

W.K. BOWMAN-O'NEAL APARTMENT BUILDING
4313 East Kellogg Street
Wichita
Sedgwick County
Kansas

HABS NO. KS-73

HABS
KANS
87-WICH.V,
1-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
~~MAPS AND SKETCHES~~

HISTORIC AMERICAN BUILDINGS SURVEY
GREAT PLAINS SYSTEM SUPPORT OFFICE
MIDWEST FIELD AREA
NATIONAL PARK SERVICE
1709 JACKSON STREET
OMAHA, NE 68102

HISTORIC AMERICAN BUILDINGS SURVEY
W. K. BOWMAN-O'NEAL APARTMENT BUILDING

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Location: The W. K. Bowman-O'Neal Apartment Building is located at 4313 East Kellogg, Wichita, Sedgwick County, Kansas. This address is for the property on the south side of Kellogg Street between Belmont Avenue and Crestway Street (See Lynch's Addition Plat Map).

USGS Wichita East Kansas Quadrangle, Universal Transverse Mercator Coordinates
14.651316.411745

Present Owner: City of Wichita, 455 North Main Street, Wichita, Kansas 67202

Present Occupant: Presently unoccupied

Present Use: Currently not in use

Significance: The 1929 building is associated with multi-family Tudor Revival, Craftsman influenced architecture popular in Wichita during the late 1920s and early 1930s. The O'Neal Apartment Building is also an early Wichita example of apartment type housing in Wichita.

PART I: HISTORICAL INFORMATION

A. HISTORICAL CONTEXT

1. Historical Development: The Determination of Eligibility of the O'Neal Apartment Building describes the historical development of the site. Other sources pertinent to the period of development and the area include Wichita Public Library File on Wichita Population, *A Comprehensive City Plan for Wichita, Kansas* (1923), College Hill Historic District Historic Resources Survey overviews for College Hill II, III, and IV, obsolete building inspection records, Polk's city directories, and local newspapers.

The real estate boom in multi-family housing in Wichita was primarily dependent upon the tremendous population increase and housing shortage following World War I, the birth of the local aviation and petroleum industries, and the adoption of city planning. From the formation of Wichita in

1870 until the prosperity associated with petroleum and aviation in the late 1920s, Wichita city officials and prominent developers had opposed construction of multiple-family housing, although the existence of a few boarding houses and hotels were acceptable. Between 1910 and 1920 a few craftsman duplexes were constructed in residential neighborhoods; these structures were erected in small clusters in middle and upper-middle income neighborhoods. Although local zoning for multi-family housing was instituted in 1922, the demand for such dwellings was not promoted until the late 1920s when the petroleum boom resulted in a large transit community becoming a part of Wichita.

Many early city leaders were businessmen and real estate speculators who believed perception was often more important than reality. These leaders remained focused on the future of the community, often in the face of hardship. They recruited the first newspaper editor, M. Murdock of *The Wichita Eagle*, as a promotor for the city, they opposed informing eastern newspapers about grasshopper infestations, and reductions in population because such news would adversely affect the image of the community. They opposed construction of multi-family structures because they perceived such buildings as future slums. These policy makers stated they preferred more hotels or tent communities over possible pockets of architectural and economic blight. They reasoned that the inconveniences and costs associated with hotel living stimulated the construction of residences. During population booms when hotels were full and the housing market saturated, city leaders approved temporarily established tent communities. City leaders reasoned that these canvas neighborhoods were so uncomfortable that occupants were strongly motivated to arrange permanent housing.

Wichita was slow in following the national trend of apartment construction, but once begun, development rapidly spread along the major streets of the city. The period between 1917 and 1930 signified major changes in local attitudes toward multi-family housing. At the beginning of this period, city leaders still perceived multi-family housing as future slums. They believed the city's surplus of land eliminated a spatial need for such housing. By 1922, when the city adopted the first zoning ordinance, the city limits had changed little since 1889. Approximately 50 percent of the annexed land remained undeveloped (*A Comprehensive City Plan for Wichita, Kansas*, 1923: 86). Yet, Wichita had a housing

shortage by the 1910s that reached a critical level by 1930. Between 1886 and 1889 the city population had decreased from approximately 48,000 people to 19,892. By 1907, when the national depression ended, this figure had rebounded to 47,084. Three years later, 52,450 people lived in Wichita, and by 1920 the population was 72,450. Over the next decade the number reached 114,966 people. The population growth and strong local economy spurred the construction boom from 1907 to 1930. During this period there were brief recessions in the building trade that reflected the national economic climate.

With the population growth came greater demands on, as well as more criticism of, local government. Between 1917 and 1924 governmental changes occurred, the post World War I housing boom began, and the groundwork laid for apartment construction. Wichita was among the earliest First Class cities that instituted city manager form of government. (First Class City status required: incorporation, a minimum population of 25,000, a certification of population count, and proclamation of First Class City status by the governor of the state). In the 1920s, Wichita also had the tallest cooperative apartment building west of the Mississippi. These achievements were possible because local businessmen had an established history of uniting for common goals, having national and international perspectives, and knowing how to market their ideas. From the beginning, a major segment of the city's economic base was that of a distribution center. During the 1900s Wichita became the distribution center for the southwest. Agricultural related materials dominated the city's market through World War I, and has remained an important component of the economy. According to *The Wichita Eagle*, by 17 December 1909 Wichita had become the second largest distribution center for lumber in the United States. It was also a distribution point for mercantile and grocery items, and later petroleum and airplanes. The local businessmen responsible for this success, as well as other Wichita residents, held prominent, national offices in their field of expertise. Many Wichitans were world travelers, and some hired European and British architects and tradesmen for platting or building in Wichita. These local businessmen and their families brought a global perspective to the plains community.

On 10 March 1917, *The Wichita Beacon* reported the alteration in city administration. In April 1917 Wichitans approved, by a 24 percent margin, the replacement of the mayor-commissioners form of

government with that of a city manager-commissioners form. Two months later, the local Rotary Club appointed the first City Planning Committee. While these two events signaled progressive leadership, they were countered by an almost equally large contingent of traditional thinkers, and a politically indifferent group of voters. During the 1917 election for city manager form of government, only 9,540 of the more than 19,000 registered voters cast their ballots. The issue was approved by 2,326 votes.

The ultimate appointment of an official City Planning Committee probably had greater initial impact than the appointment of the first city manager, E. T. Battin. He had previously served as city commissioner of finance. Battin's brief tenure was followed by a professional city manager hired after a national search. After two frustrating years, Louis R. Ash resigned, and L. W. Clapp, a former mayor and city commissioner was appointed (Craig Miner, *Wichita The Magic City*, Wichita: Wichita-Sedgwick County Historical Museum Association, 1988: 146). Meanwhile, work went forward on city planning.

The Rotary Club City Planning Committee's task was to research city planning and submit a report on its desirability for the city of Wichita (*A Comprehensive City Plan for Wichita, Kansas*, 1923: 5). The study was temporarily halted because of World War I, and resumed in 1919 after determining that a city plan for Wichita would be desirable and necessary for proper expansion and development of the city (*A Comprehensive City Plan for Wichita, Kansas*, 1923: 5). Late in 1919 the Rotary Club transferred the planning responsibility to the Board of Commerce, which had been created in 1917 when twenty-one Wichita booster clubs and associations had merged (Miner, *Wichita The Magic City*, 1988: 131). A committee of seven was appointed and authorized to develop a plan for Wichita.

The City Planning Committee hired Harland Bartholomew of St. Louis, Missouri, as consultant, obtained the \$10,000 study funding, and lobbied for state legislation necessary to establish and maintain City Planning Commissions and regulate real estate construction (*A Comprehensive City Plan for Wichita, Kansas*, 1923:5). Joining with the Kansas communities of Topeka, Hutchinson, and Kansas City, which also sought similar legislation, the desired laws were passed in 1921 (Ibid, 5). Following the enactment of the new legislation, the Board of City Commissioners approved an \$18,000 budget for the expenses of the local planning commission for 1921 and 1922. This money included a \$10,000 refund

guaranteed the Board of Commerce. The first City Planning Commission appointed by Wichita was comprised of Paul L. Brockway , City Engineer; Walter P. Innes, prominent merchant; C. H. Smyth, prominent financier and real estate speculator; Alton H. Smith, Realtor; Frank L. Dunn, prominent merchant; C. M. Jackman, milling executive; H. V. Wheeler, prominent financier; Earle W. Evans, prominent attorney, director of a bank, oil company, and dry goods store; A. G. McCormick, publisher; Lorentz Schmidt, prominent architect; Harrie S. Mueller, merchant. On 14 March 1922, Wichita commissioners adopted the city's first zoning ordinance (*Wichita Beacon* 15 March 1922, 4). In 1922 and 1923, City Plan Engineer Harland Bartholomew, of St. Louis, Missouri, prepared the first massive planning document targeting Wichita. The report, presented to the City Planning Commission, was titled *A Comprehensive City Plan for Wichita, Kansas*.

The zoning ordinance created five districts. Two districts were residential, "A" and "B". Nonresidential districts were classified "C", "D", and "E". The first referred to general businesses, such as local retail stores. Light industrial district was assigned the "D" classification. Heavy industrial businesses were classified "E". District "A" was restricted to single and two-family housing, required at least 3,500' square lot per family, a rear yard of at least 20'-0", side yards of not less than 6'-0", and a setback of at least 20'-0" where no buildings existed at time of construction. District "B" included all properties that qualified for District "A" as well as multi-family dwellings, hotels, boarding houses, hospitals, and buildings usually associated with this type of housing (*A Comprehensive City Plan for Wichita, Kansas*, 1923:102). "B" District requirements established a minimum lot area of no less than 1,160' square per family (*A Comprehensive City Plan for Wichita, Kansas*, 1923: 102). Setbacks were no less than 20'-0" deep on blocks where no buildings existed at the time of construction. The size of side yards was 5'-0" wide, and rear yards that were at least 20'-0" deep.

