

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name The National Garage

other names/site number N/A

2. Location

street & number 1100-1110 McGee Street [n/a] not for publication

city or town Kansas City [n/a] vicinity

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

 
Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper Date

[] entered in the National Register
See continuation sheet [].

[] determined eligible for the National
Register

See continuation sheet [].

[] determined not eligible for the National
Register.

[] removed from the National Register

[] other, explain see continuation sheet [].

5. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	1	0 building
<input type="checkbox"/> public-local	<input type="checkbox"/> district		
<input type="checkbox"/> public-state	<input type="checkbox"/> site	0	0 sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0 structures
	<input type="checkbox"/> object	0	0 objects
		1	0 total

Name of related multiple property listing.

N/A

Number of contributing resources
previously listed in the National Register.

N/A

6. Function or Use

Historic Function

TRANSPORTATION: road related (vehicular)

Current Functions

TRANSPORTATION: road related (vehicular)

7. Description

Architectural Classification

MODERN MOVEMENT: Art Deco

see continuation sheet [].

Materials

foundation concrete
walls brick
terra cotta
Roof asphalt
stone

other

see continuation sheet [].

NARRATIVE DESCRIPTION

See continuation sheet [x]

8. Statement of Significance

Applicable National Register Criteria

☐ **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

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

ARCHITECTURE

Periods of Significance

1930

Significant Dates

1930

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

McIntyre, George, Architect /

S. Patti Construction Company

Narrative Statement of Significance

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

9. Major Bibliographic References

Bibliography

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

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey

☐ recorded by Historic American Engineering Record

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State Agency

☐ Federal Agency

☐ Local Government

☒ University

☒ Other:

Name of repository: Linda Hall Library

10. Geographical Data

Acreage of Property less than one acre

UTM References

A. Zone 15	Easting 363410	Northing 4329230	B. Zone	Easting	Northing
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Cydney E. Millstein
organization Architectural and Historical Research date December 1, 1999
street & number P.O. Box 22551 telephone 816-363-0567
city or town Kansas City state MO zip code 64113-0551

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

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

Additional Items

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

Property Owner

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

name Tom Lillis, et al.
street & number 11212 Madison telephone 816/942-1460
city or town Kansas City state Missouri zip code 64114

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

The National Garage
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SUMMARY

The National Garage, 1100-1110 McGee Street, Kansas City, Jackson County, Missouri, was designed by Kansas City architect, George E. McIntyre and built by the S. Patti Construction Company in 1930 to hold 1,000 automobiles. The seven-story reinforced concrete, brick and terra cotta-accented, Art Deco building is rectangular in plan and is emphasized on the vertical by multiple projecting brick piers, that divide the building into irregular bays. Terra cotta piers, resting below wide spandrels, crowned by stylized curvilinear embellished stringcourses, divide the storefront bays. Displaying elaborate Art Deco and Sullivanesque ornamentation, particularly at the storefront level, second story and cornice line, the National Garage was built as an auxiliary to the Professional Building (1929), located directly to the west. The ground story of the National Garage was originally designed to house a variety of commercial businesses in its multiple storefront locations and allow for vehicle access and egress, the upper stories and subterranean levels are utilized for parking.

Located in the heart of the Central Business District of Kansas City, the National Garage is surrounded by a variety of commercial properties. Directly to the south is a small, surface parking lot. The Louis Curtiss Studio Building, located just south of the parking lot, and The Professional Building, site to the west, are both listed on the National

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Register of Historic Places.¹ Although the majority of the storefront bays have been modified to a greater or lesser degree, the National Parking Garage has retained all of the elements of the original design to convey its significance. Its integrity of location, design, setting, materials, workmanship, feeling and association has been retained.

ELABORATION

East and North Façades, Storefront Level

Moving south to north, the first storefront bay of the east facade features an asymmetrically placed single-leaf aluminum framed door (boarded-up), with a transom, obscured by a large vent. A plate glass storefront window with wide transom is covered with plywood and a vent. The second and third bays display recessed entrances (placed at the south end of each bay), with modified aluminum-framed single-leaf doors with transom; the transom unit at the third bay has been modified with a jalousie window. Storefront windows are plate glass and are crowned by a wide transom, obscured by signage. Both entrance recesses display polychromatic tile floors.

Garage access is located at the fourth and sixth bays. Original overhead doors have been modified with aluminum units; tripartite transoms are extant, but painted over at the sixth bay. Modest carved brackets, painted red, are anchored at the upper corners of the entrances. The garage

¹ The Louis Curtiss Studio Building, 1116-1120 McGee Street, was listed in the National Register on June 19, 1972; the Professional Building, 1101-1107 Grand Boulevard, was listed in the National Register on July 17, 1979.

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bay at the fourth bay, featuring original copper sconces characterized with cutout floral patterns, flank the entrance; original sconces at the sixth bay are missing.

The narrow fifth bay was the original location of the office of the garage attendant. Vertical sliding tripartite window units, that allowed the attendant to collect parking fees, has been replaced with plywood. The windowsill is intact; the bulkhead has been obscured with plywood. Above the attendant's window is a slanted terra cotta panel with the word "GARAGE" spelled out in Art Deco style letters.

