NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER
LISTED

JUN 3 0 2007

National Register of Historic Places Registration Form

1. Name of Property

historic name Fairfax Hills Historic District

other names/site number Parkwood Estates

2. Location

street & number Bounded by Esplanade Avenue, Brown Avenue and 12th Street, and including both sides of Parkwood Boulevard, Coronado Road & Hilltop Road [N/A] not for publication

city or town Kansas City [N/A] vicinity

state Kansas code KS county Wyandotte code 209 zip code 66104

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 [ ] nationally [ ] statewide [X] locally.
(See continuation sheet for additional comments [ ].)

Patrick Zollner 5/14/07

Signature of certifying official/Title Patrick Zollner/Deputy SHPO Date

Kansas State Historical Society
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
(See continuation sheet for additional comments [ ].)

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date

[ ] entered in the National Register
See continuation sheet [ ].
[ ] determined eligible for the National Register
See continuation sheet [ ].
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain
See continuation sheet [ ].

5. Classification

Ownership of Property

[X] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property

[ ] building(s)
[X] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property

Contributing	Noncontributing	
47	1	buildings
1		sites
		structures
		objects
48	1	Total

Name of related multiple property listing.

HISTORIC RESIDENTIAL SUBURBS IN THE UNITED STATES, 1830-1960

Number of contributing resources previously listed in the National Register.

N/A

6. Function or Use

Historic Function

DOMESTIC: Multiple Dwelling

Current Functions

DOMESTIC: Multiple Dwelling

7. Description

Architectural Classification

LATE 19TH AND 20TH CENTURY REVIVALS:
Colonial Revival
MODERN MOVEMENT: Ranch House
MODERN MOVEMENT: Neo-Colonial

Materials

Foundation: Concrete
Walls: Brick
Concrete Block
Roof: Asphalt
Other: Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

[X] **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.

[X] **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.

Criteria Considerations

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 of age or achieved significance within the past 50 years.

Areas of Significance

Government
Industry
Community Planning & Development
Landscape Architecture
Architecture

Periods of Significance

1944 -1945

Significant Dates

1944 -1945

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Metz, George (architect)
Hare & Hare (landscape architect)
Cassell, W.L. (mechanical engineer)

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography
(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

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

#_____

Primary location of additional data:

[ ] State Historic Preservation Office

[X] Other State Agency

[ ] Federal Agency

[ ] Local Government

[X] University

[X] Other:

Name of repositories: Kansas City, Kansas Public Library; Miller Nichols Library, University of Missouri, Kansas City; Missouri Valley Room, Kansas City, Missouri Public Library; Kansas State Historical Society Archives

10. Geographical Data

Acreage of Property 33 acres

UTM References

A. Zone **15** Easting **358202** Northing **4334171**

B. Zone **15** Easting **358502** Northing **4334161**

C. Zone **15** Easting **358522** Northing **4333744**

D. Zone **15** Easting **358248** Northing **4333698**

[ ] See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Elizabeth Rosin, Principal

organization Rosin Preservation, LLC date 16 February 2007

street & number 215 West 18th Street , Suite 150 telephone 816-472-4950

city or town Kansas City state MO zip code 64108

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

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

name Fairfax Housing Partners, L.P.

street & number 7301 Mission Road telephone 913-362-9816

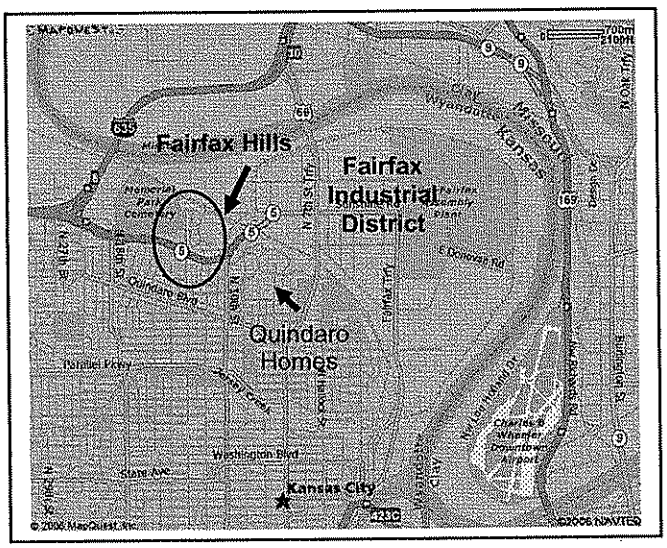
city or town Prairie Village state KS zip code 66208

SUMMARY

The Fairfax Hills Historic District is a 33-acre landscaped site adjacent to the Fairfax industrial district in Kansas City, Wyandotte County, Kansas. Located at the edge of the Missouri River bluffs, the topography of the District slopes down from east to west, giving the development a tiered appearance. The series of roads that organizes the property (Parkwood Boulevard, Coronado Road and Hilltop Road) responds to the topography with curving alignments. The buildings relate to the road system in a variety of ways. Most sit close to the road with their long, primary façade facing the road. Some are oriented perpendicular to the road, facing it with their short, side elevations. Along Hilltop Road and Coronado Road groups of three buildings create courtyards facing the road. The forty-eight one- and two-story brick apartment buildings that comprise the District represent four variations of stripped-down Late Nineteenth and Twentieth Century Revival and Modern Movement designs applied to multi-family residential forms. Common building materials and design features unify the variants. All of the buildings have concrete foundations; low horizontal massing; red brick exterior walls; asphalt shingled roofs; and concrete structural systems. Symmetrical facades, simple brick trim at the window openings, and stylized wood doorframes with shallow stoops enhance the traditional character that defines the District's appearance. Forty-seven of the forty-eight buildings contribute to the District, as does the road network and landscape design, which contributes as a single site. The sole non-contributing resource (Building #34) previously suffered severe fire damage and has deteriorated from exposure and lack of repairs. Current plans propose to demolish this building. The forty-seven contributing buildings experienced a series of renovations during the late twentieth century. Typical alterations included replacement of original wood windows with new aluminum or vinyl windows; installation of vinyl soffits; replacement of kitchen cabinetry; and upgrade of interior wall and floor finishes. Vinyl siding was also added to the second story of the twelve Type B buildings. When viewed as a District, none of the changes to individual buildings impacts the feeling of the District as a whole. The Farifax Hills Historic District otherwise retains a high degree of integrity and clearly conveys its associations with housing developed for defense workers during World War II.

ELABORATION

SETTING



The Fairfax Hills Historic District lies just west of the Fairfax industrial district, which occupies the Missouri River bottom lands north of downtown Kansas City, Kansas; northwest of downtown Kansas City, Missouri; and west of downtown North Kansas City, Missouri. Esplanade Avenue, which bounds the District on the north, and the tracks of the Missouri Pacific Railroad separate the District from the adjacent industrial area. Immediately north of the railroad tracks, the main power station of the Bureau of Public Utilities provides a very visible link to the industrial plants that continue to define the Fairfax industrial district. South of the District are residential neighborhoods dominated by single-family dwellings constructed in the first half of the twentieth century. The

elevated roadway of Kansas Highway 5 runs approximately one block south of the District and creates a sharp separation between the Fairfax Hills development and the adjacent neighborhood. West of the District are Memorial Park Cemetery and a large, undeveloped, wooded tract. The land east of the District is also wooded and undeveloped. East of this parcel and southeast of Kansas Highway 5 are the Quindaro Homes, another multi-family housing development built for defense industry workers in 1942. The dense tree growth of the two flanking undeveloped parcels creates a sense of isolation that reinforces the cohesive character of the District.

Landscape design was an important part of the Fairfax Hills development plan. Within the development, landscape architects Hare & Hare created a curvilinear road system that responded to the hilly topography of the site. The curves of the road define the form of the District and the layout of buildings. The road system enters the District at three points. Parkwood Boulevard forms a spine on the east side of the District, and Coronado Road forms a parallel spine of the west side of the District. Parkwood Boulevard intersects Esplanade Road at the north end of the District and Brown Avenue at the south end of the District. On the west side of the District, Westgate Street extends west from Coronado Road, terminating at the intersection with Twelfth Street. The original site plan shows Hilltop Road, the alignment that connects Parkwood Boulevard and Coronado Road at the north end of the District, also intersecting Twelfth Street, but this road alignment has been eliminated. At the northwest and southeast corners of the District, the intersections of Hilltop Road and Coronado Road and of Coronado Road and Parkwood Boulevard create triangular islands. The asphalt road beds are deeply pocked. Many locations retain low concrete curbs on either side of the roadbed.

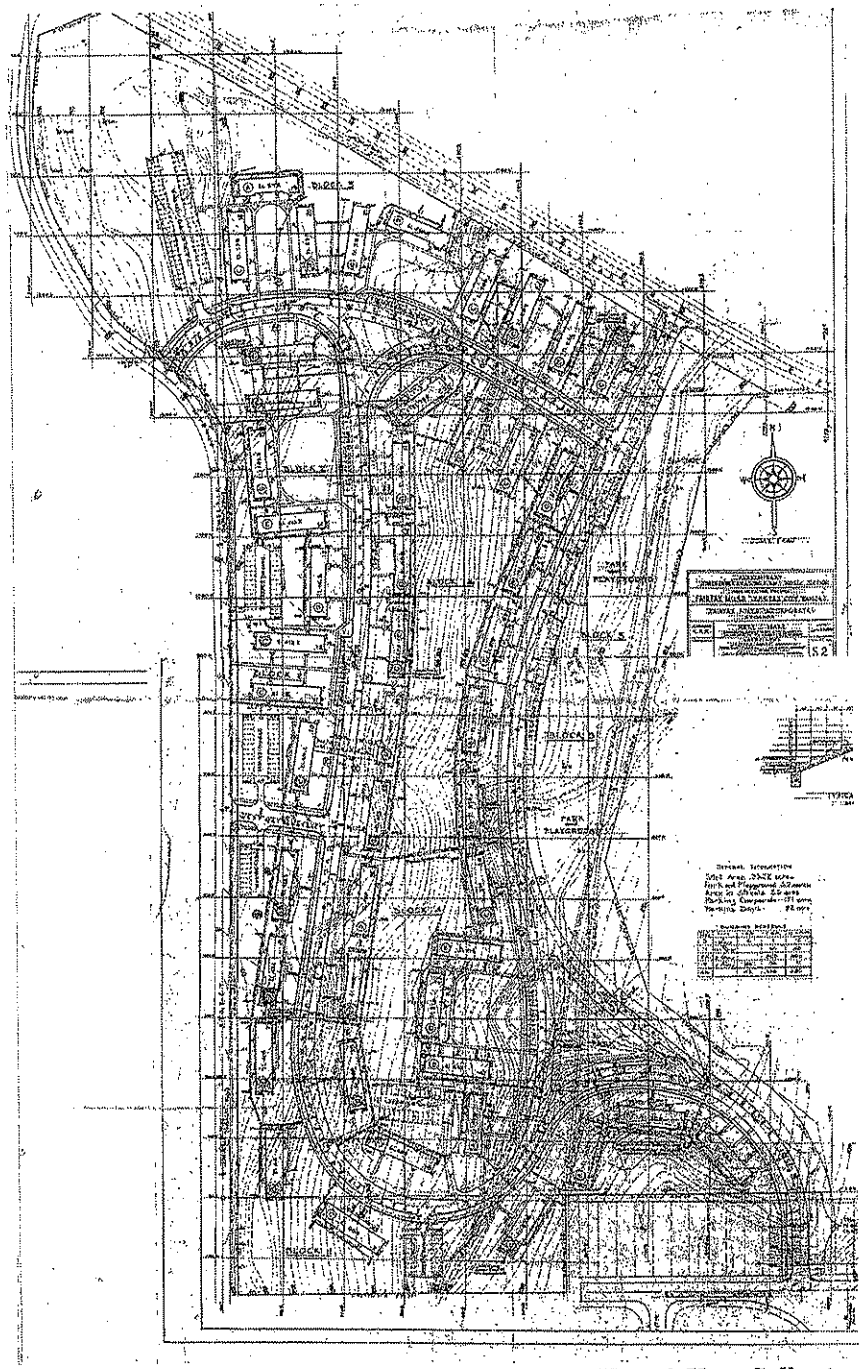
A series of asphalt-paved areas accommodates automobile parking. Small clusters of on-street parking form the fourth side of courtyards, while larger banks of on-street parking line the east side of Parkwood Boulevard. Behind some apartment buildings are additional, small off-street parking lots.

Narrow concrete sidewalks line the streets. Concrete walks also lead from the sidewalks to the front and back doors at each building's multiple entrances. A concrete "Pedestrian Way" bisects the main kidney-shaped block between Coronado Road and Parkwood Boulevard, providing a shortcut between the east and west sides of the development.

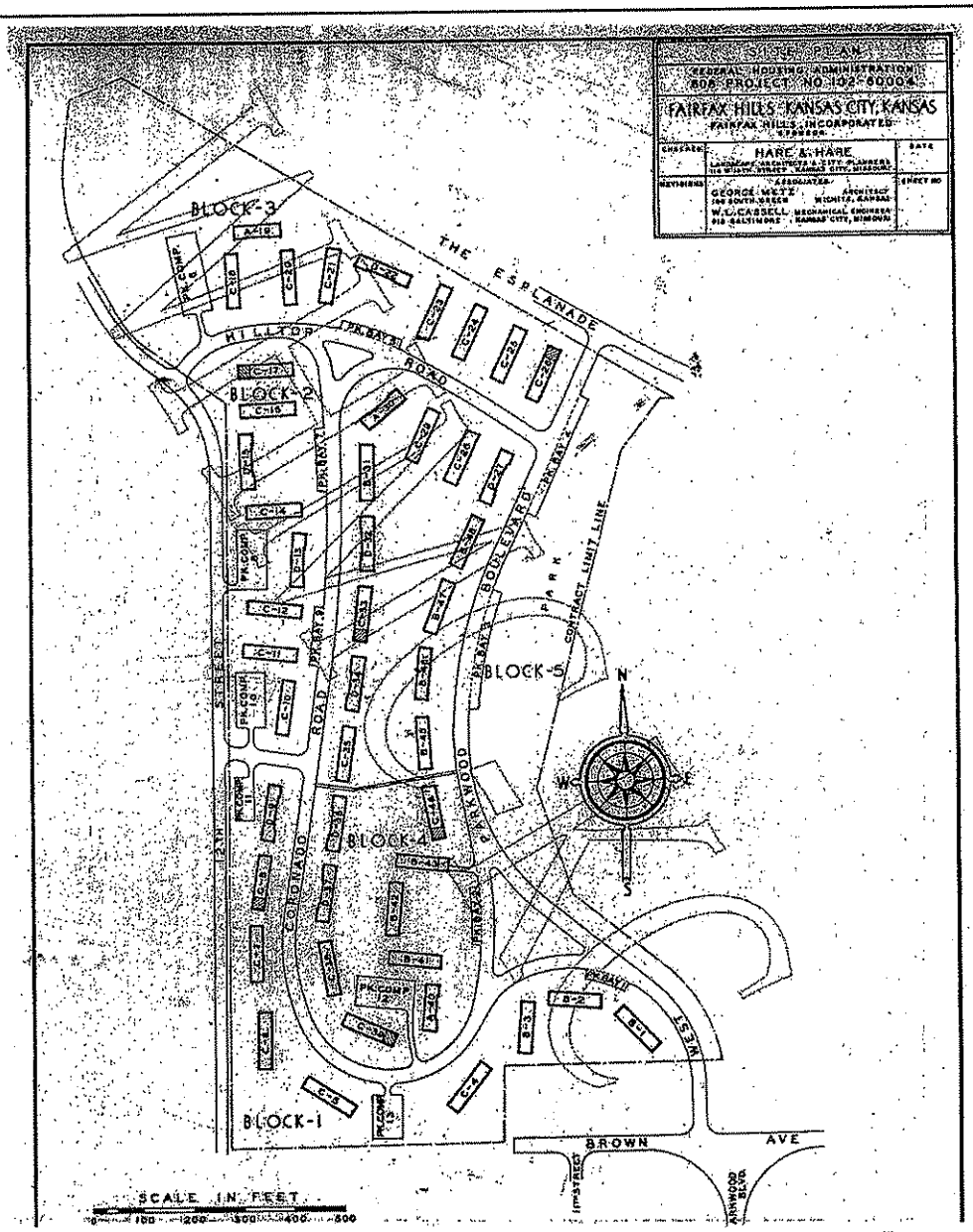
Grass easement strips dotted with large, mature deciduous trees separate the sidewalks from the roads. Grassy yards surround the buildings and the east side of West Parkwood Boulevard is an open, grassy park and play area, bordered on the east by a dense patch of trees and leafy undergrowth.

BUILDINGS

The forty-eight multi-family apartment buildings that comprise the Fairfax Hills Historic District reflect four design variations, referred to on original architectural plans and in this document as Type A, Type B, Type C, and Type D. All combine elements of traditional architecture with aspects of stripped down Modern Movement design, typical of buildings erected in FHA-insured development during the mid to late-1940s. The buildings share common materials, proportions, rhythms of openings, and general styling, yet each building type varies by number of stories, roof shape, window and door configurations, and articulation of entries. This treatment gave the development a cohesive, yet not monolithic, appearance and offered the developers construction economies.



Preliminary Grading Plan for Fairfax Hills. *Source: Hare & Hare Collection, Western Historical Manuscript Collection, University of Missouri – Kansas City.*



Site plan indicating building types and numbers. *Source: Hare & Hare Collection, Western Historical Manuscript Collection, University of Missouri – Kansas City.*

The buildings' interior plans are even more standardized. Each building type utilizes two basic unit configurations– a one-bedroom unit with separate dining room and kitchen and a two-bedroom unit with a combined dining room/kitchen. Other shared features and finishes include plaster walls and ceilings; concrete floors, presently covered with carpet or vinyl tile in occupied units; slab wood doors at apartment entrances and paneled wood doors inside the apartments; simple wood baseboard trim and window and door casings.

BUILDING TYPE A

Building # 19 1200-1206 Hilltop Road (Contributing)
Building # 30 3279-3285 Coronado Road (Contributing)
Building # 40 3100-3106 Parkwood Blvd (Contributing)

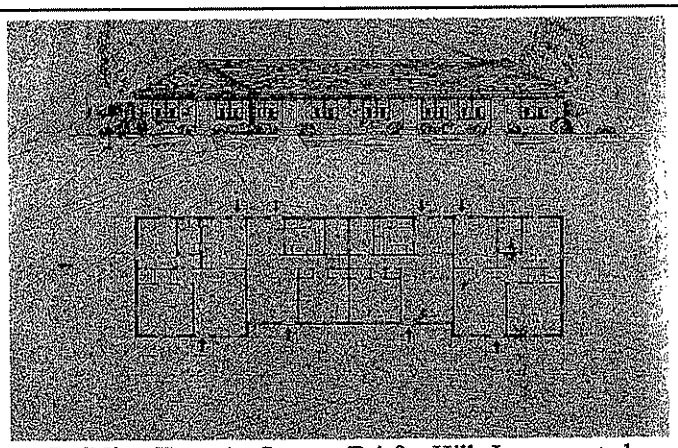
Building Type A is the smallest of the four variations constructed at Fairfax Hills. It contains four apartment units in a one-story block with a shallow U-shape plan. The cross-hip roof responds to the short blocks projecting at either end of the primary façade.

The windows on the front elevation are paired, while those on the rear and side elevations are single. All of the window openings have rowlock brick sills. While the original size and arrangement of window openings remains intact, late-twentieth century renovations installed one-over-one double-hung aluminum windows in place of the original two-over-two wood double-hung windows configured with horizontal muntins.

Most Type A buildings retain their original multi-light wood front and back doors, although the exterior doors on some buildings have been replaced. Both front and back entries have very small concrete stoops with brick-veneered side walls.

Access to the basement is via an external staircase tucked against one corner of the rear elevation. Brick veneer faces the concrete foundation wall below grade and a low brick wall surrounds the open stairwell.

