

Knighthley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

5. Classification

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

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

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

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

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

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

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: Road-related

VACANT/WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

MODERN MOVEMENT

foundation: CONCRETE
walls: CONCRETE

roof: ASPHALT
other: _____

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Narrative Description

Summary

Knightley's Parking Garage, constructed at 303 S. Broadway in 1949, is an excellent example of a Modern parking garage in downtown Wichita. The five-story 500-car garage was designed by established architects Overend and Boucher and structural engineer George Hartwell of Wichita embracing the latest technological advances in concrete construction which resulted in Wichita's largest garage at the time of its opening.

The building is a classic example of the Modern multi-story parking garage defined by its skeletal building envelope comprised of concrete columns and floor slabs. The pattern of perimeter railings and open voids create the horizontal banding that is characteristic of the Modern garage. Unique design features include the twin half-round towers on the rear facade that enclose the continuous spiral entry and exit ramps which are further distinguished by porthole windows along the spiral ramps. Integral with the horizontal railing is a flared canopy which provides the open-air facility with a degree of protection from sun and rain. The four-story neon "Parking" sign is another distinguishing characteristic of the original design.

The Knightley Garage reflects a unique post-war period when local entrepreneur and oilman D.R. Lauck saw the multi-story parking garage as an answer to downtown Wichita's congested streets and growing parking challenges brought about by the rapid increase in the number of automobiles after the war. The garage was built on the site of a former parking lot. It opened in 1950 near the end of the era of the privately-owned, attendant-operated garages; most garages built after 1950 were self-park facilities. However, the Knightley Garage was the exception; physical evidence suggests the garage was attendant-operated until the 1980s throughout the Lauck/Knightley families' ownership. The attendant man-lift remains in place (accessed from inside the owner's offices); the existing stairway was not added until the 1980s. A second unique aspect of the garage was its original and long-time multi-function. Lauck sought to ensure the economic success of the garage by including facilities for a commercial business tenant – his own oil company. Lauck Oil Co. moved into offices constructed at the north end of the ground floor of the garage (301 S. Broadway) and remained in that location for twenty-five years.

The building retains a high degree of architectural and historic integrity on the interior and exterior, clearly portraying its original design and function. Knightley's Parking Garage is a rare extant representative of a privately-owned, attendant-operated Modern multi-story garage built in 1949 to address downtown Wichita's post-war struggles to accommodate a growing number of automobiles. The garage was converted to self-park in the 1980s when it was sold by the Lauck/Knightley families and continued to function as a parking garage until 2009.

Elaboration

Site

Knightley's Parking Garage lies at the southwest corner of South Broadway and East English in downtown Wichita. The garage is located two blocks south of Douglas Avenue and two blocks east of Main Street. The footprint of the concrete structure occupies the entire lot, measuring approximately 150' x 150'. Addressed at 301-303 S. Broadway, the building has primary pedestrian and vehicular entrances off Broadway on the east facade. Public sidewalks border the building on the north and east, along English and Broadway respectively. A mid-block alley runs immediately west of the garage and surface parking lots surround the building on the west and south.

Exterior

The garage is a reinforced concrete structure with exposed floor slabs and columns. The north and east sides are the primary street facades and are similarly configured; concrete piers define five bays on the east/front facade and four bays on the north. Horizontal concrete bands serve as a railing at the perimeter of each floor slab with an integral flared canopy projecting at the bottom of the rail providing a measure of weather protection along the horizontal openings at each parking deck. The rail and canopy wrap around the outside of the columns creating the distinct horizontal bands characteristic of the parking garage. Designed to house the offices of Lauck Oil Company, the north bay is enclosed on the ground floor with a brick facade. The bricks are long and narrow Roman-style units with deeply-recessed mortar joints popularized by Frank Lloyd Wright in his modern designs. Originally an exposed buff brick, the facade has formerly been painted. Regularly-spaced window openings are in place along the north facade which are simple punched openings with concrete sills. The north bay of the east facade features three windows and a single door at the north end accessing a non-original stairway. The aluminum windows are extant and feature four horizontal lights; the lower light being an operable hopper sash.

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The south end bay of the front/east facade also features a brick enclosure on the ground floor with a large horizontal opening that creates an open-air "window". Round concrete columns frame the central three bays, open for vehicular access off Broadway. A distinguishing feature of the front/east facade is a projecting four-story neon "PARKING" sign. The sign was illustrated on the architect's original rendering and remains in place today.

The five-story structure provides parking on six levels, including the flat roof deck which has an asphalt coating and the concrete edge rail serves as a parapet. The upper four stories, on the north and east facades are open air with horizontal voids spanning between piers, above the concrete rails on each floor. The only exception to the open-air bays is the east end bay on the north facade where plexi-glass panels have been installed to protect the stairway from the elements.

The south facade, a secondary/side facade has experienced the only major known exterior modifications. An EIFS-style panel has been applied over the facade at the first floor and the openings above the rail on the upper levels have been infilled with concrete block and a band of glass block. The infill occurred within the original structural bays and the concrete skeleton remains visible except on the first floor.

Characteristic of all modern parking garages, the ramp system accessing the upper decks of the garage is a primary design feature. Knightley's Garage features twin half-round ramps that project from the west facade at the rear of the garage. One ramp serves upward traffic; the other downward traffic with the spiral form of the ramps accentuated by scored concrete lines and round porthole windows with operable steel sashes. The ramps rise above the five-story structure to provide vehicular access to the roof deck via small rectangular shed enclosures. The ramp roofs follow the slope of the spiral ramp. A third penthouse enclosure at the roof deck is a small rectangular enclosure for the man-lift. Ribbed metal siding has been installed on the walls and shed roof of this enclosure but the two original doors remain in place on the east face of the penthouse.

In contrast to the other building facades, the west side or rear of the garage is comprised of three distinct bays. The ramps are located side by side at the center and north bays. Contrasting with half-round ramps, the south bay of the west facade is rectangular in form with horizontal bands of steel-sash windows on the upper floors. The first floor has two single windows which are 15-light industrial steel sash units. The upper windows are sets of five six-light sash units with operable four-light awning panels. A small one-story entry bay is located on the west facade in the triangular void between the center ramp and south rectangular bay. The entrance is a pair of doors with a six-light transom. The exposed concrete facade has a painted finish.

The windows, although boarded on the ground floor, are extant in fair to poor condition with little glass intact. The use of industrial steel sash units in the garage and aluminum hopper units in the offices provides further distinction between the building's two original functions.

Interior

The upper levels of the parking garage are characteristic of this unique property type. The building is a concrete structure with concrete floor slabs, round concrete columns, concrete beams at the ceiling, and concrete railing at the perimeter. Except the infill described above by facade, the upper floors are open air. Each floor is a large open space with the columns generally on a 30' grid and the entry and exit ramps on the west end. The enclosed south bay is a rectangular space located south of the center ramp on each level and used for parking. The center bay on the west side of the floors, inset between the ramps, was also used for parking on the upper levels. The parking decks are characterized by their exposed concrete finishes and low head clearance of just over seven feet (10'-2" floor-to-floor less 2'-10" beams at the ceiling).

The continuous spiral ramp provides separate entry and exit from each parking deck. The sloping ramp is a tight radius with rounded concrete walls that feature small operable steel sash windows in round portholes which follow the spiral from the ground floor to the roof.

The striping of parking stalls is long gone and the precise layout of parking stalls is unknown. It is likely that the stalls were re-striped and possibly the configuration changed when the garage was converted from an attendant-served to a self-park garage in the 1980s. One feature remains that reflects the original operation of the attendant garage – the man-lift which is accessed from the owner's office on the ground floor. The lift is a mechanical belt-driven lift that provided quick access for the attendant to retrieve cars from the upper levels. Although it is hard to believe that the garage remained attendant-operated into the 1980s, it is not feasible that the public was allowed to use the man-lift and unrealistic to believe that car-owners would use the spiral vehicle ramps to access the upper levels. The garage's transition to self-parking is physically reflected by a metal staircase of contemporary construction located in the northeast corner of the garage. The stair is

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accessed via a single door at the north end of the east facade and opens to the parking deck on the upper four floors. The single-run stair has a metal rail with square vertical balusters.

The south wall of the first floor has formerly been enclosed, but the bulk of the ground floor is a large open space with a column grid like the upper floors. The north side of the first floor was enclosed for offices serving both the garage operations and the owner's oil company. The offices were entered from the south, from inside of the first floor of the garage. The south wall featured aluminum-framed glass "storefronts" over a concrete base with multiple doors and large windows which allowed the attendant clear view of arriving cars and patrons. The man-lift was accessed from within the enclosed offices on the first floor. Advertisement of the grand opening in 1950 announced an air-conditioned waiting room, restrooms, and parcel storage where customers could have their packages delivered while shopping. Offices were located along the north wall with an E/W corridor between the reception area and north offices. The addition of the stairway in the northeast corner of the garage for parking patrons resulted in minor modification of an original street entry to the offices (now accessing the stairway). The enclosed office and reception areas are the only finished spaces in the garage with applied acoustical tile ceilings, plaster walls and vinyl tile flooring. The only extant trim is simple wood stools and aprons at the north windows. Non-historic paneling formerly has been installed in some office areas and all openings are currently boarded.

Summary

Knightley's Parking Garage retains a remarkable degree of historic integrity on the exterior and interior. The primary exterior modifications include stucco-board panels on the first floor of the south facade and glass and concrete block infill at openings on the upper levels of the south facade. The primary street facades on the north and east, and the rear/west facade are all in near original condition. The primary interior modification was the addition of the stairway in the northeast corner of the garage which includes installation of plexi-glass at exterior openings in the east bay of the north bay for protection. Exterior masonry formerly has been painted and the office finishes include some non-original finishes such as wood paneling. The former modifications do not significantly alter the building's historic character. The garage retains its characteristic minimalist form and exposed concrete finishes throughout as well as character-defining features including the spiral ramps and attendant lift. The office enclosure at the north bay of the ground floor remains although the offices may have experienced modifications in configuration and finishes.