By October 1928 the zoning map of Wichita had been amended four times (*Wichita Beacon* 5 September 1928, 10). In September 1928 the largest areas zoned for multi-family residential housing was approximately 2 miles west of Oliver Avenue, the eastern city limits. This type of housing was

concentrated in a more north-south pattern that extended 1 mile south of Kellogg Street to Harry Street and north to Twenty-first Street, east to Hydraulic, and west to the Arkansas River.

“B” District areas could have single-family residences as well as apartment, group, and row houses, hotels, private clubs and fraternity houses, boarding and lodging houses, hospitals, nurseries and greenhouses, philanthropic institutions, and accessory buildings not associated with retail businesses (*Wichita Beacon*, 5 September 1928, 10).

The zoning ordinance and changes in zoning reflected the emerging interest in multi-family housing. Because the city still had vast acreage undeveloped, the lack of space was not a concern, however, costs and national trends associated with construction were. All things being equal, apartment buildings presented the economic advantage of housing more people in less space at less cost than single-family residences. This economic advantage was finally accepted locally after oil was discovered in Sedgwick County. Numerous petroleum companies established field offices in Wichita. Butler County, which neighbors Sedgwick County on the east, built communities for oil field workers, while Wichita became the home and local headquarters for the industry’s office workers and corporate representatives. Thus, many of the apartment buildings erected in Wichita included conveniences aimed for the low-middle and middle income renters.

From 1915 through 1930 the prosperity and population growth of Wichita was greatly spurred by the industrial sector. According to the *Wichita City Directory 1929*, the 300 industrial businesses annually produced goods valued at \$75,000,000. In 1930 Wichita had the lowest national unemployment rate of 1.8 percent as 128 new businesses opened within the 22 square miles of city limits (The College Hill Conservation Society, *College Hill Southeast Quadrant Historic District Local Historic Resources Survey Overview*, 22 August 1990: 38-39). Two of the new business segments were aviation and petroleum. Following World War I the aviation industry began in Wichita as men discharged from military service, previously trained as pilots and mechanics, returned or moved to the city. Among this group were the founders of the Wichita aircraft factories. Among the earliest and most successful aircraft manufacturing companies were Swallow, Stearman, Swift, Cessna, and Travel Air Manufacturing.

Culver Aircraft Corporation later joined this important group and Stearman merged with the Washington state based Boeing Company. Numerous support businesses contributed to this segment, including flight training schools. In 1928, the Wichita Chamber of Commerce adopted the slogan Air Capital of the World, a title still embraced locally. From 1918 to 1929 a minimum of 117 Wichita corporations, factories, and clubs were directly or indirectly associated with the aviation trade (The College Hill Conservation Society, *College Hill Southeast Quadrant Historic District Local Historic Resources Survey Overview*, 22 August 1990: 37-38).

The local petroleum boom began in 1915 when a Wichita company brought in the Stapleton No. 1 well near the community of El Dorado, in Butler County. This oil well marked the opening of the El Dorado Field. Thirteen years later, the Wright Field near Valley Center, in Sedgwick County became the first major producing well near Wichita. In 1929, nearly 10 million barrels of petroleum were pumped from oil fields in Sedgwick County to four oil refineries in Wichita (Sara Mullin Baldwin, ed., *Who's Who in Wichita 1929*, Wichita: Robert M. Baldwin Corporation, 1929: Industrial Section, 17).

Most multi-family residences in Wichita were erected after 1927; however, a few were constructed earlier. According to Wichita building inspection records, at least three inexpensive duplexes (costing \$2,950 each) were erected along Kellogg Street east of Hillside Avenue during the early 1920s. The greatest number of multi-family units were constructed in the city between 1928 and 1932. Because the zoning ordinance grouped two-family residences with single-family housing, duplexes were built throughout the community. Four-plexes were also constructed, most of these were constructed in clusters of two or more in areas zoned for multi-family. Most apartment buildings were erected along major transportation routes like Douglas Avenue, Broadway (originally Lawrence Avenue), and Kellogg Street. According to Wichita building inspection records, one of the earliest apartment buildings was erected near the commercial center of Wichita along east Kellogg Street in 1926. Building inspection records identify at least fourteen multi-family structures erected along east Kellogg during 1928 and 1929. Another dozen were constructed in 1930, an additional three in 1931, and one in 1932. Of this total eight were duplexes, twelve had four units, five had six units, and three had eight units.

2. Trends in American History: Trends in the historical development of apartment construction in America are described in *A Concise History of American Architecture*, architectural periodicals *Building Age* and *The Architectural Forum*, *The New York Times*, and Wichita newspapers.

Philosophical, social and economic changes affected American architecture. According to Leland M. Roth, in *A Concise History of American Architecture*, between 1915 and 1940 American architecture radically altered. During this period of pluralities good planning and quality construction were complimented by a concern for visual diversity and aesthetic pleasure (Roth, *A Concise History of American Architecture*, New York: Harper and Row, 1980, Reprint, 272). Following World War I architectural pragmatism evolved as the business world looked to science for solution to human failings. The First World War had disturbed the basic view that people could solve their own problems. Throughout the business world science was seen as the means by which social and business needs could eliminate human weaknesses. The building trade, like other businesses of the time, used cost accounting, empiricism, and time-motion studies in developing its products. Design was one of the architectural products. The apartment building concept found its niche in American architecture during this period. Its importance in the building trade during this time is reflected by the October 1929 issue of *Building Age*, a magazine which that month was dedicated exclusively to apartments. Although apartment buildings existed nationally before 1917, this date reflects a transition in multi-family housing. Before 1917 the markets for apartment buildings were the rich and the poor. For the first time, after World War I, the middle-class was targeted in planning and marketing the structures.

A *New York Times* editorial (10 June 1929, 24:4) stated that Americans had always been nomads, but multi-family housing increased the social sense of impermanence. The writer feared the transition from single or two-family residences signified the final break from rural tradition and last step in urbanization. The apartment building movement began in the United States in New York City, but had its inspiration from France. According to *The New York Times* 27 January 1929 (Section 12, 12:2), apartment construction began in the United States in New York City in 1870 when the Stuyvesant was built. Rutherford Stuyvesant, builder of the first apartment building, had visited Paris where he had been

introduced to this type of residence. Returning to New York, he collaborated with Richard H. Hunt, the designer, and constructed the five-story Stuyvesant Building. Six years later, the first cooperative apartment building, The Randolph, was constructed in the same city (*The New York Times* 27 January 1929, Section 12, 1:8). In 1882 an eight building apartment complex, named the Navarro Apartment Buildings, and one of the first garden apartment cooperatives, Jackson Heights constructed ca. 1910, also were erected in New York City. The first cooperative apartment building owned totally by individuals residing on the premises was constructed in 1920, also in New York City (Ibid).

According to *The New York Times* and the construction trade magazines *Building Age* and *The Architectural Forum*, modern multi-family housing was introduced in large cities in the late 1910s and spread to the suburban communities in the late 1920s as a means of relieving economically the national housing shortage while also reducing home-ownership responsibilities. After World War I the increased costs of building material, land, and domestic wages helped spur the multi-family housing market. During the 1920s, apartments became popular in large cities, especially in communities with populations of 500,000 or more because of the spatial limitations and real estate prices. Between 1917 and 1925 the leading American cities in apartment building construction were San Francisco, Boston, Chicago, and Washington, D.C. (*The New York Times* 9 June 1929, Section 11, 2:2). In 1925 New York City gained the title of leader in this type of housing and retained the distinction through the decade.

Between 1921 and 1928 apartment construction displaced single-family and two-family residential construction in 257 cities surveyed in the United States (*The New York Times* 14 July 1929, Section 3, 3:4). Citing the International Labor Office Industrial and Labor Information bulletin, *The New York Times* stated that in 1921 single-family residences accounted for 58 percent of all new construction permits for dwellings, apartment buildings accounted for 24 percent, and two-family houses for 18 percent (Ibid). Single-family construction peaked in 1923 when 207,632 permits were issued for single-family residences, 96,344 permits for two-family dwellings, and 149,607 for multi-family use. In 1928 the number of new construction permits issued in the surveyed cities were 136,907 for single-family residences, 43,098 for two-family dwellings, and 208,673 for multi-family buildings (Ibid). The

Department of Labor reported that in eighty-five cities surveyed with populations of 100,000 or more during the first half of 1929 that residential construction accounted for 64.1 percent of all construction; apartment buildings were the largest segment, followed by hotels, and third was single family dwellings (*The New York Times* 28 September 1929, 33:1).

The United States Bureau of Labor Statistics revealed the economic advantage of multi-family housing over single-family residences. On 3 December 1928, *The New York Times* stated the annual report of the Department of Labor surveyed 372 cities which had a total of 418,878 family residences constructed. This figure was 17.6 percent lower than in 1925, but 93.7 percent higher than in 1921 when the average cost of a one-family dwelling was \$3,972. By 1928 the average cost of a single-family house in the United States had risen to \$4,830, a 21.6 percent increase over 1921. Between 1921 and 1928 the average cost per family unit of apartment buildings increased 3.8 percent, from \$4,019 to \$4,170 (*The New York Times* 3 December 1928, 51:2).