The low horizontal form of Building Type A is the most Modern variant in the Fairfax Hills Historic District and clearly reflects the influence of Modern Movement architecture on FHA-financed residential design. While it melds with the traditional architectural character of the District as a whole, the design of the Type A buildings shares many characteristics with the Ranch House, which dominated residential architecture after World War II. The most notable of these traits are its low horizontal form, one-story massing, and hip roof with wide eaves.



Building Type A. Source: Fairfax Hills Incorporated *Fairfax Hills Garden Apartments*, [1945].

The interior of Building Type A has a symmetrical plan with two distinct apartment configurations mirrored in each half of the building. In addition to living rooms and one full bathroom, the units at the ends of the building each have two bedrooms and a combined kitchen/dining area, while the units at the center of the building

have only one bedroom and separate dining rooms and kitchens. Each unit has private entrances on both the front and back elevations. The basement housed mechanical equipment and storage lockers for each apartment. Typical finishes include painted plaster walls and ceilings. Carpet and vinyl tile cover the concrete floors in the occupied units.

Building 40 houses the Property Management Office and storage in the south half of the building and the Community Room in the north end of the building. The appearance of these spaces suggests that the original design of this building featured three apartments in addition to the Property Management Office, which city directories indicate has always been housed in this location. Many of the original partition walls have been removed from the Office and Community Room to create more-open spaces, and interior doors have been added to connect all three areas. Otherwise, the interior finishes in these spaces are similar to those in the occupied apartments.

BUILDING TYPE B

Building # 1	**3116-3126 Parkwood Blvd**	**(Contributing)**
Building # 2	**3128-3138 Parkwood Blvd**	**(Contributing)**
Buidling # 3	**3101-3111 Coronado Rd**	**(Contributing)**
Buildng # 31	**3267-3277 Coronado Rd**	**(Contributing)**
Building # 41	**3140-3150 Parkwood Blvd**	**(Contributing)**
Building # 42	**3152-3162 Parkwood Blvd**	**(Contributing)**
Building # 43	**3164-3174 Parkwood Blvd**	**(Contributing)**
Building # 44	**3200-3216 Parkwood Blvd**	**(Contributing)**
Building # 45	**3218-3228 Parkwood Blvd**	**(Contributing)**
Building # 46	**3230-3240 Parkwood Blvd**	**(Contributing)**
Building # 47	**3242-3252 Parkwood Blvd**	**(Contributing)**
Building # 48	**3254-3264 Parkwood Blvd**	**(Contributing)**

With six apartments in each building, Building Type B is the second largest of the four building variations constructed at Fairfax Hills. The rectangular footprint features a central two-story block flanked on either end by one-story blocks. Both the two-story block and the one-story blocks have side gable roofs. While brick veneer clads the building's first story, the architects left the concrete block structure exposed on the second story. Notes on the historic architectural plans instruct the builder to create "weathered" horizontal joints to simulate the appearance of more-traditional wood lap siding.[1] In the late twentieth century, vinyl siding was installed over the concrete block. The vinyl siding has been removed from the south end wall of Building #31, revealing that the concrete block remains intact. The National Park Service has determined that the Type B buildings are contributing resources to the District "based on each building's scale, massing, materials, arrangement of elements, and the contribution of these buildings to the site plan,"[2] and they are counted as such in this nomination.

1 A rationed material during World War II, only a limited amount of wood was available for use in housing construction in the mid-1940s. The suggested joint treatment was an effort on the part of the architect to affect a more-traditional appearance from a material not traditionally associated with residential construction.

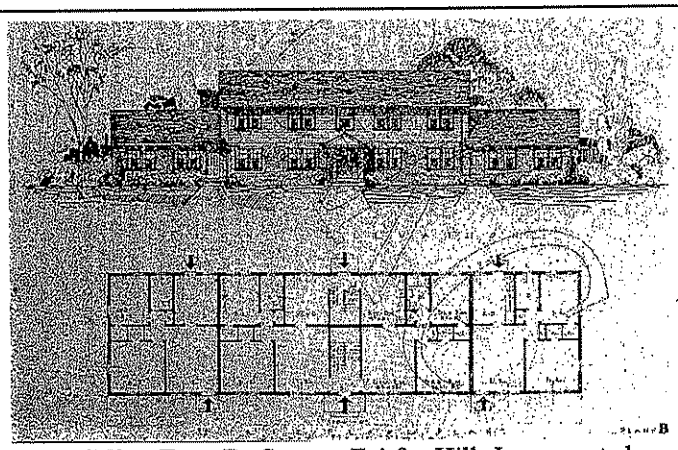
2 Angela Shearer, National Park Service, Department of the Interior, Washington, D.C., to Garrison Hassenflu, Old Fairfax Housing Partners, L.P., Prairie Village, Kansas, 5 December 2006.

The windows on the front elevation are paired, with the exception of a single window above the central entrance that illuminates the stairwell in the central block. Windows on the rear and side elevations are mostly single. All of the window openings have rowlock brick sills. While the original size and arrangement of window openings remains intact, late-twentieth century renovations replaced the original six-over-six double-hung windows with one-over-one double-hung aluminum or vinyl windows.

The front and rear elevations of Building Type B each have three entrances. At the center of each elevation is a single entrance that provides access to the four apartments in the two-story block. The single units in the one-story blocks have private front and back entrances. The majority of Type B buildings retain their original wood front and back exterior doors. The center doors on the front elevations and all of the doors on the rear elevations have multi-light glazing above a series of panels. The paneled front doors in the one-story blocks have no glazing. The back entries and the front entries in the one story blocks have small concrete stoops with brick-veneered sidewalls. The stoop at the central entrance on the front elevation is slightly larger than those of the flanking entrances. A gabled roof shelters this stoop with its front corners supported on wood lattice posts. On the rear elevation, a shallow shed roof supported on small brackets shelters the central stoop.

Building # 43 is one of two buildings at Fairfax Hills that has an overhead vehicular door in one end wall that accesses the basement. The opening does not appear on available historic plans and the original site plan does not show a driveway or vehicular path in this location. This suggests that the vehicular opening is a non-historic alteration to the building.

The form of Building Type B illustrates the "Side-Gabled Roof" subtype of Colonial Revival residential architecture. This common variant of the Colonial Revival style often featured one-story wings flanking one or both sides of a main two-story block.[3] Substantially stripped of architectural ornament, the unusually flat façade of Fairfax Hills Building Type B also shares attributes with houses constructed in the post-World War II Neoeclectic/Neocolonial architectural style[4] and reflects the influence of Modern Movement architecture on FHA-financed residential design.



Building Type B. Source: Fairfax Hills Incorporated *Fairfax Hills Garden Apartments*, [1945].

The interior of Building Type B has a symmetrical configuration. Front and rear stair halls divide the buildings into mirrored halves. Apartment units identical in plan and dimensions occupy the outer blocks and the upper and lower floors of the central block. Each apartment has two bedrooms, one full bathroom, a living room and a combined kitchen/dining area. Each unit in the one-story blocks has private entrances on the front and back elevations. The units in the two-story blocks each have entrances to the front and rear stair halls. Basements below the central blocks house mechanical equipment, storage

3 Virginia & Lee McAlester, *A Field Guide to American Houses,* (New York: Alfred A. Knopf, Inc., 1984), 321-322.
4 Ibid, 487, 489.

lockers and laundry facilities. The first story units of the central block have exposed painted concrete ceiling beams. Other typical finishes include painted plaster walls and ceilings. Carpet and vinyl tile cover the concrete floors in the occupied units. The stair rails are solid, painted plaster knee walls with wide wood caps.

BUILDING TYPE C

Building #4	**3117-3127 Coronado Road**	**(Contributing)**
Building #5	**3118-3132 Coronado Road**	**(Contributing)**
Building #6	**3134-3148 Coronado Road**	**(Contributing)**
Building #7	**3150-3164 Coronado Road**	**(Contributing)**
Building #8	**3166-3182 Coronado Road**	**(Contributing)**
Building #10	**3200-3214 Coronado Road**	**(Contributing)**
Building #11	**3216-3230 Coronado Road**	**(Contributing)**
Building #12	**3232-3246 Coronado Road**	**(Contributing)**
Building #14	**3264-3278 Coronado Road**	**(Contributing)**
Building #16	**3300-3314 Coronado Road**	**(Contributing)**
Building #17	**1183-1199 Coronado Road**	**(Contributing)**
Building #18	**1208-1222 Hilltop Road**	**(Contributing)**
Building #20	**1180-1194 Hilltop Road**	**(Contributing)**
Building #21	**1170-1178 Hilltop Road**	**(Contributing)**
Building #23	**1132-1146 Hilltop Road**	**(Contributing)**
Building #24	**1118-1130 Hilltop Road**	**(Contributing)**
Building #25	**1100-1114 Hilltop Road**	**(Contributing)**
Building #26	**3300-3316 Parkwood Blvd.**	**(Contributing)**
Building #28	**1101-1115 Hilltop Road**	**(Contributing)**
Building #29	**1117-1131 Hilltop Road**	**(Contributing)**
Building #33	**3233-3249 Coronado Road**	**(Contributing)**
Building #35	**3210-3215 Coronado Road**	**(Contributing)**
Building #38	**3147-31611 Coronado Road**	**(Contributing)**
Building #39	**3129-3145 Coronado Road**	**(Contributing)**
Building #44	**3200-3216 Coronado Road**	**(Contributing)**

With eight apartments in each building, Building Type C is one of the largest building types constructed at Fairfax Hills and it is the most common variant. The simplest in form, Building Type C is a two-story brick block with a rectangular plan and a hip roof.

The windows on the front elevation and two bays of windows on the rear elevation are paired. The remaining window openings on the rear elevation and those on the side elevation are single. All of the window openings have rowlock brick sills. While the original size and arrangement of window openings remains intact, late-twentieth century renovations replaced the original two-over-two double-hung windows with horizontal muntins with one-over-one double-hung aluminum or vinyl windows. Oculus windows pierce the second story walls above the front doors. These openings retain the original operable, multi-light wood sashes. Like the rectangular openings, a rowlock brick course surrounds the oculus windows.

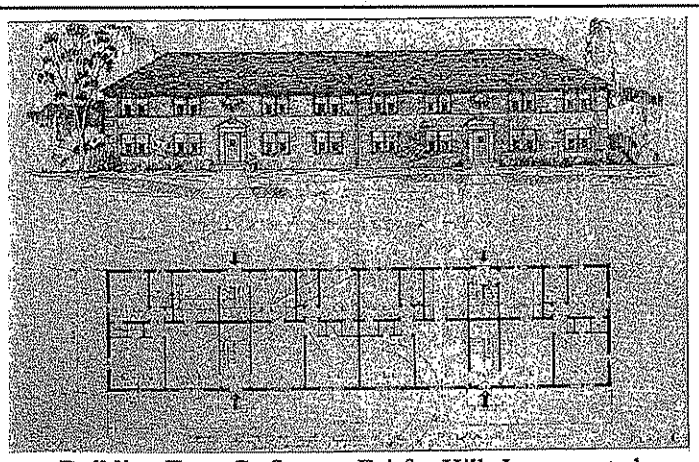
The front and rear elevations each have two entrances, each centered in one half of the façade. The entrances provide access to a central stair hall (front or back) and four apartment units, two on the first floor and two on the second floor. The majority of Type C buildings retain their original multi-light paneled and glazed wood front doors at the front and back entrances.

Type C buildings exhibit three variations of Colonial Revival treatment at the front entrances. Some entrances feature fluted pilasters supporting either an arched or a broken pediment. The arched pediments feature swag designs applied to the arched panel, while a small urn rises at the center of the broken pediments. The third entrance treatment features a multi-light fanlight and sidelights. An additional element of brickwork corresponds to the entrance treatment. Buildings with the arched or broken pediments have brick quoins at all four corners, while buildings with fanlights have a soldier brick stringcourse between the basement and first story and a projecting sailor brick stringcourse aligned with the second story window sills.

The buildings with fanlights have raised concrete stoops. A short flight of steps parallel to the building wall connects the stoop to the ground. Both the stoops and the stairs have brick-veneered sidewalls and black metal railings. Shallow shed roofs supported on small brackets shelter the rear stoops on all Type C buildings.

Building # 5 is one of two buildings at Fairfax Hills that has an overhead vehicular door in one end wall that accesses the basement. Historic plans show neither the opening nor a driveway or vehicular path in this location. This suggests that the vehicular opening reflects a non-historic alteration to the building.

The tall, blocky form and symmetrical façades of the Type C buildings illustrate the "Hipped Roof without Full-Width Porch" subtype of Colonial Revival residential architecture. Especially popular early in the twentieth century, this variant of Colonial Revival design became increasingly correct in its interpretation of Colonial period Georgian and Adam precedents after 1910.[5] At Fairfax Hills, the high style treatment of the main entrances, the brick quoining, and the oculus windows recall these architectural roots. The simplified, flat facades reflect the evolution of the Colonial Revival style during the mid-1940s and the influence of Modern Movement architecture on FHA-financed residential design.



Building Type C. Source: Fairfax Hills Incorporated *Fairfax Hills Garden Apartments*, [1945].

On the interior, Building Type C has a symmetrical plan. Front and rear stair halls organize each half of the building. Within each half, apartment units nearly identical in plan and dimensions flank the stair hall on each floor. Each apartment has a living room, a kitchen/dining room, two bedrooms and one bathroom. Four units, two on the bottom floor and two on the top floor, share front and back stairs, halls and entrances on the front and rear elevations. The back stairs also access the basement, which houses two rooms of storage lockers flanking a central

5 Ibid, 321-322.

laundry room. The first story units have exposed concrete ceiling beams. Typical finishes include painted plaster walls and ceilings. Carpet and vinyl tile cover the concrete floors. The stair rails are solid, painted plaster walls with wide wood caps.

Six of the Type C buildings (numbers 4, 8, 17, 26, 33, and 44) included a Janitor's Apartment in one end of the basement. These buildings have a full basement below the central half of the building, which contained laundry facilities in one long half and storage lockers in the other half. A Janitor's Storage room was at the end of the storage locker room. The Janitor's Apartment was identical in configuration to the end units above it on the first and second floors.

BUILDING TYPE D

Building # 9	**3184-3198 Coronado Road**	**(Contributing)**
Building # 13	**3248-3262 Coronado Road**	**(Contributing)**
Building #15	**3280-3294 Coronado Road**	**(Contributing**
Building #22	**1148-1162 Hilltop Road**	**(Contributing)**
Building #27	**3266-3280 Parkwood Blvd.**	**(Contributing)**
Building #32	**3251-3265 Coronado Road**	**(Contributing)**
Building #34	**3217-3231 Coronado Road**	**(Non-Contributing)**
Building #36	**3179-3193 Coronado Road**	**(Contributing)**
Building #37	**3163-3177 Coronado Road**	**(Contributing)**

Like Building Type C, Building Type D is a two-story block that contains eight apartments. The cross-gabled roof responds to shallow blocks that project slightly forward at the outer corners of the primary façade to create the U-shape plan. Each front-facing gable peak has cornice returns and an oculus window.

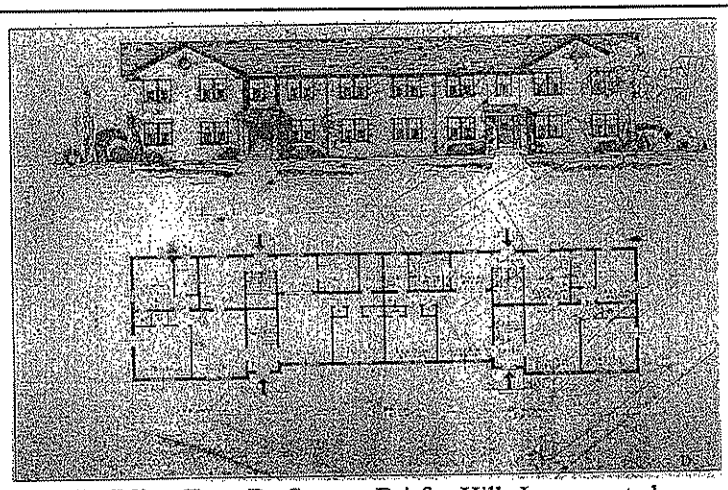
The windows on the front elevation are paired with the exception of a single window above the front entrances. The windows on the side and rear elevations are single. All of the window openings have rowlock brick sills. While the original size and arrangement of window openings remains intact, late-twentieth century renovations replaced the original six-over-six double-hung wood windows with one-over-one double-hung aluminum or vinyl windows.

Plywood panels cover all of the oculus windows, and their present condition is unknown. Like the rectangular window openings, a rowlock brick course surrounds the oculus windows. Elongated stone voussoirs emerge from the cardinal points of the brick surround.

The front and rear elevations have two entrances, each centered in one half of the façade. The entrances access a central stair hall and four apartment units, two on the first floor and two on the second floor. The majority of Type D buildings retains their original, multi-light, paneled wood doors on the front and rear elevations. Flat roof porches shelter the small concrete stoops on the front facades. Wood lattice posts support the front corners of the porch roofs. Shallow shed roofs supported on wood brackets shelter the rear concrete stoops.

The tall, blocky form and symmetrical façades of the Type D buildings echo the generic identifying features of Colonial Revival residential architecture. The architectural features of the Type D buildings, limited to cornice returns and oculus windows in the front cross gables, recall Colonial period architectural precedents, while their simplified, flat façades reflect the evolution of the architectural style during the mid-1940s and the influence of Modern Movement architecture on FHA-financed residential design.

The interior of Building Type D has a symmetrical plan. The front and rear stair halls organize each half of the building. Apartment units in two distinct configurations flank the stair halls on each floor. In addition to living rooms and one full bathroom, the units at the ends of the building each have two bedrooms and a combined kitchen/dining area, while the units at the center of the building have only one bedroom and separate dining rooms and kitchens. The four units in each half of the building, two on the bottom floor and two on the top floor, share front and back stair halls and entrances on the front and back elevations. The rear stair halls also provide access to the basement. The first story units have painted concrete ceiling beams. Typical finishes include painted plaster walls and ceilings. Carpet and vinyl tile cover the concrete floors in the occupied units. The stair rails are solid, painted plaster walls with wood caps.



