

United States Department of the Interior
National Park Service

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Studna Garage Building

other name/site number Studna Garage

2. Location

street & town 415 Oak Street N/A not for publication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 ☒ 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 ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Mark A. Miles 5/15/06
Signature of certifying official/Title Mark A. Miles/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 Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☐ 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:) _____

Studna Garage Building
Name of Property

Jackson County, MO
County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

1

buildings

sites

structures

objects

1

Total

Name of related multiple property listing

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

"Railroad Related Historic Commercial and
Industrial Resources in Kansas City, Missouri."

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION: Road-related (vehicular)

Current Function

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS

Materials

(Enter categories from instructions)

foundation STONE: Limestone

walls BRICK

STONE: Limestone

roof OTHER: Composition

other WOOD

Narrative Description

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

☒ See continuation sheet(s) for Section No. 7

Studna Garage Building
Name of Property

Jackson County, MO
County and State

8. Description

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical 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 # _____

Areas of Significance

(enter categories from instructions)

COMMERCE

TRANSPORTATION

ARCHITECTURE

Period of Significance

1922-1956

Significant Dates

1922

1926

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

UNKNOWN

☒ See continuation sheet(s) for Section No. 8

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other Name of repository: _____

☒ See continuation sheet(s) for Section No. 9

Studna Garage Building
Name of Property

Jackson County, MO
County and State

10. Geographical Data

Acreage of Property Less than one-half acre

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/5 3/6/3/4/3/8 4/3/3/0/1/2/6
Zone Easting Northing

2 / / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

All of Lots 398 and 399 Block 36 Old Town Addition Kansas City, Jackson County, Missouri.

Property Tax No. N/A

Boundary Justification

(Explain why the boundaries were selected.)

The boundary for this resource corresponds to the city lots on which it was constructed and with which it has been historically associated.

☐ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Sally F. Schwenk, Partner

organization Historic Preservation Services, LLC

date January 1, 2006

street & number 323 West 8th Street, Suite 112

telephone 816-221-5133

city or town Kansas City

state MO zip code 64105

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

name/title Jeff and John Benz, Unique City Investments, LLC

street & number 4235 Bell Street

telephone 816-507-2798

city or town Kansas City

state MO zip code 64111

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

**Studna Garage Building
Jackson County, Missouri**

SUMMARY DESCRIPTION STATEMENT

The Studna Garage Building, located at 415 Oak Street, is in the Old Town River Market area in the Central Business District in Kansas City, Missouri (Figures 1 and 2). This industrial freight area is documented in the National Register of Historic Places Multiple Property Documentation Form (MPDF) "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," accepted by the National Park Service and listed in the National Register of Historic Places on December 22, 2000. The building occupies two lots on the east side of Oak Street between 4th and 5th Streets. It is an adaptation of the Two-Part Commercial Block building façade with a limestone foundation, brick load-bearing walls, and steel beams. The building, which is 84 feet wide and 140 feet deep, was erected in two phases in 1922 and 1926. The 1922 (north) section of the building has a barrel roof supported by a steel truss system. The connecting 1926 (south) addition features steel frame construction. Together, the two sections have approximately 11,760 square feet on each of the two floors. The primary façade faces west onto Oak Street and has seven vertical bays created by slightly projecting piers. Within each of these bays on the first story are pairs of multi-pane windows, vehicular entrances, or pedestrian entrances. Single or paired windows occupy the bays on the second story. The east (rear) façade faces onto an alley. The side elevations face onto surface parking areas. The building enjoys a high level of integrity of location and setting. Its structural and exterior design — form, plan, space, structure, and style — and its historic materials remain relatively unchanged. The only losses of character-defining elements are the removal of an internal wood vehicular ramp from the first to the second floor and the use of replacement brick on the second story of the primary façade due to an automobile accident. Because of the lack of additions and the minor loss of materials, features, and spaces, the building today clearly communicates feelings and associations from its era of construction and significance, as well as its functional property type.

ARCHITECTURAL DESCRIPTION

SETTING

Located in Kansas City's Old Town River Market area, a small manufacturing and warehousing freight district, the Studna Garage Building is in a neighborhood that reflects its historic industrial character. The area has a grid street system that developed in relation first to the Missouri River levee to the north, and later to the railroad lines that entered the area from the east, parallel to the river. The area, once covered by high bluffs, was subsequently graded in the late nineteenth century to accommodate expansion. It retains its industrial warehouse character, although many of the larger manufacturing concerns have left the area. Many of the historic wholesale houses, warehouses, and manufacturing buildings have been converted into residential buildings.

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Studna Garage Building
Jackson County, Missouri

FIGURE 1: GENERAL LOCATION MAP
Kansas City, Missouri Central Business District

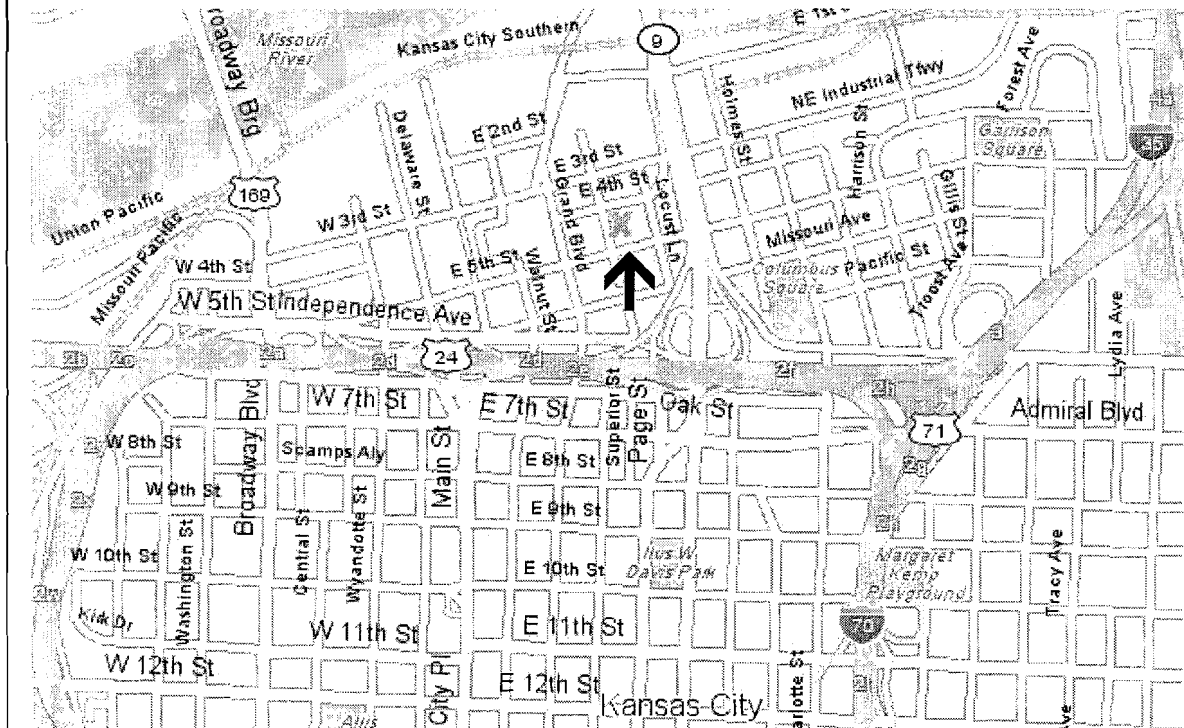
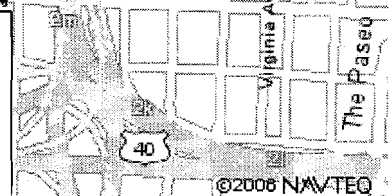
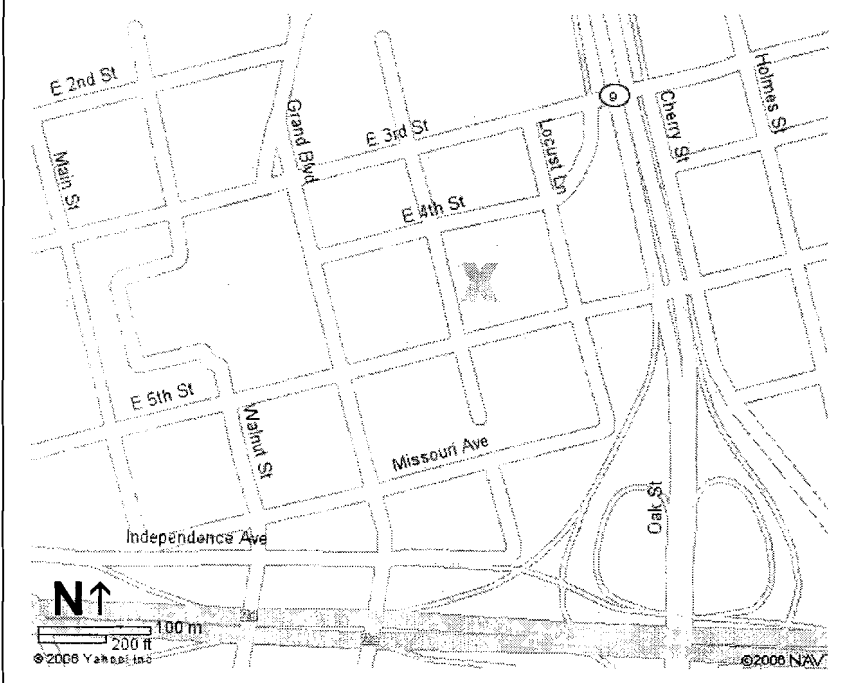


