

United States Department of the Interior
National Park Service

National Register Listed
December 3, 2013

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Linwood Place Historic District

other names/site number Linwood Place Addition/Darrah's First Addition; KHRI # 173-12562

2. Location

street & number 2002-2156 S. Hydraulic Ave; 2001-2157 S. Kansas Ave; 2021-2187 S. Minneapolis Ave; 2101-2282 S. Minnesota Ave; 1902-1964 E. Stafford Ct.; 1902-1908 E. Hodson St

	not for publication
	vicinity

city or town Wichita

state Kansas code KS county Sedgwick code 173 zip code 67211

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local

SEE FILE

Signature of certifying official/Title _____ Date _____

State or Federal agency/bureau or Tribal Government _____

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register determined eligible for the National Register

 determined not eligible for the National Register removed from the National Register

 other (explain:) _____

Signature of the Keeper _____ Date of Action _____

Linwood Place
Name of Property

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- District
- Site
- Structure
- Object

Contributing	Noncontributing	
91	4	buildings
		sites
		structures
		objects
91	4	Total

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

Number of contributing resources previously listed in the National Register

Residential Resources of Wichita, Sedgwick County, Kansas, 1870-1957; Historic Residential Suburbs in the United States, 1830-1960

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

DOMESTIC: Single Dwelling

DOMESTIC: Single Dwelling

DOMESTIC: Multiple Dwelling

DOMESTIC: Multiple Dwelling

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY

foundation: Concrete

REVIVALS: Colonial Revival

walls: Brick

OTHER

roof: Asphalt

other:

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Narrative Description

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

Summary Paragraph

The Linwood Place Historic District is a 40-acre property on the south side of Wichita, northwest of Wichita's aircraft-related industrial district. The nominated property occupies two full additions to the City of Wichita, the Linwood Place Addition, platted on January 20, 1943 by R. H. Garvey and his wife Olive, and Darrah's First Addition, platted by the Garveys' son Willard on May 28, 1949. The property is bounded on the north by Mount Vernon Road (formerly Levy Street) and on the east by the Canal Route (I-135). The western boundary of the Linwood Place Addition is Hydraulic Avenue. The western boundary of Darrah's First Addition is Harper's Addition. The southern boundary of the Linwood Place Addition is Hodson Street. The southern boundary of Darrah's First Addition is Stafford Street. Included are ninety fourplex buildings and a maintenance shop (contributing) built between 1943 and 1950, as well as three single-family homes (non-contributing). One of the single-family residences, at 2180 S. Minnesota, was built in ca. 1910, decades before Linwood Place was platted. The other two are contemporary to the wartime and immediate post-war development of the property. The fourplex buildings in the Linwood Place Addition are one-story brick buildings – eighty-eight are red brick and two are blond brick - with simple Colonial Revival details. Their rooflines alternate between gabled and hipped roofs. The fourplex buildings in Darrah's First Addition, also built of red brick, are identical to one another. All have hipped roofs and lack the few architectural details found in those in the Linwood Place Addition. All of the fourplexes have low horizontal massing, symmetrical design, concrete foundations, brick exterior walls, asphalt roofs, and multi-pane double-hung wood windows.

Narrative Description

Setting/Site

Although the arrangement of streets and buildings in the Linwood Place Historic District conforms to the U. S. Department of Housing and Urban Development (HUD) guidelines that encouraged conformance to the landscape, they are situated on a site that is mostly flat. Buildings in Block A and the west half of Block B of the Linwood Place Addition are arranged on a grid, with mature trees lining Hydraulic and Kansas Avenues. These buildings are arranged in pairs, with front entrances of facing buildings connected by a grid of north/south concrete sidewalks, and buildings connected to off-alley parking areas by east/west sidewalks.

Buildings in the east half of Block B and Blocks C and D of the Linwood Place Addition are arranged along the winding tree-lined streets of Minneapolis (formerly Chisholm Lane) and Minnesota Avenues. Buildings in the east half of Block B have parking off the alley to the west. There is additional parking along the east side of Minneapolis and east and west sides of Minnesota where there are no alleys.

Buildings in Darrah's First Addition are uniquely arranged to roughly follow a grid pattern along Minnesota and fan out to surround Stafford Court. The buildings on Minnesota are served by parking on the east and west sides of street. Additional parking for units facing Stafford Court is found off the circle.

The property abuts the Canal Route, a 2.2-mile stretch of I-135 built along the Wichita Drainage Canal that channels approximately 100,000 vehicles a day through the middle of the city at sixty to seventy miles per hour. Completed in 1971, the Canal Route was recognized by the American Road and Transportation Builders Association as one of the state's top two infrastructure projects of the twentieth century.¹ A pedestrian and bike path winds north to south along the Canal Route, from under an overpass at Mt. Vernon to Stafford Court.

Buildings

¹ American Road and Transportation Builders Association, Press Release, 14 March 2002.

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General – There are ninety-four buildings in the nominated property. Ninety of these are one-story brick fourplexes with rectangular massing and footprints. The units are accessible simple concrete stoops, raised one to two steps from ground level. Building fronts are distinguished from their rear elevations only by the awnings or projections that cover these stoops.

Below is a list of addresses for each of the buildings included in the district:

- Building 1 2002-2008 S. Hydraulic Ave
- Building 2 2010-2016 S. Hydraulic Ave
- Building 3 2018-2024 S. Hydraulic Ave
- Building 4 2026-2032 S. Hydraulic Ave
- Building 5 2034-2040 S. Hydraulic Ave
- Building 6 2042-2048 S. Hydraulic Ave
- Building 7 2050-2056 S. Hydraulic Ave
- Building 8 2102-2108 S. Hydraulic Ave
- Building 9 2110-2116 S. Hydraulic Ave
- Building 10 2118-2124 S. Hydraulic Ave
- Building 11 2126-2132 S. Hydraulic Ave
- Building 12 2134-2140 S. Hydraulic Ave
- Building 13 2142-2148 S. Hydraulic Ave
- Building 14 2150-2156 S. Hydraulic Ave
- Building 15 2151-2157 S. Kansas Ave
- Building 16 2141-2147 S. Kansas Ave
- Building 17 2131-2137 S. Kansas Ave
- Building 18 2121-2127 S. Kansas Ave
- Building 19 2111-2117 S. Kansas Ave
- Building 20 2101-2107 S. Kansas Ave
- Building 21 2051-2057 S. Kansas Ave
- Building 22 2041-2047 S. Kansas Ave
- Building 23 2031-2037 S. Kansas Ave
- Building 24 2021-2027 S. Kansas Ave
- Building 25 2011-2017 S. Kansas Ave
- Building 26 2001-2007 S. Kansas Ave
- Building 27 2022-2028 S. Kansas Ave
- Building 28 2032-2038 S. Kansas Ave
- Building 29 2042-2048 S. Kansas Ave
- Building 30 2052-2058 S. Kansas Ave
- Building 31 2102-2108 S. Kansas Ave
- Building 32 2112-2118 S. Kansas Ave
- Building 33 2122-2128 S. Kansas Ave
- Building 34 2132-2138 S. Kansas Ave
- Building 35 2142-2148 S. Kansas Ave
- Building 36 2152-2158 S. Kansas Ave
- Building 37 2181-2187 S. Minneapolis Ave
- Building 38 2171-2177 S. Minneapolis Ave
- Building 39 2161-2167 S. Minneapolis Ave
- Building 40 2151-2157 S. Minneapolis Ave
- Building 41 2141-2147 S. Minneapolis Ave
- Building 42 2131-2137 S. Minneapolis Ave
- Building 43 2121-2127 S. Minneapolis Ave
- Building 44 2111-2117 S. Minneapolis Ave
- Building 45 2101-2107 S. Minneapolis Ave
- Building 46 2021-2027 S. Minnesota Ave
- Building 47 2101-2107 S. Minnesota Ave
- Building 48 2112-2118 S. Minneapolis Ave
- Building 49 2122-2128 S. Minneapolis Ave
- Building 50 2132-2138 S. Minneapolis Ave

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Building 51	2142-2148 S. Minneapolis Ave
Building 52	2152-2158 S. Minneapolis Ave
Building 53	1902-1908 E. Hodson Street
Building 54	2167-2173 S. Minnesota Ave
Building 55	2159-2165 S. Minnesota Ave
Building 56	2151-2157 S. Minnesota Ave
Building 57	2143-2149 S. Minnesota Ave
Building 58	2133-2139 S. Minnesota Ave
Building 59	2123-2129 S. Minnesota Ave
Building 60	2113-2119 S. Minnesota Ave
Building 61	2118-2124 S. Minnesota Ave
Building 62	2126-2132 S. Minnesota Ave
Building 63	2134-2140 S. Minnesota Ave
Building 64	2202-2208 S. Minnesota Ave
Building 65	2210-2216 S. Minnesota Ave
Building 66	2218-2224 S. Minnesota Ave
Building 67	2226-2232 S. Minnesota Ave
Building 68	2234-2240 S. Minnesota Ave
Building 69	2242-2248 S. Minnesota Ave
Building 70	2250-2256 S. Minnesota Ave
Building 71	2258-2264 S. Minnesota Ave
Building 72	2266-2272 S. Minnesota Ave
Building 73	2274-2280 S. Minnesota Ave
Building 74	2282-2288 S. Minnesota Ave
Building 75	2273-2279 S. Minnesota Ave
Building 76	2265-2271 S. Minnesota Ave
Building 77	2257-2263 S. Minnesota Ave
Building 78	2249-2255 S. Minnesota Ave
Building 79	2241-2247 S. Minnesota Ave
Building 80	2233-2239 S. Minnesota Ave
Building 81	2225-2231 S. Minnesota Ave
Building 82	2217-2223 S. Minnesota Ave
Building 83	1958-1964 E. Stafford Ct
Building 84	1950-1956 E. Stafford Ct
Building 85	1942-1948 E. Stafford Ct
Building 86	1934-1940 E. Stafford Ct
Building 87	1926-1932 E. Stafford Ct
Building 88	1918-1924 E. Stafford Ct
Building 89	1910-1916 E. Stafford Ct
Building 90	1902-1908 E. Stafford Ct
Building 91	No address (maintenance building)
Building 92	2174 S. Minnesota Ave (and garage)
Building 93	2180 S. Minnesota Ave
Building 94	2207 S. Minnesota Ave

The following typology was established for purposes of this nomination. The building types were established based upon physical attributes, including roof types and fenestration.