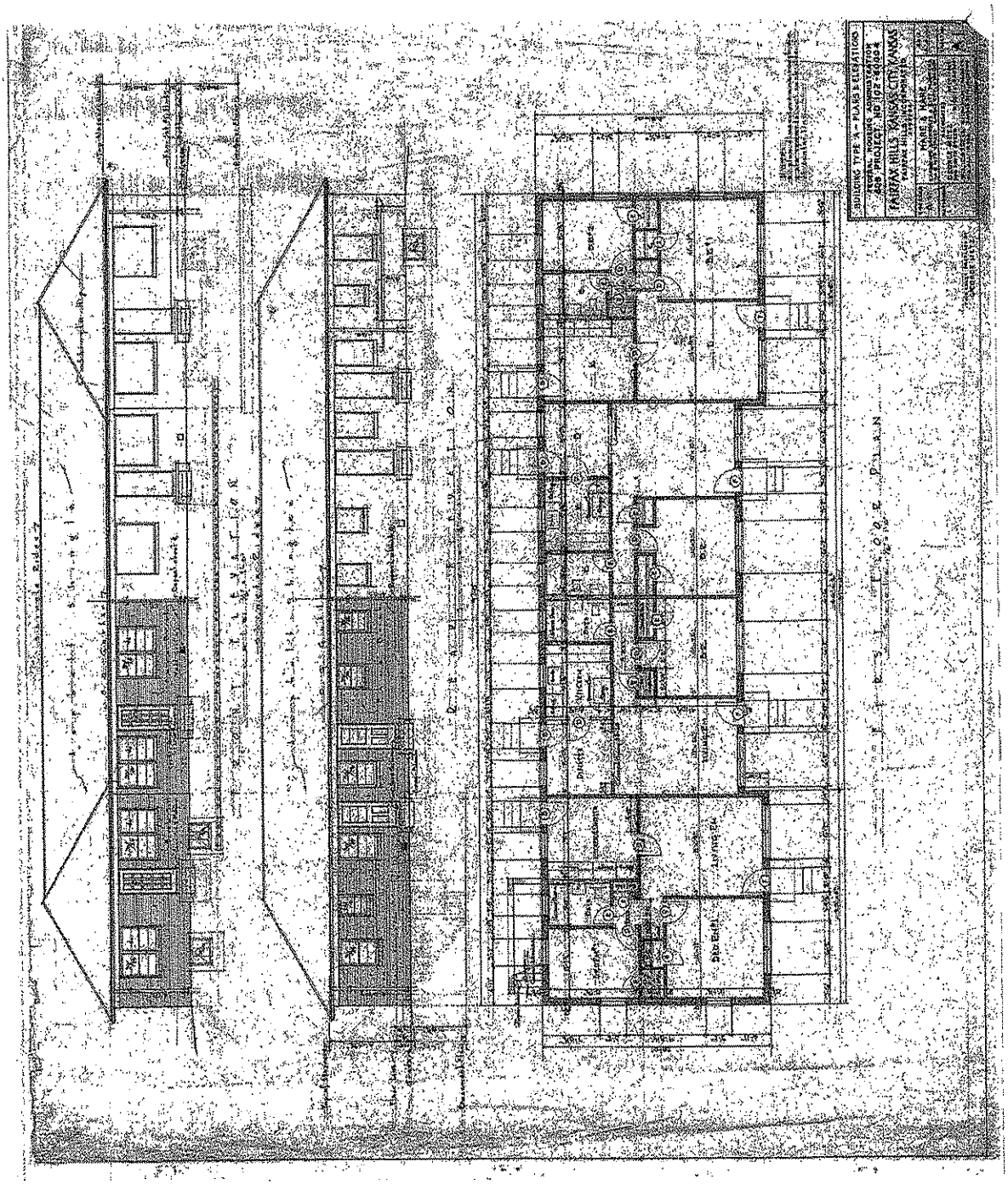
Building Type D. Source: Fairfax Hills Incorporated *Fairfax Hills Garden Apartments*, [1945].

INTEGRITY

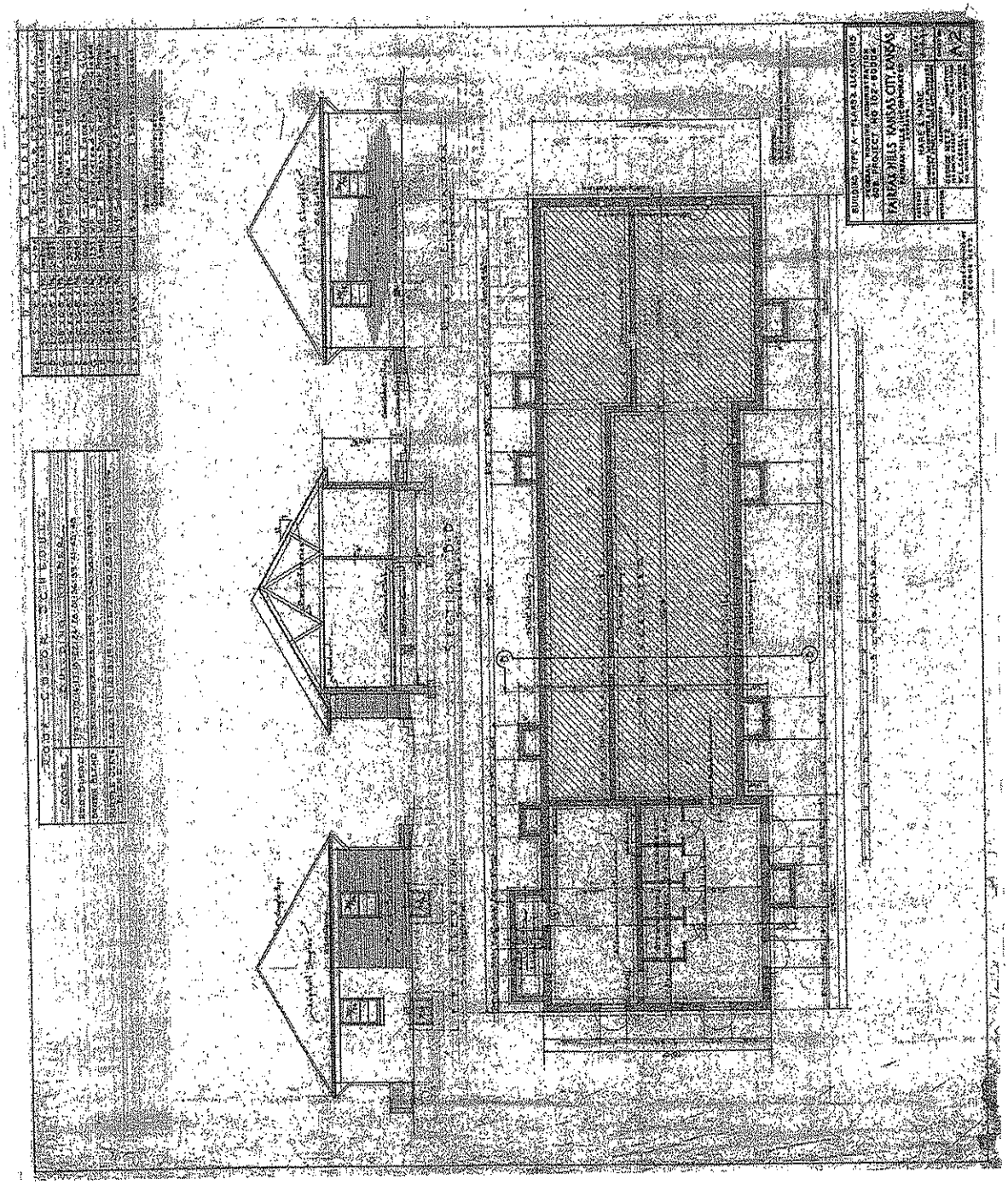
Overall, the Fairfax Hills Historic District retains a high degree of integrity. The layout of the grounds, the arrangement of the buildings, and the design of the buildings clearly convey feelings about and associations with multi-family housing developed for defense industry workers during World War II. Common changes to individual buildings have included replacement of windows, installation of vinyl soffits, and updates to kitchens and other interior finishes. While there has been some resulting loss of historic materials and workmanship, none of these alterations significantly impacts the cohesiveness of the District as a whole. The most significant change has been the addition of vinyl siding to the second story of Type B buildings. While this partially compromises the design of these buildings, they continue to inform about the scale, massing, materials and arrangement of elements within the District as a whole and are considered contributing elements.

ORIGINAL ARCHITECTURAL PLANS

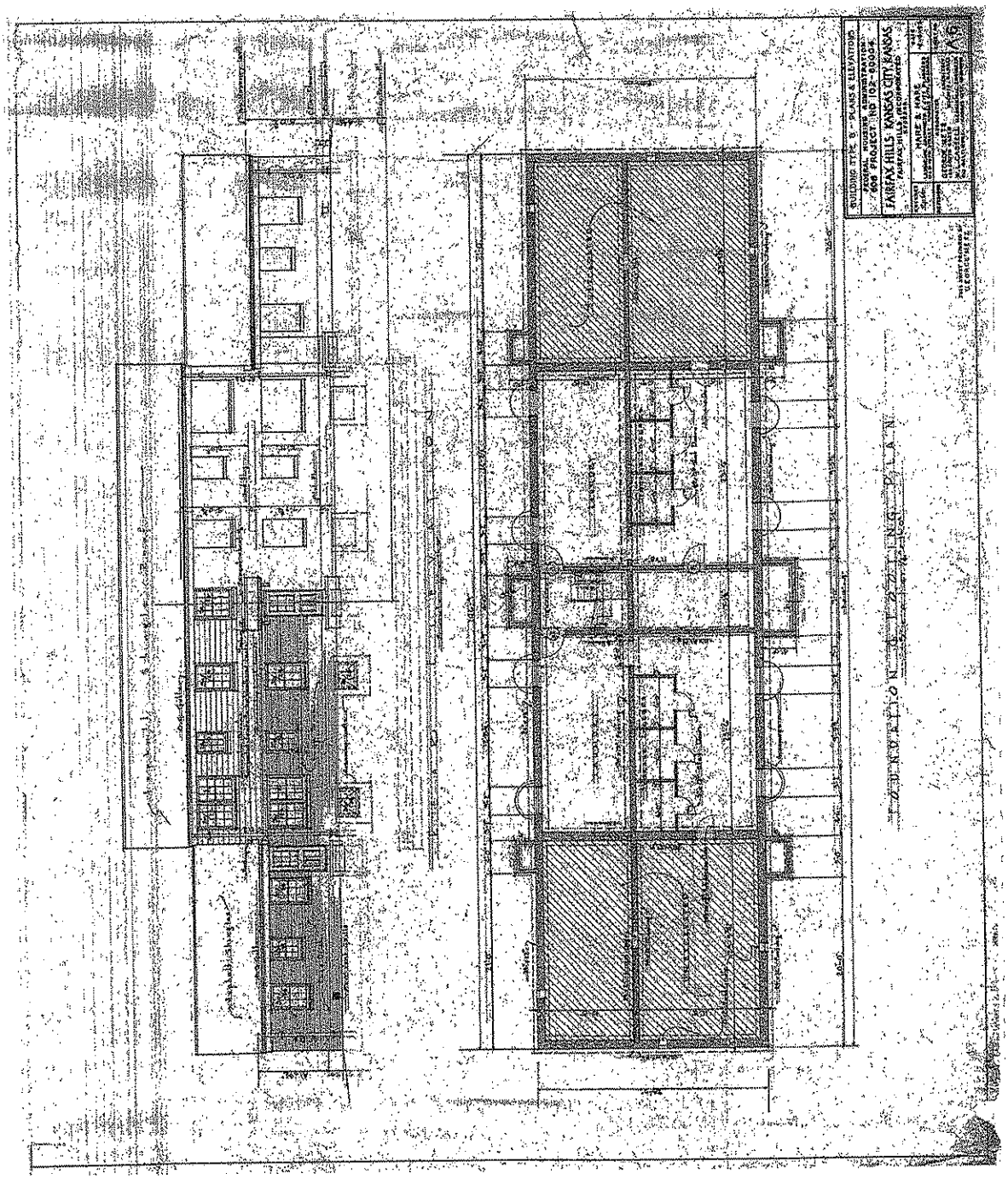
BUILDING A (1 OF 2)



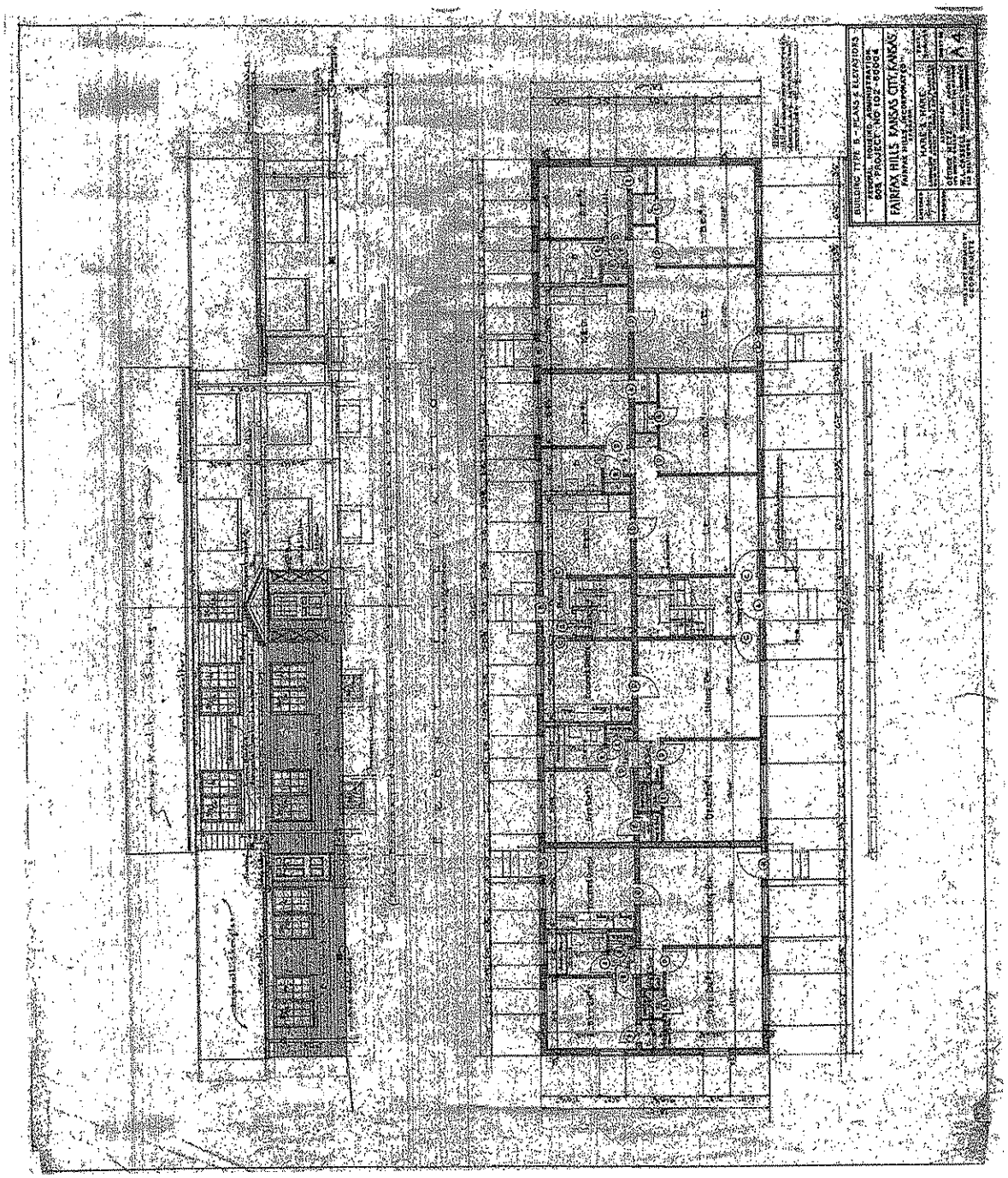
BUILDING A (2 OF 2)



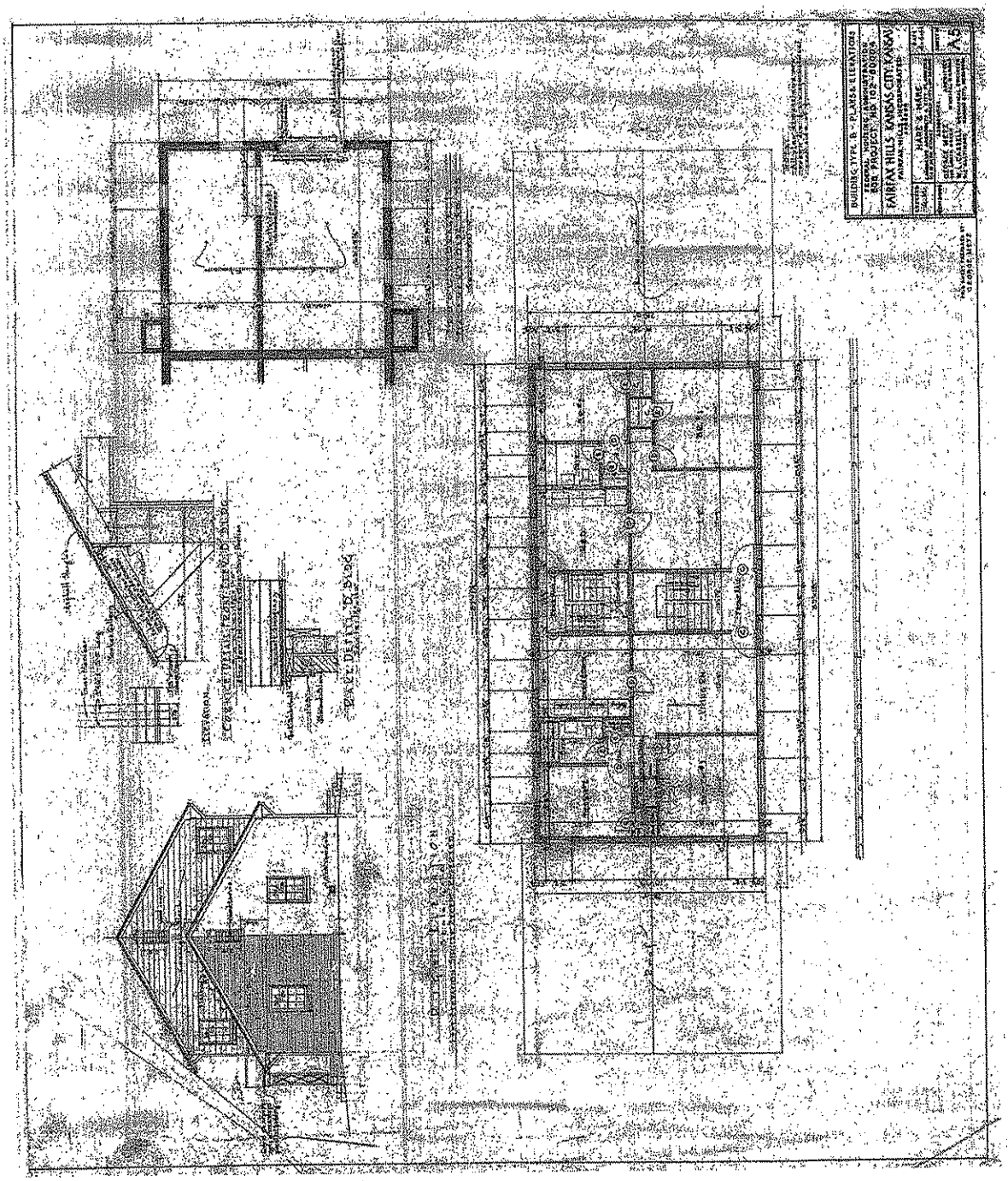
BUILDING B (1 OF 3)



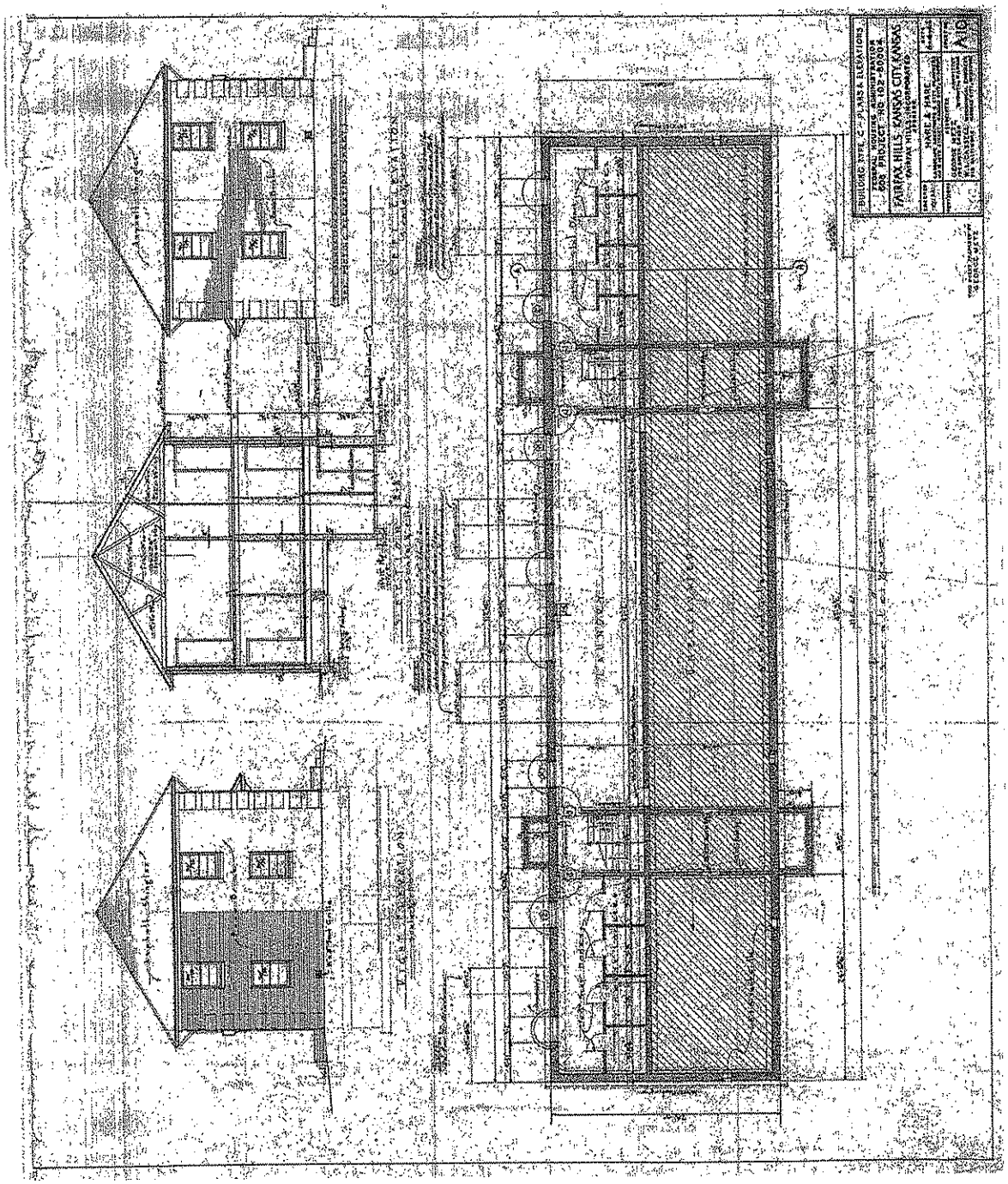
BUILDING B (2 OF 3)



