905, and 1911; and a Clarkson's Fire map from 1903.[27] These documents allowed for analysis of construction dates, changes to properties over time, and comparison of existing and historical conditions near the anticipated end of the period of significance of the downtown district.

Desktop research was conducted to gather preliminary source materials for the historic context. The NRHP ArcGIS map for Oklahoma was reviewed. The source identified two NRHP-listed properties, Hotel Vinita and the Randall Tire Company, in the survey area. The Oklahoma Landmark Inventory was

[27] Clarkson Fire Insurance Company, *Vinita, Craig County, Oklahoma* (The Gateway to Oklahoma History), 1903; Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1886; Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1896; Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1911.

referenced for previously surveyed resources in the study area (**Table 1**). Previous historic resource studies were reviewed for surveyed resources, recommendations, and contextual information. Stantec and OK/SHPO personnel coordinated to prepare a letter explaining the survey and survey activities that could be distributed to members of the public during fieldwork.

6.2 FIELD SURVEY

From September 17 to 19, 2024, Stantec historians photo-documented historic-age and nonhistoric-age resources in the survey area from the public right-of-way and collected data about each resource's characteristics, including function, architectural style, materials, condition, and observed alterations. Additionally, Stantec historians noted relevant property or historical information obtained from homeowners, neighbors, and members of the public encountered during the survey.

At least two photographs were taken of each resource. Ancillary resources were photographed when visible from the public right-of-way, and the photo was included in the record of the primary resource on the parcel. Commercial downtown features were noted and documented in general streetscape photographs. Stantec historians also drove through the survey area noting the building and development characteristics.

Commercial buildings with unified storefronts, facades, and rooflines were recorded as a single resource. In some cases, these buildings may have been constructed as separate buildings without interior access between the units. In other cases, the buildings may appear as a single unit from the exterior but have shared interior spaces or doorways connecting different units. Additional research into the historic layout of the building and documentation of the interior, including review of Sanborn maps, building plans, and analysis of the interior structure, is needed to determine the original plan of

commercial buildings with unified storefronts, facades, and rooflines. This intensive research would be required for an NRHP nomination and for incentives like historic tax credits.

6.3 RESEARCH

Stantec historians conducted research to better understand events that shaped Vinita's development. In-person research was conducted at the Vinita Public Library during fieldwork in September 2024. Books recounting local history were reviewed for information about resources in the survey area. Additional research consisted of desktop research of historic photographs; articles, announcements, and advertisements in historical newspapers including *The Vinita Leader* and *The Vinita Daily Chieftain*; and overviews of Vinita's history in current newspapers.

6.4 POST-FIELD PROCESSING

Following the completion of fieldwork, field data and photographs entered in the tablets during survey was automatically populated into HPRI forms and reviewed for accuracy and completeness by the historians. To confirm the existence of alterations, Stantec historians primarily relied on professional judgment, supported by Google StreetView, aerial imagery, and information provided by community members encountered during fieldwork. Craig County Assessor data served as the primary source of construction dates; however, this source was supplemented with professional judgment and aerial imagery. Research was conducted on select properties that appeared to have potential for NRHP eligibility. Unless contextual or property research revealed the potential for significance under Criterion A, B, or D, resources in the survey area were assessed for significance individually under Criterion C. After finalizing the historic context, Stantec historians evaluated each resource for individual NRHP eligibility and eligibility as part of a NRHP district.

Primary resources in potential historic district boundaries were assigned a contributing or noncontributing status based on their significance and integrity. Large-scale ancillary resources like garages within NRHP-eligible properties or districts were also assigned a contributing or noncontributing status based on their construction within a potential period of significance, integrity, and the contributing status of the associated primary resource, if one exists. These contributing and noncontributing assignments were mapped to identify concentrations of intact resources with a shared historic significance; district boundaries were identified in consideration of these concentrations. Each documented resource was identified on the survey map by its address number (**Figure 2**, **Appendix A**).

7. RESULTS

This section begins with an overview of the types of resources observed in the survey area, including a description of their uses, ages, styles, and integrity. The survey area's characteristics are described next, concluding with a description of the overall integrity of downtown Vinita.

7.1 RESOURCES OBSERVED IN THE SURVEY AREA

In total, 50 resources were documented in the downtown Vinita survey area on HPRI forms. Forty-three historic-age (constructed in or before 1984) resources were recorded, and most documented resources historically functioned as commercial buildings (**Table 4**). Review of Sanborn Fire Insurance maps and historical newspapers indicates that many buildings in the survey area, in particular along South Wilson Street, housed both public-facing storefronts and offices for professionals or businesses. In cases where historical function appeared to be multipurpose, the historic function was categorized as "specialty store." Other resources in the survey area, like hotels, theaters, and post office buildings, show a diverse and vibrant commercial core.

Table 4. Historic Use of Historic-age Resources

Historic Function	Number of Resources
Business	3
Financial Institution	2
Government	1
Hotel	4
Post Office	2
Professional	2
Specialty Store	23
Theater	2
Unknown	4
Total	**43**

Construction dates range from 1894 to ca. 2018, with most of the resources constructed in the early twentieth century. The majority of resources in the survey area, 26 in total, are one- or two-block commercial buildings that exhibit stylistic elements of late nineteenth and early twentieth century commercial architecture. These buildings range in detailing and applied style. Some are architect-designed, like the Cowan Block at 138 South Wilson Street that was designed by W. L. McAtee. Character-defining features of these commercial buildings include ground level storefronts, roof parapets, brick detailing, decorative cornices, and pilasters. Various other styles were applied to buildings including Spanish Eclectic, Contemporary, Stripped Classical, Italianate and Mission/Spanish Colonial Revival. Several of these also have known architects, like the Louis A. Smith–designed Vinita Post Office and the Barnett, Haynes, and Barnett–designed Vinita City Hall. One building, the Randall Tire Company at 237 South Wilson Street, has a commercial form with vernacular stylistic elements evident in its rough-cut native stone façade. Intensive-level research on individual buildings may yield additional information about architects and contractors associated with buildings in the survey area.

All of the commercial buildings in the survey area have been modified with historic- or nonhistoric-age alterations as is typical for buildings with revolving commercial occupants. The most common alteration is to the ground level storefront. In some instances, display windows and the primary door have been replaced. Siding was often replaced with contemporary materials like weatherboard. In limited cases, substantial modifications occurred such as the removal of upper floors (101 South Wilson Street and 202 South Wilson Street) or replacement cladding such that the historical façade is no longer discernible (206 South Wilson Street).

7.2 CHARACTERISTICS OF THE SURVEY AREA

Downtown Vinita exhibits a a typical commercial development pattern. Nineteenth century commercial districts typically concentrated along an “essential spine,” often a major transportation

route, and expanded along the route and on parallel and perpendicular side streets.[28] Vinita was platted in 1872 with a grid of streets and avenues oriented slightly to the northeast. South Wilson Street, which bisects the survey area, was the historic "spine" of town and has remained the core of the commercial district. Early plat maps shows a concentration of rectangular lots, 25 feet wide by 150 feet long, lining South Wilson Street between Canadian and Illinois avenues and along the south side of Illinois Avenue between South Scraper and South Vann streets. A concentration of similar lots was also platted east of the north—south railroad tracks along East Illinois Avenue by the early twentieth century. Other surrounding lots varied in size and shape. Most were around 150 feet deep and varied in width from 25 to 100 feet wide. North–south alleyways were planned throughout the town; however, in the commercial core, each block is also divided by two east–west alleyways.[29]

The density of the survey area increased rapidly between platting and the turn of the century. Wood-frame and masonry commercial buildings on South Wilson Street between present-day Canadian Avenue and East Illinois Avenue and on East Illinois Avenue between South Scraper Street and South Vann Street made up the original downtown. Industrial resources associated with trade and manufacturing, like warehouses and lumber yards, developed along the railroad tracks, to the north. Wood-frame dwellings filled remaining open lots near this core. South Wilson Street extended north of the railroad tracks, just beyond the survey area's north end, by the late nineteenth century.[30] Sanborn Fire Insurance maps indicate that South Wilson Street was lined with adjacent masonry commercial buildings by 1911.[31] Businesses and professional offices continued to open on South Wilson Street as it expanded north and south through the mid-twentieth century. Community resources, like churches and government buildings, were developed to the west of the downtown and study area. Vinita further

[28] Richard W. Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, Building Watchers Series (Preservation Press, 1987), 13.
[29] Samuel Matthews, "Vinita, Cherokee Nation, Indian Territory," 1902.
[30] Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1896.
[31] Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1911.

expanded west and northwest with neightborhoods of single-family dwellings. A mix of low-density single-family dwellings and industrial properties developed east of the study area through the twentieth century.

The survey area is characterized by wide streets flanked by concrete sidewalks in front of adjacent commercial buildings. Historic photographs indicate that the roads were initially dirt. Remnants of brick were observed as a likely later roadbed (**Image 1**). The road today is covered in asphalt and the sidewalks are replacement.



Image 1. Remnants of a previous roadbed in the east–west running alley between South Vann Street to the east, South Wilson Street to the west, and East Canadian Avenue to the south. Source: Stantec, 2024.

Downtown Vinita's spatial organization, roadway, and physical components have been modified for continued use over time; however, most essential characteristics are retained. The width of the road and relationship to the buildings is retained, as are the rear and side alleyways. Some buildings have rear additions, but these have altered neither the character of the alleyways nor the character of the street-facing facades. Vacant lots, especially between West Canadian and West Delaware avenues, have altered the building density typical of a historic commercial core.

Representative Photographs of the Survey Area



Image 2. Looking south down South Wilson Street from just outside the north end of the survey area. Vinity City Hall is at left and the Post Office is at center. Source: Stantec, 2024.



Image 3. Looking east on East Illinois Avenue towards Vinita City Hall and Post Office. Source: Stantec, 2024.



Image 4. Looking south at the west side of South Wilson Street from East Illinois Avenue. This block is in the recommended historic district. Source: Stantec, 2024.



Image 5. Looking north at the east side of South Wilson Street. This block is in the recommended historic district. Source: Stantec, 2024.



Image 6. Looking north at the west side of South Wilson Street from northeast of its intersection with Canadian Avenue. This block is in the recommended historic district. Source: Stantec, 2024.



Image 7. Looking north at the west side of South Wilson Street from its intersection with Canadian Avenue. This block is in the recommended historic district. Source: Stantec, 2024.



Image 8. Looking west down an east–west alley at the north end of the block bound by West Illinois Avenue, South Wilson Street, West Canadian Avenue, and South Scraper Street. This area is part of the proposed district. Source: Stantec, 2024.