The Knightley Garage clearly portrays its original design and function. The garage is significant as a rare extant example of a private, attendant-operated garage designed and constructed in the short period after World War II before the complete transition to self-park facilities. The nominated property is an excellent example of the Modern multi-story parking garage that reflects technological advancements in the automobile and construction allowing the use of the open deck minimalist design that is synonymous with the property type.

The garage was designed by Wichita architects Overend and Boucher, who established a reputation for their Modern designs in Wichita and around the state. Overend and Boucher turned to George Hartwell, a local structural engineer to assist with the design of the Knightley Garage representing another characteristic attribute of the parking garage – the convergence of architecture and engineering in this new building type.¹ The partnership led to the design team embracing the latest technology in concrete construction and produced Wichita's largest garage at the time of its opening in 1950. The six-level 500-car garage features only 12 columns per floor with wide open spans on each deck to maximize the efficiency of the parking. Announcement of the building's opening recognized the building's unusual architecture and the level of skill and planning that went into the modern garage.

¹ Articles in the Wichita paper announcing the construction and later opening of the building focus on the novelty of three aspects of this structure: the engineering and design, the attendant park and the inclusion of an office suite.

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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.

Areas of Significance

TRANSPORTATION

COMMERCE

ARCHITECTURE

Period of Significance

1949-1950

Significant Dates

1949-1950

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Overend and Boucher, architects

George Hartwell, Structural Engineer

Hahner Foreman, General Contractor

Period of Significance (justification)

The period of significance for Knightley's Parking Garage is 1949-1950, the building's date of construction and opening.

Criteria Considerations (justification)

NA

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Narrative Statement of Significance

Summary

Knighthley's Parking Garage built at 303 S. Broadway in downtown Wichita in 1949 is nominated to the National Register of Historic Places under Criterion A in the areas of Commerce and Transportation and Criterion C under Architecture. The arrival of the automobile in the first decade of the 20th century played a significant role in Wichita's growth. By 1923 one in five Wichita residents owned an auto, making downtown congestion and parking top concerns for city leaders. With its diversified, industrial economy Wichita weathered the Great Depression and WWII and following the war, its population returned to wartime highs and the city nearly doubled in size. The post-war growth heightened the struggle between needing cars to bring people to shop and work downtown without overburdening city streets. Local oilman D.R. Lauck saw that the multi-level parking garage could address the challenge of congestion by removing parked vehicles from busy streets and making efficient use of downtown real estate. Upon opening in March 1950, Knighthley's Parking Garage was proclaimed as a civic and commercial asset to Wichita, providing a much-needed service to downtown businesses and customers: the ability to park and shop or work in close proximity to the destination. The garage is a rare surviving example of a post-war, privately-owned and attendant-operated garage, in contrast to self-park garages that became dominant in the 1950s. A dual-function facility, the garage also served as home to the offices of Lauck Oil Company for more than twenty-five years; the garage was managed by Lauck's son-in-law, John H. Knighthley until the late 1970s.

Knighthley's Garage is also significant under Criterion C as an excellent representative of the multi-story parking garage, a unique Modern building type characterized by its open-air design, its concrete construction, and its minimalist exposed skeletal structure distinguished by horizontal banding. The garage featured parking on the roof deck, a new novelty for the city. Other distinguishing features were its twin spiral ramps, integral flared canopies at the perimeter rail, and the four-story neon "Parking" sign on the Broadway facade. Incorporating the latest advances in concrete construction, Wichita's largest parking garage (at the time of construction) reflects the convergence of architecture and engineering in a modern building form. It represents the work of established Wichita architects Overend and Boucher, structural engineer George Hartwell, and contractors Hahner Foreman, local firms who all contributed to the city's mid-century development.

Elaboration

A Modern Parking Garage

Dee Robinson (D.R.) Lauck was an auto enthusiast from a young age. As automobiles appeared in cities across the country early in the twentieth century, auto owners formed clubs to share their zeal for the new machines. The clubs acted as incubators for design and storage ideas including garages.² In 1905 D.R. Lauck was a member of Wichita's auto club³; he was early to embrace the automobile, a fact that likely heightened his sensitivity to the issues surrounding the auto, especially the lack of available parking. It was probably no surprise to his fellow Wichitans that more than forty years later he would build a parking garage and move his oil company offices to the first floor.

In late July 1949 Lauck announced he would build a modern five-story parking garage in downtown Wichita on the site of an existing parking lot managed by his son-in-law, John H. Knighthley. Knighthley would manage the new garage. In less than five months, on December 16, 1949, the garage opened for partial occupancy. The grand opening was held in March 1950 when the structure was heralded as a feat of modern architecture and a boon to downtown Wichita. C.F. Boucher, the architect who designed the garage agreed with general contractor Mike Hahner who was responsible for its construction that the structure was "an unusual piece of reinforced concrete construction."⁴ The roof of the five-story structure was also used for parking, an unusual if not novel idea for Wichita.⁵ The building included waiting rooms, restrooms, check rooms and service station facilities.⁶ The garage operated 24 hours a day, 365 days a year.

A *Wichita Eagle* article announcing the opening of the "Middlewest's Largest and Most Modern Parking Garage" lauded the architectural and engineering skill required for the modern five-story structure. The garage was, according to Boucher, the first building of any real size in Wichita in which an air-entraining agent had been used to strengthen the concrete and

² Shannon Sanders McDonald, *The Parking Garage: Design and Evolution of a Modern Urban Form*, Washington, DC: Urban Land Institute, 2007, 12.

³ *Petroleum Age*, (1 January 1922), vol. 10, no. 1, accessed 16 March 2016 on Google Books.

⁴ "Knighthley Opens Modern Garage," *Wichita Eagle*, 12 March 1950, 7.

⁵ "Five-Story Car Garage Planned," *Wichita Eagle*, 31 July 1949, 3.

⁶ *Wichita Eagle*, 12 March 1950, 7.

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allow it to weather expansion and contraction caused by heat and cold.⁷ Boucher also stated that the spacious garage was constructed with "plenty of space" between stalls.

Lauck noted that the garage "would go a long way in alleviating the acute parking situation in downtown Wichita."⁸ From its inception the garage was planned with the city's businesses and their customers in mind. In addition to moving his oil company to the ground floor, the building was designed with a waiting room and a "parcel storage room" so that shoppers could have packages delivered to the garage while they finished their business downtown. The garage provided uniformed attendants who used a man-lift to retrieve cars on the upper decks while the patron remained in air-conditioned waiting rooms. The 500-space garage was considered a major civic and commercial asset to Wichita, one that would go a long way in alleviating the ever-present parking problem.

Wichita's Economy: Driven by Transportation

Wichita was incorporated on July 21, 1870; the city was well on its way to becoming a thriving center of trade two years later when it welcomed its first railroad. By 1886, when Wichita was incorporated as a city of the first class, it was well ensconced as the region's principal trade center. A real estate boom followed and by 1887 Wichita was ranked third in the country in volume of real estate transactions.⁹ By 1889, however, the boom had ended and Wichita's population growth reversed itself causing many local investors to lose everything. The bust continued through the remainder of the nineteenth century.

The first two decades of the twentieth century in Wichita were marked by renewal and growth. The economy was driven by grain production.¹⁰ By 1900, Wichita was the third-largest city in Kansas with more than 24,000 residents.¹¹ New businesses that would have a lasting impact on the city's future were established: A.A. Hyde founded the Yucca Soap Company, manufacturer of "Mentholatum" and W.C. Coleman (1901) established what would become the Coleman Lamp and Stove Company.¹² Wichita's Historic Warehouse and Jobbers District downtown began to take shape as industry flourished. Retail business also boomed. In 1926, Innes Department Store had a sales increase of a quarter of a million dollars over 1925 and was making 3,000 sales per day.¹³ During the same period, the Coleman Company had 30,000 dealers worldwide and manufactured 50,000 lamps per month.¹⁴

Maps of local population growth illustrate the expansion in Wichita city limits for the period between 1910 and 1919, an area encompassing 14.22 square miles in a concentric circle from downtown.¹⁵ In 1921, construction permits totaled \$7.4 million, up from \$4.8 million two years prior. By 1920, Wichita was the nation's ninety-sixth largest city and Sedgwick County had a population of 92,234. The arrival of automobiles in the first decade of the 20th century played a significant role in Wichita's growth. Like most cities, Wichita's residential development expanded along transportation lines, first the trolley and streetcar lines, and later the automobile. Wichita implemented zoning and planning in 1921 and 1922 due to the pressures of expansion and growth; by 1923 there was one car or truck for every five residents constituting the highest motor vehicle ownership in the nation.¹⁶

In the same era monumental change befell Wichita with the arrival of two new industries: oil and aviation. Wichita's economy had been dependent on agriculture until oil was discovered twenty five miles northeast of Wichita. The El Dorado oilfield brought in \$65M into Wichita's economy in the late teens and early 1920s, which provided ready capital for entrepreneurs to invest in other Wichita industries, such as aviation.¹⁷

⁷ *Ibid.*, 7.

⁸ *Wichita Eagle*, 31 July 1949, 3.

⁹ Kathy Morgan and Barbara Hammond, *Multiple Property Documentation Form, Residential Resources of Wichita, Sedgwick County, Kansas 1870-1957*. City of Wichita, Metropolitan Area Planning Department, 2008, E-4.

¹⁰ Kathy L. Morgan, and Kyle M. Palmer, *Draft Multiple Property Documentation Form, Commercial and Industrial Resources Wichita, Sedgwick County, Kansas*, City of Wichita, Metropolitan Area Planning Department, 2013, 8.

¹¹ Population of Cities in Kansas accessed at <http://www.ipsr.ku.edu/ksdata/ksah/population/2pop33.pdf> on 26 Mar 2016.