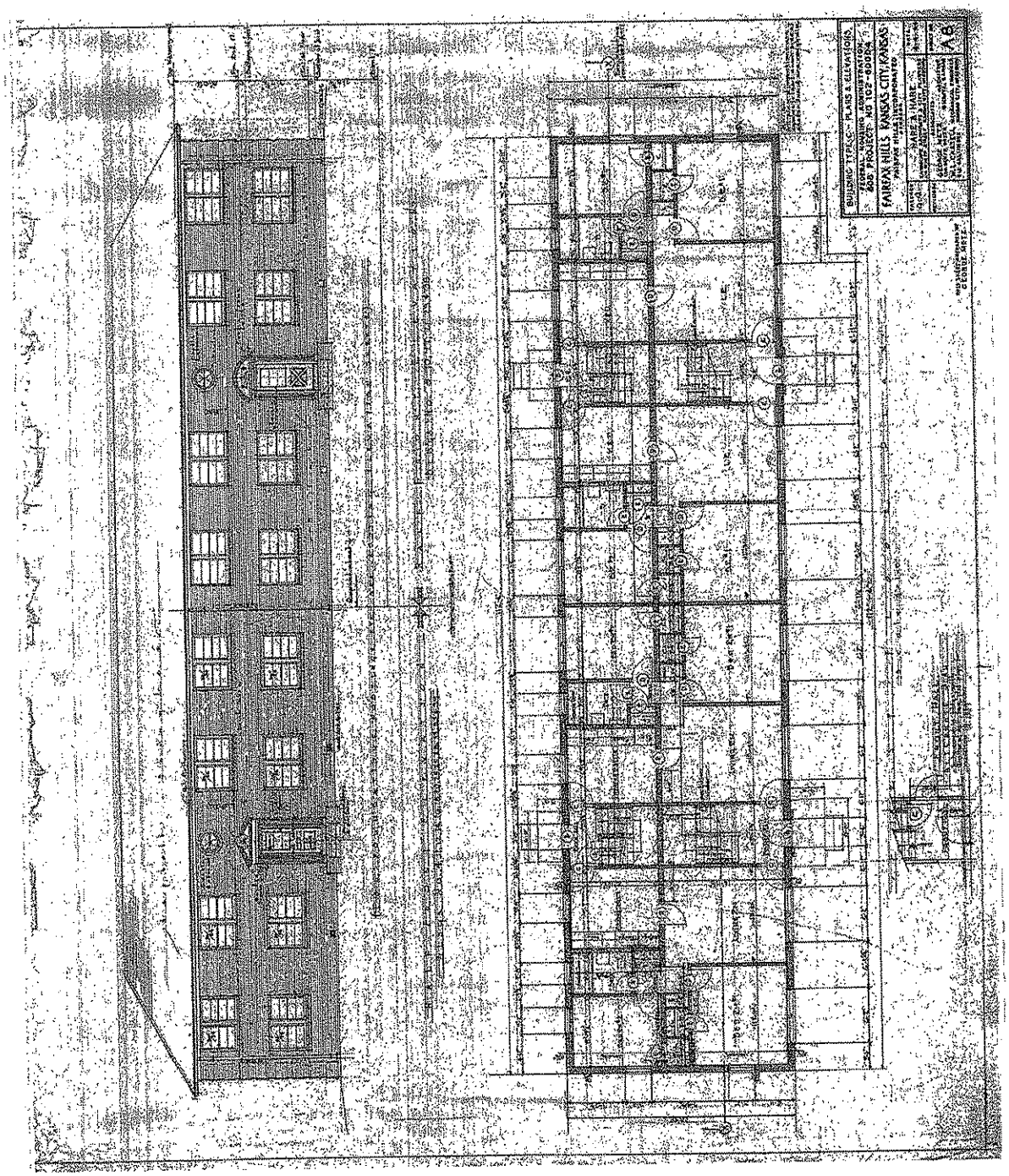
BUILDING B (3 OF 3)



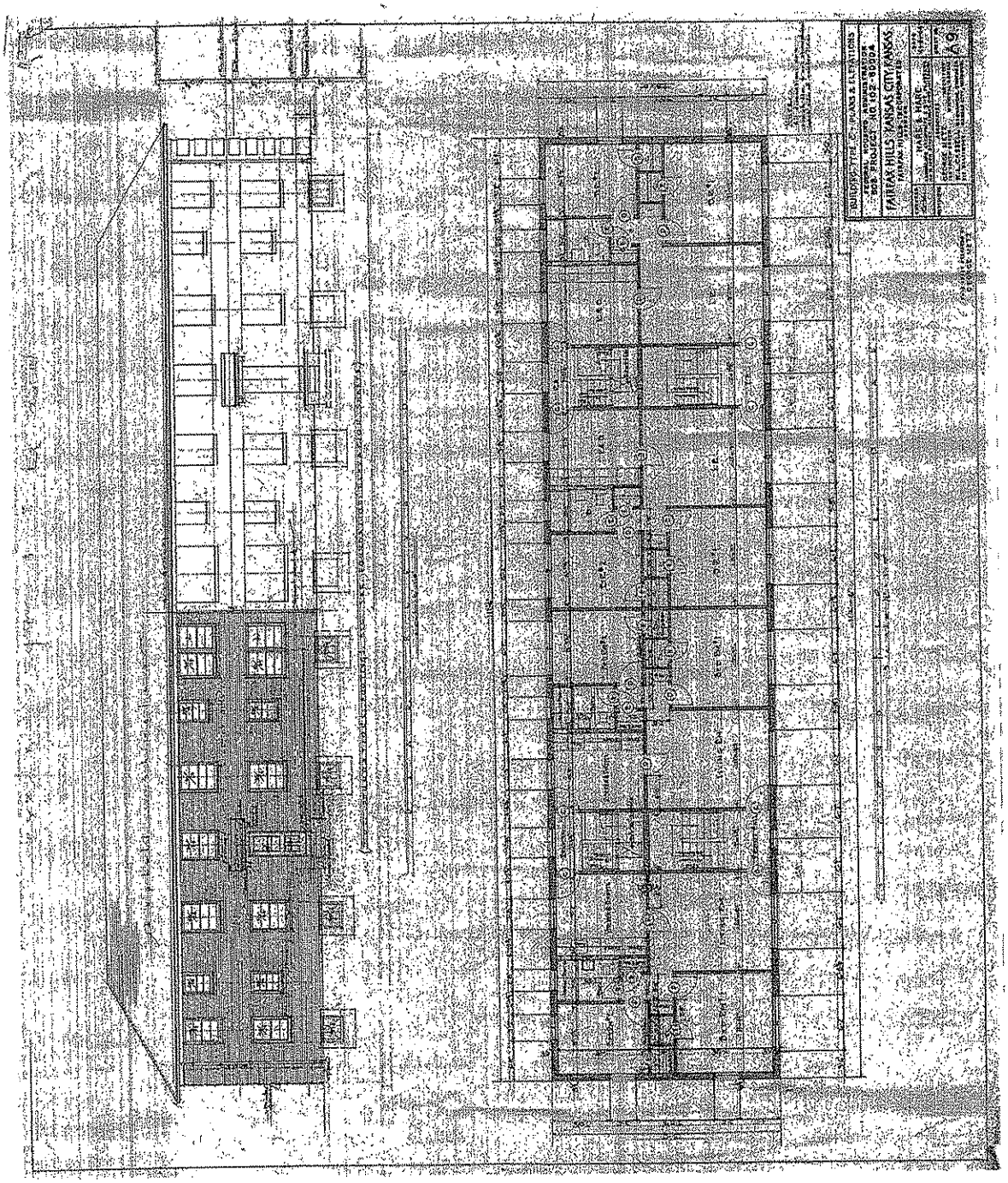
BUILDING C (1 OF 4)



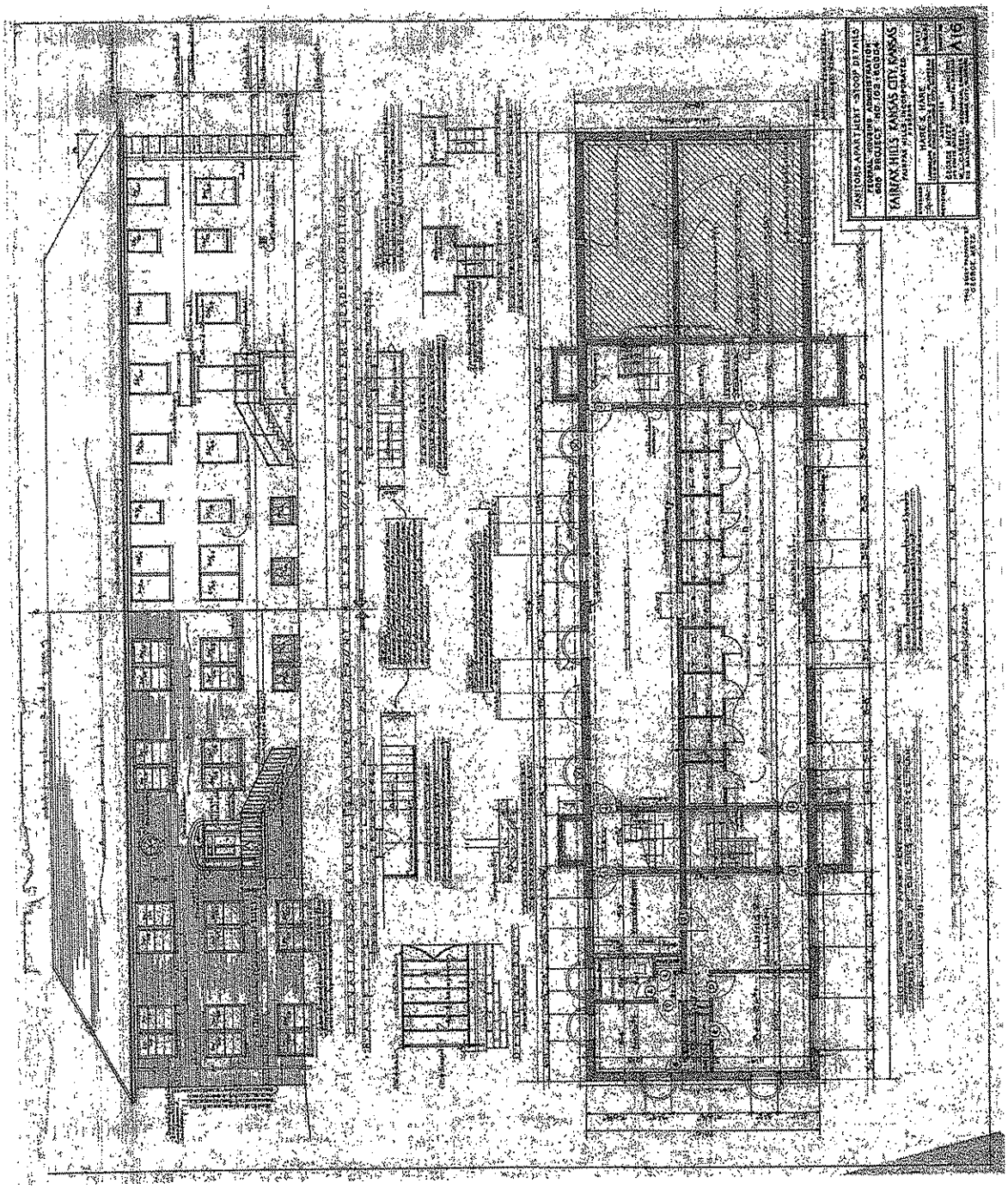
BUILDING C (2 OF 4)



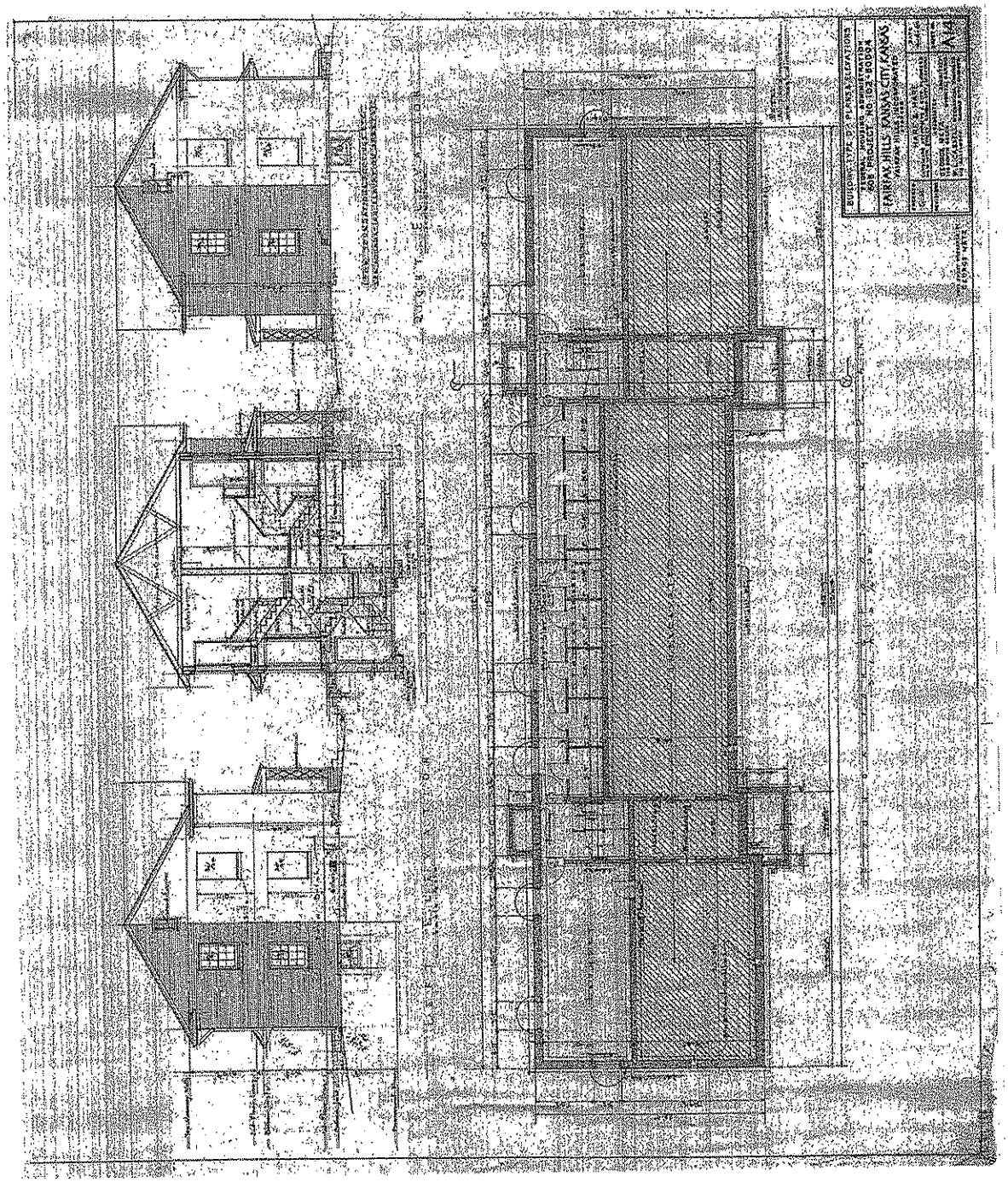
BUILDING C (3 OF 4)



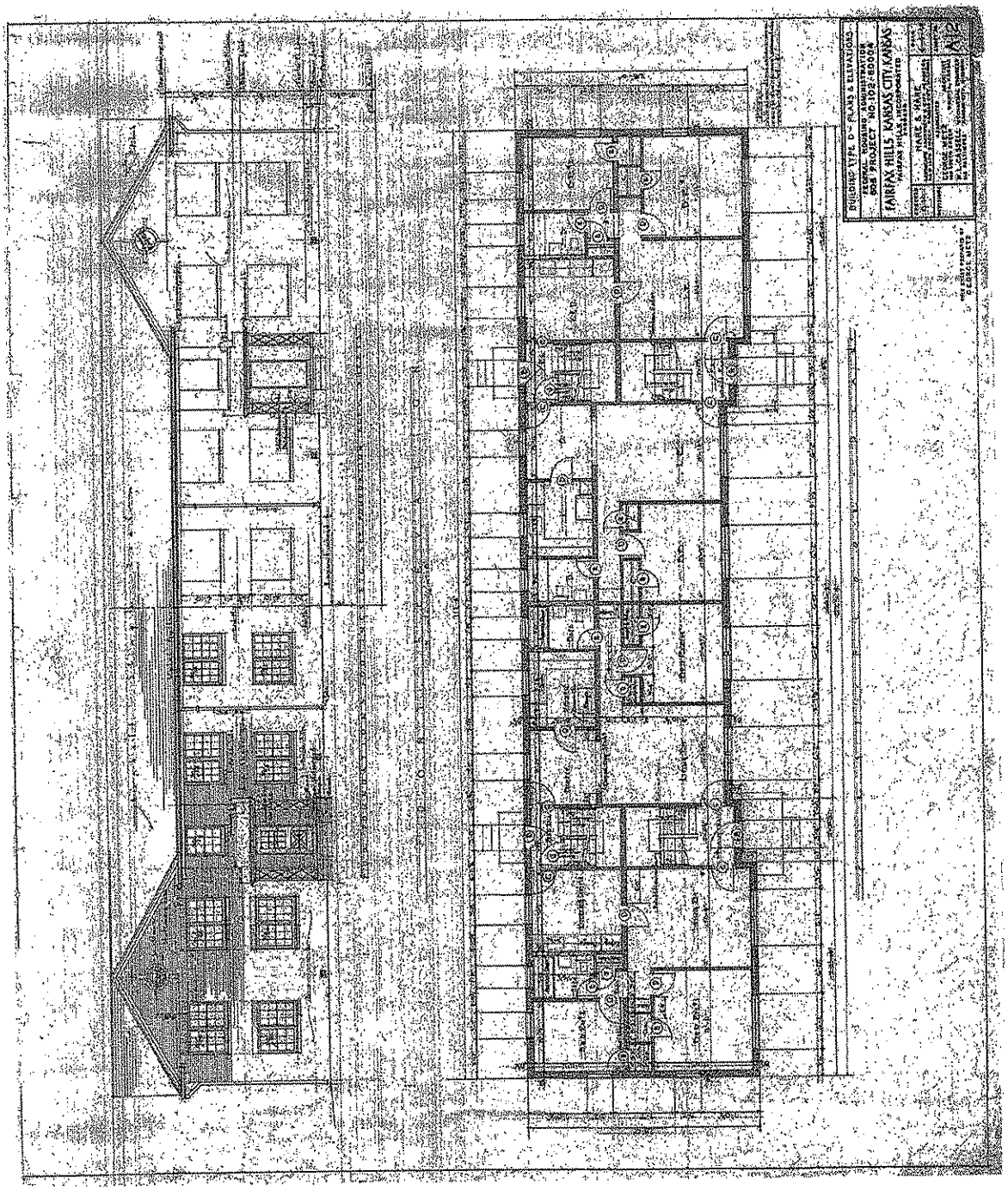
BUILDING C (4 OF 4 -- JANITOR'S APARTMENTS)