A large aluminum framed storefront plate glass window at the seventh bay has been obscured with plywood and an exhaust fan, while the eighth bay, marked by a canted entrance, has been altered with bead board and non original plate glass windows framed in wood. An aluminum framed single-leaf door with transom is featured at the entrance.

The non-original elements of the eighth bay of the east façade, including bead board and multiple wood framed plate glass windows, wrap to the first and second bay of the north façade. Storefront entrances of the third, fifth and sixth bays of the east façade are centrally-placed and feature aluminum-framed single leaf doors, plate glass windows and polychromatic tile at the floor of the recessed entrances. Storefront fenestration, entry and transom has been boarded-up at the third bay, partially boarded-up at the fifth bay, while the original storefront at the sixth bay has been slightly modernized from the original.

The recessed garage entrance is located at the centrally placed fourth bay. The original double-leaf wooden and

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glass door with four pane operable transom is extant. Crowning the entrance is a slanted panel displaying the word "GARAGE", duplicating that detail of the garage attendant's window of the east façade. The entrance bay also features the floral-patterned sconces displayed at the garage entrance and a polychromatic tile floor. Located at the seventh bay, an asymmetrically placed aluminum-framed door with transom, and plate glass storefront window with wide transom, have been boarded-up.

East and North Façades, Upper Stories

Fenestration of the second through seventh stories of the east and north façades is one-over-one, double-hung, sash. Second floor fenestration, featured at the four southern bays of the east façade and the first through third and fifth through seventh bays of the north façade, is placed in groups of three. The center units of the fenestration of the east façade are smaller than the flanking windows. Fenestration of the second story east façade, sixth through eighth bays, is featured in groups of four. All second-story fenestration of the east and north façades is framed in wide lintel surrounds adorned with ornamental Sullivanesque motifs of undulant and recurving plant motifs. Lintels display prominent keystones characterized by contrasting geometric and stylized, Art Deco design. Sill coursing is noncontinuous, interrupted by the bold, projecting terra cotta geometric ornamentation of the first story piers.

The central bay of both façades features a single column of windows; the second and third stories, separated by wide terra cotta spandrels, are recessed and are placed within a

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moderately stepped terra cotta surround with Art Deco
styled keystone. Projecting terra cotta vertical banding,
which display geometric ornamentation at the base, is
placed above the entry bays between the piers.

Windows of the third through seventh stories, first through
fourth bays of the east façade, as well as the remainder of
those units at the north façade, are paired. The remainder
of the fenestration of the east façade is grouped in
threes. Windows at these locations are separated by wide
brick spandrels and feature stone sills placed above brick
headers. The prominent cornice line, punctuated by the
projecting terra cotta geometric ornamentation at the
termination of the brick piers, is also characterized by
rectilinear and zigzag terra cotta patterning.

South Façade

A concrete structural grid marks the south façade of the
National Garage. Face brick is missing from a large segment
of the first and second floor of the first bay (moving east
to west). The first and fifth bays of the third through
seventh floors feature metal, industrial sash fenestration
with twelve panes and brick sills. The center two panes are
operative awning units; random panes are missing. Tile
coping is featured at the parapet wall.

West Façade

Like the south façade, the north façade is characterized by
a concrete structural grid. The storefront window of the