¹² Dr. Pamela Kingsbury, *Wichita Historic Warehouse and Jobbers District Nomination to the National Register of Historic Places*, (Washington, DC: National Park Service, 2003).

¹³ Craig Miner, *Wichita: The Magic City*. Wichita: Wichita-Sedgwick County Historical Museum, 1988, 167.

¹⁴ Miner, *Wichita: The Magic City*, 167.

¹⁵ Morgan and Hammond. *Residential Resources of Wichita*, G-95.

¹⁶ Miner, *Wichita: The Magic City*, 270.

¹⁷ Morgan and Hammond. *Residential Resources of Wichita*, E-8.

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It seemed automobiles and aircraft would reach the city almost simultaneously and that Kansans would be “early adopters” for both.¹⁸ In the teens in Wichita in a single factory Clyde Cessna built his aircraft alongside John Jones who was building the Jones Six car.¹⁹ While inventors and entrepreneurs such as Henry Ford and the Wright Brothers became household names, many Wichita residents were attempting their own aeronautical feats that would shape aviation for generations. With technical know-how, financial backing and a capable workforce, local interest in aviation led to the formation of an industry. “Within 25 years of the Wright brothers’ 1903 flight, Wichita produced one-fourth of all commercially-built planes in the United States with over 25 aircraft companies.”²⁰ By 1929 Wichita’s aircraft industry was worth an estimated \$5.6M and employed 2,500 people.²¹ In the depression-ridden 1930s Wichita’s Municipal Airport was one the five busiest in the world.²²

While the automobile was the enabler, the petroleum and airplane industries were the drivers of Wichita’s economic growth and dramatically lessened the effects of the Great Depression for most Wichita residents. By 1930, Sedgwick County’s population had grown to 136,336; an increase of 50,000 between 1920 and 1930, bringing record new construction. Many of the city’s new citizens came for jobs in the aviation industry.

By 1939 Wichita was considered a model in the state for industrial diversification and urbanization.²³ Together with Kansas City, Wichita represented 92 percent of the state’s industrial employment. By 1940 local aircraft companies Cessna, Beech and Boeing were vital to the war effort, with a combined payroll of \$400,000 a month.²⁴ By 1943 Wichita’s population had risen to 225,000 to meet the war industry demands; representing a more than a fifty percent increase in three years and eight times the increase for the decade of the 1930s.²⁵ While more than half of the population was working in aircraft-related industries, local companies including Coleman Lamp and Stove Company, Hayes Equipment Company and Clear Vision Pump Company also produced war-essential products and employed large numbers of residents.²⁶ Wichita’s “proximity to major transportation routes and the location of gas and oil refineries in the area greatly enhanced the distribution capabilities of these national businesses by providing the petroleum necessary for transportation of raw and finished products.”²⁷

In the post-war era, aviation, petroleum and agriculture remained the three primary drivers of Wichita’s economy. Manufacturing employment increased 487% between 1940 and 1955; retail sales were up 787%; bank clearings rose 745%. In each case nearly half of the increase came between 1950 and 1955.²⁸ War on the Korean peninsula in 1950, brought a resurgence of defense-related industry and the establishment of McConnell Air Base in 1951, which by 1956 was the busiest military airport in the U.S.²⁹ Wichita’s population returned to its wartime highs by 1950 with 190,000 residents within the city limits and roughly 255,000 in the metropolitan area.³⁰ It was at this time that Wichita outpaced Kansas City as the largest city in Kansas.³¹ Between 1940 and 1960 Wichita city limits grew from just under 23 square miles to 48.44 square miles.³² By 1963 Wichita encompassed 60 square miles with the entire metropolitan area spanning over 182 square miles.³³

¹⁸ Craig Miner, *Kansas: The History of the Sunflower State, 1854-2000*, Lawrence: University Press of Kansas: 2002; 191.

¹⁹ Miner, *Kansas*, 191.

²⁰ American Institute of Aeronautics and Astronautics (AIAA): Wichita Section with Jay Price, *Images of America: Wichita's Legacy of Flight*, Charleston, SC: Arcadia Publishing, 2003, 21.

²¹ Craig Miner, *The Wichita Reader: A Collection of Writing about the Prairie City*, Wichita, KS: Wichita Eagle and Beacon Publishing Co., 1992, 129.

²² Frank Joseph Rowe and Craig Miner, *Borne on the South Wind*, Wichita: Wichita Eagle and Beacon Publishing Co., 1994, 68.

²³ Miner, *Kansas*, 287.

²⁴ Miner, *Wichita: The Magic City*, 185.

²⁵ *Ibid.*, 188.

²⁶ Rachel Nugent and Lauren Rieke, *Colorado-Derby Building Kansas Historic Register Nomination*, Kansas State Historical Society, 2015, 9.

²⁷ *Ibid.*, 10.

²⁸ Miner, *Wichita: The Magic City*, 193.

²⁹ The airbase was established in 1951 as Wichita Air Force Base on the east side of the municipal airport, where pilots were trained on the B-47 bomber. In 1954 the base was re-named McConnell Air Force Base. *Wichita's Legacy of Flight*, 80 & 94.

³⁰ Nugent and Rieke, *Colorado-Derby Building KR Nomination*, 10.

³¹ Miner, *Kansas*, 313.

³² Morgan and Hammond, *Residential Resources of Wichita Nomination*, 95.

³³ 1963 Wichita City Directory. Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

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Downtown Wichita in the late 1950s and 1960s, experienced new construction mixed with the remodeling of existing structures. For the first time since the 1920s new high-rise office buildings were erected. In 1953 the first modern-era office building constructed was the Kansas Gas and Electric Company Building, followed by the Overend and Boucher-designed Union Center office building in 1956. The *Colorado-Derby Building Kansas Nomination* notes that "In addition to keeping these businesses downtown and the properties on the tax rolls, the companies occupying these buildings employed individuals who utilized downtown parking facilities, dined in area restaurants, and patronized retail establishments, all of which supported the local economy."³⁴ A 1963 *Wichita Eagle* article detailed redevelopment projects including "remodeling of two office buildings and a department store, two retail establishments with new facades, [and] facelifting at a North Market building."³⁵ In 1958 the City of Wichita had begun implementing a large-scale Urban Renewal program downtown with funding for the program peaking less than a decade later. Private and public redevelopment projects of this era all incorporated off-street parking in the form of new surface parking lots or parking garages.³⁶

The Automobile and Downtown Development

Motor cars were manufactured and sold by a variety of companies by the first decade of the 20th century but the cars were not widely available or affordable to the masses. "Henry Ford's introduction of the mass-produced Model T in 1913 signaled the transformation of the automobile from a rich person's toy into a dominant form of transportation that would shape American society. With a price tag of \$528, the Model T was a vehicle built for 'Everyman'."³⁷ The *Roadside Kansas National Register of Historic Places Multiple Property Documentation Form* deemed the era 1900-1917 as the pioneering automobile period, during which Kansas roads remained primitive (mostly dirt) and not conducive to motor vehicle transportation; however, during this time, car ownership in Kansas grew at a rapid pace. After a brief delay during World War I, road improvements, auto transportation, and tourism took off in Kansas from 1918 to 1929. The Depression slowed but did not stop Kansas from adopting the automobile as the primary mode of individual transportation.³⁸ After World War II, car ownership burgeoned. By 1945 downtown off-street parking was recognized as the number one requirement in almost every city in the United States.³⁹

From its inception the auto played a significant role in the development of American cities impacting not only the economy, but the physical appearance of our cities and towns. Although initially, autos were sold and serviced by existing businesses such as livery stables and carriage shops, the popularity of the automobile resulted in a new breed of businesses – those related to the sales, service, and storage of automobiles.⁴⁰ In many U.S. cities the auto had helped to build and congest the urban landscape simultaneously.⁴¹

The first automobile was shipped to Wichita in 1899 to A.S. Parks, President of United Sash and Door; by the summer of 1907 over 150 automobiles were licensed in the city.⁴² In Wichita auto-related businesses including service and gas stations sprang up and between 1910 and 1912 while the city spent over \$1,000,000 to pave streets.⁴³ The rapid rise in popularity of the automobile in the boom-period of the 1920s brought rampant congestion to the city center. As neighborhoods developed farther away from downtown, people required automobiles to work or shop downtown and a place to park when they got there.

By the early to mid-1920s, due in large part to the city center congestion and physical limitations of downtown streets, auto-related businesses began relocating to the outskirts of the core business district. By the 1930s, the area of East Douglas from the 1000 to 1900 blocks, was locally known as "Auto Row" and maintained a concentration of auto dealerships and related businesses into the 1970s. While many auto sales and service businesses moved to Wichita's Auto Row, its creation did not dramatically lessen downtown congestion.

³⁴ Nugent and Rieke, *Colorado-Derby Building KR Nomination*, 10-11.

³⁵ "Many Downtown Buildings Join Spruce-Up Party," *Wichita Eagle*, October 13, 1963. Microfilm, Ablah Library, Wichita State University, Wichita, KS in *Ibid.*, 11.

³⁶ *Ibid.*, 12.

³⁷ James J. Flink, *America Adopts the Automobile, 1895-1910* (Cambridge, MA: MIT Press, 1970), 50. Ford Motor Company, "The Model T Put the World on Wheels," as cited in *Elizabeth Rosin and Dale Nimz, Roadside Kansas National Register Multiple Property Documentation Form* (Washington, DC: National Park Service, 2009), E12.

³⁸ *Ibid.*, E12.

³⁹ McDonald, *The Parking Garage*, 223.

⁴⁰ Rosin and Nimz, *Roadside Kansas*, 21.

⁴¹ McDonald, *The Parking Garage*, 10.

⁴² *Wichita Eagle*, September 27, 1899, pg. 1 as quoted in in Morgan and Palmer, *Draft Commercial and Industrial Resources*.