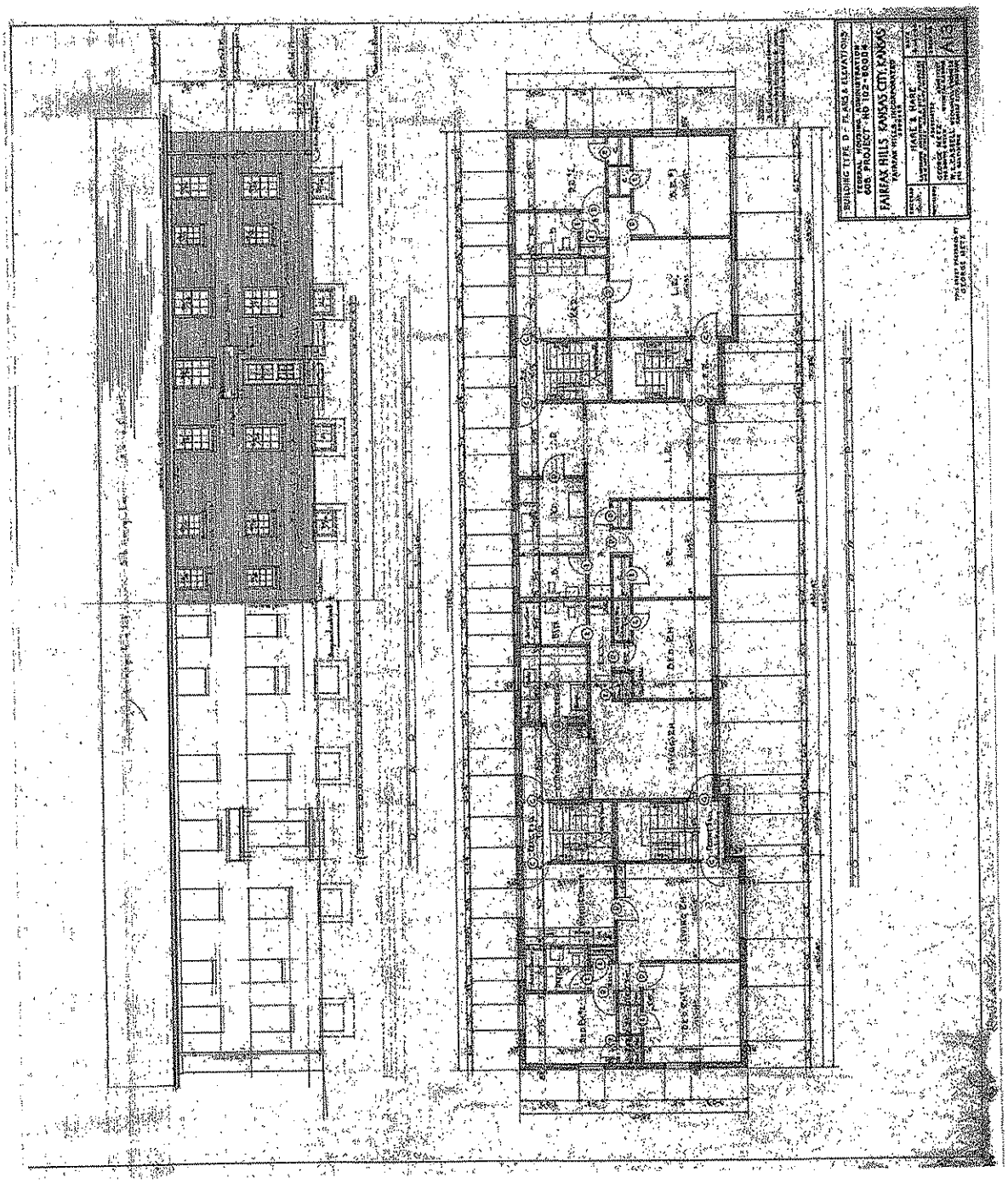
BUILDING D (1 OF 3)



BUILDING D (2 OF 3)



BUILDING D (3 OF 3)



STATEMENT OF SIGNIFICANCE

The Fairfax Hills Historic District is locally significant under National Register Criteria A and C in the areas of GOVERNMENT, INDUSTRY, COMMUNITY PLANNING AND DEVELOPMENT, ARCHITECTURE, and LANDSCAPE ARCHITECTURE. It is an excellent example of an Early Automobile Suburb and meets the registration requirements for this suburban property subtype (Subtype III) as described in the Multiple Property Documentation Form "Historic Residential Suburbs in the United States, 1830-1960."[6] The District also meets the registration requirements for Public Housing in the United States, 1933-1949, as described in an eponymous report for that historic context.[7] Using federal financing incentives, private developers built Fairfax Hills to help alleviate the housing shortage that accompanied the influx of defense workers to Kansas City, Kansas during World War II. One of two defense-housing projects constructed in Kansas City, Kansas, Fairfax Hills was distinguished by its compliance with Federal Housing Authority (FHA) design standards and by its private (rather than public) ownership. It was also reputed to be the first subdivision in the Kansas City area to adopt the FHA-sanctioned garden apartment housing model. Landscape architects Hare and Hare applied their considerable skills in subdivision design to the property, creating a layout of roads, buildings and open spaces that responded to the rolling topography and reflected the precepts of development recommended by the FHA. Architect George Metz adapted a standard apartment unit plan into four distinct multi-family building types. Each building type has a unique façade that reflects an amalgamation of traditional Colonial Revival architectural treatments and the stripped-down Modern Movement design the FHA preferred for public housing projects during this period. The result is a cohesive district composed of varied components that are linked by a common vocabulary of design elements and materials. The period of significance for the Fairfax Hills Historic District is 1944-1945, the period of its construction.

ELABORATION

THE RISE OF PUBLIC HOUSING IN THE UNITED STATES[8]

Before World War I, government agencies had little involvement in issues related to housing the nation's poor and working class. As the nation became increasingly industrialized and as waves of immigrants entered the country during the late nineteenth century, urban centers became overcrowded. Progressive Era reformers protested the squalid, unsanitary housing conditions found in slums. The blight was particularly bad in large, urban centers where poor housing conditions were blamed for poverty, disease, and crime. At the turn of the twentieth century, some state and local governments passed building standards aimed at eradicating (or at least minimizing) the worst tenement houses. The problem of providing high-quality, low-cost housing, however, remained largely unresolved.

6 Linda Flint McClelland, David Ames, and Sarah Dillard Pope, [n.d.], National Register of Historic Places Multiple Property Documentation Form "Historic Residential Suburbs in the United States, 1830-1860," (Washington, D.C.: National Park Service).

7 Judith Robinson and Laura Bobeczko, Robinson Associates and Paul Lusignan, National Park Service and Jeffrey Shripton, the National Conference of State Historic Preservation Officers, 12 October 1999, "Public Housing in the United States, 1933-1949: A Historic Context, Volume II," (Washington, D.C.: U.S. Department of Housing and Urban Development; U.S. Department of the Interior, National Park Service; and National Register of Historic Places).

8 Unless otherwise noted, the source for the history of public housing in the United States is from Robinson, et.al.

Housing reformers had long noted a direct correlation between housing conditions and worker productivity. Workers who lived in substandard housing had higher rates of absenteeism and lost hours on the job. By contrast, those who lived in quality housing were more productive workers. This relationship became readily apparent when the shortage of adequate housing began to affect industrial production during World War I.

When America began preparations for World War I, shipyards and industrial facilities producing armaments were largely concentrated in a few coastal cities. As production geared up, an influx of workers to these areas created severe housing shortages, particularly for workers with low or moderate incomes. The lack of adequate housing had a trickle-down effect on American military efforts. It hampered the ability of industries to hire needed workers, which in turn curtailed production capacity.

The Federal government responded to the potential crisis by creating two agencies whose programs built housing for civilian workers at federal facilities. The U.S. Shipping Board Emergency Fleet Corporation (EFC) was authorized to issue loans to limited-dividend realty companies[9] that built housing for shipyard employees, while the U.S. Housing Corporation built and managed housing for workers at navy yards and arsenals. Together these programs added over 12,000 new housing units in dozens of communities. There remained, however, a general distrust in Washington that reformers were using the war to further their social goals. At the end of the war, most of the government-built housing was sold to private owners.

After World War I, housing advocates encouraged the Federal government to continue taking an active role in improving housing conditions. However, Congress was neither interested in building public housing nor in regulating the private housing market, especially when a post-war construction boom added millions of housing units to the existing stock. States again took up the housing mantle, but most programs were aimed at the middle class and not the poor.

New Deal programs tackled the issue of housing America's poor during the Great Depression. Charged with clearing slums and creating low-rent housing, the Emergency Administration of Public Works (PWA) initiated direct-build projects as well as programs that offered low-interest loans for housing development. The United States Housing Authority (USHA) lent money to states and to local communities for the construction of low-income housing, while the Federal Housing Administration (FHA) insured private mortgages for housing construction. In addition to providing quality housing, Federal officials believed that building houses would benefit the sagging national economy by reinvigorating the building supply industry and construction trades and by putting people back to work, thus restoring their purchasing power.

An FHA publication released in 1941 highlighted the program's successes in the four years since the passage of the U.S. Housing Act of 1937. Within that time 622 local housing authorities had been created. These agencies worked with the USHA to clear slums and to improve the quality of housing for the nation's poor. Big cities and small towns participated, and the author reported on a growing number of rural counties that were joining efforts to provide decent low-rent housing to the farming community.[10] Actual costs for building new housing was

9 Limited-dividend realty companies agreed to limit profits in exchange for access to low-interest loans.
10 Nathan Straus, [1941], *Four Years of Public Housing* (Washington, D.C.: Federal Works Agency, United States Housing Authority), 1. Government Documents, Miller Nichols Library, University of Missouri – Kansas City.

significantly less than the $4,000 per unit that program allowed, which the author attributed to "the use of advanced building techniques,... large-scale production and... familiarity with local building conditions and procedures."[11]

HOUSING FOR DEFENSE WORKERS DURING WORLD WAR II

Seasoned by World War I and the Great Depression, the federal government was better prepared to address the population's housing needs on the eve of World War II. Even before America entered the conflict, several factors distinguished the country's preparations from those prior to World War I. First, ensuring that there was sufficient housing for defense workers received priority along with regular military preparations. By October of 1941, the FHA recognized that "rapid increases in [military] production have... put a serious strain upon housing facilities.... [In] defense centers, there has been a rapid influx of skilled, semiskilled and unskilled workers from other localities."[12] While most of these communities had housing shortages before the defense program began, the FHA warned, "the progress of the defense program may be impeded by labor shortages that are created for no other reason than there are not enough houses for workers to live in."[13]

As the military mobilized for World War II, planners chose to distribute defense industry plants throughout the country. This stood in contrast with World War I, when wartime industrial production was concentrated in coastal communities with easy access to shipping ports. There were strategic reasons for this policy. Inland locations were believed to be safer than coastal locations from potential enemy air attacks. Inland locations also offered access to larger tracts of undeveloped land, accessed new and larger sources of labor, and distributed the economic benefits of military expansion nationwide. The policy also offered the benefit of distributing the workforce, and hopefully the accompanying demands on housing, more evenly across the country.

The build-up of military industries offered Americans weary of the Great Depression's lean years welcome opportunities to regain their economic footing. People from small towns and rural communities as well as urban centers flocked to the new defense industry plants. The influx of population strained existing housing resources. Rental housing remained largely substandard and capacity was often insufficient to accommodate the growing population.[14]

When the lack of available housing began to impact staffing at defense industry plants, it became apparent that intervention by the Federal government would again be necessary to spur defense housing construction. As in the past, private builders were typically unwilling to assume the financial risks associated with building large blocks of rental housing for a labor pool with limited means that might vanish suddenly when the war came to an end. Like New Deal housing programs, defense housing projects were either publicly built using federal funds or privately built using federally-backed low-interest loans. All were subject to federal supervision, which included parameters on design. Housing advocates urged the federal government to utilize the U.S. Housing Authority and its established network of local housing partners to meet the defense housing demand. They also urged the government to build high quality, well–designed buildings that could become low-income housing after the war.

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11 Straus, 3.
12 Ibid.
13 Ibid.
14 Deon Wolfenbarger,18 April 1988, "President Gardens Apartments Historic District National Register of Historic Places Registration Form;" (Washington, D.C.: National Park Service, United States Department of the Interior), 8:10.

THE ROLE OF THE FHA IN HOUSING THE WORLD WAR II DEFENSE INDUSTRY WORKFORCE

The Federal Housing Administration played a key role in the construction of World War II defense industry housing. On approved projects, the FHA insured private mortgages against default, enabling lenders to advance up to 90 percent of a building's value at a very low interest rate. However, while builders of single-family homes could readily come up with the necessary down payment to receive short-term loans, it was more difficult for builders of larger, rental housing projects to finance basic cash equity. This difficulty eased slightly before the start of World War II when financial institutions, such as insurance companies, received permission to become equity investors in rental housing projects.[15]

By the early 1940s it was imperative to construct vast quantities of new housing for the defense industry workforce. At the same time, the nation began anticipating the housing needs of returning veterans. As private developers became increasingly interested in building rental housing, lending institutions scrutinized each project's financial soundness to minimize defaults and losses. The lenders desired that the new buildings be of high quality, in both construction and location, to ensure continued viability in the post-war period. Thus, it fell to the FHA to help builders meet the government's housing needs and to stimulate private investment in the rental housing market.[16]

From the beginning, the FHA attached design standards to their funding tools. A series of publications instructed local authorities and private developers on siting, massing, layout, and design. The FHA encouraged developers to adopt the garden apartments model for rental housing developments. Successfully introduced in the 1920s in middle class communities like Sunnyside, New York and Radburn and Chatham Village, New Jersey, garden apartments incorporated planning reforms that provided all residents with privacy, sunlight and fresh air. They included ample green space with landscaping at building foundations and in common areas. Ganged parking for automobiles was discrete from a network of pedestrian walkways.[17] The units appealed to tenants, making them easy to rent and delaying their obsolescence. When coupled with lower rental rates, these projects yielded a steady stream of income that made FHA-insured mortgages an attractive investment.[18]

The FHA also encouraged construction of units and buildings along a "new approach" that maximized the use of prefabricated materials and construction methods and that minimized traditional, labor-intensive building practices.[19] For instance, the FHA recommended the use of plywood and gypsum board instead of individual wood boards in floors or soffits or plaster on walls and ceilings. Concrete structures and lightweight steel studs replaced traditional wood balloon-framing. Larger developments offered builders greater economies, particularly when the project incorporated standardized building components and new construction technologies.

The FHA's "new approach" resulted in buildings with simpler lines and minimal ornament that represented a distinct departure from the eclectic, historically-derived residential designs that dominated America's pre-World War II housing stock. Instead, the designs encouraged by the FHA held more in common with the Modern Movement

15 Ibid., 8:14.
16 Ibid., 8:15.
17 McLelland, et.al., E:23-24.
18 Wolfenbarger, 8:15.
19 Federal Housing Administration, 1 July 1940, *Recent Developments in Dwelling Construction,* Technical Bulletin No. 1, (Washington, DC: Federal Housing Administration), 2. Government Documents, Miller Nichols Library, University of Missouri -- Kansas City.

architecture that emerged from Europe in the first part of the twentieth century and bore only passing references to traditional American housing types. These references might take the form of red brick veneer or a stripped-down architectural detailing on the exterior, but, as one FHA Bulletin cautioned, if the interior plan followed the tenets of Modern design, the building might not be suited to a traditional architectural façade.[20]

To bolster their recommendations, the FHA published a Technical Bulletin on *Modern Design.* The Bulletin noted that Modern architectural design strives for a plan that functions efficiently; is suited to modern living; facilitates housekeeping; and uses materials economically and directly, "boldly eliminating decorative features and relying upon texture and color of materials together with skillful arrangement of masses and openings to produce a good esthetic effect." The exterior treatment was a direct expression of the plan "with little or no regard to traditional concepts."[21] The plan paid attention to circulation between the rooms. Whereas, more-traditional houses might have separate living rooms and libraries or dining rooms and kitchens, a Modern house might combine these functions into a single room. Modern houses also provided ample room for storage to avoid the "psychological oppression" associated with clutter in small spaces.[22]

Recognizing that Modern architecture "will constitute a departure of a more or less marked degree from the character of housing which has customarily [been] obtained," the FHA published Technical Bulletin No. 2, entitled *Modern Design.*[23] This bulletin defined characteristics of Modern architecture in plan and exterior appearance to help mortgage underwriters evaluate the eligibility of potential projects.

DEFENSE-WORKER HOUSING IN KANSAS CITY, KANSAS

Fairfax Industrial District

Fairfax Hills derived its name from the Fairfax industrial district located just to its north. Until the mid-1920s, truck farmers cultivated grain and vegetables in the Missouri River floodplain north of downtown Kansas City, Kansas and northwest of downtown Kansas City, Missouri. Only dirt roads connected the farms and scattered farmhouses in the "North Bottoms" while the metropolis grew to the south.

In late 1923, the Kansas City Industrial Land Company, a subsidiary of the Union Pacific Railroad, purchased nearly 1,300 acres of Missouri River bottom land and launched over $3.7 million of infrastructure improvements to create a modern industrial district. In addition to a new road system, the improvements called for private railroad spurs behind each block that would connect to the main line of the Union Pacific Railroad. The developers also proposed a new bridge across the Missouri River to connect Fairfax to communities on the north side of the river. A representative of the Union Pacific Railroad boasted that the Fairfax industrial district, "offer[ed] the manufacturer the lowest first cost and minimum operating expenses of any property developed along well defined industrial plans." By offering land at cost, the railroad enabled manufacturers to build plants that were more-modern and more-efficient than facilities erected in Kansas City's older, more densely built industrial districts. The Union

20 Federal Housing Administration, 1 March 1941, *Modern Design,* Technical Bulletin No. 2, (Washington, DC: Federal Housing Administration), 3. Government Documents, Miller Nichols Library, University of Missouri -- Kansas City.
21 Ibid., 2.
22 Ibid.
23 Ibid., 1.

