

1238



# National Register of Historic Places Registration Form

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

## 1. Name of Property

Historic name Grand Avenue Garage

Other names/site number N/A

Name of related Multiple Property Listing N/A

## 2. Location

Street & number 718 Grand Boulevard

N/A	not for publication
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City or town Kansas City

N/A	vicinity
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State Missouri Code MO County Jackson Code 095 Zip code 64106

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

    national     statewide   X   local

Applicable National Register Criteria:     A     B   X   C     D

Mark A Miles  
Signature of certifying official/Title Mark A. Miles, Deputy SHPO

12/10/2015  
Date

Missouri Department of Natural Resources  
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

## 4. National Park Service Certification

I hereby certify that this property is:

  X   entered in the National Register     determined eligible for the National Register

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

    other (explain:)

Barbara Coyall  
Signature of the Keeper

2-3-15  
Date of Action

Grand Avenue Garage  
Name of Property

Jackson County, Missouri  
County and State

**5. Classification**

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

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

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

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

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

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: Road-Related (Vehicular):  
Parking Garage

**Current Functions**

(Enter categories from instructions.)

VACANT/ NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

OTHER: Parking Garage

**Materials**

(Enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

roof: ASPHALT

other: GLASS; METAL; ALUMINUM

**NARRATIVE DESCRIPTION ON CONTINUATION PAGES**

Grand Avenue Garage  
Name of Property

Jackson County, Missouri  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

**Areas of Significance**

ARCHITECTURE

**Period of Significance**

1921-1922

**Significant Dates**

1921

1922

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Gill, E. H. (Engineer)

McClure Construction Company (Builder)

**9. Major Bibliographical References**

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

**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, March 28, 2014
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Missouri Valley Special Collections, Kansas City Public Library

Historic Resources Survey Number (if assigned):

N/A

Grand Avenue Garage  
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**10. Geographical Data**

**Acreage of Property** Less than one acre

**Latitude/Longitude Coordinates**

Datum if other than WGS84: N/A  
(enter coordinates to 6 decimal places)

1	<u>39.104894</u> Latitude:	<u>-94.581105</u> Longitude:	3	<u>                    </u> Latitude:	<u>                    </u> Longitude:
2	<u>                    </u> Latitude:	<u>                    </u> Longitude:	4	<u>                    </u> Latitude:	<u>                    </u> Longitude:

**UTM References**

(Place additional UTM references on a continuation sheet.)  
                     NAD 1927 or                      NAD 1983

1	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing	3	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing
2	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing	4	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Rachel Nugent, Associate; Lauren Rieke, Historic Preservation Specialist

organization Rosin Preservation date July 2014

street & number 215 W 18<sup>th</sup> Street, # 150 telephone 816-472-4950

city or town Kansas City state MO zip code 64108

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:**
  - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
  - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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

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



Grand Avenue Garage

Jackson County, Missouri

Name of Property

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## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log:

Name of Property: Grand Avenue Garage

City or Vicinity: Kansas City

County: Jackson State: Missouri

Photographer: Brad Finch, F-Stop Photography

Date  
Photographed: July 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 12: Primary (east) elevation. View west.
- 2 of 12: North elevation. View south.
- 3 of 12: West elevation. View southeast.
- 4 of 12: South elevation. View north.
- 5 of 12: Contextual view from 7<sup>th</sup> Street. View southwest.
- 6 of 12: Contextual view from 8<sup>th</sup> Street. View northwest.
- 7 of 12: First floor. View southeast.
- 8 of 12: Second floor. View southwest.
- 9 of 12: Third floor. View northwest.
- 10 of 12: Basement. View southwest.
- 11 of 12: Ramp from first floor to second floor. View northeast.
- 12 of 12: Historic office space. View east.

## Figure Log:

Include figures on continuation pages at the end of the nomination.

**Figure 1:** Contextual Map. *Source: ArcGIS 2013, accessed July 14, 2013.*

**Figure 2:** Site Map. *Source: ArcGIS 2013, accessed July 14, 2013.*

**Figure 3:** Photo map, exterior, first floor. *Source: Framework Design, June 2014.*

**Figure 4:** Photo Map, second floor. *Source: Framework Design, June 2014.*

**Figure 5:** Photo Map, third floor. *Source: Framework Design, June 2014.*

**Figure 6:** Basement plan. *Source: Framework Design, June 2014.*

**Figure 7:** Historic photograph, 1926. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

**Figure 8:** Historic photograph, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

**Figure 9:** Historic photograph, 1955. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

**Figure 10:** Map of extant garages compared with those listed in 1926 City Directory. *Source: ArcGIS 2013.*

**Figure 11:** Interior of Des Moines, IA, 1915. Note reference to natural light brought by large windows. *Source: The Horseless Age, September 15, 1915.*

**Figure 12:** Comparative exterior design. *Source: Horseless Age, (December 1, 1915).*

**Figure 13:** Various recommendations for garage plans. *Source: The Architectural Forum 35:5 (November 1921).*

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**Figure 14:** Single straight ramp system at the A.C.A. Annex Garage, New York. *Source: The Horseless Age, December 15, 1915, 531.*

**Figure 15:** Ramp design of the Baker Garage, Minneapolis, MN. *The Architectural Forum 46:3 (March 1927).*

**Figure 16:** Slope Floor Design, Fort Shelby Garage, Detroit. *Source: The Architectural Forum 46:3 (March 1927).*

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Grand Avenue Garage
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N/A
Name of multiple listing (if applicable)

**SUMMARY**

Constructed in 1921-1922, the Grand Avenue Garage is located at 718 Grand Boulevard in downtown Kansas City, Jackson County, Missouri. Located in the downtown business district, commercial and office buildings of various size, scale and dates comprise the surrounding blocks. The three-story rectangular building has a concrete structure with brown brick cladding and a flat roof with a simple stepped parapet. In keeping with the single-ramp parking garage property type, four wide vehicular entrances define the primary (east) elevation. Wide bands of original multi-light metal windows extend across each elevation. Ornament is limited to terra cotta accents and subtle decorative brickwork on the east elevation of this utilitarian building. As befitting this property type, a similar sense of functionality defines the raw interior spaces. Four different concrete ramps located throughout the building access different levels. Each floor has wide open spaces punctuated with columns. They have exposed concrete floors and exposed brick or parged walls. The third floor has exposed wood beams and metal truss system on the ceiling. A small original office space, with historic wood doors, windows and trim is extant on the first floor. Non-historic offices fill other portions of the first and second floors. The building has experienced very few changes since the original period of construction and retains all aspects of integrity.

**ELABORATION**

Setting

The Grand Avenue Garage is located at 718 Grand Boulevard in the downtown commercial center of Kansas City, Jackson County, Missouri.<sup>1</sup> The major thoroughfare of Interstate 35/ Interstate 70 runs two blocks to the north; State Highway 71 runs approximately one half-mile to the east (*Figure 1*). The Missouri River is located roughly one half-mile to the north. Commercial buildings of various sizes, materials and dates comprise the surrounding blocks with sparse development in the blocks immediately east and west of the building and more dense development in the blocks to the south and north (*Photos 5, 6*).

The .2 acre property faces east at the center of the block bounded by Grand Boulevard on the east, 8<sup>th</sup> Street on the south, Walnut Street on the west and 7<sup>th</sup> Street on the north (*Figure 2*). The terrain slopes slightly to the west, exposing a basement level on part of the south and the entire west elevations. A public sidewalk abuts the building on the primary (east) elevation. A brick building abuts the basement and portion of the first floor on the west elevation. To the north and south, surface parking lots abut each elevation. Many of the brick buildings that once filled the immediate block have been demolished (*Figure 7*).

Exterior

The three-story rectangular building has a concrete foundation and a flat roof with a straight parapet. The concrete structure has brown brick cladding with terra cotta block on portions of the secondary elevations. Wide bands of original metal windows pierce each elevation. A brick chimney rises from the southwest corner of the building.

The primary (east) elevation has five bays on the first story and four bays on the upper story (*Photo 1*). The terrain slopes slightly to the north, making openings on the north side of the first story taller than those

<sup>1</sup> The name of the street was changed from "Grand Avenue" to "Grand Boulevard of the Americas" (Grand Boulevard) in 2008.



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on the south side. On the first story, Bays 1 and 2 encompass the south half of the building and align with bays on the upper floors. Wide vehicular openings with replacement metal overhead doors set in original wood jambs fill each bay. Bays 3-5 are narrower, and extend across the north portion of the first story. A fixed aluminum window in an original wood frame fills Bay 3. The original tripartite wood transom is extant, though opaque panels have replaced the glazing. Vehicular openings pierce Bays 4 and 5. They have replacement metal overhead doors with historic wood jambs and multi-light wood transoms.