Some reasons apartment buildings became popular were the comforts found in these modern buildings, the lack of lawn care or maintenance responsibilities for the occupants. By the late 1920s, new concepts for apartment designs developed as competing architects, builders, and investors sought market advantages through the introduction of improvements. In some cases, innovators were inspired by the French. In France the Housewives' League had lobbied architects to plan efficient apartments (*The New York Times* 24 November 1929, Section 3, 4:6). The league opposed parlors, corridors, steps, joints, cornices, and poor floor plans. Time-motion statisticians considered the leagues concerns and found that if a woman weighing 143 pounds traveled a flight of five steps both ways five times a day over a period of forty years she would have expended enough energy to lift the Eiffel Tower (Ibid). They calculated the miles saved over forty years if a 9 yard corridor was eliminated between a dining room and kitchen. These mathematicians proposed having glass doors on children's rooms so mothers could watch the youngsters without leaving a work area. Waterproof material on floors and walls was recommended so that cleaning could be done by a hose. Glass doorknobs and handles were considered the superior material as it eliminated the need for hardware polishing. These experts also recommended the

installation of at least four electrical outlets in each room so that new electrical equipment could be easily used (Ibid).

A variety of studies, surveys, and contests were conducted in an effort to improve apartment designs, and building trade magazines addressed the topic. In October 1929 *Building Age* dedicated the entire issue to the subject. The same year Columbia University planned to build or remodel an apartment building as an experiment for eliminating unnecessary housekeeping drudgery (*The New York Times* 22 February 1929, 11:2). Their plans called for changes not only to the physical design, but also addressed social and economic lifestyles. The project chairman believed this approach would remove the household burdens of families with moderate incomes. The Columbia University plan called for cooperative living. A central kitchen was designed that removed cooking responsibility for the homemaker by creating a communal facility. Professional cleaning women and laundresses were to be available through a pooling of finances rather than each occupant contracting their individual cleaning needs. In addition, a centralized, supervised child care space was also planned.

Based on the various studies and market trends, experts determined several factors were considered essential for an apartment building's success, including location, sound financing, efficient design, style that fit the neighborhood, quality construction, adequate equipment and accessories, and appropriate finish ("Plan for Convenience," *Building Age*, October 1929, 40). Apartment features considered desirable included the following: mechanical refrigerators; fireplaces; built-in showers; at least four base outlets per room, preferably the new double receptacles rather than the single; base plugs for radio ground; wall lighting fixtures, and a central lighting fixture in the dining room; radiator covers; sound-proofing or sound deadening; a folding bed in the living room, or at the least a closet in the living room for one; adequate number of closets; space for telephone (such as a niche), house phones connected with entry hall or vestibule, and a security latch on the entrance door allowing partial opening of the door (*The New York Times* 8, 9 September, 17 November 1929, Section 12, 1:2; W. A. Edwards, Jr., "Equipping the Living Quarters for Living," *Building Age*, October 1929: 44-45, 96).

A scientific approach was used in the development of an efficient apartment kitchen. The Department of Agriculture published plans for an efficient kitchen in the department's Bulletin Number 1413. The Frigidaire Corporation was one of several companies that conducted kitchen design competitions ("Convenient Kitchen," *Building Age*, September 1927: 109). Until apartments became popular a large kitchen had been the American ideal. In developing the small, modern kitchen designers eliminated unnecessary steps and duplicated effort. The refrigerator, cabinets, stove, and sink were grouped to minimize food preparation.

The ideal apartment kitchen and bathroom were presented in the October 1929 issue of *Building Age*. According to the trade magazine, the scientifically arranged, modern apartment kitchen had pleasing colors, step-saving equipment, and proper arrangement of this equipment for further motion-savings. Other requirements included built-in cabinets available in various sections or units which could fit the size of any apartment, a modern stove scientifically arranged for minimum space requirement, a mechanical refrigerator eliminating need for ice deliveries, an electric dishwasher attached to a modern sink that had an incinerator installed nearby, a ventilator fan, a broom closet, a fold-away ironing board, space for a vacuum cleaner, and a modern dumbwaiter or at least milk and package receivers.

The three basic features of a bathroom included the bathtub, lavatory, and toilet. For a completely modern room an efficient arrangement of the fixtures, proper lighting, and accessories were also needed. A combination shower and bath were considered the best for bathing purposes, and showers which used the new wall projecting shower heads were favored because a person could shower without wetting the hair if desired. Sophisticated plumbing systems included a water mixing valve that prevented scalding, and a single spout at one end of the tub located high enough for a cleaning bucket to be placed beneath for filling. *Building Age* recommended sturdy lavatories that would support a person making repairs on medicine cabinets or lighting fixtures. Such sinks also withstood abuse from children. A single water spout was also recommended for the lavatory. The ideal electrical system included a ceiling light and lights flanking a mirror above the sink, and a light switch positioned near the door. In addition, a conveniently placed electrical outlet for plugging in curling irons, massagers, or other grooming tools.

Bathroom extras included convenient holders for soap, tumbler, toothbrush, sponge, and toilet paper. At least two hooks were recommended, one for a robe and another for a razor strop. Towel bars, a handgrip rail above the tub, and a shelf over the lavatory were also considered appropriate luxuries. Chromium plated fixtures were recommended because they were easily cleaned and tarnish resistant.

B. SPECIFIC HISTORY OF THE SITE:

1. Initial Planning and Development: At this time, little is known about the planning and development of the W. K. Bowman-O'Neal Apartment Building site in the Lynch Addition. No architectural drawings or historical photographs were discovered. What has been discovered is based upon Metropolitan Area Planning Department documentation, which includes old building inspection records on file in the preservation officer's office, and a map recently prepared by the Graphic Department showing the placement of Wichita City Limits over the decades. Other sources also include the original plat map of Lynch's Addition, the 1923 *Comprehensive Plan for Wichita, Kansas*, a zoning map published in *The Wichita Beacon* on 5 September 1928 and R. L. Polk and Company directories of Wichita.

Lots 9, 11, and 13 in Lynch's Addition were selected as the site of the 1929 W. K. Bowman-O'Neal Apartment Building. The plat for the addition was filed on 24 March 1887 during the real estate boom of the 1880s. However, this area of Sedgwick County was not incorporated into the City of Wichita until after 1920. A discrepancy exists between the city limits map prepared by Metropolitan Area Planning Department and a copy of the zoning map published in *The Wichita Beacon* on September 1928. The Wichita City Limits 1929 Map included in this document is a compilation of the two maps, with the Metropolitan Area Planning Department copy having a correction on the southeastern boundary. According to the 1928 published zoning map, a sixteen block area bounded on the north by Kellogg Street, on the south by Harry Street, on the east by Crestway, and the west by Bluff and Roosevelt was approved for multi-family housing. Although most buildings erected in this radius were single-family dwellings, buildings fronting Kellogg were multi-family.

At this time, no historical preservation surveys have been conducted of neighborhoods south of Kellogg Street, but based upon the architecture of the area, R. L. Polk and Company directories, and research of a few structures included in the review of properties associated with the current plans for altering Kellogg Street few buildings were constructed south of Kellogg and east of Belmont before 1930. Those erected were almost exclusively constructed along Kellogg Street which was then a dirt road.

Several apartment buildings were constructed in Wichita during the housing, petroleum and aviation booms in the 1920s. Yet the local newspapers seldom published articles about these structures unless they were significantly different from others, located along busy thoroughfares, or designed for numerous families. Because the Bowman-O-Neal Apartment Building was constructed in a rural-like setting and initially only housed four families, its construction attracted no media attention, thus limiting available documentation on the site.

According to Wichita inspection records, the apartment building and garage were constructed for \$16,500 in 1929, and passed city inspection on 22 November 1929. The first listing for the property in the Polk city directories occurred in 1931. Based upon these city directories, the apartment building was the only structure in the 4300 block south of Kellogg for several years. By 1931 two other residences were constructed two blocks east of the apartment building.

2. Changes in Plan and Site: No documentation was found of the original building plans, and no drawings of changes were on file with the city of Wichita. The only feature on the building that may have been an addition or alteration from the original drawings is the screened in staircase at the rear of the building. Because of the exterior rear doors on the apartment units, some staircase would have been in place. But, whether the present staircase was added later or altered from the original design is unknown. However, other than the inspection record dated 1929, no other reference was found in city records about the property.
3. Individuals Associated with the Site: R. L. Polk city directories, Wichita inspection records, Sedgwick County real estate and plat records, interviews, and College Hill historical survey information were used in documenting individuals associated with the site.

The husband and wife who filed the plat for Lynch's Addition, and the builders, owners, and tenants associated with the W. K. Bowman-O'Neal Apartment Building have been identified. Little is known about any of these individuals. The city inspection records list the builders of the apartment house as Oran C. Middleswart and Clyde R. Scott. According to the Polk directories, these two contractors arrived in Wichita ca. 1930. They briefly conducted business in the city. Scott left the city by 1935 and Middleswart relocated by 1938. They probably settled in Wichita about 1930 because of the building boom, which continued through the early 1930s, and left when the prosperity in the construction trade ended. Over the years of interviewing persons associated with the local building trade, this researcher has met only one individual who remembered the names of Middleswart and Scott. This individual had no specific information about the builders other than their brief time in the city. According to Wichita inspection records, which are extremely incomplete, the Bowman-O'Neal Apartment Building was the only structure these men constructed along Kellogg.

The first two owners of the building were W. K. Bowman and Ned O'Neal. W. K. Bowman owned all the undeveloped Lynch's Addition by 1930. The Polk city directories listed Bowman as an executive, and his occupation as district manager. No other background information about Bowman has been established. He may have been related to Joseph Bowman, the Sedgwick County Register of Deeds whose signature appears on the original plat of Lynch's Addition in 1887. According to real estate records, W. K. Bowman acquired lots 9 and 11 of Lynch's Addition in 1927, and lot 13 in 1928. He retained ownership until 15 April 1932. During his tenure as owner of the apartment building, Bowman and his wife Twila occupied apartment number one. In 1932, when his profession was listed in the Polk Directory as salesman for Holmes Company, Bowman sold the building to Wichita businessman Ned O'Neal. Soon after the title transfer Bowman moved from Wichita.