⁴³ Miner. *Wichita: The Magic City*, 111, as quoted in *Ibid.*

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Susan West Montgomery's master's thesis titled *Making Room for the Automobile: The Parking Garage in the City Center 1920 to 1970* effectively traces the impact of the automobile on the nation's downtowns.⁴⁴ Although ideologically, the impact of the auto and specifically, parking, dominated city planning for decades, city leaders, planners and architects generally found ways to accommodate the automobile within the existing urban structure, rather than embrace the monumental task of rebuilding cities to meet the needs of the auto. In 1930 the International Road Congress issued a statement of general conclusions:

The Congress recognizes the physical and financial difficulties involved in replanning congested and built-up districts in large cities. It believes, however, that substantial relief can be obtained through changes looking toward the adaptation of streets in such districts to the requirements of modern traffic. The Congress' conclusions suggested that in order to prevent economic hardship, on-street parking should be progressively restricted at a rate commensurate only with the provision of off-street facilities.⁴⁵

This philosophy guided city planners and leaders for the next forty years.⁴⁶ The sheer increase in the number of automobiles gave rise to the parking garage and off-street parking as a means to eliminate parked vehicles on congested thoroughfares. Although inexpensive surface parking lots provided one option to remove parking from busy streets, surface lots could not provide enough space to accommodate the rising numbers of cars, nor were they profitable for owners. As a result, most surface parking lots tended to be temporary, an expeditious use of vacant land prior to redevelopment for more profitable uses. According to Montgomery, the multi-story parking garage addressed two fundamental requirements in the downtown district: first, the compelling need to remove parked vehicles from congested streets; and second, the efficient use of high-priced downtown real estate by upward development.⁴⁷

In the 1920s, privately owned and operated parking garages became commonplace, even in mid-sized American cities. The parking garage of the 1920s offered the hope that the American city, in spite of its shortcomings, could make room for the automobile. In addition to private, purpose-built garages, downtown business owners, specifically department stores were the first to capitalize on the idea of building their own parking garages attached or adjacent to their stores for their customers' convenience.⁴⁸ As early as 1930, downtown districts marketed their available parking for work and shopping.

While there had been an effort to create transcontinental roadways in the 1930s the effort was stalled by the Great Depression and World War II. By the 1950s the need was clear. The Federal Aid Highway Act authorized \$175 million for the interstate highway system requiring a 60-40 matching ratio with state government.⁴⁹ The result of massive highway construction program was that more people could live in the suburbs and drive into town to work or shop. While suburban shopping center development followed the outward residential sprawl, offices remained in the center city and downtowns competed for retail customers. A 1954 report noted that beginning in 1946, an average 2,600,000 cars were added each year to America's roadways.⁵⁰ Traffic controls and parking garages were sorely insufficient to meet the needs of the growing number of automobiles and it became increasingly clear that the economic future of downtowns were dependent upon its ability to accommodate the automobile.

Wichita's *Colorado-Derby Building Kansas Register Nomination* notes, "As in cities across the country, downtown revitalization efforts, suburbanization, and increasing use of the automobile altered the density, scale, and appearance of downtown Wichita."⁵¹ By 1951 there were 17 parking garages and almost 40 parking lots listed in the Wichita city directory including the one-year old Knightley Garage.⁵² Knightley's Parking Garage, constructed in 1949, reflects the late private endeavors to accommodate the auto in the post-war city center, prior to the urban renewal programs of the 1960s. Some cities pursued municipal garages or lots and it became commonplace for new banks, hotels, department stores, and even office buildings to provide on-site parking in their new facilities.⁵³ Despite these efforts and the mid-century private

⁴⁴ Susan West Montgomery, *Making Room for the Automobile: The Parking Garage in the City Center 1920 to 1970*, Master's Thesis. Washington, DC: George Washington University, 1999.

⁴⁵ "International Road Congress Adopts General Conclusions," *Public Roads: A Journal of High Research* (United States Department of Agriculture, Bureau of Public Roads), vol. 11, no. 8 (October 1930) 171.

⁴⁶ Montgomery, *Making Room for the Automobile*, 17.

⁴⁷ *Ibid.*, 20-21.

⁴⁸ *Ibid.*, 22.

⁴⁹ Morgan, and Palmer, *Draft Commercial and Industrial Resources Wichita*, 12.

⁵⁰ Hal Burton, *The City Fights Back* (New York: Citadel Press, 1954) 61, as quoted by Montgomery, 95.

⁵¹ Nugent and Rieke, *Colorado-Derby Building*, 10.

⁵² 1951 Wichita City Directory. Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

⁵³ The recently nominated Colorado Derby building in downtown Wichita is an excellent example of a private office building constructed with an attached garage. (Nugent and Rieke, *Colorado-Derby Building*, 2015).

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garages, the available parking facilities in most cities were insufficient to accommodate the volume of vehicles in their downtown business districts.

As downtowns scrambled to protect investment in their city centers, more and more businesses were making the leap to the suburbs where they could take advantage of inexpensive real estate, provide ample parking and vehicular access, and serve a rapidly growing residential market.⁵⁴ City leaders made a drastic change of course in their approach to the problem. City leaders and planning officials embraced new federal urban renewal programs, a land clearance program that allowed redevelopment of large blocks in the center city that were declared blighted. Urban Renewal development projects tended to be multi-use facilities or purpose-built community facilities like civic centers and government offices, all of which included integral parking facilities. Montgomery notes that urban redevelopment programs subsidized by the federal government represented an even greater threat to the independent garage owner, than did municipal garages.⁵⁵ By the 1960s, the provision of on-site, off-street parking became the norm with all center city development including public and private commercial, residential and public buildings. With few exceptions, the day of the independently owned and operated garage all but ceased with Urban Renewal and the mid-century municipal response to parking challenges.⁵⁶ The Knightley Garage defied these trends, family-owned and operated (presumably as an attendant-park garage) into the 1980s.

Parking Garage Design

While parking garages existed in Europe early in the century it was in the United States that designers developed the building type that is most familiar today.⁵⁷ Initially automobiles, or the horse-less carriage, were sold, serviced, and stored in livery stables and carriage or cycle shops, or stored in modified barns or warehouses. As the masses embraced this new machine, auto-related businesses were all-inclusive facilities providing sales and service with parking as a secondary function. Homes were not designed with garages and even homeowners with carriage houses were reluctant to park their new automobiles at their residence due to the fear of fire. Public garages first appeared in the early twentieth century in central business districts as owners needed a place to store their new vehicles. When in the 1920s cities began to remove parking from busy streets the multi-story parking garage emerged. Multi-story garages became the norm due in large part to the rapidly-increasing number of vehicles and the high cost of city-center land.

Physical attributes of the early automobile were primary among the design criteria for the parking garage. Early car models were produced by countless small inventors and entrepreneurs who sought to gain a foothold in the burgeoning market. Cars were of various sizes, shapes and nuances that required shelter from the elements due to their open carriages, unstable gasoline and potential fire hazard. However, in only a few years car companies in the U.S. folded primarily into the Detroit big three we know today (Ford, Chrysler & Chevrolet) with the fleeting addition of Nash and Studebaker. During the first decades of the twentieth century numerous technological and physical innovations were achieved that changed the way vehicles were stored. Specific technological innovations impacting auto storage included the invention of safety glass in the late teens making windshields practical and led to the development of hard tops that provided protection from the elements, for the car and passengers. In the 1930s, reflective paints, which improved safety and gave added protection from the weather, were introduced. The first open-deck garage design emerged during this period.⁵⁸

While the first purpose-built garages tended to resemble other building types having a roof, four walls, and windows, almost from the onset, the multi-story parking garage was unique; a new building type emerged that combined functional, technological, structural and urban design considerations.⁵⁹

During the early years of parking garage design, architectural firms begin to specialize in this building type. In 1922, Albert Kahn Associates Inc., the architectural firm that worked with Henry Ford and almost every other auto manufacturer, built a continuous sloping floor system in a Detroit garage. Kahn first received recognition in 1907 for a Packard Motor Co. design that combined reinforced concrete and steel-trussed bar that improved fire-protection and created a larger expanse of unobstructed space (increasing interior column spacing to 30'). The firm of Lee, Smith & Vandervoort, Architects and

⁵⁴ Montgomery, *Making Room for the Automobile*, 98.

⁵⁵ John F. Hendon, "Inherent Dangers of Urban Redevelopment," *Parking* (Summer 1961) 50, as quoted by *Ibid.*, 108.

⁵⁶ The Knightley Garage continued operation, under the Lauck and Knightley family until 1985 as a self-park garage. The garage continually functioned until 2009. It is a rare extant representative of the post-war private garages in Wichita.

⁵⁷ McDonald, *The Parking Garage*, 11.

⁵⁸ *Ibid.*, 27, 41, 51.

⁵⁹ *Ibid.*, 36.

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Engineers, worked with Auto Ramp Corporation to design the double helix (cork screw) ramp, which could be entered from any level and allowed the driver to go either up or down from any point of entry.⁶⁰

A parking garage experiment, led by Detroit businessmen in the 1920s, explored three varying designs in attempt to determine the economic viability of the parking garage. A 1927 study, published in *Architectural Forum*, announced results of the Detroit experiment putting forth the important considerations of successful garage design and operation. In the formative years, garage designers experimented with vehicle elevators, designed to transport the cars to upper floors in the garage, but elevators proved to be inefficient and unreliable. Ramps quickly emerged as the favored method of moving cars between floors of the garage. Three primary ramp designs emerged from the widespread experimentation and these three primary ramp styles continued to dominate modern garages. The level deck with remote access ramps; split-level or staggered decks linked by 'stitching' ramps; and the continuous or sloped deck type in which the ramp is integral to the parking deck.⁶¹ The technological advancements in the automobile, combined with the early design experimentation led to the first standardization in garage design.⁶²

In her book, *The Parking Garage*, Shannon Sanders McDonald notes that two hallmarks of the parking facilities of today emerged between 1930 and 1950.