Type A

Buildings 1, 3, 4, 7, 8, 11, 13, 14, 15, 16, 19, 21 (blond brick), 23, 25, 26, 28, 29, 31, 33, 35, 36, 38, 41, 43, 45, 48, 50, 51, 55, 56, 59 (blond brick), 60 (blond brick), 61, 62 (All Contributing)

General - Thirty-four buildings are classified as "Type A." These buildings are scattered throughout the Linwood Place Addition. They are one-story brick buildings (red brick, with the exception of Buildings 21, 59, and 60, which are blond brick) with rectangular massing, rectangular footprints, and hipped roofs pierced by four brick chimneys.

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Front Elevations - The front elevations of Type A buildings, which are distinguished from rear elevations only by their cantilevered gabled awnings with Colonial brackets over entrances to three units, have eleven masonry openings. These main entrances are each flanked by two double-hung wood windows – one 8/8 and one 8/12. Two additional windows – one 8/8 and one 8/12 corner window, light the end unit, which is accessible via a fourth entrance on the side elevation.

Rear Elevations – The rear elevations of Type A buildings each have fourteen masonry openings – four doors and ten windows. Unlike the front elevations, the rear elevations have symmetrical proportions. There is a door, four 6/6 double-hung wood windows, a second door, two 8/8 double hung wood windows, a third door, four 6/6 double-hung wood windows, and a fourth door. These rear entrances are sheltered by small shed awnings that extend from the roofs above.

Side Elevations – The side elevations each have a centered entrance with gabled awning flanked by one 8/8 and one 8/12 corner window. The majority of the gabled awnings are cantilevered with Colonial brackets. Some are supported by square wood posts.

Type B

Buildings 2, 12, 18, 22, 32, 40, 44, 49, 52, 57, 58 (All Contributing)

Eleven buildings are classified as “Type B.” These buildings, which are also scattered throughout the Linwood Place Addition, are identical to Type A Buildings, with the exception that they have side-gabled roofs with asbestos shingled gables and shed or gabled dormers on their front and side elevations.² All are red brick.

Type C

Buildings 5, 9 (blond brick), 20, 27, 34, 37, 42, 53 (All Contributing)

General

Eight buildings are classified as “Type C.” These buildings are scattered throughout the Linwood Place Addition. With the exception of one building, Building 9, all are red brick. Like building Types A and B, Type C buildings have rectangular massing. However, whereas Types A and B have simple rectangular footprints, Type C Buildings have symmetrical but irregular footprints. They each have a hipped roof with a projecting hipped bay on the rear. The center bays are recessed on the front elevations, within the main roofline, and bumped out on the rear elevations, which have projecting hipped rooflines. Like Types A and B, Type C buildings have four brick chimneys.

Front Elevations

The principal distinguishing feature of the front elevation is a recessed central bay. With the exception of the recessed central bays, the front elevations of Type C Buildings are identical to Type A Buildings, with three entrances, each flanked by two double-hung wood windows – one 8/8 and one 8/12. Two of these entrances and their flanking windows are located within the recessed center bay. One entrance, protected by a shed awning that extends from the roofline, is on one of the side bays. Also as in Type A Buildings, two additional windows – one 8/8 and one 8/12 corner window, light the end unit, which is accessible via a fourth entrance on the side elevation.

Rear Elevations

With the exception of the projecting central bays, the rear elevations of Type C Buildings are identical to Type A Buildings, with ten windows and four doors.

Side Elevations

Side elevations are identical to those on Type A Buildings.

Type D

Buildings 6, 10, 17, 24, 30, 39, 46, 47, 54, 63 (All Contributing)

General

Ten buildings are classified as “Type D.” These buildings are scattered throughout the Linwood Place Addition. All are red brick. Like the other buildings, Type D Buildings have rectangular massing. Like Type C Buildings, Type D Buildings have symmetrical but irregular footprints. They each have a gabled roof with a projecting gabled bay on the front.

² It is unclear whether or not the asbestos is original. Clapboard-clad porch gables suggest that the main gables may have also be clapboard clad. If asbestos was not original, it is likely an early modification and does not affect the overall character of the buildings.

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Front Elevations

With the exception of the projecting central bay, the front elevations of Type D Buildings are identical to Type A and C Buildings, with eight windows and three doors.

Rear Elevations

The rear elevations of Type D Buildings are identical to those in Type A Buildings.

Side Elevations

The side elevations of Type D Buildings are identical to those in Type A Buildings.

Type E

Buildings 64-90 (All Contributing)

General

Twenty-seven buildings, all of the buildings in Darrah's First Addition, are classified as Type E. Built in the post-war years, they are streamlined versions of the other buildings in the nominated property. Like the buildings in the Linwood Place Addition, these buildings are all one-story brick buildings with rectangular massing which each house four units. But they lack the following architectural details: brick chimneys, awnings, and variations in wall plane. Because there are no entrances on the side elevations, both the front and rear elevations are symmetrical. Windows are 2/2 double-hung with horizontal muntins.

Front Elevations

Front elevations are distinguished from rear elevations only by their larger windows. There are four doors and eight windows (two very windows that stretch from the eave to the slab) on each of the front elevations in the following symmetrical pattern: window, door, window, window, door, tall window, tall window, door, window, window, door, window.

Rear Elevations

Rear elevations have four doors and eight windows in the following symmetrical pattern: door, window, window, window, window, door, door, window, window, window, window, door.

Side Elevations

There are two unevenly spaced windows on each side elevation.

Maintenance Building

Building 91 (Contributing)

There is a one-story maintenance shop on the north end of Block B. The building is rectangular concrete-block building with wood roof with asbestos shingles on the gables. Doors, including an overhead door, have been replaced. However industrial steel windows remain.

Single-Family Dwellings

Buildings 92-94 (Non-Contributing)

These buildings are identified as non-contributing because they are single-family residences whose construction appears to be unrelated to the development of the surrounding multiple-family housing project.

2174 S. Minnesota (Non-Contributing)

2174 S. Minnesota is a one-story wood-framed Minimal Traditional residence with vinyl siding built ca. 1950. The home has a gabled roof. Included is a one-story front-gabled two-car garage (non-contributing). The historic address for this home was 2142 S. Minnesota. In 1951, the home was occupied by bookkeeper George Bryant. The legal description for this property is LOTS 25-27 & VAC ALLEY ADJ EXC BEG NE COR LOT 25 W 19.21 FT SELY TO SE COR LOT 27 N 50 FT TO BEG FOR HWY. BLOCK 8 WOODLAND ADD.

2180 S. Minnesota (Non-Contributing)

2180 S. Minnesota is a one-story hipped bungalow built approximately 1915. It is wood framed with wood clapboard. The historic address for this property was 2144 S. Minnesota. In 1951, it was occupied by U. S. Civil Aeronautics employee Jack Quelle. The legal description for this property is LOTS 29-31-33-35 BLOCK 8 WOODLAND ADD.

2207 S. Minnesota (Non-Contributing)

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2207 S. Minnesota is a one-story wood-framed with wood clapboard Minimal Traditional home built ca. 1950. The home has a hipped roof and front-projecting hipped bay. The legal description for this property is BEG 1571 FT N & 1194.5 FT E SW COR SW1/4 S 55 FT W 126 FT N 55 FT E 126 FT TO BEG SEC 34-27-1E.

Integrity

The Linwood Place Historic District has a very high degree of architectural integrity. Since 1951, only two of the original ninety-two fourplexes have been removed. This includes a fourplex at 2102-2108 Minnesota, likely lost at the time of the construction of the Canal Route in 1971, and a fourplex at 2162-2168 Minneapolis.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Architecture

Period of Significance

1943-1953

Significant Dates

1943, 1947, 1949

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Garvey, RH and Willard, Builders Inc.

(developer)

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance for Linwood Place stretches from the original plat for the Linwood Place Addition in 1943 until the end of the Korean War in 1953 when construction at this wartime housing development was completed.

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Criteria Considerations (explanation, if necessary)

N/A

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

Linwood Place is being nominated to the National Register of Historic Places for local significance under Criteria A and C in the areas of Community Planning and Development and Architecture. It is an excellent example of the "Fourplex Multi-Family Residence Property Type" identified in the Multiple Property Documentation Form (MPDF) "Residential Resources of Wichita, Sedgwick County, Kansas, 1870-1957" and "Early Automobile Suburb" and "Post-World War II and Early Freeway Suburb" Property Types identified in the MPDF "Historic Residential Suburbs in the United States, 1830-1960." It also falls within the historic context "Public Housing in the United States, 1933-1949." The property is being nominated under Criterion A in the area of Community Planning and Development for its association with efforts to provide affordable housing for those who came to work in Wichita's expanding aircraft industry from the years leading up to World War II through the Korean War. The property is also being nominated under Criterion C as a representative of the fourplex model developed to efficiently fill the housing shortages in the 1940s and 1950s. Like most fourplexes built at the time, the buildings draw from streamlined one-story Colonial Revival and Minimal Traditional architectural styles.