The second and third stories each have four bays with a band of three historic metal windows in each. On the second story, each bay has fixed sixteen-light windows flanking a twenty-light metal window with a pivoting center sash. The glazing in the flanking windows was removed leaving the historic metal frames intact. Painted plywood panels fill the openings on the interior behind the historic frames. On the third story, each bay has twelve-light windows flanking a fifteen-light window with a pivoting center sash. All windows have brick sills.

Brick soldier courses extend across the façade above the first and second story openings. A raised brick panel adorns the center of the wall between the second and third stories. A stepped parapet caps the building. The brick façade from below continues into the parapet as brick pilasters. Terra cotta blocks with a brick cap fill the space between each column. The center bays are slightly higher than the flanking bays, creating the stepped parapet, and feature raised rectangular brick panels in the center.

On the north elevation, the terrain slopes down to the west, exposing the basement level (Photo 2). The visible concrete structure divides this elevation into eight bays that rise from the basement to the second story. At the basement, Bays 1 and 2 are void of fenestration. Bays 3 and 7 have paired fixed ten-light metal windows. Bays 4-6 have wood frames with no glazing. A vehicular opening with historic trifold wood panel doors with glazing in the upper half fills Bay 8. Paired fifteen-light metal windows fill each bay on the first and second stories. One window of each pair on the second story has had the glazing removed. Painted plywood panels fill the openings on the interior behind the historic metal frames. Some windows have a pivoting sash in the center. An oversized metal fan replaces the right window in Bay 1 on the second story. Brick fills each bay beneath the windows. The transition from concrete to steel structure is visible between the second and the third stories. The third story is clad entirely in brick and has five bays. Bays 1-4 each have a band of three historic metal windows. An eighteen-light window with a pivoting center sash is flanked by a fixed eighteen-light window. Bay 5 is narrower and has two historic fifteen-light metal windows with a pivoting center sash. All windows on this elevation have brick sills. A straight brick parapet with concrete parging caps this elevation.

On the west elevation, a brick building abuts the basement and part of the first story (Photo 3). The concrete structure divides the first and second stories into four bays. Terra cotta block and brick fill each bay between the concrete grid. From the north, three ten-light metal windows pierce the exposed upper half of Bays 1, 3 and 4 on the first story. A single ten-light pivoting metal window pierces Bay 2. On the second story, Bay 1 has twenty-light metal fixed sash windows flanking a sixteen-light pivoting sash window. Bays 2-4 are void of fenestration. The exposed side of an interior concrete ramp is visible in these bays. The third story is clad in terra cotta block and has a single bay that aligns with Bay 1 below. Paired fifteen-light metal pivoting windows, surrounded by brick, pierce the bay.



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N/A
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Due to the change in grade, a surface level parking lot abutting the south elevation conceals the basement and part of the first story (*Photo 4*). The concrete structure divides the first and second stories into eight bays. Painted terra cotta block and painted brick fill each bay on the first story. On the second story, Bays 1 and 8 are void of fenestration. Bays 2-7 have a single historic twenty-light pivoting metal window. Concrete parging covers the facade between the second and third story windows. The third story has brick cladding and five bays. Bay 1 has an original fixed twenty-light metal window. Concrete parging covers the facade around this opening. Bays 2-5 have three historic eighteen-light metal windows in each. The center window in each bay has a pivoting sash. The flanking windows are fixed sashes. All windows have brick sills. A brick parapet with concrete parging caps this elevation.

Interior

The interior has experienced few alterations since its initial construction. Wide open spaces with four original concrete ramps and exposed finishes characterize each floor (*Photos 7-10, Figures 3-6*). The floor plane of each level is flat, in accordance with this property type. A concrete ramp on the north side of the first floor descends into the basement. A short ramp adjacent to the basement access ramp leads to the first floor from street level. Another concrete ramp along the south side of the first floor rises to the second floor (*Photo 11*). A separate concrete ramp along the west side of the second floor rises to the third floor. Cars can access the upper floors without having to drive through the first floor. A concrete staircase with a metal pipe railing, located near the center of the east half of the building, rises from the basement to the second floor. A mechanical manlift, installed in 1950, rises from the basement to the third floor near the stairs.

Throughout the building the floors and most of the ceilings are exposed concrete. Exterior walls have exposed terra cotta block and brick within the concrete frame. Some areas of the wall have concrete parging. Rows of square concrete columns run east-west through the center of the basement, first and second floors. A row of steel columns set on concrete footings runs east-west on the third floor (*Photo 9*). This level has an original wood ceiling with metal trusses that span north-south across the space.

A historic office is extant at the front of the building on the first floor (*Photo 12*). This cluster of two rooms and two small closets has historic wood trim and glazed wood paneled doors. Historic wood windows with projecting wood sills pierce several of the interior walls. Most of the glazing has been removed. The offices have concrete floors and a non-historic dropped ceiling grid.

Non-historic partitions beneath the first floor ramp and along the east wall on the second floor define additional areas of office/storage space. These small rooms have non-historic drywall and paneled partitions, wood doors set in wood frames, and dropped ceiling grids.

**INTEGRITY**

Grand Avenue Garage has experienced very few changes since the period of significance and retains all aspects of integrity. Still in its original location and setting in the downtown commercial area, buildings of various sizes, dates and styles comprise the surrounding blocks. Some of the buildings on the immediate block have been demolished, but overall the area retains its historic commercial function, contributing to the setting and overall integrity of the building. The design, materials and workmanship remain intact, much as they did during the initial period of construction. As befitting the single-ramp parking garage property type, the exterior retains its simple, utilitarian form, with limited ornament, four vehicular

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entrances that define the primary elevation, and wide bands of windows. Open spaces with exposed finishes and four vehicular ramps characterize the interior. Original materials throughout the building include multi-light metal window sashes, and brick and terra cotta cladding on the exterior; and wood trim and doors in the first floor offices, and wood ceiling on the third floor on the interior. Minor alterations have occurred at unknown dates and include the new office/storage space on the first and second floors and the replacement overhead doors in the original wood jambs at the vehicular entrances. Overall the building expresses the feelings of and associations with the evolution of early parking garages and the impact of the automobile on the built environment of Kansas City.



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Grand Avenue Garage
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N/A
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**SUMMARY**

The Grand Avenue Garage, 718 Grand Boulevard, Kansas City, Missouri is locally significant under Criterion C for ARCHITECTURE. Constructed in 1921-1922, the building is an excellent, intact example of an early single-ramp parking garage, a property type that became increasingly common in downtown Kansas City beginning in the 1910s. Early in the twentieth century, the automobile allowed residential areas in Kansas City to expand south beyond the limits of public transportation. As individuals began commuting downtown in private vehicles, automobile storage became an issue. The parking garage soon emerged as a distinct property type designed to fulfil this need. As exemplified by Grand Avenue Garage, the exteriors of early parking garages are distinguished by their simple, utilitarian form, often with subtle ornament; large vehicular openings; and oversized windows to provide natural light and ventilation. The functional interiors had ramps or elevators to provide vertical circulation; wide open spaces to provide ample room for maneuvering cars; exposed concrete or brick surfaces; and small retail or office spaces. The majority of these early parking garages in downtown Kansas City have been demolished. The Grand Avenue Garage is significant as one of few surviving examples of the single-ramp parking garage property type. The building has experienced very few alterations and retains its integrity. The period of significance is 1921-1922, the period of construction.

**ELABORATION**

The Grand Avenue Garage is significant as a highly intact example of an early single-ramp parking garage, a property type that developed in the 1910s and 1920s. As seen at Grand Avenue Garage, the defining features of the early garages include a multi-story rectangular form; vehicular openings to allow automobile access on the interior; large windows to allow natural light and adequate ventilation into the storage spaces;<sup>2</sup> large, open interiors; and small areas of office or retail space.<sup>3</sup> Often, they were strategically located close to urban commercial centers for driver convenience and featured a concrete structure and brick facade that blended into the streetscape of a typical business district. These garages had elevators or one of several variations of ramping systems to create multiple levels of efficient automobile storage. The single-ramp system is one of the simplest designs, with a single sloped surface connecting one floor to the next, as employed at the Grand Avenue Garage. Other designs involved more elaborate systems of ramping, including the elliptical and split-level ramps, described below. In addition to being a functional property type, the parking garage also came to represent the progress, modernity, and freedom of movement that the automobile offered its owners in the early twentieth century.<sup>4</sup>

The introduction of the automobile at the end of the nineteenth century dramatically impacted the development of cities across the country. In Kansas City, the number of automobiles grew from 400 in 1907 to 55,000 in 1923.<sup>5</sup> New buildings such as filling stations, automobile repair shops and dealerships sprang up to serve the vehicles. This private mode of transportation enabled residential development to spread to new areas south of the city center, although downtown remained Kansas City's core business district. With the surge in automobile ownership, an increasing number of individuals commuted downtown via private automobile, rather than using public transportation.