Image 9. Looking south down a northeast–southwest alley between South Scraper Street and South Wilson Street. The buildings visible at left are in the recommended district and the alley is the western boundary of the recommended district. Source: Stantec, 2024.



Image 10. Looking south at the east side of South Scraper Street at the intersection with West Illinois Avenue. Source: Stantec, 2024.



Image 11. Looking southwest at the northeast side of West Illinois Avenue at the intersection with North Scraper Street. This block is in the proposed historic district. The Western Hotel is at right. Source: Stantec, 2024.



Image 12. Looking southwest at the northeast side of East Canadian Avenue. The district boundary extends to include the building at 113 East Canadian Avenue, which is visible at the left. East Canadian Avenue east of South Wilson Street is otherwise the southwestern boundary of the proposed district. Source: Stantec, 2024.



Image 13. Looking south at the east side of South Wilson Street from the intersection with West Canadian Avenue. The Hotel Vinita, at right, is contributing to the proposed historic district. Other visible buildings are outside of the proposed district. Source: Stantec, 2024.



Image 14. Looking southwest at the west side of South Wilson Street between West Delaware Avenue and West Canadian Avenue. This block is outside of the proposed historic district. Source: Stantec, 2024.



Image 15. Looking north at the west side of South Wilson Street between West Delaware Avenue and West Canadian Avenue. Apart from Hotel Vinita, this block is outside the proposed historic district. Source: Stantec, 2024.

8. ELIGIBILITY EVALUATIONS

Stantec historians applied the National Register Criteria for Evaluation and the OK/SHPO Methodology to evaluate each resource in the survey area for eligibility for the NRHP, both individually and as part of a district. As a result of the survey, the NRHP-eligibility of the previously listed and previously determined eligible resources is affirmed. Furthermore, it is recommended that the building adjacent to Hotel Vinita (205 South Wilson Street) be contributing to the Hotel Vinita NRHP nomination. Stantec recommends a portion of the survey area eligible for the NRHP as a historic district. The NRHP evaluations and recommendation details are provided below.

8.1 INDIVIDUAL PROPERTIES RECOMMENDED ELIGIBLE FOR THE NRHP

Individual eligibility for the previously determined eligible and NRHP-listed resources is affirmed (**Table 2** and **Table 3**). No new resources are recommended individually eligible for the NRHP; however, it is recommended that the Hotel Vinita NRHP nomination be amended with additional documentation to include the adjacent south addition (205 South Wilson Street), described in this section. Each of these previously determined eligible and NRHP-listed resources are documented in an HPRI form (**Appendix C**) and depicted in **Figure 3, Appendix A**.

Hotel Vinita Adjacent Building, 205 South Wilson Street



Image 16. Hotel Vinita's adjacent building (at left). Looking west from South Wilson Street towards West Canadian Avenue. Source: Stantec, 2024.

Constructed in 1930, Hotel Vinita is a five-story Mission/Spanish Colonial Revival building at 107 West Canadian Avenue (**Image 16**). Character-defining features include a Spanish tile visor roof, full-height first floor windows with transoms, ornate decorative limestone door and window surrounds, and a molded cornice. Multi-light windows at the upper story corners open onto balconets. The building has been converted to lofts but was noted in the Oklahoma Landmarks Inventory record as one of "three remaining high rise hotels along the Oklahoma portion of Route 66."[32] The adjacent one-story building, constructed in about 1930, features a tripartite window with ornate limestone surrounds and pilasters. Although it is likely contemporaneous to the hotel due to its similar ornamentation and materials, in particular the limestone door surround on the main hotel building and the decorative window arch, it is not described in the NRHP nomination. Intensive research may yield additional information about its function, construction, and relationship to the hotel building.

[32] Oklahoma Historical Society, "Oklahoma Landmarks Inventory".

8.2 ADDITIONAL RESEARCH RECOMMENDATIONS

Intensive research may be conducted on individual buildings, especially those with identifiable owners, occupants or businesses (**Image 17**), to understand additional areas of significance or potential important associations. Persons significant to local history or important local businesses may be associated with the resources in the survey area (**Image 19**), but these were not uncovered at the level of documentation required for this effort.



Image 17. Looking east at the Cowan Block Building, now the Vinita Daily Journal, at 138 South Wilson Street. Additional research into Mr. Cowan may yield his important contributions to the community or the significance of businesses occupying the building. Source: Stantec, 2024.



Image 18. The former Lyric Theater at 124 South Wilson Street, one of several theaters that existed in Vinita, warrants additional research and comparative analysis to identify the original first floor entry, information about other local theaters, and a more developed context on recreation in Vinita. Source: Stantec, 2024.

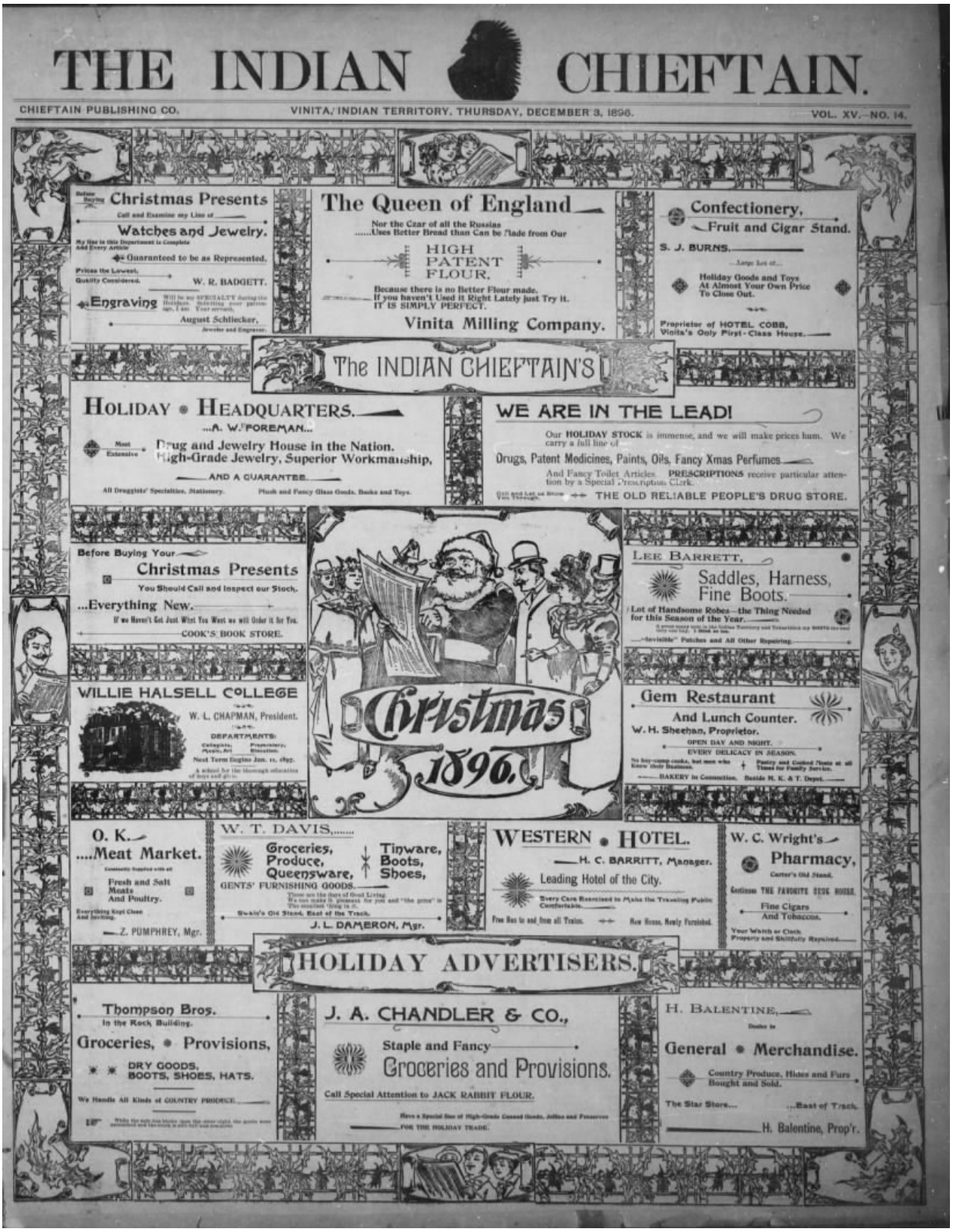


Image 19. The December 3, 1896, issue of *The Indian Chieftain* gives a glimpse into the businesses and associated owners from the late nineteenth century. Note the Cobb and Western hotels, remnants of which are in the survey area at 125 East Illinois Avenue and 123 West Illinois Avenue, respectively. Source: *The Indian Chieftain*, 1896.

8.3 NRHP DISTRICT RECOMMENDATION

The entire survey area was evaluated for eligibility as a potential NRHP district using the historic context provided in **Section 9** as a framework. Stantec recommends a portion of survey area eligible for the NRHP as a historic district under Criterion A for Commerce and under Criterion C for Architecture, both at the local level. The downtown Vinita survey area was also assessed for NRHP eligibility under Criterion B. Because the downtown commercial area has limited potential to yield important information (like undocumented construction techniques, for example) it is not recommended eligible under Criterion D. The following sections summarize Stantec's evaluation. Contributing and noncontributing assignments are mapped in Appendix A, tabulated in Appendix B, and described on the HPRI forms in Appendix C.

The recommended historic district is in in the center of Vinita's historic commercial district, which was historically and continues to be anchored by South Wilson Street. The recommended area contains the highest concentration of commercial resources that retain integrity from Vinita's period of commercial growth starting with its platting in 1872, rapid expansion of the commercial district in the commercial core during the early twentieth century, continued growth when Route 66 aligned with South Wilson Street in the 1920s and 1930s, and up until 1958 when traffic was rerouted from Route 66 to Interstate 44. This group of resources retains a high degree of integrity of feeling, location, association, and setting, allowing it to reflect the commercial growth of the community. Furthermore, the recommended historic district has a concentration of commercial architecture with limited infill or vacant lots. Although modified for continued use, contributing resources retain integrity of design, materials, and workmanship, and they retain the architectural features that characterize buildings in a historic commercial core.

Recommended Historic District

The recommended historic district boundaries include a concentration of resources that retain a high degree of integrity and represent the commercial economic and architectural development of Vinita from founding through the mid-twentieth century. It is roughly bound by East/West Illinois Avenue to the north, the east side of South Wilson Street to the east, East/West Canadian Avenue to the south, and the west side of South Wilson Street to the west. Included are the Vinita City Hall and Post Office at the northeast intersection of South Wilson Street and East/West Illinois Avenue, Hotel Vinita at the southwest corner of West Canadian Avenue and South Wilson Street, 113 East Canadian Avenue, and the vacant Western Hotel at 123 West Illinois Avenue (**Figure 3**, **Appendix A**).