Ned O'Neal was the second owner of the building. Until his ownership the building was not listed by an apartment building name. It was first listed in the Polk city directories as the O'Neal Apartment Building in 1935. According to Polk, O'Neal was part-owner and manager of the Jones-O'Neal Shoe Company, a shoe store. During his ownership of the multi-family building, O'Neal lived in a variety of

residences in Wichita, but never in the apartment building. He retained ownership of the building until 1 February 1961.

On 1 February 1961 Wallace G. Case and his wife Bessie acquired the property from O'Neal. The Cases occupied apartment four. In 1967 Bessie Case died. Wallace Case retained ownership of the building until 13 April 1984 when Kevin G. Kimmel obtained title. During Case's ownership, some changes were made to the building.

Kevin G. Kimmel owns several rental properties in Wichita. He maintained ownership of the Bowman-O'Neal Apartment Building until 1996 when the City of Wichita acquired title through condemnation proceedings for highway right-of-way. Kimmel never lived at the site, and made few changes.

The original tenants of the building were Lee E. Phillips, and wife Anne K; Wallter P. Innes, Jr., and wife Betty; Arch B. Plant, and wife Elizabeth, and owner W. K. Bowman and his wife Twila. Based upon Polk city directories, the occupants of the apartment building moved from one unit to another or the units were renumbered in 1931-1932. It is more likely that the units were renumbered than all tenants moving at the same time. According to the 1931 Polk directory, Mr. and Mrs. W. K. Bowman occupied apartment one; Mr. and Mrs. Arch B. Plant occupied apartment two; apartment three was vacant, and Mr. and Mrs. Walter P. Innes, Jr. resided in apartment four. The following year, the directory lists apartment one as occupied by Mr. and Mrs. Lee E. Phillips, apartment two occupied by Mr. and Mrs. Walter P. Innes, Jr., apartment three occupied by Mr. and Mrs. Arch B. Plant and Harold A. Zelinkoff. Apartment four was occupied by Mr. and Mrs. W. K. Bowman. The Polk directories listed occupations of the men as follows: W. K. Bowman was a salesman for Holmes Company, Walter P. Innes, Jr. was president of Stearman Aircraft Company (later Boeing Aircraft Company), Lee E. Phillips was Wichita Manager of Phillips Petroleum Company, Arch B. Plant was a salesman for Burroughs Adding Machine Company, Harold A. Zelinkoff was an attorney.

Mr. and Mrs. Walter P. Innes, Jr. and Mr. and Mrs. Lee E. Phillips were related. Innes was the son of Walter Pease Innes, prominent Kansas merchant and businessman. Anne K. Phillips was the sister of

Innes, Jr. Innes, Jr. was born on 9 December 1902, and Anne K. was born on 1 August 1905. Innes, Jr. married Betty Stephenson in October 1928, and Anne married Lee Eldas Phillips, Jr. on 26 November 1929. Lee Phillips was related to the Phillips family, owners of Phillips Petroleum Company of Bartlesville, Oklahoma. By 1933 Lee and Anne Phillips had moved to the College Hill Neighborhood in Wichita where they lived at 4125 East Central, one mile north of the apartment building. Innes, Jr. and his wife moved from the apartment building sometime between 1935 and 1938.

Innes, Jr.'s executive position with the Stearman company changed after the firm merged with Boeing in the early 1930s. His change in employment may also have been associated with the depression which had affected the local aviation industry and resulted in the Stearman-Boeing merger. The 1933 Polk city directory, listed Innes, Jr.'s occupation as employee of the George Innes Company, a firm owned by his father but named after his great-uncle who co-founded with Innes, Sr. the George Innes Dry Goods in Wichita in 1897 (Terry Ward and Sheryll L. White, *College Hill III Historic District Local Historic Resources Survey Overview*, Prepared for the Wichita-Sedgwick County Metropolitan Area Planning Department, Land Use and Research, Wichita, Kansas, and the Kansas State Historical Society, Historic Preservation Department, Topeka, Kansas, 1989: 63). By 1932 the Innes Dry Goods Company was worth \$2,000,000 (*The Wichita Beacon*, 22 May 1932: Magazine Section, 8). Both Walter Inness were also associated with petroleum speculation.

4. Historical Events or Developments Associated with the Site: Based upon local newspapers and *College Hill III Survey Report*, the Bowman-O'Neal Apartment Building has a close association with Kellogg Street improvements.

The historical events or developments associated with the Bowman-O'Neal Apartment Building are linked with Kellogg Street improvements, and the relocation of U.S. 54 Highway from Central Avenue. In November 1941 the city commission approved plans for widening Kellogg from 30'-0" to 60'-0" between Water Street, near the Arkansas River on the west, and Crestway on the east. The city attorney was directed to draft an ordinance for condemnation of land adjacent to the roadway for the needed right-of-way (*The Wichita Beacon* 25 November 1941: 2:5). This change in the street resulted in

the appropriation of an 8'-0" wide strip fronting the property for the project. The building originally had a about a 28' setback which became about 20'. Kellogg remained under construction during the 1940s. By 1945 U.S. 54 Highway had been rerouted from Central Avenue to Kellogg Street, but the roadway was only completed east of Wichita from the Butler-Sedgwick county line as far west as Edgemoor Drive, 0.5 miles east of the apartment building. Within the Wichita city limits the highway was constructed from the west to east. By 1947 Kellogg Street had been improved as far east as Hillside Avenue. Two years later the stretch of Kellogg from Hillside to Crestway was under construction, and the roadway east of Crestway had been completed (Sheryll L. White and Terry Ward, *College Hill III Survey Report*, Report prepared for the Preservation Office, Topeka and Metropolitan Area Planning Department, Wichita, 1989: 18-20). The highway was again altered in ca. 1969 when a raised median was installed. The changes in Kellogg Street have had a direct impact on the apartment building. The vibrations from the traffic may be experienced within the apartments on the first and second floors. Until approximately two years ago, the porch of the Bowman-O'Neal Building was accented by two concrete lions flanking the entry steps. Debris from a traffic accident broke one of the two cement lions that flanked the front entry steps.

PART II. DESCRIPTIVE INFORMATION

A. PHYSICAL CHARACTER OF THE SITE AND ITS RELATIONSHIP TO THE SURROUNDING ENVIRONMENT (1996):

1. Physical Description of the Site:

The site of the W. K. Bowman-O'Neal Apartment Building is centered between the streets Belmont and Crestway. The property spans 75'-0" west to east, and has a depth of 117'-0" from Kellogg Street (See sketch Site of W. K. Bowman-O'Neal Apartment Building and Plat Map of Lynch's Addition, 1887). A 10'-0" wide alley forms the southern boundary of the property. The site consists of two buildings, the main apartment building and a four-car garage. The two structures and concrete paving covers most of the parcel (See sketch of Site of W. K. Bowman-O'Neal Apartment Building). The multi-family residence has a 20'-6" setback from

Kellogg Street. A single-car paved driveway off Kellogg Street is 10'-8" wide, and extends along the west side of the apartment building, abutting the property line on the same side. A 4'-0" wide cement sidewalk extends across the front of the property and is intersected in front of the apartment building by a 3'-6" wide cement sidewalk that links the structure and main walkway. The concrete parking area at the rear of the property has alley access and joins the floor of the garage. Grass is located in three areas: at the front of the property, in a small, irregularly-shaped patch at the rear of the apartment building, and along a 6'-0" wide swath that stretches along the east between a wooden privacy fence and the apartment building. Several trees are also associated with the site. Three trees are located at the front of the building, eight more are along the west, property line near the southwest corner, and three more are along the east property line.

2. Surrounding Environment:

The environment surrounding the W. K. Bowman-O'Neal Apartment Building includes the four-lane, divided highway on the north, residential streets are near its east and west boundaries. Commercial and residential buildings surrounding the site. The apartment building is flanked on the east and west by one-story, brick, commercial buildings. On the east is a modern doctor's office, and on the west is a multi-family, four-plex that has been converted into a real estate office. Single-family housing is directly north of the apartment building on the opposite side of Kellogg Street. Crestway and Belmont are residential streets. Housing in the Lynch Addition, excluding that along Kellogg Street, was constructed between 1930 and 1938 and range in size from 969' square to 1902' square.

B. PHYSICAL DESCRIPTION OF THE SITE:

1. Exterior and Structural Framing of Apartment Building:

The site of the W. K. Bowman-O'Neal Apartment Building consist of two structures, the two-story, symmetrical, irregular shaped, gable roof, burnt-brick, Tudor-style building with basement that faces north, and the garage. Overall, the condition of the apartment building is good. Both are scheduled for demolition.

The apartment building measures 58'-11" at the front and back, and 42'-8" on the east and west sides (See W.K. Bowman-O'Neal Apartment Building First Floor Drawing, Second Floor Drawing, and Basement

Drawing, with exterior measurements). The front of the building features screened sleeping porches at the east and west corners of both stories and a centered, steeply gabled entry with concrete steps and porch. The front, screened areas and centered entry form three symmetrical projections on the north side of the building. The entry projects 3'-6", with porch and steps projecting another 7'-1"; the screened porches project 9'-0". The east and west sides of the building are identical walls of brick and windows with no projections or indentations. The south side of the building has three projections; the brick sides of the building extend 4'-6" beyond the main part of the building. The third projection is a centered, enclosed, rear staircase that protrudes south 9'-5". The centered staircase at the rear is enclosed with wood and screen and is constructed on wooden stilts with no foundation or anchoring visible. This rear stairway is flanked within the screened area by wooden porches for each unit. These individual porches have screen doors that open into the general area (See photograph HABS No. 16). A concrete staircase with concrete walls provides basement entrance access. This feature is immediately west of the enclosed stairwell for the above ground apartments (See photograph HABS No. 10).