<sup>2</sup> Shannon Sanders McDonald, *The Parking Garage: Design and Evolution of a Modern Urban Form*, (Washington D.C: The Urban Land Institute, 2007), 9.

<sup>3</sup> *Ibid.*, 12.

<sup>4</sup> *Ibid.*, 25-26.

<sup>5</sup> Susan Richards Johnson and Nicole Sabatini, National Register of Historic Places Nomination Form, *the Kirkwood Building*, (Kansas City, Missouri: 2001), 8-19.



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In urban centers across the country, this rise in automobile usage created concerns about road conditions and traffic.<sup>6</sup> Automobile usage was especially high in growing Midwestern cities with fewer means of public transportation, and essential to continued growth and expansion.<sup>7</sup> Parking and storing vehicles quickly became a problem, however, because street parking was often the only option for motorists. This solution was inadequate as the limited number of spaces could not meet demand while the solid line of vehicles at the curb hindered emergency services such as fire and police protection. Some cities imposed heavy restrictions or even banned automobiles due to this concern with vehicular storage. Determining ways to create off-street parking became desirable. Paved surface lots were one remedy, however, they only offered one level of storage, and grew increasingly sparse as new buildings occupied any available vacant lots in dense urban cores. Parking garages, therefore, arose as an ideal solution for the automobile storage issue in downtown commercial areas.

The parking garage evolved from the stables and liverys utilized for storage of horses and carriages.<sup>8</sup> More than just a covered space for parking, the earliest garages often offered customers additional services, such as car repair, maintenance, or washing; chauffeur's quarters; or other commercial businesses. To meet the practical needs of the automobile, architects and engineers designed garages to efficiently and easily store automobiles, endlessly exploring the various configurations and layouts that offered the greatest amount of storage in the smallest amount of space. As architectural historian Sharon Sanders McDonald stated, new approaches to designs "involved thinking of the building as a machine for the automobile, and creating designs that combined new technologies with an established architectural language."<sup>9</sup> The parking garage soon emerged as a distinct property type with the early garage forms constructed roughly between the 1910s and 1930.

The exterior of garages differed from building to building, though most blended with the surrounding buildings. An article from 1915 discusses the importance of large window expanses which almost reduce masonry work to pilasters, and the application of ornament near the top of the building, such as the patterned brickwork at the parapet of Grand Avenue Garage. While some exterior designs reflected local stylistic trends, others were more utilitarian.<sup>10</sup> Regardless of applied ornament, the exterior appearance of garages reflected their new function, making them a distinct element of the streetscape. Often, these multi-story buildings had large mechanized overhead doors to access the interior; oversized windows that not only ventilated the building, but showcased parked cars to passersby on the street (Figure 11); elevators that moved cars between floors; and turntables to provide a more efficient use of space (Figure 12).<sup>11</sup> The three large garage openings on the first floor, first floor retail and repair spaces, and large windows across each façade of the Grand Avenue Garage reflect the characteristics of these early garages.

Efficiency was of the utmost importance when it came to parking garage design. Land was at a premium in the dense downtown setting. A successful parking garage maximized the number of cars that fit into its allotted space. In the earliest garages, car attendants parked the vehicles and elevators provided vertical

<sup>6</sup> Ibid, 8-20.

<sup>7</sup> Robert Derrick, "The City Parking Garage," *The Architectural Forum*, (March 1927), 233.

<sup>8</sup> McDonald, 12.

<sup>9</sup> Ibid, 22.

<sup>10</sup> P.M. Heldt, "The Garage Business- Buildings, Equipment, Methods," *The Horseless Age* 36:13, (December 1, 1915), 492-493.

<sup>11</sup> McDonald, 9.

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N/A
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circulation. Cars were stored end-to-end and often had to be shifted to retrieve a specific vehicle.<sup>12</sup> The introduction of a ramping system offered more efficient movement within the building, eliminating the congestion created by elevator garages as well as the cost of staff to operate and repair the elevator. One of the first ramped garages in the United States was the two-story Fenway garage in Boston, constructed in 1914.<sup>13</sup> By 1921, when construction of the Grand Avenue Garage began, the popularity of the ramping system had greatly increased.<sup>14</sup> The success of the ramp layout was still dependent on the number and placement of interior columns, the width of ramps, and the amount of visibility when maneuvering around the columns and ramps, all of which could affect the number of stored cars.<sup>15</sup>

As ramp garages gained popularity, architects and engineers experimented to find the most efficient way to incorporate the ramp while still accommodating the greatest number of vehicles (Figure 13). Endless debates ensued as to which ramp design was best suited for the parking garage. Design solutions included the single-ramp system, as seen at Grand Avenue Garage (Figure 14) in which single ramps moved cars between each flat level. The elliptical ramp, as at the Commodore-Biltmore Garage (New York City, 1927), consisted of two separate elliptical-shaped ramps on each floor, one for upward-moving traffic, the other for downward-moving traffic. Ferdinand D'Humy introduced a split-level design known as the D'Humy Ramp, as seen at the Baker Garage (Minneapolis, 1927, Figure 15). This consisted of raising the floor height on a portion of each level, which produced shorter ramps, increased visibility, and greater efficiency. Albert Kahn, Inc. Architects developed the sloped floor garage, first employed at the Fort Shelby Garage (Detroit, 1922, Figure 16), as an alternative to level floors with individual ramps.<sup>16</sup> The Grand Avenue Garage, with its four separate ramps that each access a different floor, is an early example of the single-ramp garage, which had ramps dispersed on multiple sides of the building. While this design was adequate for smaller garages such as the nominated resource, it proved inefficient for taller structures because drivers had to circle through an entire floor before rising to the next level. It was soon replaced by the more advantageous two-way ramp system, which concentrated the ramps to one side of the building, eliminating the need to drive through the parking area in order to circulate through the building.<sup>17</sup>

As automobile use increased throughout the 1920s and 1930s, the parking garage as a property type continued to evolve. The most striking change from the early garage examples was the open-deck garage type that emerged as vehicles no longer needed the protection provided by enclosed spaces.<sup>18</sup> As the Modern aesthetic of "form follows function" arose during this time, garages became increasingly utilitarian, often with little regard for architectural ornament.<sup>19</sup> Some new designs were purely functional buildings that had no reference to surrounding buildings, as did the early garages. Additionally, beginning in the 1950s, self-park garages replaced those managed by attendants, as drivers desired more control over their vehicles and the time spent parking it.<sup>20</sup> Many existing garages were simply converted to accommodate this new user system, and ultimately, this new design replaced that of the early parking garages that had once characterized automobile storage in the early twentieth century.

<sup>12</sup> McDonald, 25.

<sup>13</sup> McDonald, 30.

<sup>14</sup> Harold Blanchard, "Ramp Design in Public Garages," *The Architectural Forum*, (November 1921), 169.

<sup>15</sup> McDonald, 29.

<sup>16</sup> McDonald, 35.

<sup>17</sup> McDonald, 35.

<sup>18</sup> McDonald, 39.

<sup>19</sup> McDonald, 46.

<sup>20</sup> McDonald, 40. It is unknown if Grand Avenue Garage had an attendant.



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Continuation Sheet

Section number 8 Page 8

Grand Avenue Garage
Name of Property
Jackson County, Missouri
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N/A
Name of multiple listing (if applicable)

Comparative Analysis

As in cities across the country, a multitude of parking garages were built for public and private parking in downtown Kansas City in the early 1900s. A 1921 newspaper article notes that the building department issued permits for fifteen new garages in Kansas City in the previous year.<sup>21</sup> City Directories from the period support this trend. The subject heading "Automobile Garages" first appears in the business section in 1926.<sup>22</sup> That year the Grand Avenue Garage was one of thirty-four garages in a roughly one-half square mile area bounded by 4<sup>th</sup> Street on the north, Cherry Street on the east, 13<sup>th</sup> Street on the south, and Central Avenue on the west. Sanborn Maps from the period show that most of these garages were similar in size, form and materials to the Grand Avenue Garage.<sup>23</sup> Only six of these garages are extant (Figure 10). The Grand Avenue Garage stands apart from these peers due to its location, primary historic function as a parking garage, and overall representation of the single-ramp parking garage property type.

The nominated resource is significant because it is located near the center of the commercial core on a busy thoroughfare, while most others are located on the periphery. Three of the other garages, 415 Grand Boulevard, 415 Oak Street and 412 Oak Street, are further away from the commercial core of downtown; and one garage, 1219 Wyandotte Street, is located near the southern edge of the central business district. Only the building at 416 Admiral Boulevard is within a few blocks of the Grand Avenue Garage near the center of the commercial core.