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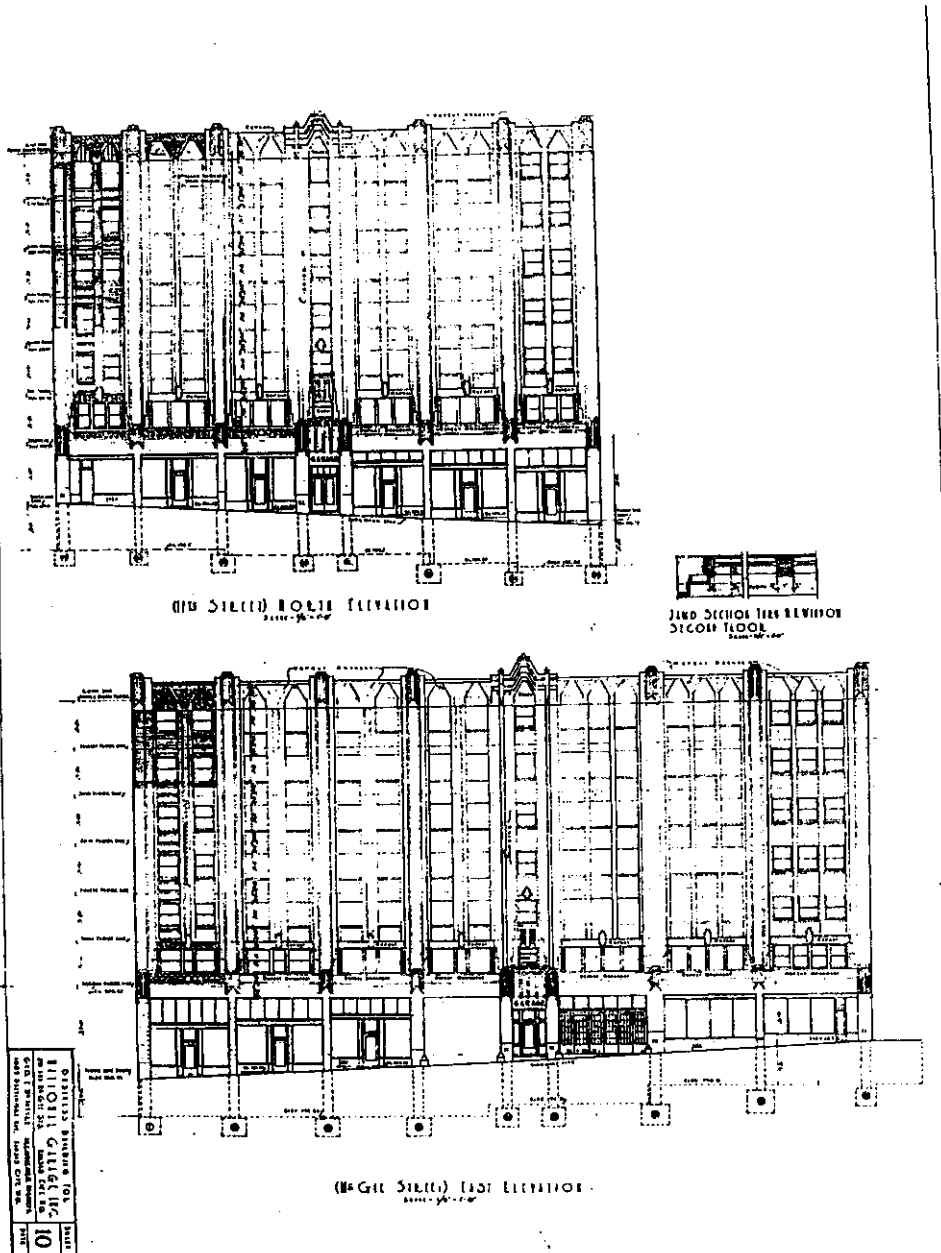
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far-western bay of the north façade wraps to the first bay of the west façade and is presently boarded-up. The tripartite transom and aluminum lintel are both exposed. The upper floors feature the same twelve-pane industrial metal sash fenestration that is displayed at the south façade. Counting north to south, the first two bays and the fifth, sixth and seventh bays display paired units, while the third and fourth bay units are grouped in threes. The third and fourth bays of the first story are also grouped in threes and the remaining bays are grouped in twos. Basement units are fixed, multipaned at the third, fourth and sixth bays, which also features a wood paneled door. A paneled overhead door marks the fifth bay.

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The National Garage, North and East Elevations