The first was the open-air deck, which developed when autos no longer required protection from the weather; the second was the complete shift to self-parking. These developments led to a shift in the design of garages with a focus on functionality and practicality at the expense of other concerns such as visual appearance and integration into the urban environment.⁶³

McDonald states that this practical focus was very much in keeping with the essence of modernism: if form follows function, then why not allow the interior of the building – the ramp – to be exposed and expressed on the exterior. The first open-deck garage was Boston's Cage Garage (1933) designed by Coolidge, Shepley, Bulfinch and Abbott who solved the problems of ventilation and fire hazard by obviating windows and some external walls.⁶⁴

From the beginning, concrete technology led the way in the construction of the multi-story parking garage, in part because many cities required garages to be fireproof (and concrete was the obvious choice), and in part because the use of reinforced concrete was within the realm of typical construction practices.⁶⁵ By the mid-1940s, as the war restrictions on materials were lifted, technological advancements arising from the war effort, such as air-entrained concrete, found their way to garage design.⁶⁶

Advancements in automobile design and building materials led to greater possibilities for architectural design. The convergence of architecture and engineering in a single design of columns and cantilevered slabs underline the unity and efficiency of the car park. The multi-story car park could now be described as a "naked, skeletal form consisting of columns, slabs, and barriers, distinguished by ...the geometry of the ramps and punctuated by passenger lifts and staircases."⁶⁷

Without the necessity of enclosing walls, the garage structure could be reduced to its most elemental form, expressing its skeletal construction and articulating its function. Horizontal floor slabs were stacked one upon another, with structural columns and elevators or stair towers. The edge of the floor slab was rimmed by a low balustrade, typically of concrete or metal, to serve as a rail. The rail served two functions – to stiffen the floor slab, and to prevent cars and people from going over the edge. Some garages incorporated a projecting awning or canopy that served as a sunscreen and provided a degree of weather projection at each open floor. The image of these stacked horizontal planes, with dark voids became

⁶⁰ Ibid., 35 – 38.

⁶¹ Simon Henley, *The Architecture of Parking*. New York: Thames and Hudson, 2007, 202.

⁶² Montgomery, *Making Room for the Automobile*, 40-42.

⁶³ McDonald, *The Parking Garage*, 40.

⁶⁴ Ibid., 40.

⁶⁵ M.N. Bussell, "The Era of Proprietary Reinforcement Systems," in *Early Reinforced Concrete*, ed. Frank Newby, (Burlington, VT: Ashgate, 2001); "Concrete: The Year Past," *Architectural and Engineering News*, (April 1959): 15-18 as quoted in *Ibid.*, 143.

⁶⁶ Ibid., 86. Air entrainment, created and standardized in the 1930s requires adding agents that, when added to concrete during mixing, form small air bubbles that remain in the concrete improving strength and flexibility. Air entrained concrete were used in the building of Hoover and Grand Coulee Dams in 1935 and 1942 respectively. Nick Gromicko and Kenton Shepard, "The History of Concrete," International Association of Home Inspectors, accessed on 13 June 2016 at <https://www.nachi.org/history-of-concrete.htm?loadbetadesign=0>.

⁶⁷ Henley, *The Architecture of Parking*, 98.

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the unmistakable image of the parking garage. Montgomery notes that no other building function could be housed in this kind of minimalist envelope.⁶⁸

The next major change in garage design was the demise of attendant parking. In 1948 developer J.C. Nichols opened the first self-park garage in the United States at the Kansas City Country Club Plaza although the first parking meter had been invented and placed in Oklahoma City in 1935. Most garages built before 1950 were designed for attendants to park the cars. The attendant garage, although profitable in many downtowns, had its disadvantages as post-war drivers preferred to remain in control of their vehicles at all times believing not only that the attendants slowed down the process but that they caused damage to their vehicles. The self-park garage brought new design considerations including easy entry and exit, user-friendly ramps, and shorter travel times between floors. Most garages built after 1950 were self-park with passenger elevators and/or stairways to ease access between the floors.

To compete with the new garages, many existing garages were converted to self-park. These conversions faced numerous difficulties: older ramps were often too tightly configured for the newer, larger automobiles; ramp slopes were often excessive; and the actual number of parking spaces available between the columns was often limiting. Man-lifts, the mechanical device used by the attendants to move quickly between floors, were removed and a passenger elevator and/or stair installed. Ticket dispensers were required, often with a gate and entrances and exits and parking spaces were usually re-stripped often resulting in fewer spaces.⁶⁹

The Knightley Garage seems to defy the industry and national trends toward self-park. Although it is difficult to believe, all physical evidence suggests that until the stairway was added in the mid-1980s, the garage had to be attendant-operated due to the location of the man-lift inside the owner's offices and the impracticality of patrons walking up and down the spiral vehicular ramp to access the upper levels.

Contemporary garages built since 1970 maintain the basis design tenants established by the mid-century garage. Design expression is still reflected primarily in the ramps and railings. Purpose-built garages remain commonplace in America's cities and suburbs as do integrated garages which are a part of most contemporary civic and commercial developments including hotels, apartments, and office buildings.

The relationship between parking and urban design was *the* pivotal planning issue of the 20th century.⁷⁰ The need for downtown parking provided an obvious opportunity in Wichita for entrepreneurs such as D.R. Lauck and for architects such as Overend and Boucher. Knightley's Parking Garage is an excellent example of the post-war multi-story parking garage with its modern concrete construction and minimalist exposed structure. The garage retains its central man-lift representative of its original attendant design, a unique aspect of this family-owned and operated garage's operation that apparently lasted into the 1980s. The garage was sold by the Lauck/Knightley families in the mid-1980s and a staircase was added in the northeast corner presumably converted the garage to a self-park facility. Knightley's Parking Garage is a unique surviving example of a private mid-century parking garage that remained in the Lauck/Knightley families until the mid-1980s.

The Designers and Builders

Owner D.R. Lauck turned to Wichita architects Overend and Boucher to design his new garage. George Hartwell was the structural engineer, and Hahner Foreman was the general contractor.

Cecil Francis Boucher (1890-1967) and Harrison George Overend (1891-1957) were established well-known local architects when they were hired by D.R. Lauck to design Knightley's Parking Garage. Their designs dotted the landscape of Wichita's commercial and residential districts. One such example is located adjacent to the parking garage on South Broadway. The Ellis-Singleton Building, later renamed the Petroleum Building, was an eight-story terracotta office building designed in 1929 in a modern Art Deco motif mixed with traditional Mission style elements that "reflected the aesthetic of the time."⁷¹ The building was the first in Wichita with a connected ramp garage, appealing to "business and professional

⁶⁸ Montgomery, *Making Room for the Automobile*, 56.

⁶⁹ McDonald, *The Parking Garage*, 41.

⁷⁰ *Ibid.* 215.

⁷¹ David H. Sachs and George Erlich, *Guide to Kansas Architecture*. Lawrence, KS: University of Kansas Press, 1996, 239.

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men who like the idea of having their cars where they may step directly from their office floor.⁷² This building is one of many to highlight the significant impact Overend and Boucher had on Wichita and Kansas.⁷³

The two are perhaps best known for their early partnership with fellow University of Illinois School of Architecture graduate Lorentz Schmidt. Harrison George Overend was born in Edelstein, Illinois on August 13, 1890. After graduating from the University of Illinois in 1917, Overend served as an Army Captain in World War I. He began practicing architecture in Wichita after eighteen months of military service. Cecil Francis Boucher was born on June 8, 1890 in New Mexico. Like Overend, he received his architecture degree from Illinois. Boucher joined Lorentz Schmidt's firm in 1917, followed by Overend in 1919. The firm was renamed the "Lorentz Schmidt and Company" in January 1920, when Boucher was named vice president.⁷⁴ In 1925, Lorentz Schmidt reorganized again adding the two architects to the masthead.⁷⁵ The firm Schmidt, Overend and Boucher designed a number of well-known Wichita buildings including the Elks Club (1925), Immanuel Lutheran Church (1929), Ellis-Singleton Building (1929), Stearman Aircraft Hangar (1929), the J. Arch Butts Packard Dealership (1930), Etchen Studebaker Dealership (1930), and Raney Davis Grocery Co. (1930), as well as several Wichita schools including the Edmund E. Stanley (1930), Laura V. Gardiner (1924), and Meridian (1924) Elementary Schools; as well as the Science Hall at WSU.⁷⁶

Overend and Boucher separated from Schmidt in 1933, forming their own firm. Overend remained at the helm of Overend and Boucher until his death in April 1957.⁷⁷ Boucher died in San Mateo, California in 1969.⁷⁸ Projects of this partnership included a variety of modern designs including the Washington County Courthouse (1934), Lincoln Park Bathhouse (1935), the Kearney County Courthouse (1939), Kellogg Elementary School (1941), St. Joseph Hospital (1944), renovations for the Elks Club (1946), Grandview Apartments in Wichita (1949), Mundinger Hall at St. John's School in Winfield (1953), and Union Center office building in Wichita (1956).⁷⁹

In addition to Knighley's Parking Garage, Overend and Boucher had several collaborations with contractors Hahner Foreman including the 20th Century Club (1931), Brown Building (1926), Hillcrest Apartments (1927), the Allis Hotel (1930) and units three and four of the Old Mission Mausoleum (c. 1935), the final resting place for the Mike Hahner, D.R. Lauck and John H. Knighley families.