Four of the other five extant garages categorized as "Automobile Garages" in the 1926 City Directory are listed in the National Register. However, they are all listed under areas of significance unrelated to the parking garage property type in the downtown business district. The garage at 416 Admiral Boulevard is listed for its primary function as the Kelley-Reppert Ford Dealership, with no mention of its service as a parking garage.<sup>24</sup> The Studna Garage at 415-417 Oak Street is listed as a garage associated with the Old Town River Market industrial freight area, rather than in connection with the commercial business district.<sup>25</sup> Two garages, 412 Oak Street and 415 Grand Boulevard, are listed in the National Register of Historic Places as part of the Old Town Historic District (Boundary Increase IV) in 2011. The Consumer Meat Products Garage (412 Oak Street) appears to have functioned more as vehicular storage for the Consumer Meat Products Company than as a parking garage for the general public.<sup>26</sup> Likewise, the description of the garage at 415 Grand Boulevard highlights its function as a warehouse, with no mention of service as a parking facility.<sup>27</sup>

Although these extant garages have massing, brick exteriors with simple accents, and wide vehicular bays similar to the nominated resource, none exemplify the single-ramp parking garage property type as

<sup>21</sup> "Outnumber Homes," *Kansas City Star*, January 9, 1921. Missouri Valley Special Collections, Mounted Newspaper Clippings 1900-1949, "Garages-1921," Kansas City Public Library, Kansas City, Missouri.

<sup>22</sup> Ancestry.com, Kansas City, City Directory, 1926, [database on-line]. (Provo, UT, USA: Ancestry.com, Operations, Inc., 2011), <http://interactive.ancestry.com/2469/11461546?backurl=http%3a%2f%2fsearch.ancestry.com%2fsearch%2fdb.aspx%3fdbid%3d2469%26path%3d%3d&ssrc=&backlabel=ReturnBrowsing#?imageld=11386237>, (accessed December 19, 2013).

<sup>23</sup> Sanborn Maps do not always indicate the presence of a ramp and the exterior façade does not often reveal the circulation system employed within, therefore it is difficult to determine precisely how many garages employed which types of ramping systems or elevators.

<sup>24</sup> The Kelly-Reppert Motor Company Building was listed in the National Register in 2004. Elizabeth Rosin, National Register of Historic Places Nomination Form, "Kelley-Reppert Motor Company Building," (Kansas City, Missouri: 2004), 17.

<sup>25</sup> The Studna Garage Building was listed in the National Register in 2006. Sally Schwenk, National Register of Historic Places Nomination Form, "Studna Garage Building," (Kansas City, Missouri: 2006), 10.

<sup>26</sup> Elizabeth Rosin and Rachel Nugent, National Register of Historic Places Nomination Form, "Old Town Historic District (Boundary Increase IV)," (Kansas City, Missouri: 2011), 10.



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Grand Avenue Garage
Name of Property
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N/A
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thoroughly as the Grand Avenue Garage. The nominated resource is slightly larger in plan, and only the garage at 1219 Wyandotte Street is also three stories tall. Befitting the primary function of the Kelley-Reppert Ford Dealership as a car showroom, this building lacks the character-defining vehicular bays on the main elevation. The Studna Garage has only two vehicular bays across the front elevation and smaller windows on the second floor. Additionally, the National Register nomination notes that not all of the historic ramps are extant.<sup>28</sup> The Consumer Meat Products Garage is a very simple one-story building with almost no architectural ornament and displays few of the characteristics associated with garages from this time. The garage at 415 Grand Boulevard also has a minimal design and retains neither historic windows nor doors. The single-ramp system was typically used in smaller garages of this size and scale, though it is not exclusive of the extant buildings. Both the Studna Garage and 1219 Wyandotte are also examples of a single-ramp parking garage; 412 Oak Street is one-story, negating the need for a ramp; the Kelley-Reppert Ford Dealership utilized an elevator; the ramping system in 415 Grand Boulevard is unknown.

Most importantly, Grand Avenue Garage retains a level of integrity that sets it apart from the other five garages. All of the others have altered storefronts with new materials. Only 1219 Wyandotte retains its original window screens on the upper floors, and none of the others retain their historic windows. Overall these extant garages don't readily convey the historic feelings and associations with this property type as expressed by the utilitarian appearance of the Grand Avenue Garage. Of the few surviving buildings identified by the 1926 City Directory as "parking garages," the Grand Avenue Garage stands apart as the best representation of early single-ramp parking garage design and the influence of the automobile on the commercial development of downtown Kansas City in the early twentieth century.

Property History

The property appears to have served an automobile-related use for a number of years prior to the construction of the Grand Avenue Garage. A permit issued to the Superior Oil Company in 1915 authorized builder Br. J. Henderson to "move a metal filling station" from 209 Admiral Street to the site.<sup>29</sup> City directories from 1917 show the Superior Oil Company still operated in this location; however, by 1919 no business is listed at the address.<sup>30</sup> In 1921 the "Grand Avenue Auto Park," a surface parking lot managed by A. Aronstein, occupied the property.<sup>31</sup> That same year construction began on the Grand Avenue Garage.

To expand the parking capacity, Aronstein hired E.H. Gill, an engineer with the Interstate Building Company, to design a two-story garage for the lot. By offering multiple levels of parking, the new Grand Avenue Garage could accommodate 175 vehicles, a more-efficient use of the limited lot area than the earlier surface lot. In June of 1921, a building permit authorized the Prospect Vista Land Company to excavate the site and pour an 80 x 122 foot concrete foundation for \$1,000.<sup>32</sup> McClure Construction Company erected the two-story garage later that year at a cost of \$100,000.<sup>33</sup> In 1922 the Grand Avenue

<sup>27</sup> Ibid, 9.

<sup>28</sup> Schwenk, 5.

<sup>29</sup> Building Permit #58751, July 31, 1915.

<sup>30</sup> Polk's Kansas City (Jackson County, Missouri) Directory 1917, 1919, (Kansas City: R.L. Polk & Company, 1956), Kansas City (Missouri) Public Library, microfilm.

<sup>31</sup> Polk's Kansas City (Jackson County, Missouri) Directory 1921.

<sup>32</sup> City of Kansas City, Missouri Landmarks Commission. Building permit #72134, June 1, 1921.

<sup>33</sup> "Machinery Markets and News of the Works- Chicago," *The Iron Age* 108: 8, (August 25, 1921), 505; "Industrial Works- Prices and Contracts Awarded," *Engineering News-Record*, 87:6, (August 11, 1921), 75.



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Grand Avenue Garage
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Building Company, owner of the garage, was issued a permit to add a third story to the building for \$2,000.<sup>34</sup>

The 1939 Sanborn Map described the Grand Avenue Garage as a three-story fireproof building with a concrete frame and floors. A ramp on the north wall led down to the lower level, while a ramp along the south wall led to the second floor. A third ramp along the west wall led to the third floor. A fourth shallow ramp led from street level into the north side of the first floor.<sup>35</sup> The design of the building reflected its utilitarian purpose and was similar to other parking garages in Kansas City at this time. On the exterior, ornament was limited to horizontal brick panels at the center of the façade above the second floor and in the two central, stepped bays of the parapet (Figure 7).

Like many early garages, the Grand Avenue Garage offered a variety of services beyond parking. Photographs from 1940 and 1955 show that customers could have their vehicles washed and serviced as well as stored (Figures 8, 9). The 1956 directory also indicates that auto repair was available. Additionally, City Directories list a shoe shine business that operated from this location in 1922 and 1923.<sup>36</sup>

A number of individuals managed the Grand Avenue Garage over the years. Initially, the proprietor seems to have changed almost every year. When it first opened in 1922, I.N. Barry directed the operations.<sup>37</sup> No manager is listed in the 1924 directory, but by 1925, Joseph T. Doyle was the manager. Finley N. Scott replaced Doyle by 1927.<sup>38</sup> Although City Directories list other individuals as managers in the early 1930s, Finley N. Scott and members of the Scott family remained associated with the Grand Avenue Garage over the next fifty years.

Finley N. Scott was born in 1877 in Illinois. By 1900 he had moved to the Kansas City area with his wife, Viola C., and son, Finley L. Scott. That year he worked as a conductor for the Union Railroad.<sup>39</sup> Following his initial employment at the Grand Avenue Garage, he also worked at the Delaware Garage at 820 Delaware Avenue in 1934. By 1935 he again managed the Grand Avenue Garage and presumably owned the former Delaware Garage, now renamed the Scott Garage.<sup>40</sup>

Finley Scott continued as sole operator of the Grand Avenue Garage until around 1947, when his sons, F. Elmer and Finley LeRoy, shared responsibility with him. By 1950, only Finley L. and F. Elmer Scott managed operations. They made improvements to the building in that same year when a permit authorized the installation of a mechanical manlift.<sup>41</sup> Finley L. Scott died in 1954, at which time Elmer Scott became sole manager, a position he held until at least 1975.<sup>42</sup>

<sup>34</sup> City of Kansas City, Missouri Landmarks Commission. Building permit #75078, August 1, 1922.