The majority of the resources in the recommended district contribute to its significance. There are 20 contributing and seven noncontributing resources (**Table 5**). The area is composed of representative historic period property types, from one- and two-part commercial block masonry buildings to the architect-designed Vinita City Hall, that embody the variety of architecture in a commercial core developed during the late nineteenth century. The proposed district includes the NRHP-listed Hotel Vinita (107 West Canadian Avenue) and the previously determined eligible Vinita Post Office and Vinita City Hall. The remaining resources are commercial or professional, except for the Western Hotel (123 West Illinois Avenue) and the former Lyric Theater (124 South Wilson Street).

Table 5. Contributing and Noncontributing Resources in the Recommended Historic District

Address	Name	Year Built	Architectural Style	Contributing Status
113 East Canadian Avenue	Hotel Vinita / Vinita Lofts	1930	Mission/Spanish Colonial Revival	Contributing
107 West Canadian Avenue	Vinita City Hall	1907	Art Deco	Contributing
104 East Illinois Avenue	Barrett and Buffington Building	1906	Commercial Style	Contributing
120 East Illinois Avenue	Solid Rock Realtors	ca. 1910	Commercial Style	Contributing

Address	Name	Year Built	Architectural Style	Contributing Status
125 East Illinois Avenue	Commercial Building	ca. 1895	Commercial Style	Contributing
126 East Illinois Avenue	Scott Building	1905	Commercial Style	Contributing
111 West Illinois Avenue	McDonalds	ca. 1990	No Style	Noncontributing
123 West Illinois Avenue	NEO Orthopedics & Rehabilitation	ca. 1960	Commercial Style	Noncontributing
101 South Wilson Street	All Booked Up / Logan & Lowry	ca. 1915	Commercial Style	Noncontributing
109 South Wilson Street	Vinita Post Office / United States Post Office and Courthouse	1938	Other	Contributing
116 South Wilson Street	Commercial Building	ca. 1905	Commercial Style	Contributing
117 South Wilson Street	Western Hotel	1894	Italianate	Contributing
120 South Wilson Street	Center Theater / Lyric Theater	1920	Commercial Style	Contributing
121 South Wilson Street	Cobb Hotel	ca. 1890	Commercial Style	Contributing
124 South Wilson Street	Commercial Building	ca. 1902	Commercial Style	Noncontributing
127 South Wilson Street	Commercial Building	ca. 1900	Commercial Style	Noncontributing
129 South Wilson Street	Gym Dandies Gymnastics	ca. 1900	Commercial Style	Noncontributing
130–132 South Wilson Street	Jones-Bagby Building	1910	Commercial Style	Contributing
131 South Wilson Street	Vinita Day Center Inc.	ca. 1900	Commercial Style	Contributing
132 South Wilson Street	The VRXP Rocks	ca. 1905	Commercial Style	Contributing
133 South Wilson Street	Jacobs Furniture	ca. 1915	No Style	Contributing
138 South Wilson Street	Cowan Block / Vinita Daily Journal	1911	Commercial Style	Contributing
142 South Wilson Street	Commercial Building	ca. 1910	Commercial Style	Noncontributing
142 South Wilson Street	Coat's Home Furnishings & Appliances	1910	Commercial Style	Contributing
150 South Wilson Street	Post Office	1909	Commercial Style	Contributing

Address	Name	Year Built	Architectural Style	Contributing Status
205 South Wilson Street	Hotel Vinita / Vinita Lofts	ca. 1930	Other	Contributing
211 South Wilson Street	Vinita Lofts	ca. 2018	No Style	Noncontributing

Constructed between 1894 and 1938, the contributing resources range from intact buildings, like the Vinita City Hall, to commercial buildings that have been modified for continued use. Modifications do not conceal all historic materials, nor do they obscure the majority of character-defining features. They may include storefront alterations including replacement windows and doors, selective wall cladding replacement, roof cladding replacement, and removal of historic signage.

Noncontributing resources were either constructed outside of the period of significance or substantially altered in such a way that they were no longer recognizable as representative property types from the historic period. These alterations may include a removal of upper floors, modification to the storefront and replacement of all wall cladding, or nonhistoric wall cladding replacement such that no historic period materials are apparent. If slipcovers or nonhistoric wall cladding are removed and original materials retain physical integrity, noncontributing resources may be reevaluated.

Study of resources to the east and west of the survey area may yield additional buildings related to the commercial development of Vinita and its representative downtown architecture. An expanded boundary may be considered if resources associated with the same period and area(s) of significance are identified.

Criterion B

The proposed historic district was also evaluated under Criterion B. Neither the recommended historic district nor any individual resources were identified as the best representation of the life or

career of an individual or individuals who made significant contributions to Vinita's history. At the level of documentation specified for the survey, Stantec did not identify any locally prominent business owners or builders associated with the surveyed resources. Intensive-level research of each individual property, which was outside the scope of this project, may identify specific individuals associated with the surveyed buildings and an understanding of their significant accomplishments and productive period of life.

9. HISTORIC CONTEXT

9.1 EARLY DEVELOPMENT OF VINITA

Vinita was founded in 1871, approximately two miles south of its present location. The town was in the Cherokee Nation's Cooweescoowee District along the planned route of the Missouri, Kansas, and Texas Railway, commonly known as the Katy (the present-day Union Pacific Railroad).[33] The Katy was the first railroad to reach the border of Indian Territory, and through an agreement between the Cherokee Nation and the United States (U.S.) Department of the Interior, the company was awarded exclusive rights to construct railroads in the territory. The Katy's attorney, Elias C. Boudinot, established Vinita in anticipation of an intersection between the Katy and the Union Pacific Railroad, which was approaching from the east.[34] E.C. Boudinot was the son of Elias Boudinot, a signer of the Treaty of New Echota which resulted in the forced removal of the Cherokees from their ancestral lands in the southeast to the Indian Territory west of the Mississippi River.[35] Boudinot named the townsite for his friend, the Washington D.C.–based sculptor Lavinia "Vinnie" Ellen Ream Hoxie.[36]

When the Union Pacific Railroad line reached the Katy around 1872, the two railways intersected two miles north of Vinita, at the community of Downingville. The rail intersections rerouting through Downingville, named for the Chief of the Cherokees Lewis Downing, resulted from an agreement between Cherokee leaders and the Union Pacific.[37] Downingville, however, quickly became known as Vinita. Sources indicate several possible scenarios through which Downingville became known as Vinita, including the two towns merging, E.C. Boudinot officially renaming Downingville as Vinita, and

[33] Craig County Genealogical Society, "Vinita," in *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, 2024; City of Vinita, "History of Vinita," 2024.
[34] Craig County Heritage Association, *The Story of Craig County, Its People and Places*, Curtis Media Corporation, Vinita Public Library, 1984.
[35] Tesina Jackson, "Vinita Approaches 145 Years of Township," *Cherokee Phoenix*, October 15, 2015; North Carolina Department of Natural and Cultural Resources, "The Treaty of New Echota and the Trail of Tears," 2016.
[36] Craig County Heritage Association, *The Story of Craig County, Its People and Places*.
[37] Craig County Heritage Association, *The Story of Craig County, Its People and Places*.

Vinita simply overtaking Downingville as the more popular name.[38] Regardless, the town of Vinita was platted in 1872 in its present-day location, and it became the second Cherokee town to incorporate. The town's first lots were sold in February of that year.[39] Vinita was platted with 13 streets and nine avenues (**Image 20**). The streets, running northeast–southwest, were named after prominent Cherokee families, and the avenues, running northwest–southeast, were named for the districts and counties in the Cherokee Nation. The earliest settlers in Vinita constructed makeshift homes of tents and wood-frame shanties. Like many frontier towns, early Vinita was known for its rough and tumble culture– "whiskey peddlers" frequented the town, and brawls and fights were common occurrences.[40]

Vinita quickly developed into a vital trading center with a community known for its commitment to religion and education.[41] The townsite was near several major trails used by cattle drivers, driving their stock from Texas to markets and rail centers in northern and eastern cities. The intersection of the Katy Railroad and the Union Pacific Railroad at Vinita logically grew into a major shipping center for cattle and feed. By the mid-1880s, the U.S. Commissioner of Indian Affairs reported that Vinita had a population of about 1,000.[42] This growing population built permanent homes in the western and northern portions of the town and established numerous religious and educational institutions. The Worcester Academy was established in 1882 as a Congregational school. It was located on the 200 block of South Smith Street and operated until 1899, when the town began using the academy as a public

[38] Jackson, "Vinita Approaches 145 Years of Township."; Craig County Genealogical Society, "Vinita."; John D. Benedict, *Muskogee and Northeastern Oklahoma, Including the Counties of Muskogee, McIntosh, Wagoner, Cherokee, Sequoyah, Adair, Delaware, Mayes, Rogers, Washington, Nowata, Craig, and Ottawa, Volume 1* (S. J. Clarke Publishing Company, 1922), 662.

[39] Benedict, *Muskogee and Northeastern Oklahoma, Including the Counties of Muskogee, McIntosh, Wagoner, Cherokee, Sequoyah, Adair, Delaware, Mayes, Rogers, Washington, Nowata, Craig, and Ottawa, Volume 1*, 662; Craig County Genealogical Society, "Vinita."

[40] Benedict, *Muskogee and Northeastern Oklahoma, Including the Counties of Muskogee, McIntosh, Wagoner, Cherokee, Sequoyah, Adair, Delaware, Mayes, Rogers, Washington, Nowata, Craig, and Ottawa, Volume 1*, 662.

[41] Benedict, *Muskogee and Northeastern Oklahoma, Including the Counties of Muskogee, McIntosh, Wagoner, Cherokee, Sequoyah, Adair, Delaware, Mayes, Rogers, Washington, Nowata, Craig, and Ottawa, Volume 1*, 662; Craig County Heritage Association, *The Story of Craig County, Its People and Places*.

[42] Craig County Heritage Association, *The Story of Craig County, Its People and Places*; Craig County Genealogical Society, "Vinita."