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

Early History of Wichita

After Wichita was incorporated as a village in 1869, town boosters set out to secure its place as a regional trade center. Its future was threatened when the Atchison, Topeka, Santa Fe Rail line chose to bypass the new town, with its then-unclear Osage land titles, instead passing through the paper town of Newton. Town boosters' efforts to secure \$200,000 in bonds to construct a spur line from Newton to Wichita in 1871, and the railroad's decision to extend the spur line south in 1877, both helped assure the city's future as a major industrial, milling, and wholesaling center.

Wichita experienced a clamorous boom in the 1880s, when the population peaked at over 31,000. An 1890s bust left the overdeveloped town in economic ruin. The stark outlook, coupled with the Oklahoma land rush caused the population to plummet. The economy did not begin to fully recover until the first decade of the twentieth century, during which the population doubled from 24,671 to 52,450. The city's population grew another 40% during the 1910s, reaching 72,717 in 1920.³

Wichita's extraordinary population and economic growth in the years following World War I owed to a number of factors. First, oil was discovered in the region in 1915. In 1918, one area field alone produced over six percent of the nation's domestic oil. In the years following World War I, the oil field contributed \$65 million to the Wichita economy.⁴ By the 1920s, Wichita was the nation's 96th largest city and its fifth-largest milling market.⁵ And its capitalists were reaping the rewards of investments in the region's productive oil fields and aircraft industries. Among the new businesses were the Derby oil refinery, Koch Industries, and the Beech, Stearman and Cessna Aircraft Companies. These industries, and the services required to support them, attracted many new residents. Between 1909 and 1919, the city limits had more than doubled.⁶ Between 1920 and 1930, the city's population increased by 50,000.

Wichita During World War II and the Postwar Years

Although many businesses closed their doors during the Great Depression, three of the city's aircraft companies – Beech, Stearman, and Cessna – survived. Whereas the U. S. Government had concentrated war-related industries on the coasts

³ 1920 U. S. Census.

⁴ Kathy Morgan and Barbara Hammond, "Residential Resources of Wichita, Sedgwick County, Kansas 1870–1957," Multiple Property Documentation Form (2008), 8.

⁵ A. E. Janzen, "The Wichita Grain Market," *Kansas Studies in Business*, (Lawrence, Kansas: School of Business, no. 8, June 1928).

⁶ Morgan and Hammond, 20.

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during World War I, World War II military planners decided to distribute plants throughout the country.⁷ Wichita was an ideal location both because of its established aircraft industry, strategic inland location, and low “alien” population.⁸ The city’s aircraft industry exploded long before the U. S. officially entered the war. By September 1940, Wichita plants had secured \$20 million in defense contracts.⁹ Between October 1940 and December 1940 alone, the number of aircraft workers in Wichita more than doubled from 3782 to nearly 9000.¹⁰ Beech and Cessna specialized in the manufacture of twin-engine training planes. Stearman, renamed Boeing-Wichita in 1941, employed more than 20,000 workers in the manufacture of B-17s. By 1943, half of the city’s population, including 31,000 women, relied on the aircraft industry for its livelihood.¹¹ The city’s population had nearly doubled to 200,000 by 1945.

The aircraft industry continued to thrive in the years following World War II. Beech and Cessna focused their attention on small-engine planes for the civilian market. In 1948, as the nation ramped up again for the Korean conflict, Boeing received a large contract to construct B-47s at the Wichita plant. The Department of Defense established the Wichita Air Force Base, later McConnell, in 1949 to provide a nearby training facility for B-47 pilots. Thus ended a very short-lived post-war contraction in Wichita’s population.¹²

Wartime Housing

As the nation readied for World War II, policymakers and businessmen engaged in a debate over the government’s role in filling the need for defense-worker housing. Some reformers believed the government should take the lead. Businessmen believed the task should be left to private enterprise. Ultimately, much of the housing was constructed through public private partnerships, by housing developers backed by government finance programs like the Federal Housing Administration (FHA).

The first major efforts at federal public housing were aimed at providing defense housing during World War I. When the war was over, however, Congress dismantled the housing program and sold its housing stock. In the interwar years, social reformers called for the federal government to provide housing for the nation’s poor who could not afford to rent or own unsubsidized private housing. The affordable housing movement did not gain traction until the Great Depression, when New Deal Programs like the Public Works Administration not only provided financing for housing projects, but also directly built housing for the nation’s poor. A permanent government housing program was formed with the United States Housing Act of 1937, which established the United States Housing Authority (USHA).

In 1940, defense-worker housing again took center stage. President Roosevelt created the position of Defense Housing Coordinator, appointing Charles Palmer to the position in July 1940. Palmer commissioned a study entitled *Housing and Defense*, which urged the U. S. Government to make workers’ housing a priority of the nation’s defense program. The report became the basis of the Lanham Act, which provided \$150 million for defense housing. The majority of the 625,000 units built by the federal government were designed to be temporary so as not to compete with the private development of permanent housing.¹³

Wichita was one of the industrial centers targeted by the defense housing program. By the time Palmer’s agency began its study of housing conditions in the United States, Wichita was in the midst of a dire housing shortage, with throngs of aircraft workers and their potential landlords forced to improvise. Homeowners converted garages, sheds and basements into makeshift apartments. Some enterprising Wichitans established boarding houses that came to be called “hot-flops” because the beds, leased in shifts, were always warm.¹⁴

To meet an immediate need for defense worker housing in Wichita, the Federal Public Housing Authority (FPHA) built three wartime developments: Hilltop Manor (600 units, 1941-1944), Beechwood (500 units, 1942), and Planeview (4382 units, 1942).¹⁵ These so-called “defense villages,” were concentrated on the south side of Wichita, near the Wichita

⁷ Elizabeth Rosin, “Fairfax Hills Historic District,” National Register Nomination (2007), 26.

⁸ Craig Miner, *Wichita, The Magic City: An Illustrated History* (Wichita: Wichita-Sedgwick County Historical Museum Association, 1988), 183-198.

⁹ James R. Shortridge, *Cities on the Plains: The Evolution of Urban Kansas* (Lawrence: University Press of Kansas, 2004), 252.

¹⁰ Morgan and Hammond, 26.

¹¹ Patrick G. O’Brien, “Kansas at War: The Home Front, 1941-1945,” *Kansas History* v. 17, no. 1 (Spring 1994): 6-25.

¹² *Wichita Beacon* 1 January 1922; *Wichita Beacon* 9 November 1921; Shortridge, 247-254.

¹³ National Park Service, “Public Housing in the United States, 1933-1949,” Multiple Property Documentation Form (2004), 53-63.

¹⁴ O’Brien, 6-25.

¹⁵ Morgan and Hammond, 26-27.

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Airport (later McConnell Air Force Base) and the aircraft manufacturing plants of Boeing, Beechcraft and Cessna. The 2300 prefabricated units and 2200 conventional units, mostly in duplexes, triplexes and fourplexes, were designed to be temporary.¹⁶ After the war, however, when the nation's housing shortage, particularly in urban areas, became increasingly dire, "temporary" wartime housing became necessary for meeting the demands and was sold to private owners. Although Beechwood was demolished in 1955, sections of Planeview and Hilltop Manor are still extant today.¹⁷

Even as FPHA was building Hilltop, Beechwood and Planeview, private developers were working to provide housing to both defense workers and others who came to Wichita during the booming war years. To encourage private development, "President Roosevelt designated Wichita as one of 146 'defense areas' where homes would be financed through the Federal Housing Administration (FHA) with no down payment."¹⁸

The Federal Housing Administration (FHA) was established in 1934 to insure mortgages on single-family and multi-family homes. As the nation prepared for war, the agency began providing financial backing for defense housing projects, authorization to use rationed construction materials, and design guidance and standards for housing developments. The FHA standards for wartime housing, illustrated in its Architectural Bulletins and Land Bulletins, dictated simple design, efficient floor plans, quality materials, and spacious settings.¹⁹ The guidance drew heavily on the tenets of Garden City planning movement and Colonial Revival design as honed during the 1920s and 1930s, as applied at Chatham Village in Pittsburgh, Pennsylvania.²⁰

Unlike the FHPA-built housing, privately developed FHA-insured housing was designed to be permanent with the idea that the homes would help alleviate the anticipated post-war housing shortage. In Wichita, where land was plentiful, this meant one-story triplexes or fourplexes built of brick.²¹ Although these permanent units did not employ the prefabricated construction techniques used for FHPA defense villages, they did subscribe to the principles of mass production and standardization required to meet the nearly insatiable need for wartime housing.²²

The city's defense workers found housing – both public and private - through Wichita's war housing center. Between 1941 and 1945, the center "found homes for 19,128 families." The task of matching workers with housing was placed back in the hands of "regular real estate agencies" in July 1945.²³

After the war, builders continued to use the techniques they had honed during wartime – standardization and mass production – to fill the demand for housing.

The Garveys and Builders, Inc.