Pacific Railroad expected to profit only from the railroad service it offered the industries. Employees could walk to work from nearby residential neighborhoods or ride a street car, which ran within two blocks of the district.[24]

By March 1926, half of the planned improvements were complete. The Fairfax industrial district now boasted four miles of paved streets; water, gas, electric and sewer systems; and six miles of railroad spur track. Eight industrial concerns had established facilities within Fairfax, while another twelve industries occupied sites just outside the district's boundaries. The businesses within the district included an iron and steel foundry, an oil refinery, a thresher assembly plant, two construction companies, a lumber mill, and an aviation school and small airfield. Those nearby included a paving company, box manufacturer, several foundries, a boiler maker, a seed company, a grain elevator and several oil refineries.[25]

By 1939, Kansas City, Kansas was the state's leading industrial center. Home to a broad range of industries, it boasted local primacy in meat packing, oil refining and serum manufacturing as well as a strong presence in the production of items such as soap, machinery, airplanes, steel products, concrete, mattresses, ammonia, and food products.[26] The following year, as military actions in Europe and Asia intensified, government officials selected Kansas City, Kansas as one of three locations nationwide for new military aircraft assembly plants to be operated by private contractors.[27]

Ground was broken on March 8, 1941 for the new Kansas City, Kansas aircraft assembly plant on an 85-acre site adjoining the existing Fairfax Airport. As part of the development, the City of Kansas City, Kansas purchased the airport from its private owners and leased it to the federal government for use in testing the new aircraft. The government selected California-based North American Aviation to operate the plant, and by November 1941 workers had begun building B-25 bombers. By 1944, the Kansas City plant was the sole source of B-25 planes flown by American and international military forces.[28] Over four years of operation, North American Aviation's Fairfax plant employed 59,337 men and women who built over 6,000 B-25 planes. In one peak month, the factory produced 315 complete aircraft plus the spare-parts equivalent of twenty more. At the end of the war, North American Aviation employed 7,600 workers at the Fairfax plant.[29]

After World War II, the Fairfax industrial district continued to prosper as private industrial development replaced the military plants. General Motors converted the North American Aviation plant to a Buick-Oldsmobile-Pontiac assembly line in 1947, and Trans World Airlines assumed the North American Aviation airport facilities. Owens-Corning Fiberglass Corporation completed construction of a factory that was started during the war for a rubber company. In January 1947 four new factories were under construction with more expected in the near future.[30] The

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24 *Kansas City Journal,* 8 March, 1926, Mounted Clippings, Kansas City, Missouri Public Library.
25 Ibid.
26 "Kansas City, Kansas: Industrial Capital of Kansas," August 1939, *Kansas Business Magazine,* Vol. VII, No. 8, Kansas State Historical Society Archives, Topeka, Kansas.
27 The other sites were in Tulsa, Oklahoma and Omaha, Nebraska.
28 Richard Macias, Winter 2005-2006, " 'We All Had A Cause;' Kansas City's Bomber Plant, 1941-1945," *Kansas History,* 245-261. Kansas City, Missouri Public Library.
29 George R. Bauer, 1995, *Fairfax Ghosts: The "Bomber Builders" and Others Who Made a Difference,* (Pampa, Texas: National B-25 Preservation Group), 43. Kansas City, Kansas Public Library.
30 "Fairfax Industrial District.... One of Finest In the Nation," January 1947, *Kansas Business Magazine,* 6. Kansas State Historical Society Archives.

district offered businesses four miles of waterfront along the navigable channel of the Missouri River, easy access to the 800-acre privately-owned Fairfax Municipal Airport, and reciprocal switching arrangements that provided access to all twelve trunk line railroads serving Kansas City. Design controls regulated the appearance of the industrial plants. Shared amenities also included air conditioned restaurants, sidewalks flanking all roads, landscaped parkways, underground telephone and power lines and recreation fields for employees.[31]

Quindaro Homes

As happened nationwide, the opening of defense industry plants in Kansas City, Kansas brought an influx of workers to staff the new facilities. One report anticipated as many as 20,000 new workers to the Fairfax industrial district by 1942.[32] As the city prepared for the tremendous population surge, a local housing survey determined the vacancy rate of the city's acceptable housing stock to be only three percent.[33] Given the shortage of suitable housing, the Federal government began to explore locations for the development of new public housing in Kansas City, Kansas. Responding to the number of new jobs anticipated in Kansas City, Kansas, Federal Defense Housing Coordinator Charles Palmer specifically recommended that new federally-funded housing not be constructed in Kansas City, Missouri "due to the difficulties of transportation between the Missouri and Kansas sides of the river." Sites north of the river in the Missouri counties of Clay and Platte would be considered, however, since the Fairfax Bridge provided an easy river crossing to those locations.[34]

The solicitation for a site to build 350 single-family houses of "permanent-style construction" in Kansas City, Kansas received over one-dozen responses in June 1941. The vast majority were in rural Wyandotte County. Two were in the developed areas of the city. One was near Klamm Park, south of Quindaro Boulevard at 22nd Street.[35] The other was adjacent to the Fairfax industrial district and less than one mile from the new North American Aviation plant. Described in the newspaper as "75 acres on the Sortor road about 200 yards north of Kansas Highway No. 5," this latter parcel became the early favorite for the new public housing development. Land agent L.G. Hepworth offered the property for $675 per acre plus $21,000 in improvements.[36]

On July 15, 1941, Public Works Administrator John Carmody announced the selection of the Sortor Road site for the construction of the Quindaro Homes Federal Housing Project (Quindaro Homes).[37] It was part of a $300 million national defense housing bill submitted to the House Public Buildings and Grounds Committee at the end of July 1941 that proposed construction of 3,500 housing units in Kansas. Other Kansas projects recommended by the plan were 2,500 housing units in Wichita; 400 housing units in Parsons; and 100 housing units at Fort Riley.[38]

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31 Ibid.
32 *Kansas City Star,* 1 June 1941, Mounted Clippings, Kansa s City, Missouri Public Library.
33 "Homes Site Near Plant," *Kansas City Times,* 6 June 1941, Vertical File (Kansas City, Kansas – Housing), Kansas City, Kansas Public Library.
34 *Kansas City Star,* 1 June 1941.
35 Bounded by 27th Street of the west and 22nd Street on the east, Klamm Park occupies 32 acres roughly midway between Parallel Parkway and Quindaro Boulevard.
36 "Housing Site Offers In," *Kansas City Times,* 3 June 1941, Vertical File (Kansas City, Kansas – Housing).
Kansas City, Kansas Public Library. The parcel, described as "north of Kansas Highway No. 5," was actually just south of Kansas Highway No. 5.
37 *Kansas City Times,* 16 July 1941, Mounted Clippings, Kansas City, Missouri Public Library.
38 "Submit A Housing Plan," Kansas *City Times,* 25 July 1941, Vertical File (Kansas City, Kansas – Housing).
Kansas City, Kansas Public Library.

After visiting the Quindaro Homes property, the Public Buildings Authority determined that the topography of the bluff top site was better suited to the construction of multi-family housing than to single-family dwellings. Consequently, the estimated cost to construct each unit dropped from $3,500 to $3,000.[39]

Construction of the Quindaro Homes began in November and continued through May 1942. When it opened, residence was restricted to employees of three specific plants in the Fairfax industrial district: the North American Aviation Company; the Fruehauf Trailer Company; and the Aircraft Accessories Corporation. The development featured 100 one- and two-story frame buildings, each housing two, four or six apartments. The buildings had wood shingle exterior walls painted in a variety of colors, which the *Kansas City Star* reported helped add some variety to "the rather plain design [of the buildings]." Rents for the 350 one-, two-, and three-bedroom apartments ranged from $26 per month to $31 per month. Each unit had a gas-fueled stove, heater and water heater as well as a double sink "to permit use for laundry tubs."[40]

The Quindaro Homes began to address the needs of defense workers, but Kansas City, Kansas still needed more modern housing. Defense Housing Administrator Charles Palmer hoped that private developers would fill the lingering demand by erecting as many as 1,000 additional units of rental housing in the vicinity.[41]

Fairfax Hills

Charles Palmer's wish came true in 1944 when plans were announced for the construction of forty-eight garden-style apartments on a bluff top just west of the Quindaro Homes. This property had operated as the Fairfax Hills Golf Course during the 1930s. Local real estate developer and President of the Kansas City Industrial Land Company Guy Stanley, Sr. established the course at the northern limit of Kansas City, Kansas in 1931. When golf pro Max Kranz operated the course from 1932 – 1936, green fees were 50 cents on weekdays and 75 cents on weekends. In Kansas City's golf history Kranz is noted for introducing Kansas City's career women to the game. Women's clinics on weekday afternoons included lessons and an end-of-session tournament.[42] The venture was not long lived, and by the end of the decade the course closed.

The proposed Fairfax Hills apartments were intended to supplement the Quindaro Homes as housing for defense workers employed in the nearby Fairfax industrial district. Unlike the Quindaro Homes, which were built and managed by the federal government, a private company, Fairfax Hills, Inc., would build and manage the new project using loans insured by the FHA under Section 608 of the National Housing Act.[43] The price tag for the 350 one- and two-bedroom apartments was $2 million.

While Fairfax Hills was fairly small in comparison to developments being erected elsewhere around the country with thousands of dwelling units, it was large enough to benefit from economies in both design and construction. Guy Stanley, President of Fairfax Hills, Inc., assembled a team of professionals to design a complex of garden apartments

39 Ibid.
40 *Kansas City Star,* 1 May 1942, Mounted Clippings, Kansas City, Missouri Public Library.
41 *Kansas City Star,* 1 June 1941.
42 Kenneth Krakauer, *When Golf Came to Kansas City,* (Kansas City, Missouri: Adler's Inc., 1986) 72. Kansas State Historical Society Archives.
43 Fairfax Hills, Inc., *Fairfax Hills Garden Apartments* [marketing brochure], [1945]. Hare and Hare Collection, Western Historical Manuscript Collection, University of Missouri – Kansas City.

that would comply with the FHA guidelines, that would be cost effective to build and operate, and that would be an attractive, desirable place to live. He hired renowned Kansas City, Missouri landscape architects Hare & Hare to plan the new development and to layout the road system and the grounds; Wichita, Kansas architect George Metz to design the buildings; and engineer W.L. Cassell, also of Kansas City, Missouri, to design the mechanical systems.[44]

The plan produced by Hare and Hare embodied the garden apartment ethos. The site plan incorporated open areas "for grace and charm," curving roads, and a pedestrian walkway that bisected the development's main block. Arranged on the site "in a manner adjusted to the rough but attractive topography," some buildings faced the street while others were grouped to create courtyards. The developers spent $35,000 on landscaping that included grassy hillsides and park areas, numerous shade trees, ornamental flowering trees, and evergreen and deciduous foundation plantings.[45] Playground facilities included slides, teeter-totters, swings and sandboxes.[46]

Automobile parking at Fairfax Hills included off-street parking lots for 154 cars and curbside parking for 134 cars. While the curbside parking was free, there was a charge of $1.50 per month for off-street parking.[47] Those who did not own a vehicle could access bus and street car service on Quindaro Boulevard, just a few blocks to the south, and the management company planned to provide transportation for residents between the transit facilities and the property.

The four apartment building types varied in massing, height and architectural details but shared a vocabulary of common materials and general architectural styling. The unified, cohesive appearance of Fairfax Hills reflected the use of standardized building components and modern construction technologies that afforded the project cost efficiencies. A newspaper story described Fairfax Hills as a complex of one and two-story brick buildings with a Colonial style. The design incorporated a new structural system that left concrete ceiling beams exposed in the first story apartments and concrete floors visible throughout the buildings.[48] The fireproof masonry construction and brick building exteriors distinguished Fairfax Hills from many other government-financed housing projects. The Kansas City, Kansas municipal power plant piped steam from its generating station just north of Esplanade Avenue to furnish Fairfax Hills with electricity, heat and hot water.[49] The newspaper reported that other details, such as "eye-catching" front doors, ornamental round windows, and "decorative trimmings," created a "homey" atmosphere in the complex that was otherwise sparsely designed to meet FHA guidelines.[50]

Ninety percent of the units were two-bedroom apartments, and the remainder had one-bedroom. Complying with FHA standards, the larger apartments maximized the efficiency of their square footage by combining kitchen and dining areas, while the smaller units had a dining room separate from the kitchen.[51]

Rental rates were considerably higher than those at Quindaro Homes. They ranged from $58 per month for a one-bedroom apartment to $62 per month for a two-bedroom apartment. Rent covered costs for heat, water, lights in

44 *Kansas City Kansan,* 12 April 1944, Mounted Clippings, Kansas City, Missouri Public Library.
45 Ibid.; *Kansas City Star,* 15 October 1944, Mounted Clippings, Kansas City, Missouri Public Library.
46 *Kansas City Star,* 27 May 1945, Mounted Clippings, Kansas City, Missouri Public Library.
47 *Kansas City Star,* 15 October 1944.
48 Ibid.
49 *Kansas City Times,* 24 March 1944, Mounted Clippings, Kansas City, Missouri Public Library.
50 *Kansas City Star,* 15 October 1944.
51 *Kansas City Kansan.*

public spaces, trash removal, basement laundry facilities, janitorial services, lawn care, and playgrounds. The developers provided each unit with two new electric appliances, a seven-cubic-foot Crosley Servador refrigerator and a three-burner stove for an additional $5.50 per month. Tenants also paid for their electricity,[52] and as noted above, for off-street parking. If all services were used, rent for a two-bedroom apartment was $70 per month.

When the first residents moved into Fairfax Hills in mid-October 1944, the project was heralded as the first federally-funded housing development in the Kansas City area to be operated by private property managers.[53] Jonas Gerber, Director of the Kansas office of the FHA, proclaimed Fairfax Hills "one of the finest multiple family garden-type undertakings developed by the FHA," and he praised "the fine planning and unselfish efforts by local promoters [that] had gone into the conception and design."[54] In addition to Guy Stanley, the management team included property manager Theodore L. Iliff.[55]

By the end of May 1945 about 300 of the 350 units were occupied and the remainder were completed and ready to be leased. Potential tenants were restricted to employees of essential war-related industries and the War Housing office in downtown Kansas City, Kansas vetted all applicants. From this larger group of war-industry workers, eligible tenants were limited to: 1) "immigrant" workers arrived to Kansas City after 1 April 1942; 2) local residents whose commute between home and work was a burden of time or cost; and 3) local residents whose current housing was deemed substandard.[56] The 1945 city directory illustrates the credentials of residents who received housing at Fairfax Hills. Members of the military and their families were a notable presence. Others were professional employees of war-related industries, such as North American Aviation Company, Proctor and Gamble Manufacturing Company, and Remington Arms. According to one newspaper account, thirty Fairfax Hills residents were employees of the Pennsylvania-based Lee Rubber and Tire Corporation, which was completing a new tire plant in the Fairfax industrial district. Pilots, railroad engineers, doctors, and medical researchers also lived at Fairfax Hills.[57] The directory lists several female heads-of-household -- women employed in the war industries.

The next city directory for Kansas City, Kansas was published in 1948. Eugene J. Jenkins was the property manager at Fairfax Hills. In the immediate post-war period, the residents at Fairfax Hills fell into many of the same occupational categories as noted in 1945, although there were significantly fewer military personnel. Proximity to the Fairfax industrial district made the development a desirable location for employees of the nearby industries and the railroads. Many Fairfax Hills residents also worked in the legal or medical fields or for non-military companies.[58]

In 1951, Fairfax Hills, Inc. sold the property to a group of six investors. Ownership reconsolidated in a single owner in 1961 when Lender-Durst of Kansas, Inc. purchased the various shares. Fairfax Hills, now known as Parkwood Estates, continues to provide low-income housing to the residents of Kansas City, Kansas, many of whom still work in the Fairfax industrial district. Eighteen of the forty-eight buildings were renovated in the 1990s. The remaining

52 *Kansas City Star,* 15 October 1944.
53 *Kansas City Star,* 15 October 1944.
54 *Kansas City Times,* 24 March 1944.
55 *Kansas City Star,* 27 May 1945.
56 Fairfax Hills, Inc.
57 *Polk's Kansas City (Wyandotte County, Kansas) Directory 1945,* (R.L. Polk & Co.: Kansas City, Missouri, 1946); *Kansas City Star,* 7 May 1945.
58 *Polk's Kansas City (Wyandotte County, Kansas) Directory 1947-48,* (R.L. Polk & CO.: Kansas City, Missouri, 1948).

buildings are presently vacant. One building was substantially destroyed by fire several years ago. A new owner plans a tax-credit rehabilitation of the surviving forty-seven buildings that will be completed in 2008.

LANDSCAPE ARCHITECTS – HARE & HARE[59]

The cohesive, flowing design of Fairfax Hills owes much to the well-thought out landscape plan created by Hare & Hare. Sidney J. Hare and his son S. Herbert Hare of Kansas City, Missouri became professional business partners around 1910. The elder Hare had worked in the Kansas City, Missouri city engineer's office in the 1890s where he met George Kessler, designer of Kansas City's parks and boulevards system. Inspired by Kessler, Sidney Hare left the City for a job as superintendent of Forest Hill Cemetery. He became a proponent of the garden cemetery movement and developed an extensive collection of Midwestern trees and shrubs at Forest Hill. After opening his own landscape architecture office in 1902, Sidney Hare designed parks, residential subdivisions, and grounds for institutions and cemeteries. Herbert Hare was among the first students in the United States to receive a formal education in landscape planning, studying under Frederick Law Olmsted, Jr. at Harvard University.

Fresh from school in 1910, Herbert Hare joined his father in a practice. During this time Sidney Hare concentrated on park and cemetery projects, while Herbert focused on community planning and design, consulting regularly with city planning commissions throughout the Midwest. Hare & Hare were noted for respecting the natural topography of a given site. Their designs included winding roads that followed landscape contours and for the preservation of trees, valleys and scenic vistas.

Beginning in 1913, Hare & Hare worked with developer J.C. Nichols laying out new subdivisions in the Country Club District of Kansas City, Missouri and in Mission Hills, Kansas. They also designed the grounds for many of the individual homes in the Nichols developments. Landscaped entrances to the subdivisions featured sculptures and pocket parks designed by Herbert. Their work with Nichols led to collaboration with George Kessler on the new community of Longview, Washington in the early 1920s; later they designed Nichols' Country Club Plaza shopping district in conjunction with architect Edward Buehler Delk. Following Kesslers' death in 1923, the City of Kansas City, Missouri appointed Hare & Hare to finish Kessler's City commissions. By the end of the decade, the firm had established a national reputation and regularly worked on projects nationwide.

World War II affected the nature of the firm's work. As private development ground to a halt, government-backed projects, such as Fairfax Hills, accounted for the majority of their projects during this period.

Following the war, Hare & Hare continued to design a variety of projects for public and private sector clients throughout the United States as well as in Canada and Central America. While they became increasingly involved with planning and zoning studies, they also continued to design traditional landscape projects, such as campus plans, subdivisions and the grounds for the Harry S Truman Library in Independence, Missouri.

59 Cydney E. Millstein, 2000, Sidney J. Hare & S. Herbert Hare, in *Pioneers of American Landscape Design,* edited by Charles A. Birnbaum, FASLA and Robin Karson, (New York: McGraw-Hill), 162-168.

ARCHITECT – GEORGE METZ

Little is know about architect George Metz. Census records suggest that he was born c. 1911 and grew up in Sumner County, Kansas with his mother and stepfather, Verna and Elmer Metz. In 1930, at the age of nineteen, Metz was living in Wichita and working as a draftsman for a mapping company. By 1944 Metz had opened his own architectural practice. He and his wife Charlotte remained in Wichita until the early 1960s, after which they disappear from city directories.

The only other project known to be the work of Metz is an institutional housing development at 21st and Grove Streets in Wichita, Kansas. The Institute of Logopedics, an organization that provided physical therapy for children, commissioned Metz to design a residential treatment center, known as the Children's Village, in 1948. The complex included a two-story administration building and a series of forty, one-story residential buildings, each with four two-bedroom dwelling units. Groups of three residential buildings were arranged around grassy courtyards that faced a tree-lined parkway. The complex included also recreational facilities and specialized buildings to accommodate children with specific illnesses or disabilities. Like Fairfax Hills, financing for the Logopedics Children's Village was insured by Section 608 of the Federal Housing Act, and the newspaper touted the project as the second largest FHA project approved in Kansas at the time.[60] Clearly designed to meet FHA guidelines, the Children's Village buildings shown in newspaper renderings appear to share many similarities of design and construction with the Type A buildings at Fairfax Hills.

60 "Institute of Logopedics Will Erect Million-Dollar Children's Village," 20 June 1948, *The Wichita Sunday Beacon,* 1.