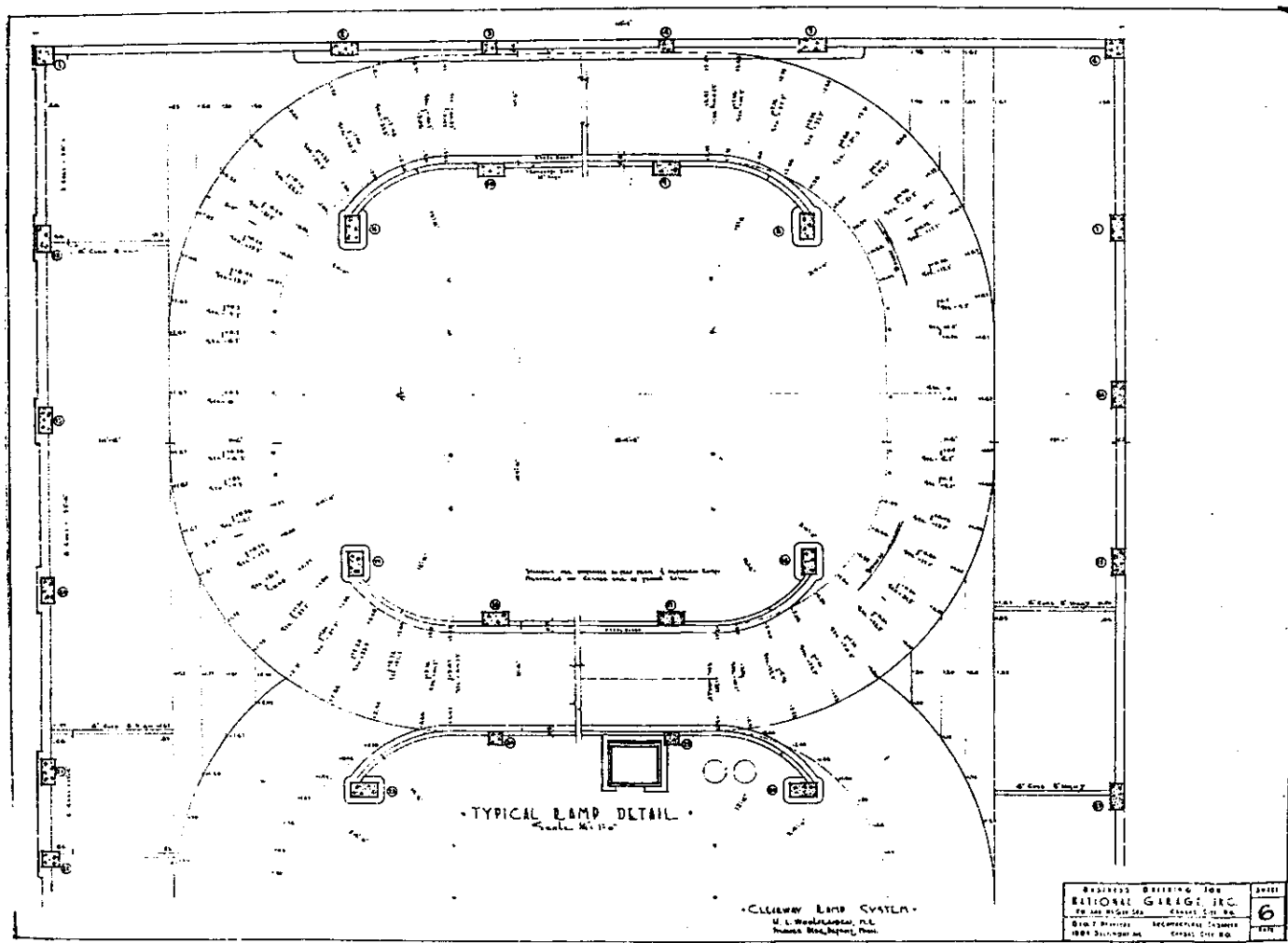


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The National Garage, Typical Ramp Detail



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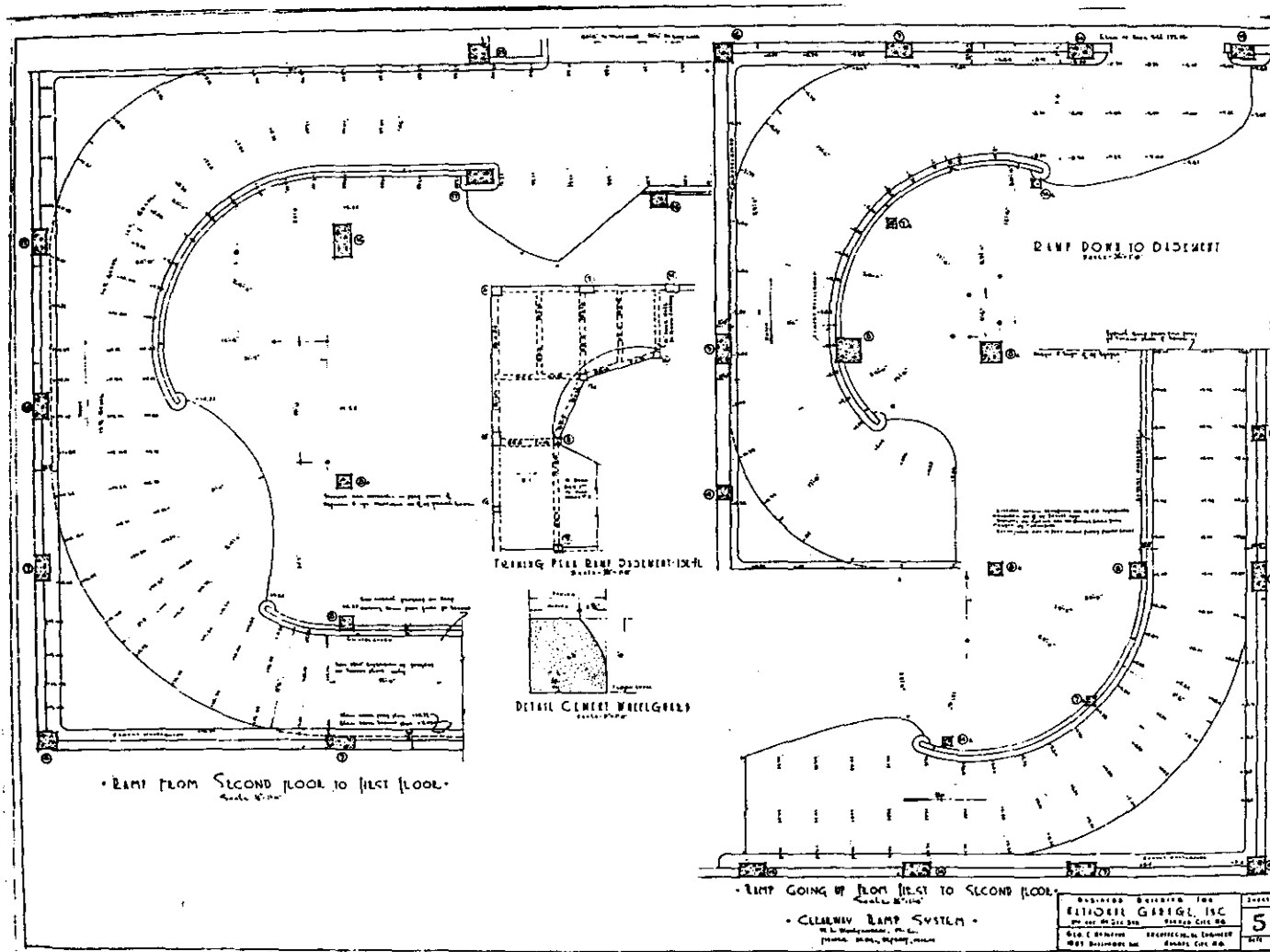
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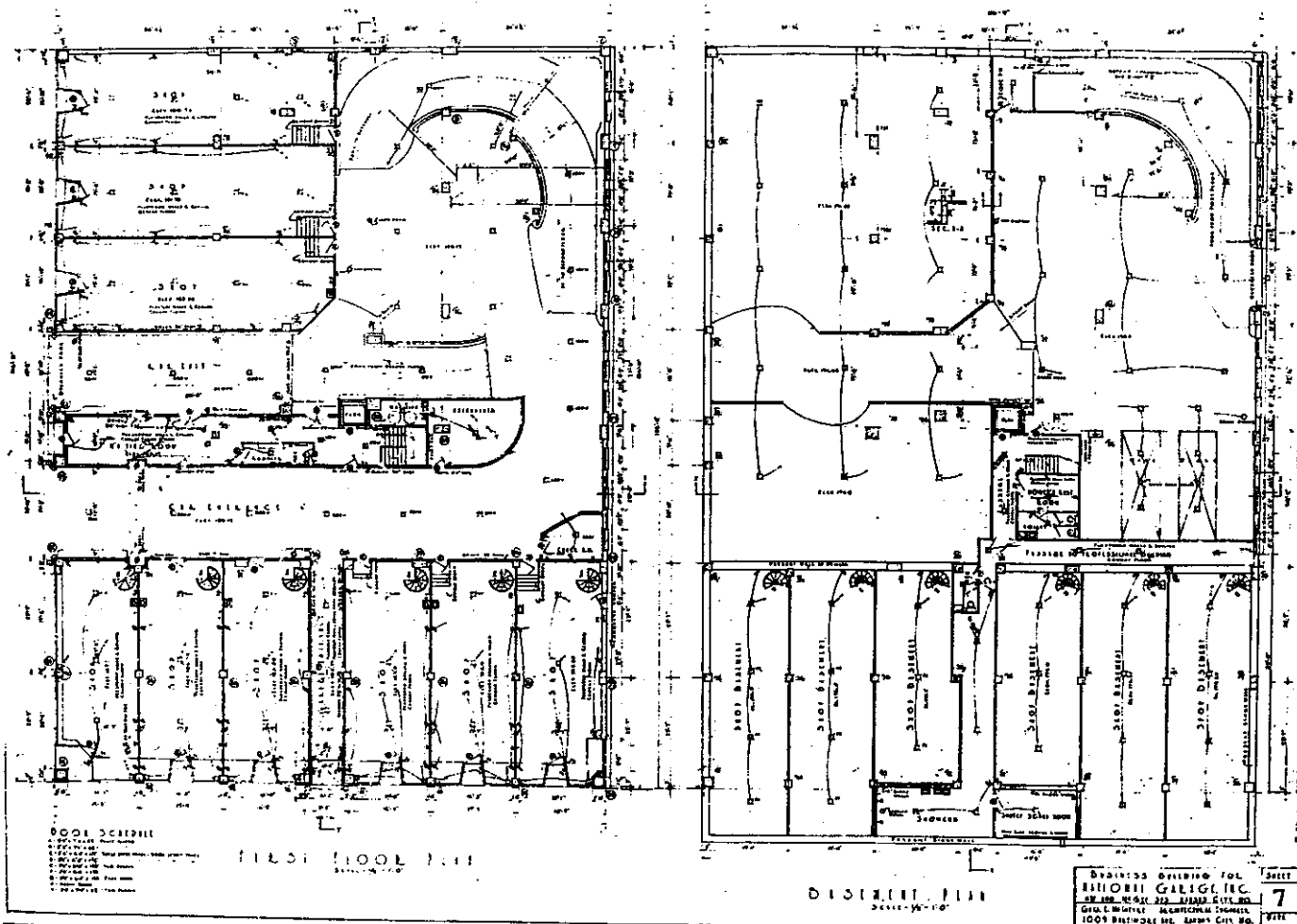
The National Garage, Ramp Systems, First and Second Floors