<sup>35</sup> Sanborn Map and Publishing Company, Ltd. Sanborn Fire Insurance Map of Kansas City, (Missouri. New York: Sanborn Map Company, 1939-1940), Volume 1, Sheet 9. Database online, available at <http://sanborn.umi.com.proxy.mcpl.lib.mo.us/mo/4720/dateid-000005.htm?CCSI=45n>, (accessed January 3, 2014).

<sup>36</sup> Ancestry.com, Kansas City, City Directory, 1922, 1923.

<sup>37</sup> Ancestry.com, Kansas City, City Directory, 1922.

<sup>38</sup> Polk's Kansas City (Jackson County, Missouri) Directory, 1927.

<sup>39</sup> Ancestry.com, 1900 United States Federal Census [database on-line], (Provo, UT, USA: Ancestry.com Operations Inc, 2004), <http://interactive.ancestry.com/2442/m-10627-02116-00675/90547807?backurl=&ssrc=&backlabel=ReturnRecord>, (accessed February 27, 2014).

<sup>40</sup> Polk's Kansas City (Jackson County, Missouri) Directory, 1934, 1935.

<sup>41</sup> Building Permit #2930-A, November 11, 1950.

<sup>42</sup> Polk's Kansas City (Jackson County, Missouri) Directory, 1947, 1950, 1954, 1975.

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The building is now vacant with plans for redevelopment into residential space.



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Grand Avenue Garage
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N/A
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Grand Avenue Garage
Name of Property
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N/A
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**VERBAL BOUNDARY DESCRIPTION**

The resource includes the parcel located at 718-20-22 Grand Boulevard -- Beginning 138.5 feet south of the southwest corner of 7<sup>th</sup> Street and Grand Boulevard, thence south 80 feet, thence west 120 feet more or less to the point 120 feet east of the east line of Walnut Street, thence north 80 feet, thence east to the beginning said land, being a part of the tract of land marked and designated as a public square on plat of Ross and Sacritt's Addition, Kansas City, Jackson County, Missouri. [Source: City of Kansas City Parcel Viewer, <http://maps.kcmo.org/apps/parcelviewer/>]

**BOUNDARY JUSTIFICATION**

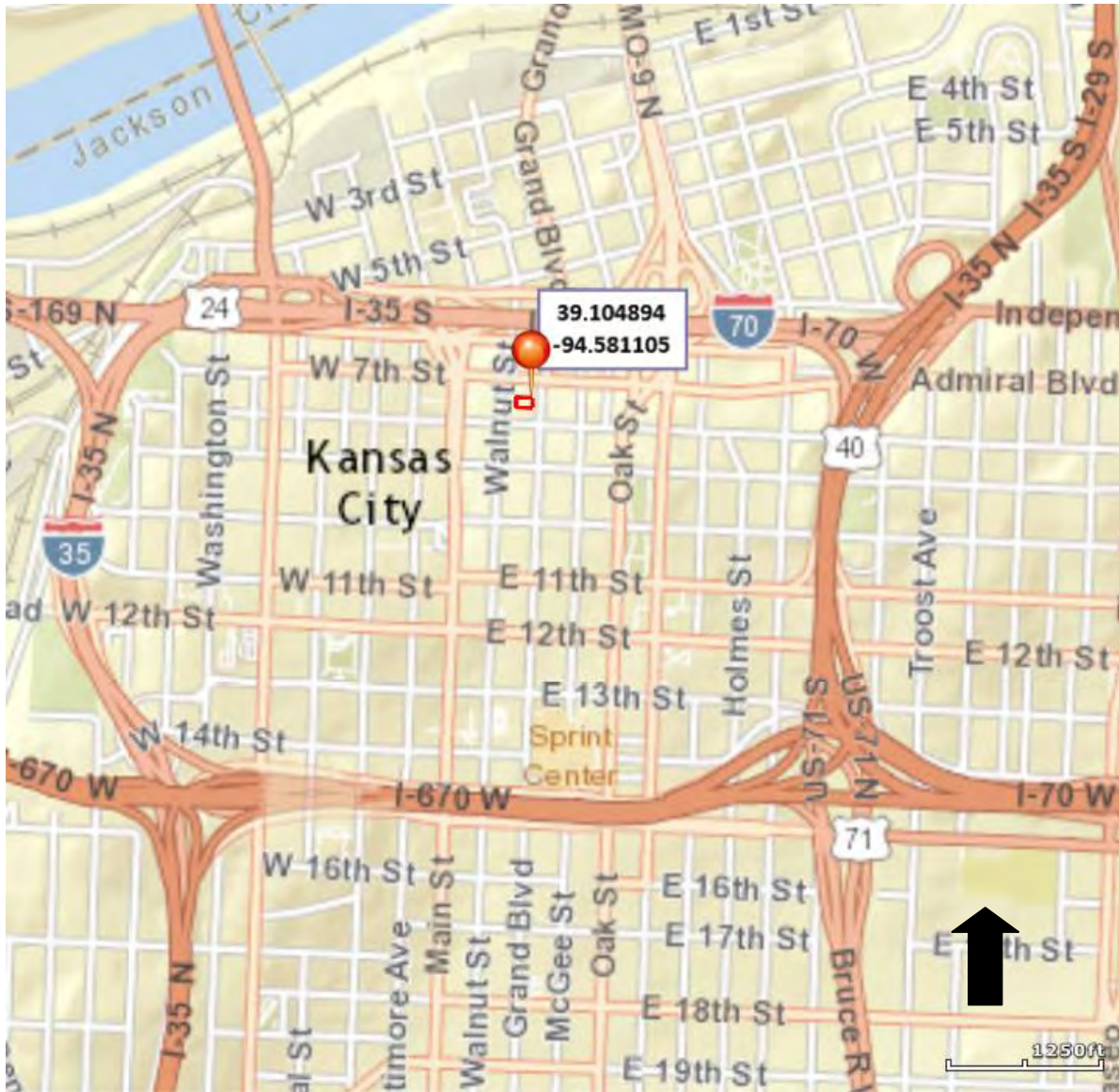
The boundaries encompass the area of land historically and currently associated with the resource.

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Grand Avenue Garage
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**Figure 1:** Contextual Map. *Source: ArcGIS 2013, accessed July 14, 2014.*





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Figure 2: Site Map. Source: ArcGIS 2013, accessed July 14, 2014.