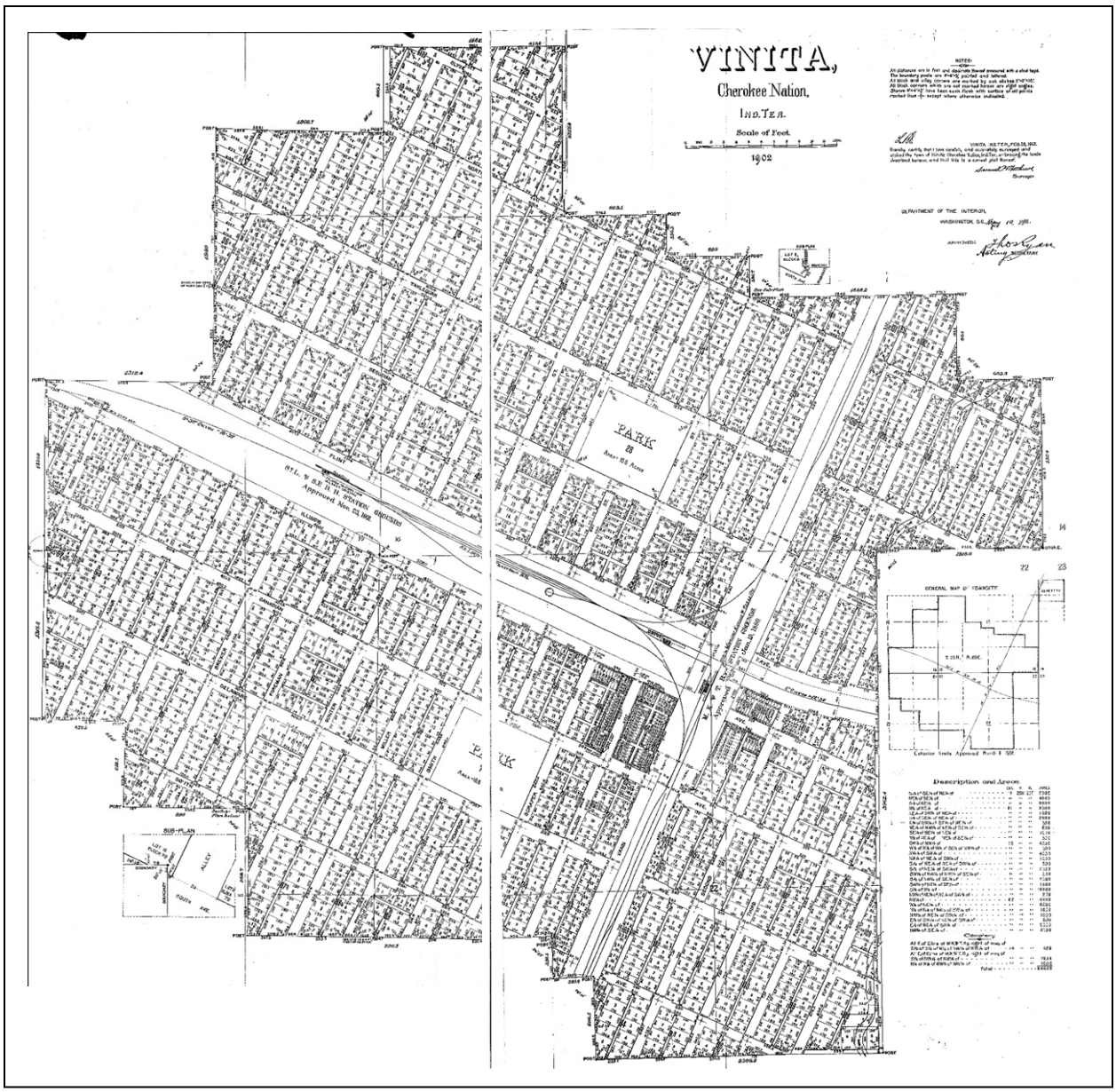


Image 20. 1902 plat map of Vinita in the Cherokee Nation, Indian Territory. Source: OkCountyRecords.com.

school. In 1888, a second educational facility was opened in the Vinita vicinity. Willie Halsell College, housed in an imposing four-story brick and stone building, was founded just north of the town boundaries. Between the late 1870s and the turn of the twentieth century, at least six churches were built in Vinita: a community church building (ca. 1876), Presbyterian church (1883), Baptist church

(1893), Methodist church (1895), The Holy Ghost Catholic Church (1895), and an Episcopal church (1900). [43]

Vinita's expanding commercial center also reflected the town's growing prominence as more than just a frontier town. Early commercial growth in Vinita occurred on East Illinois Avenue east of the Katy Railroad, but spread west of the tracks by the 1880s (**Image 21**).[44] In the mid-1880s, Vinta's downtown was home to various businesses, including a barbershop, a furniture warehouse, a butcher's shop, a confectioners shop, a hardware store, a restaurant, a flour and feed store, grocers and dry goods stores, and drugstores,. Two hotels, the San Francisco Hotel and Hotel Vinita, an earlier establishment of the same name as Hotel Vinita on South Wilson Street, offered lodging to visitors. The Opera House, at the corner of Wilson Street and West Illinois Avenue, provided entertainment.[45] By the early twentieth century, most of Vinita's downtown was located west of the Katy Railroad, along East Illinois Avenue and South Wilson Street (**Image 22**).[46]

[43] Craig County Heritage Association, *The Story of Craig County, Its People and Places*.
[44] Craig County Heritage Association, *The Story of Craig County, Its People and Places*.
[45] Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1886.
[46] Clarkson Fire Insurance Company, *Vinita, Craig County, Oklahoma*, 1903.

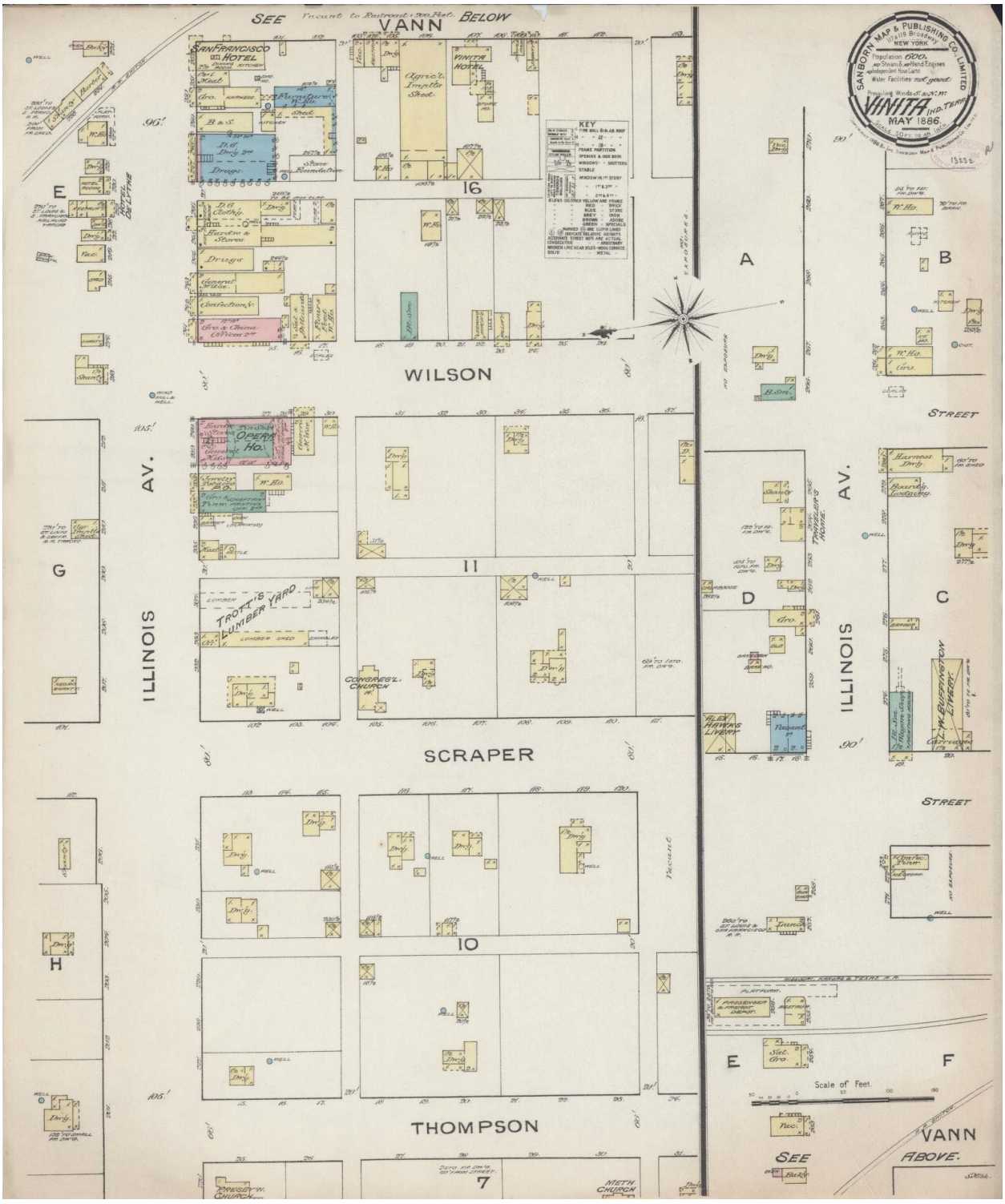


Image 21. 1886 Sanborn Fire Insurance Map of Vinita, showing Illinois Avenue between Thompson Street and Vann Street. The town's commercial center expanded from east of the Katy Railroad tracks to the west, on Illinois Avenue, between Vann and Wilson Streets. Source: Sanborn Map and Publishing Company, May 1886, Library of Congress.



Image 22. 1903 Clarkson Fire Insurance Map of downtown Vinita. Source: Clarkson Fire Insurance Company, 1903, Oklahoma Historical Society.

Between the mid-1880s and 1910, Vinita's population steadily grew from around 1,000 to just over 4,000.[47] The town's consistent growth during the late nineteenth century through the early twentieth century was fueled by the period's rapidly changing political landscape. In 1890, the Oklahoma Territory was established. During the territorial period, the Oklahoma Territory's population grew from approximately 60,000 to 722,000.[48] Vinita was an important center for the federal government in the Oklahoma Territory; a U.S. jail was built in the town in 1898, a U.S. federal courthouse was built in 1898, and numerous U.S. Marshalls were headquartered in Vinita.[49] In 1897, tribal law was nullified, Arkansas Law was expanded over the territory, and Vinita subsequently reincorporated and formed a city government.[50] In 1907, Oklahoma was awarded statehood and Craig County was established. Vinita's central role in the region continued when the town was selected as the county seat. It has served in this role since.[51]

Following Oklahoma statehood, Vinita continued to develop at a steady pace, reaching a population of approximately 4,100 in 1911.[52] East Illinois Avenue and South Wilson Street remained the commercial center of the town (**Image 23**), and new buildings like the Vinita Auditorium Theatre, later used as the Vinita City Hall, sprang up along the crossroads. As downtown Vinita grew, several large employers also established businesses outside of the town. In 1911, the Millikan Oil Refinery opened west of Vinita and provided employment to many residents over its fifteen years of operation. Two years after Millikin Refinery opened, the Eastern Oklahoma Hospital, later known as the Eastern State Hospital, opened northeast of Vinita and became an important aspect of the town's economy until the

[47] Craig County Genealogical Society, "Vinita."
[48] Kenny L. Brown, "Oklahoma Territory," in *The Encyclopedia of Oklahoma History and Culture*, Oklahoma Historical Society, 2024.
[49] Craig County Heritage Association, *The Story of Craig County, Its People and Places*.
[50] Craig County Heritage Association, *The Story of Craig County, Its People and Places*.
[51] Craig County Genealogical Society, "Vinita."
[52] Sanborn Map and Publishing Company, *Vinita, Craig County, Oklahoma*, 1911.

facility closed in 2008.[53] The regular pace of development in Vinita persisted through the first two decades of the twentieth century, but it was interrupted in the late 1920s by the routing of Route 66 through downtown.