The composition, footings, and depth of the foundation are unknown. Because of the reinforced concrete basement and lack of original drawings, foundation information is unknown. However, the foundation is probably reinforced concrete.

The burnt, dark, red brick veneer is laid in a stretcher or running bond pattern (See photograph HABS No. 7). The burning process lends a variety of color and texture to the clay material (See photograph HABS No. 7). Additional surface texture is provided by the use of vitrified, distorted clinker bricks.

The roof is comprised of composition shingles that blanket symmetrical and asymmetrical gables (See photographs HABS Nos. 2 and 4). Two steep front gables with north-south axes have 16":12" pitches. These gables are along the east and west sides of the building and join the center asymmetrical gable which begins 11'-8" from the outside east and west walls. The center roof has an east-west axis and a shallow gable, with the steepest part near the front of the building. The south side of the gable has a shallow, upward slope that directs runoff toward the front of the building. The rear porch has a flat roof.

The structural framing of the building consists of wood, steel beams, brick, reinforced concrete, and cinder blocks. The brick veneer covers 7" x 3/4" diagonal sheathing over a frame of 2"x4" studs set on 16"

center. The basement has at least two steel I-beams. One beam extends along the interior, weight bearing, brick wall that separates the living room of unit five from the laundry area (See Basement Room Arrangement Map). Another beam has been exposed by the removal of the interior wall in unit six. The beam is anchored in the reinforced concrete wall of the furnace room and extends northward to the fireplace in apartment six (See Basement Room Arrangement Map). The furnace room has reinforced concrete walls and ceiling. The center walls forming the stairwell from ground floor through attic are cinder blocks measuring 16"x 8". Twelve foot rafters form the gable roofs and are true 7'-1/4" by true 1'-1/2" set on 16" center. The column supports of the screened porches are brick veneer.

Among the exterior features of the apartment building are stucco and half-timbered front gables, projecting screen porches, and the centered, steeply-pitched, gable entry accented by a concrete lion. An interior chimney is visible from the rear of the building. The doors on the building include the main entrance, which is a French door flanked by five window sidelights set within a segmental arch brick lintel. French doors along the east and west sides of the building open onto the screened porches. The basement entrance at the rear is a wood door with three horizontal panels at the bottom, and three horizontal windows in the upper section.

The windows on the building are six-over-one double-hung sashes. The windows are 2'-3" wide, and are arranged in pairs or bands of three, except for a few small single windows along the west, south, and east sides of the building. Each apartment features a band of three windows along the north living room wall, and a pair of windows in each exterior wall of the master and second bedrooms. Paired windows are also located on the south wall of the dining rooms and on the second floor above the front entryway. Single windows are above the kitchen sinks and in the bathrooms.

The lion statue at the front entry was manufactured by the Kraeible Company, a regional firm. The lion was one of the firm's most popular items during the 1930s and 1940s.

2. Interior of Apartment Building:

The interior of the apartment building is symmetrically arranged, except in the basement; however, even the lower level still exhibits signs of symmetry (See Apartment Drawings First Floor, Second Floor, and Basement). The center staircases and hallways divide the west and east sides of the building. The walls forming

W. K. BOWMAN-O'NEAL APARTMENT BUILDING
HABS NO. KS-73 (Page 22)

the first and second floor hallways are made of cinder block. The floor to ceiling height of the first and second floor is 8'-6". The main stairway opening is 4'-0" wide, is comprised of fifteen steps with 7" rise and 11" run, and has an 11'-0" long railing and banister on the second floor hallway that is 21'-6" long.

The walls are a stucco paint applied over dry wall except for the cinder block walls where it is directly applied. The stucco paint is also directly applied over the concrete and brick walls in the basement apartments. The dry walls have two 3/8" thick layers; the inside layer is a plaster board backed by a cementitious board.

The floors and baseboard trim on the ground and second floor are hardwood. The flooring is tongue and groove oak 3/4" thick and 2-1/4" wide. It is laid over true 9-1/4" floor joists set 16" on center. The baseboards are 3/4" thick 5-1/2" wide. Interior doors are solid plywood with metal doorknobs that having matching faceplates. This brushed nickel on stamped brass hardware has a satin finish.

One of the distinctive features of the interior of the building is the entryway. A 4'-0" deep foyer separates the exterior door from the ground-floor hallway. Both the exterior and interior door of the foyer are 3'-0" wide French doors with sidelights (See HABS NO. KS-73-36 and KS--73-37 Photographs). The ceiling of the foyer is arched like the doorways (See HABS NO. KS-73-37 Photograph). The floor of this area is a red clay tile. A radiator is located along the east wall of the entry and a flush mounted, four-slot, brass mailbox is on the west wall of the foyer (See HABS NO. KS-73-38 and KS-73-39 Photographs). The mailbox was manufactured by Columbia Metal Box Company of New York, and is a Model B.

The two-bedroom, apartment units on the first and second floor are identical (See W.K. Bowman-O'Neal Apartment Building Measurements of Units 1 and 3, W. K. Bowman-O'Neal Apartment Building Room Arrangement Drawing for Units 1 and 3, and First Floor Drawing and Second Floor Drawing). Each unit has two entrances off of the hallway. The main door opens into the living room. The second, narrower door at the rear of the hallway opens directly into the kitchen. The living room doors are 2'-8" wide, and the hall doors that open into the kitchens are 2'-0" wide. The living rooms of the four units on the above ground floors front Kellogg Street on the north. The dining rooms are immediately south of the living rooms and accessed through a 5'-6" Tudor arch. The master bedrooms front Kellogg Street on the north, and the smaller bedrooms are along the south wall of the building.

W. K. BOWMAN-O'NEAL APARTMENT BUILDING
HABS NO. KS-73 (Page 23)

The basement staircase is wood. It is 3'-4" wide and has twelve steps. The steps have an 8" rise and 9" run. A plain wood railing and banister extend along the lower portion of the stairway until it joins the east wall (See HABS NO. KS-73-24 Photograph).

The basement apartment on the east side of the building is still intact. The basement unit has one bedroom (See Basement Apartment Drawing and HABS NO. KS-73-26 through KS-73-30 Photographs). The floor to ceiling height is 7'3". Apartment five has a 22'-0"x11'-9" living room and a 14'-1"x10'-6" kitchen. A 22" thick wall separates the living room from the kitchen. Much of this wall thickness is the depth of the brick fireplace. An 8'-11" hallway separates the kitchen from the 13'-6"x9'-6" bedroom at the rear of the apartment. This hallway includes a doorway near the bedroom that opens into the laundry room and another doorway that opens into the bathroom.

The plumbing and heating systems in the building are interrelated. The structure has steam heat. The original radiators are still in use. The boiler has 420,000 BTU. Each floor has its own water heater with a capacity of 72 gallons. The gas-powered water tanks are located near the boiler in the furnace room of the basement. The plumbing pipes are copper and galvanized. Between the water heaters and the boiler is the brick incinerator, which is built into the weight-bearing wall that separates the furnace and laundry rooms (See Basement Room Arrangement Map). Two metal doors, a larger above a smaller, are located in the center of the chimney. The masonry work is stretcher bond.

3. Changes over Time:

The building has had few changes. Alterations have included adding two basement apartments, and replacing the original wiring and furnace. According to the Polk directory, by early 1946 a basement apartment had been added to the building and assigned the number 5. This unit was apparently added between 1943 and March 1946. Unit 6 was added in the basement ca. 1964. The wiring and furnace were replaced ca. 1970.

4. Garage:

The garage is a secondary structure located at the southwest corner of the property. This support building is 24'-0" south of the apartment building. The rear wall of the garage is located on the alley easement. The flat-

roof, one-story, four-car garage has a north orientation. The structure is constructed of clapboard and measures 36'-0" east to west and 20'-5" north to south. It has a shallow concrete foundation.

PART III. SOURCES OF INFORMATION

A. GENERAL DEPOSITORIES:

Ablah, Library, Special Collections, Wichita State University, Wichita, Kansas

Architectural Library, Kansas State University, Manhattan, Kansas.

Wichita Public Library, 223 South Main, Wichita, Kansas

B. INTERVIEWS:

Hunter Gilkeson, Owner of Lusco Brick and Stone Company. Gilkeson, approximately 70 years old and long-time local brick dealer, was unfamiliar with the building or builders. June 1996.

Kevin Kimble, March-September 1996.

Claude Mason, Retired Architect. Unfamiliar with building or builders. June 1996.

Bill Schmidt, Retired Architect. Unfamiliar with building or builders. June 1996.

C. CITY RECORDS:

Metropolitan Area Planning Department, Preservation Office. Building Inspection Records.

D. COUNTY RECORDS:

Sedgwick County, Real Estate Records. County Clerk Office.

E. BIBLIOGRAPHY:

1. Primary and Unpublished Sources

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2. Secondary and Published Sources

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"Convenient Kitchens." *Building Age* (September 1927): 109.

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Kingsley, K.S. "Plan for Convenience--and Build to Attract since the Success of the Apartment depends on Both." *Building Age* (October 1929): 40-41.

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The New York Times 15 July, 25 November, 3 December 1928; 27 January, 22 February, 9, 10 June, 14 July, 8, 22, 28 September, 17, 24 November 1929.

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Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1931.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1932.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1933.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1933.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1934.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1935.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1936.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1937.

Polk's Wichita (Kansas) City Directory. Kansas City, Missouri: R. L. Polk & Company, 1938.