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The National Garage, Basement and First Floor Plan



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Summary

The National Garage, 1100-1110 McGee Street, Kansas City, Missouri, is eligible for listing in the National Register of Historic Places under Criterion C and is locally significant in the following area: ARCHITECTURE. Designed in 1930 by Kansas City architect George E. McIntyre and engineer John L. Woolfenden, Detroit, Michigan, in 1930, the Art Deco styled National Garage was constructed at the height of the Great Depression to eliminate parking congestion in the Central Business District in Kansas City. Its elaborately embellished Art Deco exterior, coupled with "Clearway Ramp System" throughout its interior, marked the National Garage as an innovative solution to Kansas City's parking problems. Center-city, multi-story parking facilities such as the National Garage appear not unlike office buildings so that they visually blend with the type, scale and materials of the surrounding urban architecture. The period of significance of the National Garage is 1930, the date of construction.

Elaboration

The Development of the National Garage, Kansas City, Missouri

In September 1929, razing began on the twenty-five year old Kupper-Benson Hotel for a new multilevel parking garage to be operated under the name of National Garage. Demolition of the popular hotel, located at the southwest corner of 11th and McGee Streets, along with a three-story structure behind the hotel, was to be completed by March 1930.¹ The parking garage was to

¹ *The Kansas City Times*, September 11, 1929, n.p. (Mounted Clippings, Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City, Missouri.)

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supply much needed off street parking for the Central Business District as well as The Professional Building, a sixteen-story steel-framed high rise, which was already under construction. An underground alley was planned to connect the garage to the Professional Building.² The project was built for Harry Rubin and Associates, Kansas City, Missouri.