Among the private developers who filled the housing gap in the 1940s and 1950s were the Garveys. The nominated property occupies two full additions to the City of Wichita, the Linwood Place Addition, platted on January 20, 1943 by R. H. Garvey and his wife Olive and Darrah's First Addition, platted by the Garveys' son Willard on May 28, 1949. R. H. Garvey was a hard-driving, folksy and sometimes controversial businessman who made his fortune in the agriculture industry. He was born in Phillips County, Kansas on January 2, 1893. In 1915, he received a law degree from Washburn University, where he met his formidable, independent and creative wife Olive White Garvey.²⁴ Upon completing his education, Garvey practiced law for three years before turning his full attention on his real estate investments.²⁵ The family lived in Colby until 1928, when their "expanding sphere of operations" and educational opportunities for their children drew them to Wichita. Over the span of two decades, R. H. Garvey built an agricultural empire; becoming the world's top wheat grower in 1947 when he harvesting nearly 1,000,000 bushels.²⁶

¹⁶ *Wichita Eagle*, 25 April 1943, Special Section A; 17 Aug 1941; 25 May 1941; 19 Jun 1941.

¹⁷ Morgan and Hammond, 28.

¹⁸ *Ibid*; Rosin, 27.

¹⁹ Federal Housing Administration, "Land Bulletin #1: Successful Subdivisions" (Washington DC: FHA, 1940). Federal Housing Administration, "Architectural Bulletins" (Washington DC: FHA, 1940).

²⁰ Linda Flint McClelland, David L. Ames, and Sarah Dillard Pope, "Historic Residential Suburbs in the United States, 1830-1960," Multiple Property Documentation Form, 20-21.

²¹ Morgan and Hammond, 75.

²² McClelland.

²³ *Wichita Eagle*, 24 Jun 1945.

²⁴ "Garvey, Ray Hugh," *National Cyclopaedia of American Biography*, (v. 49), 616. Kansas Historical Society, GL BB Un3n.

²⁵ "Garvey's Gravy," *Time Magazine*, 8 June 1959.

²⁶ "Ray Garvey Dared to do Impossible, Built Diversified Financial Empire," *Topeka Capital-Journal*, 22 September 1963.

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Through his many business ventures, R. H. Garvey honed the art of public-private partnerships. In 1959, he was criticized by *Time Magazine* for taking advantage of government subsidy programs. In the prior four years, Garvey had received "\$791,488 in support loans for wheat he raised, plus \$405,647 in cash from the federal soil bank program for the acreage he left idle." Government-subsidized wheat created a surplus that required storing. Garvey purchased his first grain elevator in the early 1930s. In 1950, when he was unable to find enough storage for his own grain, Garvey began "building skyscraping wheat bins from Nebraska to Texas, renting them to the U. S. for the surplus wheat it had bought," to the tune of \$14.7 million per year.²⁷ By the time of his death, Garvey had built the three largest grain elevators in the world - in Wichita, Topeka and Salina.²⁸ Ray's son Willard remarked that "The Pharoah only had a 20 million bushel capacity when Egypt was the granary of the world."²⁹

Like his grain business, R. H. Garvey's housing development company also relied on government financing. In 1940, Garvey founded Builders Inc., a residential real estate development company which he positioned to fill Wichita's severe wartime housing shortage. Among his first housing ventures was the "garage home" project in which he built two-car garages with electricity and "elementary plumbing" which "people could afford to buy, and live in, until they were able to build a house." Garvey assigned the project to his son Willard upon his graduation from Michigan University and return to Wichita in June 1941. At about the same time, the Garveys began construction of 100 frame cottages with a "living room, bath, two bedrooms, a utility room and an attached garage." Both projects were controversial among social reformers. The frame cottages were condemned by an inspection team for being too small.³⁰

By March 1942, R. H. Garvey was actively seeking available property within the city limits of Wichita for redevelopment. In a letter to City Manager Russell McClure, Garvey urged the city's help in seeing foreclosed lots sold:

It looks like a great many houses are going to be built here in the next twelve or eighteen months, and I think a great many of them would be built within the city limits provided the County Attorney forecloses the tax liens and gets the lots sold ... I think it would be worth your while to urge the County Commissioners to get fast action on these. There is considerable demand for lots on streets where the utilities are installed. They should go by bomber plane instead of by prairie schooner on these foreclosures.³¹

In 1947, R. H. Garvey turned his focus back to his grain and oil businesses and turned over management of Builders, Inc. to his son Willard. Although the demand for new construction curbed immediately following the war, it expanded again as Wichita's aircraft plants and McConnell Air Force Base geared up for the Korean Conflict. In order to meet the new demand, Builders, Inc., which trained its own crews of carpenters and bricklayers, built "2000 apartments, several hundred homes and four shopping centers."³² By the late 1950s, Builders, Inc. managed 1800 rental properties, three shopping centers and constructed as many as 500 houses each year.³³

R. H. Garvey's wife Olive took the helm of Garvey, Inc. following his death in 1959, and continued to manage the firm until she was 99 years old. She died in 1993. Although their son Willard Garvey was staunchly anti-government, he continued to take advantage of government-funded programs. In the late 1950s, Willard applied his concept of "Every Man a Home Owner, Every Man a Capitalist," to a new venture aimed at building single-family homes in developing nations.³⁴ The program, funded in part by U. S. Foreign Aid, made Garvey America's largest homebuilder throughout the world. Among Willard's other business endeavors was a 2 million-acre ranch in Nevada.³⁵

Willard Garvey transferred the majority of his business assets to his children in 1992. He remained Chief Executive Officer of Garvey Industries until his death in 2002, when he was eulogized as "Bright, wealthy, creative, eccentric and

²⁷ "Garvey's Gravy."

²⁸ "Ray Garvey Dared to do Impossible..."

²⁹ "Willard Garvey: 1987 International Swimming Hall of Fame (ISOF) Gold Medallion Award," accessed online at <http://www.ishof.org/awards/gm1987wgarvey.htm>.

³⁰ Olive White Garvey, *The Obstacle Race: The Story of Ray Hugh Garvey* (San Antonio, TX: The Naylor Company, 1970), 108.

³¹ R. H. Garvey to Russell McClure, 10 March 1942.

³² Olive Garvey, 123-124.

³³ "Ray Garvey Dared to do Impossible..."

³⁴ Finding Aid, World Homes Collection, Wichita State University Special Collections.

³⁵ ISOF.

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opinionated.” His strong anti-government opinions manifest in the “National Center for Privatization” whose goal was to dismantle as much of government as possible and turn the work over to the private sector.”³⁶

Linwood Place

R. H. and Willard Garvey were among the many businessmen who believed that Wichita’s wartime housing shortage could best be addressed by the private sector. But at a time when capital and building materials were in short supply, government programs like those of the Federal Housing Administration (FHA) were essential to the success of their projects. Builders, Inc. had applied for FHA financing by 1941, when it submitted plans for wood-framed single-family homes in the 1800 Block of Garland Avenue in Wichita. In an April 1941 letter, R. H. Garvey inquired about a builder’s ability to “build some of our houses for us.” He continued “We have applied for permission to build 93 of them.”³⁷

Once the U. S. officially entered the war and Wichita’s aircraft industry drew thousands of new workers to the community, Garvey ramped up his housing efforts, apparently turning his focus from small single-family homes to multi-family buildings. At the Linwood Place Addition, platted by R. H. and Olive Garvey on January 20, 1943, they would build fourplexes.

Linwood Place Addition was designed to meet federal requirements and to attract defense workers. Although the subdivision was a few blocks farther from the aircraft plants and McConnell Air Force base than Beechwood, Planeview and Hilltop, these brick fourplexes were better built than the FHFA’s temporary housing. The plat for the Linwood Place Addition followed the guidance in the FHA’s Land Bulletin #1: Successful Subdivisions. As recommended, the development had long blocks with lots perpendicular to the street and traffic flowing toward thoroughfares.³⁸

Like the plat, the buildings were designed in accordance with FHA guidelines. Unlike the model Garden City developments, the buildings at Linwood Place were not multi-story; but they did employ the touted streamlined Colonial Revival design elements, from red brick to multi-pane windows to pedimented stoops. In addition, the units had simple floorplans with a living room, efficient kitchen with small dining area, hall with built-in cabinets and drawers, bathroom and bedroom. Although the buildings had standardized plans, the developers created architectural interest by alternating between hipped and gabled roofs.

Builders, Inc. built fourplexes on two of the four blocks in the Linwood Addition during the war, with twenty-six fourplexes in Block A and ten of the twenty in Block B. For unknown reasons, perhaps wartime materials shortages, Builders, Inc. constructed two of twenty-six original fourplexes with blond brick rather than the standard red brick used for the balance of the buildings. All of the buildings along Hydraulic and Kansas were built by 1946.³⁹

Development of the Linwood Place Addition continued in the years following World War II as Wichita ramped up production for the Korean Conflict. The development of the east half of Block B, as well as Blocks C and D was underway by February 1947, when R. H. Garvey wrote to Kansas Gas and Electric that he “advised [them] some time ago that we are building eleven 4-plexes from Hodson to Levy on Minneapolis and Minnesota and two on Levy Street from Minnesota to Swan.” He continued, “We now wish to advise that we are building fifteen more 4-plexes on Minnesota from Hodson to Levy, a total of twenty-eight 4-plexes, in Blocks C and D.” By late February, Builders Inc. had “started building 4-plexes on the east side of Minnesota in Linwood Place between Levy [now Mt. Vernon] and Hodson. I think we have 24 units under construction, and need electricity very badly for electric saws...”⁴⁰ Eleven of the buildings were completed in time to be listed in the 1948 City Directory. The remainder of the buildings in the Linwood Place Addition had been completed by 1951.⁴¹

Once the lots in the Linwood Place Addition were filled, Builders Inc. expanded the development to the southeast. R. H. Garvey’s son Willard platted Darrah’s First Addition on May 28, 1949. Although this part of the development housed similar fourplexes, the buildings were placed on lots of varying sizes and shapes. In Block 1, eight fourplexes were arranged around a circle drive called Stafford Court and eight others were arranged both parallel and perpendicular to

³⁶ “Intelligence, curiosity made Willard Garvey a fascinating man,” *Wichita Business Journal*, 4 August 2002.