The Wichita Beacon 10 March 1917; 15 March 1922; 5 September 1928; 22 May 1932; 25 November 1941.

The Wichita Eagle 17 December 1909.

Williams E. A. "BATHROOMS Don't Neglect a Single Detail." *Building Age* (October 1929): 58-59, 96.

Roth, Leland M. [1979]1980. *A Concise History of American Architecture*. New York: Harper & Row.

D. LIKELY SOURCES NOT YET INVESTIGATED:

Although a public appeal was made by Wichita Preservation Officer Jeff Tully for historic photographs of the building, no historic photographs of the building, and no family members associated with previous owners or tenants were located. Interviews with individuals or descendants of such persons is one possible source of information not investigated.

PART IV. PROJECT INFORMATION

The U.S. 54 Highway Six-lane Freeway Major Modernization Program is tentatively scheduled for construction contract awarding date of March 1997. This ongoing project has stretched across the city from the west to east. The current project begins slightly east of Hillside Avenue and spans a distance of approximately 1.1 miles, ending east of Edgemoor Street. Currently, U.S. 54 Highway has an existing 80'-0" right-of-way which has 60'-0" developed into a four lane divided highway with a 12'-0" to 14'-0" raised median. The U.S. 54 Freeway Modernization Program will increase the number of highway lanes by two, have a concrete barrier 2'-0" wide down the center, and have 22'-0" feet total for emergency medians. Other changes include redesigning the Oliver and U.S. 54 Highway intersection, which is three block east of the apartment building. The Oliver intersection will be converted to a diamond interchange, with ramps linking all four directions of the roadways in a diamond-like pattern. The plan will route the highway beneath Oliver Avenue which will remain at grade level. Oliver Avenue will also be widened from the current 60'-0" right-of-way. Oliver will remain two lanes in each direction, but will also have double left turn lanes that require another 22'-0" for the north and south bound traffic. The project will require the removal of eighty-three to eighty-five buildings from along the planned right-of-way. The Federal Agency associated with the project is the United States Department of Transportation, Federal Highway Administration.

Prepared by: Sheryll L. White
Title: Historian
Affiliation: W2 Research, Subcontractor of Howard Needles Tammen &
Bergendoff
Date: 16 April 1997

PART V. GRAPHIC DOCUMENTATION

Location Map of W. K. Bowman-O'Neal Apartment Building. From Kansas Blue Print. Map No. 5-70-5.

Plat Map of Lynch's Addition Wichita, Kansas. From Registrar of Deeds, Sedgwick County, Kansas. E. F. Batte and A. Funk Surveyors, 1887.

Site Sketch of W. K. Bowman-O'Neal Apartment Building. J. K. White, Technical Illustrator. November 1996.

W. K. Bowman-O'Neal Apartment Building. Basement Drawing. Thomas J. and Shanon C. Mansfield, respectively, Carpenter and Graphic Designer. November 1996.

W. K. Bowman-O'Neal Apartment Building. Basement Room Arrangement. Thomas J. And Shanon C. Mansfield, respectively, Carpenter and Graphic Designer. November 1996.

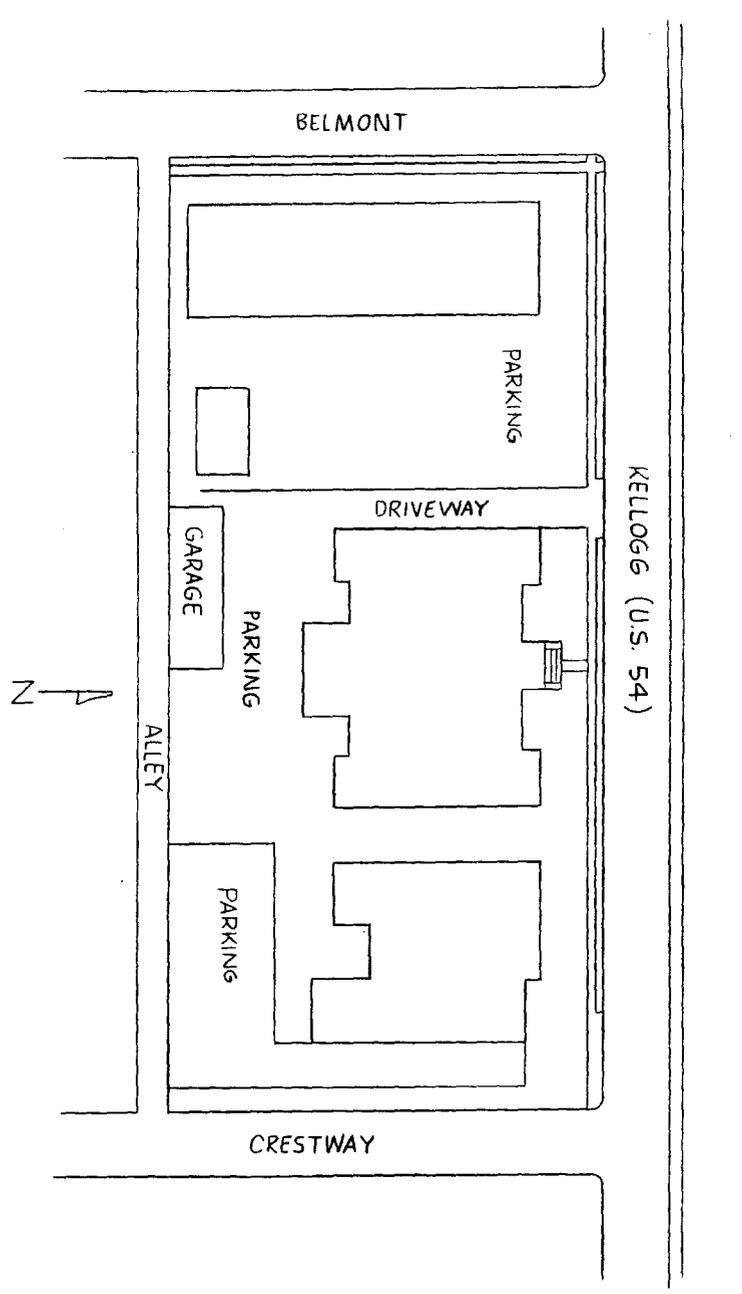
W. K. Bowman-O'Neal Apartment Building. First Floor Drawing. Thomas J. and Shanon C. Mansfield, respectively, Carpenter and Graphic Designer. November 1996.

W. K. Bowman-O'Neal Apartment Building. Measurements of Units 1 and 3. Thomas J. And Shanon C. Mansfield, respectively, Carpenter and Graphic Designer. November 1996.

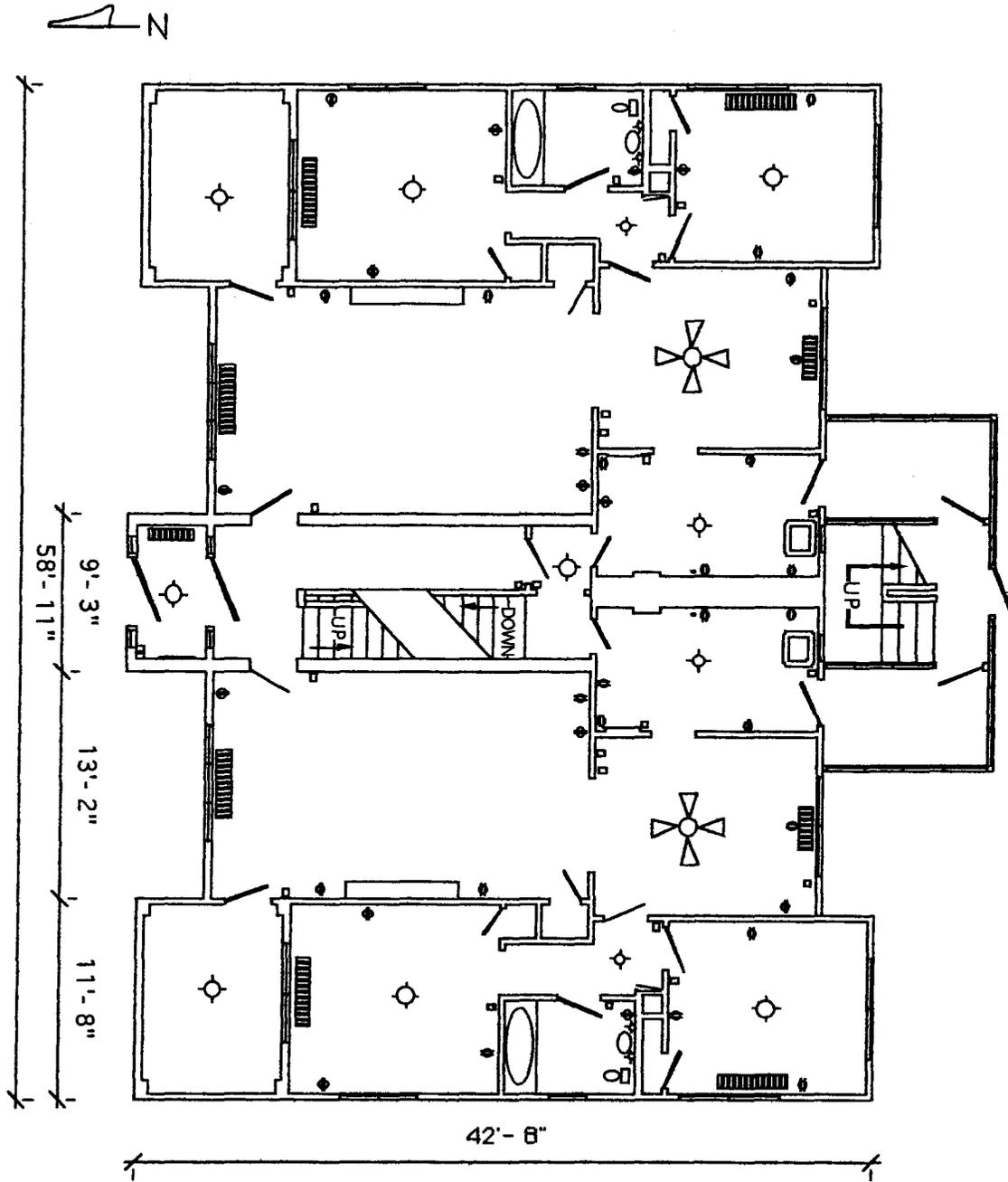
W. K. Bowman-O'Neal Apartment Building, Room Arrangement Drawing for Units 1 & 3. Thomas J. and Shanon C. Mansfield, respectively Carpenter and Graphic Designer. November 1996.