The building site for the Art Deco style National Garage, with frontage of 156 feet on McGee by 115 feet on 11th Street, was touted as the largest garage built in Kansas City at that time. The plan called for eight levels of parking, with two levels below ground and six above, allowing space for approximately 1,000 cars. Ten storefronts were also planned for the ground floors of McGee and 11th Streets. Harry A. Rubin and Associates of the National Garage Company were successfully operating three other garages by 1929: the Capital Garage at 13th and Main, the Mutual Garage at 1025 Wyandotte, and the Mutual Parking Station at 916 McGee. This innovative garage would be the fourth and largest under Rubin's operation. In 1930, the National Garage was to be the closest parking garage to the retail shopping district, as well as supplying auxiliary parking for the new Professional Building.³

Designed by Kansas City architect George E. McIntyre, the National Garage was the first of its kind in Kansas City. While McIntyre was responsible for the Art Deco building exterior and the general concept for the interior parking levels, John L. Woolfenden, Detroit, Michigan, engineered the actual scheme for the parking ramp system. Woolfenden's arrangement, called the "Clearway Ramp System" included one-way

² The alley connected the Grand Avenue (now Boulevard) lobby of the Professional Building and the basement level of the National Garage, a passage made possible by a difference in the ground levels.

³ *The Kansas City Journal-Post*, June 29, 1930, 7A.

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traffic ramps so that ascending and descending cars would not have to cross paths.⁴ Patrons of the garage would be of two types: monthly patrons who would be allowed to drive their own vehicle to an assigned parking spot, and the downtown shopper who would turn their car over to attendants at the garage entrance on McGee Street.⁵

The exterior of the National Garage is quite appealing as it so effortlessly blends in to the surrounding office buildings. Accomplished by the use of double-hung fenestration, decorative brickwork, terra cotta spandrels, and elaborate Art Deco ornamentation at the north and east façades, the National Garage does not visually intrude with the character of the neighboring streetscape, unlike the bleakly-designed multi-story parking garage site to the north.⁶

The corner property on McGee for the parking garage passed to Harry A. Rubin and his associates under a seventy-two year lease. A sub-lease was given to Sol Realty to control the ten retail/storerooms for the same 72-year period.⁷ To finance the new garage, bonds were offered by Stern Brothers and Company, investment bankers. The total bond was for \$225,000 of National Garage Company's first mortgage leasehold with six percent sinking fund and price at par. Total cost of the building was estimated to exceed \$385,000.⁸

⁴ George E. McIntyre and J. L. Woolfenden. Plan for the National Garage, n.d. No. 64.07. Western Historical Manuscripts Collection, University of Missouri-Kansas City.

⁵ *The Kansas City Journal-Post*, September 15, 1929, 1D.

⁶ Although there are several multi-story parking garages that have recently been constructed in Kansas City, they do not incorporate any of the elaborate detailing typical of the 1920s center-city garages, such as the National Garage.

⁷ *Ibid.*

⁸ *The Kansas City Journal-Post*, June 29, 1930, 1D.

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The reason for initiating this new garage project, during the height of the Depression years, was directly linked to the increase in construction in the Central Business District from late 1928 to 1931. "Millions are being poured into buildings in Kansas City," boasted William McMahon, commissioner of buildings. "While other cities are talking business depression, Kansas City is carrying forward an epochal skyscraper building program."⁹ A permit for the Power and Light Company Building, the tallest building to be constructed in Kansas City, was issued in October 1930. In the eighteen months prior, permits were also issued for the bus terminal development, the twenty-story Phillips Hotel, the sixteen-story Professional Building, the William Rockhill Nelson Gallery, along with several other prominent landmark buildings. By November 1930, Kansas City anticipated the purchase of a permit for the thirty-one story Fidelity National Bank and Trust.¹⁰

Traffic and Parking Issues in Kansas City during the 1920s.

With all of the new building projects in the downtown area during the 1920s within the central business district, traffic increased substantially. Street parking was a problem for the Kansas City Fire Department. They could not move their trucks through the streets and once they arrived at the scene of a fire, they could not get close to the building because of parked automobiles. Street parking caused congestion to the traffic flow and was slowly banned by the city administration.

Along with the problem of the fire department, a number of

⁹ *The Kansas City Times*, October 2, 1930, n.p. (Mounted clippings, Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City Missouri.)

¹⁰ *Ibid.*

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articles began appearing in the local Kansas City press discussing the problems of downtown merchants and their loss of customers to the suburban shopping areas due to the parking problems. The need for parking was an issue and its lack was hurting the downtown retail industry. In November 1924, city merchants were battling with growing suburban areas over customers.¹¹ Many felt it was easier and less dangerous to park an automobile in the suburbs than on the crowded downtown streets. In 1926 one local merchant, the Midwest Wall Paper Company, had a new facility designed at 1012 Locust so that customers could drive directly into the building.¹² As time went on, downtown merchants came up with ways to create off-street parking for their customers, while others bargained for space allotments with the new garages.¹³

Providing ample and safe parking was a concern that seemed to plague most of the larger metropolitan areas of the Midwest and Kansas City officials were determined to solve the problem on a local level. Consequently, in the spring of 1929, at the request of the Chamber of Commerce of Kansas City, The Albert Russel Erskine Bureau of Harvard University conducted a traffic study. The report, prepared for the City-Wide Traffic Committee, was made in order to design a balanced, coordinated system of traffic control with an emphasis on the "Central Traffic District." The Kansas City Central Traffic District was defined as:

¹¹ *The Kansas City Times*, November 22, 1924, n. p. "Parking Ordinances." (Mounted clippings, Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City Missouri.)