³⁷ R. H. Garvey to Della Brower, 22 April 1941.

³⁸ FHA Land Bulletin #1.

³⁹ 1946 City Directory.

⁴⁰ R. H. Garvey to Kansas Gas and Electric Company, 18 February 1947; 26 February 1947.

⁴¹ 1948 and 1951 City Directories.

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Minnesota. In Block 2, eleven fourplexes were placed in alternating pattern – fourplexes parallel to Minnesota flanked by fourplexes perpendicular to Minnesota. Although the twenty-seven fourplexes in Darrah's First Addition were built by 1951, the units at 1918-1930, 1936-1944, 1948-1950, and 1956 Stafford Court had not yet been leased.

Although these fourplexes were similar in floor plans and overall appearance to the preceding buildings in the Linwood Place Addition, there were subtle differences. Whereas the Linwood Place fourplexes had alternating rooflines, some had hipped roofs and others had gabled roofs. At Darrah's addition, all roofs were hipped. In addition, corner windows, brick chimneys, and varying wall planes were dispensed with. The result was a more streamlined version of the fourplex with a simple rectangular footprint.

Although the development has remained relatively unchanged since the early 1950s, it was affected by the 1971 construction of the Canal Route. From the beginning, both Linwood Place and Darrah's First Additions were bordered on the east by the Wichita Drainage Canal. In 1971, construction began on a short stretch of Interstate I-135 that followed the route of the drainage canal. The \$32 million six-lane highway, completed in 1979, may have been the reason that the building at 2102-2108 Minnesota, in the northeast corner of Block D, was razed.⁴²

Related Contexts

The Linwood Place Historic District is being nominated to the National Register of Historic Places as an example of the "Fourplex Multi-Family Residence Property Type" identified in the Multiple Property Documentation Form (MPDF) "Residential Resources of Wichita, Sedgwick County, Kansas, 1870-1957" and as an example of the "Early Automobile Suburb" and "Post-World War II and Early Freeway Suburb" Property Types identified in the MPDF "Historic Residential Suburbs in the United States, 1830-1960."

The MPDF "Residential Resources of Wichita, Sedgwick County, Kansas, 1870-1957" provides the following description of the triplexes and fourplexes developed in Wichita in the 1940s and 1950s:

Triplexes and fourplexes were developed in the 1940s and 1950s during the city's housing shortages of the post-World War II and Korean War eras and appear in most subdivisions that were built at that time. Triplex and fourplex developments were built on acreage as opposed to the duplex, which was constructed on one or two platted lots, and appear to be patterned after the Federal Housing Administration's planned communities of the late 1930s and early 1940s that were designed for up to three story units. In Wichita, however, where land was cheap, these developments were executed in single story buildings. These buildings are most often one story minimal traditional design and typically brick construction.

Like the fourplexes described in the MPDF, those built in the Linwood Place Historic District were built "on acreage," "appear to be patterned after the Federal Housing Administration's planned communities of the late 1930s and early 1940s," were single-story buildings, and built of brick.

The MPDF "Residential Resources of Wichita" MPDF identifies the following registration requirements for multi-family buildings:

Integrity of design as a duplex, triplex, four-flex [sic] or apartment building is important in the building's ability to convey its historic function. Generally, this requires that the multi-family buildings maintain its [sic] architectural composition, materials, and ornamentation on the primary elevation. Primary façade alterations and loss of architectural features where no historic record exists could preclude a resource from listing ... Common alterations include the loss of ornamentation detailing, replacement of doors, and window sashes, which does [sic] not necessarily diminish the building's ability to convey its historic function, but should be carefully evaluated.

With their original overall appearance and architectural details including windows, doors, rooflines, and stoops, all of the fourplexes within the Linwood Place Historic District meet the above registration requirements. Although some of the fourplexes have some of the above common alterations, including "replacement of doors, and window sashes," the majority of these remain and these changes do "not necessarily diminish the building's ability to convey its historic function."

⁴² Kansas Department of Transportation, "Canal Route on I-135," accessed online at http://www.ksdot.org/interstate50th/KsStory_I135.asp; 1951 City Directory.

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The MPDF “Historic Residential Suburbs in the United States, 1830-1960” provides the following definition of a residential suburb:

A geographic area, usually located outside the central city, that was historically connected to the city by one or more modes of transportation; subdivided and developed primarily for residential use according to a plan; and possessing a significant concentration, linkage, and continuity of dwellings on small parcels of land, roads and streets, utilities, and community facilities.

Because the additions in the Linwood Place Historic District were platted in 1943 and 1949 for “residential use according to a plan” and possesses a “significant concentration” and “continuity of dwellings on small parcels of land” the district is a historic residential suburb as defined in the MPDF.

The MPDF provides the following description of Subtype III: Early Automobile Suburbs, 1908 to 1945:

With the increased urgency for housing near critical defense industries after 1940, the requirements for long-term economic stability were dropped and more and more incentives appeared for standardization, large-scale construction, and prefabricated methods and materials...

Like many wartime housing developments, the Linwood Place Addition subscribed to the standardization and large-scale construction techniques promoted by government housing programs.

The MPDF provides the following description of Subtype IV: Post-World War II and Early Freeway Suburbs, 1945-1960:

Emphasis was placed on developing economics of scale and cost-saving methods that would quickly and inexpensively produce small homes for increasing numbers of American families. The cost of materials dramatically increased in the postwar economy, forcing developers to streamline the design of small homes through the reduction of traditional design details, elimination of chimneys and fireplaces, reduction of interior hallways, use of prefabricated components, installation of wallboard and other inexpensive materials, and other cost-saving measures.

The above trends in post-war housing developments were employed in Darrah’s First Addition, platted in 1949. Although the fourplexes in Darrah’s First Addition resembled those built during and immediately after World War II, they were streamlined. “Traditional design details,” including stoop awnings and multi-pane windows, as well as chimneys were dispensed with in these units. Like many developers, Builders Inc. employed “economics of scale and cost-saving methods.” Specifically, whereas they employed four different standardized plans for the sixty-three fourplexes in Linwood Place Addition, they used only one standardized plan for the twenty-seven fourplexes in Darrah’s First Addition. In Darrah’s Addition, Builders Inc. interrupted the design monotony through the placement of the buildings instead of changing the specific design details – rooflines, fenestration patterns and awnings – of buildings as it did in the Linwood Place Addition.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Ames, David L. and Linda Flint McClelland and Sarah Dillard Pope. "Historic Residential Suburbs in the United States, 1830-1960." Multiple Property Documentation Form.
- Federal Housing Administration, "Architectural Bulletins." Washington DC: FHA, 1940.
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- Janzen, A.E. "The Wichita Grain Market." *Kansas Studies in Business*. Lawrence, Kansas: School of Business, no. 8, June 1928.
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- "Ray Garvey Dared to do Impossible, Built Diversified Financial Empire." *Topeka Capital-Journal*. 22 September 1963.
- R. H. Garvey to Della Brower, 22 April 1941.
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- Rosin, Elizabeth. "Fairfax Hills Historic District." National Register Nomination. 2007.
- Shortridge, James R. *Cities on the Plains: The Evolution of Urban Kansas*. Lawrence: University Press of Kansas, 2004.
- Wichita Beacon*.

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Wichita Eagle, 25 April 1943, Special Section A; 17, Aug 1941; 25 May 1941, 19 Jun 1941, 24 Jun 1945.

1920 U. S. Census.

1946 City Directory.

1948 City Directory.

1951 City Directory.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: Kansas Historical Society

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 40 acres

(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

A	<u>37.657086</u> Latitude:	<u>-97.317055</u> Longitude:	E	<u>37.653257</u> Latitude:	<u>-97.313322</u> Longitude:
B	<u>37.657086</u> Latitude:	<u>-97.312720</u> Longitude:	F	<u>37.654460</u> Latitude:	<u>-97.313860</u> Longitude:
C	<u>37.652270</u> Latitude:	<u>-97.311550</u> Longitude:	G	<u>37.654491</u> Latitude:	<u>-97.317081</u> Longitude:
D	<u>37.652235</u> Latitude:	<u>-97.314168</u> Longitude:		_____ Latitude:	_____ Longitude:

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

The nominated property occupies approximately forty acres, with a boundary beginning at the southeast corner of Mount Vernon Road and Hydraulic Avenue, continuing east along Mount Vernon Road, south and southeast along the right of way for I-135 to the northwest corner of Stafford Street and Swan Avenue, west to the west boundary of Property #90, then following the curving property line between the nominated buildings along Stafford Court and Minnesota and the

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adjacent properties at Harper Court to Hodson Street. The boundary then extends west along Hodson Street to Hydraulic, then north to the point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

This boundary incorporates the buildings in the Linwood Place and Darrah's Additions, all of which were constructed as wartime housing by the Garvey family and Builders Incorporated, during both World War II and the Korean War.