Image 23. Downtown Vinita depicted on a 1911 Sanborn Company Fire Insurance Map. Source: Sanborn Map and Publishing Company, June 1911, Library of Congress.

9.2 CONSTRUCTION AND LEGACY OF ROUTE 66

The first state highways in Oklahoma were cobbled together forming a system of city boulevards, section line roads, railroad rights-of-way, parts of the Ozark Trail network, and postal highways that varied in quality. Although some of the roadways were paved, there were many miles of gravel and dirt roads. Odd-numbered roadways extended east–west and even-numbered roadways ran north–south.[54] Although more than 3,000 miles of Oklahoma roadway were classified as state highways,

[53] *Oklahoma's News 4*, "Exclusive: Inside Oklahoma Hospital For the Insane," May 20, 2015; Craig County Heritage Association, *The Story of Craig County, Its People and Places*.

[54] Note that this system is the opposite of the federal numbering system that designates east–west routes with an even number and north–south routes with an odd number.

by the end of 1924 only 290 miles of those roads were paved.[55] Moreover, as these roadways had been built with local connectivity in mind, the inaugural routes were often long and winding.

As state highway systems in the United States coalesced in the early 1920s, a concurrent state–federal effort to establish an interstate highway system was underway. At the time, the loose collection of interstate routes consisted of named "trails" that sponsoring organizations supported and promoted. The routes were marked as conditions allowed, often using painted signs or insignias on telephone poles, barns, rocks, or other surfaces visible from the roadway.[56] In 1925, at the urging of the American Association of State Highway Officials (AASHO), Secretary of Agriculture Howard M. Gore appointed the Joint Board on Interstate Highways. The board, representing the agriculture department's Bureau of Public Roads (BPR) and state highway officials, was charged with formulating an interstate numbering and signage system. Cyrus Stevens Avery, who had been appointed chairman of the Oklahoma State Highway Commission in 1922, represented Oklahoma.[57] As a member of the Joint Board he was instrumental in resolving a highway numbering dispute with officials from Kentucky. At stake was the prominence of the highway number 60, initially assigned to the Chicago-to-Los Angeles route that Avery advocated but Kentucky Governor William J. Fields disputed. The latter preferred the designation for a route between Newport News, Virginia, and Springfield, Missouri, via Kentucky. The battle of wills was resolved when Avery, sensing a protracted fight, accepted the unique number 66 designation for the interstate route through Oklahoma. U.S. 66 was included in the inaugural interstate highway system adopted by AASHO and accepted by the BPR in November 1926 (**Image 24**).[58]

[55] Anders, "Route 66 in Oklahoma: An Historic Preservation Survey."
[56] Richard F. Weingroff, "From Names to Numbers: The Origins of the U.S. Numbered Highway System," 2020.
[57] Dianna Everett, "Cyrus Stevens Avery," in *The Encyclopedia of Oklahoma History and Culture*, 2020.
[58] Weingroff, "From Names to Numbers: The Origins of the U.S. Numbered Highway System."

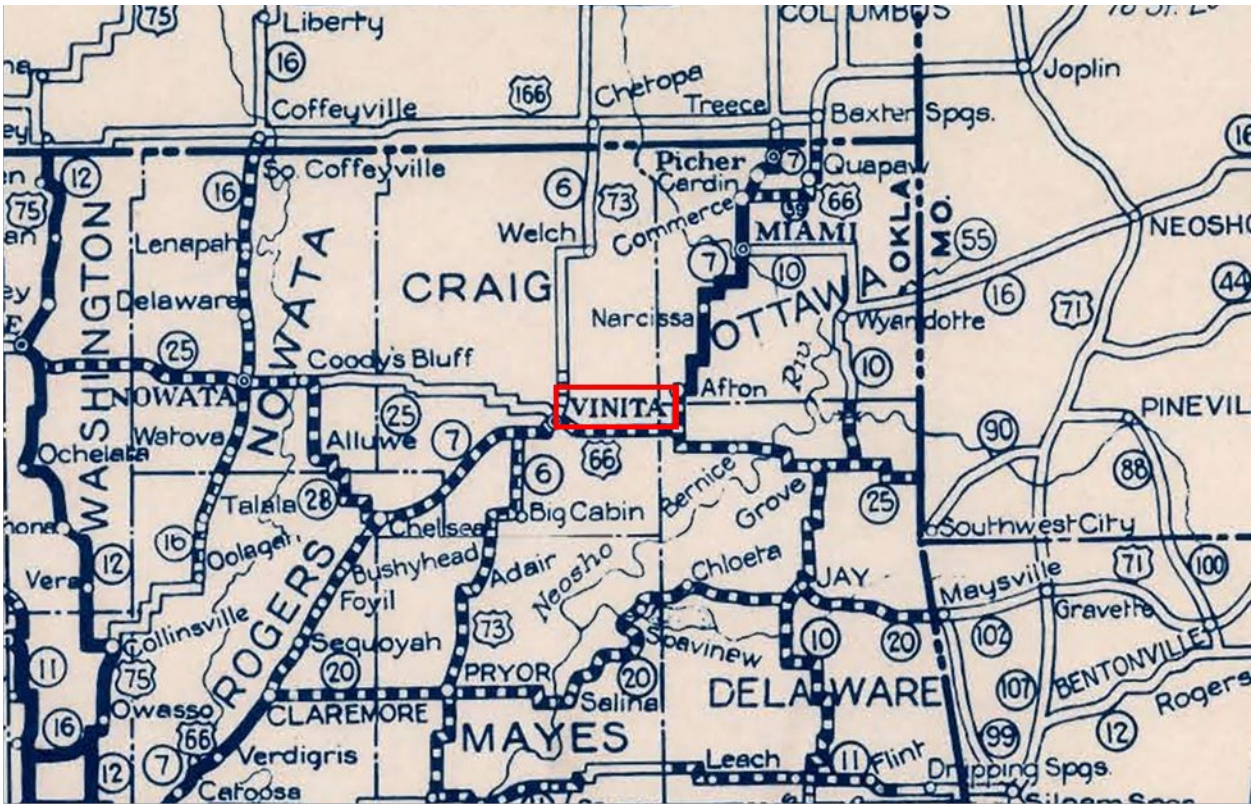


Image 24. A 1928 state highway map of Oklahoma showing Vinita on Route 66. Source: Oklahoma Transportation, State Highway Map Archives, 1928.

In the late 1920s, U.S. 66, which became popularly known as Route 66, captured the aspirations of travelers and enthusiasts of the emerging automobile culture in America. The U.S. 66 Highway Association, founded at a regional convention held in Tulsa in 1927, organized a national advertising campaign designed to familiarize transcontinental tourists with U.S. 66 and the communities along its way. At its outset the organization's vision was to make the roadway the "Main Street of America," and to that end, it committed to the chief objective of having the route paved along its entire length.[59] As the highway's initial configuration consisted of existing roadways, there was much room for improvement in terms of roadway surfaces and direct routes.

[59] *Tulsa Daily Register*, "Want to Make Route 66 Main Street of U. S.," February 8, 1927, 1 (Newspapers.com).

The initial mass westward movement along Route 66, spurred by the Great Depression, contributed to the development of accessible roadside services and property types such as gasoline stations, cafés, and motels. World War II brought a decrease in public mobility on many highways, but the military's extensive use of the highway system ensured the survival of many businesses constructed during Route 66's early years of development. The continued and expanded movement of people in the postwar era due to population relocation and tourism provided economic stability that, in turn, encouraged even more roadside services, attractions, and commerce.[60] These national forces were reflected in the evolution of Route 66 and its roadside businesses and services in Vinita and other small cities across Oklahoma. Yet, heavy and continued use of Route 66 also spurred efforts to replace and improve the highway system. The deterioration of Route 66 and the possible relocation of interstate traffic to bypasses created uncertainty for investors and negatively impacted businesses and services along Route 66.

The heavy use of the highway system during World War II, combined with the postwar period of growth and expanded mobility, contributed to road degradation and the necessity of an updated highway system. The new four-lane divided interstate highways, designed for faster speeds, higher capacity, and more direct routes between and around cities, were replacing the original national highway. The original route through Tulas was removed from the highway system in 1973, and its counterpart in Oklahoma City followed in 1979. As the interstate system was built out through the 1970s, U.S. 66 lost relevance to the motoring public now more interested in a convenient trip to their ultimate destination, and less willing to see the trip as a series of destinations. U.S. 66 was officially retired as a national highway in 1985.

[60] National Park Service, Denver Service Center, "Special Resource Study: Route 66: Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, California," (1995).

9.3 DOWNTOWN VINITA AFTER 1926

The routing of Route 66 through downtown Vinita led to a construction boom in automobile- and travel-related facilities during the 1920s. Gas stations and automotive shops were built along the streets of downtown Vinita, like Vogle's Auto Supply at 109 East Illinois Avenue, the Spraker Gas Station at 240 South Wilson Street, the Sippy-Johnson Auto Supply store, and the Randall Tire Company at 237 South Wilson Street.[61] Other businesses operating in Vinita at the end of the 1920s included a bookstore, a bakery, a beauty parlor, carpenters and contractors, blacksmiths, and several clothing stores, barbershops, grocery stores, cafes, and restaurants. In 1930, the ornate Spanish Eclectic Hotel Vinita (**Image 25**) opened at the corner of West Canadian Avenue and South Wilson Street, joining at least four other hotels already operating in Vinita: the Hotel Cobb, the Crowder Hotel, the Star Hotel, and the Blackstone Hotel.[62]

Despite the traffic brought through Vinita on Route 66 and the town's growing number of commercial enterprises, the population of Vinita shrank by sixteen percent between 1920 and 1930, from 5,010 to 4,265. It rebounded in the following decade, however, surpassing the number of residents in 1920 to reach a population 5,685.[63] The town's resurgence during the nationwide Great Depression may be attributed to its many amenities. Vinita was reportedly one of the first towns in Oklahoma to have public electricity and gas service, and it had a variety of businesses and employment opportunities to support a growing population.[64]

[61] Craig County Heritage Association, *The Story of Craig County, Its People and Places*; D. L. Butner Jr., "Spraker Service Station, Vinita, Craig County, Oklahoma," Oklahoma Historical Society (1995); Maryjo Meacham et al., "Randall Tire Company, Vinita, Craig County, Oklahoma," Oklahoma Historical Society (1994).
[62] Craig County Heritage Association, *The Story of Craig County, Its People and Places*; Ted Dixon Agency, "Hotel Vinita, Vinita, Craig County, Oklahoma," Oklahoma Historical Society (1995).
[63] U.S. Department of Commerce, Bureau of the Census, Oklahoma: Number of Inhabitants, Census.gov, 1940.
[64] Jackson, "Vinita Approaches 145 Years of Township."