¹² *The Kansas City Star*, April 18, 1926, n. p. (Mounted clippings, Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City Missouri.) The store allowed for 16 parking spaces.

¹³ *The Kansas City Times*, September 28, 1928, n.p. (Mounted clippings, Special Collections, Missouri Valley Room, Kansas City Public Library, Kansas City Missouri.)

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The area of the city bounded by and including Eighth Street on the north, Oak Street on the east, Fifteenth Street on the south, Baltimore Avenue on the west from Fifteenth Street to Fourteenth Street, Fourteenth Street on the south from Baltimore Avenue to Wyandotte Street and Wyandotte Street on the west to Fourteenth Street to Eighth Street.¹⁴

The Harvard study addressed all of the problems that were directly related to heavy automobile usage in Kansas City during the 1920s. Pedestrian rights and duties were examined, as well as the role of streetcars and railroad trains. The issue of automobile parking and resulting traffic congestion was a large part of the study.

In the 1920s Kansas City solved traffic congestion by prohibiting parking on many of the major streets, while a combination of parking lots and parking garages, both public and private, were planned to solve the problem in most eastern cities. Much more efficient than a surface parking lot, the garage was considered as an economical way to park several hundred cars. A five-story garage with the same footage as a fifty-car surface parking lot could accommodate approximately 250 automobiles.

The study by Harvard University illustrated that automobile ownership in Kansas City, Missouri, and neighboring Kansas City, Kansas, increased from less than a thousand in 1910 to nearly 100,000 automobiles by 1928. Not surprisingly, due to the increasing love-affair with the automobile, the ratio per capita was similar to most cities in the United States.¹⁵ On December

¹⁴ The Albert Russel Erskine Bureau. *A Traffic Control Plan for Kansas City* (Kansas City: The Chamber of Commerce, 1930), 9.

¹⁵ The Albert Russel Erskine Bureau. *A Traffic Control Plan for Kansas City*, 43. The average person per vehicle owned in 1928 was 4.5 in Kansas City. In St. Louis it was 4.4, San Francisco 4.9, in Baltimore, Maryland it was 5.7.

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1, 1929, 242,134 vehicles were registered in eighteen counties and the cities of Kansas City, Missouri, Kansas City, Kansas, and St. Joseph, Missouri.¹⁶

Building heights in the Central Business District were also taken into consideration for the traffic study. For every high rise, there was a substantial need for additional parking. In 1929, the buildings under construction consisted of the thirty-one-story Fidelity National Bank and Trust Building, three buildings of more than twenty stories in height with seven other large capacity buildings. The value of this construction was estimated at \$27,150,000.¹⁷

There were four peak hours of traffic activity. The first peak was between 8:00 and 8:30 a.m., during morning rush hour. Approximately 25,000 persons entered the central district during this first peak. The second peak was between 12:00 noon and 12:30 p.m. No explanation could be found for this period of increased activity as most cities showed a marked decline in traffic during the noon hour.¹⁸ The third peak, rush hour between 5 p.m. and 5:30 p.m., was the most significant. It was estimated that a total of fifty thousand vehicles made up the outbound traffic from the urban core. The final peak, inbound, occurred between 8 p.m. and 8:30 p.m. There were several attractions of recreational facilities within the central district, which would justify an early night peak.¹⁹

Kansas City was reported to be unusually progressive about construction of parking garages in the central business

¹⁶ Ibid., 44.

¹⁷ Ibid., 66-67

¹⁸ This traffic pattern may have stemmed from a gradual increase in shoppers to the Central Business District.

¹⁹ The Albert Russel Erskine Bureau. *A Traffic Control Plan for Kansas City*, 69-71.

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district. Major thoroughfares were under parking ordinances that ranged from limited hours of parking to a total ban of curbside parking. As a result, Kansas City had a substantially higher ratio of off-street parking facilities than any other American city of similar size.²⁰ According to the Harvard study, a "principle requirement of an automobile terminal is that the space provided should be in the closest possible proximity to the destination of the user."²¹ This was the case with the National Garage. The underground alleyway connecting the National Garage to the Professional Building on Grand was a prime example of a garage building that was of ultimate use to the automobile owner. It was in the center of the business district and provided eight levels of parking or enough room for nearly one tenth of all parking space needed for the downtown area.

George E. McIntyre, architectural engineer

A 1913 graduate of the University of Illinois, George E. McIntyre (1884-1965) was associated for a number of years with the Kansas City, Missouri architectural firm of Smith, Rea & Lovitt. He later joined Charles A. Smith, the famed Kansas City, Missouri school architect, as an architectural engineer. McIntyre also worked in private practice for a number of years. Along with Smith, McIntyre was responsible for the design of the Art Deco styled Professional Building, built in 1929-30 (see above).

²⁰ Ibid., 144.

²¹ Ibid., 171.

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Bibliography

Published Works

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

The National Garage
Jackson County,
Missouri

Section number 10 Photographs

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Verbal Boundary Description

Lot 127, Lot 128, Lot 129, and the north 12 feet of Lot 130, Swope's Addition, a subdivision in Kansas City, Jackson County, Missouri.