11. Form Prepared By

name/title **Christy Davis**

organization **Davis Preservation**

date **May 7, 2013**

street & number **909 1/2 Kansas Ave, Suite 7**

telephone **785-234-5053**

city or town **Topeka**

state **KS**

zip code **66612**

e-mail **cdavis@davispreservation.com**

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

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

Name of Property: Linwood Place Historic District
City or Vicinity: Wichita
County: Sedgwick State: Kansas
Photographer: Christy Davis
Date Photographed: 3/1/2012

Description of Photograph(s) and number:

- 1 of 14. Overall View looking southeast along Kansas Avenue.
- 2 of 14. Overall View looking south along Minneapolis Avenue.
- 3 of 14. Overall View looking northwest at Stafford Court.
- 4 of 14. Overall View looking east between Properties 7 and 8 toward Kansas Avenue.
- 5 of 14. Overall View looking northeast along Minneapolis Avenue.
- 6 of 14. Typical, Property Type A.

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- 7 of 14. Typical, Property Type B.
- 8 of 14. Typical, Property Type C.
- 9 of 14. Typical, Property Type D.
- 10 of 14. Typical, Property Type E.
- 11 of 14. Maintenance Building.
- 12 of 14. Typical Interior View.
- 13 of 14. Typical Interior View.
- 14 of 14. Typical Interior View.

Property Owner:

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

name Residences at Linwood, LLC

street & number 250 N. Water, Suite 300

telephone 316-806-0317

city or town Wichita

state KS

zip code 67202

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

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

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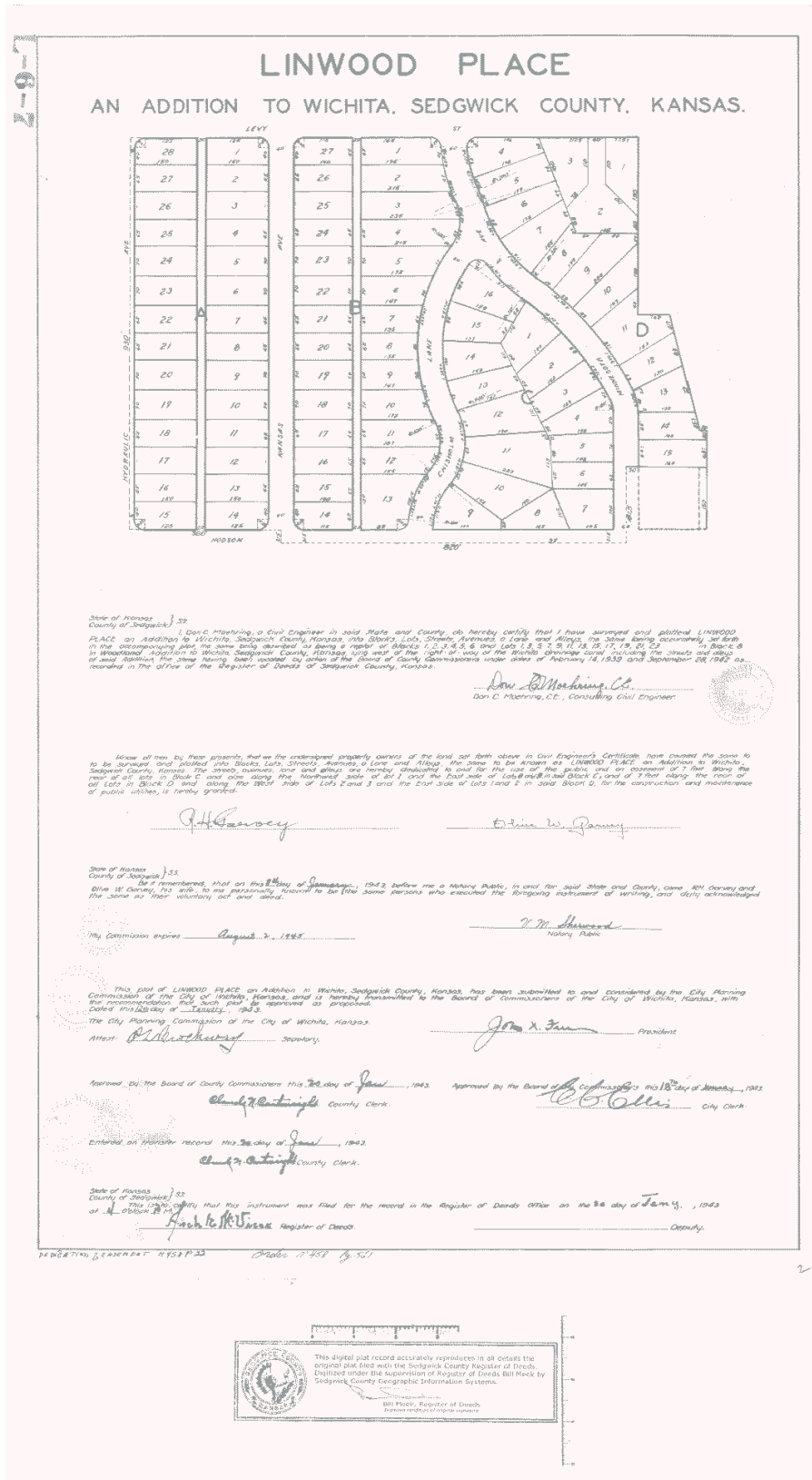


Figure 1: 1943

Plat for Linwood Place.

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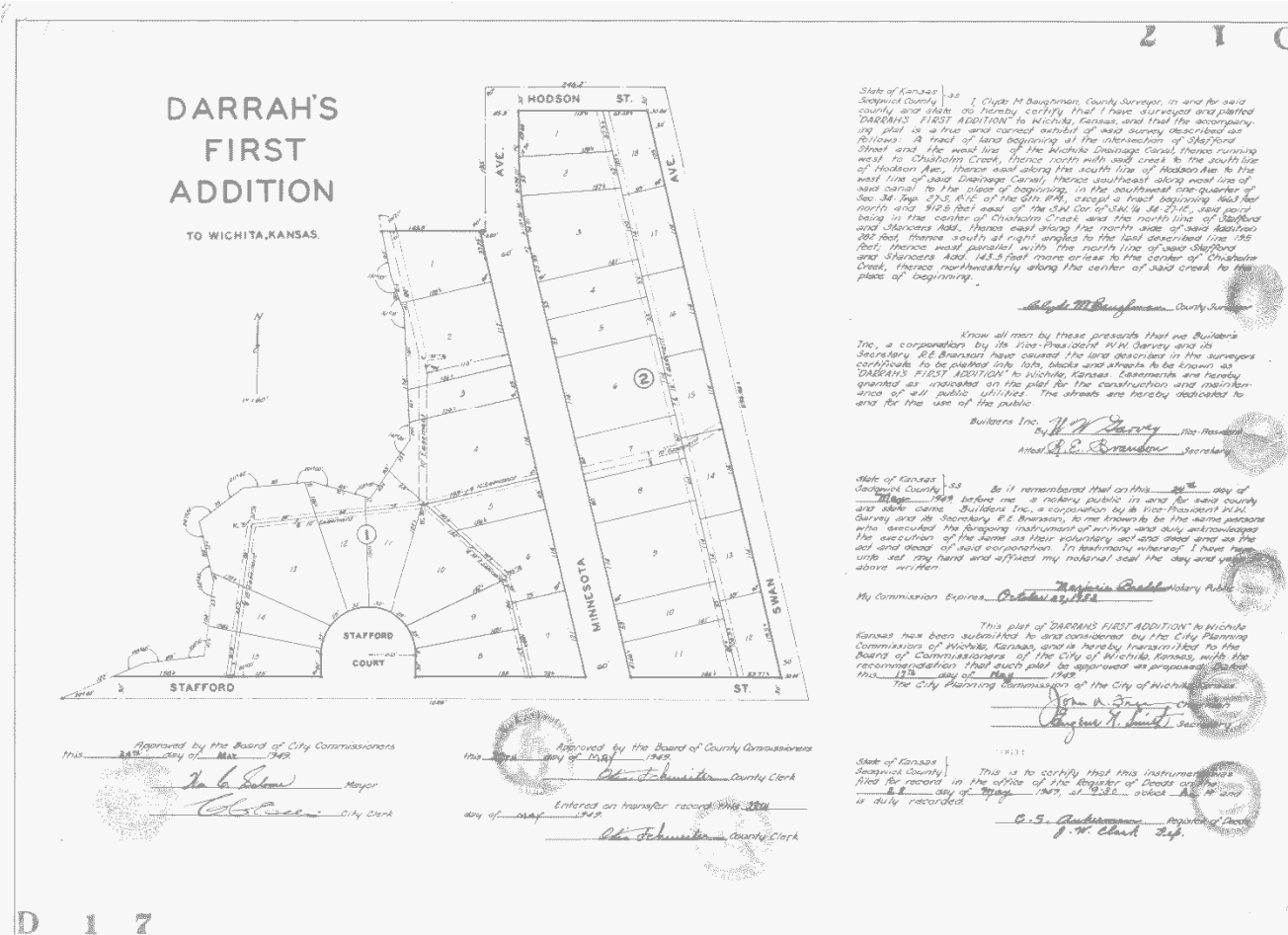


Figure 2: 1949 Plat for Darrah's Addition.