Image 25. Looking north on South Wilson Street in downtown Vinita, with Hotel Vinita visible to the left. Although this photograph is dated from the ca. 1910 or 1920s, the appearance of Hotel Vinita indicates it dates to the ca. 1930s. Source: Eastern Trails Museum Collection, Digital Prairie, Oklahoma Department of Libraries, ca. 1930.

Route 66 continued to draw travelers and tourists to Vinita through the period immediately following World War II, but by the late 1950s, the route's significance to Vinita's economy diminished. In 1958, the Turner Turnpike and the Will Rogers Expressway were designated as Interstate 44 and effectively replaced Route 66 through Oklahoma.[65] Although traffic on Route 66 through downtown Vinita diminished, Vinita fared better than many other towns whose economies deepened in large part on automobile traffic. This is likely due to the proximity in which Interstate 44 passed by Vinita; an interchange between Interstate 44 and Route 66, with a toll, was just one mile east of the center of downtown.[66] Local businesses on Route 66 in Vinita persisted, like Clanton's Café, regarded as the oldest

[65] Oklahoma Turnpike Authority, "History," 2024; National Park Service, "Route 66 Overview," 2020; Jackson, "Vinita Approaches 145 Years of Township."

[66] Jackson, "Vinita Approaches 145 Years of Township."; *Vinita Daily Journal*, "U.S. Senator to make Talk At 'Pike Fete'," March 14, 1957, 1 (Newspapers.com).

family restaurant on Route 66. Clanton's opened in 1947 at the corner of Route 66 and South 2nd Street (several blocks east of Vinita's downtown core, outside of the survey area) and remains open today.[67]

Through the 1960s, Vinita pursued several improvement projects in its downtown. Trash cans were added along the streets, pedestrian crosswalks and new street parking were created, and several off-street parking lots were erected adjacent to downtown. Traffic through Vinita remained consistent enough that town officials pushed for roadways east and west of the town to be expanded to four lanes, relieving traffic on Routes 60, 66, and 69.[68] Events, like the annual Will Rogers Memorial Rodeo (**Image 26**), first held in Vinita in 1935, also continued to draw large crowds to downtown. In 1961, the 25th annual rodeo drew crowds between 15,000 and 20,000, who lined the streets of downtown during the event's annual parade.[69]

Although Vinita's downtown thrived in the decade following the designation of Interstate 44, by the late 1980s, the town's once bustling center of commerce had fallen into disrepair. In the early 1990s, a group of local leaders formed Vinita Unlimited with the goal of revitalizing the town's historic downtown. The group provided low-cost financing to building owners to renovate storefronts and created a master plan for renovating the entire downtown. Between 1992 and 1993, thirty-four buildings in downtown Vinita were restored using support from the program.[70] These revitalization efforts were simultaneous with a growing national interest in the history of Route 66 as a symbol of America's post-war heyday and heritage of travel. In recent years, Vinita has seen an increase in Route

[67] Sheila Stogsdill, "Clanton's Cafe: Route 66's Oldest Family Restaurant," *The Oklahoman*, July 12, 2009.
[68] *Vinita Daily Journal*, "Civic Group to Seek Four-Lane Highway Work," January 15, 1960, 1 (Newspapers.com); *Vinita Daily Journal*, "City Streets to be Cleared of Vehicles," August 9, 1960, 1 (Newspapers.com); *Vinita Daily Journal*, "Parking Lots Planned Here," February 27, 1961, 1 (Newspapers.com).
[69] *Vinita Daily Journal*, "Parade Opens Vinita Rodeo, Reunion Here," August 23, 1961, 1 (Newspapers.com).
[70] John Klein, "Rejuvinating a Community: Vinita Group Provides Low-Cost Financing for Improvements," *Tulsa World,* (Newspapers.com), January 4, 1993.

66-related tourism and has celebrated its connection with America's Main Street through the annual Vinita Route 66 festival, established in 2014.[71]



Image 26. An undated photograph of the annual parade in downtown Vinita during the Will Rogers Memorial Rodeo in Vinita. Source: Eastern Trails Museum Collection, Digital Prairie, Oklahoma Department of Libraries, n.d.

[71] National Park Service, "Route 66 Overview."; Vinita Route 66 Festival, "Welcome to the Vinita Route 66 Festival," 2024.

9.4 ARCHITECTURE

The below architectural context focuses on prevalent styles observed in downtown Vinita. There is no one definitive list of architectural styles, and there are numerous books and publications on architectural history and styles; however, the styles for this survey are largely based on the list in the HPRI survey form and Virginia Savage McAlester's *A Field Guide to American Houses*, which is recognized by historic preservation professionals as the industry standard for stylized architecture.[72] The survey area was generally developed from the 1880s through the 1930s. As such, this context focuses on the styles in the survey area built during its primary period of development. These include Eclectic Era and Commercial styles.

Eclectic Era

The Eclectic Era occurred from around 1880 to 1940. Buildings in the U.S. began to emulate the historical styles of domestic buildings in Europe, including traditional Greek/Roman, English, French, and Mediterranean/Spanish designs. Though the movement began in the 1880s, there was a resurgence in the 1920s after World War I soldiers returned home inspired by traditional European architecture. At the same time, improved photographic reproduction technologies enabled pictures of historical houses to spread more readily. By the 1920s, thin brick and stone veneers were introduced to the market, which made it easier and more affordable to mimic the traditional masonry of historical European styles.[73] Examples in the survey area date from the 1910s to the 1930s, mostly reflecting the Eclectic Era's second phase. Eclectic Era styles common in the U.S. are the Exotic Revival and Spanish Colonial Revival styles. Collectively, these styles may be referred to as Period Revival styles. There are examples of Spanish Colonial Revival buildings in the study area.

[72] Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture (Revised)* (Alfred A. Knopf, 2015).
[73] Virgina Savage McAlester, "Eclectic Houses," in *A Field Guide to American Houses* (Alfred A. Knopf, 2015).

Spanish Colonial Revival

The Spanish Colonial Revival style evolved from the Mission Revival style and became popular from about 1915 to 1940. Whereas Mission Revival architecture mimics Spanish mission buildings, Spanish Colonial Revival architecture reflects vernacular building traditions and decorative details from the entire history of Spanish architecture, which may include Moorish, Byzantine, Gothic, or Renaissance influences. The style was popular in the southwestern U.S. due to the area's ties to Spain and a climate comparable to that in the Mediterranean. Characteristics of the style include:

- Asymmetrical façade
- Varied, horizontal building masses
- Stucco walls
- Wall surface extends into gable without break
- Little or no roof eave
- Medium- to low-pitched roof, sometimes flat
- Clay tile roof cladding or roof trim
- Arches above doors, principal windows, or as porch supports
- Minimal decoration; may have clay tile or pipe attic vents, decorative tile details, cast-stone elements, or wrought iron or wood grilles over windows or other wall openings
- Patios, courtyards, and balconies

Like other Revival styles, the Spanish Colonial Revival style was adaptable and could be applied to architect-designed and high-style buildings or to buildings with less detailing. The style was popular in pattern books of the era.[74]

Commercial Style

Following the Civil War and arrival of the railroad, secluded shops reorganized and clustered together in commercial cores in many small and mid-sized towns across America. A typical American commercial form, through varied from town to town, became recognizable. Dense collections of buildings, adjacent to one another, were constructed to the edge of the street and in line with one

[74] McAlester, "Spanish Colonial Revival."

another. Most lots had a smaller width than length—early Vinita plats indicate 25 feet wide by 150 feet long lots—dictating building form.[75] Large storefront windows brought light into these deep spaces and became a characteristic of towns developed in the late nineteenth century. Commercial buildings adopted current technologies, like steel-frame structural systems; stylistic elements of prevailing architectural trends; and locally available materials, moving from wood-frame to brick masonry when possible. Some may be architect-designed and feature ornamentation, while others may have minimal detailing.[76] A common design language for commercial architecture emerged with prominent glazed storefront windows, belt courses and horizontal material application, regularly spaced upper story windows, and parapeted roofs with decorative cornices.

The advent of the automobile marked a change to the pattern of roadway-adjacent commercial building development. Stand-alone gas stations and automobile repair shops as well as street-front parking was constructed to accommodate the new traffic in the 1930s and 1940s. Shopping malls followed suburban residential developments in the 1950s, displacing the importance of the commercial core.[77]

One-Part and Two-Part Commercial Block

The two-part commercial block building (**Image 27**) is a two- to four-story high building with two separate zones. The single, ground level story has a public-facing function, like a storefront, and private spaces make up the upper levels. These may contain office spaces or a hotel.[78] In many instances, the private zone has regularly spaced window openings, and the ground level business may have prominent glazing, columns, or pilasters. Materials or detailing, like a belt course, may differentiate this zone;

[75] Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*.
[76] Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, 20–21.
[77] Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, 14–15.
[78] Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, 25.

however, a wide range of variations are found. It was commonly constructed in small- and mid-sized towns from the mid-nineteenth century through the mid-twentieth century. [79]

Characteristics of two-part commercial block buildings include:

- Two to three stories high
- Recessed entry with one or a double storefront entry
- Flat roof with parapet
- Decorative cornice
- Upper-story, regularly spaced window openings
- Decorative window surrounds



Image 27. The Barrett and Buffington building at 109 South Wilson Street is an example of a two-part commercial block building. The first floor has a public-facing storefront, and the upper floor has regularly spaced windows, likely housing offices. A horizontal belt course on the top and bottom of the upper floor windows visually differentiates the two zones. Source: Stantec, 2024.



Image 28. The masonry commercial building at 131 Wilson Street is an example of a one-part commercial block form. Source: Stantec, 2024.