Boundary Justification

The nominated property includes the entire parcel historically associated with the National Garage.

Photographs

(Photographer: John W. Gutowski, November 1999. All negatives are the property of Architectural and Historical Research, L.L.C., Kansas City, Missouri.)

1. East and north façades; view facing southwest.
2. Northeast corner; view facing southwest.
3. Detail of the east façade, far north bay; view facing west.
4. Detail of the east façade; entrance bay; view facing northwest.
5. East and a portion of the south façade; view facing northwest.
6. North façade; view facing east, southeast.
7. South façade; view facing northeast.
8. McGee Street garage entry, east façade; view facing west.
9. 2nd floor north; view looking south.
10. Typical ramp (6th floor); view looking southwest.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

94°37' 30"
39°07' 30"

360000mE 1692 500 METERS (KANS.) R 25 E

R 33/W

362

169

35' 00" 9

364

The National Garage
Kansas City,
Jackson County, Missouri

92 500

METERS (KANS.)

UTM

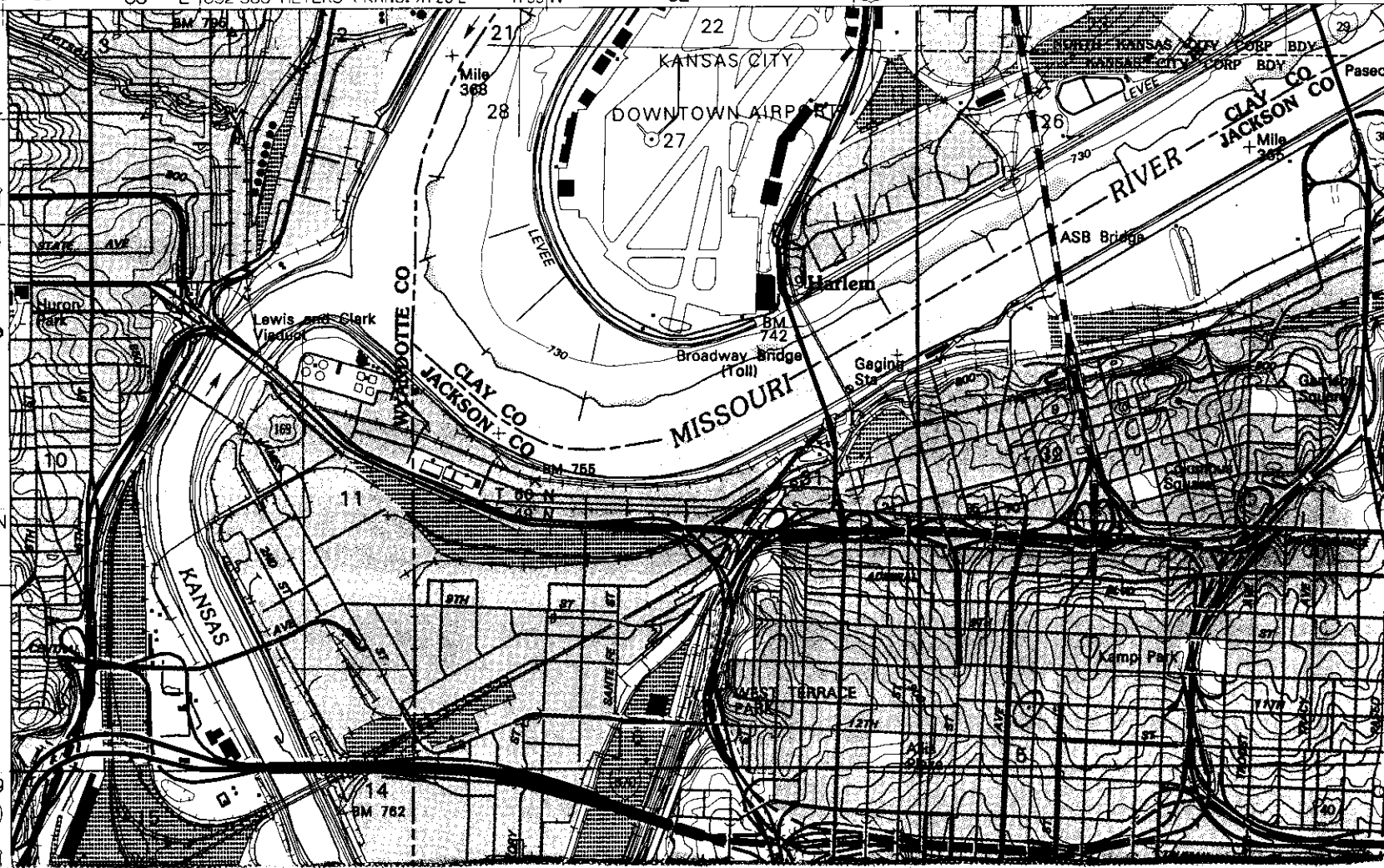
15/363, 410/4, 329, 230

43°30'00"N

43°29'

70

40









RESTAURANT

NO
LEFT
TURN

NATIONAL
GARAGE

NATIONAL
PARK
HERE
1104

75

FOR THE USE OF
MOTORISTS & TRAVELERS
IN THE PARKING
SPACE - 2200



GORDY'S BAR & GRILL

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2