FIGURE 2: SETTING MAP



N↑
Not to Scale

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**Studna Garage Building
Jackson County, Missouri**

There are a considerable number of vacant lots or surface parking lots in the area immediately around the historic garage. The terrain rises gradually from the west to the east, creating at-grade entrances for the first story on Oak Street and for the second story on the north-west alley that runs behind the building. Sidewalks and curbing occur on both sides of Oak Street, which is 50 feet wide. Across the street to the west is an early twentieth century one-story industrial building with multiple additions. An alley abuts the east (rear) elevation of the building. Vacant lots fill the area to the east of the alley. Surface parking lots abut the north elevation, separating the building from a large industrial complex. A narrow paved lot on the south side of the garage separates the building from a small corner restaurant building that dates to the early twentieth century. This lot and the open space to the east of the restaurant building are historic open spaces (Photograph Numbers 1 and 2).

WEST (PRIMARY) FAÇADE

The tapestry brick primary façade has seven vertical bays delineated by brick pilasters (Photograph Numbers 3 and 4). Dressed coursed limestone covers the area under the first-story windows and extends upward on the pilasters for four additional courses. Windows, vehicular door openings, and pedestrian doors occupy the bays on the first story. Above the first-story openings is an uninterrupted brick soldier course that spans the width of the façade. Above this and within each vertical bay, soldier course brickwork with square cast stone corners creates brickwork panels. Soldier course brickwork with square cast stone corner stones also frames the windows. Another brick soldier course creates a visual cornice below the cast stone parapet coping. Square cast stone tiles flank each pilaster and serve as the terminus of the soldier course brickwork.

Beginning at the north end of the west (primary) façade, at the first story, the first and second bays each contain a pair of nine-over-nine light, double-hung wood sash windows with limestone sills. Above these windows, at the second story, the first and second bays contain square twelve-light fixed-sash wood windows. The third bay contains a vehicular entrance that spans the width of the bay. Centered in the sign frieze area above this bay is a cast stone panel with the carved name "STUDNA" (Photograph Numbers 5 and 6). A brick soldier course surrounds the panel. Above the sign is a pair of square, fixed-sash wood windows with a twelve light configuration. Centered above the windows is an oculus. The parapet and pilasters flanking the third bay rise one foot higher than the adjacent bays. This extension and the paired windows above the large vehicular entrance create a visually dominant entrance. The fourth bay is narrower than the other bays and, at the first story, incorporates a pedestrian entrance with a transom and a nine-over-nine light double-hung wood sash window. Above this arrangement, the second story has a single square, fixed-sash wood window with a twelve light configuration. The fifth bay, which originally provided access to the interior ramp leading from the first floor to the second floor, now contains a vehicular entrance that spans the width of the bay. At the second story, the fifth bay contains a

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**Studna Garage Building
Jackson County, Missouri**

twelve-light fixed-sash wood window. The sixth bay, which was once a recess that housed a gas pump, now contains an entrance with a transom and a vehicular entrance at the first story, and two single rectangular windows with eight-light fixed wood sashes at the second story. Centered above the second-story windows is an oculus. The parapet wall on this bay and the flanking pilasters extend approximately one foot higher than those of the adjacent bays. The seventh bay at the south end of the façade has paired nine-over-nine light double-hung wood sash windows with limestone sills at the first story, and a square, fixed-sash wood window with a twelve light configuration at the second story. The first through fifth bays compose the 1922 (north) building's primary façade; the sixth and seventh bays constitute the primary façade of the 1926 (south) addition.

Due to structural failure, the primary (west) façade is separating from the remainder of the structure and a significant amount of tuckpointing is necessary. An automobile accident on the building's second floor resulted in the loss of large portions of brick at the second-story level. The color of the replacement brick in this area, particularly in the sign frieze and in the third bay from the north, does not match the original brick. All of the window units appear to be original and appear in the circa 1939 Jackson County Tax Assessors' photographs. The window frames and sashes are deteriorated and, because of the shifting of the wall, many are warped and damaged. The original garage doors are no longer extant. The pedestrian entrance doors appear to be at least fifty years old, but it is not clear if they are original to the building.

SECONDARY ELEVATIONS

The south elevation has nine bays defined by the second-story fenestration patterns (Photograph Number 9). There are sixteen at-grade window openings. Several of the openings have masonry infill. All of the remaining windows have exterior iron bars painted white. All of the windows have segmental arch openings and brick sills. The majority of the wood window frames remain, but the original sashes are absent. Some openings contain aluminum storm windows installed from the interior onto the wood frames. The brick treatment of the primary (west) façade wraps to this elevation for a depth of almost three bays (Photograph Number 1). The remainder of the brick is of a different color and grade than that found on the primary façade.

The east (rear) elevation has ten bays defined by windows and loading docks (Photograph Number 8). Starting at the south end of the elevation and moving north, a loading dock flanked by single windows, a grouping of three windows, a loading dock, and another grouping of three single windows define the bays. All of the windows contain infill. Stucco applied over a membrane covers the brick wall.

The north elevation has five extant window openings (Photograph Number 7). The wood frames are intact, but the sashes are missing. Stucco applied over a membrane covers the brick wall. Tile coping

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Studna Garage Building
Jackson County, Missouri