The one-part commercial block (**Image 28**) emerged in the mid-nineteenth century as a one-story building with only the ground-level unit of two-part commercial block. It is distinct from the freestanding store from the early nineteenth century and before that had a pitched roof. The façade of most mid to late nineteenth century one-part commercial block buildings was dominated by the

[79] Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, 29–46.

storefront, typically large windows punctuated by vertical framing, columns, or pilasters. A parapet or decorative cornice may be present.[80]

Characteristics of one-part commercial block buildings include:

- One-story high
- Gable roof with parapet or decorative cornice
- Dominant storefront with prominent glazing

Italianate

Stylistic elements of the Italianate style, popular during the second half of the nineteenth century, may be applied to commercial architecture.[81] Following the ideals of the Picturesque movement, which rejected formal classical architectural ideals, the Italianate style took inspiration from informal, rural Italian villas. The typical squared villa tower was adapted and modified, and various details, like tall narrow windows with decorative surrounds and decorative cornices, became characteristics of the Italianate style applied to dwellings, townhouses, and commercial buildings in the United States through the end of the nineteenth century.[82]

Characteristics of the style include:

- Two- to three-stories high
- Tall, narrow windows
- Full or segmental window hood
- Paired windows
- Decorative bracketed cornice
- Quoins
- Belt course[83]

[80] Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, 54–59.
[81] History Colorado, "Nineteenth-Century Commercial Architecture," 2024.
[82] Virgina Savage McAlester, *A Field Guide to America's Historic Neighborhoods and Museum Houses: The Western States* (Alfred A. Knopf, 1998), 282–302.
[83] McAlester, *A Field Guide to America's Historic Neighborhoods and Museum Houses: The Western States*, 282–302.

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Article detailing the controversy about naming the highway that became U.S. Route 66.

11. SUMMARY

This architectural/historic survey of downtown Vinita, Craig County, Oklahoma, was a historic resources survey of a select area of the historic commercial core. In total, 50 resources were documented at a minimal level of documentation on OK/SHPO HPRI forms. Individual properties and the general character of the downtown were photo documented, and maps of the survey area were prepared. A historic context was produced describing the historical development and architecture of Vinita's commercial district. Individual property research, at a minimal level, was conducted, as warranted. As a result of the survey, Stantec recommends one district eligible for the NRHP. Eligibility of previously listed and determined eligible resources was affirmed. One building attached to the NRHP-listed Hotel Vinita is recommended as contributing to the NRHP property.

Stantec identified one historic district in the survey area as potentially eligible for the NRHP. It is roughly bound by East/West Illinois Avenue to the north, the east side of South Wilson Street to the east, East/West Canadian Avenue to the south, and the west side of South Wilson Street to the west. Included are the Vinita City Hall and Post Office at the northeast intersection of South Wilson Street and East/West Illinois Avenue, Hotel Vinita at the southwest corner of West Canadian Avenue and South Wilson Street, 113 East Canadian Avenue, and the vacant Western Hotel at 123 West Illinois Avenue. Stantec recommends this portion of the survey, anchored by South Wilson Street, eligible for the NRHP at the local level of significance under Criterion A for Commerce as representative of the commercial development of the community and Criterion C for in the area of Architecture as a cohesive collection of architectural styles in a commercial core developed from the late nineteenth century through the mid-twentieth century. The recommended period of significance for the proposed district is 1872, the year Vinita was platted, through 1958, when Route 66, which aligned with South Wilson Street, was displaced by Interstate 44. With 20 contributing resources and seven noncontributing resources, the area retains the most integrity within Vinita's historic commercial downtown. Furthermore, this area was the earliest

commercial development in the city and with limited infill and vacant lots, it retains the density characteristics of a historic period commercial core. Stantec has made contributing and noncontributing recommendations for the recommended historic district. Areas east and west of the survey area may be documented to identify additional resources associated with the period and areas of significance and could potentially be part of a larger NRHP district. Additional research and comparative analysis may also identify additional significance of historic resources under Criterion A or B within the survey area and adjacent area.

Intensive-level property research was outside of the scope of this project, but it may reveal the potential for NRHP eligibility under Criterion B, either for individual properties or a collection of resources. Resources contributing to a historic district are still eligible for incentives like historic tax credits, upon certification of the historic district by OK/SHPO and the National Park Service, and do not need additional areas of significance to be explored; however, this research may bolster the rich history of the community.

APPENDICES

A. SURVEY MAPS

B. INVENTORY TABLE

C. HPRI FORMS

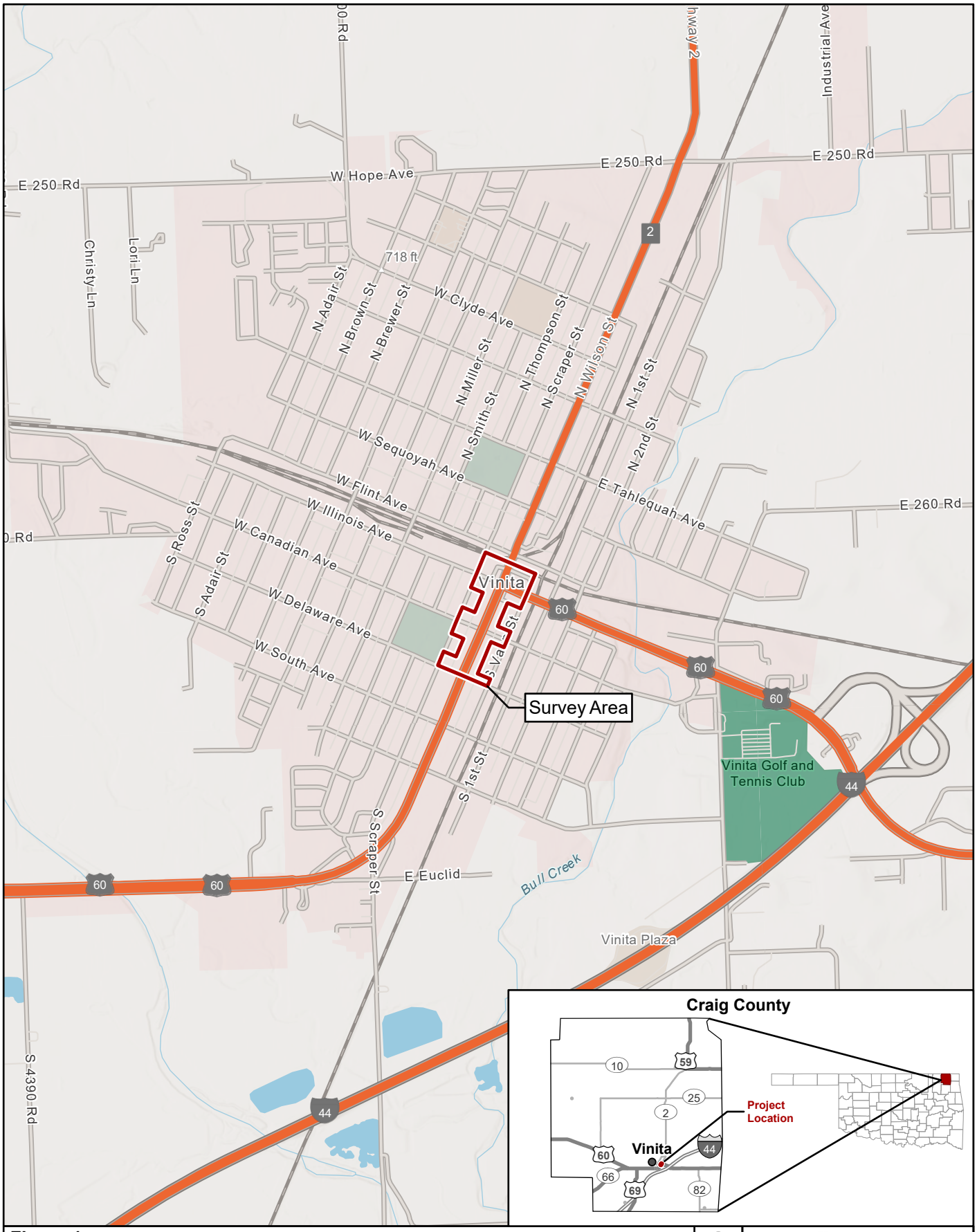


Figure 1.
Survey Area
Downtown Vinita Historic Resources Survey, Vinita, Oklahoma

Survey Area

Basemap Source: Esri/Stantec (2024)

Stantec

0 2,000 Feet
0 600 Meters

1 in = 2,000 feet
Scale: 1:24,000
Date: 12/18/2024

Path: U:\2353\235301618\vinita_hist.aprx - vinita_figure_1_survey_area_20241217_sgl