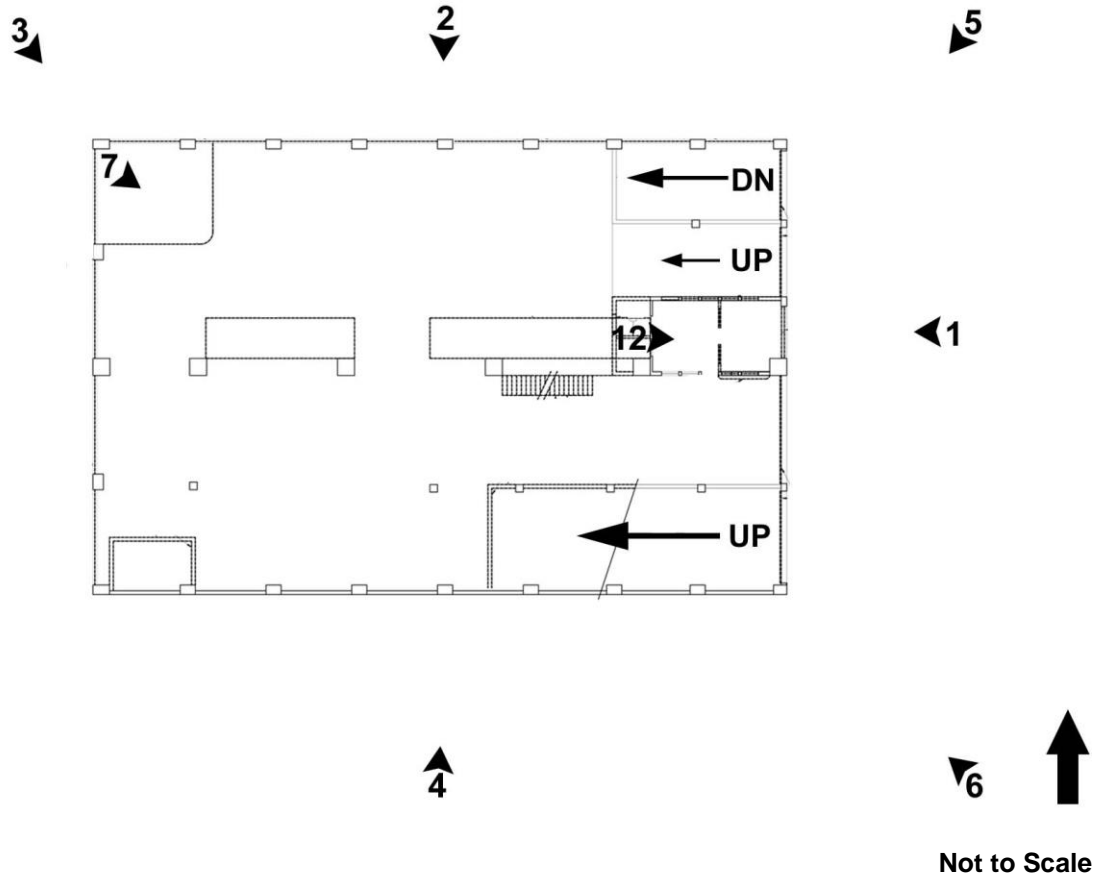


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**Figure 3:** Photo map, exterior, first floor. *Source: Framework Design, June 2014, not to scale.*



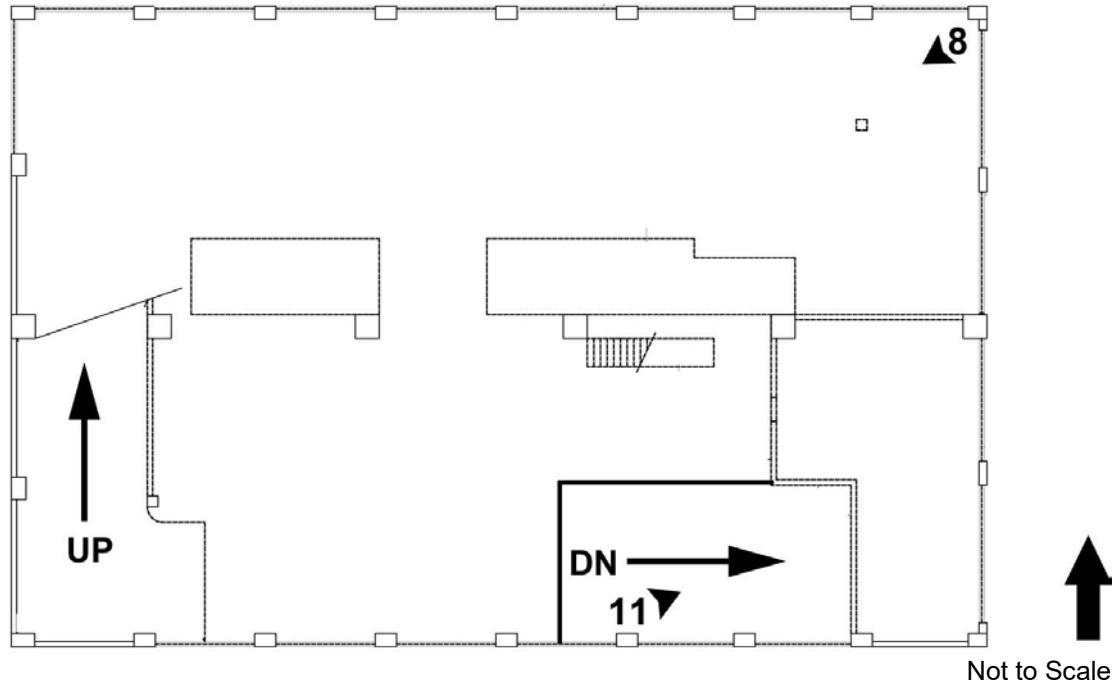


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Continuation Sheet

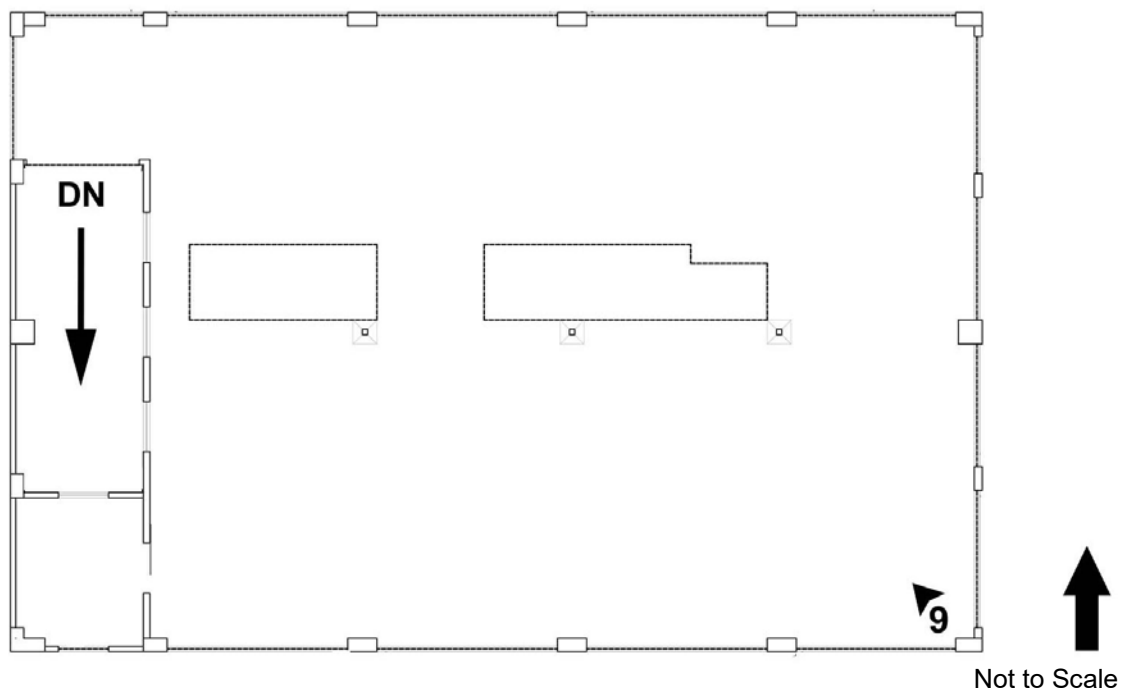
Section number Figures Page 18

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**Figure 4:** Photo Map, second floor. *Source: Framework Design, June 2014, not to scale.*



**Figure 5:** Photo Map, third floor. *Source: Framework Design, June 2014, not to scale.*

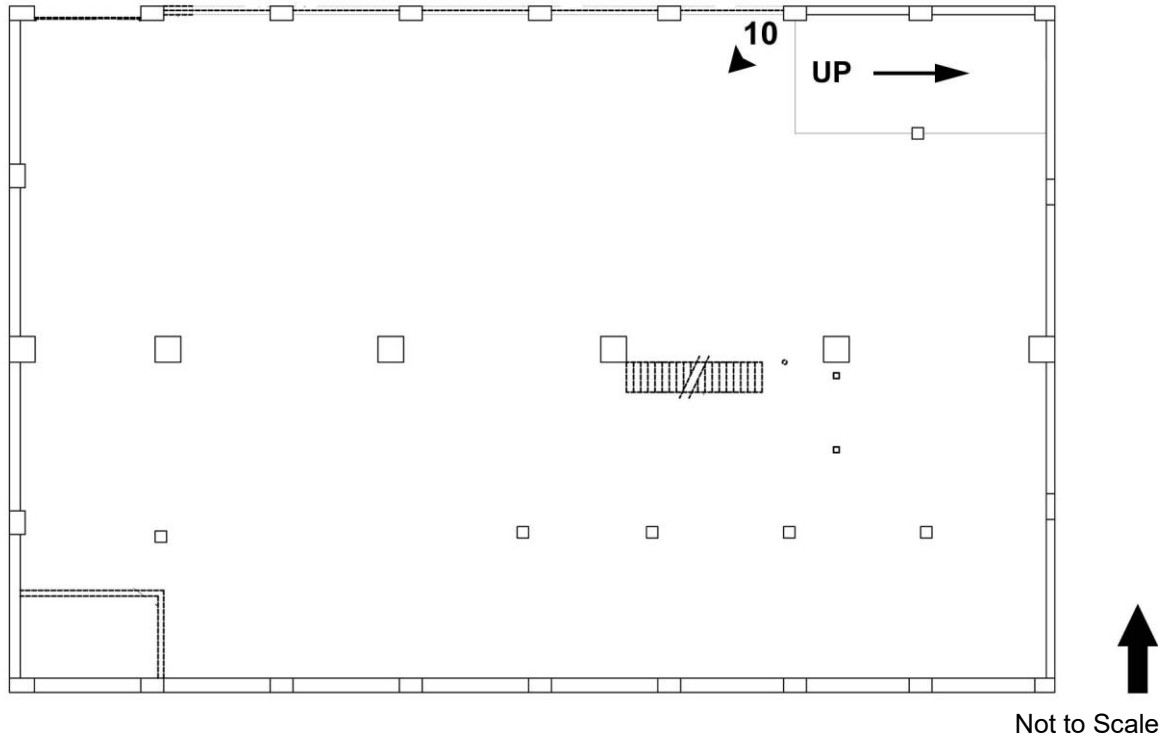


National Register of Historic Places  
Continuation Sheet

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**Figure 6:** Basement plan. *Source: Framework Design, June 2014, not to scale.*



**Figure 7:** Historic photograph, 1926. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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Continuation Sheet

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**Figure 8:** Historic photograph, 1940. Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.