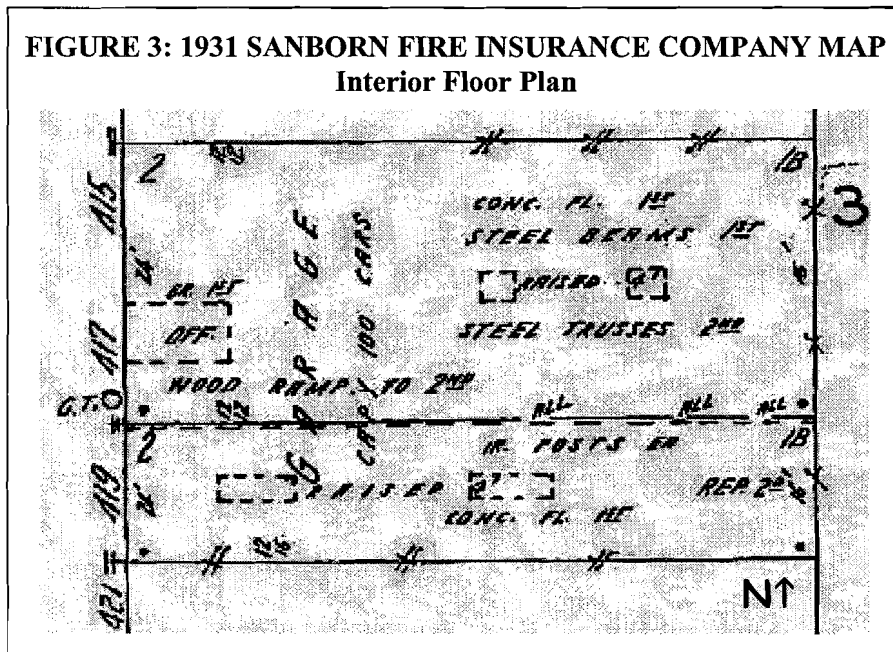
covers the slightly stepped parapets. Portions of the rubble limestone foundation are visible. Single square window openings at grade and above the water table/limestone foundation line occur randomly. There is interior evidence of other window openings that now contain brick infill. At the west end of the elevation, the dressed coursed limestone foundation treatment and brick wall treatment wrap from the primary (west) façade (Photograph Number 2).

ROOF SYSTEMS

A steel truss roof system supports the barrel roof over the 1922 (north) section of the building (Photograph Numbers 16 and 17). A steel structural system supports the flat roof over the 1926 (south) addition (Photograph Number 14). Along the east-west mid-line of both roofs are skylights. The skylight enclosures have front-gabled roofs supported by short walls that incorporate multi-pane sashes.

INTERIOR SPACES, FEATURES, AND FINISHES

The interior has two distinct sections separated by a limestone foundation and brick masonry wall. Each section has two stories. The ground-level floors are concrete. The ground-level walls are exposed limestone and brick. At the second floor, wood rafters on steel beams support the wood plank floors.



Steel posts are integrated into the masonry load-bearing walls of the 1926 (south) addition.

The 1922 (north) section of the building measures 60 feet by 140 feet and has no interior posts or columns. Originally, a wood ramp that connected the first and second floors extended along the party wall separating the 1922 and the 1926 sections of the building. Although the ramp is no longer extant,

the two-story space remains, as do the notching in the masonry wall for timber supports and a “ghost” line of the ramp (Photograph Number 12).

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The exposed brick interior walls do not have a finished appearance and there is evidence of brick infill in some of the original 1922 window openings in what is now the party wall. At the east (rear) end of the space is a loading dock door flanked by three windows on each side. The steel truss roof system and skylights are exposed. According to Sanborn Fire Insurance Company maps, the front (west) space of the building incorporated two vehicular entrances that originally flanked a small office area.

The 1926 (south) addition measures 24 feet by 140 feet. A stairway located in the southwest corner connects the two floors (Photograph Number 10). On the ground floor, a ramp and a wide floor-to-ceiling opening connects to the 1922 and 1926 sections (Photograph Number 13). On the second floor, at the top of the original wood ramp, the opening between the two building sections retains its original industrial door system (Photograph Number 14). At the second floor of the east (rear) wall, single windows flank a loading dock door. Exposed steel beams rest on steel posts integrated into the masonry walls. The original skylights are exposed, as is the roof's structural system. Brick walls show deterioration, particularly in the area of the common wall. As in the 1922 (north) section, this level has wood plank floors supported by wood rafters on steel beams.

HISTORIC ARCHITECTURAL INTEGRITY

The building meets the integrity thresholds for the "Transportation Resources" property subtype listed under the "Auxiliary Support Resources" property type established in Section F of the National Register of Historic Places Multiple Property Documentation Form (MPDF) "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri." No additions to the building have occurred. The building façade retains all of the original fenestration. The façade reads as a Two-Part Commercial Block building form; however, unlike the typical Main Street Two-Part Commercial Block building with the upper floors reserved for private spaces, the Studna Garage Building's design utilizes the upper floors for parking. It retains its original wood window units on the west (primary) façade. The only changes to the primary façade include the installation of an entrance in the gas pump recess in the sixth bay and the use of replacement brick on the second story due to an automobile accident on the second floor. Both changes occurred more than fifty years ago. The building's transitional structural system, which incorporates both a steel truss roof and steel framing, remains unaltered and visible. The only changes to the interior space are the loss of the partition walls that enclosed the original small office cubical and the loss of an internal wood vehicular ramp from the first to the second floor, which is partially mitigated by visual evidence of the notching in the masonry wall for the ramp's original timber supports, the "ghost" imprint of the ramp on the masonry walls, and the retention of the two-story open space utilized by the ramp.

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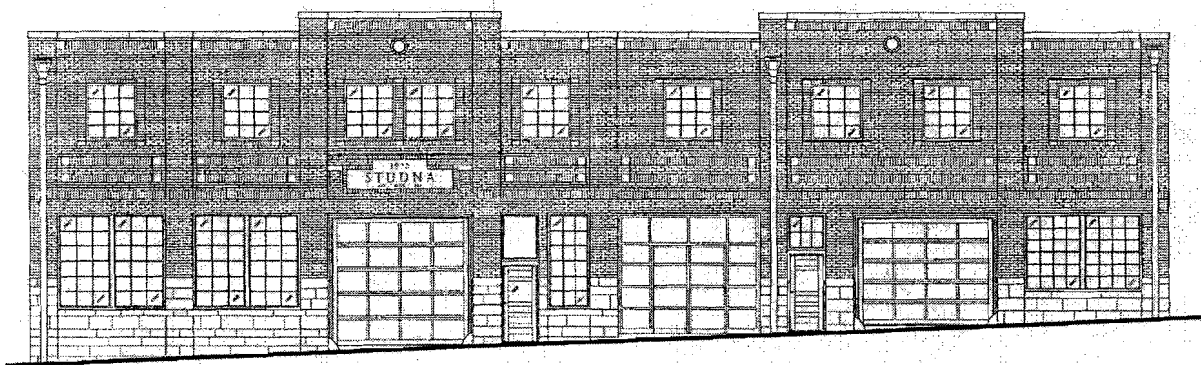
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The building remains on the site where it was constructed. The setting retains a high degree of integrity of the original topographical features and industrial/commercial man-made features such as streets, alleys, and infrastructure. The commercial/industrial character of the surrounding neighborhood remains intact. The setting continues to convey the evolving historic relationship between buildings and other features and historic open spaces. Over the years, a number of buildings have been demolished and new

FIGURE 4: WEST (PRIMARY) OAK STREET FAÇADE



construction has occurred. However, all of the remaining buildings on the streetscape and within the immediate vicinity date to the early twentieth century, which is in keeping with the building's period of significance. The building retains a very high percentage of the historic elements related to its original form, plan, spaces, structure, and ornamental styling. Although there is some structural failure, it does not affect the historic appearance of the building and can be corrected without the loss of the building's historic design elements or historic materials. The Studna Garage Building retains a very high percentage of the structural features and physical elements that were combined during its construction and that are important to its design and function as well as to understanding the technology of its period of construction. Because the building retains a high degree of integrity, it clearly expresses the particular period of its construction and conveys its associations with commerce, transportation, and commercial architecture during its period of significance in Kansas City's commercial/industrial freight areas.