Will "Mike" Hahner was born in Bristol, Virginia on July 31, 1885. He began working with George Siedhoff (1878-1966) in Virginia and moved with him to Kansas City in 1908.⁸⁰ Hahner became a project superintendent with the company and was involved with many major construction projects including Mercy Hospital, Rialto Building, Karnes School, J.L. Case Building, Bonfils Building, Higbee Building and scores of others.⁸¹ Siedhoff sold the company to Hahner in 1934 and it became Hahner Foreman. Hahner died February 12, 1960 in Wichita and is entombed in Old Mission Mausoleum, which he helped to build.⁸²

Hahner's partner, Chester A. Foreman (1884-1969), born in Pittsfield, IL, graduated from the University of Illinois with a degree in civil engineering in 1907.⁸³ It is not known if he knew Schmidt, Overend and Boucher from university, but the possibility exists that the four knew each other before working together in Wichita. By 1963, Hahner Foreman was a family

⁷² "The Ellis-Singleton Building," *The Historic Preservation Alliance*, accessed on 23 March 2016 at http://www.historicpreservationalliance.com/WichitaHPA/Ellis-Singleton_Building.html.

⁷³ *Guide to Kansas Architecture*, 239.

⁷⁴ "Architect Takes Employees in Firm," *The Wichita Daily Eagle*, 4 Jan 1920, 6, accessed on Newspapers.com on 16 July 2015.

⁷⁵ Ancestry.com. *U.S. City Directories*, accessed on 19 July 2015.

⁷⁶ Kansas Historic Resource Inventory database accessed at <http://kansasgis.org> 7 August 2015, and ⁷⁶ Tihen, Edward N. "Dr. Edward N. Tihen's Notes from Wichita Newspapers," Special Collections and University Archives, Wichita State University Libraries accessed at http://specialcollections.wichita.edu/collections/local_history/tihen/pdf/People&Places/Schmitz_Boucher_Overend.PDF on 19 July 2015.

⁷⁷ Biography found on Findagrave.com accessed on 16 Mar 2016.

⁷⁸ Christy Davis, *Kellogg School NR Nomination*, 2010.

⁷⁹ Kansas Historic Resource Inventory database accessed at <http://kansasgis.org> 7 August 2015.

⁸⁰ Much of the Hahner biography is excerpted from Morgan, and Palmer, *Draft Commercial and Industrial Resources Wichita*, 107-108.

⁸¹ *Kansas City Star*, ca. 1915, vertical files, Wichita Public Library.

⁸² Morgan, and Palmer, *Draft Commercial and Industrial Resources Wichita*, 107-108..

⁸³ Tihen Notes, accessed on 21 March 2016 at http://specialcollections.wichita.edu/collections/local_history/tihen/pdf/eagle-beacon/E-B1969.pdf and *The Alumni Quarterly of the University of Illinois*, (1911) Vol. 5, 179 accessed on Google Books.

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business; Chester was president and Chester's son C. Alanson was secretary-treasurer.⁸⁴ The company is still in business in 2016; David Foreman, grandson of Chester, is president.⁸⁵

Buildings constructed by the Siedhoff Construction Company and later Hahner Foreman in Wichita include the Fresh Air Baby Camp (1921), Broadview Hotel (1922), Wheeler Kelly Hagney Building (1921), the Forum (1912), Innes Warehouse (1919), Grant Telegraph Building (1925), Kaufman Building (1924), Officer Quarters at McConnell AFB (1958), US Post Office and Federal Building (1930), Atchison, Topeka and Santa Fe Depot in Newton, Kansas (1929) and many others. There were numerous local contractors who worked on Knightley's Parking Garage including: George C. Christopher and Sons (steel), Rock Island Lumber, Brown Electric Co., Moore and Robinson (plumbing), Dolese Brothers (concrete), Carman Mosaic Tile Co., Mahaney Roofing Co., Union Sheet Metal Works, Starkweather Co. (painting), Midwest Planing Mills, Wellborn Plaster Co., Ludeman Insulations Co., Lusco Brick and Stone Co., Chester L. Anderson Co. (building materials), The Pittsburgh Glass Co. and B.B. Kline (steel erector).⁸⁶

The Lauck & Knightley Families

Dee Robinson (D.R.) Lauck was born May 8, 1894, the third generation of the Lauck family to live in Wichita. He attended college and married Amy Heeb when he was 21; one child, Mary Louise, was born to the couple in 1923. The grandson of prominent local Judge James F. Lauck, D.R. was entrepreneurial from an early age, beginning in real estate as early as 1911;⁸⁷ by 1917 he had started the D.R. Lauck Rental Agency and quickly gained a reputation for honesty and fair-dealing in Wichita's business community. In 1922 Lauck drilled his first oil well in Seely Field in Greenwood County and was responsible for the opening of the Eastborough Pool near Wichita; during these early days he formed a company called Fischer, Lauck and Moore with two partners.⁸⁸ By 1936 he again went out on his own and formed Lauck Oil Company, located in the 4th National Bank Building on Market Street. The business was a family enterprise from early on with D.R. as president and his wife Amy as the vice president.⁸⁹ In a 1959 article in the *Wichita Eagle* it was noted that Lauck was one of the largest oil operators in Wichita with 150 wells in Kansas and 53 in Oklahoma.⁹⁰ He remained entrepreneurial throughout his life; in addition to the oil business and parking garage he also owned the Yingling Chevrolet Building in Wichita.⁹¹

Lauck saw a business opportunity in the lack of adequate parking near office buildings in downtown Wichita. As the post-war boom began Lauck chose to build a new parking structure on the site of Broadway Auto Park and to move the headquarters of Lauck Oil to offices on the ground floor of the garage (301 S. Broadway). The offices of Lauck Oil Co. remained at that address until 1977.

In 1944 Lauck's daughter Mary Louise married John H. Knightley. John Howard Knightley, born in Colorado in 1921, moved with his family to Wichita in the 1920s and later attended Wichita State University. Knightley was a civilian flight instructor for the Army Air Corps during WWII.⁹² Following the war Knightley continued to work as a flight instructor through 1946, but by 1948 was managing Broadway Auto Park, a parking lot located at 301 S. Broadway. When Lauck announced the construction of the modern 500-space garage where the Auto Park lot had been, he noted that Knightley would lease and manage it.⁹³

In addition to managing the garage, Knightley served as "Landman" for Lauck Oil with the responsibility of negotiating deals and trades with other companies and acquiring leases, as well as being the secretary-treasurer for Lauck Drilling.⁹⁴

⁸⁴ 1963 Wichita City Directory. Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

⁸⁵ Hahner Foreman current business details accessed 21 March 2016 at <http://www.manta.com/c/mmcjc84/hahner-foreman-harness-inc>.

⁸⁶ *Wichita Eagle*, 12 March 1950, 7.

⁸⁷ *Wichita Daily Eagle*, 31 Dec 1911, 12.

⁸⁸ *Petroleum Age*, (1 January 1922), vol. 10, no. 1 and *Wichita Daily Eagle*, 21 May 1922, 14.

⁸⁹ City directories beginning in 1941 show Amy as the vice president. Ancestry.com. *U.S. City Directories, 1822-1995* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

⁹⁰ "Independent Operator Drills Wells for Hobby," *Wichita Eagle*, 12 July 1959, 8A.

⁹¹ *Ibid.*, 8A.

⁹² *Wichita State University Alumni Magazine*, Summer 2004, accessed on 16 March 2016 at http://wsu.wichita.edu/the-shocker/story.php?id=87#.VvK01_krLIU.

⁹³ *Wichita Eagle*, 31 July 1949, 3.

⁹⁴ Job description from Wichita Association of Petroleum Landmen, an organization of which Lauck and Knightley were members, accessed on 16 March 2016 at <http://www.wapl.biz/about/landman/>. D.R. Lauck operated three separate companies that bore his

Knightley's Parking Garage

Name of Property

Sedgwick County, Kansas

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By 1970, Knightley had succeeded as president of all three of Lauck's oil-related companies following D.R.'s death in 1969. The Knightleys had two children James H. and John D.; James became the president of Lauck Oil and John ran operations in Oklahoma. In 2016 the D.R. Lauck Oil Company remains in family hands with John and Mary Louise Knightley's son James serving as president. The Lauck Oil Co. headquarters moved next door to the Petroleum Building at 221 S. Broadway, Suite 400 in 1978 after more than twenty-five years in the garage.

In 1977 Knightley turned over the management of the parking garage to Thomas W. Blake. On July 15, 1985 the Knightley family sold the garage to the Slawson Companies.⁹⁵ Slawson operated the garage until 2009. Current owner, Robert Eyster, bought the property in 2016.

name: D.R. Lauck Oil Co., D.R. Lauck Petroleum and D.R. Lauck Drilling Co. The oil firm is the only one that remains in business in 2016. <https://www.kansas.gov/bess/flow/main?execution=e1s5>

⁹⁵Wichita City Directories, 1960 – 1985.

Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

9. Major Bibliographical References

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

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Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

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 # _____
- 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: Kansas Historical Society

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property .52 acres

Provide latitude/longitude coordinates OR UTM coordinates.
(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | | | | | |
|---|-------------------------------|---------------------------------|---|-----------|------------|
| 1 | <u>37.683438</u>
Latitude: | <u>-97.335730</u>
Longitude: | 3 | _____ | _____ |
| | | | | Latitude: | Longitude: |
| 2 | _____ | _____ | 4 | _____ | _____ |
| | Latitude: | Longitude: | | Latitude: | Longitude: |

Verbal Boundary Description (describe the boundaries of the property)
Even Lots 46 to 56 including Lawrence Avenue, Greiffenstein's Addition, Wichita, Sedgwick County, Kansas

Boundary Justification (explain why the boundaries were selected)
The legal description above reflects the site on which the building was constructed in 1949 and continues to reflect the current site boundary.

11. Form Prepared By

name/title Brenda R. Spencer, with Michelle L. Spencer

organization Spencer Preservation date 27 March 2016

street & number 10150 Onaga Road telephone 785-456-9857

city or town Wamego state KS zip code 66547

e-mail Brenda@spencerpreservation.com

Property Owner: (complete this item at the request of the SHPO or FPO)

name Broadway Auto Park, LLC. (contact Michael D. Ramsey)

street & number 135 E. Douglas telephone 316-204-9163

city or town Wichita state KS zip code 67202

Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

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 100 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.