**Figure 9:** Historic photograph, 1955. Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

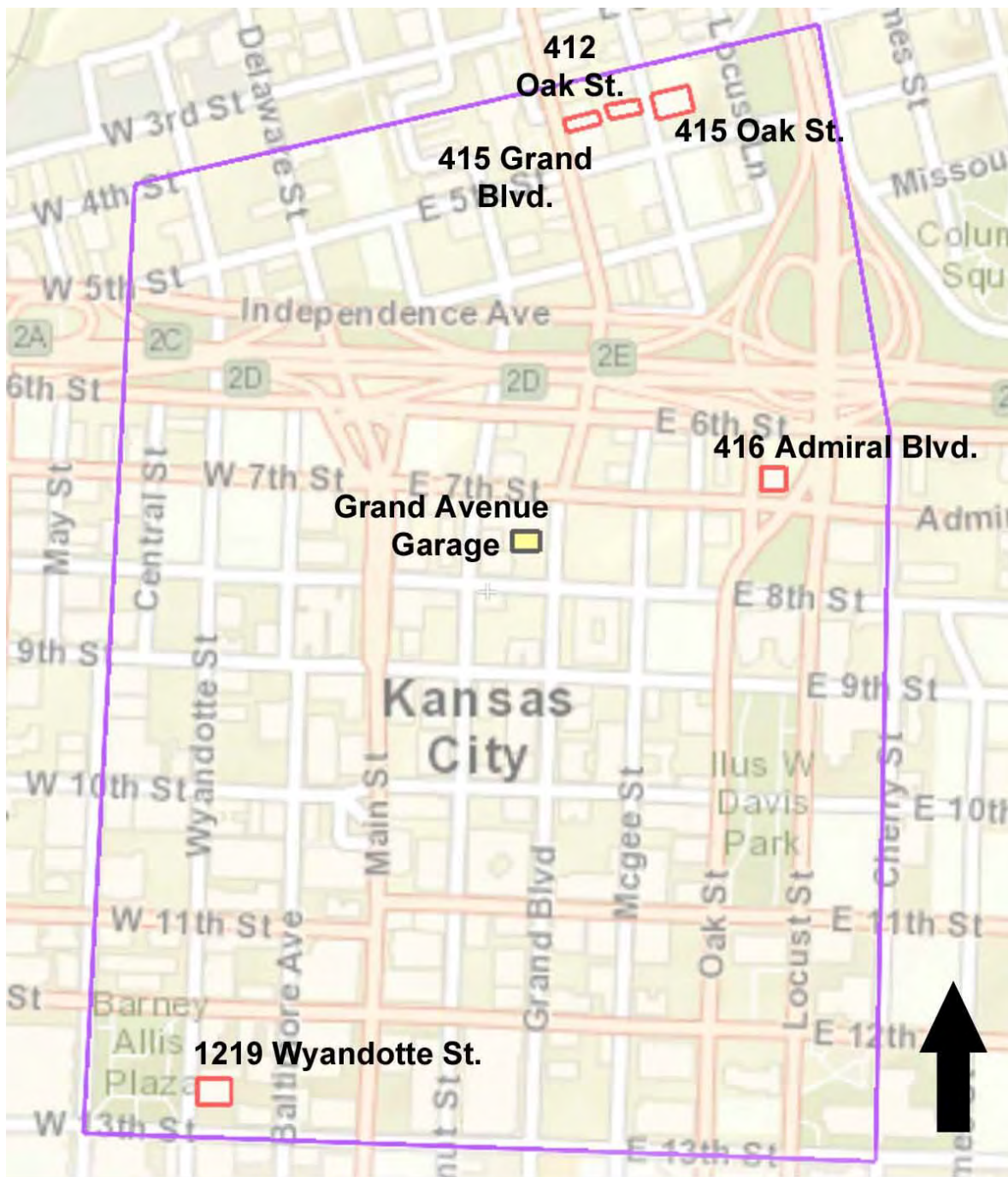


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**Figure 10:** Map of extant garages compared with those listed in 1926 City Directory. *Source: ArcGIS 2013.*



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**Figure 11:** Interior of Des Moines, IA, 1915. Note reference to natural light brought by large windows.  
*Source: The Horseless Age, September 15, 1915.*



Basement of Brown's Garage, Showing Excellent Lighting Arrangement.

**Figure 12:** Comparative exterior design, Turner's Garage, Dickenson, N.D. *Source: Horseless Age, (December 1, 1915).*



Fig. 26—Turner's Garage, Dickenson, N. D.

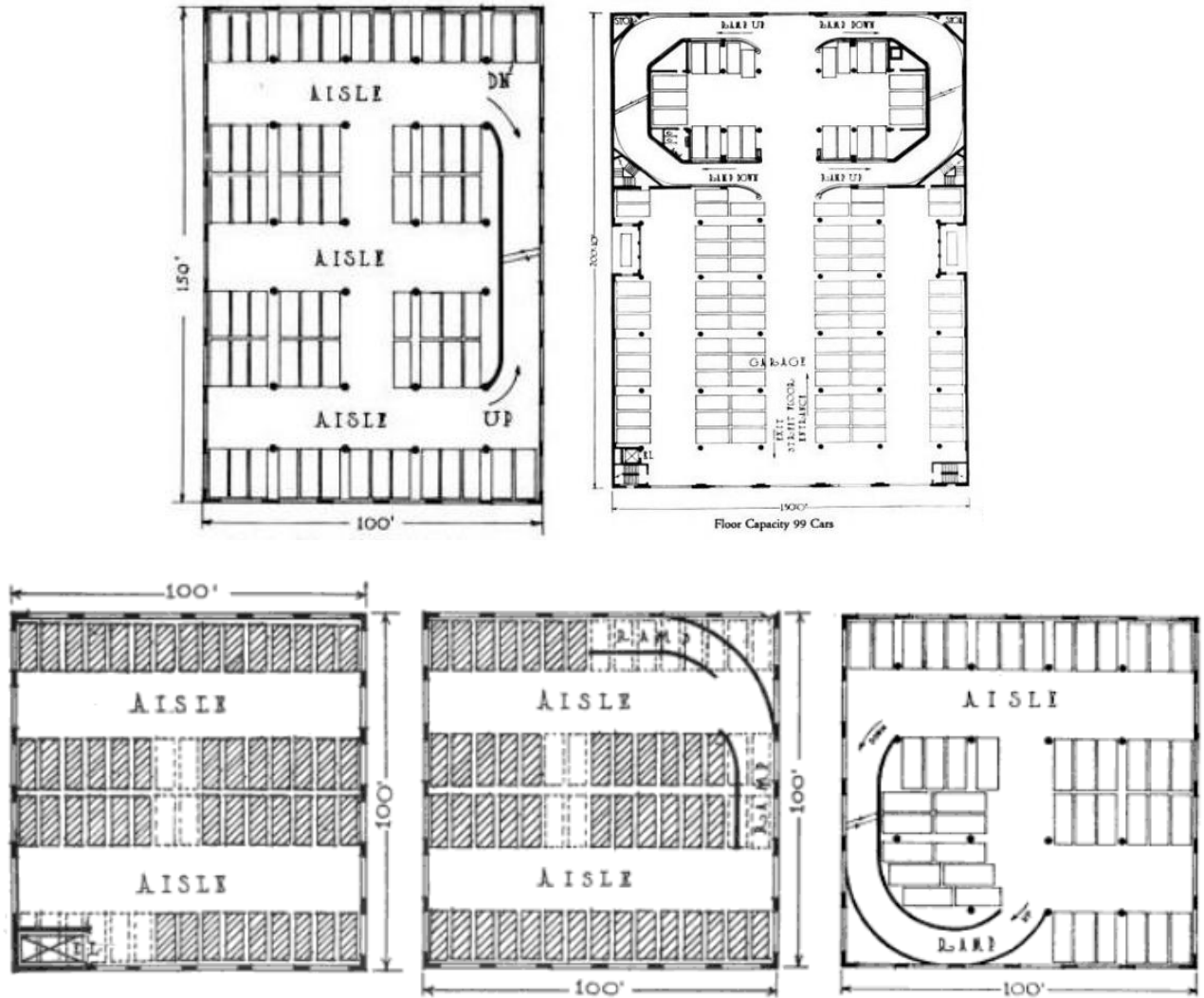


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Section number Figures Page 23

Grand Avenue Garage
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N/A
Name of multiple listing (if applicable)

**Figure 13:** Various recommendations for garage plans. Note the various ramp designs on the right side.  
Source: *The Architectural Forum* 35:5 (November 1921).