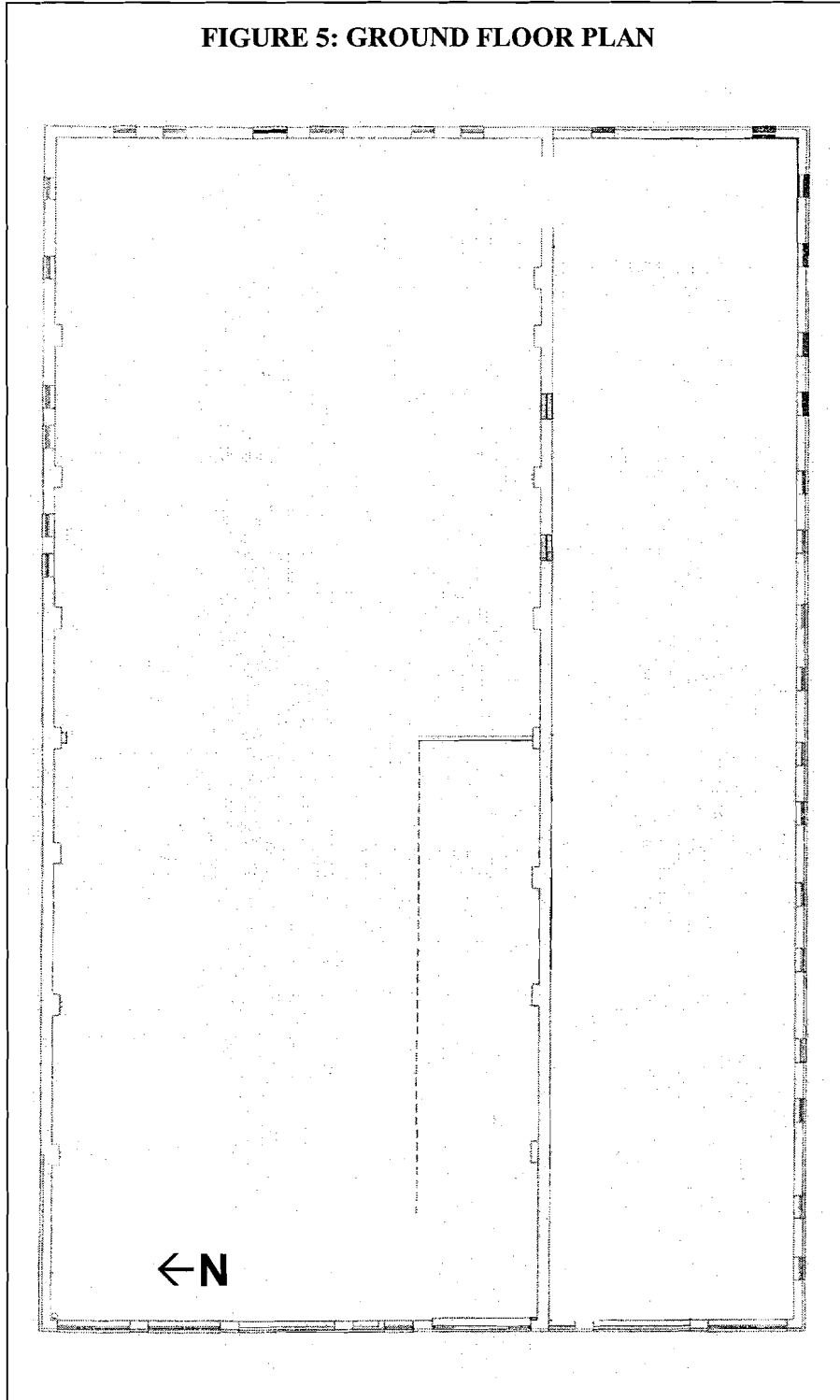
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**Studna Garage Building
Jackson County, Missouri**

FIGURE 5: GROUND FLOOR PLAN



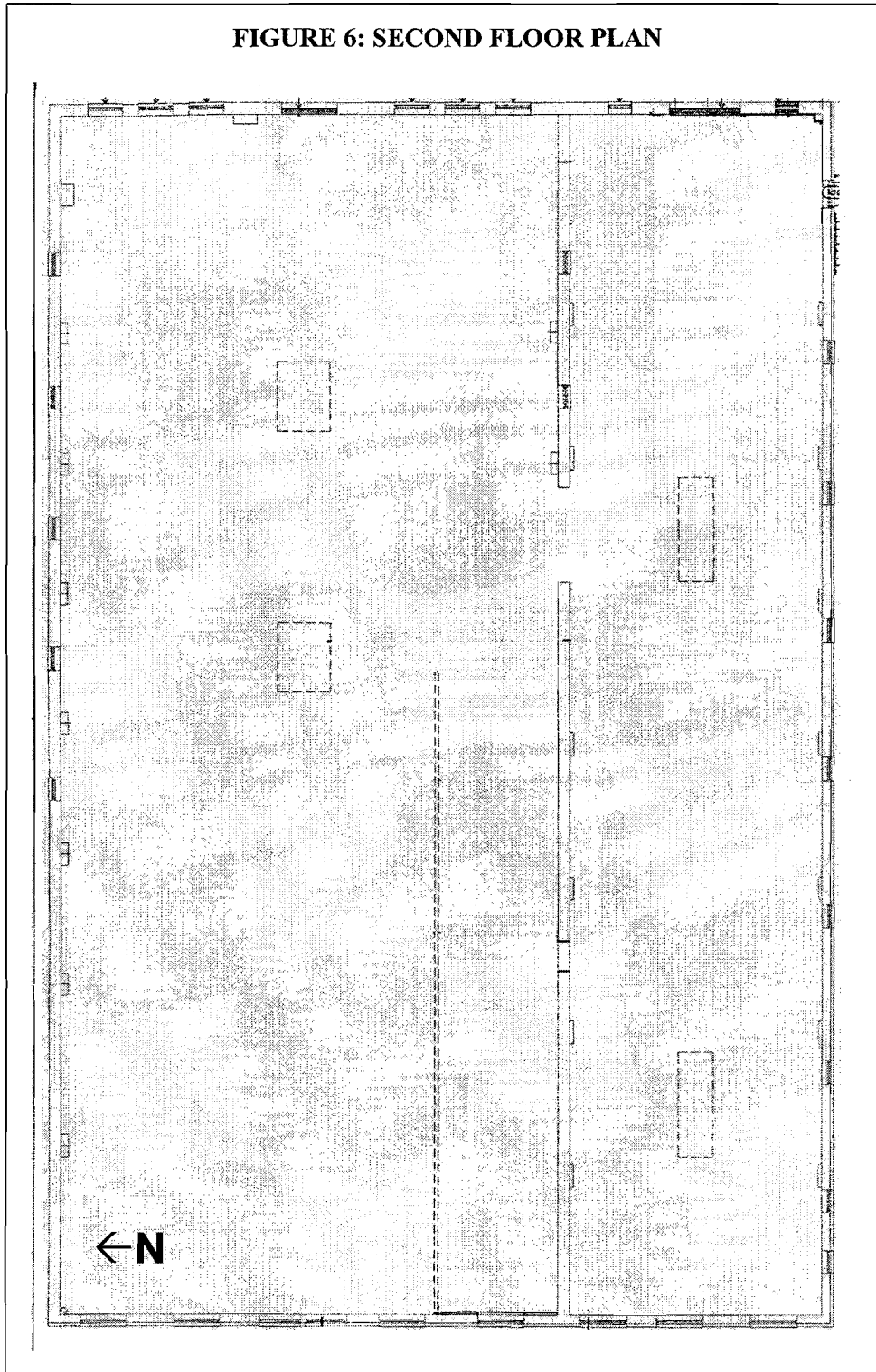
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Studna Garage Building
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FIGURE 6: SECOND FLOOR PLAN



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**Studna Garage Building
Jackson County, Missouri**

STATEMENT OF SIGNIFICANCE

The Studna Garage Building, located at 415 Oak Street in an industrial freight area in the Old Town River Market area in the central business district in Kansas City, Jackson County, Missouri, is locally significant under National Register Criterion A for the areas of COMMERCE and TRANSPORTATION and under Criterion C for the area of ARCHITECTURE as documented in the Multiple Property Documentation Form (MPDF) "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri." The building has significant associations with the MPDF's contextual themes "The Evolution of Kansas City Railroad Freight Industry, 1859-1950" and its sub-theme "Railroad Development Along the Town of Kansas "Old Town Area"; "Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1950" and its sub-theme "Specialized Businesses"; and "Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1869-1950." The building possesses the distinct characteristics of the "Transportation Resources" property subtype listed under the "Auxiliary Support Resources" property type defined in Section F of the MPDF. The building has significant associations with the pattern of events in the accommodation of automotive traffic and provision of services with the emergence of the automobile as a dominant mode of transportation in the early twentieth century in Kansas City. As noted in the MPDF, this property subtype is associated with the provision of rail- or road-related access within railroad freight areas. In particular, this property subtype contributes to an understanding of how commercial and industrial railroad freight areas functioned and the technological evolution that occurred in these areas. The building's two-story form and method of construction accommodated distinctive functional spaces relating to the storage and servicing of automobiles and trucks in the early twentieth century. The period of significance for this property begins in 1922 with the construction of the building and ends in 1956, the arbitrary fifty-year cut-off date for National Register eligibility established by the National Register program as a reasonable date from which to evaluate the significance of a property.