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VERBAL BOUNDARY DESCRIPTION

TRACT I:

All of Blocks 1 thru 5, inclusive, FAIRFAX HILLS, a subdivision in Kansas City, Wyandotte County, Kansas, together with vacated street adjoining above described property as vacated by Ordinance No. 55654, filed December 9, 1976, in Book 2537, at Page 415, as Document No. 838621, EXCEPT all that part of said Blocks 1 and 2 and the portion of vacated street adjoining said Blocks 1 and 2, described as follows:

Beginning at The Southwest corner of said Block 1, FAIRFAX HILLS, thence North 1 degree 16 minutes 00 seconds East along the West line of said Block 1 a distance of 155.26 feet; thence continuing along said West line of Block 1, North 1 degree 16 minutes 00 seconds East a distance of 821.29 feet; thence South 80 degrees 09 minutes 18 seconds East a distance of 180.91 feet; thence South 8 degrees 29 minutes 59 seconds West a distance of 534.60 feet; thence South 0 degrees 13 minutes 19 seconds West a distance of 417.11 feet to a point on the South line of said Block 1; thence North 89 degrees 46 minutes 41 seconds West a distance of 119.20 feet to the point of Beginning.

TRACT II:

All that part of Blocks 1 and 2, FAIRFAX HILLS, a subdivision in Kansas City, Wyandotte County, Kansas, according to the recorded plat thereof, together with vacated street adjoining above described property as vacated by Ordinance No. 55654, filed December 9, 1976, in Book 2537, at Page 415, as Document No. 838621, being described as follows:

Beginning at the Southwest corner of said Block 1, FARIFAX HILLS, thence North 1 degree 16 minutes 00 seconds East along the West line of said Block 1 a distance of 155.26 feet; thence continuing along said West line of Block 1, North 1 degree 16 minutes 00 seconds East a distance of 821.29 feet; thence South 80 degrees 09 minutes 18 seconds East a distance of 180.91 feet; thence South 8 degrees 29 minutes 59 seconds West a distance of 534.60 feet; thence South 0 degrees 13 minutes 19 seconds West a distance of 417.11 feet to a point on the Point of Beginning; EXCEPT that part of above described property taken in District Court Case No. 61379-B, described as follows: All that part of Section 33, Township 10 South, Range 25 East of the 6th P.M., in Kansas City, Wyandotte County, Kansas, described as follows: Beginning at a point 75.36 feet South and 20.0 feet East of the Northwest corner of said Section; thence South 80.0 feet; thence East 80.0 feet; thence Northwesterly to the Place of Beginning.

BOUNDARY JUSTIFICATION

This nomination includes the parcel of land developed historically by Fairfax Hills, Inc. as the Fairfax Hills housing development.

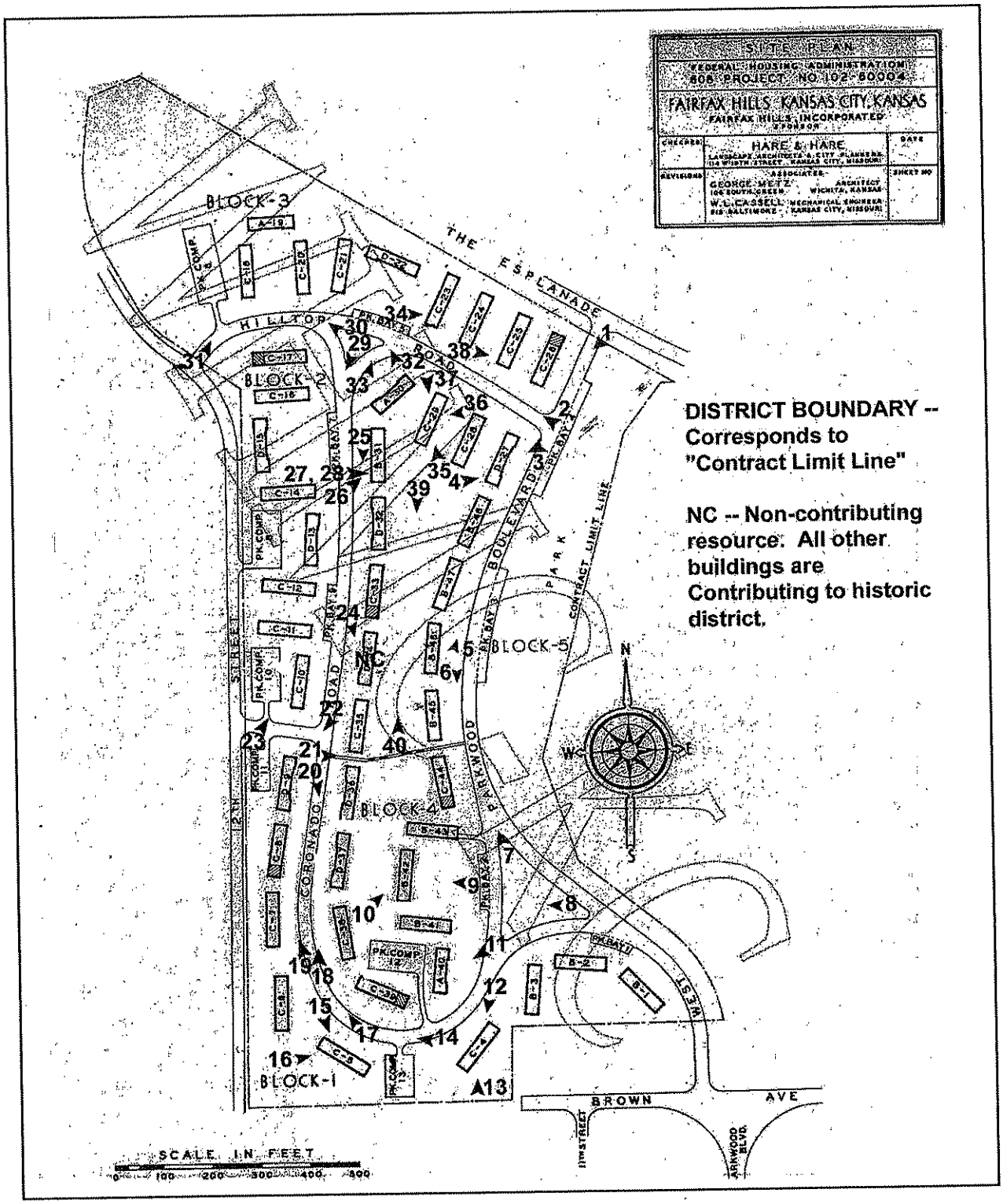
PHOTO LOG

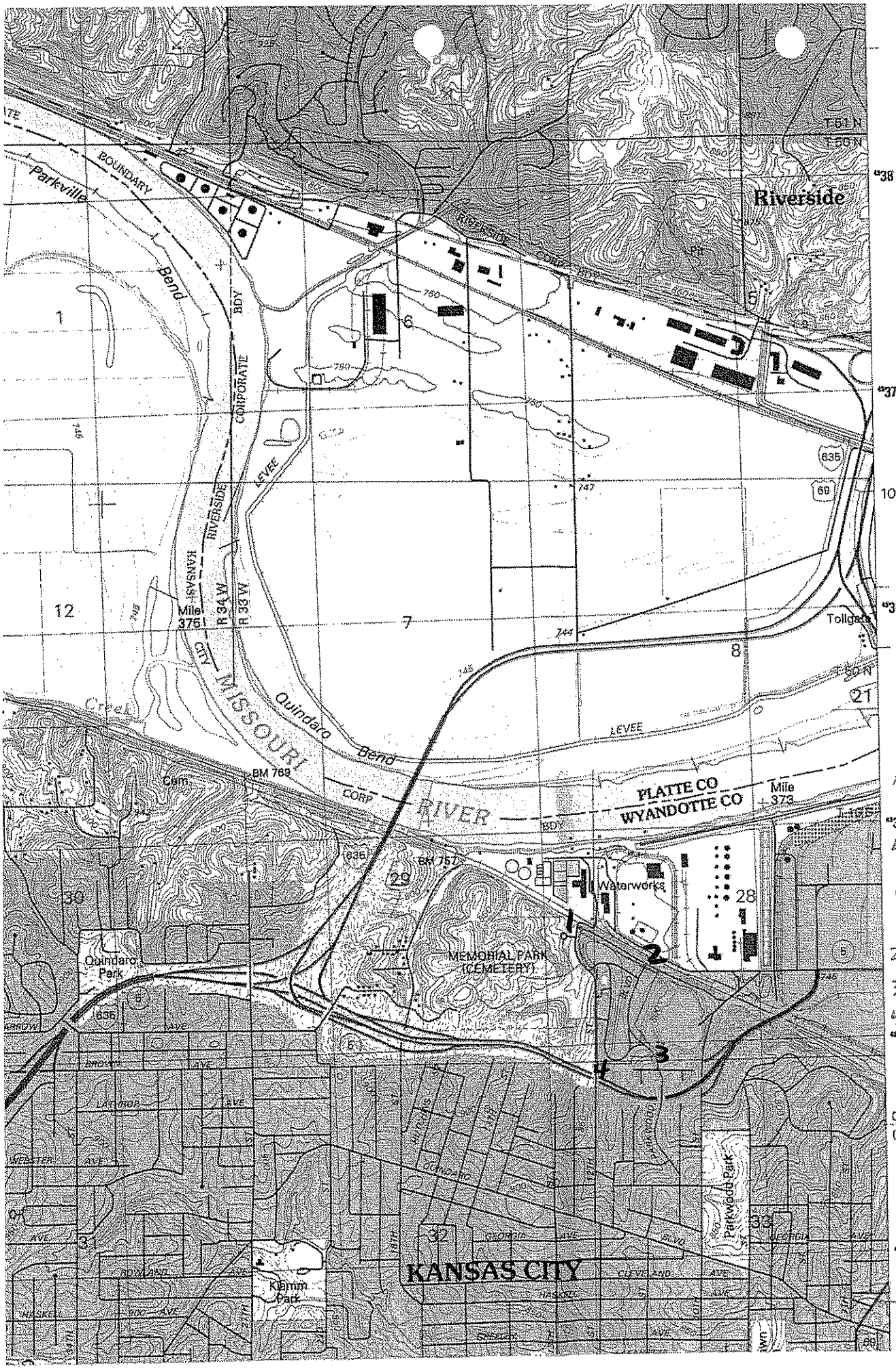
Photographer: Brad Finch, F-Stop Photography, Kansas City, Missouri
Date of Photographs: June 2006
Location of Negatives: Old Fairfax Housing Partners, LP, Prairie Village, Kansas

Image	View	Description
1	SW	Looking southwest on Parkwood Boulevard from The Esplanade.
2	NW	Looking uphill at houses on Hilltop Road from Parkwood Boulevard.
3	SW	Building 27 (Type D) – Typical front elevation.
4	NE	Building 27 (Type D) – Typical rear elevation.
5	N	Looking north on Parkwood Boulevard toward The Esplanade. Bureau of Public Utilities smoke stacks visible at rear of photo.
6	S	Looking south on Parkwood Boulevard.
7	NW	Looking north on Parkwood Boulevard.
8	W	Courtyard grouping with an expanded parking area.
9	W	Building 42 (Type B) – Typical front elevation with vinyl siding.
10	NE	Building 42 (Type B) – Typical rear elevation with vinyl siding.
11	SW	Building 40 (Type A) – Property management office and community room.
12	SW	Building 4 (Type C) – Typical front elevation with broken pediment entries.
13	N	Building 4 (Type C) – Typical rear elevation.
14	W	Curve at juncture of Parkwood Boulevard and Coronado Road.
15	S	Building 5 (Type C) – Typical front elevation with arched entry.
16	E	Building 5 (Type C) – Typical rear elevation.
17	NW	Looking north on Coronado Road.
18	N	Looking north on Coronado Road.
19	NW	Looking north on Coronado Road.
20	S	Looking south on Coronado Road.
21	E	Mid-block walk connecting Coronado Road and Parkwood Boulevard.
22	SW	Intersection of Coronado Road and Westgate Street
23	NE	Off-street parking lot behind Building 10.
24	SE	Building 34
25	S	Looking south in front of buildings facing Coronado Road.
26	NE	Building 31 (Type B) – After removal of vinyl siding.
27	E	Building 31 (Type B) -- After removal of vinyl siding (detail).
28	E	Building 31 (Type B) -- After removal of vinyl siding (detail).
29	S	Looking south on Coronado Road from intersection of Hilltop Road.
30	W	Looking west on Hilltop Road from intersection with Coronado Road.

31	NE	Looking east on Hilltop Road near property line.
32	NW	Looking northwest on Hilltop Road toward northwest entrance to development.
33	N	Courtyard grouping facing Hilltop Road. Bureau of Public Utilities smoke stacks visible at rear of photo.
34	E	Building 23 (Type C) -- Detail of arched entry.
35	N	Building 29 (Type C) – Typical front elevation with fanlights.
36	W	Building 29 (Type C) -- Detail of fanlight entry.
37	S	Building 29 (Type C) – Typical rear elevation.
38	E	Building 25 (Type C) – Detail of broken pediment entry.
39	S	Open area between houses on Parkwood Boulevard and Coronado Road.
40	N	Open area between houses on Parkwood Boulevard and Coronado Road.
41	NW	Building 4 -- Typical front hall and stairs.
42	SE	Building 4 -- Typical back hall and stair.
43	E	Building 4 -- Typical first floor living room with concrete ceiling beams.
44	N	Building 4 -- Typical first floor bedroom with concrete ceiling beams.

PHOTO ANGLE MAP





FAIRFAX HILLS
HISTORIC DISTRICT
#35 KANSAS CITY,
WYANDOTTE COUN
KANSAS
UTM REFERENCES
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2: 15/358545/4334
3: 15/358545/43337
4: 15/358248/43336

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(KS North)

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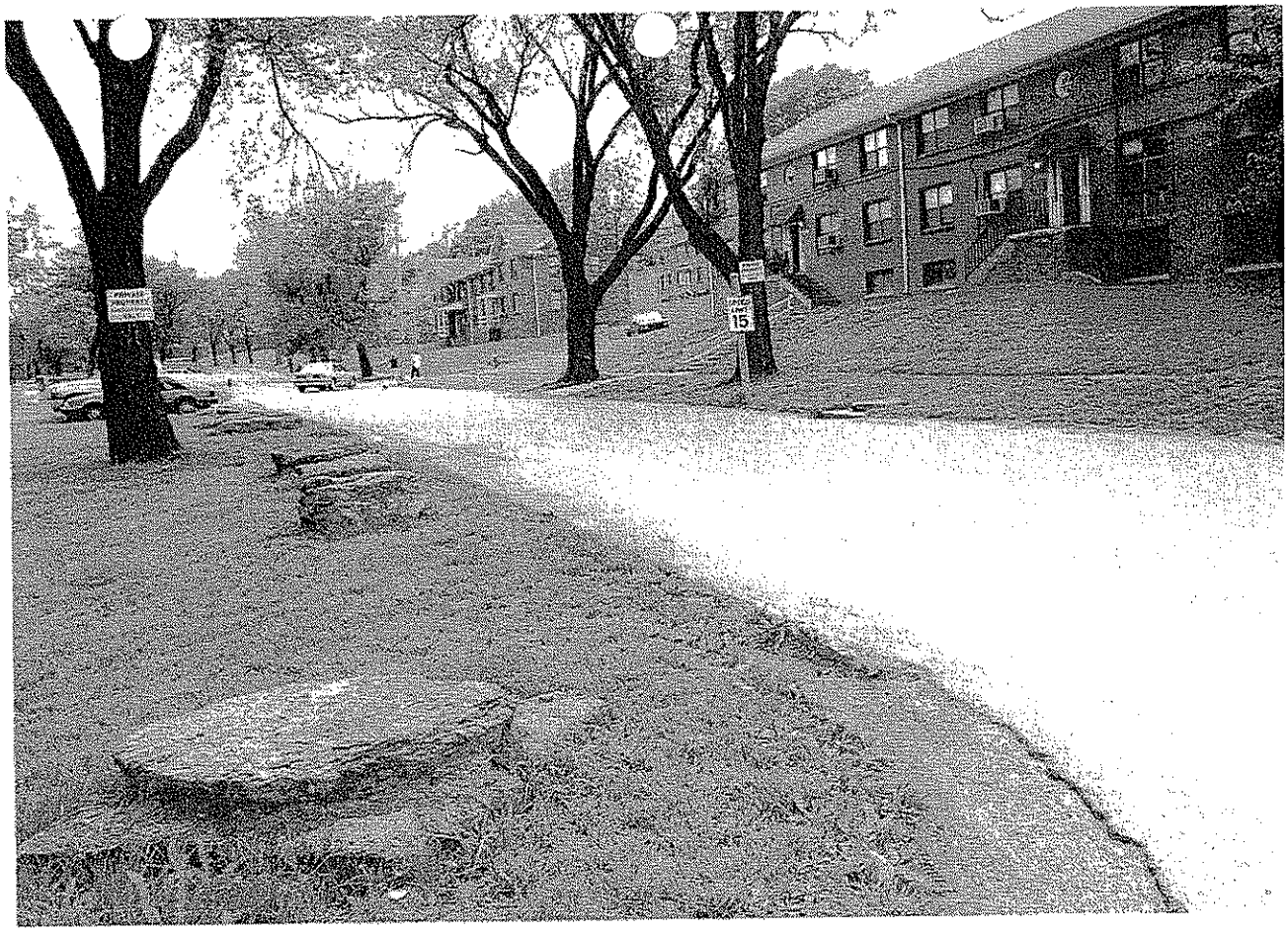

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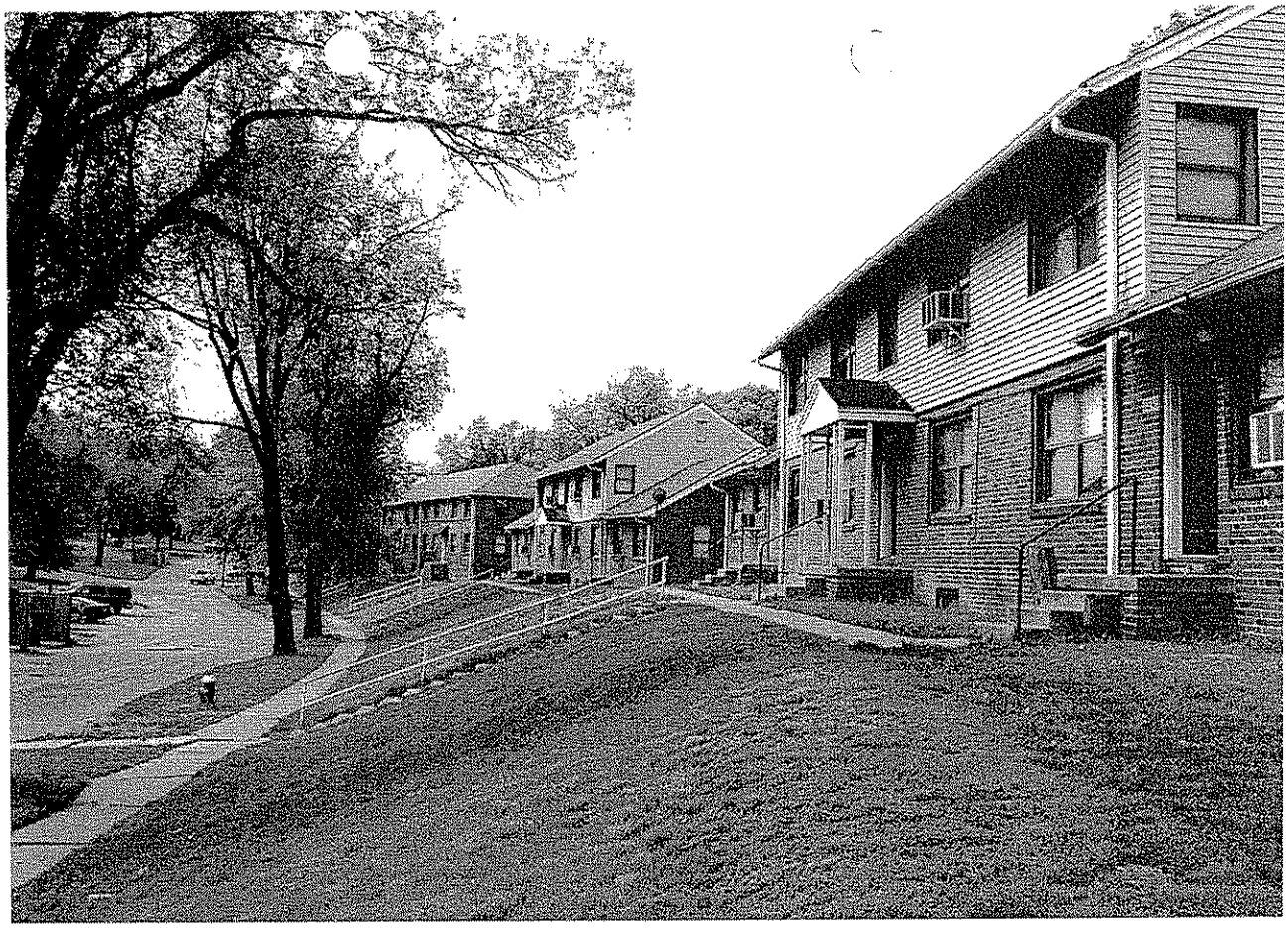