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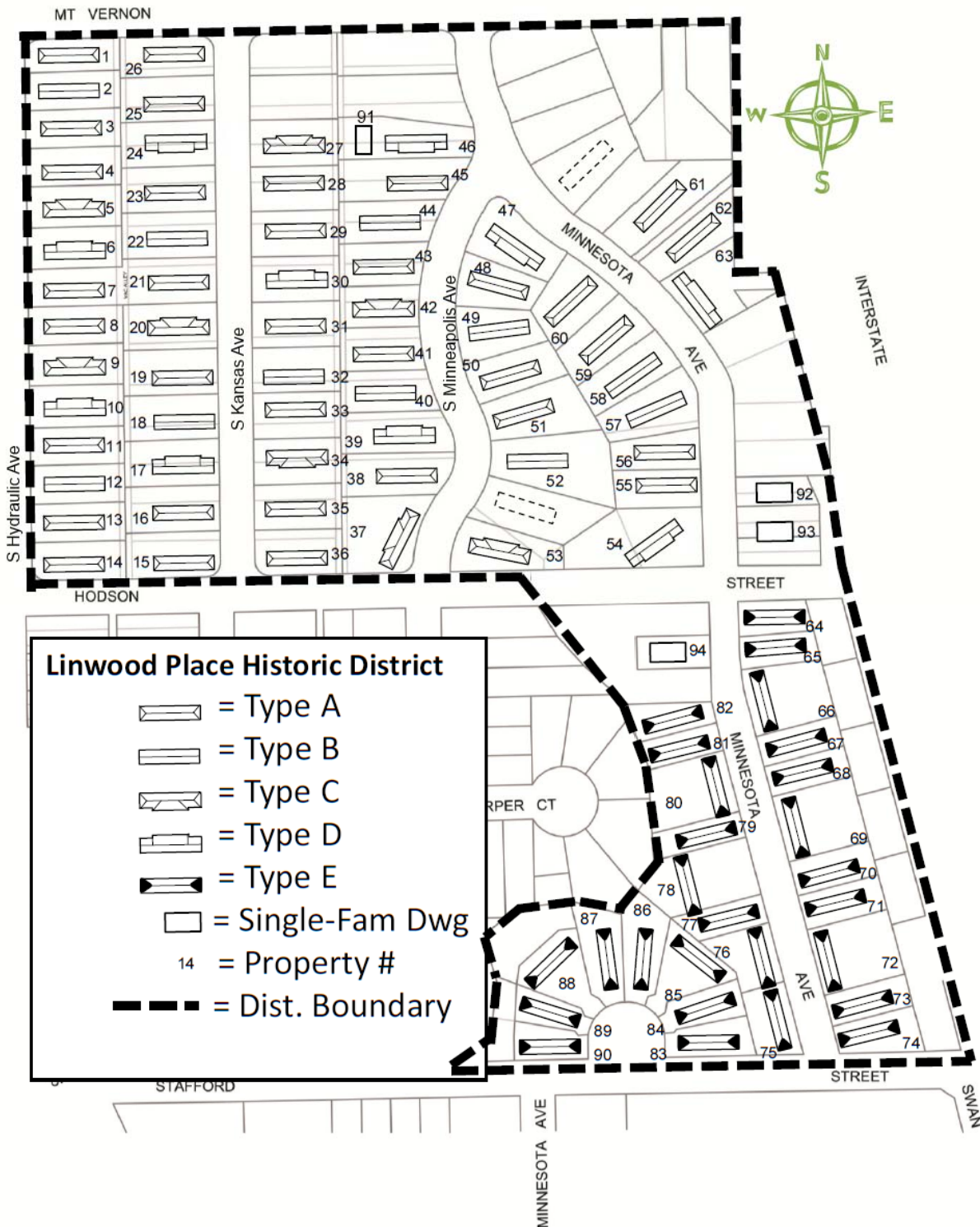


Figure 3: District Map (numbers correspond to resource inventory in Section 7)

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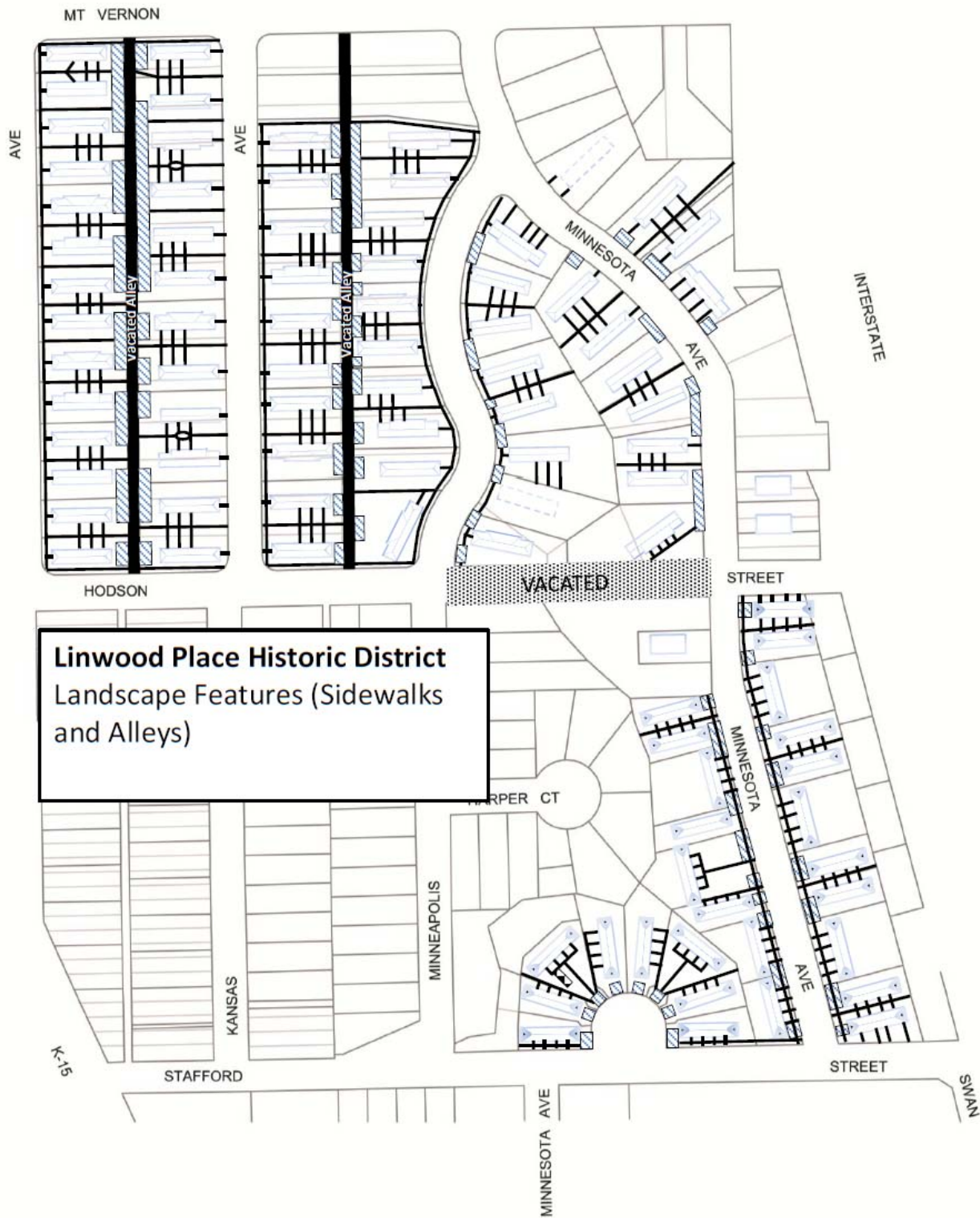


Figure 4: Landscape Features in Linwood Place Historic District

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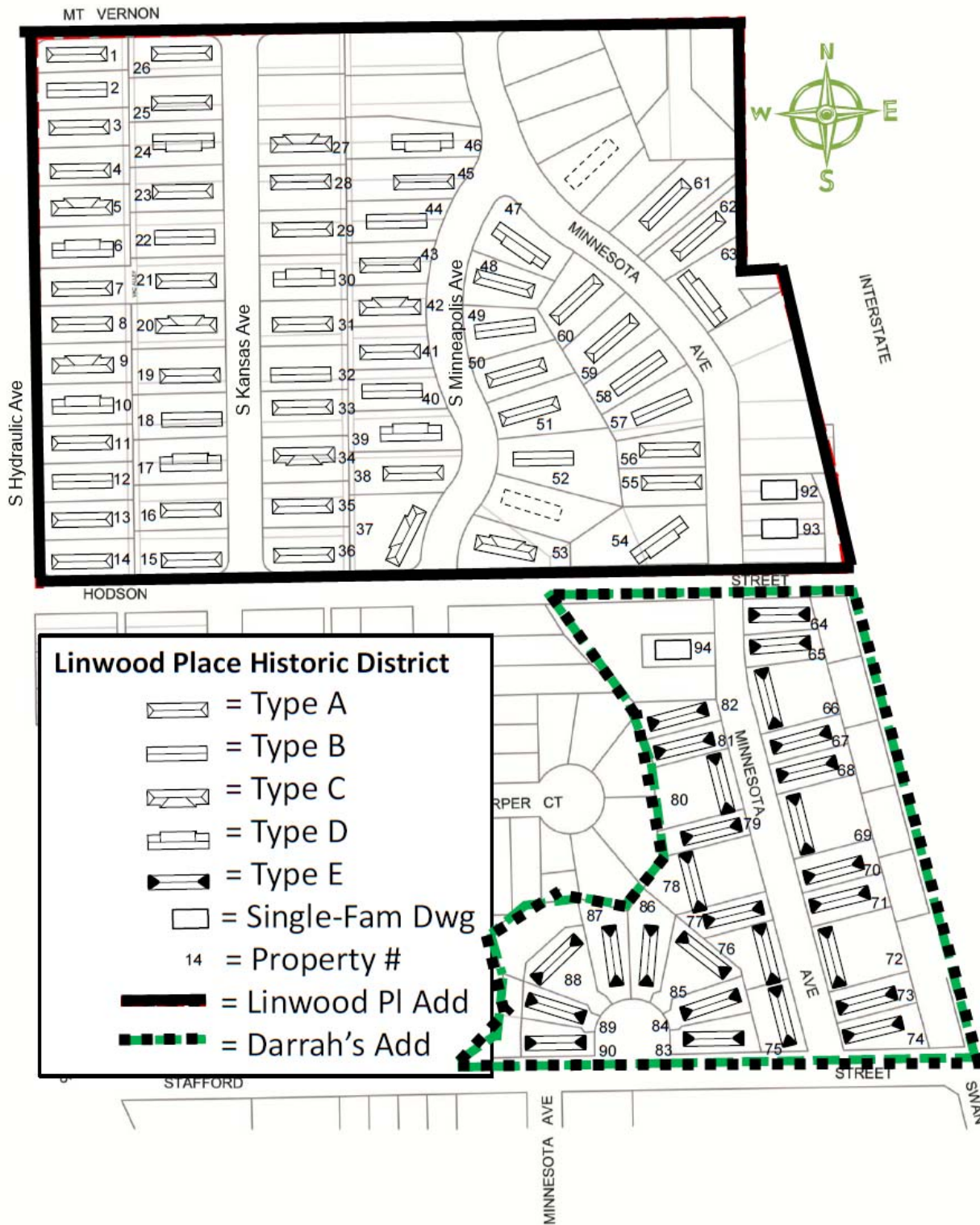