ELABORATION

PROPERTY HISTORY

Designed as a public garage for automobiles and trucks, the Studna Garage Building dates to the original 1922 (north) main section of the building erected at 415-417 Oak Street and the 1926 (south) addition erected at 419 Oak Street. The garage provided vehicular storage space and limited automotive services. Sanborn Fire Insurance Company maps dating from 1896 and 1909 show that the Court Hotel previously occupied these lots. A review of the maps from 1896 through the 1920s substantiates that during the post-World War I period the neighborhood was in transition, shifting from a residential enclave to an area

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with commercial/industrial uses. This change in land use has associations with the expansion of warehousing and small industrial development associated with the rail lines several blocks to the north.

The City of Kansas City, Missouri issued a building permit to Joe Studna on April 18, 1922 to demolish the brick building on the property.¹ Exactly one month later, the city granted a permit to Joe S. Steckel for construction of a one-story 60-by-142-foot brick and stone "Public Garage" at an estimated cost of \$4,000.² On July 14, 1926, Jack Studna received a permit from the city to erect an addition at 419 Oak Street, "To be same construction as 417 Oak." The \$5,000 addition, which shared a common wall with the original building, was brick with a concrete foundation³ and matched the original building's architectural design and features. Extant permits do not indicate whether the second story of the original (north) building at 415-417 Oak Street was erected in 1922 or 1926. It appears to be the same design as the 1926 addition and original extant window elements and brick patterns do not show any differentiation. The Sanborn Fire Insurance Company maps for 1931 indicate the building had a one hundred-car capacity.

The building remained in use as a public garage under the ownership and management of the Studna family into the 1970s, although ownership would change hands between different family members. Other than a brief absence from 1940-1945, Louis Studna was the manager of the Studna Garage through the 1970s. The city directories list his mother, Jennie Studna, as the owner of the garage through 1960; after 1960, Louis appears in the listing as the owner.

Joseph Studna was the first owner of the garage, which first operated under the business name of "Joseph Studna Garage." The business' name remained intact until Joseph Studna's death in 1926 at the age of forty-three. In 1927, the enlarged building became the "Max Studna Garage," named after Joseph's brother who was a successful blacksmith and dealer in horses and mules. The city directory for that year does not list the owner of the garage, but does list Joseph Studna's son Louis as the manager. It appears that Max Studna may have assisted his brother's family after Joseph's death. At this time, Joseph's oldest son, Louis, was only sixteen. In 1930, the city directory lists the facility at 415 Oak Street as the "Studna Garage." At this time, both Louis and Jennie Studna, Joseph's widow, were listed as owners of the building, with Louis continuing to manage the business. In 1932, under the management of Louis Studna

¹ City of Kansas City, Missouri, Building Permit No. 74263, 18 April 1922, City of Kansas City, Missouri Landmarks Commission.

² City of Kansas City, Missouri, Building Permit No. 13131, 18 May 1922, City of Kansas City, Missouri Landmarks Commission.

³ City of Kansas City Missouri, Building Permit No. 84291, 14 June 1926, City of Kansas City, Missouri Landmarks Commission.

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and the ownership of Jennie Studna, the garage underwent repairs caused by fire loss.⁴ Three years later, the business name changed to the "Mrs. Jennie Studna Garage," with Jennie and Louis continuing their traditional roles. Between 1940 and 1945, while under the management of Anthony Toterio, the garage briefly became known as the "North Side Garage." This was the first time in the garage's history that management duties occurred outside of the Studna family. In 1945, the city directory listed the property once again as the "Joe Studna Garage," with Louis returning to serve as manager under the ownership of his mother. The building underwent one more name change during its period of significance when it became the "Joe Studna & Sons Garage" in recognition of the role Louis and his brothers played in continuing the family business after their father's untimely death.

The Studna Family

Joseph Studna, born in Poland in 1883, and Jennie Spector Studna, born in Russia, were among the hundreds of Jewish immigrants who arrived in Kansas City in the late nineteenth and early twentieth centuries. The Studna family was of the Orthodox Jewish faith and was instrumental in the founding of Sheffield Cemetery in the northeast section of Kansas City. Joseph and Jennie Studna met in Kansas City and had three daughters and five sons. According to 1920 census records,⁵ their first daughter, Sada, was born in 1906, followed by sons Louis in 1911, Bennie in 1914, and Morris in 1916. Twin daughters Goldey and Edith arrived in 1918. The obituary for Bennie Studna indicates that there were two other sons, George, born around 1917, and David. Joseph Studna died in 1926. According to city directories, his large family continued to reside at 1437 Independence Avenue in Kansas City's north side area. All of Joseph Studna's sons remained in Kansas City and it appears that they may have worked in the garage at different times under the supervision of Louis.

EARLY AUTOMOTIVE GARAGES

The Advent of the Automobile Age

When automobiles first appeared, they were novelties of the wealthy. In addition to their high cost, making repairs, servicing vehicles, and even finding fuel were initially inconvenient and, sometimes, complicated tasks. The transformation of the automobile from a luxury item to a commonplace necessity did not occur rapidly and was dependent on three things: a reliable, manageable, and affordable automobile; good roads; and conveniently located parking garages and filling stations. All of these requirements occurred in degrees, each reinforcing the others.

⁴ City of Kansas City Missouri, Building Permit No. 95657, 10 November 1932, City of Kansas City, Missouri Landmarks Commission.

⁵ "Studna, Joe (1920 Census) Missouri, Jackson, 5-WD: Kansas City: Kaw," Series: t625, Roll: 925, Page: 126 & 127 [data online] available at <http://persi.heritagequestionline.com>; Internet; accessed 9 August 2005.

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Four inventions dating to the period before World War I were crucial to the widespread use of the automobile: Henry Ford's efforts to drive down the price of automobiles with the introduction of the Model T car in 1908; the invention of a dependable self-starting mechanism in 1912; the availability of the demountable rim and the cord tire by 1915; and the introduction of the closed car. Despite these advances, cars continued to be noisy, ungainly automated carriages beset by an assortment of mechanical malfunctions and physical inconveniences. Every car had a toolbox on the running board. Passengers routinely carried blowout patches. Vertical windshields, folding canvas tops, and side curtains provided limited protection from dust, wind, and rain.⁶

It was not until after the end of World War I that the automobile came of age. During the 1920s, the impact of change in the increased use of automobiles was felt most sharply. Whereas in 1915, only 2 percent of the cars manufactured in the United States had enclosed cabs; by 1926, manufacturers provided economical designs that did not come apart because of vibrations and 72 percent of cars owned by Americans were enclosed. After the war, the practice of installment payments to finance the purchase of cars spread so rapidly that by 1925, purchasers of over three-quarters of all cars — new and old — utilized this method of financing. Furthermore, with the improvements in mass production, by the 1920s, a car was less expensive to maintain. At this time, the number of paved roads increased as the result of the public's support for appropriations for highway surfacing. With better roads came more garages and filling stations.⁷ It was during this period that the Studna family erected the garage on Oak Street and established their business.