Additional Documentation

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial 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.

Photograph Log

Name of Property: Knightley's Parking Garage

City or Vicinity: Wichita

County: Sedgwick State: Kansas

Photographer: Brenda R. Spencer (except where noted)

Date Photographed: 9 February 2016 (unless otherwise noted)

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

#	Direction	Description
1 of 22	SW	Front/east and north facade from intersection of S. Broadway and E. English (taken 30 December 2015)
2 of 22	SW	Front/east facade facing S. Broadway
3 of 22	NW	Detail of original "Parking" sign on front facade and original office enclosure on north end of ground floor (taken 30 December 2015)
4 of 22	SE	North facade with offices historically enclosed on ground floor and non-historic infill at location of interior stairway in NE corner
5 of 22	SW	Detail of concrete cantilevered awning above opening on each level and top of ramp at NE corner
6 of 22	SE	Rear/west and north facades from E. English Street northwest of building
7 of 22	E	Rear/west facade with curved ramps and enclosed south bay with industrial steel windows
8 of 22	N	Looking north along west/rear facade from SW corner of building
9 of 22	NW	South and east/front facades with concrete and glass block infill on upper floors of South facade
10 of 22	NW	Ground floor, looking NW from SE corner (taken 1 January 2009 by Michael Ramsey)
11 of 22	E	Looking NE toward Broadway with offices historically enclosed along north side (left), from SW corner of ground floor
12 of 22	SW	Former entry at office/storefront bay on north wall of ground floor, looking south inside offices
13 of 22	NE	Looking NE inside office at northeast corner of ground floor
14 of 22	E	Looking east along south wall of ground level
15 of 22	NW	Ramps at northwest corner of ground level
16 of 22	S	Looking south along west end of second level with attendant lift on left
17 of 22	W	Looking west in SW corner of 2 nd level with concrete and glass block infill in south openings and original operable steel windows on west/rear facade
18 of 22	N	Non-original stair installed at NE corner after garage went self-park (date unknown)

Knightley's Parking Garage

Sedgwick County, Kansas

Name of Property

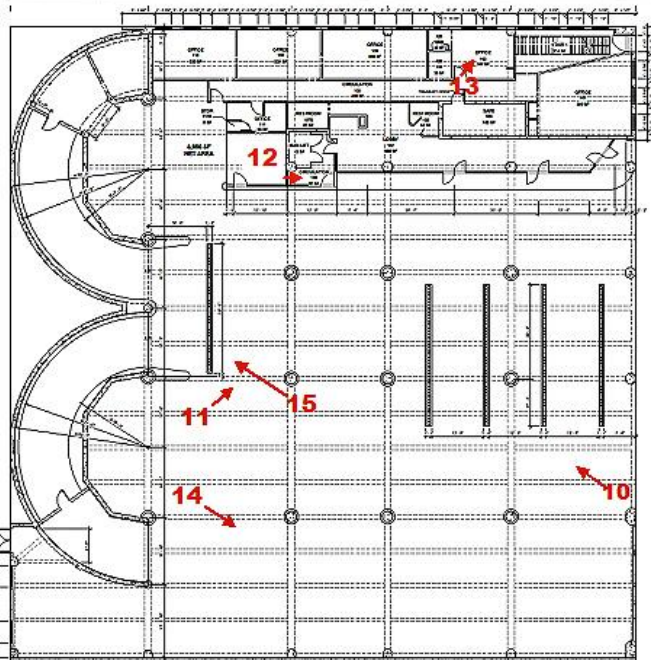
County and State

- | | | |
|----------|----|--|
| 19 of 22 | SE | Looking SE from ramp at NW corner of 3 rd level (typical) |
| 20 of 22 | W | Looking up ramp at NW corner with operable steel hopper porthole windows (typical on each level), from 3 rd level |
| 21 of 22 | SE | Looking SE on 4 th level (typical) |
| 22 of 22 | W | Exit of south ramp onto roof deck at top level of garage |

PHOTO KEY



SITE



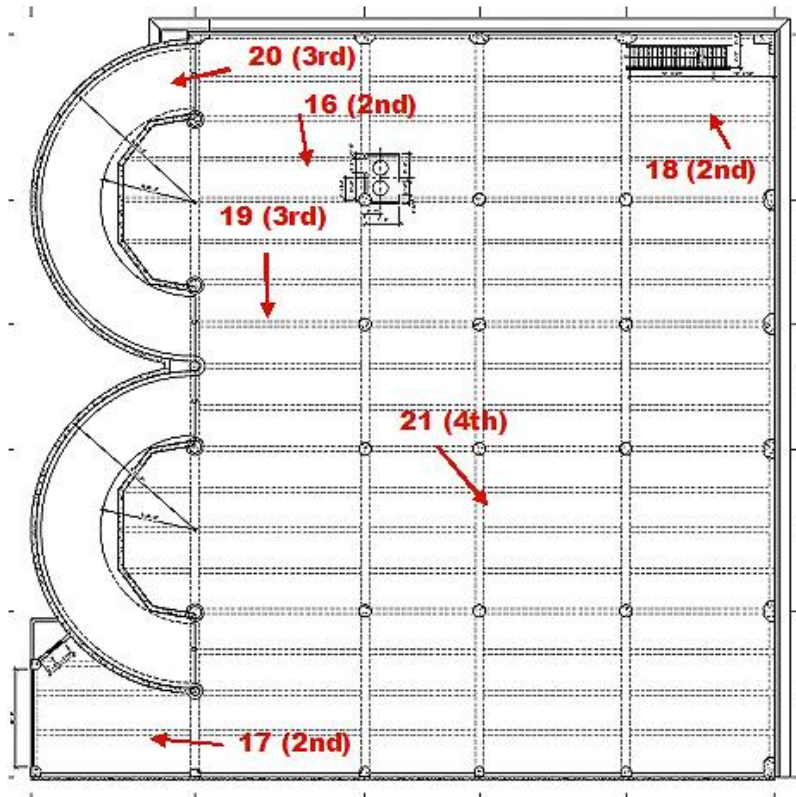
KNIGHTLEY'S PARKING GARAGE
 303 S. Broadway, Wichita, KS
 PHOTO KEY

FIRST FLOOR

Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

PHOTO KEY Continued



TYPICAL UPPER FLOOR

Base plans are preliminary existing plans provided by Sheldon Architecture, Wichita. NOTE—A typical upper floor plan is used as base to key all upper-floor photographs.

KNIGHTLEY'S PARKING GARAGE
303 S. Broadway, Wichita, KS
PHOTO KEY

HISTORIC VIEWS



Figure 3 – Architect's Rendering of Knightley's Garage –Overend & Boucher, Architects
The Wichita Eagle, 31 July 1949, pg 3.

Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

OPENING ANNOUNCEMENT
The Middlewest's Largest and Most Modern Parking Garage

The Knightley's Parking Garage
303 S. BROADWAY ON U. S. HIGHWAY 81
(JOHN KNIGHTLEY, OWNER-GENERAL MANAGER)

HOURS
7 a. m. to 11 p. m.

RATES
25c First Hour
5c
EACH ADDITIONAL HOUR
Up to 50c
for All Day

Evening Parking
25c

All Night Parking
75c

24-Hour Parking
\$1.00

Weekly and Monthly Rates Available (Spaces Reserved)

Effective March 13
We Will Be Open
24 Hours Per Day
365 Days
Per Year

Ludeman Insulations Co.
ENL-COTTON INSULATION
302 N. West Phone 6-2202

Carmen Mosaic Tile Co.
1901 E. Beacon Tel. 2-0294

Union Sheet Metal Works
1811 E. Douglas Tel. 4-9833

Morris-Robertson Plumbing and Heating Co.
117 N. Main Tel. 3-0822

Chas. E. Mahoney Roofing Co.
Clyburn Bldg. Tel. 4-8871

Mid-West Plating Mill
200 E. Perry Tel. 4-0021

Brown Electric Co.
240 N. Main Tel. 4-1224

Walters Painter Co., Inc.
1797 E. Second Tel. 4-8871

Walter L. Fuller Co.
3011 E. Broadway Tel. 4-9191
San Francisco Building, Park Tr. and Lawrence Building

Star-Park Central Roofing
2023 2025, Penn. Tel. 2-8880
401 Park
Lawrence, Wichita, Kan.

CONGRATULATIONS to John Knightley on the completion of a major civic and commercial asset for Wichita. We take pride in having had a part in the building of your great new parking garage.

HARNER & FOREMAN, General Contractors
321 North West Phone 4-8881

CONGRATULATIONS
to D. R. LAUCK and JOHN KNIGHTLEY
on the opening of
KNIGHTLEY'S PARKING GARAGE
We are pleased to recognize the business foresight and confidence in the future of Wichita which has been expressed by D. R. Lauck in the construction of the Knightley's Parking Garage. Always it is filling a pressing need, in helping to alleviate Wichita's downtown parking problem.
We, together with the people of Wichita, take pride in your accomplishment, for it is another step toward making Wichita the greater city in the Southwest.