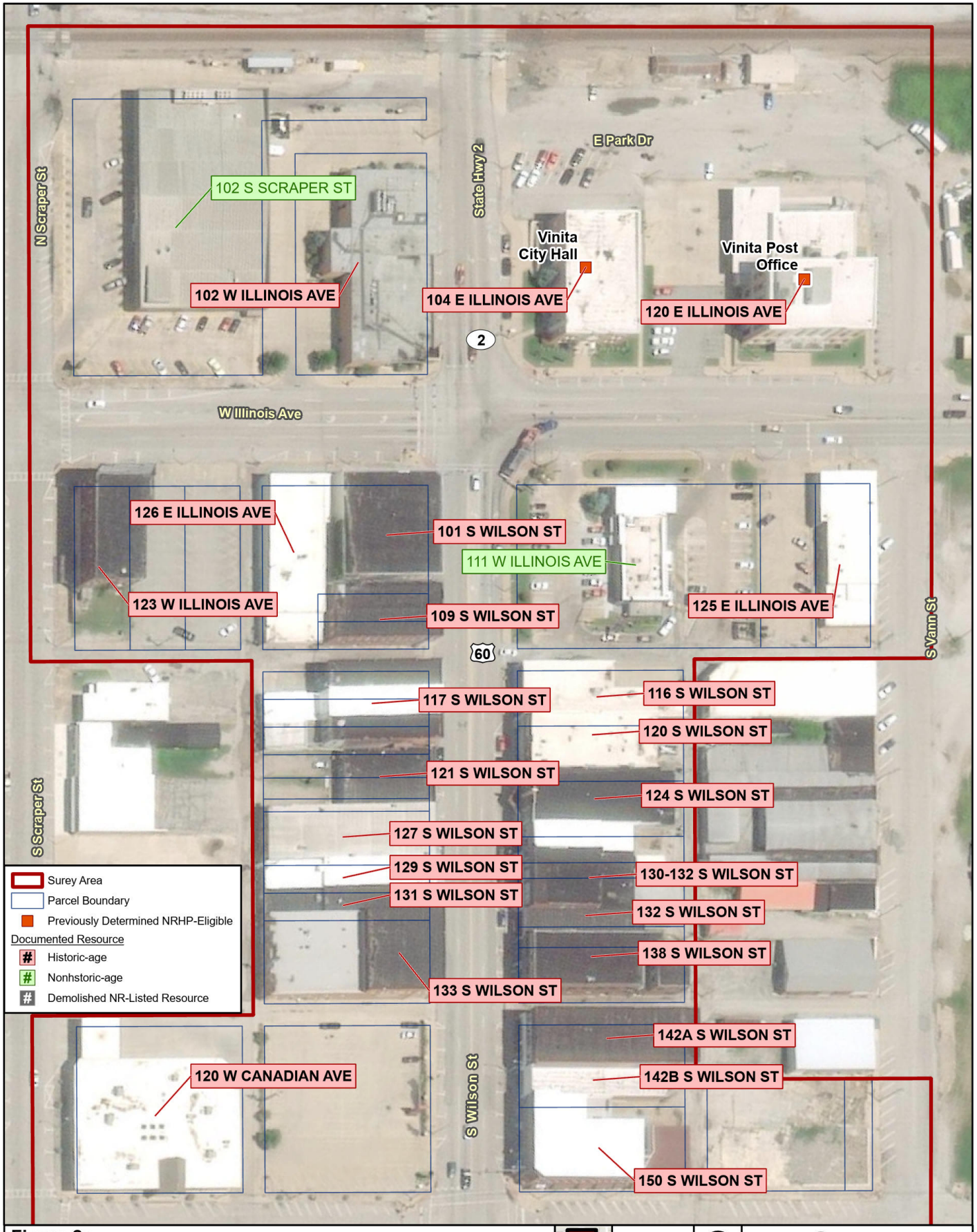


Figure 2a.
Surveyed Resources
Downtown Vinita Historic Resources Survey, Vinita, Oklahoma

Vinita a b c d

Data Source:
Stantec (2024)
Aerial Source:
Maxar (2018)

Stantec

0 120 Feet
0 30 Meters

1 in = 120 feet
Scale: 1:1,440
Date: 1/29/2025

Path: U:\2353\235301618\vinita_hist.aprx - vinita_figure_2_surveyed_resources_20250307_sgl

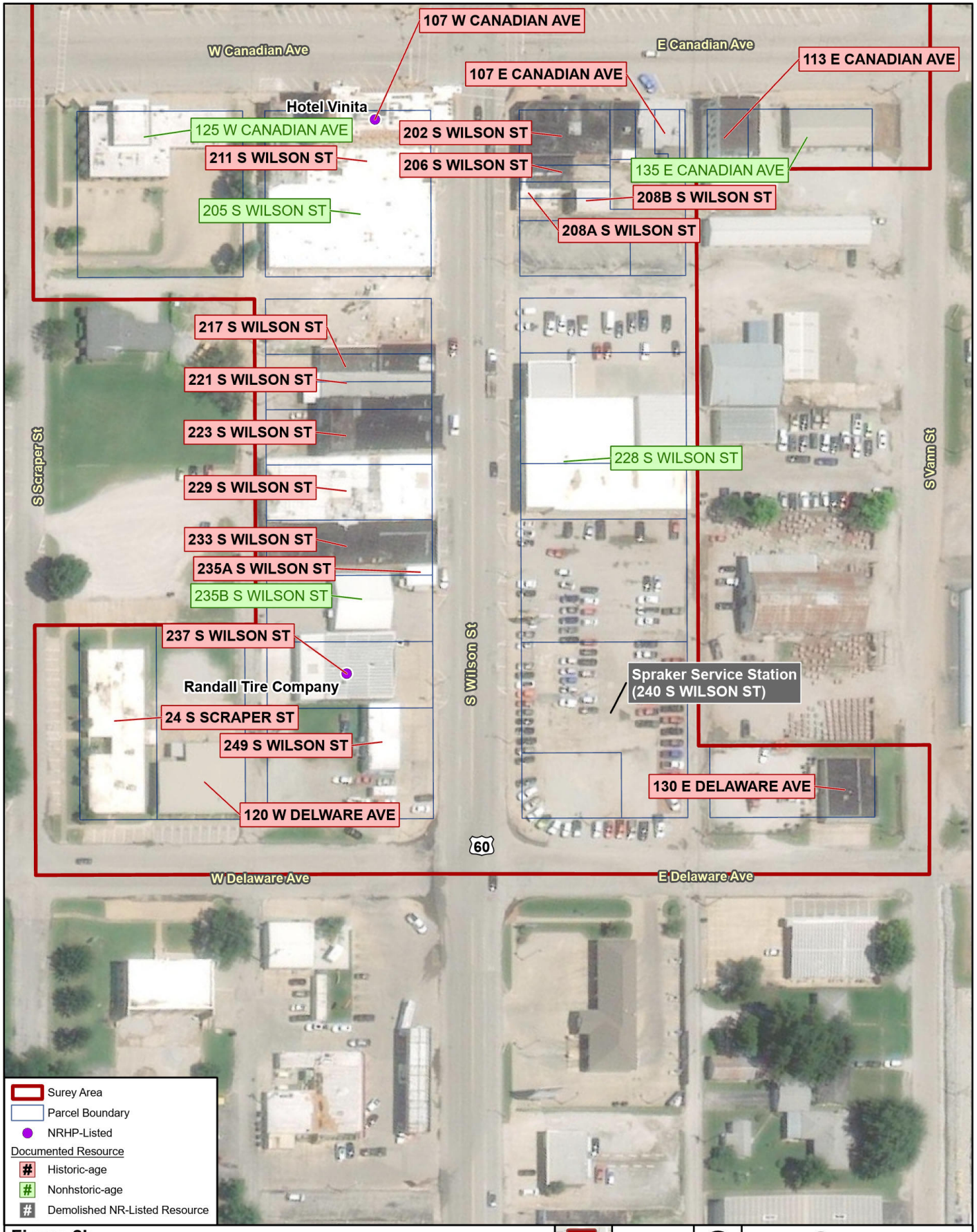


Figure 2b.
Surveyed Resources
Downtown Vinita Historic Resources Survey, Vinita, Oklahoma

Vinita a b

Data Source:
Stantec (2024)
Aerial Source:
Maxar (2018)

Stantec

0 120 Feet
0 30 Meters

1 in = 120 feet
Scale: 1:1,440
Date: 1/29/2025

Path: U:\2353\235301618\vinita_hist.aprx - vinita_figure_2_surveyed_resources_20250307_sgl

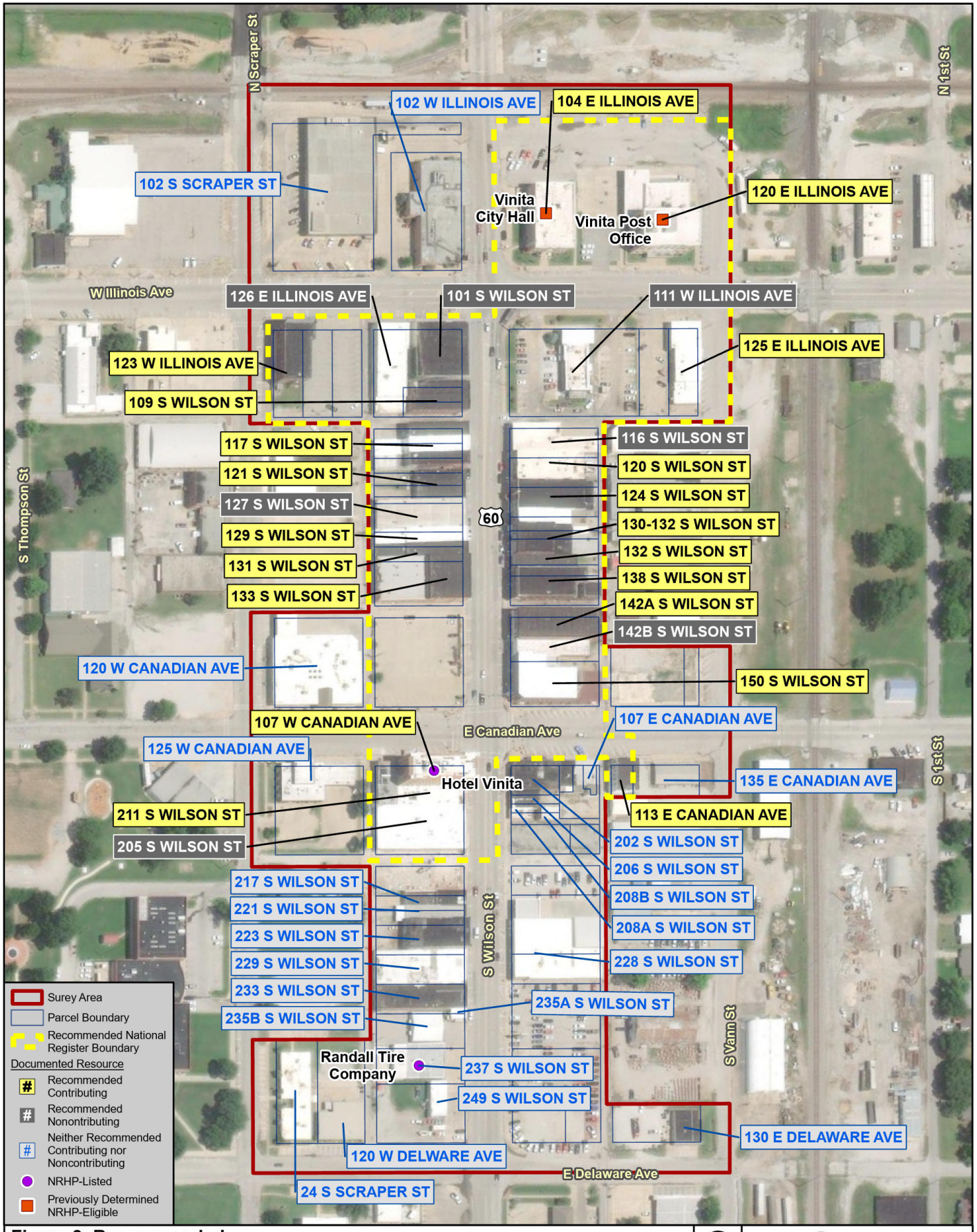


Figure 3. Recommended NRHP Eligible Historic District

Downtown Vinita Historic Resources Survey, Vinita, Oklahoma

Data Source:
Stantec (2024)
Aerial Source:
Maxar (2018)

Stantec

0 225 Feet
0 60 Meters

1 in = 225 feet
Scale: 1:2,700
Date: 3/7/2025

Path: U:\2353\235301618\vinita_hist.aprx - vinita_figure_3_nrhp_recommendations_20250307_sgl