The result of these developments was a dramatic increase in sales to a segment of the population to whom the notion of becoming automobile owners would have seemed preposterous only a decade before. In 1915, there were less than 2.5 million cars in the United States. By 1920, there were over 9 million cars in the United States; by 1925, there were nearly 20 million; and by 1930, there were over 25.5 million.⁸ The popularity of the automobile in Kansas City reflected national trends. In 1908, there were fewer than 400 licensed vehicles in Kansas City. Fifteen years later, that number was nearly 55,000 and, by 1929, there were approximately 81,000 licensed automobiles in the city.⁹

⁶ Frederick Lewis Allen, *The Big Change: America Transforms Itself: 1900-1950* (New York: Harper and Row, 1969), 108.

⁷ Ibid.

⁸ Ibid., 110.

⁹ "About 100,000 Cars Here," *Kansas City (MO) Star*, 10 February 1929, Mounted Clippings File, Special Collections, Kansas City (Missouri) Public Library. The exact number of cars is unclear in 1928-1929. The article notes that Kansas City issued 63,414 licenses for motor vehicles in 1928. During a comparable period, Missouri sold 81,124 automobile tags in Kansas City.

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One of the most unpredictable physical consequences of the rise in popularity of the motorcar was the need for its own storage. Unlike rural communities where fields or barns could be used to temporarily store the automobiles, in the larger cities, the allocation of available space for storage required efficiency and affordability. This need grew as cities began to experience an increasing number of vehicles on their streets, and the need for parking joined traffic and transportation issues as urban planning concerns. In attempting to find parking solutions, city planners had to juggle the desire of businesses to have close and accessible parking for workers and customers, while simultaneously ensuring that the flow of traffic would not be impeded by parked automobiles and trucks.¹⁰ Occupants of businesses liked to have their personal vehicles conveniently located so that they could take care of outside business matters. Customers needed a suitable place to park their cars while transacting business. Efforts to find efficient on-street parking proved inadequate as automobile use continued to grow and the streets alone could not accommodate sufficient numbers of vehicles during prime business hours. In 1928, the United States Conference of Cities declared, "Aside from the weather there is no question more discussed in our cities today than that of automobile parking," By and large, parking continued to be an impromptu and disorganized process into the 1930s.¹¹

In industrial railroad freight areas, adequate parking was an issue. The typically narrow streets of what was usually the oldest part of the city required parallel parking, limiting parking to two cars parked parallel in front of each lot's frontage. On wider streets, the same frontage accommodated three cars parked at an angle.¹² Moreover, cars moving to or backing away from the curb impeded traffic. Because industrial buildings were often oriented to rail lines and spurs, there was often little open space for parking vehicles and where open space existed, it was often used for work and storage areas. After World War I, the shift from rail to road transportation and the change in distribution from rail to truck, rather than from boxcar to boxcar, created a need for facilities to store the growing number of trucks and delivery vehicles as well as automobiles.

One reaction to the growing need for parking was to demolish buildings and leave surface lots for parking; another was to build multi-level parking structures. Often, the new parking facilities not only stored the cars, they also provided a number of repair and maintenance services. These parking garages ranged from simple utilitarian industrial structures with no frills to full-service valet parking garages executed in the latest architectural styles located in the more posh shopping and residential districts.

¹⁰ Civic Research Institute, "Downtown Parking," *Kansas City Public Affairs* Issue 731 (1 July 1937) (Kansas City: Civic Research Institute, 1937), 2-4, Special Collections, Kansas City (Missouri) Public Library.

¹¹ Jane Holtz Kay, "A Brief History of Parking: The Life and After-life of Paving the Planet" [article online] available at www.janeholtzkay.com/Articles/parking.html; Internet; accessed 3 August 2005.

¹² Alton H. Skinner, "Parking Lots-and 30 Minute Meters to Encourage Their Use," *American City* (November 1940), 50.

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The inclusion of fuel and maintenance services in parking garages was not unusual. During the post-World War I period, the number of specialized facilities providing services for vehicles became more common. Initially, automobile-related service enterprises were adjuncts to existing businesses — livery stables and carriage shops began leasing and selling cars; feed stores and grocers sold gasoline. It was not long, however, before specialized businesses that catered solely to the needs of automobile owners appeared. Early cars required frequent maintenance and repairs. Many machinists, blacksmiths, bicycle mechanics, and others began opening automobile repair shops. New-car dealers and gasoline stations also offered repairs, and most cities had garages that stored, cleaned, fueled, and serviced automobiles. Even as cars became more reliable, the automobile repair business remained a necessity. By the 1920s, there were more than sixty thousand service shops in the United States. In the 1930s, oil companies used brand identity and the promise of uniform quality to attract customers to what became known as gas service stations, which offered both fuel and routine repair services.

From the end of World War I through the end of World War II, commercial parking garages continued to offer limited services, including cleaning, fueling, routine maintenance, and tire repair/replacement. For example, the 1940 tax assessor's photograph of the Studna Garage Building shows advertisements for a certain brand of tires, which traditionally indicated that those tires could be purchased at that location. A gas pump is positioned in a recess on the façade and an automobile is positioned in a vehicular entrance bay with its engine hood up, indicating the availability of some types of limited repair/maintenance services.



**Studna Garage Building, West (Primary) Façade
Jackson County Tax Assessor's Photograph, circa 1940
*Photograph courtesy of the City of Kansas City, Missouri
Landmarks Commission***

By the end of the 1920s, parking lots and garages were common in Kansas City. A 1929-1930 survey showed that when compared with other cities, Kansas City was in “an unusually favorable position from the standpoint of off-street” parking facilities.¹³ A 1929 survey of the downtown area shows that within the area bounded by 7th and 15th Streets and Broadway and McGee Streets, there were eighty-five parking

¹³ Civic Research Institute, “Downtown Parking.”

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facilities varying in size from one lot to an entire block.¹⁴ In 1925, city directories show six garages in the Old Town River Market industrial freight area between 2nd and 6th Streets and Broadway and McGee Streets; by 1931, there were eleven. Today, the Studna Garage Building is the only such facility that retains its original appearance.

Design of Commercial Garages

In urban areas, automobile-oriented architecture arrived at the beginning of the post-World War I period. At this time, warehouses or empty industrial buildings no longer offered enough space for the mounting number of motorists. As early as 1918, Chicago planners and architects developed architectural designs to keep cars out of sight. The need to efficiently move cars in and out of these garages inspired architects to create new technologies.¹⁵

Although incorporating a broad spectrum in terms of clientele and philosophies, the garages had a shared commonality, namely that parking facilities had to be related to "traffic ways as well as the point of destination."¹⁶ Thus, parking lots and garages began to develop that were not only functional to the neighborhood, but that also reflected the character of the neighborhood. Their exteriors reflected the form and façade treatments popularized for Main Street commercial buildings, with their architectural ornamentation notably scaled back, if not altogether absent. Their interiors reflected practical considerations of efficient short-term storage, servicing of vehicles, and space set aside for small administrative office/reception areas.

These utilitarian buildings reflect the importance of the technological discoveries of the early twentieth century. During this period, industrial design evolved as a result of technological innovations and advances in design and construction.¹⁷ The importance of the technological discoveries and the advent of their commonplace usage profoundly affected the buildings erected during the first three decades of the twentieth century. During this period, the handicraft of the nineteenth century building trades increasingly gave way to industrial mass production. Reinforced concrete became commonplace in

¹⁴ Ibid.

¹⁵ Kay.

¹⁶ "Traffic Principles for Downtown (Metropolitan Studies No. 2.)," *Kansas City Public Affairs* Issue 747 (4 November 1937) (Kansas City: Civic Research Institute, 1937), 1-4, Special Collections, Kansas City (Missouri) Public Library.

¹⁷ Sally F. Schwenk, National Register of Historic Places Multiple Property Documentation Form "Railroad Related Historic Commercial and Industrial Resources in Kansas City Missouri," June 2000, E-22, City of Kansas City, Missouri Landmarks Commission, City Hall, Kansas City, Missouri. Document prepared for the Economic Development Council of Kansas City, Missouri.