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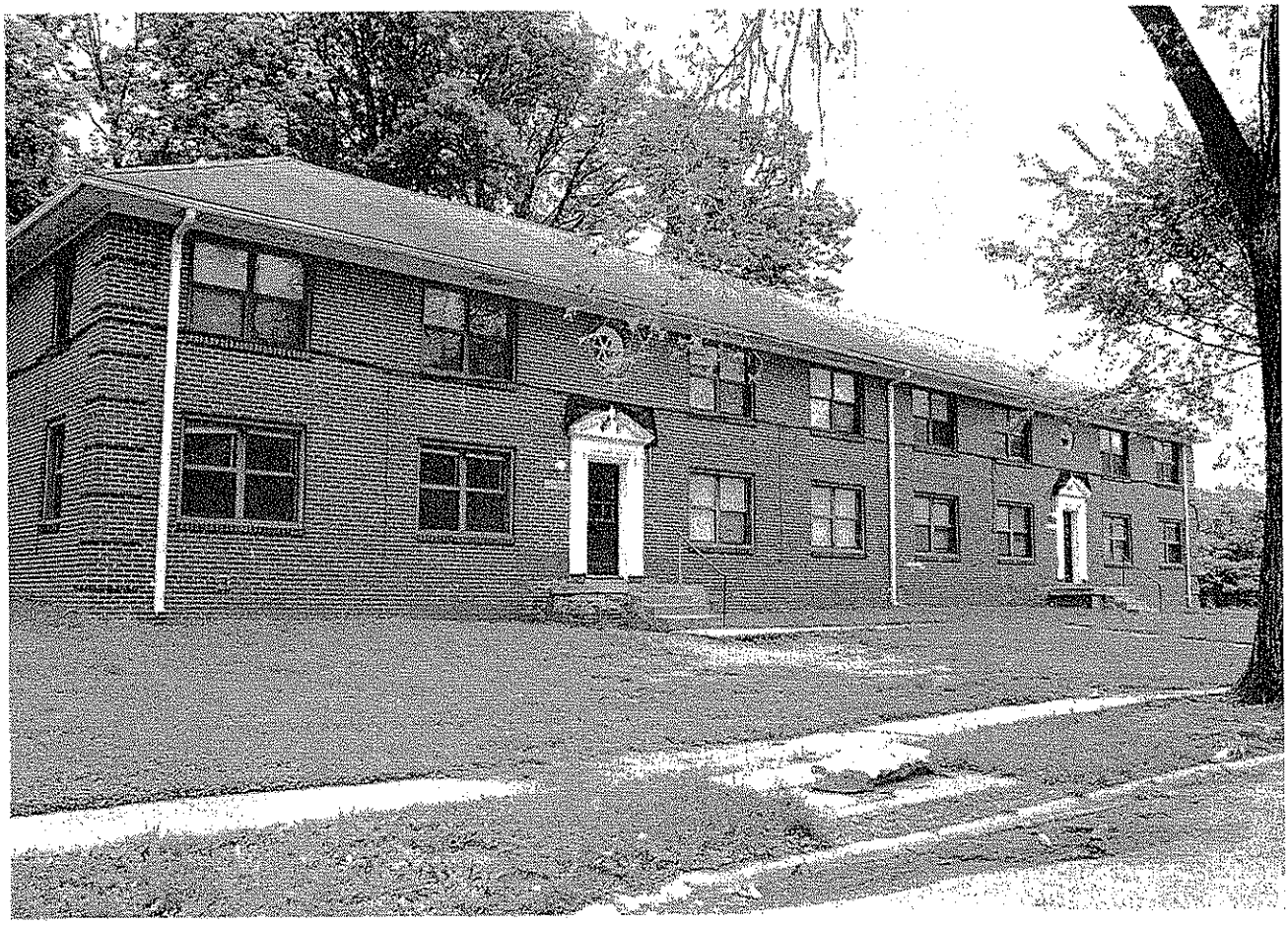

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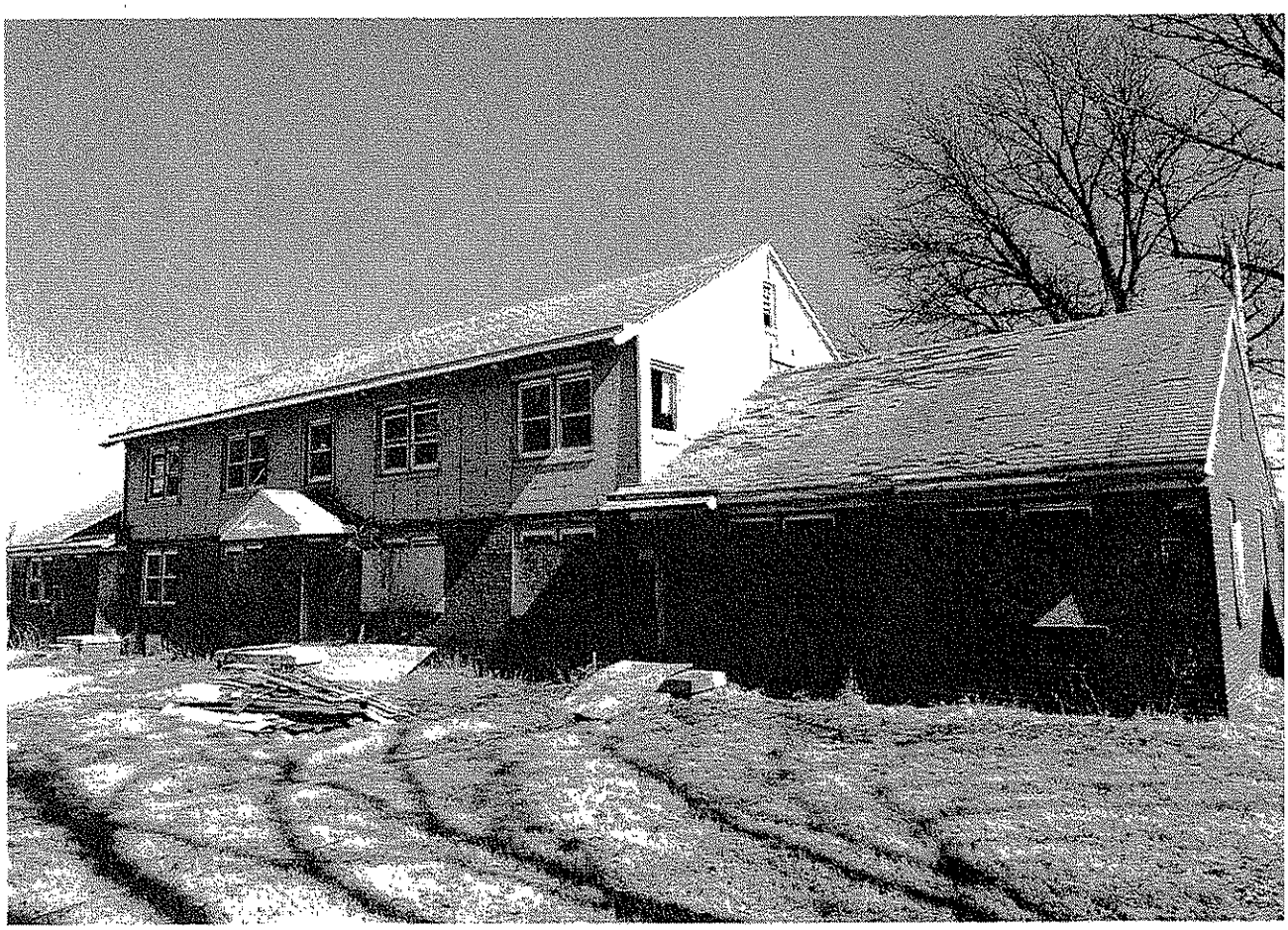

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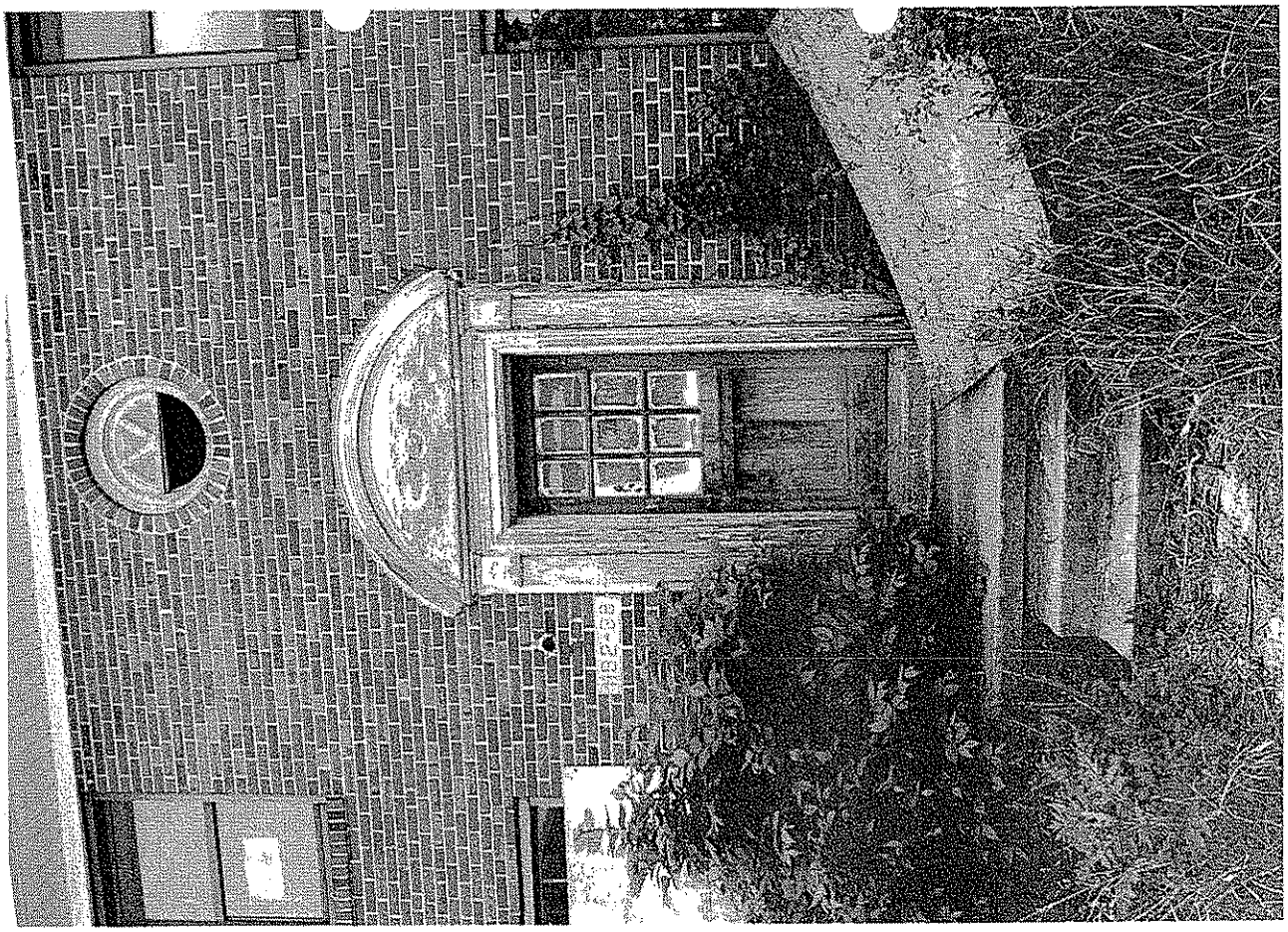

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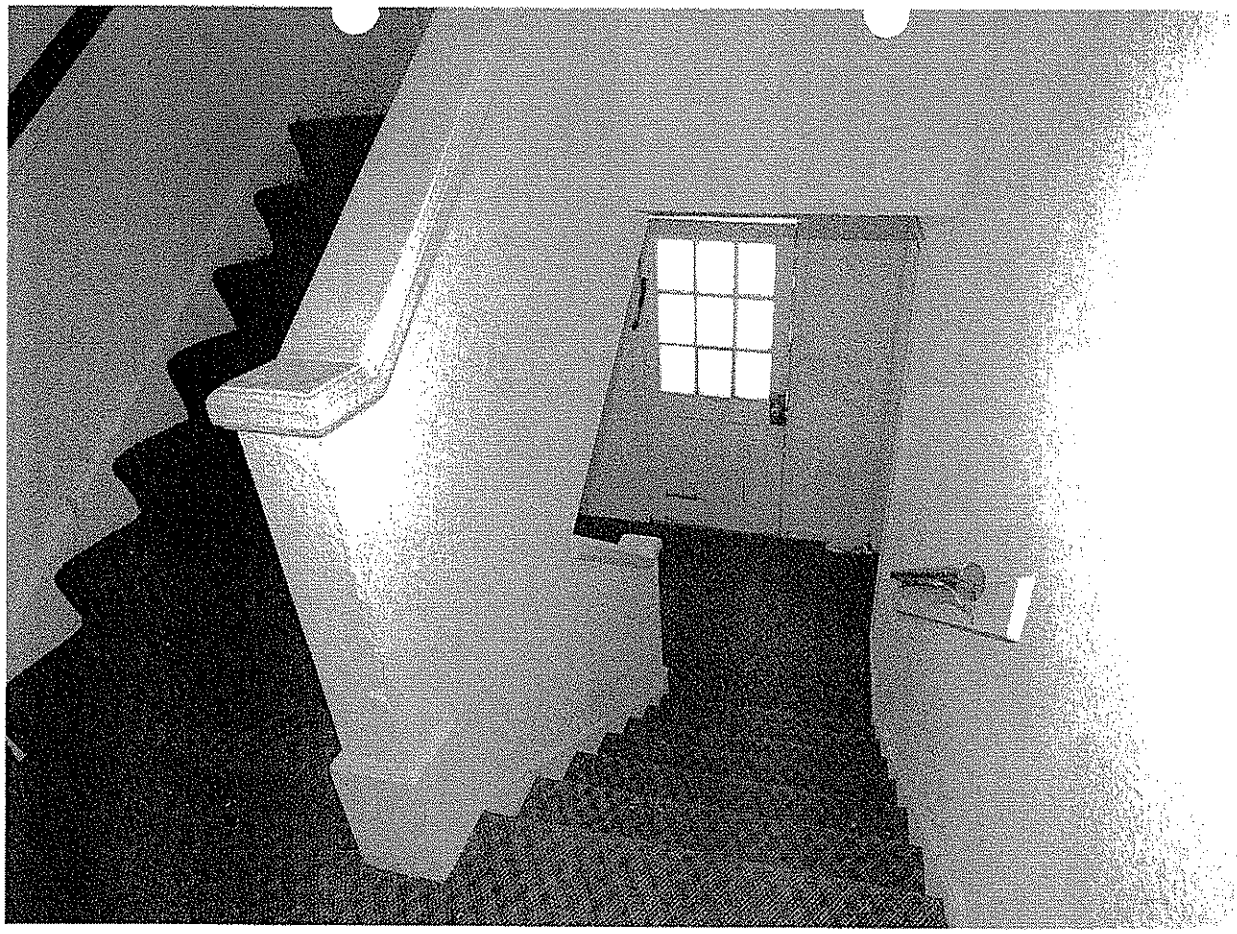
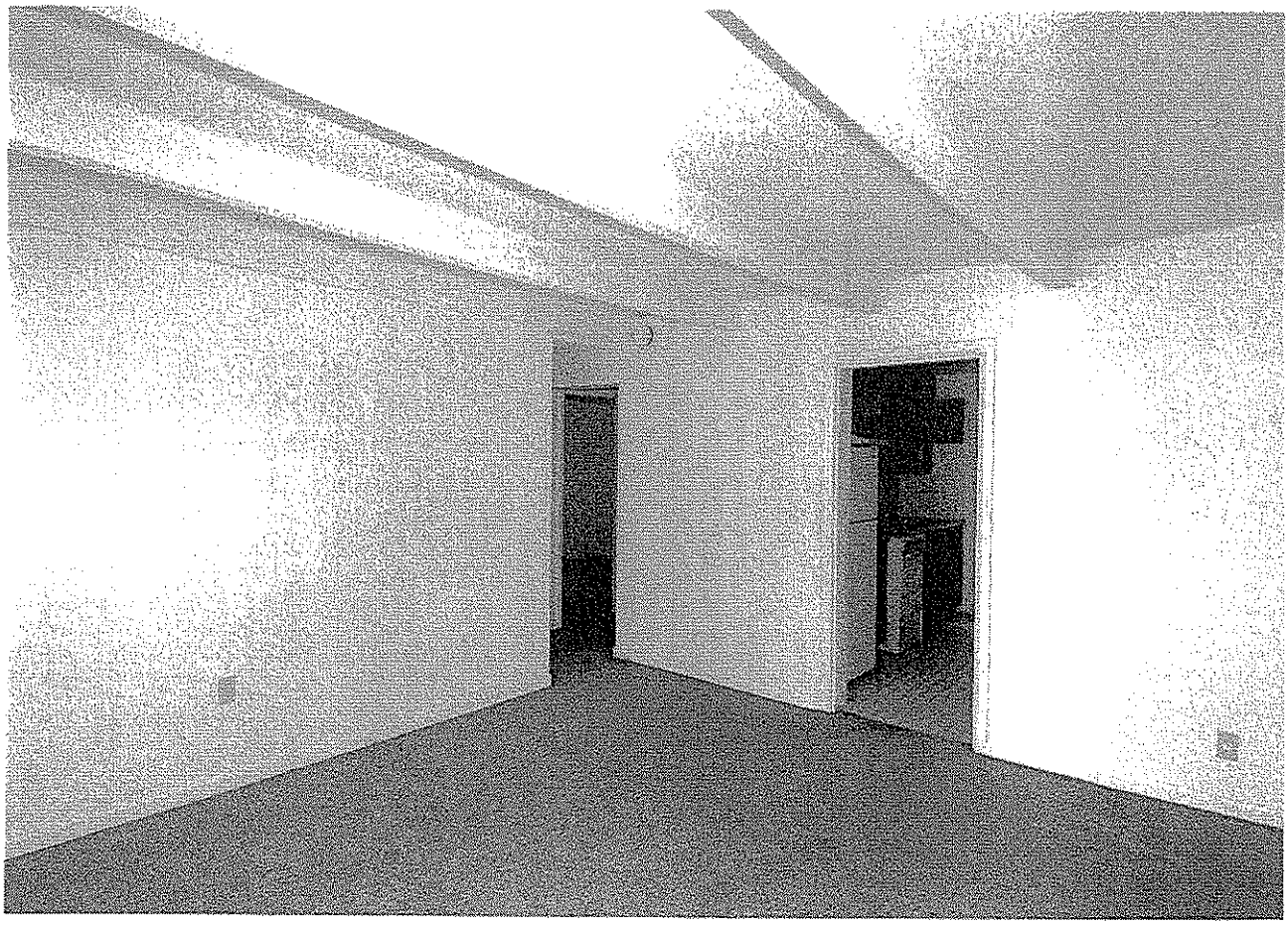
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