Figure 5: Linwood Place Historic District

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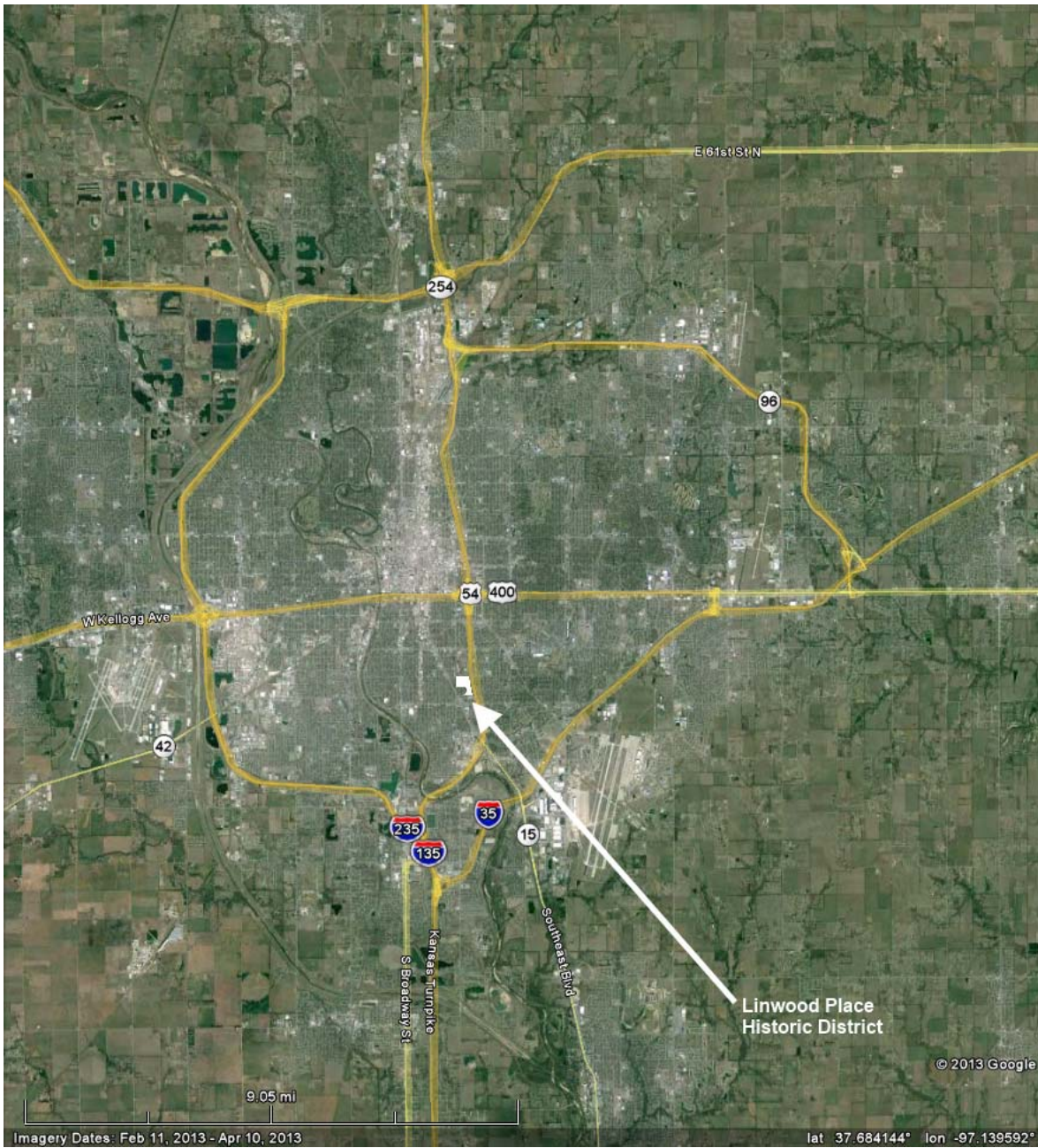


Figure 6: Contextual Map

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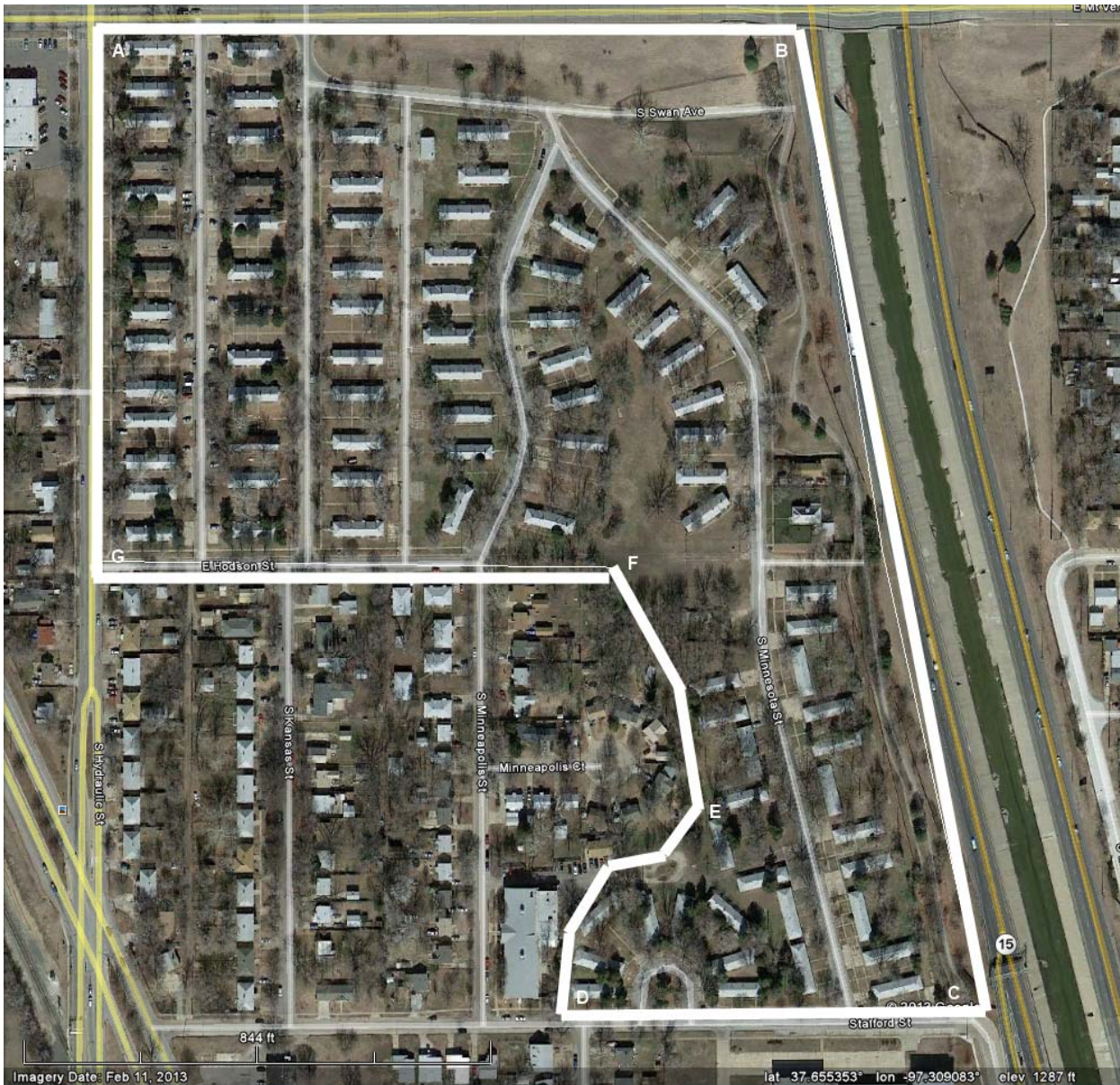


Figure 7: Close-in aerial image of district – outlined in white. Letters A through G correspond to latitude-longitude coordinates noted in section 10.