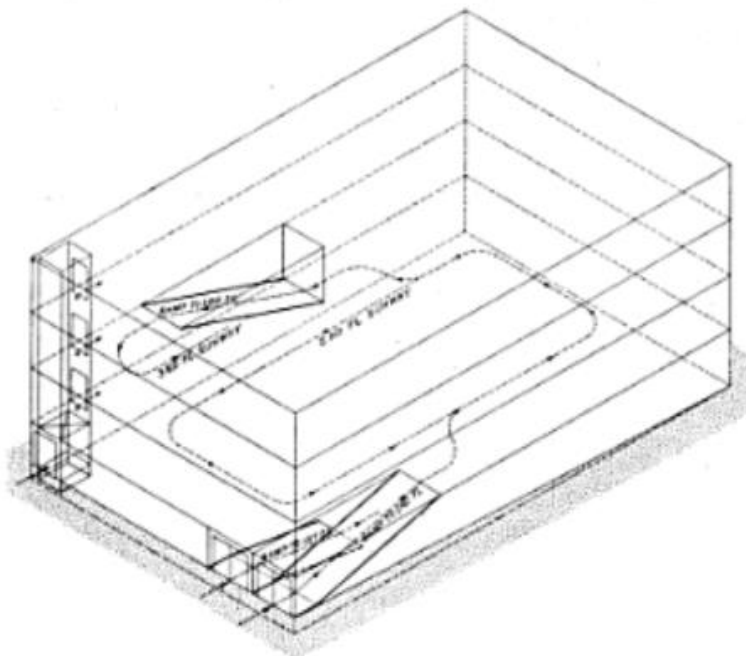


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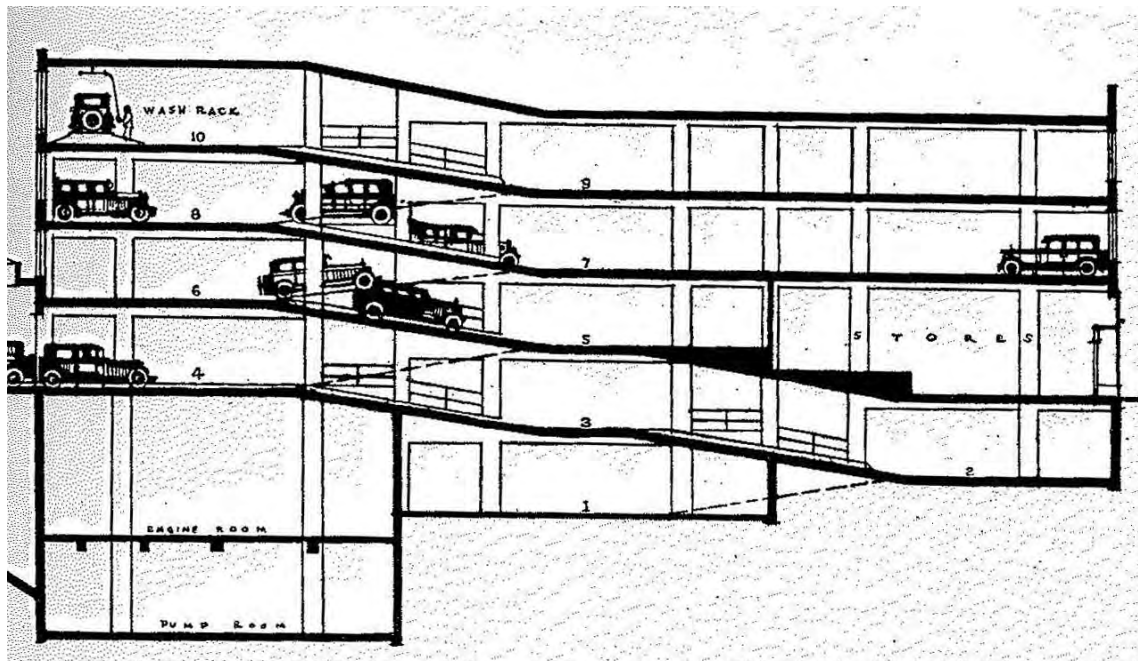
Section number Figures Page 24

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Name of multiple listing (if applicable)

**Figure 14:** Single straight ramp system at the A.C.A. Annex Garage, New York. *Source: The Horseless Age, December 15, 1915, 531.*



**Figure 15:** Ramp design of the Baker Garage, Minneapolis, MN. *The Architectural Forum 46:3 (March 1927).*



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**Figure 16:** Slope Floor Design, Fort Shelby Garage, Detroit. Source: *The Architectural Forum* 46:3 (March 1927).













































UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Grand Avenue Garage  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MISSOURI, Jackson

DATE RECEIVED: 12/19/14 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 2/03/15  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001238

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: Y PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 2-3-15 DATE

ABSTRACT/SUMMARY COMMENTS:

The Grand Avenue Garage is a parking garage built in 1921-22 in downtown Kansas City. It is locally significant under Criterion C as one of few surviving examples of a single-ramp parking garage. The Grand Avenue Garage has a remarkable degree of integrity.

RECOM./CRITERIA C

REVIEWER Barbara Boyd

DISCIPLINE Historian

TELEPHONE 202-354-2252

DATE 2-3-15

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



**Memorandum**

**Date:** December 10, 2014  
**To:** Keeper, National Register of Historic Places  
**From:** Mark A. Miles, Deputy SHPO and Director, Missouri State Historic Preservation Office *MAM*  
**Subject:** Grand Avenue Garage, Kansas City, Jackson County, Missouri, National Register Nomination

Our state review board, the Missouri Advisory Council on Historic Preservation, approved the above nomination on November 7, 2014. All owners and appropriate elected public officials were notified and provided at least thirty (30) days to comment on the above nomination in accordance with Section 36CFR60.6, interim regulations, using the exact notification format recommended by the National Register. **The enclosed disc contains the true and correct copy of the nomination for Grand Avenue Garage to the National Register of Historic Places.**

Please find enclosed the following documentation:

- 1   CD with original National Register of Historic Places registration form, correspondence, and maps
- Multiple Property Documentation Form
- Photographs
- 1   CD with electronic images
- Original USGS map(s)
- 2   Piece(s) of correspondence (cover letter and signature page)
- Other: \_\_\_\_\_

**Comments:**

- Please ensure that this nomination is reviewed
- The enclosed owner objection(s) do        do not        constitute a majority of property owners.
- Other: \_\_\_\_\_



**City Planning and Development Department  
Citywide Planning Division  
Historic Preservation Office**

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October 27, 2014

Mark Miles  
Missouri State Historic Preservation Officer and  
Director, Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102-0176

Re: **National Register Nomination** for the *Grand Avenue Garage*

Dear Mr. Miles:

As a Historic Preservation Planner for the Historic Preservation Commission of the City of Kansas City, Missouri, a Certified Local Government, I am pleased to inform you that the Commission has reviewed the nomination to the **National Register of Historic Places** for the *Grand Avenue Garage* located at 718 Grand Boulevard, Kansas City, Missouri. At the October 24, 2014 hearing of the nomination, the Historic Preservation Commission made a motion to recommend **approval** of the nomination of the *Grand Avenue Garage*. The Commission noted that the unique ramp design illustrated the early parking garages in the area that experimented with various designs and that an isometric drawing may assist with illustrating its significance.

Notification of intent was mailed to the property owner on October 15, 2014, and a public notice was printed in the *Daily Record* on October 9, 2014. The City Historic Preservation Office received no letters or calls in opposition to the nomination. Preservation staff recommended approval of the nomination. If you have any questions, please call me at 816-513-2901.

Sincerely,

Bradley Wolf  
City Historic Preservation Officer

cc: Mayor Sly James  
Troy Schulte, City Manager  
Robert Langenkamp, AICP Director of the City Development Department  
Rosin Preservation, LLC, Nomination Preparer