W. K. Bowman-O'Neal Apartment Building. Second Floor Drawing. Thomas J. and Shanon C. Mansfield, respectively Carpenter and Graphic Designer. November 1996.

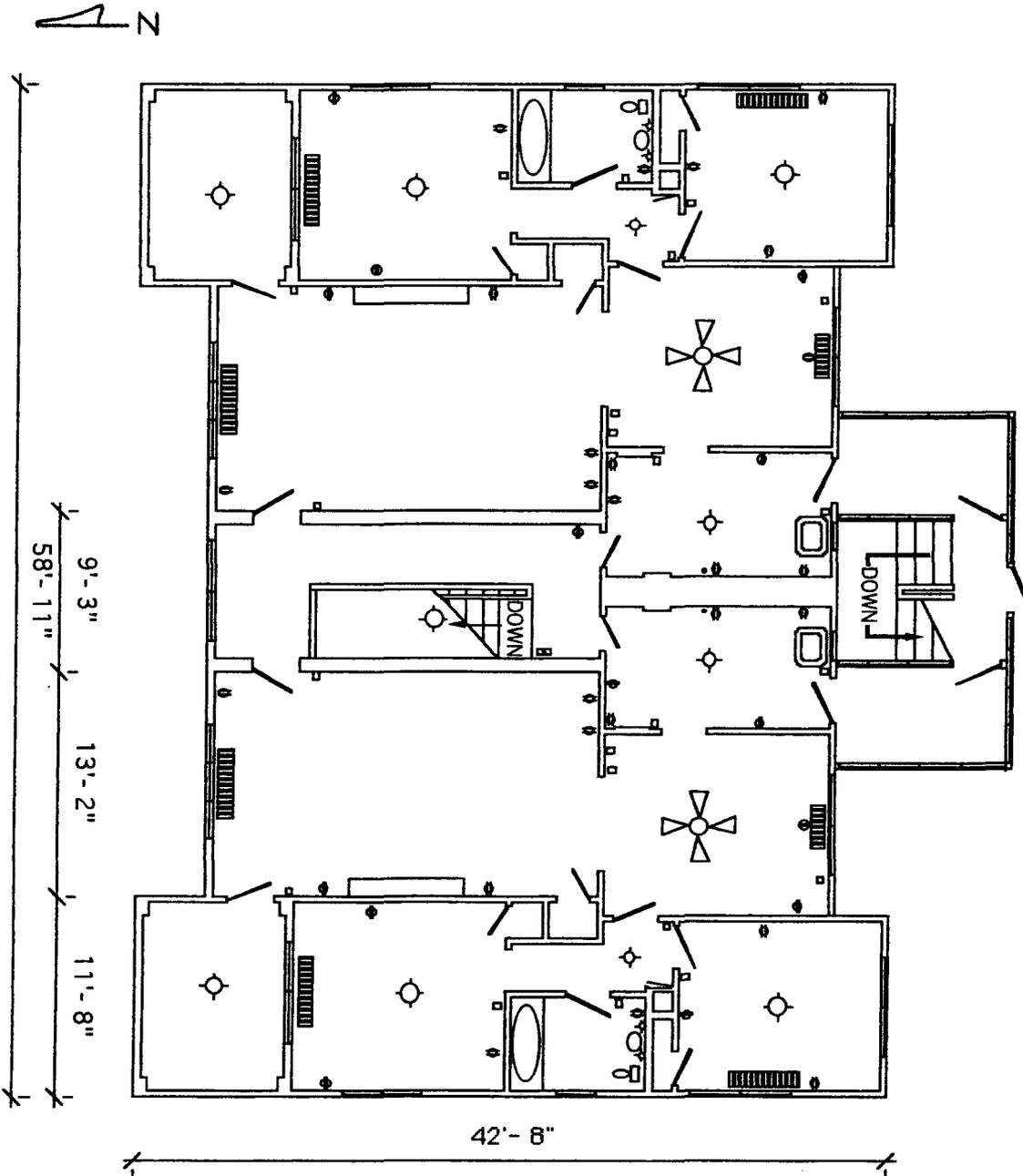
Wichita City Limits 1929. From Kansas Blue Print. City of Wichita 1995.



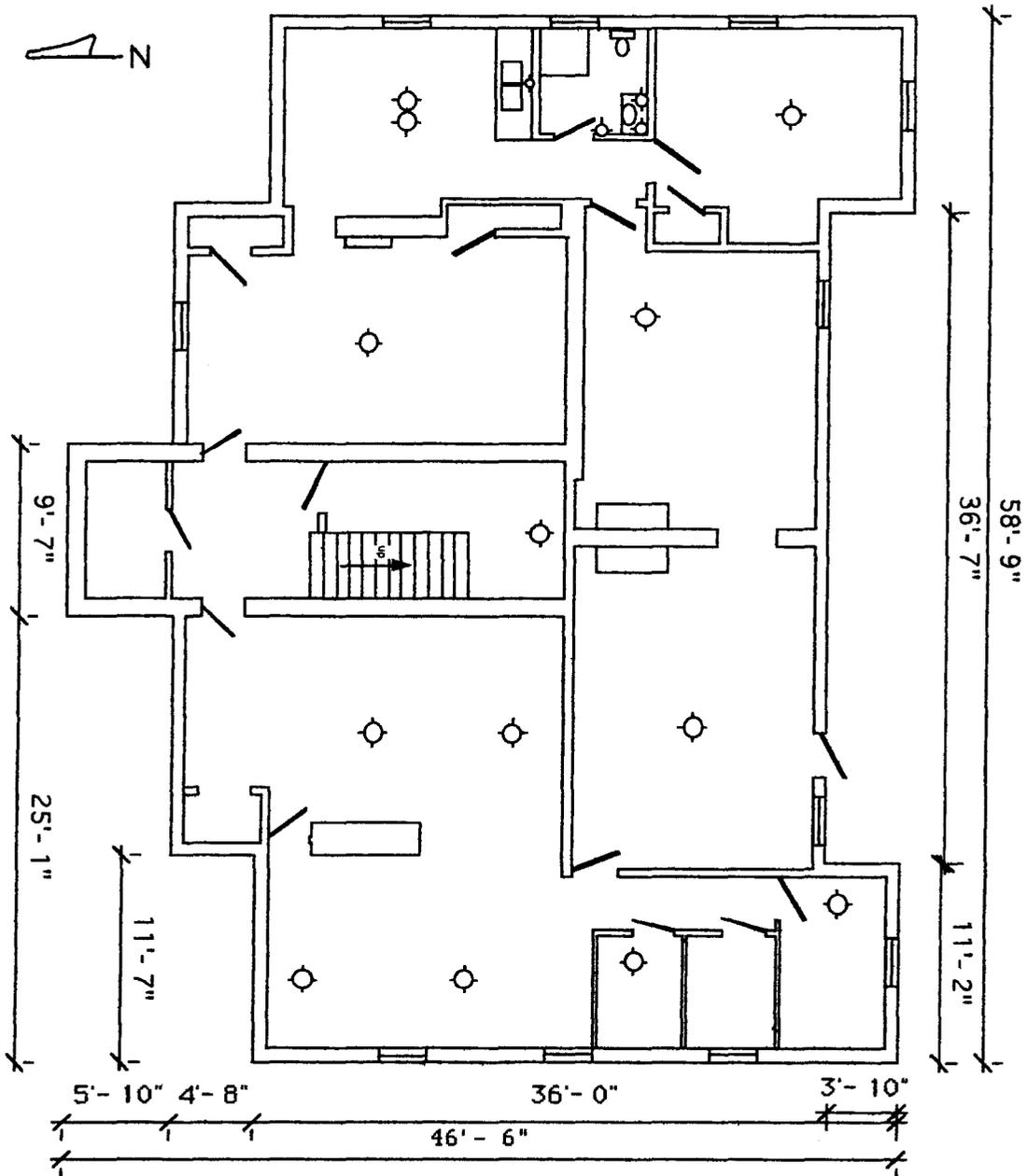
Site of
W. K. Bowman-O'Neal Apartment Building
Along Kellogg Street (U.S. 54 Highway)