WE ARE PROUD TO HAVE HAD A PART IN BUILDING WICHITA'S FINEST AND LARGEST PARKING GARAGE
WE FURNISHED THE LUMBER
Rock Island Lumber Co.
DEPARTMENT 7-200
200 S. Broadway
WICHITA, KANSAS
317 S. Broadway

CONGRATULATIONS TO
JOHN KNIGHTLEY
ON THE OPENING OF
KNIGHTLEY'S PARKING GARAGE
BY THE WICHITA
BANKERS ASSOCIATION

CONGRATULATIONS TO
JOHN KNIGHTLEY
ON THE OPENING OF
KNIGHTLEY'S PARKING GARAGE
BY THE WICHITA
CHAMBER OF COMMERCE

CONGRATULATIONS TO
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BY THE WICHITA
REAL ESTATE ASSOCIATION

CONGRATULATIONS TO
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BY THE WICHITA
TRADING ASSOCIATION

CONGRATULATIONS TO
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BY THE WICHITA
MERCHANTS ASSOCIATION

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PHYSICIANS ASSOCIATION

Figure 4 – Garage Opening – The Wichita Eagle, 12 March 1950, page 29

Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

MAPS

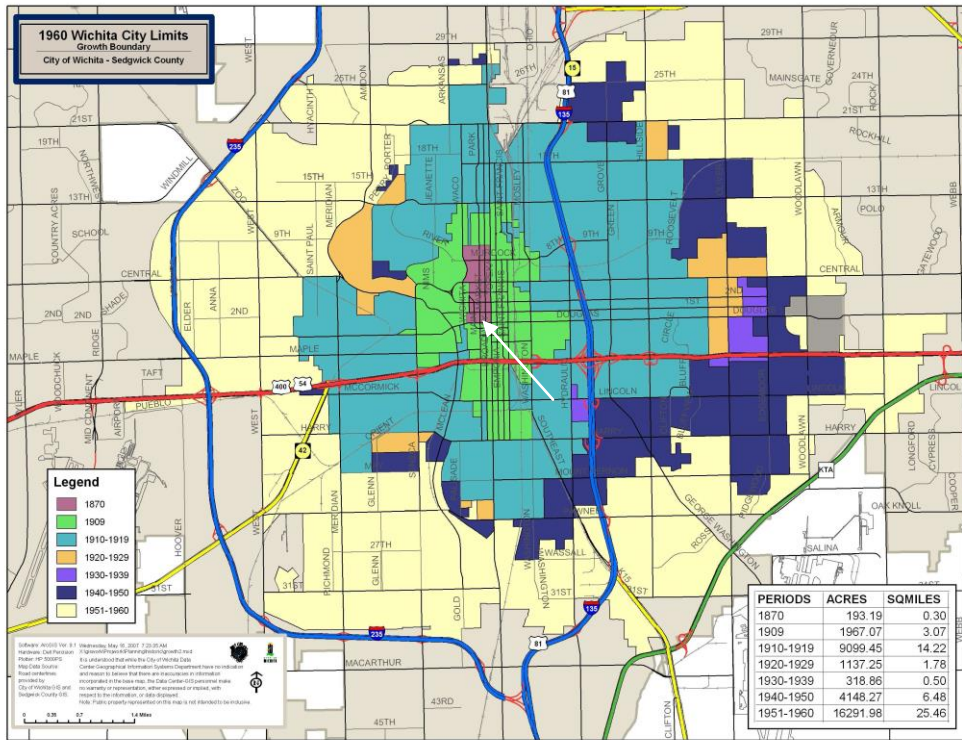


Figure 5 - Wichita City Limits and Growth Boundaries reprinted from *Residential Resources of Wichita, Sedgwick County, Kansas 1870-1957 Multiple Property Documentation Form* (Morgan and Hammond, 2008). Site of parking garage on S. Broadway is marked by white arrow near center of map.

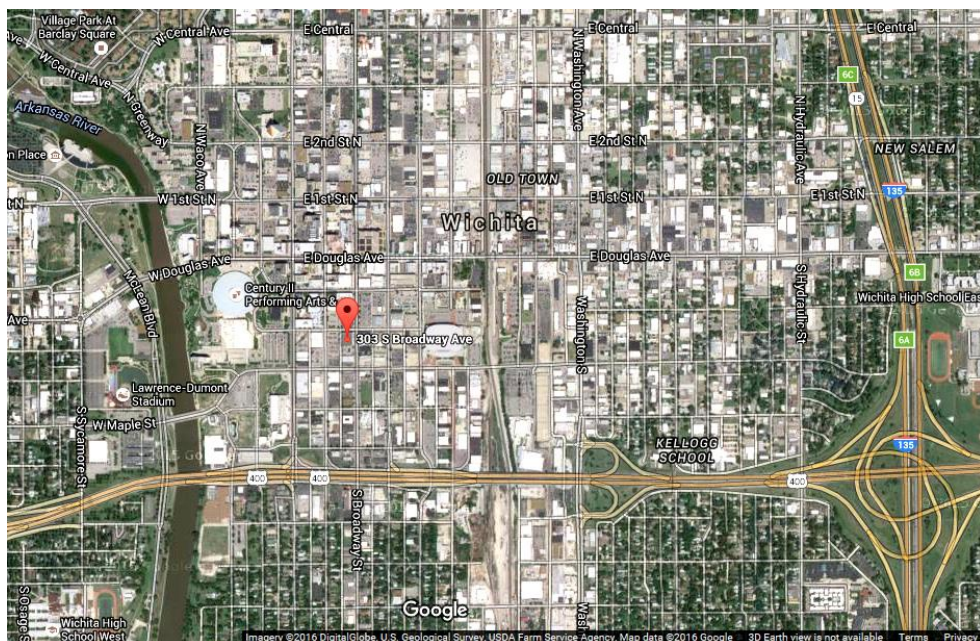


Figure 6 - Aerial View of Context (Downtown Wichita) with pin marking location of parking garage Knightley's Parking Garage
303 S. Broadway
Wichita, Sedgwick County, Kansas
Lat/Long: 37.683438, -97.335730; Datum WGS84
Downloaded at Google Maps 19 March 2016 © Digital Glove U.S. Geological Survey

Knightley's Parking Garage
Name of Property

Sedgwick County, Kansas
County and State

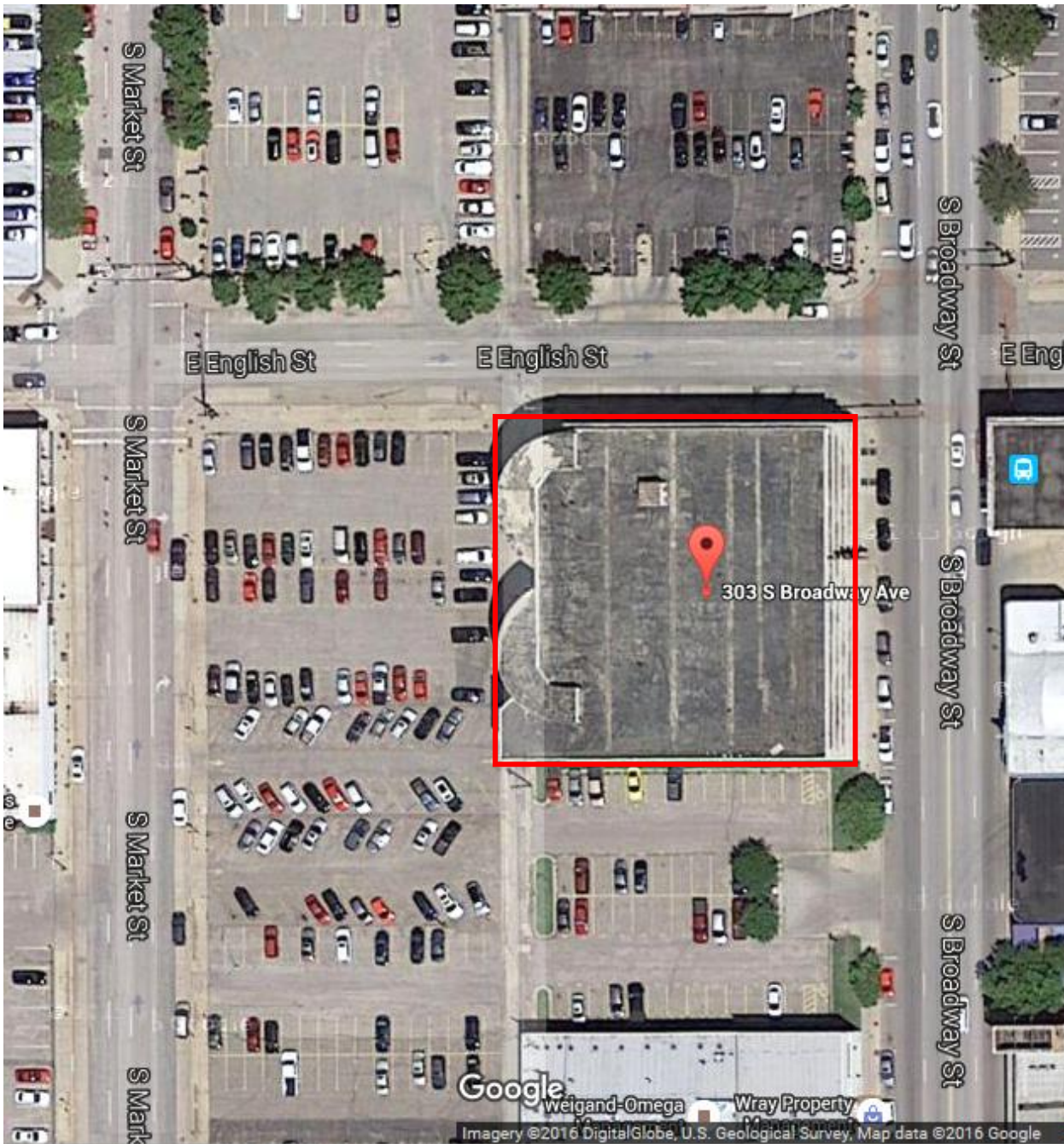


Figure 7 - Aerial View of Site

Knightley's Parking Garage

303 S. Broadway

Wichita, Sedgwick County, Kansas

Lat/Long: 37.683438, -97.335730; Datum WGS84

Downloaded at Google Maps 19 March 2016 © Digital Glove U.S. Geological Survey

Figure 8 – Original Plans

Following are digital copies of the original design documents for the garage, titled initially "Broadway Auto Park" the surface parking lot located on the site. Drawings by Overend and Boucher, Architects and George Hartwell, Structural Engineer, were provided by current owner.