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commercial and industrial architecture and, as the Studna Garage Building illustrates, the use of steel beams and riveted rigid-frame trusses accelerated the use of steel construction during the 1920s, allowing for larger, column-free interior spaces.

The function of the commercial garage facilities dictated specific interior spatial arrangements. By the late 1920s, the length of cars ranged from 14 to 19 feet and their width ranged from 5 feet 4 inches to 6 feet 2 inches, with an average measurement of 15 feet long and 6 feet wide. Motor trucks ranged from 15 to 25 feet in length and from 5 feet 3 inches to 8 feet 4 inches in width. The average motor truck was 20 feet long and 7 feet wide.¹⁸ Architectural standards of the time recommended placing parking spaces in service areas at 9 to 10 foot intervals to allow room to work around the cars. The recommended dimension for storage parking stalls was generally 15 feet by 7 feet. Consequently, the width of parking garage buildings generally followed a formula of allowing 15 feet for each row of automobiles and 20 feet for a traffic aisle circulation system. Thus, a one-row plan required a building with a minimum width of 35 feet; a two-row plan with a center traffic aisle required a building width of at least 50 feet; a three-row plan with a traffic aisle required a building width of 65 feet; and a four-row plan required a building width of at least 80 feet. If the building was to accommodate trucks, the standards recommended a building width of at least 70 feet to accommodate two parking rows and one aisle. The usual ceiling height was a minimum of 11 feet, but commercial garages accommodating trucks needed a floor-to-ceiling clearance of 13 to 15 feet. The preferred pitch for ramps was a 12 to 15 degree grade with a minimum ramp width of 60 feet.¹⁹

ARGUMENT FOR SIGNIFICANCE UNDER CRITERION C FOR DESIGN/CONSTRUCTION/ARCHITECTURE

The Studna Garage Building embodies distinctive characteristics of a post-World War I period industrial design that utilized the new technologies of poured-in-place concrete and steel construction. It meets National Register criteria due to its embodiment of distinctive characteristics of a type, period, and method of construction. It reflects a pattern of features common to a particular class of resources and the variation of features that occurs within the class, as well as the evolution of that class.

Constructed in 1922 and 1926, the Studna Garage Building is an example of early twentieth century transitions in industrial design. Its steel truss roof structure (an early application of riveted steel technology), steel floor beams, fireproof masonry walls, and multi-light windows providing light and

¹⁸ Charles George Ramsey and Harold Reeve Sleeper, *Architectural Graphic Standards for Architects, Engineers, Decorators, Builders and Draftsmen* (New York: John Wiley and Sons, Inc., 1932), 198.

¹⁹ *Ibid.*, 202.

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ventilation to the interior clearly illustrate the pattern of features common to small industrial buildings of the post-World War I period.

The riveted steel truss roof structure and steel floor beams illustrate the advances in steel technology that led to the popularization of steel construction techniques after World War I. The roof trusses are a pre-built series of structural members designed to carry the load of the roof to the outside walls. What distinguishes the truss from other structural forms is its triangulation, which has two benefits: first, the triangular geometry is inherently stable; second, all internal stresses are axial, that is, limited to pure tension and pure compression. Because trusses are typically assembled from individual elements bolted, welded, or nailed together, it was relatively easy to customize the overall shape of the truss in relation to the external loads and spans of the structure, and to adjust the cross-sectional area of each member in relation to the anticipated internal stresses. The net result was that steel trusses, such as the system used in the Studna Garage Building, were ideal for transferring loads over large spans, alleviating the need for interior columns, and providing more floor space for parking.

The interior of the Studna Garage Building featured an office/reception area at the southwest portion of the building. Flanking this area were at-grade entrance bays at Oak Street that accessed ground floor parking areas and a ramp leading to the second floor. One other vehicular entrance in the 1926 (south) addition provided access to the remainder of the ground floor interior space and also served as a service area. The floor plan featured two rows of parking and an aisle in the 1922 (north) section, with a one-lane wide ramp leading from the west (primary) façade to the second floor. The second floor connected with the 1926 (south) addition, which housed space for one row of parking and an aisle. The dimensions are consistent with the standard spatial arrangements and sizes for passenger car storage in commercial parking garages of the 1920s.

Ornamented with a lively symmetrical arrangement of openings, brickwork, and limestone, the design of the Studna Garage Building's façade references the styling of the Two-Part Commercial Block buildings. This functional building design dominated Main Street commercial districts throughout the country. While the presence of minimal architectural ornament emphasizes the historic industrial function of the building, its restrained ornamental tapestry brick treatment makes it one of the more highly articulated buildings in the surrounding freight area and denotes a commercial/service use as opposed to the more utilitarian industrial/warehouse functions of the surrounding buildings. This property's high degree of architectural integrity distinguishes it from other commercial garages of similar vintage and type in not only the freight area, but in the larger downtown central business district as well.

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ARGUMENT FOR SIGNIFICANCE UNDER CRITERION A FOR COMMERCE AND TRANSPORTATION

The building's location in an industrial railroad freight area reflects a transition in the early twentieth century to the use of trucks, as well as railroad transport, in the transportation of goods. The 1920s is a crucial decade in this shift.²⁰ As one of only six commercial garages located in the railroad freight area in the 1920s and one of no more than eleven that functioned in the area between 1931 and 1955, the Studna Garage Building has important associations with a pattern of events in the accommodation of automotive traffic and the provision of services with the emergence of the automobile as a dominant mode of transportation in the early twentieth century in Kansas City. Due to the high degree of historic architectural integrity, the building meets the integrity threshold criteria for individual significance as a "Transportation Resources" property subtype "Auxiliary Support Resource Building" established in Section F of the National Register of Historic Places MPDF "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri." Today, the building continues to visually communicate its unique function in the early twentieth century industrial freight yard as a "Transportation Resources" property subtype.

²⁰ Allen, 111.

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PHOTOGRAPHIC DOCUMENTATION

Photographer: Brad Finch
F-Stop Photography
Kansas City, Missouri 64116

Date of Photographs: October 2005

Location of Original Negatives: Historic Preservation Services, LLC
323 West 8th Street, Suite 112
Kansas City, Missouri 64105

Photograph Number	Description	Camera View
1.	Streetscape	Northeast
2.	Streetscape	Southeast
3.	Southwest corner	Northeast
4.	Northwest corner	Southeast
5.	Limestone insert in the west (primary) façade	East
6.	Garage door and man door openings in the west (primary) façade	East
7.	North elevation	Southwest
8.	East elevation	Northwest
9.	South elevation	Northwest
10.	First floor, southwest corner	Southwest
11.	First floor, south side of building	East
12.	First floor, north side of building, location of former ramp	Southeast
13.	First floor, ramp from north to south side of building	Southeast
14.	Second floor, opening between south and north sections	Northeast

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Photograph Number	Description	Camera View
15.	Second floor, south side of building	Southwest
16.	Second floor, north side trusses	West
17.	Second floor, south side	Southeast