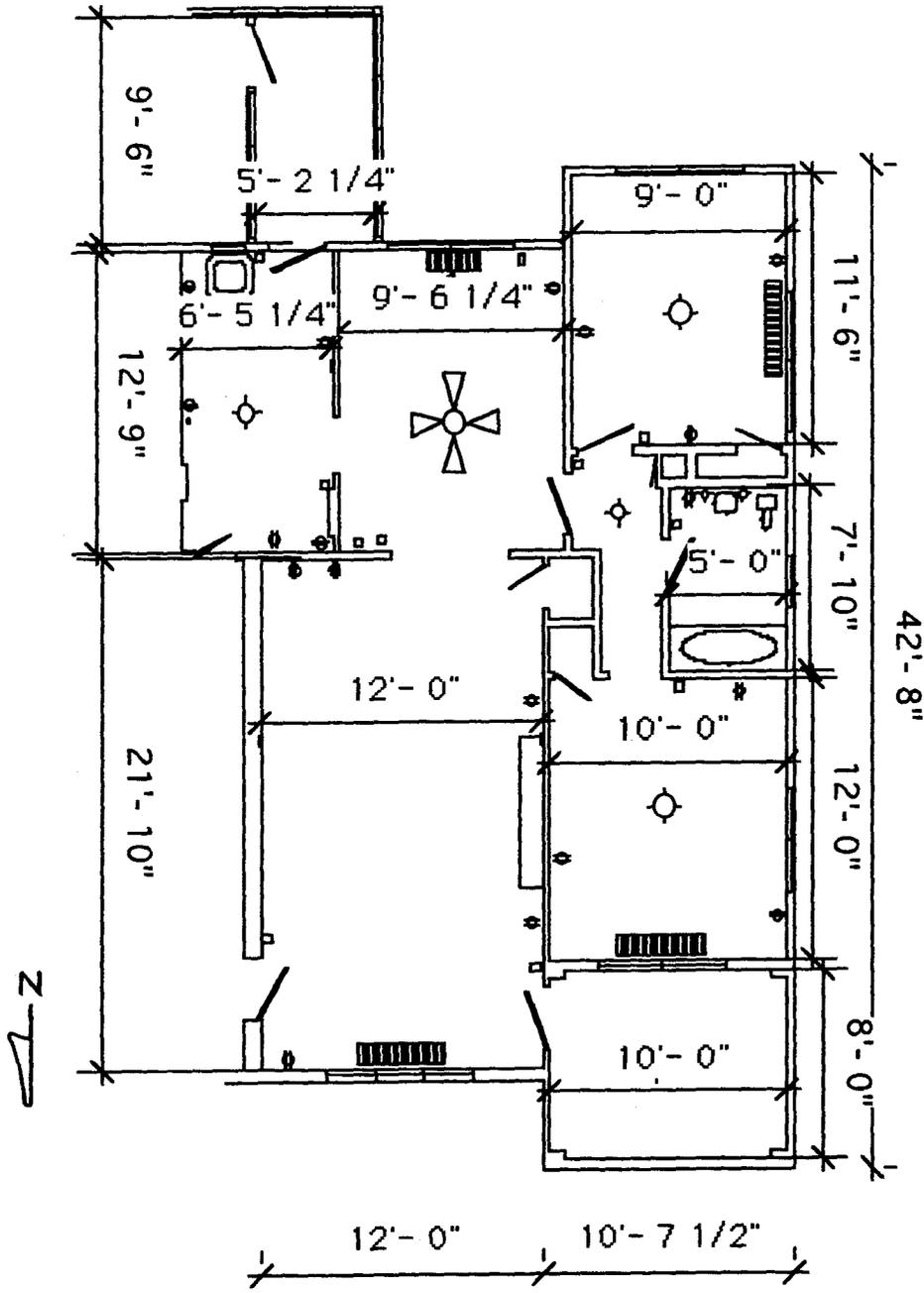
W.K. Bowman-O'Neal Apartment Building
First Floor Drawing



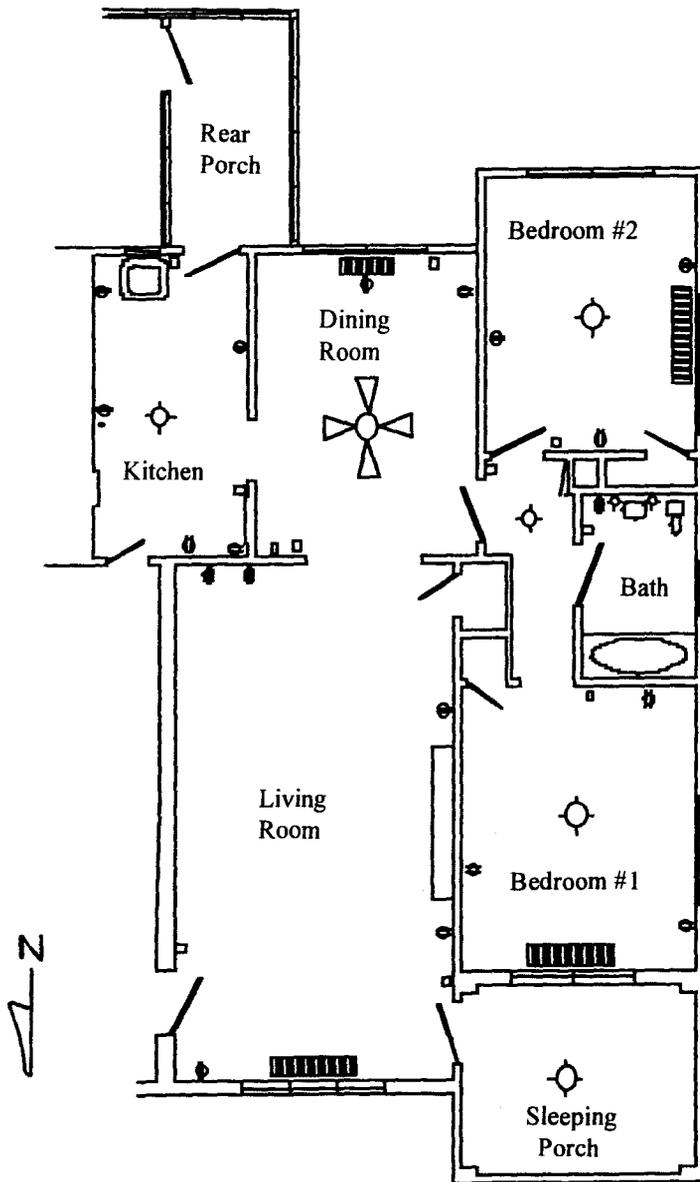
W.K. Bowman-O'Neal Apartment Building
Second Floor Drawing



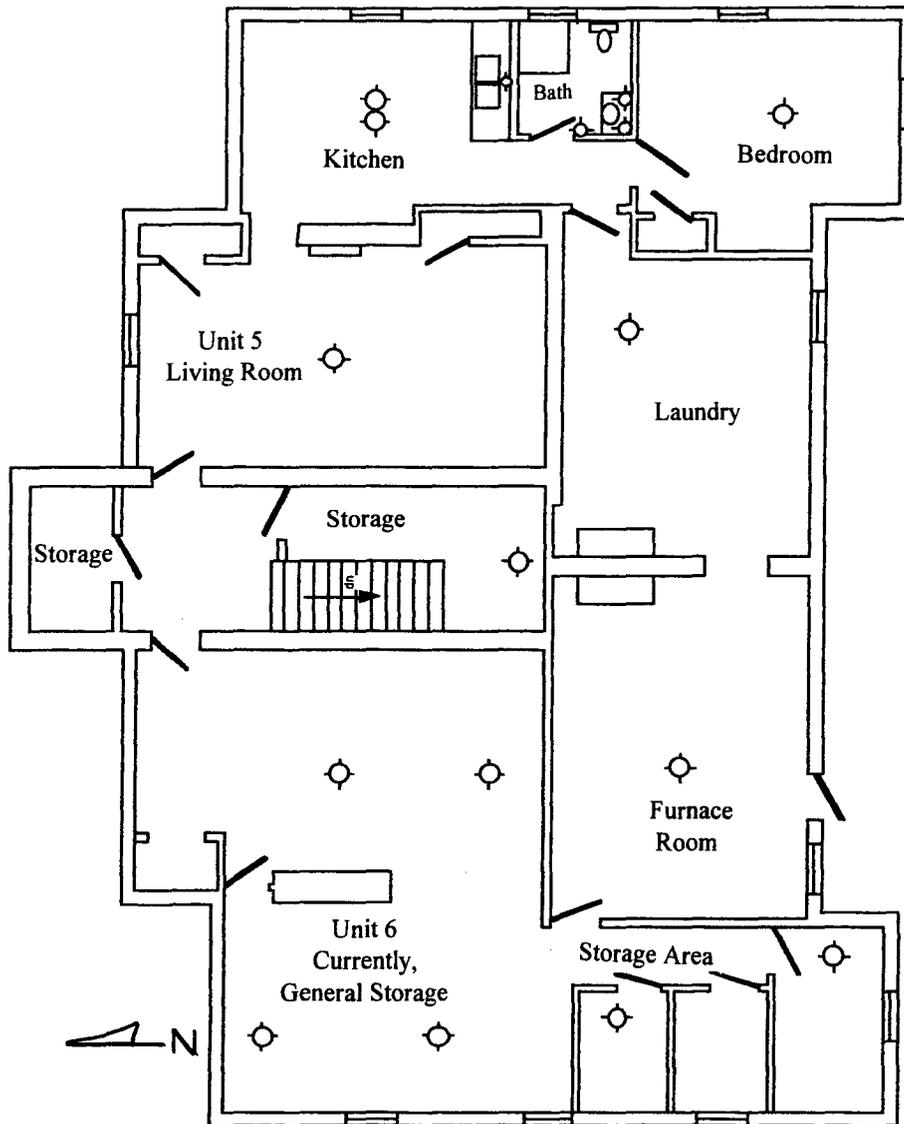
W.K. Bowman-O'Neal Apartment Building
Basement Drawing



W.K. Bowman-O'Neal Apartment Building
Measurements of Units 1 and 3
(Units 2 and 4 same measurements with
room arrangement reversed)



W. K. Bowman-O'Neal Apartment Building
Room Arrangement Drawing For Units 1 & 3
(Units 2 & 4 are simply mirrored arrangement)



W.K. Bowman-O'Neal Apartment Building
Basement Room Arrangement