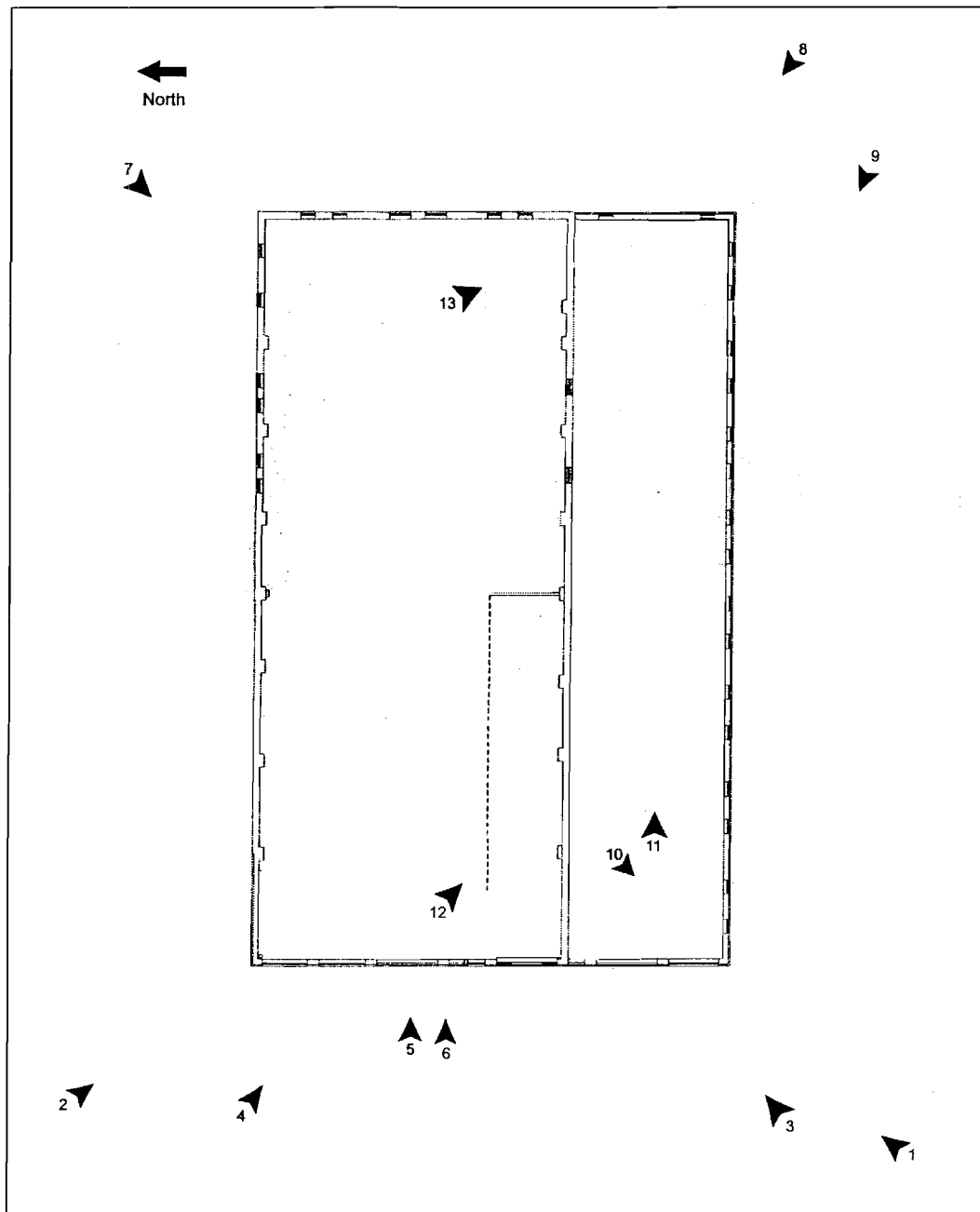
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**STUDNA GARAGE BUILDING
FIRST FLOOR PHOTOGRAPH LOCATION MAP**



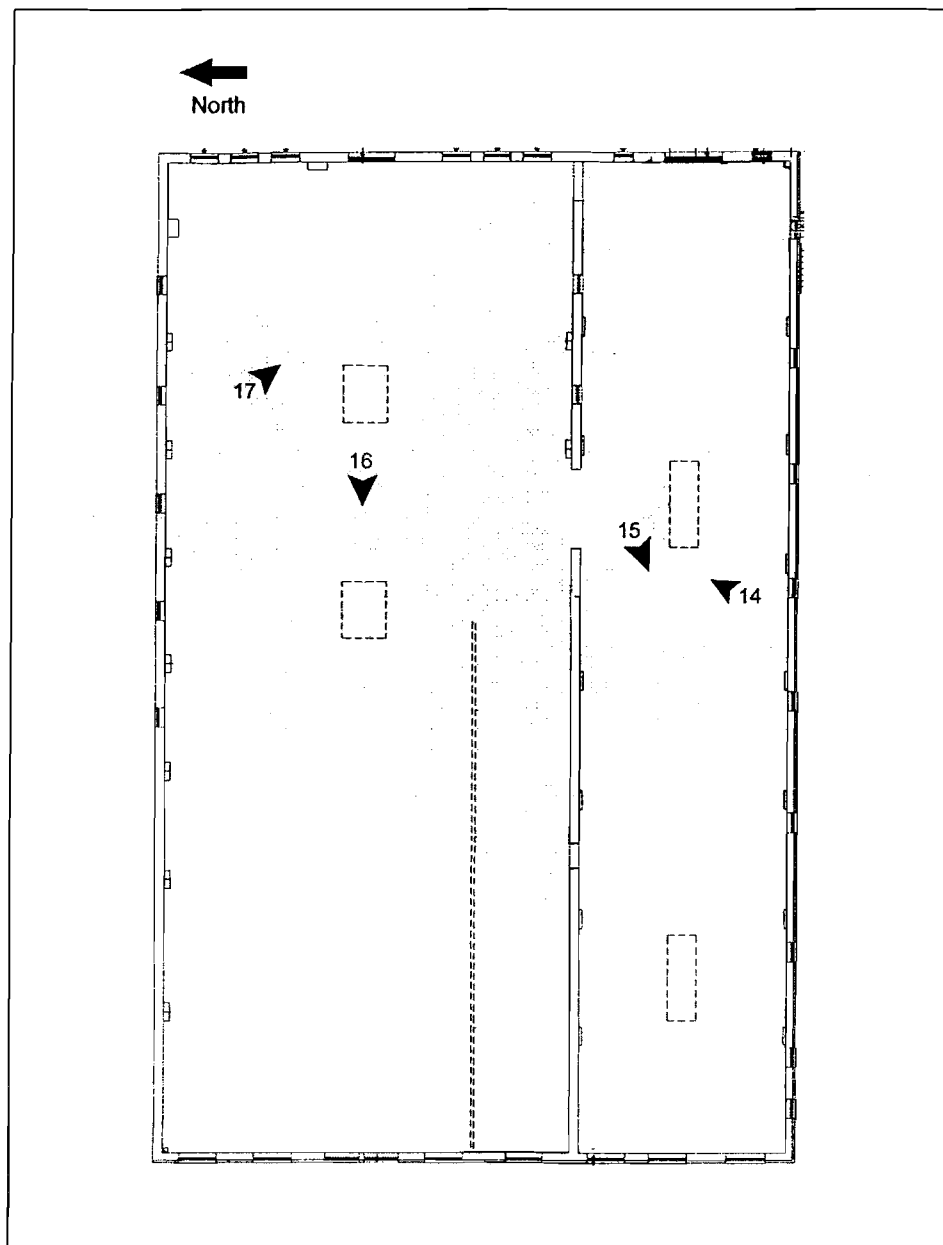
United States Department of the Interior
National Park Service

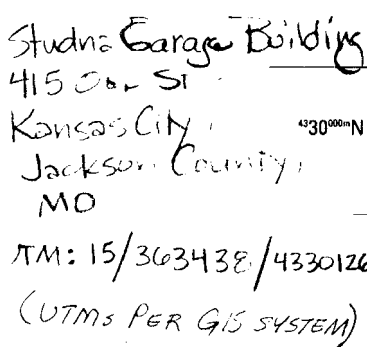
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STUDNA GARAGE BUILDING
SECOND FLOOR PHOTOGRAPH LOCATION MAP













STUDIO

SON'S PARK

NORTHEN LEADING &
INSURANCE
227-7010
MON-FRI 9-5

415

415

417

419

AIR DAK

1922

STUDNA

415

OAK

417

1922
STUDNA

415 DAY 417

415



415

SOUTHERN LEASING &
INVESTMENTS

USED CAR SALES

221-7636

HOURS

MON-FRI 9-5



417







CROWN CROWN

OAK















